



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 20 March 2017; 10:00am
Meeting Number: MNWJDAP/169
Meeting Venue: City of Joondalup
90 Boas Avenue
Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Frank Cvitan JP (Local Government Member, City of Wanneroo)
Cr Russell Driver (Local Government Member, City of Wanneroo)
Cr Philippa Taylor (Local Government Member, City of Joondalup)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

Officers in attendance

Mr Tim Reed (City of Joondalup)
Ms Renae Mather (City of Joondalup)
Mr Jay Naidoo (City of Wanneroo)
Ms Rana Murad (City of Wanneroo)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Tim Dawkins (Urbis)
Mr Sean Morrison (Urbis)
Mr Derek Nash (Maze Architects)
Ms Morgan O'Shea (ALDI)
Mr Andrew Maxwell (Concept Building Design)
Mr Hoang Lam (Lam Property Development Group PTY LTD)
Ms Eileen Pool
Ms Margaret Quirk MLA

Members of the Public / Media

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

Mr Paul Drechsler (Deputy Presiding Member)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of meeting no.168 held on the 13 March 2017.

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 Sean Morrison (Urbis) presenting for the application at Item 8.1. The presentation will provide a background to the planning processes undertaken for the development, a brief overview of the proposed development's design response and support for the City of Joondalup's RAR.
- 7.2** Ms Eileen Pool presentation against the application at Item 8.2. The presentation will discuss potential issues surrounding development, including its character and parking.
- 7.3** Ms Margaret Quirk MLA presenting against the application at Item 8.2. The presentation will discuss potential issues surrounding the size and scale of the building, as well as traffic issues.

8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1**

Property Location:	Lot 5001 (86) Delamere Avenue, Currambine
Application Details:	SHOP (Aldi)
Applicant:	Aldi Foods Pty Ltd C/- Urbis
Owner:	Aldi Foods Pty Ltd
Responsible authority:	City of Joondalup
DoP File No:	DAP/16/01163
- 8.2**

Property Location:	Lot 69 (91) Strive Loop, Girrawheen
Application Details:	42 Multiple Dwellings
Applicant:	Concept Building Design
Owner:	Loang Lam & Lam Property Development Group Pty Ltd
Responsible authority:	City of Wanneroo
DoP File No:	DAP/16/01119



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

Nil

10. Appeals to the State Administrative Tribunal

The following State Administrative Tribunal Applications have been received:

- City of Stirling – DAP/15/00904 – Lots 109, 401, 402 and 403 Beaufort Street, Inglewood
- City of Stirling – DAP/15/00956 – Lot 216 (363) Scarborough Beach Road, Osborne Park

As invited by the State Administrative Tribunal under Section 31 of the *State Administrative Act 2004*, the Metro North-West JDAP will reconsider DAP/15/00904 on or before the 7 April 2017.

11. General Business / Meeting Closure

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.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 5001 (86) Delamere Avenue, Currambine
Application Details:	SHOP (Aldi)
DAP Name:	Metro North-West JDAP
Applicant:	Aldi Foods Pty Ltd C/- Urbis
Owner:	Aldi Foods Pty Ltd
Value of Development:	\$4 million
LG Reference:	DA16/1488
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/16/01163
Report Due Date:	10 March 2017
Application Receipt Date:	20 December 2016
Application Process Days:	90 days
Attachment(s):	1: Location and zoning plan 2: Development plans and elevations 3: Environmentally Sustainable Design Checklist

Officer Recommendation:

That the Metro North – West JDAP resolves to:

1. **Approve** DAP Application reference DAP/16/01163 and accompanying plans DA-020 01, DA-002 04, DA-010 01, DA-175 05, A1-021 P5, DA-252 04, C1 102 Rev D in accordance with Clause 68(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, subject to the following conditions:

Conditions

1. **This approval relates to the proposed shop development and associated works only, as indicated on the approved plans.**
2. **The development is approved as a 'Shop' as defined by the City of Joondalup District Planning Scheme No. 2.**
3. **All development shall be contained within the property boundaries with the exception of the footpath, pram ramps and landscaping.**
4. **A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:**
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.

Development shall be undertaken in accordance with this approved plan.

5. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
6. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
7. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied.
8. The footpaths and pram ramps indicated within the road reserve on the approved plans are to be designed and constructed to the specifications and satisfaction of the City, prior to occupation of the development. These footpaths and pram ramps are to be thereafter maintained to the satisfaction of the City at the cost of the applicant until such time that 'as constructed' drawings are submitted to, and approved by the City.
9. Lighting shall be installed within the car parking area, pedestrian pathways and in all service areas prior to occupation of the development, to the satisfaction of the City. A lighting plan shall be submitted for approval by City prior to the commencement of development. Works shall be undertaken in accordance with the approved plans prior to occupation of the development.
10. 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.
11. A full schedule of colours and materials for all exterior parts of the building 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, including being free of vandalism, to the satisfaction of the City.
12. No obscure or reflective glazing is permitted to ground floor building facades.
13. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;

- provide all details relating to paving, treatment of verges and tree planting within the car park. The trees within the car park shall be located within tree wells protected from damage by vehicles;
 - 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;
 - show all irrigation design details.
14. Landscaping and reticulation within the site and adjacent verges shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 15. All signage within the signage panels indicated on the approved plans shall:
 - Use low level illumination that does not flash, pulsate or chase.
 - Not include fluorescent, reflective or retro reflective colours.
 - Not contain any obscene or vulgar material.
 16. A refuse management plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied. The refuse management shall then be undertaken in accordance with the approved plan.

Advice Notes

1. The City of Joondalup District Planning Scheme No. 2 defines 'Shop' as "means premises other than a bulky good showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.".
2. Food areas, storage, display and sale to be in accordance with the *Food Act 2008*.
3. The City's local laws require all commercial properties to store bins within a bin storage area that incorporates wash down facilities. The minimum specification includes a concrete floor graded to a floor waste that is connected to sewer and a hose cock.
4. Development must comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* and the *Health (Air-handling & Water Systems) Regulations 1994*.
5. Delivery Vehicle traffic is to be managed so that associated noise will comply with the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Vehicle routes to the delivery dock should not involve traversing speed humps or other such traffic impedance devices. Tonal Reversing Beepers on vehicles are not to be used on site (Broadband Reversing Beepers or some other quiet form of reversing monitoring / warning device such as reversing cameras are to be used instead). Any substantiated complaint of unreasonable

noise regarding movements to, in or from the delivery dock may initiate a curfew by the City on the use and access to this dock.

6. Access to the dock area for Waste Services Contractors and the use of the Compactor is to be limited to 7am – 7pm. This restriction can be altered by the submission and approval of a Waste Services Noise Management Plan detailing how these activities can be controlled to ensure noise emissions do not exceed the *Environmental Protection (Noise) Regulations 1997*.

Details:

Zoning	MRS:	Urban
	DPS:	Business
Use Class:		Shop
Strategy Policy:		N/A
Development Scheme:		<i>City of Joondalup District Planning Scheme No.2</i> <i>Currambine District Centre Structure Plan</i>
Lot Size:		7,659m ²
Existing Land Use:		Nine car bays on the western portion of the lot

The site is located on the eastern edge of the broader Currambine District Centre, and is bounded by Cuba Way to the north and west, Tyger Entrance to the south and Delamere Avenue to the east (Attachment 1 refers). The residential dwellings to the east of the subject site are coded R20 but do not front Delamere Avenue.

The proposed development consists of:

- A single storey large format 'Shop' (Aldi) with tower elements on the north-eastern and south-eastern facade.
- Associated retaining walls and site works, with retaining to a maximum height of approximately 1.6 metres.
- 90 on-site car bays for the exclusive use of Aldi, including three ACROD bays.
- Vehicle access to be taken from Cuba Way.
- Landscaping internal and external to the site.
- Resurfacing of the existing footpath along Delamere Avenue, and a new footpath along Tyger Entrance, Cuba Way and western boundary.
- The enclosure of the existing western power substation.
- Wall, pylon and window signs.

Development plans and elevations are provided at Attachment 2.

An indicative future commercial building has also been indicated on the south-eastern portion of the site. However, no further details have been provided on this building and it does not form part of this application.

Background:

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS) and 'Business' under the City's *District Planning Scheme No.2* (DPS2). The site is subject to the 'Business Zone' provisions of the *Currambine District Centre Structure Plan* (CDCSP).

The site was the subject of Scheme Amendment No. 84 to DPS2, gazetted on 13 December 2016. The amendment established an 'Additional Use' for the purpose of a 'Shop' for 'Business Zone' lots in the Currambine District Centre.

Despite a number of development approvals being issued for the site it remains vacant, with the exception of nine car bays constructed on the western portion of the site. These car bays were required to address an existing car parking shortfall on the adjoining site (Lot 5002 (74) Delamere Avenue), and are for the exclusive use of that lot. This arrangement relates to approvals issued by the JDAP at its meeting of 7 March 2012, and subsequent Form 2 applications approved on 17 October 2012 and 5 May 2016. The nine bays will be retained as part of this application.

Legislation & policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme (MRS).*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).*
- *City of Joondalup District Planning Scheme No. 2 (DPS2).*
- *Currambine District Centre Structure Plan (CDCSP).*

State Government Policies

- *State Planning Policy 4.2 Activity Centres for Perth and Peel.*

Local Policies

- *Signs Policy.*
- *Environmentally Sustainable Design.*

Consultation:

Public Consultation

Consultation was undertaken to via letters to nearby landowners and occupiers and a notice on the City's website. Consultation was undertaken for 14 days in accordance with clause 64(3) of the Regulations.

Two submissions were received, being one no objection, and one objection.

Issue Raised	Officer's comments
The proposal will result in increased traffic from the single entrance and exit, as well as the turn off from Shenton Avenue to Delamere Avenue.	Noted. The applicant supplied a comprehensive traffic impact assessment. This assessment indicated that there is sufficient capacity within the existing road network to cater for the additional demand caused by the development.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel

The proposal was presented the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 25 January 2017.

The key issues raised by the JDRP, and the summary of applicant's responses and modifications are provided below:

- Concerns were raised in relation to the proposed eastern elevation which indicates predominantly Colorbond cladding facing a residential area. The JDRP stated that it may not be appropriate to propose such an industrial metal looking facade considering the view of the residents adjacent to the site. The JDRP indicated that whilst the generic form is understood, further work is required to the eastern elevation either through replacement panel materials or other alternative options. The JDRP indicated that a landscaping screen for the residents to view rather than the look of a metal colorbond outlook was the preferred option.

Applicant's response:

Amended plans were provided indicating an additional tree, and landscape screening to assist in 'blending' the development into the site.

- The JDRP queried the lack of safety measures for the car park in relation to crash barriers given part of the car park is adjacent to pedestrian paths. Additionally, the JDRP queried whether balustrades were proposed, and if so whether the balustrades are sufficient.

Applicant's response:

Further detail was provided indicating the use of raised kerbing. Further measures were not considered necessary by the applicant due to the provision of a high barrier kerb, and a generous landscaping buffer between the car park and the fence.

- The JDRP stated that the low level landscaping appears to be sufficient and of a high quality.
- The JDRP suggested that additional trees be planted within the car park area, to help reduce the urban heat island effect and for ease of comfort for the visiting patrons traversing between the car park and the foot entrance to the development. The JDRP also questioned whether Norfolk Pine trees were an appropriate species in the context of the City's *Leafy City Program* and streetscape.

Applicant's response:

Amended plans were provided with two additional shade trees within the car park, complying with the requirements of DPS2. Additionally, the Norfolk Pines along Delamere Avenue were modified to Golden Honey Locusts to remain consistent with the City's *Leafy City Program*. The remaining Norfolk Pines to

the north, west and south of the site have been modified to Cook Pines, due to their smaller spread and is considered an acceptable species to the City.

- The JDRP expressed concern regarding connectivity, and requested that consideration be given to connecting the pathway surrounding the site to the car park in order for pedestrians to easily access Aldi.

Applicant's response:

Additional stairs are provided to the south of the site onto Tyger Entrance, whilst additional pram ramps provided to the north-western, south-western and north-eastern boundaries. Access is not provided to the west as this would reduce the provision of landscaping, and result in additional pedestrians accessing the rear service area of the adjoining shopping centre, which is not considered safe.

- The JDRP requested that the awning on the north and western side which returns around the corner could be extended over the front parking bays and over a potential footpath to enter the shops, to afford patrons shelter from the elements when travelling between their vehicles and the shop entrance.

Applicant's response:

A 1.5 metre wide footpath has been provided with a minor eave overhang in this location connecting to Tyger Entrance. The 1.5 metre width is sufficient for two trolleys to pass. The width of this footpath cannot be increased further as it will reduce the car parking aisle below Australian Standards.

Planning assessment:

City of Joondalup District Planning Scheme No.2

Item	Requirement	Proposal	Compliance
Car parking	Clause 4.8 requires 75 (74.4) bays.	90 bays are proposed for the exclusive use of the development	Compliant.
On site landscaping	Clause 4.12.1 requires a minimum of eight percent landscaping of the development site.	The proposal includes 22.19 percent landscaping.	Compliant.
Landscaping between car parking and the street	Clause 4.12.2 requires a three metre landscaping strip between all street boundaries and the car park.	Landscaping strip with a minimum depth of 1.5 metre proposed to a portion of the northern boundary, with three metres or greater provided	Non compliant, detailed justification provided within officer comments.

		to all other boundaries.	
Shade trees	Clause 4.12.3 requires the provision of one tree for every four (4) car parking bays, with a total number of 23 trees required.	23 shade trees are required, with 23 shade trees proposed.	Compliant.

Currambine District Centre Structure Plan

Item	Requirement	Proposal	Compliance
Treatment of urban and non urban edges	Clause 8.1.2II requires a zero setback to the urban edge being Delamere Avenue and a portion of Tyger Entrance, other than minor recesses of up to 1.5 metres deep and three metres long.	Setbacks generally between zero and 5.8 metres for lengths greater than three metres.	Non compliant, detailed justification provided within officer comments.
	Clause 8.1.2V requires no blank facades unless adjacent to another building or loading bay.	Blank facades proposed to Delamere Avenue.	Non compliant, detailed justification provided within officer comments.
	Clause 8.1.2VI requires loading bays to be located away from the urban edge.	Loading bay located to the western side of the development adjacent to Tyger Entrance, setback 17.8 metres from the urban edge.	Compliant.
	Clause 8.1.2VII requires two storey high facades.	The height of the building varies between 6.75 metres and nine metres.	Non compliant, detailed justification provided within officer comments.
	Clause 8.1.2IX requires building frontages to encompass 70 percent windows	Facades provide less than 70 percent windows and visually permeable doors.	Non compliant, detailed justification provided within officer comments.

	and visually permeable doors.		
Footpaths	Clause 8.1.2XI requires a continuous footpath (3 metre minimum) along building edge.	The applicant has provided a 2.5 metre wide footpath to the northern building edge, 5.5 metre footpath along the western edge of the building, reducing to 1.5 metres in width.	Non compliant, however efficient pedestrian connectivity is provided between the street, car park and development site.
	Clause 8.1.2XII requires a pedestrian footpath through car park with car bays no further than 40 metres from a pedestrian path.	Paths provided along eastern side of the car park within 30 metres of all car bays on site.	Compliant.
Services	Clause 8.1.2XVIII requires screening of essential services.	Essential services are screened from view by the facade of the north-eastern tower aspect	Compliant.
Lighting	Clause 8.1.2 XX requires development to be well lit to encourage safe use.	Lighting provided to Australian Standards within the car park.	Compliant.

Local Planning Policy

Item	Requirement	Proposal	Compliance
<i>Signs Policy</i>	<u>Wall Signs</u>	The proposal includes five walls signs. The wall signs are completely located within the boundaries of the wall and do not obscure the architectural details of the façades. The total signs in aggregate do not exceed 25 percent of the façade wall.	Compliant.
	<ul style="list-style-type: none"> Area not more than 25 percent of the façade. Must not extend beyond either ends of the wall. Must not obscure architectural details. 		

	<p><u>Pylon Sign</u></p> <ul style="list-style-type: none"> • Area not to exceed six square metres • Height not to exceed six metres. 	<p>The pylon sign to Cuba Way has an area of 5.5 square metres and a height of 5.4 metres.</p> <p>The poster box pylon sign to the trolley bay does not exceed the required dimensions.</p>	Compliant.
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Variations to Scheme standards

Clause 4.5 of DPS2 allows the exercise of discretion in relation to the areas of non compliance.

The areas of non compliance outlined in the planning assessment are considered in the following discussion.

Officer Comments

Building design

The building design, including orientation, glazing and height do not comply with the CDCSP. Regard is therefore given to the objectives of the 'Business Zone' under the CDCSP, which are:

- To create an active focus for the community with a diversity of non-retail main street uses that generate day and evening activity;
- To allow appropriate businesses to locate and develop in close proximity to residential areas for the convenience of the community;
- Encourage high standard of 'Main Street' built form and active edge to create an attractive facade to vehicle and pedestrian routes providing visual amenity and interaction;
- Provide efficient vehicle access and circulation with pedestrian priority; and
- Encourage a high level of passive surveillance of public and private spaces.

The development is considered to address the objectives of the CDCSP, with specific justification in relation to the 'Main Street' built form and active edge provided below. The development does not address Delamere Avenue as the 'Main Street' as required under the CDCSP. This section of Delamere Avenue is median separated with rear fences of residential properties immediately adjacent, compromising the capacity of Delamere Avenue to operate as a true 'Main Street'.

The 'active' façade has been oriented towards Cuba Way and the car park, with extensive glazing on the north, north-western and north-eastern elevation provided to enhance pedestrian surveillance. The JDRP acknowledged that the orientation of the development was acceptable from a design perspective and the best outcome given the proposed use.

The JDRP commented that further treatment was required to the eastern façade of the building (Delamere Avenue) to provide an appropriate level of amenity, acknowledging that any further height would likely cause impact to the surrounding

residential dwellings. The Delamere Avenue façade was subsequently amended to include additional colour treatments and landscaping. In conjunction with the building setback to this boundary it is considered that the level of treatment to this façade and impact on the streetscape and adjoining properties is appropriate.

The applicant has included 'indicative' signage as part of this development application. Given full compliance with the *Signs Policy*, it is considered appropriate to support signage within these signage panels as part of this development approval.

Landscaping

Clause 4.12.2 of DPS2 requires the provision of a three metre landscaping strip between car parking and the street boundaries. In this instance, the development includes a three metre landscaping strips, with the exception of a portion along the northern boundary which is proposed at a minimum of 1.5 metres.

The overall site is proposed to include 22.19 percent landscaping, being in excess of the 8 percent required under DPS2. This landscaping comprises 23 shade trees, 21 additional trees within both the verge and the site, landscaping screens, shrubs and ground cover. Given the substantial provision of high quality landscaping within the site, this 1.5 metre variation is considered appropriate.

Parking layout and pedestrian connectivity

The CDCSP requires the provision of three metre wide footpaths along the building edge, except where located abutting a loading bay. In this instance, the applicant proposes a 1.5 metre wide footpath.

The applicant has provided a generous sized car park, exceeding the minimum requirements of the Australian Standards for both aisle widths and bay dimensions. These requirements were set by the applicant, to provide a greater level of manoeuvrability and accessibility to the parking facilities on site. Given that the 1.5 metre wide footpath is considered sufficient for two shopping trolleys to pass, a further reduction in the car park dimensions was not warranted.

Pedestrian connectivity through the car park is considered sufficient, with all car bays within 30 metres or less of a footpath. In addition the applicant has provided a continuous footpath from the north of the site, to the south, connecting Cuba Way to Tyger Entrance.

The applicant proposes to upgrade existing footpaths, and install additional footpaths and pram ramps within the road reserve surrounding the site. These additional pedestrian connections are considered to greatly enhance walkability within the broader Currumbine District Centre and improve connection with the surrounding commercial centre and footpath network.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

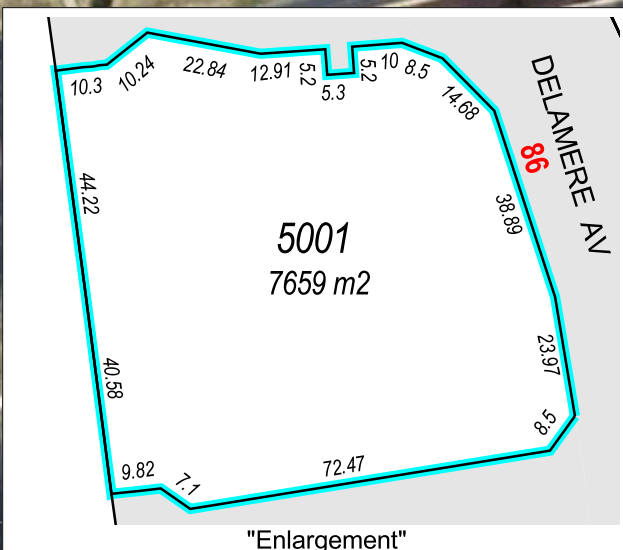
Conclusion:

The proposed development meets the requirements of DPS2 and the CDCSP with the exception of the aspects discussed in this report. In instances where the requirements have not been met, the proposal is considered appropriate. It is considered that the land uses and built form are appropriate in the context of the site, and the final design has addressed issues raised by the JDRP.

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



Subject Lot
Lot 5001 Deposited Plan 56886
86 Delamere Avenue, Currambine



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ISSUED FOR APPROVAL
NOT FOR CONSTRUCTION

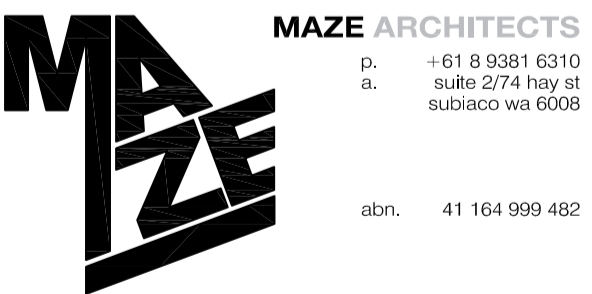


NO	REVISION	DATE
01	ISSUED FOR DEVELOPMENT APPLICATION	23/02/16
02	UPDATED DEVELOPMENT APPLICATION	09/12/16
03	UPDATED DEVELOPMENT APPLICATION	14/12/16
04	UPDATED DEVELOPMENT APPLICATION	15/02/17

PROPERTY DESCRIPTION	
TOTAL SITE AREA (m ²)	7659
TOTAL ALDI SITE AREA (m ²)	7256
BUILDING GROSS AREA (m ²)	1572
BUILDING NETT AREA (m ²)	1505
RETAIL NETT AREA (m ²)	1019
BOH NETT AREA (m ²)	405
AMENITIES NETT AREA (m ²)	81
REMAINING NETT AREA (m ²)	486
RESERVE AREA (m ²)	403
PARK/TRAFFIC AREA (m ²)	3042
NUMBER OF CARS	100
CAR SPACES REQUIRED BY CODE	99
LANDSCAPED AREA (m ²)	1826

PROP. DESCRIPTION - G4-4-SE-EL	
BUILDING NETT AREA (m ²)	1534
RETAIL NETT AREA (m ²)	1019
BOH NETT AREA (m ²)	432
AMENITIES NETT AREA (m ²)	83
REMAINING NETT AREA (m ²)	515

EASEMENT DATA	
EASEMENT X	WATER CORPORATION
EASEMENT 5	DRAINAGE
EASEMENT 6	SEWERAGE
EASEMENT C	RIGHT OF CARRIAGE WAY



Client
ALDI STORES
(A LIMITED PARTNERSHIP)

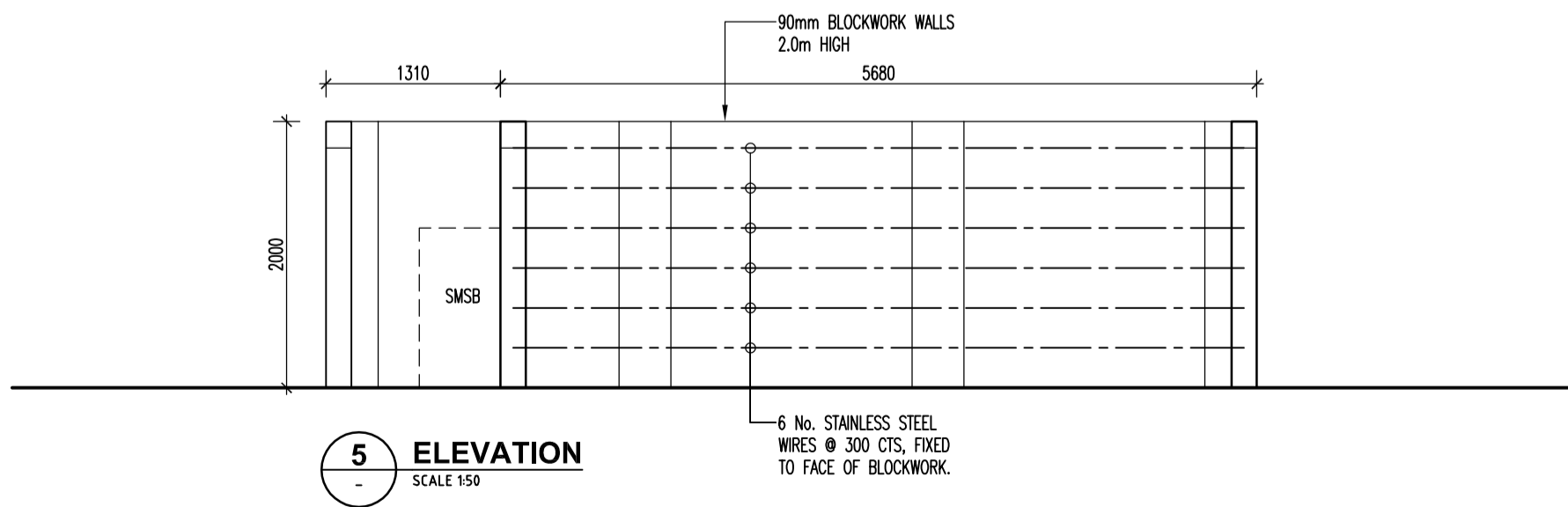
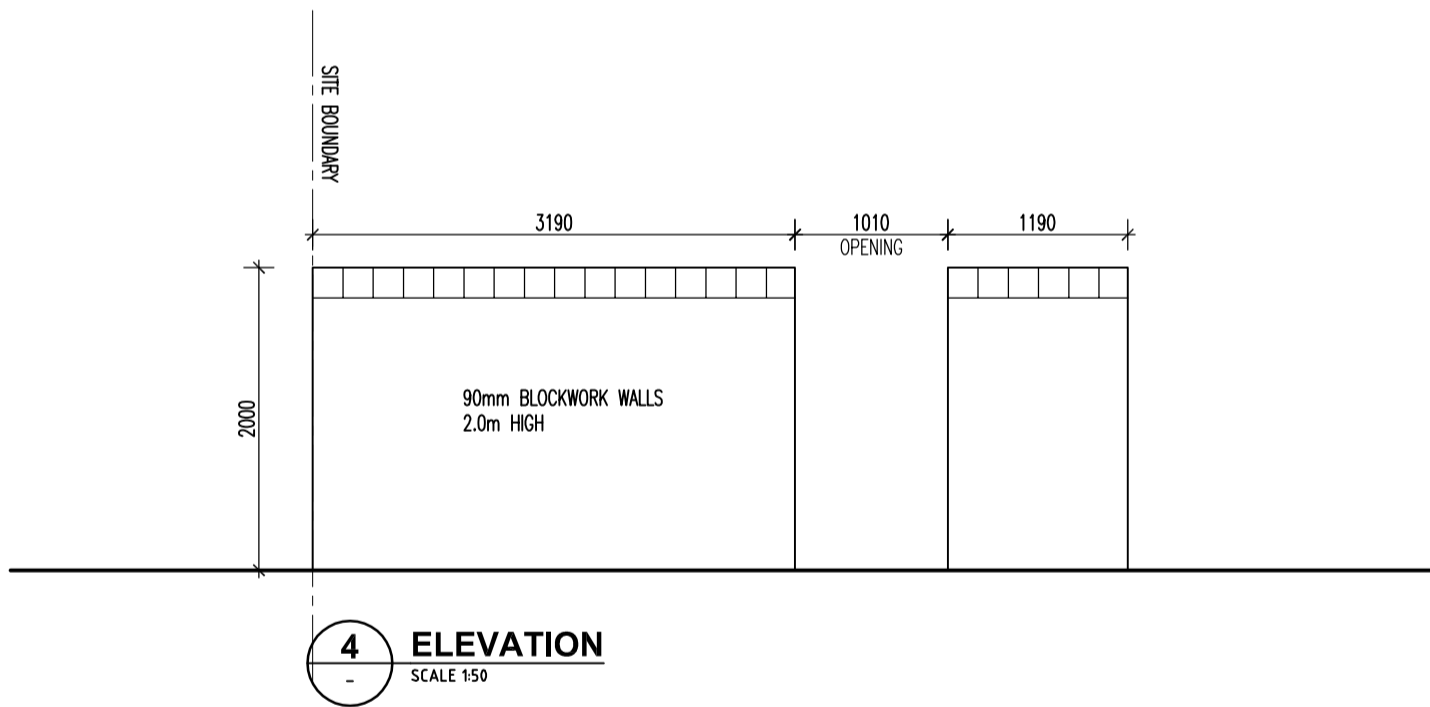
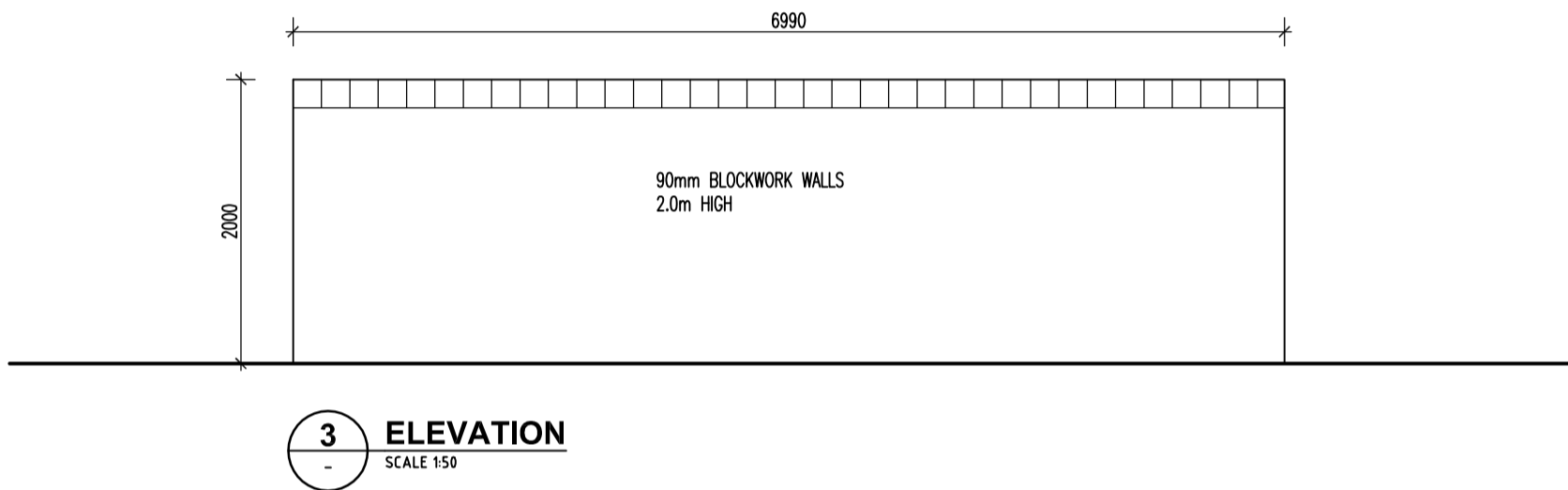
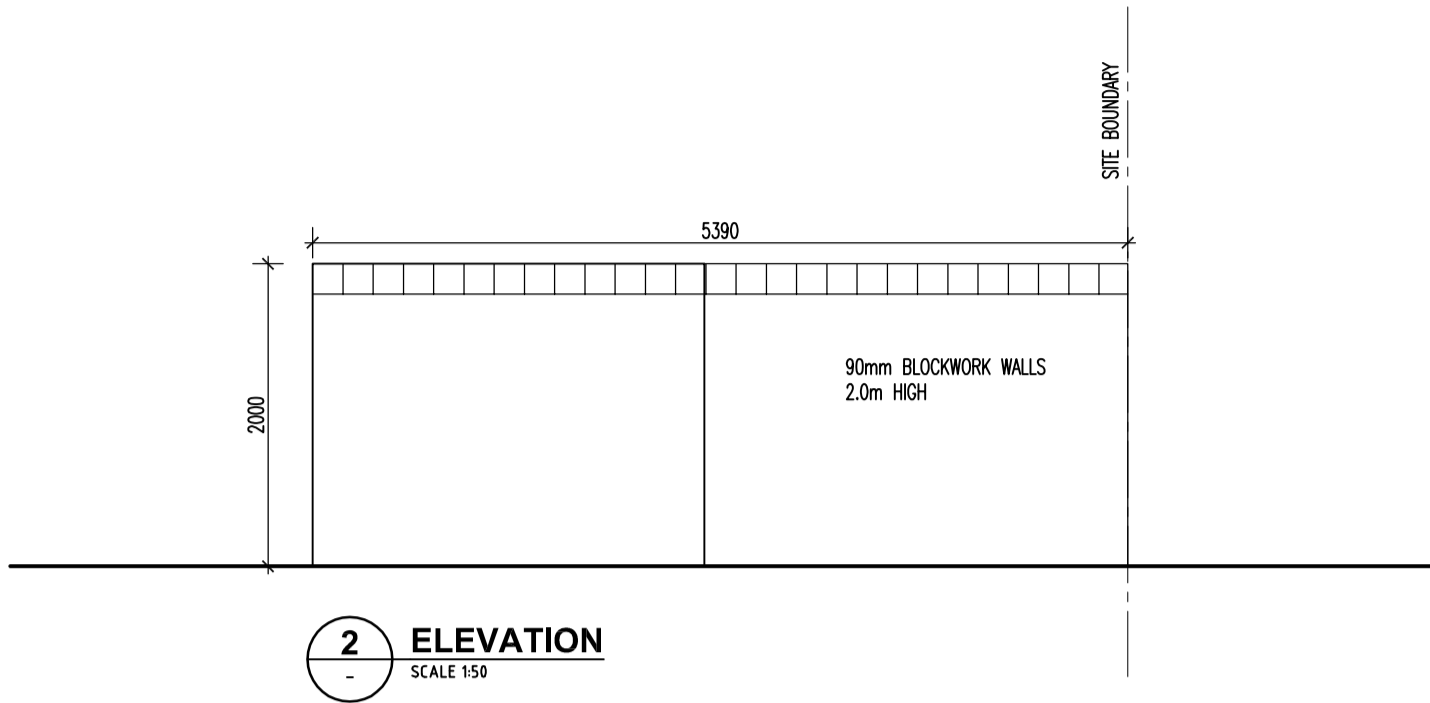
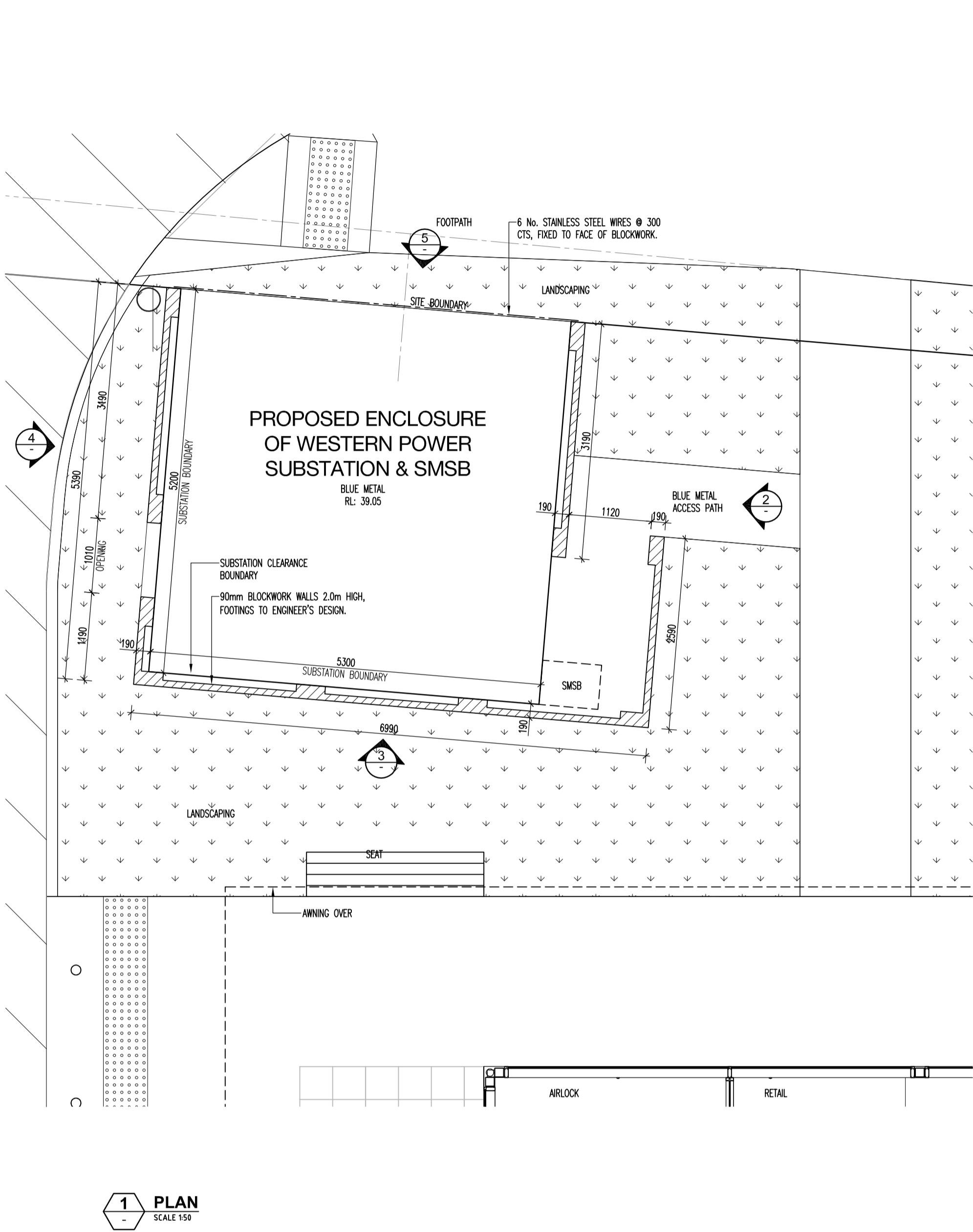
Project
PROPOSED ALDI FOOD STORE
Currambine
Lot 5001 Delamere Ave, Currambine, WA

Drawing Title
PROPOSED ALDI FOOD STORE
SITE PLAN

Drawn SMc	Checked	Scale @ A1 1:250
Date OCT 2014	Job Number ALD103	Revision

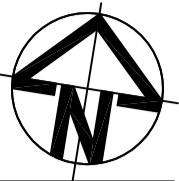
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ISSUED FOR APPROVAL
NOT FOR CONSTRUCTION



NO REVISION DATE
01 UPDATED DEVELOPMENT APPLICATION 14/12/16

MAZE ARCHITECTS
p. - 61 6 9381 6310
a. suite 2/74 hay st
subiaco wa 6008
abn. 41 164 999 482

Client
ALDI STORES
(A LIMITED PARTNERSHIP)

Project
PROPOSED ALDI FOOD STORE
Currambine
Lot 5001 Delamere Ave, Currambine, WA

Drawing Title
PROPOSED ALDI FOOD STORE
SUBSTATION PLAN

Drawn Checked Scale @ A1
SMc 1:50

Date Job Number
OCT 2014 ALD103

Drawing Number Revision
DA-010 01

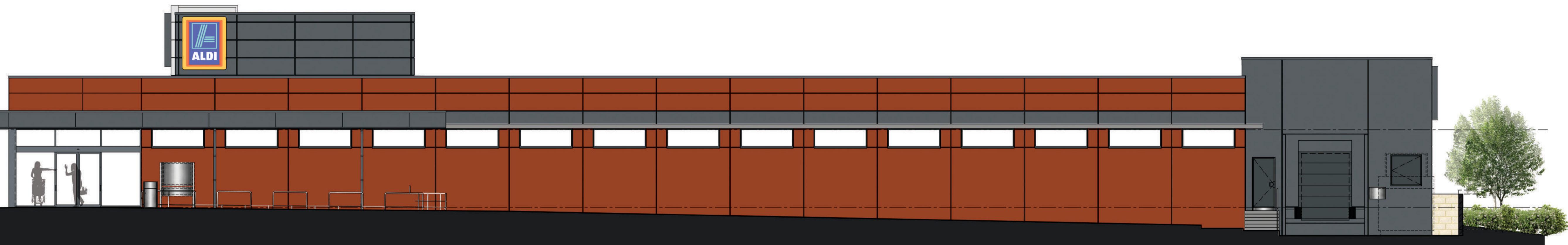
ISSUED FOR APPROVAL
NOT FOR CONSTRUCTION

NO	REVISION	DATE
01	ISSUED FOR DEVELOPMENT APPLICATION	23/02/16
02	REVISED ELEVATION FINISHES	19/07/16
03	UPDATED DEVELOPMENT APPLICATION	09/12/16
04	UPDATED DEVELOPMENT APPLICATION	14/12/16
05	UPDATED DEVELOPMENT APPLICATION	15/02/17

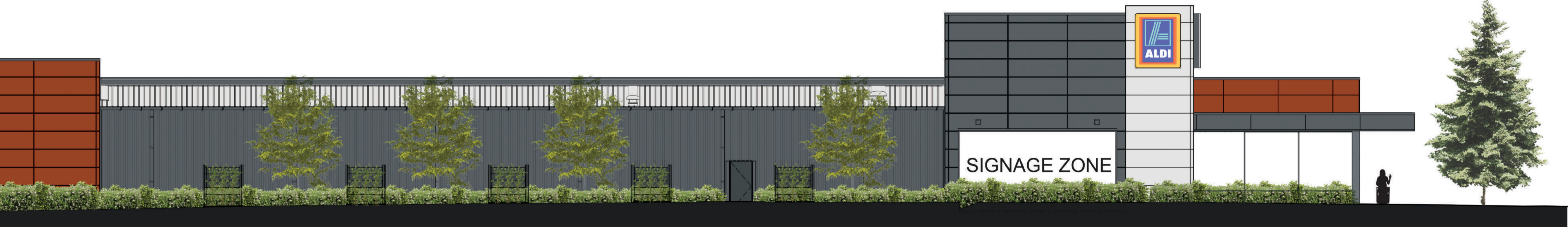
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SCALE 1:100



2 ELEVATION 2
SCALE 1:100



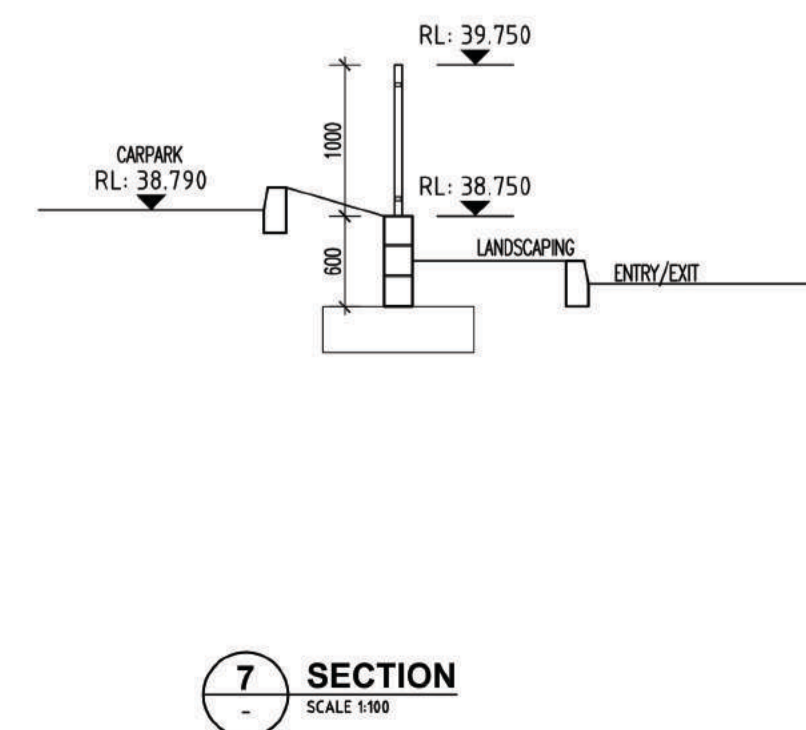
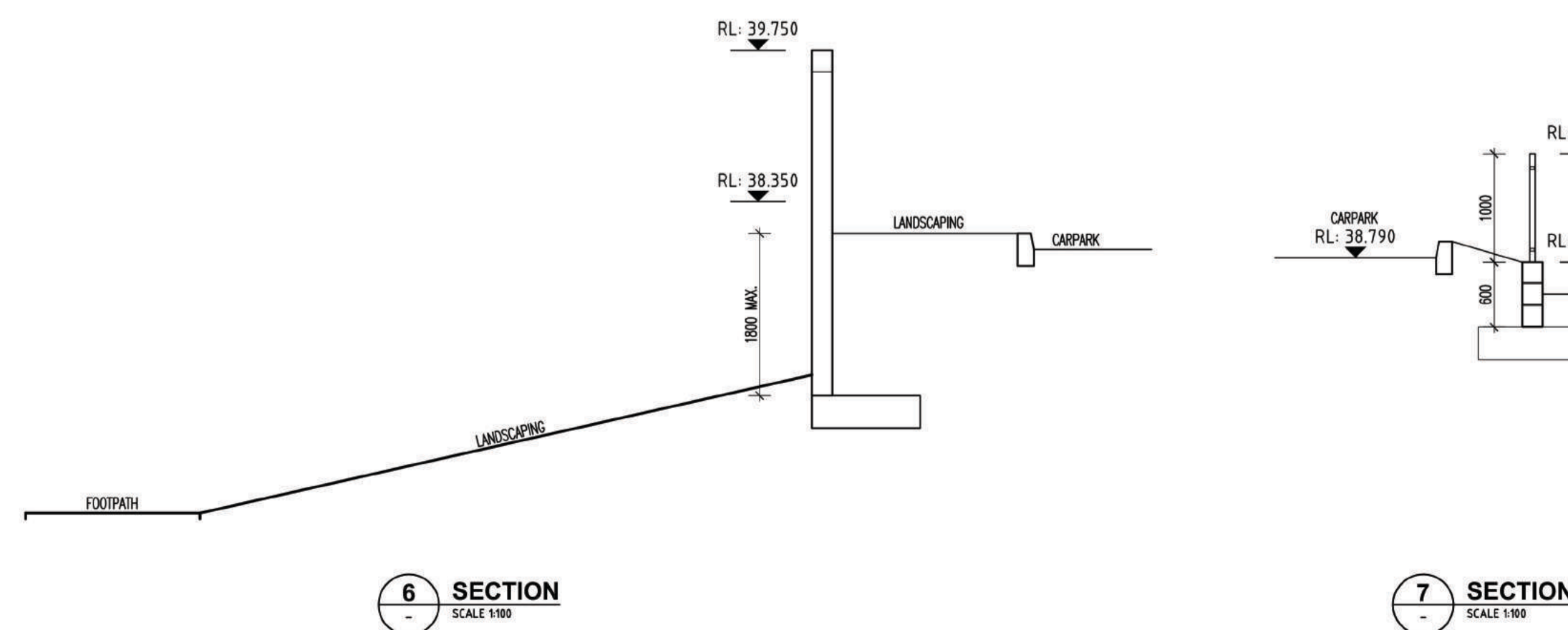
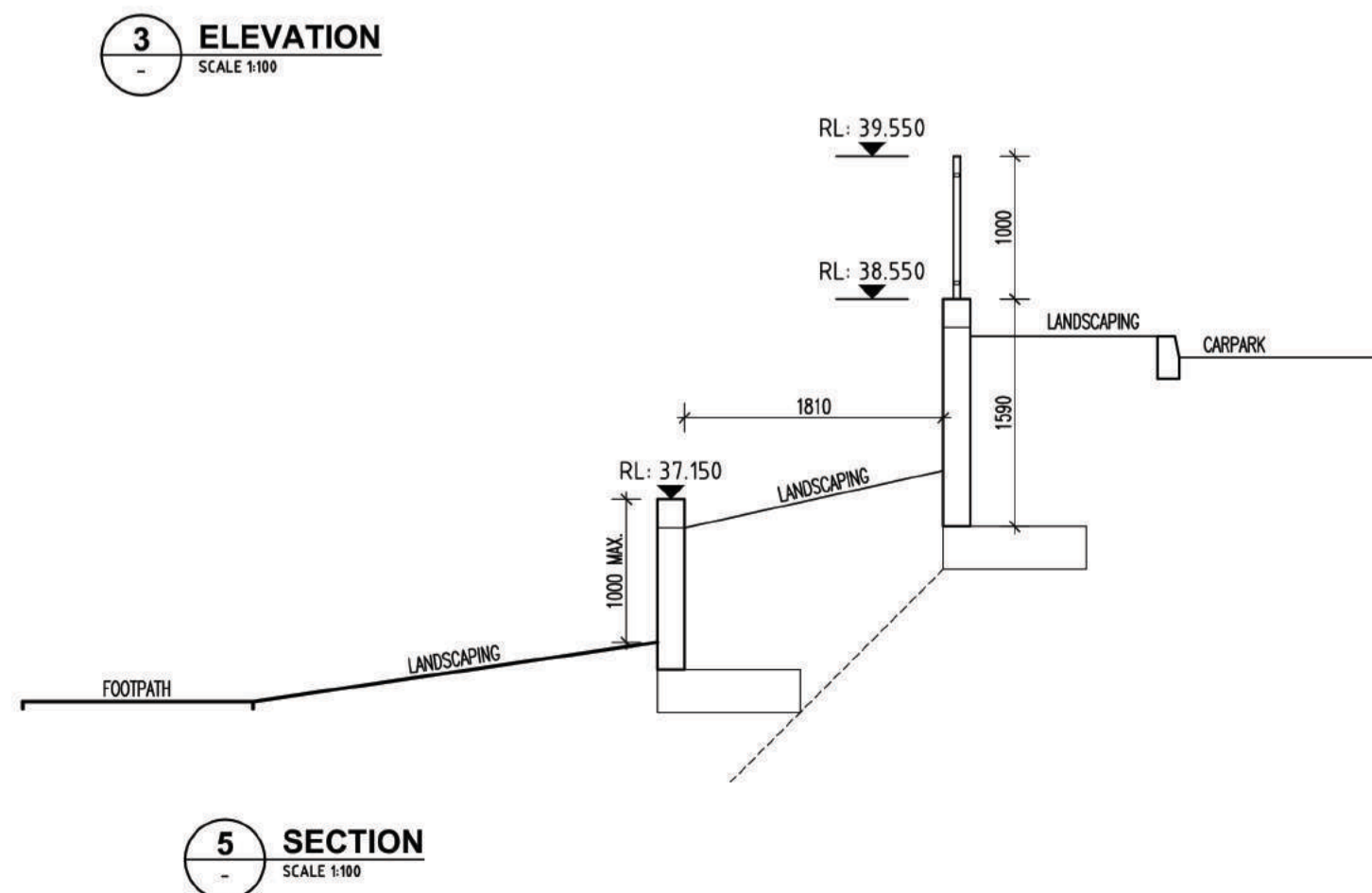
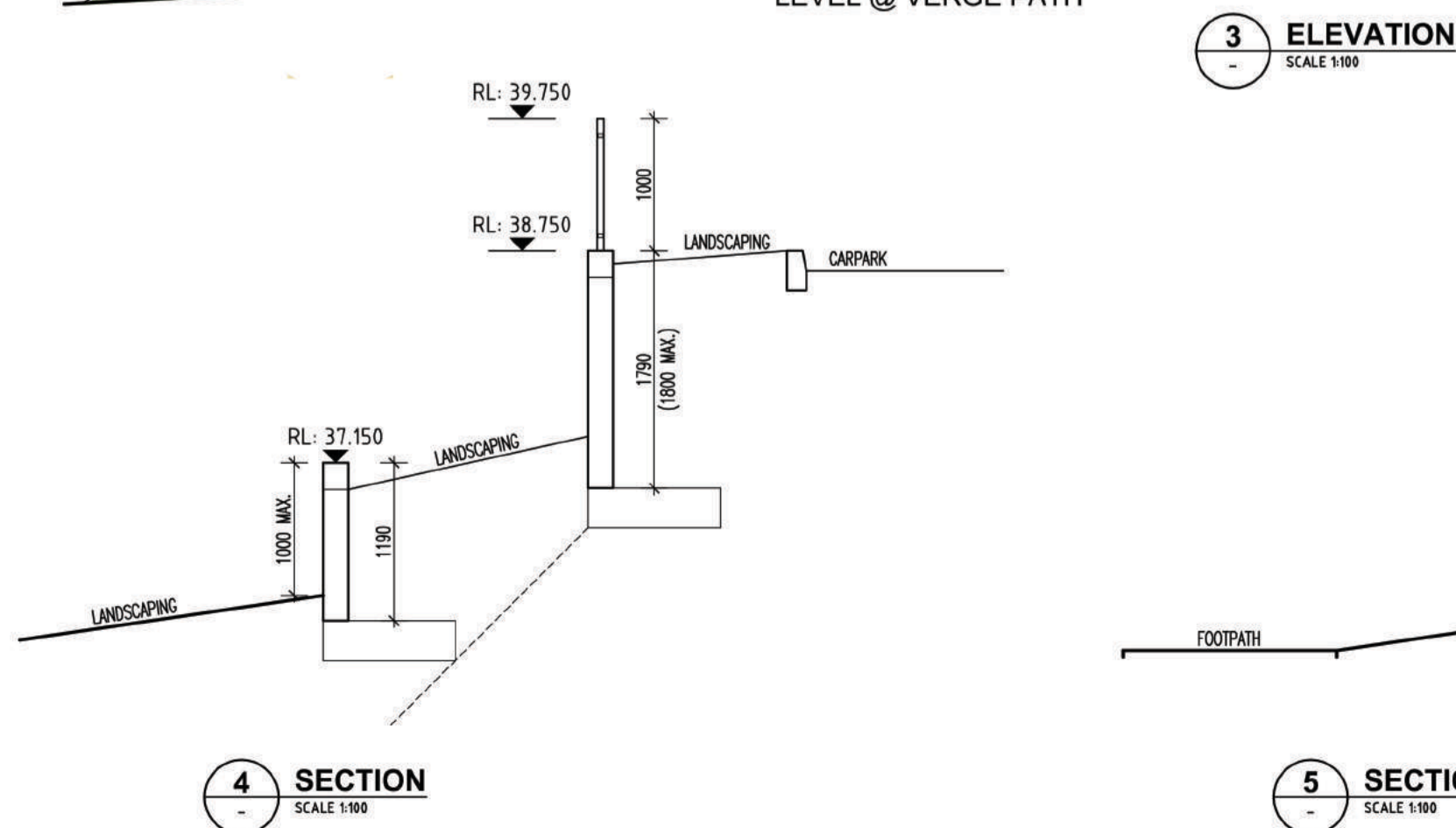
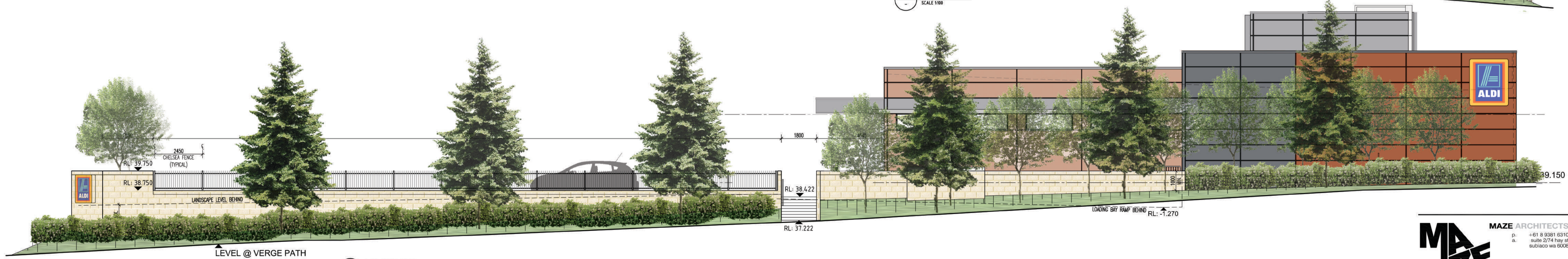
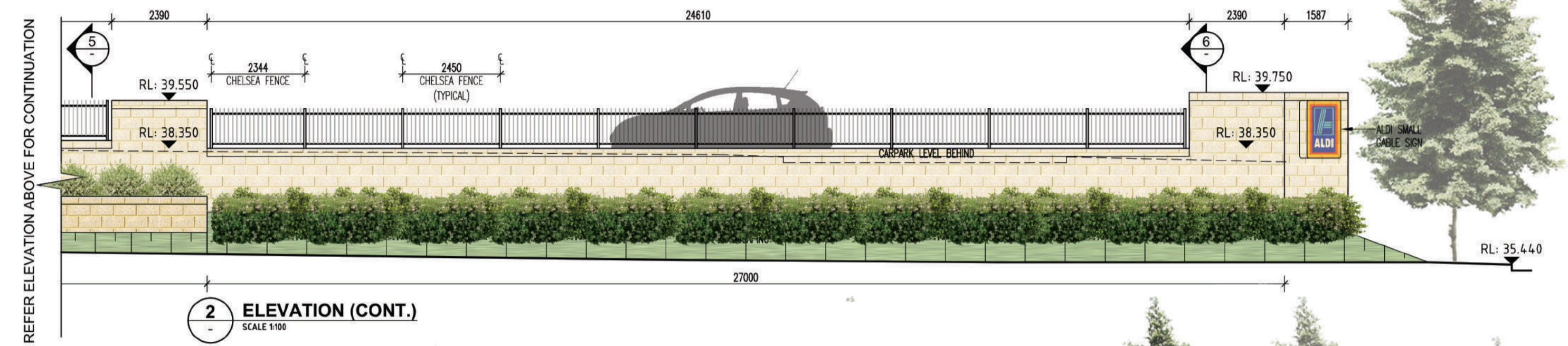
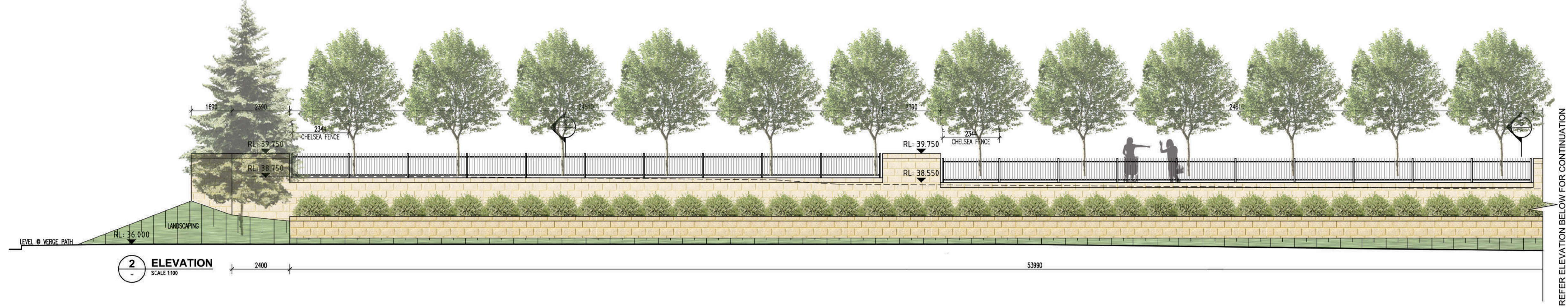
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SCALE 1:100

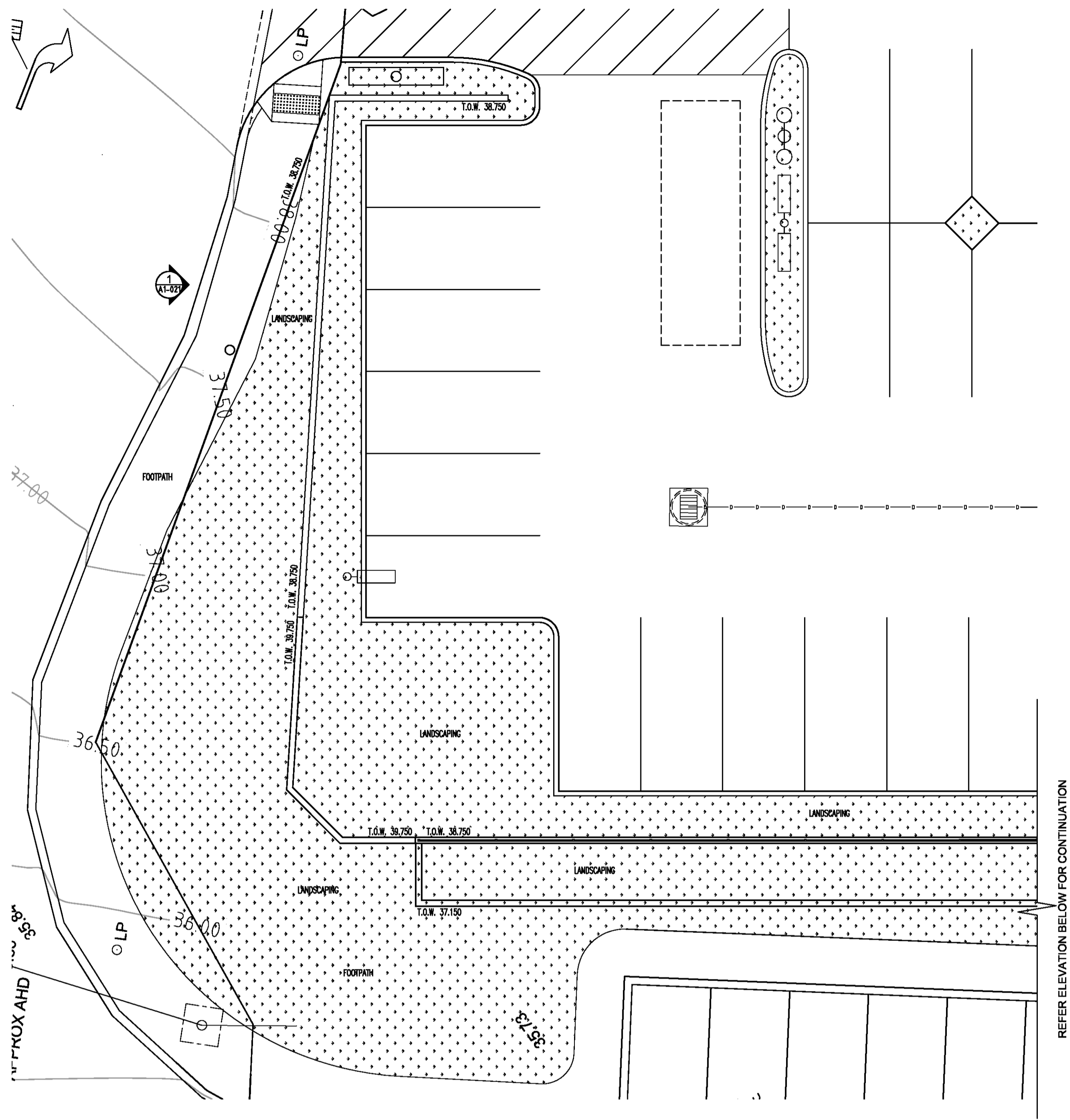


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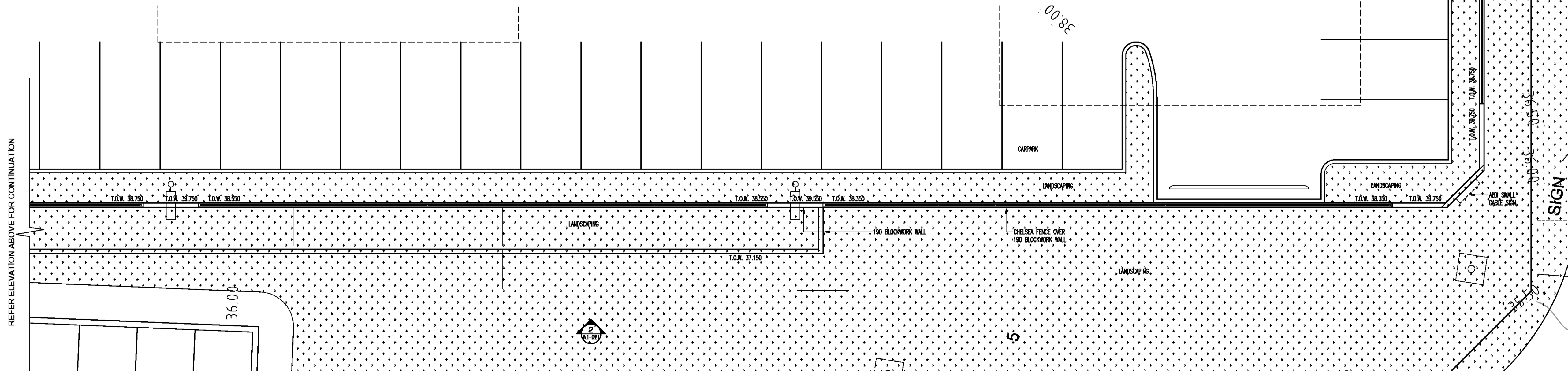


IO	REVISION	DATE
21	CONSULTANTS UPDATE	23/11/16
22	BATTER LINE REVISED	25/11/16
23	FINAL CONSULTANTS UPDATE	01/12/16
24	CONSULTANTS ISSUE	09/12/16
25	ELEVATION ADDED	21/02/17

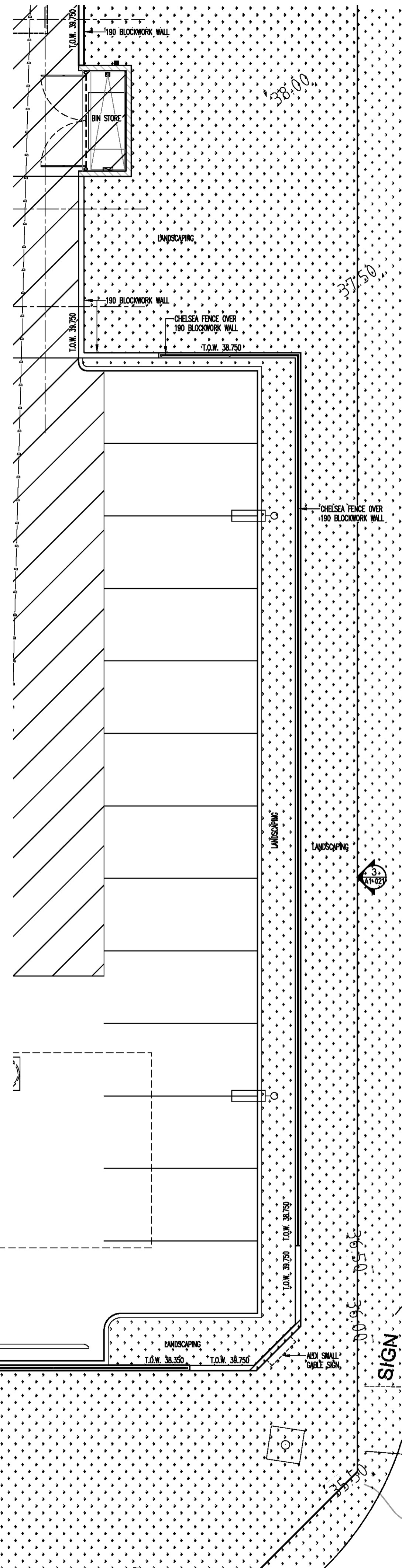




1 RETAINING WALL PLAN
SCALE 1:50



1 RETAINING WALL PLAN (cont.)
SCALE 1:50



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Drawn
SMc

Checked
Job Number

Scale @ A1
1:50

Date
OCT 2014

Revision
ALD103

Drawing Number
DA-020

01

PLANT SPECIES

GROUNDCOVERS



Grevillea 'Sea Spray'
Drought tolerant low spreading grey leaved ground cover. Small red flowers in Winter and Spring.



Eremophila glabra 'Blue Horizon'
Low growing ground cover plant that has tidy blue foliage and produces yellow flowers in winter

LOW SHRUB



Westringia 'Aussie Box'
Drought tolerant small neat shrub to 90cm tall grey green leave and small mauve flowers. Can be hedged.

FEATURE/ ENTRY PLANTS



Arctotis Various
Drought tolerant low groundcover to 300mm high with grey leaves & an abundance of burnt orange and yellow flowers.



Gazania Various
Drought tolerant low groundcover to 300mm high with grey leaves & an abundance of orange, red and yellow flowers.

SCREEN SHRUB



Westringia 'Naringa'
Drought tolerant dense shrub to 1.2-2m tall with grey green leaves and small mauve flowers
Can be clipped to form a hedge.

TREES



Cupaniopsis anacardioides
Evergreen tree providing shade to the carpark all year round.



Araucaria columnaris 'Cook Pine'
Tall pyramid shaped tree with iconic status.



Olea europea 'Olive Tree'



Gleditsia triacanthos var.inermis

Screen Shrub Planting

Species: Westringia 'Naringa'
Size: 5Lt
Spacing: 1 / m²

Species: Adenanthos pencil perfect
Size: 12Lt
Spacing: 1 / m²

Low Shrub Planting

Species: Westringia 'Aussie Box'
Size: 5Lt
Spacing: 3 / m²

Climber Planting

Species: trachelospermum jasminoides
Size: 5Lt
Spacing: 1.5 / m²

Feature Flowering Shrub Planting

Species: Arctotis 'Bengal Tiger'
Arctotis 'Sunset Gold'
Arctotis 'Hayley'
Arctotis 'Hannah'
Gazania 'Sunset Jane'
Gazania 'Sahara'
Size: 140mm
Spacing: 4 / m²

Groundcover Planting

Species: Grevillea 'Green Carpet'
Size: 140mm
Spacing: 1 / m²

Species: Grevillea 'Sea Spray'
Size: 140mm
Spacing: 2 / m²

Groundcover Planting

Species: Eremophila glabra ' Blue Horizon'
Size: 140mm
Spacing: 3 / m²

Tree Planting

Araucaria columnaris
Size: 500Lt
Spacing: As shown

Cupaniopsis anacardioides
Size: 100Lt and 200Lt
Spacing: As shown

Olea europea "Swan Hill"
Size: 200Lt
Spacing: As shown

Tree Planting

Gleditsia triacanthos var.inermis
Size: 200Lt
Spacing: As shown

LEGEND



Low shrub planting



Feature planting



New red asphalt path



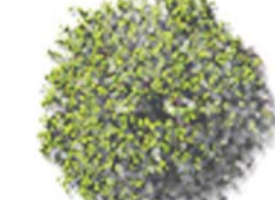
Groundcover planting



Screen planting



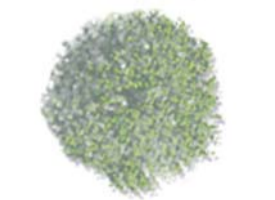
Existing red asphalt path to be resurfaced



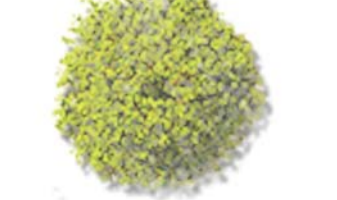
New Cupaniopsis anacardioides planting



New Araucaria columnaris planting



New Olive Tree Planting



New Gleditsia triacanthos var.inermis

FEATURE ARAUCARIA COLUMNARIS

NEW RED ASPHALT PATH CONTINUED TO MATCH EXISTING

LOW SHRUB PLANTING

GROUNDCOVER PLANTING

ALDI APPROVED PLANTS TO CARPARK ENTRY

GROUNDCOVER PLANTING

LOW SHRUB PLANTING

SCREEN SHRUB PLANTING

GROUNDCOVER PLANTING

CUPANIOPSIS ANACARDIODES CARPARK TREE

1:5 SLOPE PLANTING

FEATURE PLANTING AT KEY CORNERS

Tree Planting

Gleditsia triacanthos var.inermis
Size: 200Lt
Spacing: As shown

New Araucaria columnaris planting

New Gleditsia triacanthos var.inermis

LOW SHRUB PLANTING

CUBA WAY

CLIMBER SCREENING PLANTS TO TRANSFORMER SITE

FEATURE PLANTING AT KEY CORNERS

RESURFACED RED ASPHALT PATH

DELAMERE AVENUE

GLEDITSIA TRIACANTHOS VAR INERMIN TO STREETSCAPE

LOW STRUB PLANTING

MIXED GROUNDCOVER PLANTING

CLIMBERS TO LANDSCAPE SCREENS

SCREENING SHRUB PLANTING

CORNER OPEN TO ALLOW VIEWS TO ALDI SIGNAGE

SCREEN SHRUBS TO HIDE LOADING BAY

FEATURE PLANTING AT KEY CORNERS

FEATURE ARAUCARIA COLUMNARIS

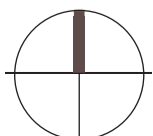
MOUNDED AND PATTERNED FEATURE PLANTING

TYGER

ENTRANCE

GROUNDCOVER PLANTING

OLIVE TREES FOR SCREENING



Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

Energy efficiency

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

Do you intend to incorporate into your development:

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

Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

Materials efficiency

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

Does your development make use of:

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

Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

'Green' Rating

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

- ☐ Yes
- ☒ No

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

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

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

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

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: ALDI STORES PTY LTD Contact Number: 0846 0511

Applicant's Signature:  Date Submitted: 19 Dec 2016

Accepting Officer's Signature: _____

Checklist Issued: March 2011



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 69 (91) Strive Loop, Girrawheen
Application Details:	42 Multiple Dwellings
DAP Name:	Metro North-West Joint Development Assessment Panel
Applicant:	Concept Building Design
Owner:	Loang Lam & Lam Property Development Group PTY LTD
LG Reference:	DA2016/1327
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager Approval Services
Department of Planning File No:	DAP/16/01119
Report Date:	9 March 2017
Application Receipt Date:	22 September 2016
Application Process Days:	90 Days
Attachments:	Attachment 1 Location Plan Attachment 2 A02 – Site Plan A03 – Landscaping Plan A04 – Ground Floor Plan A05 – Bin Store and Ground Floor Storeroom A06 – First Floor Plan A07 – Second Floor Plan A08 – Roof Plan A09 – Elevations A10 – Elevations Attachment 3 Schedule of Submissions Attachment 4 Surrounding Road Network Plan

Officer Recommendation:

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

Approve DAP Application reference DAP/16/01119 and accompanying plans (**Attachment 2, A02 – A10**) in accordance with the provisions of the Metropolitan Region Scheme and the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

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



2. Lighting shall be installed in all car-parking areas. Any lighting is to be designed in accordance with Australian Standards for the “Control of Obstructive Effects of Outdoor Lighting” (AS4282) and shall, where possible, be directed internally so as not to overspill into nearby lots.
3. Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS2890), and shall be drained, sealed and marked prior to occupation of the development.
4. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
5. All earthworks shall be contained on-site and not encroach onto any adjoining road reserves or right-of-way.
6. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site.
7. All refuse shall be stored within the designated bin enclosures and shall be collected from the site by a private contractor.
8. The applicant/landowner shall comply with the Waste Management Plan prepared by Talis and dated July 2016, as submitted to the City.
9. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site.
10. A construction management plan shall be submitted for approval prior to the commencement of works, to the satisfaction of Manager Approval Services. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:
 - a. The delivery of and delivery times for material and equipment to the site;
 - b. Storage of materials and equipment on site;
 - c. Parking arrangements for contractors and sub-contractors;
 - d. The impact on traffic movement;
 - e. Construction and delivery times; and
 - f. Any other matter required by the City.

Advice Notes

1. This is a planning approval only and is issued under District Planning Scheme No. 2 and the Metropolitan Region Scheme. It is the applicant's responsibility to comply with all other applicable legislation and obtain all the required approval, licence and permits prior to commencement of the development.
2. Adequate measure to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulations '*A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated site remediation and other related activities*'.



3. Where an approval has so lapsed, no development must be carried out without further approval of the Metro North-West Joint Development Assessment Panel having first been sought and obtained.
4. In an application or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

Background:

Property Address:	Lot 69 (91) Strive Loop, Girrawheen
Zoning	MRS: Urban
	DPS 2: Urban Development
	ASP 97: Residential R60
Use Class:	Multiple Dwellings
Strategy Policy:	N/A
Development Scheme:	District Planning Scheme No. 2
Lot Size:	4,211m ²
Existing Land Use:	Vacant
Value of Development:	\$4.9 Million

The application is for 42 Multiple Dwellings at Lot 69 (91) Strive Loop, Girrawheen. The subject site is bound by Strive Loop on the north, Seaton Place to the south and existing residential development to the east, west and south. A location plan is included as **Attachment 1**.

The subject site is zoned Urban Development under the City of Wanneroo's District Planning Scheme No. 2 (DPS 2) and Residential with a density code of R60 under the Blackmore (Girrawheen) – Agreed Structure Plan No. 97 (ASP 97). The site is also subject to the Blackmore (Girrawheen) – Detailed Area Plan No. 1 (DAP 1). The proposed Multiple Dwellings are identified as a Discretionary ('D') use under DPS 2.

Details: outline of development application

The application proposes the following:

- A three storey development which incorporates 42 residential units which range in size from 57m² to 78m²;
- A total of 59 resident car parking bays, 8 of which are in a tandem configuration;
- 42 external storerooms all with a minimum dimension of 4m²;
- 173m² communal open space; and
- Vehicular access via Seaton Place.

Plans and elevations depicting the proposal are included as **Attachment 2**.

Legislation & policy:

Legislation



- Metropolitan Region Scheme (MRS)
- District Planning Scheme No. 2
- Blackmore (Girrawheen) – Agreed Structure Plan No. 97
- Blackmore (Girrawheen) – Detailed Area Plan No. 1

State Government Policies

- State Planning Policy 3.1: Residential Design Codes (R-Codes)
- Draft State Planning Policy 7: Design of the Built Environment
- Draft Apartment Design Policy

Local Policies

- Local Planning Policy 2.1: Residential Development (LPP 2.1)

Consultation:

Public Consultation

Advertising was undertaken for a period of 21 days in accordance with Clause 64(3) of the Deemed Provisions of DPS 2 by way of writing to surrounding landowners, an advertisement placed in the Wanneroo Times and North Coast Times newspapers, a notice published on the City's website and two signs being erected on site. The advertising period commenced on 12 January 2017 and was due to close on 7 February 2017.

On 10 February 2017, it came to the City's attention that only one of the two required signs were erected onsite by the applicant and therefore, the advertising requirements were not fulfilled by the applicant. In light of this, the applicant installed the second sign on 21 February 2017 and the City notified surrounding landowners of this by way of writing to them. On this basis, the advertising period was extended for a further 14 days from 21 February 2017 to 7 March 2017.

At the conclusion of the advertising period 47 submissions were received, 46 of which objected to the proposal and one supporting it. Objection number 42 was accompanied by 27 signatures who also objected to the proposal.

The main issues raised in the submissions and following detailed assessment by Administration relate to:

- Traffic movements;
- Car parking;
- Building height;
- Excessive density (plot ratio);
- Loss of privacy; and
- Waste collection.

A summary of submissions and Administration's responses is included as **Attachment 3**.



Planning assessment:

The development proposal was assessed against the provisions of the R-Codes, ASP 97 and DAP 1. Furthermore, consideration was given to the Draft Apartment Design Policy. The proposal is generally in accordance with the relevant provisions of these documents; with the exception of some variations and issues identified that are discussed below:

Assessment Against the R-Codes and DAP 1

Variation to R-Codes and DAP

The application was assessed in accordance with the requirements of the R-Codes and DAP 1. In accordance with Part 2 of the R-Codes, if a proposal does not meet the Deemed-to-Comply provisions, the City is to exercise its judgement to consider the merits of the proposal having regard to the relevant Design Principles. As the application incorporates variations to the Deemed-to-Comply provisions of the R-Codes relating to boundary walls and dwelling sizes, these have been assessed against the relevant Design Principles.

Boundary Walls

Clause 6.1.4 of the R-Codes permits for a boundary wall to be built up onto one side boundary where it has a maximum and average height of 3.5m and 3.0m respectively to a maximum length of 29.5m. The proposal incorporates a boundary wall with a maximum height of 2.7m with a total length of 39.5m. This wall is located on the western boundary and forms part of the external storerooms. This is a variation to the Deemed-to-Comply provisions of Clause 6.1.4 and is assessed against the Design Principles of Clause 6.1.4 in the table below:

Clause 6.1.4 – Design Principles	Administration Comments
<i>Ensure adequate daylight, direct sun and ventilation for buildings and the open spaces.</i>	The development will cast its shadow to the south and will therefore, predominantly fall onto the subject site itself.
<i>Moderate the visual impact of building bulk on a neighbouring property.</i>	The proposed boundary wall has a maximum height of 2.7m. The subject site and adjoining properties are separated by a 1.8m high fence. Therefore, 0.9m of the proposed boundary wall will protrude over the fence line. This is considered to be minor in nature and will not have any adverse impacts on the adjoining landowners in terms of building bulk.
<i>Ensure access to daylight and direct sun for adjoining properties.</i>	Adequate daylight and ventilation to buildings and open spaces for the adjoining properties will not be compromised as the proposal will cast its shadow onto the subject site itself and not onto the adjoining properties.
<i>Assist with the protection of privacy between adjoining properties.</i>	The proposed boundary wall forms part of the external storerooms and does not incorporate any major openings.



In light of the above, it is considered that the boundary wall variation satisfies the Design Principles of Clause 6.1.4 and as such, Administration supports the variation.

Dwelling Size

Clause 6.4.3 of the R-Codes requires a minimum of 8 and 17, 1 bedroom and 2 bedroom dwellings respectively and sets out a minimum size of 40m² for each dwelling. The proposal incorporates 6 and 36, 1 bedroom and 2 bedroom dwellings respectively.

The Design Principle of Clause 6.4.3 of the R-Codes which regulates dwelling size states the following:

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 proposed dwelling sizes are considered to meet the Design Principle of Clause 6.4.3 for the following reasons:

- The development includes three dwelling types namely; 1 bedroom with 1 bathroom, 2 bedrooms with 1 bathroom and 2 bedrooms with 2 bathrooms. Therefore, it is considered that the development provides diversity in dwellings; and
- The proposed dwellings are all considered to sufficient in size and range from 57m² to 78m².

In light of the above, it is considered that the proposed dwelling sizes meet the Design Principle of Clause 6.4.3 of the R-Codes and therefore, the variation is supported.

Issues Raised Through Public Consultation

As a result of the public consultation, concerns were raised regarding the proposal namely; plot ratio, building height, loss of privacy and car parking. These are discussed below:

Plot Ratio

The maximum plot ratio permitted under Clause 6.1.1 of the R-Codes is 0.7 which for the subject site is a total area of 2,947m². The application proposes a plot ratio of 0.68 being a total floor area of 2,888m². Therefore, the plot ratio complies with the Deemed-to-Comply provisions of the R-Codes.

Maximum Building Height

Clause 6.1.2 of the R-Codes prescribes a maximum wall height of 10m to the top of external wall with a concealed roof. A maximum building height of 9.7m is being proposed on the southern elevation for the development (refer to A09 of **Attachment 2**) whilst the remainder of the development has a maximum building height of 9.1m. Therefore, the proposal complies with the Deemed-to-Comply provisions of the R-Codes.



Privacy

Clause 6.4.1 of the R-Codes prescribes the required setbacks of habitable spaces which are elevated 0.5m above natural ground level and overlook any part of a residential property behind its street setback line. The required setbacks to adjoining residential properties are;

- 4.5m for major openings to bedrooms and studies;
- 6.0m to major openings to habitable room other than bedrooms and studies; and
- 7.5m for unenclosed outdoor active habitable spaces.

The proposal achieves the abovementioned setbacks and this is illustrated on plans A06 and A07 contained in **Attachment 2**. Therefore, the abovementioned setbacks have been met and the development complies with the Deemed-to-Comply provisions of Clause 6.4.1 of the R-Codes.

Car Parking

In accordance with Clause 6.3.3 of the R-Codes the development requires 53 and 11 car parking bays for residents and visitors respectively. The proposal incorporates a total of 59 resident car parking bays which complies with the requirements of Clause 6.3.3 of the R-Codes.

The proposal does not incorporate any visitor car parking bays on-site. However, there is currently fifteen (15) existing on-street car parking bays on Strive Loop directly abutting the subject site. Whilst these bays can be used by visitors at other developments within the locality and nearby Blackmore Park and Strive Park, they can also be utilised by visitors to the subject site. Furthermore, the Design Principle of Clause 6.3.3 relating to car parking allows for the consideration of the availability of on-street car parking. In light of this, the variation is supported.

Waste Management

Concerns were raised in regards to waste generated from the development and its collection. The applicant has submitted a Waste Management Plan (WMP) to accompany the application. The WMP was prepared and estimates of waste generation were prepared in accordance with the Western Australian Local Government Association (WALGA) Multiple Dwelling Waste Management Plan Guidelines. The WMP proposes the following:

- Five (5), 660L bins for general waste which will be collected twice a week by a private contractor; and
- Two (2), 1,100L bins for recycling which will be collected once a week by a private contractor.

Administration has reviewed this WMP and has no objection to it. Should development approval be granted, Administration has recommended the following conditions:



1. *All refuse shall be stored within the designated bin enclosures and shall be collected from the site by a private contractor; and*
2. *The applicant/landowner shall comply with the Waste Management Plan prepared by Talis and dated July 2016, as submitted to the City.*

These conditions will ensure that waste is managed on the subject site and minimises the impact on adjacent properties.

It is noted that the plans depict the bin enclosure on the southern boundary of the subject site adjacent to the crossover. Concerns were raised by submitters in regards to the proximity of the bin enclosure to Lot 882 (11) Seaton Place. The subject site abuts a 3.0m wide lot used for drainage (refer to **Attachment 1**) and therefore, this creates some separation between the subject site and Lot 882 (11) Seaton Place, Girrawheen. This is considered to reduce the impact of the location of the bin enclosure on the nearby landowners.

However, should the JDAP be of the view that the bin enclosure may have a negative impact on the adjoining landowner, it is recommended that a condition be placed on any development approval that may be granted which requires the relocation of the bin enclosure to a more suitable location on the subject site and away from adjoining landowners.

Traffic

Concerns have been raised in regards to the increase of traffic movements within the road network surrounding the subject site. As part of the development application a Traffic Impact Assessment (TIA) was prepared by KCTT on behalf of the applicant. The development is surrounded by three (3) roads namely; Strive Loop, Allinson Drive and Seaton Place. The development proposes vehicular access from Seaton Place only which feeds into Allinson Drive. Seaton Place and Allinson Drive are considered to be Access Roads under the Western Australian Planning Commission's (WAPC) Livable Neighbourhoods Policy which are constructed to carry an indicative daily traffic volume of 3,000 vehicles per day.

The City does not have any current traffic volumes for Seaton Place or Allinson Drive and the TIA submitted by the applicant did not provide any traffic data for these roads. However, a calculation has been undertaken by the City for those developments gaining access from Seaton Place and Allinson Way.

In order to obtain an accurate estimation of the traffic currently being generated by these developments, the City calculated all approved dwellings which gain access from Seaton Place and Allinson Way. The calculations for Allinson Way included those dwellings which gain direct access onto this road as well as, the developments contained within the Blackmore Estate which will utilise Allinson Way to gain access to either Blackmore Avenue or Templeton Crescent (refer to **Attachment 4** for a map showing the surrounding road network).

Calculations for Strive Loop were not completed as the application is proposing one access from Seaton Place. Furthermore, it has been assumed that vehicle trips to and from the subject site will utilise Allinson Drive to gain access to Blackmore Avenue or Templeton Crescent and therefore, will not use Strive Loop.



The traffic calculations are based on the WAPCs Transport Impact Assessment Guidelines whereby, it is assumed that a single dwelling will generate up to eight (8) vehicle trips per day (VTPD). The estimated vtpd for these roads are captured in the table below.

Road Classification	Road Name	WAPC Livable Neighbourhoods Indicative Volume (VTPD)	Estimated VTPD	Total Predicted VTPD (Including Proposed Development)
Access Road	Seaton Place	3,000vtpd	184vtpd	415vtpd
Access Road	Allinson Way	3,000vtpd	1,128vtpd	1,359vtpd

The above table indicates that both roads are currently operating in accordance with each respective classification. The TIA predicts that the development will produce 231vpd. Therefore, it is considered that the increased traffic as a result of the development can be accommodated within the existing road network.

Draft Apartment Design Policy

Although the Apartment Design Policy is in draft form, due regard was given to the Design Criteria and Design Guidance for three main elements of this policy namely; ventilation, deep soil areas and communal open space. Further discussion of these elements is below.

Ventilation

The Design Criteria of Clause 4.2 of the Draft Apartment Design Policy requires at least 60% of apartments are naturally cross ventilated for the first nine storeys of the building. This equates to 25 apartments which need to be cross ventilated. The proposal incorporates 25 apartments which are cross ventilated and therefore, complies with the requirements of Clause 4.2.

Deep Soil Areas

The Design Criteria of Clause 3.4 of the Draft Apartment Design Policy requires 12% of the site to be provided as a deep soil area with a minimum dimension of 6.0m. This equates to 505m² of deep soil area which should be provided for on the subject site. The proposal incorporates approximately 55m² of deep soil area which meets the minimum dimension of 6m that has been co-located within the communal open space area, located on the south eastern corner of the subject site. Therefore, the proposal does not comply with the Design Criteria of Clause 3.4.

It is noted that the Design Guidance of Clause 3.4 is intended to ensure that a development includes sufficient areas which can be used for planting of trees which can mature. Although the provision of deep soil areas has not been satisfied by the proposal the application incorporates some landscaping areas which range in dimension from 3.0m to 5.0m adjacent to Strive Loop, along the rear boundary and throughout the development itself as shown in plan A03 of **Attachment 2**. It is considered that although these spaces do not meet the dimension of 6.0m as prescribed by the Design Criteria of Clause 3.4, the provided spaces can be utilised for the planting of trees which can mature.



However, should the JDAP be of the view that the plans submitted do not incorporate adequate areas for deep soil planting, it is recommended that a condition be placed on any development approval granted which requires an amended landscaping and site plan to rectify the issue.

Communal Open Space

The Design Criteria of Clause 3.5 of the Draft Apartment Design Policy requires 20% of the site to be provided as communal open space. This equates to 842m² of communal open space which should be provided for on the subject site. The proposal incorporates an area of 173m² as communal open space located on the south eastern corner of the subject site.

As the proposal does not satisfy the Design Criteria of Clause 3.5, consideration was given to the Design Guidance of Clause 3.5. The Design Guidance of Clause 3.5 highlights a number of elements to be considered where a development does not meet the Design Criteria including; co-located communal open space with deep soil areas, increased private open space, communal open space being located on roofs and proximity to public open space. The proposal incorporates an outdoor living area or balcony for each of the units which range in size from 13m² to 15m², which exceeds the minimum requirement of 10m² as prescribed in Clause 6.3.1 of the R-Codes. Furthermore, the subject site is within 50m of two existing areas of public open space being Blackmore Park and Strive Park. In light of this, it is considered that the proposal meets some elements of the Design Criteria of Clause 3.5 of the Apartment Design Policy.

Notwithstanding the above, it is considered that the proposed communal open space is segregated and does not have any pedestrian connectivity from the remainder of the development. Furthermore, it is considered that this space is not well integrated into the development as it is located within a corner of the car parking area. The current proposed location of the communal open space does not allow for surveillance between the users of the space and those within the building itself.

It is noted that the communal open space could potentially be relocated and consolidated in the centre or other location within the development site to allow for a well-designed, easily identified and usable area. Should the JDAP be of the view that the communal open space being proposed is not adequate, it is recommended that a condition be placed on any development approval granted which requires an amended plan to rectify the issue.

Conclusion:

The application for 42 Multiple Dwellings at Lot 69 (91) Strive Loop, Girrawheen has been assessed against the relevant provisions of the R-Codes, ASP 97, DAP 1 and the Draft Apartment Design Policy. The proposal is considered to generally meet the requirements of these documents as listed with the exception of boundary walls, dwelling size, communal open space and deep soil areas.

It is considered that the variations proposed are minor in nature and will not have a significant impact on the locality and are capable of being supported. It is considered that the development is consistent with the building bulk and scale that would typically be found on a site coded R60. The development has been designed to comply with the privacy provisions of the R-Codes as prescribed in Clause 6.4.1 so



as to minimise loss of privacy to the adjoining landowners and has provided sufficient resident car parking with ample on-street parking being available for visitors. Furthermore, it has been demonstrated that the current surrounding road network is capable of carrying the additional traffic.

The proposal incorporates some communal open space and whilst this does not meet the minimum required under the Draft Apartment Design Policy, the proximity of the subject site to an existing public open space, allows for this variation to be supported.

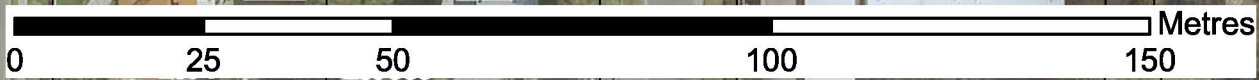
Administration is of the view that the development is acceptable and therefore, it is recommended that the JDAP approve the application in accordance with the provisions of DPS 2, subject to the recommended conditions.



**LOT 69 (91) STRIVE LOOP
GIRRAWHEEN**

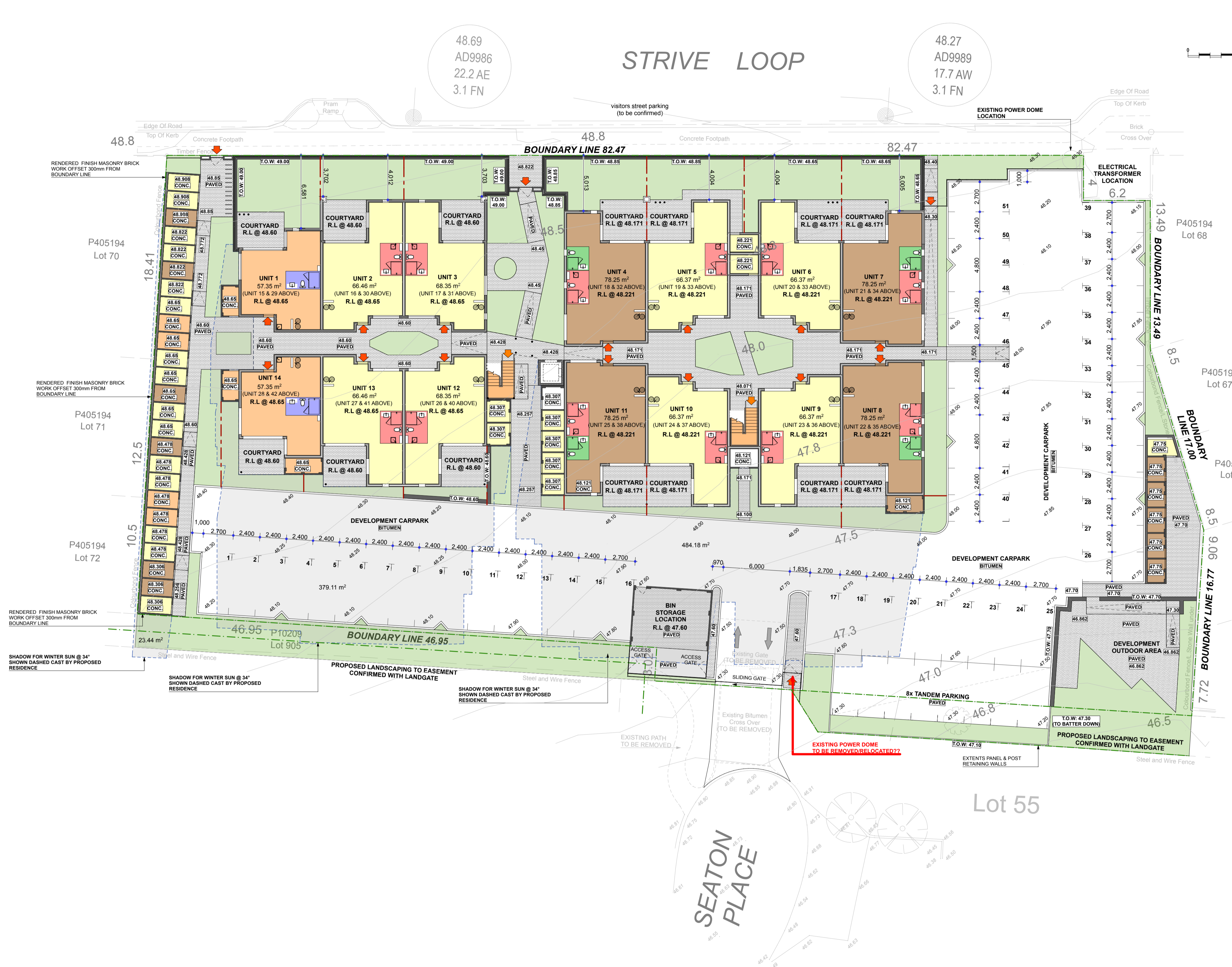
Attachment 1

**Subject Site
Lot 91**



GENERAL SITE NOTES :

- STORMWATER :-**
TO BE CONTAINED ON SITE OR
CONNECTED TO MAIN SW
VIA ON-SITE STORMWATER PIT
SUBJECT TO COUNCIL REQUIREMENTS.
- SEWER :-**
TO BE CONNECTED TO SEWER MAINS
LINE SUBJECT TO
WATER CORPORATION REQUIREMENTS.
LOCATION OF SEWER JUNCTION POINT
TO BE CONFIRMED BY THE BUILDER
PRIOR TO CONSTRUCTION.
- EFFLUENT DISPOSAL SYSTEMS :-**
WHERE NO SEWER MAINS PRESENT,
EFFLUENT DISPOSAL TO BE PROVIDED
TO PLUMBER AND MANUFACTURER'S
STANDARDS. DRAWING IS NOMINAL
ONLY AND SHALL BE SUBJECT TO
COUNCIL HEALTH REQUIREMENTS.
- FINISHED FLOOR LEVEL :-**
MAY BE SUBJECT TO ENGINEER, PLUMBING
AND COUNCIL REQUIREMENTS.
- VERGE CROSSOVER :-**
MAY BE SUBJECT TO COUNCIL
ENGINEERING DEPARTMENT REQUIREMENTS.
REFER TO COUNCIL DETAILS FOR
RECOMMENDED CONSTRUCTION.
DRAWING IS DIAGRAMMATIC ONLY.
- SURVEY :-**
IDENTIFICATION OF LOT BOUNDARIES
IS THE RESPONSIBILITY OF
THE OWNER AND/OR BUILDER.
- CHECK DIMENSIONS ON SITE :-**
PRIOR TO COMMENCEMENT
OF CONSTRUCTION.
- DRAWINGS AND DETAILS :-**
TO BE READ IN CONJUNCTION WITH
RELEVANT CONSULTANT DRAWINGS
AND SHALL PRECEED THESE DRAWINGS.
- DRAWINGS TO BE READ :-**
IN CONJUNCTION WITH ENGINEER DRAWINGS,
DETAILS AND SPECIFICATIONS
AND SHALL PRECEED THESE DRAWINGS.
- OWNER AND/OR BUILDER SHALL :-**
COMPLY WITH ALL STATUTORY AUTHORITY
BY LAWS, AUSTRALIAN STANDARDS,
REGULATIONS, RESIDENTIAL
DESIGN CODES AND THE BCA
AND SHALL PRECEED THESE DRAWINGS.



PROPOSED SITE PLAN
Scale 1:200



site calculations		Total:	962.76m ²	Total:	962.76m ²
site area:	4211m ²	first floor:		second floor:	
zoning:	R60	unit 15:	57.35m ²	unit 29:	57.35m ²
plot ratio:	0.7 = 2947m ²	unit 16:	66.46m ²	unit 30:	66.42m ²
ground floor:		unit 17:	66.35m ²	unit 31:	66.35m ²
unit 1:	57.35m ²	unit 18:	78.25m ²	unit 32:	78.25m ²
unit 2:	66.46m ²	unit 19:	66.37m ²	unit 33:	66.37m ²
unit 3:	66.35m ²	unit 20:	66.37m ²	unit 34:	66.37m ²
unit 4:	78.25m ²	unit 21:	78.25m ²	unit 35:	78.25m ²
unit 5:	66.37m ²	unit 22:	78.25m ²	unit 36:	78.25m ²
unit 6:	66.37m ²	unit 23:	66.37m ²	unit 37:	66.37m ²
unit 7:	78.25m ²	unit 24:	66.37m ²	unit 38:	66.37m ²
unit 8:	75.25m ²	unit 25:	78.25m ²	unit 39:	78.25m ²
unit 9:	66.37m ²	unit 26:	68.35m ²	unit 40:	68.35m ²
unit 10:	66.37m ²	unit 27:	66.46m ²	unit 41:	66.46m ²
unit 11:	78.25m ²	unit 28:	57.35m ²	unit 42:	57.35m ²
unit 12:	68.35m ²	Total:	962.76m ²	Total:	962.76m ²
unit 13:	66.46m ²	second floor:		total area:	2888.28m ²
unit 14:	57.35m ²	unit 29:	57.35m ²	storerooms x11	4.00m ²
Total:	962.76m ²	unit 30:	66.42m ²	storerooms x28	4.20m ²
		unit 31:	66.35m ²	storerooms x2	4.50m ²
		unit 32:	78.25m ²	storerooms x1	5.00m ²
		unit 33:	66.37m ²	comms room x1	4.50m ²
		unit 34:	66.37m ²	comms room x1	4.00m ²
		unit 35:	78.25m ²	total area:	175.6m ²
		unit 36:	66.37m ²		
		unit 37:	66.37m ²		
		unit 38:	66.37m ²		
		unit 39:	78.25m ²		
		unit 40:	68.35m ²		
		unit 41:	66.46m ²		
		unit 42:	57.35m ²		
		Total:	962.76m ²		

GENERAL NOTES :

COMPACTION :
SUBMIT AN ENGINEER APPROVED PENETROMETER TEST OF COMPACTED FILL PRIOR TO CONCRETING SLAB.

PLUMBING :
TO COMPLY WITH WATER AUTHORITY REQUIREMENTS AND NATIONAL PLUMBING CODE.

TERMITE PROTECTION :
A SUITABLE NOTICE INDICATING THE METHOD USED FOR TERMITE BARRIER SHALL COMPLY WITH THE BCA AND SHALL BE DISPLAYED PROMINENTLY ON THE BUILDING.

STORMWATER :
ROOF RUNOFF TO BE CONTAINED ON SITE AND DISPOSED OF TO COUNCIL SATISFACTION.

PAVING :
DRIVEWAY AND CROSSOVER TO BE CONSTRUCTED WITH A STABLE IMPERVIOUS SURFACE.

FLASHINGS :
PROVIDE SUITABLE FLASHINGS AROUND ALL OPENINGS WALL COLUMNS AND WE AREAS WITH DETAILING TO COMPLY WITH BCA P.F.

VENTILATION :
SHALL COMPLY WITH SEWERAGE (LIGHTING, VENTILATION AND CONSTRUCTION REQUIREMENTS EXHAUST FAN (HPV) AND OTHER CEILING ITEM LOCATIONS ARE APPROXIMATE AND SHALL BE FITTED TO SUIT LOCATION OF ROOF AND CEILING TIMBERS.

MASONRY :
ALL MASONRY CONSTRUCTION TO COMPLY WITH A.S.3700.

INTELS :
PROVIDE SUITABLE INTELS OVER OPENINGS.
ALL EXTERNAL STEEL INTELS TO BE HOT-DIP GALVANISED.

EXPOSED TIMBER :
ALL SOFTWOODS SHALL BE CCA TREATED WHERE EXPOSED TO THE WEATHER AND/OR AS NOTED ON DRAWINGS.

PINE TIMBER :
ALL PINE TIMBER TO BE MGP10 GRADE UNLESS NOTED OTHERWISE.

CUSTOM-ORB ROOFING BATTENS :
SHALL BE 45x70mm PINE @ 300mm MAX CTS TO FIRST AND LAST SPAN WITH 150mm MAXIMUM INTERNAL CENTRES.

DOUBLE LAMINATIONS :
CONSTRUCT DOUBLE LAMINATIONS TO TIMBER BEAMS AND JOISTS AS PER RELEVANT FRAMING CODES UNLESS NOTED OTHERWISE.

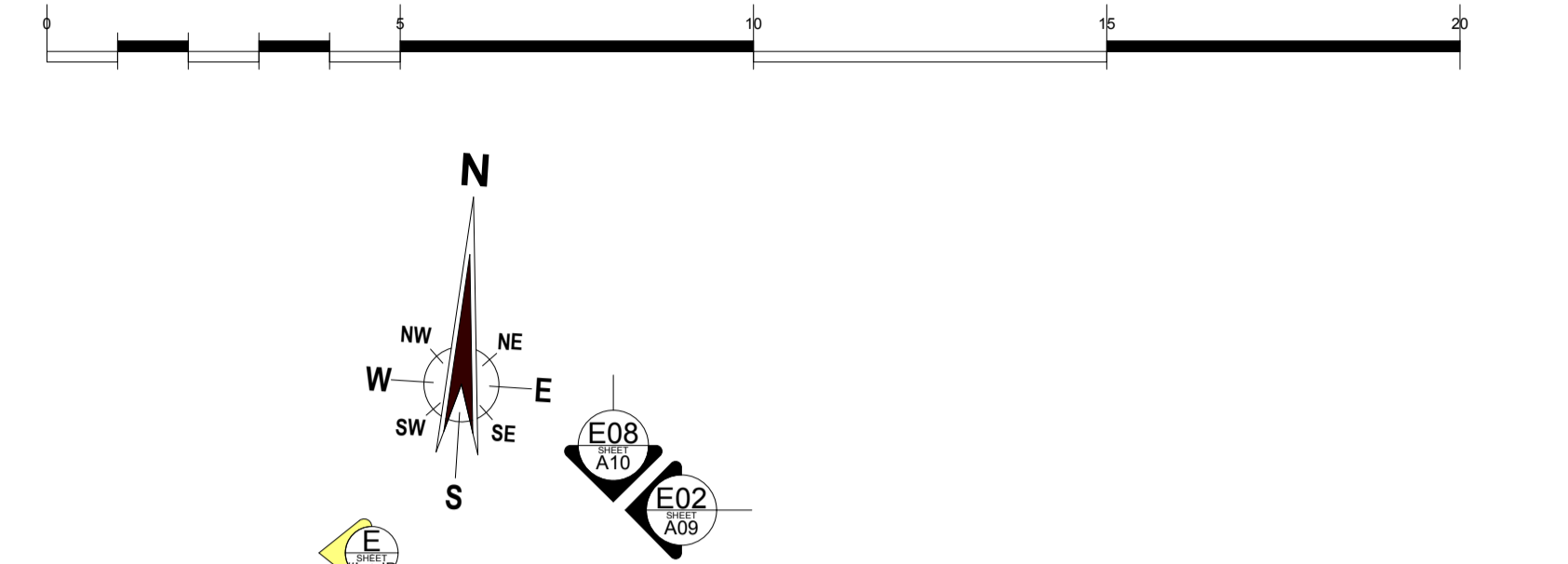
FLOOR, ROOF, CEILING FRAME :
SHALL COMPLY WITH A.S.1854. TIMBER FRAMING CODES AND THE BCA DRAWN DIAGRAMMATICALLY ONLY.

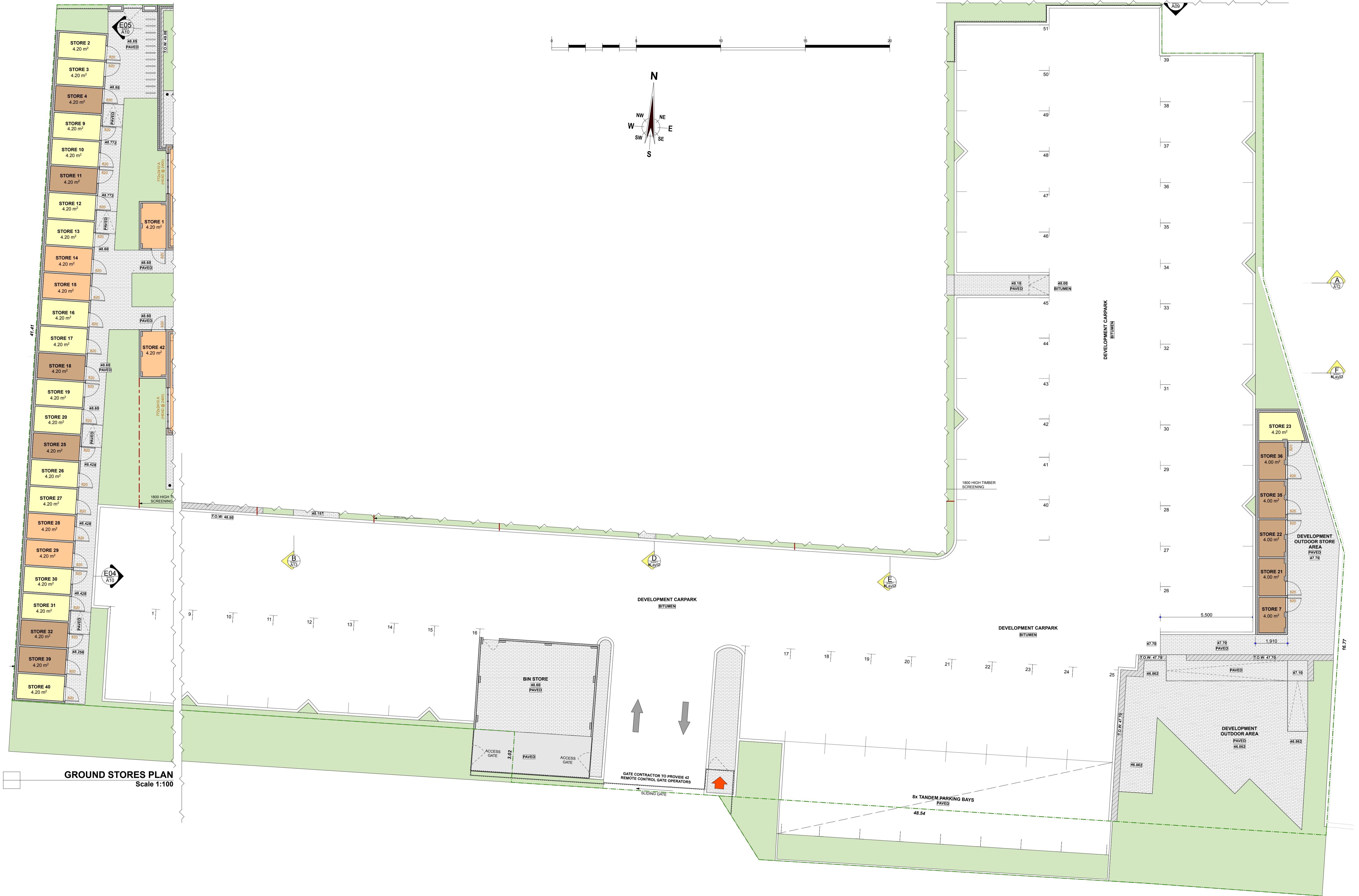
CHECK DIMENSIONS ON SITE :
PRIOR TO COMMENCEMENT OF CONSTRUCTION.

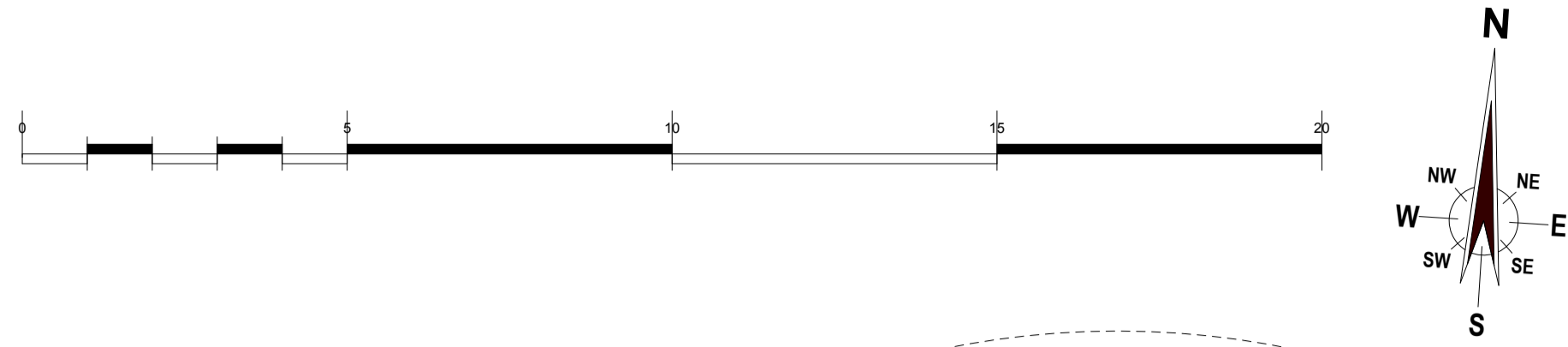
DRAWINGS AND DETAILS :
TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT DRAWINGS AND SHALL PRECEDE THESE DRAWINGS.

DRAWINGS TO BE READ :
IN CONJUNCTION WITH ENGINEER DRAWINGS, DETAILS AND SPECIFICATIONS AND SHALL PRECEDE THESE DRAWINGS.

OWNER AND/OR BUILDER SHALL :
COMPLY WITH ALL STATUTORY AUTHORITY BYLAWS, AUSTRALIAN STANDARDS, REGULATIONS, RESIDENTIAL DESIGN CODES AND THE BCA AND SHALL PRECEDE THESE DRAWINGS.







GENERAL NOTES :

COMPACTION :-
SUBMIT AN ENGINEER APPROVED
PENETROMETER TEST
OF COMPACTED FILL PRIOR TO
CONCRETING STAGE.

PLUMBING :-
TO COMPLY WITH WATER
AUTHORITY REQUIREMENTS
AND NATIONAL PLUMBING CODE.

TERMITE PROTECTION :-
A SUITABLE NOTICE INDICATING THE
METHOD USED FOR TERMITE BARRIER
SHALL COMPLY WITH THE BCA AND
SHALL BE DISPLAYED PROMINENTLY
ON THE BUILDING.

STORMWATER :-
ROOF RUNOFF TO BE CONTAINED
ON SITE AND DISPOSED OF
TO COUNCIL SATISFACTION.

PAVING :-
DRIVEWAY AND CROSSOVER
TO BE CONSTRUCTED WITH
A STABLE IMPERVIOUS SURFACE.

FLASHINGS :-
PROVIDE SUITABLE FLASHINGS
AROUND ALL OPENINGS, WALL COLUMNS
AND WEET AREAS WITH DETAILING TO COMPLY
WITH BCA P.F.

VENTILATION :-
SHALL COMPLY WITH SEWERAGE
(LIGHTING, VENTILATION AND
CONSTRUCTION) REQUIREMENTS
EXHAUST FAN (MPV) AND OTHER CEILING
ITEM LOCATIONS ARE APPROXIMATE
AND SHALL BE FITTED TO SUIT LOCATION
OF ROOF AND CEILING TIMBERS.

MASONRY :-
ALL MASONRY CONSTRUCTION
TO COMPLY WITH A.S.3700.

LINTELS :-
PROVIDE SUITABLE LINTELS OVER OPENINGS.
ALL EXTERNAL STEEL LINTELS
TO BE HOT-DIP GALVANISED.

EXPOSED TIMBER :-
ALL SOFTWOODS SHALL BE ECA TREATED
WHERE EXPOSED TO THE WEATHER
AND/OR AS NOTED ON DRAWINGS.

PINE TIMBER :-
ALL PINE TIMBER TO BE MGP10 GRADE
UNLESS NOTED OTHERWISE.

CUSTOM-ORB ROOFING BATTENS :-
SHALL BE 45x70mm PINE @ 900mm MAX CTS
TO FIRST AND LAST SPAN WITH
1150mm MAXIMUM INTERNAL CENTRES.

DOUBLE LAMINATIONS :-
CONSTRUCT DOUBLE LAMINATIONS
TO TIMBER BEAMS AND JOISTS
AS PER RELEVANT FRAMING CODES
UNLESS NOTED OTHERWISE.

FLOOR, ROOF, CEILING FRAME :-
SHALL COMPLY WITH A.S.1684, TIMBER
FRAMING CODES AND THE BCA
(DRAWN DIAGRAMMATICALLY ONLY).

CHECK DIMENSIONS ON SITE :-
PRIOR TO COMMENCEMENT
OF CONSTRUCTION.

DRAWINGS AND DETAILS :-
TO BE READ IN CONJUNCTION WITH
RELEVANT CONSULTANT DRAWINGS
AND SHALL PRECEDE THESE DRAWINGS.

DRAWINGS TO BE READ :-
IN CONJUNCTION WITH ENGINEER DRAWINGS,
DETAILS AND SPECIFICATIONS
AND SHALL PRECEDE THESE DRAWINGS.

OWNER AND/OR BUILDER SHALL :-
COMPLY WITH ALL STATUTORY AUTHORITY
BY LAWS, AUSTRALIAN STANDARDS,
REGULATIONS, RESIDENTIAL
DESIGN CODES AND THE BCA
AND SHALL PRECEDE THESE DRAWINGS.

site calculations

site area: 4211m²
plot ratio: R60
0.7 = 2947m²

ground floor:
unit 1: 57.35m²
unit 2: 66.46m²
unit 3: 68.35m²
unit 4: 78.25m²
unit 5: 66.37m²
unit 6: 66.37m²
unit 7: 78.25m²
unit 8: 75.25m²
unit 9: 66.37m²
unit 10: 66.37m²
unit 11: 78.25m²
unit 12: 68.35m²
unit 13: 66.46m²
unit 14: 57.35m²

Total: 962.76m²

first floor:
unit 15: 57.35m²
unit 16: 66.46m²
unit 17: 68.35m²
unit 18: 78.25m²
unit 19: 66.37m²
unit 20: 78.25m²
unit 21: 78.25m²
unit 22: 66.37m²
unit 23: 66.37m²
unit 24: 78.25m²
unit 25: 78.25m²
unit 26: 68.35m²
unit 27: 66.46m²
unit 28: 57.35m²

Total: 962.76m²

second floor:
unit 29: 57.35m²
unit 30: 66.46m²
unit 31: 68.35m²
unit 32: 78.25m²
unit 33: 66.37m²
unit 34: 66.37m²
unit 35: 78.25m²
unit 36: 78.25m²
unit 37: 66.37m²
unit 38: 66.37m²
unit 39: 78.25m²
unit 40: 68.35m²
unit 41: 66.46m²
unit 42: 57.35m²

Total: 962.76m²

total area: 2888.28m²

FIRST FLOOR PLAN

Scale 1:100



GENERAL NOTES :

- COMPACTION** :-
SUBMIT AN ENGINEER APPROVED PENETROMETER TEST OF COMPACTED FILL PRIOR TO CONCRETING STAGE.
- PLUMBING** :-
TO COMPLY WITH WATER AUTHORITY REQUIREMENTS AND NATIONAL PLUMBING CODE.
- TERMITE PROTECTION** :-
A SUITABLE NOTICE INDICATING THE METHOD USED FOR TERMITE BARRIER SHALL COMPLY WITH THE BCA AND SHALL BE DISPLAYED PROMINENTLY ON THE BUILDING.
- STORMWATER** :-
ROOF RUNOFF TO BE CONTAINED ON SITE AND DISPOSED OF TO COUNCIL SATISFACTION.
- PAVING** :-
DRIVEWAY AND CROSSOVER TO BE CONSTRUCTED WITH A STABLE IMPERVIOUS SURFACE.
- FLASHINGS** :-
PROVIDE SUITABLE FLASHINGS AROUND ALL OPENINGS, WALL COLUMNS AND WET AREAS WITH DETAILING TO COMPLY WITH BCA P.F.
- VENTILATION** :-
SHALL COMPLY WITH SEWERAGE (LIGHTING, VENTILATION AND CONSTRUCTION) REQUIREMENTS. EXHAUST FAN (MPV) AND OTHER CEILING FAN LOCATIONS ARE APPROXIMATE AND SHALL BE FITTED TO SUIT LOCATION OF ROOF AND CEILING TIMBERS.
- MASONRY** :-
ALL MASONRY CONSTRUCTION TO COMPLY WITH A.S.3700.
- LINTELS** :-
PROVIDE SUITABLE LINTELS OVER OPENINGS. ALL EXTERNAL STEEL LINTELS TO BE HOT-DIP GALVANISED.
- EXPPOSED TIMBER** :-
ALL SOFTWOODS SHALL BE COCA TREATED WHERE EXPOSED TO THE WEATHER AND/OR AS NOTED ON DRAWINGS.
- PINE TIMBER** :-
ALL PINE TIMBER TO BE MGP10 GRADE UNLESS NOTED OTHERWISE.
- CUSTOM-ORB ROOFING BATTENS** :-
SHALL BE 45x70mm PINE @ 900mm MAX CTS TO FIRST AND LAST SPAN WITH 1500mm MAXIMUM INTERNAL CENTRES.
- DOUBLE LAMINATIONS** :-
CONSTRUCT DOUBLE LAMINATIONS TO TIMBER BEAMS AND JOISTS AS PER RELEVANT FRAMING CODES UNLESS NOTED OTHERWISE.
- FLOOR, ROOF, CEILING FRAME** :-
SHALL COMPLY WITH A.S.1684 FRAMING CODES AND THE BCA, DRAWN DIAGRAMMATICALLY ONLY.
- CHECK DIMENSIONS ON SITE** :-
PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- DRAWINGS AND DETAILS** :-
TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT DRAWINGS AND SHALL PRECEDE THESE DRAWINGS.
- DRAWINGS TO BE READ** :-
IN CONJUNCTION WITH ENGINEER DRAWINGS, DETAILS AND SPECIFICATIONS AND SHALL PRECEDE THESE DRAWINGS.
- OWNER AND/OR BUILDER SHALL** :-
COMPLY WITH ALL STATUTORY AUTHORITY BY-LAWS, AUSTRALIAN STANDARDS, REGULATIONS, RESIDENTIAL DESIGN CODES AND THE BCA AND SHALL PRECEDE THESE DRAWINGS.

site calculations

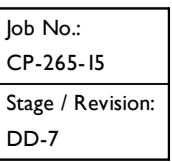
site area:	4211m ²
zoning:	R60
plot ratio:	0.7 = 2947m ²
ground floor:	
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unit 4:	78.25m ²
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unit 9:	66.37m ²
unit 10:	66.37m ²
unit 11:	78.25m ²
unit 12:	68.35m ²
unit 13:	66.46m ²
unit 14:	57.35m ²
Total:	962.76m ²
first floor:	
unit 15:	57.35m ²
unit 16:	66.46m ²
unit 17:	68.35m ²
unit 18:	78.25m ²
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unit 20:	66.37m ²
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unit 26:	68.35m ²
unit 27:	66.46m ²
unit 28:	57.35m ²
Total:	962.76m ²
second floor:	
unit 29:	57.35m ²
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unit 31:	68.35m ²
unit 32:	78.25m ²
unit 33:	66.37m ²
unit 34:	66.37m ²
unit 35:	78.25m ²
unit 36:	78.25m ²
unit 37:	66.37m ²
unit 38:	66.37m ²
unit 39:	78.25m ²
unit 40:	68.35m ²
unit 41:	66.46m ²
unit 42:	57.35m ²
Total:	962.76m ²
total area:	2888.28m ²

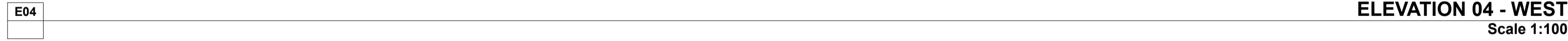
SECOND FLOOR PLAN
Scale 1:100





E02





CITY OF WANNEROO
DA2016/1327 Three-Storey Residential Development
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(Advertising Closed 7 March 2017)

No	Issue	Submissions	Administration Comment	Recommendation
1	Miscellaneous			
1.1	Was ensured by Landcorp that there would be no apartments built in the Blackmore Estate.	1	Noted. This is not a relevant planning consideration.	No modification required.
1.2	Submitters were misled by Landcorp upon purchasing within the estate.	1, 19	Noted. This is not a relevant planning consideration.	No modification required.
1.3	Assumes that the apartments will be rented out and not owner occupied. Concerned about who will live in these apartments and questions whether the City of Wanneroo and Landcorp are being greedy.	1, 47	Noted. This is not a relevant planning consideration and this development is not being proposed by the City of Wanneroo.	No modification required.
1.4	High density housing complexes tend to have a higher antisocial behaviour rate than low density housing. Girrawheen had a very bad reputation in the past for antisocial behaviour due to high density housing until the state government introduced its "New North" initiative to reduce high density housing complexes - why are we returning to the past when history has proven it to be a bad idea?	2	Noted. The subject site is zoned Residential R60 under the Blackmore (Girrawheen) – Agreed Structure Plan No. 97 (ASP 97). A R60 density code allows for such a development. Anti-social behaviour or criminal activity is a matter for the Western Australian Police who can enforce and infringe where non-compliance with the law occurs.	No modification required.

1.5	Questions who will live in the high density housing complex. Considers that due to the size of the apartments that they think the developer is trying to maximise their profits without concern for who will live in the development.	2, 41	Noted. This is not a relevant planning consideration.	No modification required.
1.6	Assumes that the development will not be strata and assumes that these are for the rental market only.	5, 16, 29, 31, 34	Noted. The tenure or sale of private properties is not a relevant planning consideration and the City is not involved in the sale or form of tenure of private land.	No modification required.
1.7	Notes that Girrawheen has one of the highest unemployment rates. Homes West removed the rental developments in Balga as they were causing trouble. Further notes that the dissolution of the public housing in Balga has had a positive effect on the community	5, 7, 8 16, 29	Noted. This not a relevant planning consideration and the application is proposed by a private developer. The City is not a party to determining whether the development will be public housing, or the ownership or tenure of private land.	No modification required.
1.8	Questions whether this development will be used to replace the Balga development.	5	Noted. Refer to 1.7 above.	No modification required.
1.9	Questions why privately owned town houses are not being development.	5, 7, 18, 26, 35, 37	Noted. The proposed development is permissible form of development in the Residential Zone. The City is not involved in the ownership or tenure of private land.	No modification required.
1.10	Concerned about anti-social behaviour that would come from such a high volume of units.	6, 7, 11, 16, 17, 20, 24, 25, 28, 34, 37, 40, 41, 47	Noted. Anti-social behaviour or criminal activity is a matter for the Western Australian Police who can enforce and infringe where non-compliance with the law occurs.	No modification required.
1.11	Notes that they were attracted to Blackmore Estate Blackmore Park as the developer and Landcorp had worked hard to create an attractive family friendly	6, 7	Noted. This is not a relevant planning consideration.	No modification required.

	space and positive family community vibe, though initially apprehensive about building in Girrawheen due to its poor reputation.			
1.12	Concerns that the planned development of low-cost public housing in the estate will ruin their dreams of a safe, family-friendly quiet neighbourhood and is counter-intuitive to the rest of the Estate, and its surrounding locale.	7	Noted. Refer to 1.7 above.	No modification required.
1.13	States that it is hard to see that the 1 & 2 bedroom apartments planned for this development will be able to be any more than low cost rentals, attracting low income and transient residents to the area.	7	Noted. Refer to 1.6 above.	No modification required.
1.14	States that the properties are intended for the rental market, which also means the residents do not have a care for the community as they are only renting. They aren't invested in keeping the family based community as it is.	8, 9, 14, 26, 32	Noted. Refer to 1.6 above.	No modification required.
1.15	From the earliest stage, it was envisaged that a quality development would be undertaken aimed at improving amenity of the local area consistent with the New North New Living urban renewal project in the area. The transformation of	11	Noted. This is not a relevant planning consideration.	No modification required.

	the area was swift and effective under that program with community cohesion enhanced and crime rates and antisocial activity materially reduced.			
1.16	Although zoned R60, such a development is squarely at odds with the surrounding residences. The medium density townhouses in Seaton Place are considered a more compatible example of multiple dwellings.	11	Noted. Multiple dwellings are a permissible form of development in the Residential Zone and the proposal is generally compliant with the R-Codes with the exception of the variation to the length of the boundary wall and the reduced number of single bedroom dwellings provided, as discussed in the body of the report.	No modification required.
1.17	This is the kind of development where most owners of the units will buy them as investment properties and will not have regular oversight of tenants.	11, 17, 27, 38	Noted. Refer to 1.6 above.	No modification required.
1.18	There is little community appetite to return to the planning errors of the past where amenity was severely compromised by poor planning decisions.	11	Noted. The development is generally compliant with the requirements of the relevant legislation and therefore, it is considered that the development will not impact on the amenity of the locality.	No modification required.
1.19	Submitters were not made aware when purchasing that multiple dwellings were going to be developed.	12, 13, 15, 21, 23, 29, 37	Noted. This is not a valid planning consideration. Notwithstanding, the structure plan for this locality identified this site to have a residential density code of R60. The proposed development is consistent with the R60 density code.	No modification required.
1.20	Recently became aware that LAM Property Development Group is attempting to change the specifications of the residential lots in Blackmore Estate designated as "group living". Submitters would like to know why and when the LAM Property	13, 15	Noted. This is not a valid planning consideration. The City is not a party to the sale of land.	No modification required.

	Group became involved, given this estate has always been branded as a joint project between Now Living and Landcorp.			
1.21	Submitter finds it extremely disingenuous (and convenient) that LAM Property Group and Landcorp would attempt this change so late, and only once all other housing had been completed.	13, 15	Noted. Refer to 1.20 above.	No modification required.
1.22	<p>The whole concept flies in the face of the original Design Guidelines Section 4.2, which clearly states:</p> <p>“The desired character for the Blackmore Park Estate is to reflect a contemporary urban development where the built form, streetscapes and public realm enhance the sense of place and identity of the Estate.</p> <p>To maintain the design character of the Estate only one home is permitted per allotment unless otherwise depicted on Detailed Area Plans.”</p> <p>In addition, page 12 of LSP 97 Part 2 notes:</p> <p>“Careful consideration has,</p>	13, 15	<p>Noted. These Design Guidelines are a document produced by Landcorp, to which the City is not a party to. This is a contractual obligation between Landcorp and the landowners, applied and enforced by Landcorp. It is the responsibility of the landowner to ensure that the development will not result in a conflict with any other contractual obligations relating to the land.</p> <p>The development is consistent with the residential density code of R60 and the design is generally compliant with the R-Codes, ASP 97 and DAP 1.</p>	

	however, been undertaken to ensure the redevelopment will be provided in a manner compatible with the adjoining predominately single residential context.”			
1.23	The development will compromise a good, well-balanced community; as well as damage the long-term growth for those who have already bought a property in the estate.	13, 15	Noted. Property values are not a relevant planning consideration.	No modification required.
1.24	These properties have been purchased not just based on good faith, but a formally lodged development plan that has been in the process of being changed by a new developer for nearly a year without informing prospective buyers or current residents.	13, 15	Noted. The proposal is consistent with the current ASP 97 and DAP 1.	No modification required.
1.25	I would like to know why an estate that has consistently been sold as a partnership between LandCorp and Now Living has been subcontracted – or outsourced – to a conglomerate consisting of LAM Property Development Group, Turquoise Development, Greenhaven Property and Urban WA Real Estate. Given that Urban WA’s website states that “Urban WA Homes was created to build homes exclusively for Urban WA Real Estate	13, 15	Noted. Refer to 1.20 above.	No modification required.

	investment clients”, it is deeply concerning that these apartments are <u>not</u> being built for owner-occupiers.			
1.26	The dates on the Traffic Management Plan and Waste Management Plan, this has obviously been in place since well before July 2016, and I would like some answers as to how this has come about. Should this not be clearly explained to my satisfaction, I will be approaching the Australian Competition and Consumer Commission for clarification.	13	Noted. The Traffic Impact Assessment (TIA) and Waste Management Plan (WMP) were prepared prior to the application being formally submitted to the City. The application was formally received by the City on 22 September 2016. It was then put on hold to resolve some issues. It is considered that these plans are up to date and are accurate.	No modification required.
1.27	I strongly urge you to deny this application for an amended Local Development Plan, and instead recommend one that is in line with the original approved Detailed and Local Area Plans.	13,15	Noted. The application is generally consistent with the approved ASP 97, DAP 1 and the R-Codes with the exception of some minor variations discussed in the body of the report. It is considered that this development is capable of being approved.	No modification required.
1.28	We do not need a 42 rental apartment development. This is a quiet community and bringing in these rentals will ruin the area and the value of our homes as Girrawheen is one of the highest unemployment rates	14	Noted. The value of a property is not a valid planning consideration. Notwithstanding, the City has no control over the form of tenancy.	No modification required.
1.29	Thought the development would be built for over 55s.	14, 29	Noted. The proposed development is an acceptable type of development.	No modification required.
1.30	Questions why smaller dwellings cannot be developed.	14	Noted. Refer to 1.9 above.	No modification required.
1.31	Would like to see two storey apartments being sold, not rented	14	Noted. Refer to 1.9 above.	No modification required.

	or, apartments for over 55s.			
1.32	The tradesmen and delivery of materials have caused issues in Blackmore Park Estate relating to parking, getting out of driveways, noise and rubbish. There has also been theft of building materials, with tradesmen leaving buildings unlocked and undesirable persons vandalizing, loitering and inhabiting unfinished buildings.	16	Noted. Anti-social behaviour or criminal activity is a matter for the Western Australian Police who can enforce and infringe where non-compliance with the law occurs.	No modification required.
1.33	There was a lack of advertising of the application. The sign was placed on Seaton Place, which is a cul-de-sac and you would not see the sign unless you lived on Seaton Place. A sign should have been placed on Strive Loop for the Blackmore Park Estate residents to see it. If it weren't for the Wanneroo Times, I would not have known about this development.	16, 29	Noted. Two signs were originally planned however, inadvertently, only one sign was installed by the applicant. This issue was rectified and the advertising period was extended for an additional 14 days following the erection of the second sign on Strive Loop.	No modification required.
1.34	The development will have a negative impact on our property prices.	14, 16, 23, 29, 39, 40	Noted. Property values are not a relevant planning consideration.	No modification required.
1.35	This is against the wishes of the community and will cause unrest/unhappiness in the area.	17	Noted. This is not a relevant planning consideration.	No modification required.
1.36	I do not want to live in the area if the units are built.	17	Noted. This is not a relevant planning consideration.	No modification required.
1.37	There are existing issues with the houses that have been built such as rubbish and noise that the Council have not been concerned	17	Noted. This is not in relation to the current proposal.	No modification required.

	with despite being told about it all.			
1.38	Multiple dwellings in other locations have attracted negative elements even after close monitoring. A prime example is Lockridge, where after many of these units were built, after a short period the whole area was almost a crime suburb, and eventually all buildings were demolished.	18	Noted. The multiple dwelling developments in Lockridge are not a relevant matter for this application.	No modification required.
1.39	The initial development did not state there would be a multi-level development.	20	Noted. The development complies with the current planning requirements for the subject site in terms of density. The subject site is zoned Residential, where Multiple Dwellings are a Discretionary ('D') use in the zone and complies with the maximum permitted plot ratio.	No modification required.
1.40	People who bought in the estate were told they could not build two storey homes. Those who built on Allinson Drive would be upset if a three storey dwelling were permitted.	22	<p>Noted. The developer may have placed the height restriction on the lots, however the City is not involved in any agreements between the purchaser/landowner and the developer. It is the responsibility of the landowner to ensure that the development will not result in a conflict with any other contractual obligations relating to the land.</p> <p>The City assesses the application based on statutory documents such as the R-Codes, structure plans or detailed area plans, where applicable. The R-Codes permits a maximum wall height of 6.0m for single houses and grouped dwellings, which equates to a two storey development, for the locality. R60 lots such as the subject site which propose multiple dwellings are permitted a maximum wall height of 9.0m and a maximum top of external wall (concealed roof) of</p>	No modification required.

			10.0m which equates to three stories.	
1.41	There are no schools in the area so children need to walk to and from various schools outside the area.	22	Noted. The locations of schools are determined by the Department of Education and not by the City.	No modification required.
1.42	Letters should have been sent to residents like myself who were directly impacted by the development. Should we have been notified at the initial stages of planning and not left in the dark, we would have opposed its proposal much earlier.	25	Noted. Public consultation was undertaken in accordance with Clause 64 of the Deemed Provisions of DPS 2. Written correspondence was sent to landowners adjoining and adjacent to the subject site. Further to this signs were erected on the subject site, and advertisement was placed on the City's website and in the Wanneroo and North Coast Times Newspapers.	No modification required.
1.43	The lot has been given an R60 density coding when it actually falls within an R40 zone and is therefore surrounded by houses typical of R20/R40 style is prejudice against all of the surrounding property owners that are also within the R40 zone. There clearly seems to be 2 standards for rezoning, one for the general public as property owners and one for government owned property. The R40 zoning for that area was implemented with very good intentions and now it stands to be undermined by people who seem more worried about profit than the building of an interactive and thriving community.	25	Disagree. ASP 97 was adopted by the Western Australian Planning Commission (WAPC) on 4 August 2014 and the subject site was zoned R60 then. No amendments have been made to ASP 97 and the site remains to be zoned R60 as initially adopted.	No modifications required.
1.44	There is nothing in the documentation which requires the	27	Noted. The ownership of lots is not a valid planning consideration and is not controlled by the City	No modification required.

	owners of this development to live in the houses, as required of the Blackmore Park Estate owners. The multiple dwellings should have the same requirement.		however, this may have been a contractual obligation applied by the developer. It is the responsibility of the landowner to ensure that the development will not result in a conflict with any other contractual obligations relating to the land.	
1.45	States that the promotional material for the estate indicated that all land would be sold for privately owner residences. States that the proposition for flats should have been advertised with the rest of the development.	28	Noted. The City undertook advertising for the development once a formal application was lodged. Any other advertising regarding the estate is the responsibility of the developer.	No modification required.
1.46	States that the provision of rental accommodation will bring a transient population to the area.	28	Noted. This is not a relevant planning consideration.	No modification required.
1.47	This development will degrade the improved social amenity of the area.	28	Noted. It is unclear what the submitter means by this. However, it is considered the development will not have any adverse impacts on the amenity as the proposal is a residential development which is in keeping with the area.	No modification required.
1.48	States that more residents will result in an a higher chance and increase of break-ins.	36	Noted. Refer to 1.10 above.	No modification required.
1.49	Concerned about the Joint Development Assessment Panel (JDAP) process as it gives no say to residents.	42	Noted. The JDAP process includes advertising to surrounding landowners which was conducted as part of the assessment of this application. The public consultation allows for residents to raise their objections or support for a development and give reasons why.	No modification required.
1.50	Concerned about the lack of communal open space, smoking areas and lack of respite from the built form with no outlook onto green spaces or landscaping.	42	Noted. The R-Codes currently do not require the provision of communal open space however, the Design Guidance of Clause 3.5 of the Draft Apartment Design Policy requires 842m ² of communal open space. The application has proposed 173m ² .	No modification required.

			<p>Although this does not comply with Design Guidance of Clause 3.5 it can be assessed against the Design Criteria of this Clause. It is considered that the development meets the Design Guidance of Clause 3.5 for the following reasons:</p> <ul style="list-style-type: none"> • The proposal incorporates an outdoor living area or balcony for each of the units, all of which are in excess of the minimum required 10m²; and • The subject site is within 50m of two existing public open spaces. <p>In light of this, it is considered that the proposal meets some elements of the Design Guidance of Clause 3.5 of the Apartment Design Policy and therefore, the variation is supported.</p>	
1.51	No provision for security for tenants via security gates or camera surveillance	42	Noted. This is not a relevant planning consideration. Notwithstanding, the application proposes access gates from Seaton Place.	No modification required.
1.52	The application has omitted a sustainability report.	42	Noted. This is not a requirement for lodgement of a development application.	No modification required.
1.53	No attention to refrigeration noise impact, hot water systems or night lighting.	42	<p>Noted. This is not a relevant planning consideration however, residents will need to comply with the relevant Environmental Health Regulations relating to noise.</p> <p>In regards to night lighting, Administration has recommended a condition to ensure that lighting is to be installed in accordance with Australian Standard for the "Control of Obtrusive Effect of Outdoor Lighting" (AS4252).</p>	<p>Impose a condition as follows:</p> <p><i>"Lighting shall be installed in all car-parking areas. Any lighting is to be designed in accordance with Australian Standards for the "Control of Obstructive Effects of Outdoor Lighting" (AS4282) and shall,</i></p>

				<i>where possible, be directed internally so as not to overspill into nearby lots."</i>
1.54	No provisions in regards to life cycle design strategies of development or guarantees for the building's degeneration, upkeep and maintenance over time.	42	Noted. This is not a relevant planning consideration.	No modification required.
1.55	Concerns raised regarding social overcrowding.	42	Noted. This is not a relevant planning consideration however, residents will need to comply with the City's Health Local Law relating to overcrowding.	No modification required.
2	Building Height			
2.1	The height of the development is incongruous with the surrounding locality which has been predominantly development as single storey dwellings. The sheer high density housing of the complex is in stark contrast to the rest of Blackmore Park Estate which is low density housing and will interfere with the peaceful, quiet enjoyment that Blackmore Park Estate was advertised and promoted as.	2	Noted. Although the majority of the locality has been developed as single storey residential dwellings, the zoning of this site allows for this scale of development. Clause 6.1.2 of the R-Codes requires a maximum height for a top of external wall (concealed roof) of 10.0m and the proposal incorporates a maximum height of 9.7m. Therefore, the proposed height is compliant with the requirements of the R-Codes and is consistent with the R60 density code.	No modification required.
2.2	Led to believe that 2 storeys was the maximum permitted for the site.	3	Noted. Refer to 2.1 above.	No modification required.
2.3	Three storeys are not in keeping with the area which is predominantly single storey.	3, 4, 6, 8, 10, 14, 16, 17, 24, 26, 29, 37, 40, 42	Noted. Refer to 2.1 above.	No modification required.

2.4	There are currently two storey units on Seaton Place and the development should be in keeping with this height.	4, 20	Noted. Each application is assessed on its individual merits. 6 Seaton Place and the subject site have different residential density codes and are subject to different development criteria. The subject application complies with the maximum height provisions of the R-Codes.	No modification required.
2.5	There is no reason for the building to be so high. There are no views in any direction other than into backyards and park areas.	9, 16, 20, 37	Noted. Refer to 2.1 above.	No modification required.
2.6	The number of units and multiple storey design is discouraging to the revitalisation of a suburb that is still working towards shifting the old stigma.	23	Noted. This is not a relevant planning consideration.	No modification required.
3	Traffic			
3.1	Concerned regarding the increased traffic. Believes that the additional 80 – 100 vehicles will be dangerous for the children in the locality who walk or cycle to parks.	1	Noted. KCTT prepared a Traffic Impact Assessment (TIA) on behalf of the applicant. The TIA determined that the development will result in 231 vehicle trips per day. Currently, Seaton Place generates approximately 184 vehicle trips per day. This results in a total of 415 vehicle trips per day. Seaton Place is classified as an Access Road under WAPC's Liveable Neighbourhoods Policy which has the capacity to cater for 3,000 vehicle trips per day. Therefore, with the additional traffic generated by the development, Seaton Place will be able to carry the anticipated volume of traffic.	No modification required.
3.2	The development will result in an increase in traffic which will impact the area.	3, 5, 8, 9, 16, 17, 18, 24, 30, 32, 34, 35, 36, 38, 45, 46, 47	Noted. Refer to 3.1 above.	No modification required.
3.3	As there is no public transport in the area, there will be an increase	7	Noted. Refer to 3.1 above.	No modification required.

	of road traffic.			
3.4	The increase of road traffic will impose on the family and child safety in the area and will make the streets less safe for children to move about on their way to the park or play facilities.	7, 8, 9, 11, 12, 16, 24, 29, 35, 37, 38, 40	Noted. Refer to 3.1 above.	No modification required.
3.5	There will be severe disruption to everyone on Seaton Place if the only access to this development is via Seaton Place. The submitter counted that 10 cars had passed their property at 9 Seaton Place between 28/1/2017 to 29/1/2017.	3	Noted. Refer to 3.1 above.	No modification required.
3.6	The traffic plan undertaken and submitted was based on two points of access and egress from the property however, the vehicles will now only have access via Seaton Place. The traffic assessment will need to be revised.	11	Noted. KCTT undertook the initial TIA on behalf of the applicant and this TIA was based on the premise that the development will have an access point from Strive Loop and Seaton Place. However, in light of the amendment to the development application resulting in access only being from Seaton Place, KCTT issued further correspondence which assesses the traffic impact where access is via Seaton Place only. KCTT concluded that the increased traffic can be carried by the current road network. The City has no objection to this conclusion.	No modification required.
3.7	The Study's estimate of an additional 231 traffic movements is conservative if not highly contestable.	11	Noted. The estimated vehicle trip numbers were based on the Western Australian Planning Commissions Transport Impact Assessment Guidelines. This is considered to be a satisfactory form of determining vehicle trip movements and the City's Traffic Services have no objection to the methodology used.	No modification required.
3.8	The residents of Seaton Place will	11	Noted. This is not a relevant planning	No modification required.

	have their quiet enjoyment severely compromised.		consideration. Notwithstanding, the proposal is a residential development within a residential area and therefore, it is considered that it will not compromise the area.	
3.9	The layout of the streets is such that it cannot be readily modified or traffic calming retrofitted if, as predicted, traffic movements do compromise the area's amenity.	11	Noted. Refer to 3.1 above.	No modification required.
3.10	I do not want the increase in traffic to decrease the quality of my living situation.	12	Noted. This is not a relevant planning consideration.	No modification required.
3.11	If the development were two storeys, there would be less traffic and noise.	14	Noted. The current road network is capable of carrying the additional traffic generated from the development with the proposed 3 storeys and 42 units. Refer to 3.1 above.	No modification required.
3.12	There will be extra foot traffic in the area.	9	Noted. The Blackmore estate has been developed to include footpaths and shared paths. This is considered to accommodate for foot traffic.	No modification required.
3.13	The TIA needs to be revised as the estimates seem low and inaccurate.	16	Disagree. Refer to 3.7 above.	No modification required.
3.14	The roads are not designed to cater for more traffic or parking than it already has.	17	Disagree. Refer to 3.1 above.	No modification required.
3.15	Seaton Place is a very quiet cul-de-sac. When initial development plans were made there was no suggestion that Seaton place would be a primary entrance, or the only entrance for this development. With the potential of an extra 42-84 cars traveling in this small area, there will be an impact on quiet enjoyment.	20	Noted. Refer to 3.1 above.	No modification required.

3.16	The roads are not very wide around this complex and will be very busy no matter what is built.	22	Noted. Refer to 3.1 above.	No modification required.
3.17	This development will increase traffic along Allinson Drive which was already experienced an increase due to this development. Additionally, the speed humps on Templeton Crescent vehicles travel along Allinson Drive are high speeds.	32	Noted. KCTT prepared a Traffic Impact Assessment (TIA) on behalf of the applicant. The TIA determined that the development will result in 231 vehicle trips per day. Currently, Allinson Drive generates approximately 1,128 vehicle trips per day. This results in a total of 1,359 vehicle trips per day. Allinson Drive is classified as an Access Road under WAPC's Liveable Neighbourhoods Policy which has the capacity to cater for 3,000 vehicle trips per day. Therefore, with the additional traffic generated by the development, Allinson Drive will be able to carry the volume of traffic.	No modification required.
3.18	The traffic report was done based on the current number of properties in the area and not accounting for the rezoned R40/60 which will significantly increase the number of residents and traffic in the near future.	37	Disagree. The traffic report which was advertised as part of this application was undertaken for the purpose of this application and assesses the impact of this development.	No modification required.
3.19	The traffic flow on Kelly Road has already increased, and the corner will cause traffic accidents.	16	Noted. Noted. KCTT prepared a Traffic Impact Assessment (TIA) on behalf of the applicant. The TIA determined that the development will result in 231 vehicle trips per day. Kelly Road generates approximately 48 vehicle trips per day. However, this road is a continuation of Allinson Drive which generates 1,128 vehicle trips per day. Therefore, at a worst case scenario Kelly Road generates approximately 1,176 vehicle trips per day. The development will, at worst case scenario, have an additional of 231 vehicles on Kelly Road resulting in a total of 1,407 vehicle trips per day. Kelly Road is classified as an Access Road under WAPC's	No modification required.

			Liveable Neighbourhoods Policy which has the capacity to cater for 3,000 vehicle trips per day. Therefore, with the additional traffic generated by the development, Kelly Road will be able to carry the volume of traffic.	
4	Access			
4.1	Strongly objects to the access point being from Seaton Place which is currently a quiet cul-de-sac.	3, 4, 38, 43	Noted. DAP 1 specifies an access restriction along Strive Loop. Therefore access to this site can only be achieved via Seaton Place.	No modification required.
4.2	The access gates to the subject development will be adjacent to 11 Seaton Place which will adversely impact their vehicular access. Other plans show access points from within the development and it is urged that these plans are used.	10	Noted. The proposed access gate is contained entirely within the lot boundary of the subject site and is not located near the driveway of 11 Seaton Place. Therefore, it is considered that there will not be any impact on the vehicular access for the residents of 11 Seaton Place.	No modification required.
4.3	Concerns over the vehicular access in such a small area.	18	Noted. Refer to 4.1 above.	No modification required.
4.4	The tradesmen are currently causing problems for parking and access. A development of this size will worsen this.	29	<p>Noted. Any illegal car parking should be reported directly to the City's Rangers who can investigate and infringe if necessary.</p> <p>In order to ensure that the construction of this development does not disturb the area, and should development approval be granted, Administration has recommended a condition requiring a construction management plan to be lodged to the City when an application is made for a building license.</p>	<p>Impose a condition as follows:</p> <p><i>"A construction management plan shall be submitted for approval prior to the commencement of works, to the satisfaction of Manager Approval Services.</i></p> <p><i>This plan is to detail how construction will be managed to minimise</i></p>

				<p><i>disruption in the area and shall include:</i></p> <ul style="list-style-type: none"> • <i>The delivery of and delivery times for materials and equipment to the site;</i> • <i>Storage of materials and equipment on site;</i> • <i>Parking arrangements for contractors and sub-contractors;</i> • <i>The impact on traffic movement;</i> • <i>Construction and delivery times; and</i> • <i>Any other matter required by the City.”</i>
4.5	If the proposed development has entry/exit access from Strive Loop, this will severely disturb the safety measures on the amount of passing cars in our local streets.	40	Noted. The application is proposing access from Seaton Place only.	No modification required.
5	Car Parking			
5.1	Concerns over the lack of visitor bays provided onsite. 5 visitor bays are provided when 11 are required.	1, 12, 16, 28, 29, 37, 42, 43	<p>Noted. Clause 6.3.3 of the R-Codes requires a total of 11 visitor car parking bays however, the application does not incorporate any visitor car parking bays on site.</p> <p>Notwithstanding, there is currently fifteen (15)</p>	No modification required.

			existing on-street car parking bays on Strive Loop directly abutting the subject site. Whilst these bays can be used by visitors to Blackmore Park, Strive Park and other developments within the estate, they can also be utilised by visitors to the subject site. In light of this, the variation is supported.	
5.2	Assumes there will be 80-100 residents living in the complex and as such would require 80-100 car parking bays. This results in a shortfall of 41 to 61 bays. There are 24 houses in Blackmore Estate which need a visitor bay which are part of their deal when they purchased their property. Currently 37 bays are provided in the estate however these are also used by users of the public park.	1	Disagree. Clause 6.3.3 of the R-Codes requires 52 resident car parking bays for the development. The proposal incorporates a total of 59 residents car parking bays, eight (8) of which are in a tandem configuration. This is considered to satisfy the Deemed-to-Comply provisions of Clause 6.3.3. In regards to visitor parking refer to 5.1 above.	No modification required.
5.3	On-street parking is very limited at the moment at Blackmore Park Estate and adding a high density housing complex on the site will only raise tensions between neighbours and lead to conflict.	2, 9, 12, 16, 42	Noted. The Blackmore Estate in its entirety incorporates a total of 35 on-street car parking bays to be utilised by visitors, residents and visitors to the nearby public open spaces. This is considered to be sufficient to cater for current and future residents alike.	No modification required.
5.4	There are discrepancies between the traffic management drawings and the plans, there is clearly not enough parking for the number of units which will result in an overspill onto the surrounding road network.	6	Noted. Refer to 5.2 above.	No modification required.
5.5	Limited on-site car parking bays will result in congested streets and verge parking.	7, 8, 12, 20, 24, 28, 34, 40	Noted. Refer to 5.2 above.	No modification required.
5.6	There will be no spare on-street	8, 9, 29	Noted. Refer to 5.3 above.	No modification required.

	parking available for the existing residents of the estate.			
5.7	Provision of on-site parking is inadequate.	11, 18, 38	Noted. Refer to 5.2 above.	No modification required.
5.8	I do not wish the lack of parking to decrease the quality of my living situation.	12	Noted. Refer to 5.2 above.	No modification required.
5.9	The developers should increase the number of visitor bays provided on site. Five onsite visitor bays are not sufficient.	12	Noted. Refer to 5.1 above.	No modification required.
5.10	The TIA states that there is abundant public parking available in close proximity to the site. There are currently 15 on-street parking bays within the entire estate which is not considered abundant public parking.	13, 15	Noted. Refer to 5.3 above.	No modification required.
5.11	The calculations used in the TIA would have been calculated as part of the original TIA based on an estimated 23 dwellings for the grouped dwelling site and not the 42 that is being proposed. Using KCTT's own methodology that means street parking alone is already short by at least 5 parking spaces.	13, 15	Disagree. The TIA has calculated the estimated trips per day based on the current proposal of 42 residential dwelling and has done so in accordance with the WAPCs Transport Impact Assessment Guidelines. In regards to car parking numbers refer to 5.1 and 5.2 above.	No modification required.
5.12	The methodology used in the TMP is outdated. The latest research shows that 55% of households have more than one car, which would indicate a likely minimum 63 cars in this complex. With 54 "dedicated" parking	13, 15	Noted. Refer to 5.11 above.	No modification required.

	spaces, this would mean at least 9 cars from the proposed complex are permanently parked on the street.			
5.13	KCTT's TIA is fundamentally flawed and the results appear to be deliberately skewed in the developer's favour.	13, 15	Noted. The TIA was assessed by the City's Traffic Services and there were no concerns raised in regards to the methodology used or the conclusions of the TIA.	No modification required.
5.14	The development does not provide enough car parking. There are 56 bays for 42 units. If each unit has 2 cars, they will be 28 bays short.	16, 17, 29, 37	Noted. Refer to 5.2 above.	No modification required.
5.15	The TIA states that there is abundant public parking available in close proximity to the site. Questions where this abundance of parking is. There is no parking on Seaton Place. Parking in Blackmore Park Estate is for residents and visitors and public park parking.	16	Noted. Refer to 5.3 above.	No modification required.
5.16	It is ridiculous that there are 54 bays for 42 units. This will result in overflow of traffic and people which will cause issues for the people already living in the estate and surrounding areas.	17	Noted. Refer to 5.1 and 5.2 above.	No modification required.
5.17	There is an overflow of parking from the 16 unit development (6 Seaton Place). Where will the overflow for 42 units go?	20	Noted. Refer to 5.1 and 5.2 above.	No modification required.
5.18	States that there is not enough parking for residents.	36, 40	Noted. Refer to 5.2 above.	No modification required.

5.19	The current street parking bays available were established for the existing rear loaded dwellings (24 houses) and their visitors.	37	Disagree. The on-street car parking bays have been provided as part of the original subdivision. As such, the on-street car parking bays are intended for all lots within the estate. The subject site was also part of this subdivision and therefore is capable of using these bays.	No modification required.
5.20	Car parking will overflow onto Seaton Place which will impact amenity and access to homes.	38, 43	Noted. Refer to 5.1 and 5.2 above.	No modification required.
6	Privacy			
6.1	The height of the building will result in the potential for overlooking into adjacent properties.	1, 9, 16, 25, 31, 37	Noted. Clause 6.4.1 of the R-Codes requires the following setbacks for major openings which are elevated above 0.5m: Major openings to bedrooms and studies – 4.5m; Major openings to habitable rooms other than bedrooms and studies – 6m; and Unenclosed outdoor active habitable spaces – 7.5m. The proposal complies with the abovementioned setbacks and this is demonstrated on plans A06 and A07 of Attachment 2 .	No modification required.
6.2	The development will result in loss of privacy.	1, 3, 8, 14, 16, 25, 31, 32, 37, 40, 42, 43, 45, 46	Noted. Refer to 6.1 above.	No modification required.
7	Noise			
7.1	States that the additional people in the estate will introduce excessive noise pollution in a quiet neighbourhood.	8, 16, 28, 29, 30, 35, 36, 40, 43, 46	Noted. This is not a relevant planning consideration however, residents will need to comply with the relevant Environmental Health Regulations relating to noise.	No modification required.
7.2	Concerned about noise that would come from such a high volume of units.	6, 24, 42	Noted. Refer to 7.1 above.	No modification required.
7.3	If the development was two storeys, there would be less	14	Noted. Refer to 7.1 above.	No modification required

	noise.			
7.4	The proposed plan shows there is an entertainment area that will align with my back fence. In a development of 42 units, this has the potential to be antisocial in noise levels and behaviour, in such a large complex, how will noise issues/antisocial behaviour be dealt with effectively.	20	Noted. Refer to 7.1 above.	No modification required.
8	Excessive Density			
8.1	As a purchaser of one of the almost completed unit blocks, I was told that the second "group living" zone would be of a similar type. Up until this point, the two sections designated as grouped housing have always been listed with a total yield estimate of 29 dwellings (see page 23 of the attached Local Structure Plan Part 2).	13, 15	Noted. Part 2 of ASP 97 is not a statutory document and the dwelling yields are indicative. Although the proposal, if approved, will increase the dwelling yield within the locality it remains to be within the scope of a R60 site.	No modification required.
8.2	The Landcorp website says: "Once complete, Blackmore Park Estate will provide 70 residential lots ranging in size from 210sqm to over 500sqm, as well as two grouped dwelling sites supplying <u>some 30 dwelling units</u> and incorporate a central parkland area with pedestrian links to the surrounding community."	13, 15	Noted. The content of the Landcorp website is not a relevant planning consideration.	No modification required.
8.3	This high density development belongs in a high density area	31, 37, 41	Noted. The subject site has a residential density code of R60 and the proposal is compliant with the	No modification required.

	that is close to transport. Not in an R40 area, where mainly single family homes are located.		plot ratio requirements of this density.	
8.4	Objects to the number of dwellings.	32	Noted. The number of dwellings is compliant with the plot ratio requirements of the R-Codes.	No modification required.
8.5	The size of the building is at odds with the rest of the development and the suburb. There are very few three storey flats remaining in Girrawheen. Development needs to be appropriate and to scale. The sheer number of dwellings proposed will adversely impact on the amenity and liveability of the neighbourhood.	11	Noted. Although the majority of the locality has been developed as single dwellings, the subject multiple dwellings are generally compliant with the relevant provisions and are a permissible form of development in this zone. Additionally, the provision of other three storey residential developments does not affect this development.	No modification required.
8.6	Thought that the 'grouped dwelling' site would be for single storey grouped dwellings.	39	Noted. The subject site is zoned Residential R60 and is therefore, capable of being development for Multiple Dwellings.	No modification required.
8.7	The high density and layout of the surrounding streets will turn the peaceful street into an 'industrial zone'.	33	Disagree. The proposal is consistent with the Residential zoning of the land and the scale of the development does not change the zoning.	No modification required.
8.8	Bulk and scale of the development is out of character.	42	Noted. Refer to 8.5 above.	No modification required.
9	Waste			
9.1	The Waste Management Plan (WMP) shows that the bins will be left by the roadside on Strive Loop, directly facing people's houses and collected later. This means that there will be huge bins left on the street for 3 out of 7 days per week. This is unacceptable.	13, 15	Noted. The bins will be collected by a private contractor and are to be stored within the designated bin enclosure. Should development approval be granted Administration has recommended a condition to ensure compliance with this.	Impose a condition as follows: <i>"All refuse shall be stored within the designated bin enclosures and shall be collected from the site by a private contractor."</i>
9.2	Concerns over waste escaping	16	Noted. Refer to 9.1 above.	No modification required.

	the bins, especially with the wildlife in the area which may feast and scatter the rubbish.			
9.3	Waste collection will cause excessive noise and traffic delays.	16	<p>Disagree. The WMP proposes to collect the general waste twice a week and the recycling once a week from the subject site. The bin enclosure is located entirely within the lot boundary and the waste truck will enter the subject site for collection of refuse. Therefore, it is considered that there will not be any significant traffic delays as a result of the refuse pick-up.</p> <p>It is noted that the plans depict the bin enclosure on the southern boundary of the subject site adjacent to the crossover. The subject site abuts a 3.0m wide lot used for drainage (refer to Attachment 1) and therefore, this creates some separation between the subject site and nearby residents. This is considered to reduce the impact of the location of the bin enclosure and noise generated from the pick-up of refuse on the nearby landowners.</p>	No modification required.
9.4	Questions how rubbish will be collected? States that they cannot be collected from Strive Loop, so access would be from Seaton Place. States collection will take a long time if each unit has two bins. Questions whether residents are aware.	29	<p>Noted. The WMP submitted by the applicant proposes the following:</p> <ul style="list-style-type: none"> • Five (5), 660L bins for general waste which will be collected twice a week by a private contractor; and • Two (2), 1,100L bins for recycling which will be collected once a week by a private contractor. 	No modification required.
9.5	Limited access for waste vehicles to empty refuse	42	Noted. Refer to 9.1 above.	No modification required.
10	Support			
10.1	Supports the development	44	Support noted.	No modification required.

Submission No.	Submitter	Submitter Details	Support/Object Proposal
1	Sonia Garcia	Activity Way, Girrawheen	Object
2	Stephen Hill	11 Activity Way, Girrawheen	Object
3	Jodie Hall	9 Seaton Place, Girrawheen	Object
4	Michael Green	Unknown	Object
5	Nathan	Unknown	Object
6	Adam Russo	75 Strive Loop, Girrawheen	Object
7	Brenton and Anna Skippings	64 Allison Drive, Girrawheen	Object
8	Ian McLagan	43 Strive Loop, Girrawheen	Object
9	Sarah Foster	Unknown	Object
10	Frik Reschke	11 Seaton Place, Girrawheen	Object
11	Margaret Quirk MLA	Shop 10, Newpark Shopping Centre Templeton Street, Girrawheen	Object
12	Angela Tomadon	18 Activity Way, Girrawheen	Object
13	Sean Kahl	4/19 Strive Loop, Girrawheen	Object
14	Tanya Walsh	73 Strive Loop, Girrawheen	Object
15	Simon Kahl	7 Legacy Lane, Girrawheen	Object
16	Eileen Pool	9 Legacy Lane, Girrawheen	Object
17	Anonymous	Innes Place, Girrawheen	Object
18	Mr and Mrs P. Burness	61 Allinson Drive, Girrawheen	Object
19	Rachela Messina	33 Strive Loop, Girrawheen	Object
20	Sharon Cox	U2/6 Seaton Place, Girrawheen	Object
21	Naomi Crow	Legacy Lane, Girrawheen	Object
22	Brian Norman & Janet Martin	63 Allinson Dr, Girrawheen	Object
23	Emma Scannell-Brown and Sean Scannell	Unknown	Object
24	Sharon Ann Murray	7 Innes Place, Girrawheen	Object
25	Drew Reynolds	50 Allinson Drive, Girrawheen	Object
26	Kaye Ford	49 Allinson Drive, Girrawheen	Object
27	Jill Carson	71 Strive Loop, Girrawheen	Object
28	Alana Leesue	51 Allinson Drive, Girrawheen	Object
29	Kathleen Wiggers	23 Strive Loop, Girrawheen	Object
30	Najla Tahywa	3 Legacy Lane, Girrawheen	Object

31	Dana Sziklay	Unknown	Object
32	Anonymous	Unknown	Object
33	Davor Prkic	35 Strive Loop, Girrawheen	Object
34	Beau Anthony	31 Strive Loop, Girrawheen	Object
35	Emma Diaz	Strive Loop, Girrawheen	Object
36	Kam Fai Au	U7/6 Seaton Place, Girrawheen	Object
37	Kathy Tran	Unknown	Object
38	Maureen and David Chorlton	5 Seaton Place, Girrawheen	Object
39	Julie George	6 Seaton Place, Girrawheen	Object
40	Darren Wai	Activity Way, Girrawheen	Object
41	Elena Silvestro	Unknown	Object
42	Sammy Blanco	29 Strive Loop, Girrawheen	Object (27 signatories)
43	Ashley Metcalf	8/6 Seaton Place, Girrawheen	Object
44	Brad	28 Dressle Way, Girrawheen	Support
45	Anonymous	Unknown	Object
46	Anonymous	Unknown	Object
47	G Burkett	Unknown	Object

