Government of **Western Australia**
Development Assessment Panels

Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 10 April 2017; 2:00pm
Meeting Number: MNWJDAP/171
Meeting Venue: City of Wanneroo
23 Dundebar Road
Wanneroo

Attendance

DAP Members

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

Officers in attendance

Mr Tim Thornton (City of Joondalup)
Mr Jeremy Thompson (City of Wanneroo)

Local Government Minute Secretary

Ms Grace Babudri (City of Wanneroo)

Applicants and Submitters

Mr Ron Forlee (Archiplan)
Mr Trevor Phillips
Mr Dan Lees (TPG + Place Match)

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

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

The Minutes of meeting no.170 held on 6 April 2017 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

7.1 Mr Trevor Phillips presenting against the application at Item 8.1. The presentation will discuss potential issues regarding the height of the building, visual privacy and floor areas noted on the development plans.

7.2 Ms Margaret Went presenting against the application at Item 9.1. The presentation will discuss development's Waste Management Plan and Construction Management Plan.

7.3 Mrs Karen Roberts presenting against the application at Item 9.1. The presentation will discuss potential issues regarding bike storage, car parking provisions and waste management.

7.4 Mr Steve Roberts presenting against the application at Item 9.1. The presentation will discuss potential traffic issues.

7.5 Mr Dan Lees (TPG + Place Match) presenting for the application at Item 9.1. The presentation will provide an overview of the changes made to the proposal after the meeting on the 27 February.

8. Form 1 - Responsible Authority Reports – DAP Applications

8.1

Property Location:	Lot 324 (4) Kyle Court, Joondalup
Application Details:	Hotel (new hotel development)
Applicant:	Archiplan
Owner:	Dr Jay Natalwala
Responsible authority:	City of Joondalup
DoP File No:	DAP/16/01166

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

9.1

Property Location:	Lot 418 (50) Alexandria View, Mindarie
Application Details:	50 Multiple Dwellings
Applicant:	TPG Town Planning
Owner:	Mindarie Management Pty Ltd
Responsible authority:	City of Wanneroo
DoP File No:	DAP/16/01035

10. Appeals to the State Administrative Tribunal

The following State Administrative Tribunal Application has been received:

- 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 reconsidered Lots 109, 401, 402 and 403 Beaufort Street, Inglewood on the 6 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.

Government of **Western Australia**
Development Assessment Panels

Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 324 (4) Kyle Court, Joondalup
Development Description:	HOTEL (new hotel development)
DAP Name:	Metro North-West JDAP
Applicant:	Ron Forlee - Archiplan
Owner:	Dr. Jay Natalwala
Value of Development:	$16 million
LG Reference:	DA16/1470
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/16/01166
Report Due Date:	31 March 2017
Application Receipt Date:	16 December 2016
Application Process Days:	90 Days
Attachment(s):	1. Location plan 2. Development plans 3. Design perspectives 4. Environmentally sustainable design checklist

Officer Recommendation:

That the Metro North – West JDAP resolves to:

1. **Approve** DAP Application reference DAP/16/01166 and accompanying plans A10-202, A21-101 – A21-109, A30-101 – 104 and A40-101 - 104 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 hotel development and associated works only, as indicated on the approved plans.**

2. **The development is approved as a 'Hotel' 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 pedestrian awning, on-street parking and landscaping as indicated on the approved plans.**

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**

and works shall be undertaken in accordance with the approved Construction Management Plan.

5. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.

6. The off-street 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. The on-street car parking bays shall be set aside for pick up and drop off only. Details of the on-street car parking bays shall be submitted to and approved by the City prior to the commencement of development. The on-street car parking bays are to be designed, constructed, drained and marked to the satisfaction of the City, prior to use of the bays. These bays are thereafter to be maintained to the satisfaction of the City at the cost of the land owner until such time that 'as constructed' drawings are submitted to, and approved by the City.

8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be submitted to and approved by the City prior to the commencement of development. Works shall be undertaken in accordance with the approved plan.

9. A refuse management plan indicating the method of rubbish collection is to be submitted to and approved by the City prior to the commencement of development. The management of refuse shall then be undertaken in accordance with the approved plan.

10. A dedicated service and delivery bay shall be provided on-site. A delivery management plan indicating the method and location of loading and unloading from service and delivery vehicles is to be submitted to and approved by the City prior to the commencement of development. Service and deliveries to the hotel shall then be undertaken in accordance with the approved plan.

11. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details, including a roof plan and ongoing maintenance for the external 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 these approved details.

12. 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 to and approved by City prior to the commencement of development. Works shall be undertaken in accordance with the approved plans prior to occupation of the development.

13. 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. This shall include details of the treatment to the northern boundary walls to break up the bulk of the development and provide visual interest as viewed from the public realm. 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.

14. No obscure or reflective glazing is permitted to ground floor building facades.

15. Detailed landscaping plans and a maintenance strategy outlining the methods for maintaining the landscaping on the hotel upper floors 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;**
- **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.**

16. Landscaping and reticulation within the site and adjacent verges shall be established in accordance with the approved landscaping plans, maintenance strategy, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

17. A signage strategy shall be submitted to and approved by the City prior to occupation of the development.

Advice Notes:

1. The kitchen and food areas to comply with the *Food Act 2008*.

2. The proposed pool would be considered an Aquatic Facility under the *Health (Aquatic Facilities) Regulations 2007* and needs Department of

Health approval of the design and specifications prior to construction. Please contact the City's Health and Environmental Services on 9400 4933 for contact details of the Department of Health's Water Unit.

3. **Development must comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* and the *Health (Air-handling & Water Systems) Regulations 1994.***

4. **The City's local laws require all commercial properties to have a bin store that incorporates bin washing facilities. The proposed bin store must have a solid concrete floor that grades to a floor waste connected to sewer and a hose cock.**

5. **The applicant is advised that the *Environmental Protection (Noise) Regulations 1997* apply to all properties within the City of Joondalup. Care should be taken to locate mechanical plant, air discharges and other noise sources so as not to cause noise emissions to adjoining properties or public places that exceed the Regulations.**

6. **The applicant is strongly encouraged to offer the large mature tree on Lot 324 to a timber merchant, to be value-added as high quality furniture in the event of the tree being cut down.**

Details:

Zoning	MRS:	Central City Area
	TPS:	Centre
Use Class:		Hotel
Strategy Policy:		N/A
Development Scheme:		*District Planning Scheme No. 2* *Joondalup City Centre Development Plan and Manual*
Lot Size:		1,211m^2
Existing Land Use:		Vacant lot

The development site is located within the 'City North' district of the *Joondalup City Centre Development Plan and Manual* (JCCDPM) and within the 'Mixed Use Corridor' of the draft *Joondalup City Centre Structure Plan* (JCCSP). The proposed 'Hotel' is a 'preferred' and 'permitted' land use under both structure plans respectively.

At its meeting on 21 February 2017 (CJ004-02/17 refers), Council endorsed a draft *Joondalup Activity Centre Plan* for the purposes of consultation. The draft JACP will supersede the JCCDPM and draft JCCSP. Under the draft JACP the subject site is located within the 'Health and Wellness' precinct, in which 'Hotel' is a 'discretionary' use.

The proposed development consists of:

- A seven storey hotel building with basement and ground level car parking.
- Ground floor café, alfresco area, bar, lobby, office and training seminar room.
- Hotel accommodation provided from the first to the sixth floor totalling 121 rooms.

- Gym, pool, spa, sauna, terrace and rooftop garden on the top (sixth) floor.
- 43 on-site car parking bays, including tandem valet parking in the basement level, and three on-street guest pick-up/ drop-off bays along Kyle Court.
- Pedestrian entry on the corner of Kyle Court and Grand Boulevard.
- Vehicle access to be taken from Kingsbury Road.
- The provision of additional street trees, roof top garden, and landscaping within the verge.
- Aluminium feature screening in front of air conditioning units above the ground floor.
- A mix of glazing, prefabricated painted concrete and face brick finishes on the building facades.

Background:

The site is bounded by Grand Boulevard to the east, Kyle Court to the south, Kingsbury Road to the west, and a three storey multiple dwelling building to the north. The immediate area is characterised by a retirement village and commercial centre to the south, mixed use development to the east, and single storey R60 residential development to the west (Attachment 1 refers).

The site is currently vacant, with the exception of a large eucalypt tree in the centre of the lot that will be removed to accommodate the development.

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)
- *Joondalup City Centre Development Plan and Manual* (JCCDPM)
- *Draft Joondalup City Centre Structure Plan* (JCCSP)
- *Draft Joondalup Activity Centre Plan* (JACP).

State Government Policies

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

Local Policies

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

Consultation:

Public Consultation

Consultation was undertaken via letters to 147 nearby landowners and occupiers and a notice was placed on the City's website. Consultation was undertaken for 14 days in accordance with clause 64(3) of the Regulations.

A total of 26 submissions were received, being three no objections and 23 objections. Two of the objections were multi-signature letters of 36 and seven signatures. In regard to the multi-signature letters, it is noted that 12 signatories also provided their own individual submission. A summary of the objections received during the consultation period is included in the below table:

Issue Raised	**Response**
<u>Building Height</u> The seven storey building height is not in keeping with the surrounding buildings, will overshadow the surrounding area and dominate the streetscape.	Refer to detailed response in comments section of this report.
<u>Parking</u> The proposal's car parking shortfall will result in increased congestion to the area. Additionally existing parking areas at the retirement village and on Hampton Court will be affected. The designated small car bays further restrict car parking options.	Refer to detailed response in comments section of this report.
<u>Traffic</u> An increase in traffic will impact on the accessibility to the adjoining retirement village and residences and increase noise to the area. The intersection of Grand Boulevard and Kyle Court is already a busy intersection which will be worsened by the presence of a hotel on the corner.	There is sufficient capacity within the road network to accommodate the development. Check-in and check-out times for the hotel are likely to fall outside of the peak hour City traffic as well as the peak trading period for the cafe, likely occurring during lunch times. The hotel is also located on a high frequency bus route and is within 700 metres of Joondalup transit station which is projected to assist in easing traffic.
<u>Noise and Antisocial Behaviour</u> The bar and cafe at ground level will increase noise and antisocial behaviour within close proximity to nearby residences. The noise from delivery and service vehicles entering the site via Kingsbury Road will impact on the surrounding residential area, particularly if occurring during early in the morning.	The rooftop bar is for exclusive use for hotel guests only. The 22 seat ground floor bar for public use is incidental in comparison to the overall cafe, bar and alfresco area on the ground floor. Additionally the bar is considered ancillary to those uses given it is accessible only through the hotel's main lobby. Should the development be approved, times of servicing and delivery will be managed through a delivery management plan to the satisfaction of

Issue Raised	Response
	the City.
Privacy The hotel windows will overlook the apartments to the north and properties opposite Kyle Court and Kingsbury Road.	Refer to detailed response in comments section of this report.
Property Value The hotel development will result in reduced property values for adjoining residences.	Property values are not a valid planning consideration.
Building Design Lack of architectural intent in the design, particularly in relation to the facade of the building which limits opportunity for street activation. Concerns that air conditioner placement will result in noise to the adjoining properties.	Refer to detailed response in comments section of this report. The application was reviewed by the City's Joondalup Design Reference Panel at its meeting on 25 January 2017.
Sustainability The hotel contributes to the region's environmental sustainability issues relating to water, given the amount a seven storey hotel will use.	The development incorporates sustainable design principles in its building design as listed in the City of Joondalup Sustainable Design Checklist included at Attachment 4.
Tree Removal Concern removing the large tree on the site, given its importance as a nesting site for birds.	The mature eucalypt tree is located central to the lot, where its retention would make the site undevelopable. In the event that the tree is removed the City will request that the timber be offered to a timber merchant to be value-added as high quality furniture.
Construction Noise and dust associated with construction of the development. Concern regarding the location of vehicle parking during construction.	Should the development be approved, a condition is recommended requiring a construction management plan be submitted to and approved by the City prior to commencement of development. Development will also be subject to compliance with relevant noise regulations.
Deliveries	Should the application be approved a condition of approval is recommended requiring a service and delivery bay to be provided on-site, with a management

Issue Raised	Response
	plan to be approved by the City prior to the commencement of development.
Compatibility with adjoining land uses The presence of a hotel will worsen the serious health problems experienced by many adjoining residences. There is not a need for an additional hotel given the existing hotel located further north on the same street.	A hotel is a land use that may be considered for approval on the site under the JCCDPM, draft JCCSP and draft JACP (officer comment section of this report refers). The use of a site for hotel accommodation is considered to be compatible with the nearby residential uses given that the 'Mixed Use Corridor' is intended as an area of transition between the 'Central Business District' and the 'City North' residential area. Commercial viability is not a valid planning consideration.

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:

- The applicant initially presented an alternative angled design option for the building as it turned the corner from Kyle Court to Kingsbury Road. In addition the applicant also initially proposed an alternative pitched roof design which raised concerns from the panel regarding the overall height of the building. It was indicated to the applicant that the curved building and flat roof were the preferred design options.

  Applicant response:

  Amended plans were provided adopting the curved building and flat roof design as per the JDRP recommendation.

- Concerns were raised regarding the overall aesthetics of the building design. It was recommended that the glazing on the ground floor be increased, particularly around the hotel entry point, that the appearance of the windows on the upper floors be reviewed to provide greater visual interest, and that the proposed 1.75 metre pedestrian awning be amended to two metres in width in accordance with the JCCDPM.

Applicant response:

Amended plans were provided that indicate additional glazing around the hotel entry, additional columns included across the facade of the upper floors to provide greater visual interest and a width increase in the ground level pedestrian awning to two metres.

- Concerns were raised in relation to the omission of sun protecting awnings on the north facing windows, and the bulk and scale of the north facing boundary walls.

  Applicant response:

  Amended plans were provided including 600mm wide awnings above the north facing windows, as well as the inclusion of an articulated pattern design on the northern boundary walls.

- Concerns were raised regarding the location of the hotel's main signage panel in front of windows on the first floor.

  Applicant response:

  Amended plans were provided indicating the relocation of the hotel's main signage panel to the front facade on the seventh level of the building.

- Further details regarding the air conditioning screening device on the upper floors were requested.

  Applicant response:

  Amended plans were provided including a greater degree of screening detail.

Planning assessment:

The development has been assessed against the JCCDPM, with regard also given to the draft JCCSP and draft JACP as 'seriously entertained proposals'. The aspects of the development which were deemed not to meet the development requirements are outlined in Table 1. The car parking assessment is also provided below in Table 2.

Table 1: Planning Assessment

Item	JCCDPM	draft JCCSP	draft JACP	Proposed
Building height	Maximum 3 storeys	3 storey minimum and 5 storey maximum	20.5m maximum	7 storeys 24.45m
Plot ratio	1.0	N/A Plot ratio applies to multiple dwellings only.	N/A	3.89
Glazing	Minimum of	Minimum 50%	Minimum 75%	Grand

Item	JCCDPM	draft JCCSP	draft JACP	Proposed
	50% of ground floor glazed and horizontal dimension of glazing should be a minimum of 75% of the building frontage	of ground floor glazed and horizontal dimension of glazing should be a minimum of 75% of the building frontage	along street frontages	Boulevard: 37.5%; 59.8% of frontage Kyle Court: 18.5%; 45.1% of frontage Kingsbury Road: 8.2%; 20.5% of frontage
Pedestrian shelter	Provision of a continuous pedestrian shelter – minimum width of 2.5m and clearance of 2.75m	Continuous shelter along all street frontages – minimum width of 2m and maximum height of 4m	Continuous pedestrian shelter on active frontages – minimum width of 2.5m and maximum height of 4m	2m width Maximum height of 7.5m at hotel entry Shelter stops at Kingsbury Road
Deliveries	Provision of a loading zone	On site facilities for loading and unloading	On site facilities for loading and unloading	Allocated car bay to deliveries on ground floor. No designated delivery zone.
Overshadowing	Design of buildings should minimise the effect of overshadowing	N/A	No overshadowing to the southern 25% of the road reserve at 12 noon on 21 June.	Overshadowing occurs to 100% of the road reserve width.
Floor levels	0.6m difference to a maximum of 0.9m where ground floor activities enhance the streetscape	Ground floor levels at or near the level of pedestrian paving. Level differences to be addressed within the building.	Maximum difference of 1m between ground floor and street	1.3m difference between ground level and street level Level difference addressed through stairs and lift at main entry point.
Visual Privacy	Windows and balconies directly overlooking neighbour private open space should be avoided.	N/A	4m setback for windows with major openings	North facing windows provided with a 6.6m setback from the northern boundary.

Car parking

The car parking for the proposed development is outlined in Table 2. It should be noted that the draft JACP does not currently provide a commercial car parking standard for the 'Health and Wellness' precinct, however a commercial standard of one bay per 75m^2 has been proposed for similar precincts. As such, the car parking table below has applied this standard to the commercial component of the development for the purposes of calculating the car parking required under the draft JACP.

It should be noted that while a total of 43 car bays has been indicated on the development plans, it is proposed that one of these bays be dedicated for service and deliveries only. As such the assessment has only indicated that 42 cars bays will be provided.

Table 2: Car Parking Assessment

Item	JCCDPM	Draft JCCSP	Draft JACP	Provided
Car parking	Hotel – 1 bay/3 bedrooms plus 1 bay/30m^2 NLA accessible to the public = 54	Hotel – 1 bay/3 bedrooms plus 1 bay/30m^2 NLA accessible to the public = 54	Hotel – 1 bay/3 bedrooms plus 1 bay/75m^2 NLA commercial = 46	42

Officer Comments

Clause 4.5 of DPS2 allows the exercise of discretion in relation to the areas of non compliance with the JCCDPM. It should be noted that the draft JCCSP and draft JACP are considered 'seriously entertained proposals' only. Therefore discretion does not need to be exercised for areas of non-compliance with the draft JCCSP and draft JACP, with the requirements only being given due regard to in the consideration of the application.

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

Land use

The proposed 'Hotel' land use is a preferred use under the JCCDPM, and 'permitted' use under the draft JCCSP. Under the draft JACP the use is a 'discretionary' use.

As the land use is 'preferred' under the JCCDPM it is considered appropriate to operate from the site. Furthermore, the land use has a high degree of compatibility with the surrounding mixed-use development and existing medical facilities, including the Joondalup Health Campus.

Building height

The building height of 24.45 metres (seven storeys) does not meet the requirements of the JCCDPM, draft JCCSP or draft JACP.

The development is located in a prominent corner location, with the primary orientation to the intersection of Grand Boulevard and Kyle Court. The development will contribute to creating a transition and entry statement to the Central Business District, with Grand Boulevard being a major road through the Joondalup City Centre. The majority of overshadowing from the development falls within the road reserve and adjoining commercial site to the south, with the additional height considered to have minimal impact on the residential properties to the north and west.

The location of a seven storey building in the proposed location is considered to be commensurate with the prevailing development context of the area, given the height of the hospital, office building under construction (eight storeys), and approved mixed use developments on Davidson Terrace (eight storeys) and Grand Boulevard (18 storeys).

Building design

While the development does not satisfy the requirements regarding glazing, pedestrian shelter, floor levels and privacy, the overall building design is considered appropriate.

The ground floor is designed with the cafe and alfresco area opening onto Grand Boulevard, with the conference room orientated towards Kyle Court. The applicant has included additional glazing around the main entry to the hotel as recommended by the JDRP which, in conjunction with the cafe's alfresco area, creates a high degree of interaction at a pedestrian scale between the hotel and the street. There is also considered to be adequate pedestrian shelter around the development, with pedestrian awnings within the road reserve integrated as part of the overall building design.

The building is orientated with the majority of hotel rooms facing Grand Boulevard and Kyle Court, with a number of rooms also facing north. A 0.6 metre wide awning has been provided to these northern windows to assist in providing protection from summer sun.

In relation to visual privacy, while these windows directly face the adjoining apartments to the north, having regard to the draft JACP the proposed setback of 6.6 metres exceeds the four metre privacy setback permitted within the 'Health and Wellness' precinct of the draft JCCSP, and therefore is considered appropriate.

Boundary walls to the northern boundary are proposed to a maximum height of 24 metres. The nil setbacks meet the requirements of the JCCDPM, draft JCCSP and draft JACP. As recommended by the JDRP, the development is proposed to incorporate articulation within the walls to soften the view of the building from Grand Boulevard and surrounding residences. An indicative design is provided in Attachment 2 and 3. Should the development be approved, a condition of approval has been recommended requiring details of all external materials and finishes to ensure that an appropriate design outcome is achieved.

Car Parking and Traffic

The development proposes 43 bays, including two universal access bays adjacent to the building entry. However, it is considered necessary for a delivery and service bay to be provided on-site. Should the development be approved, a condition is

recommended requiring a car parking bay to be dedicated as a service and delivery bay, with a management plan to be submitted to the City. This will result in 42 bays being provided on-site.

In addition to the parking on-site, three car bays are also proposed within the verge along Kyle Court. These bays will provide a pick up/drop off facility for hotel guests. The location of these bays is appropriate, being a sufficient distance from intersections. The applicant will be required to cover all costs associated with the construction of these bays, to the City's specifications.

In accordance with the JCCDPM and draft JCCSP a total of 54 car bays are required on-site, therefore the development results in a shortfall of 12 bays. Having regard to the draft JACP a total of 46 car bays are required, being a shortfall of four bays. A car parking report was included with the application addressing this car parking shortfall. The car parking is considered appropriate given:

- The proposed car parking adequately meets the required parking for the accommodation component of the development, which requires 40 bays.
- There is a high degree of reciprocity between the accommodation component of the development and cafe, conference room and bar. This reduces the overall demand for car parking.
- The site is located on a high frequency bus route (Grand Boulevard) and within 700 metres of Joondalup transit station, thereby reducing the travel dependency on cars.

The development has been appropriately designed with vehicle access from Kingsbury Road, being in accordance with Australian Standards and a sufficient distance from intersections. In regard to traffic volume, the intensity of development is consistent with the overall intent for the site, with the expected traffic volume from the development able to be accommodated within the existing road network. Additionally, the ground level cafe would typically be expected to generate a higher degree of pedestrian traffic from surrounding businesses (rather than vehicles), further reducing the volume of traffic to the site.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

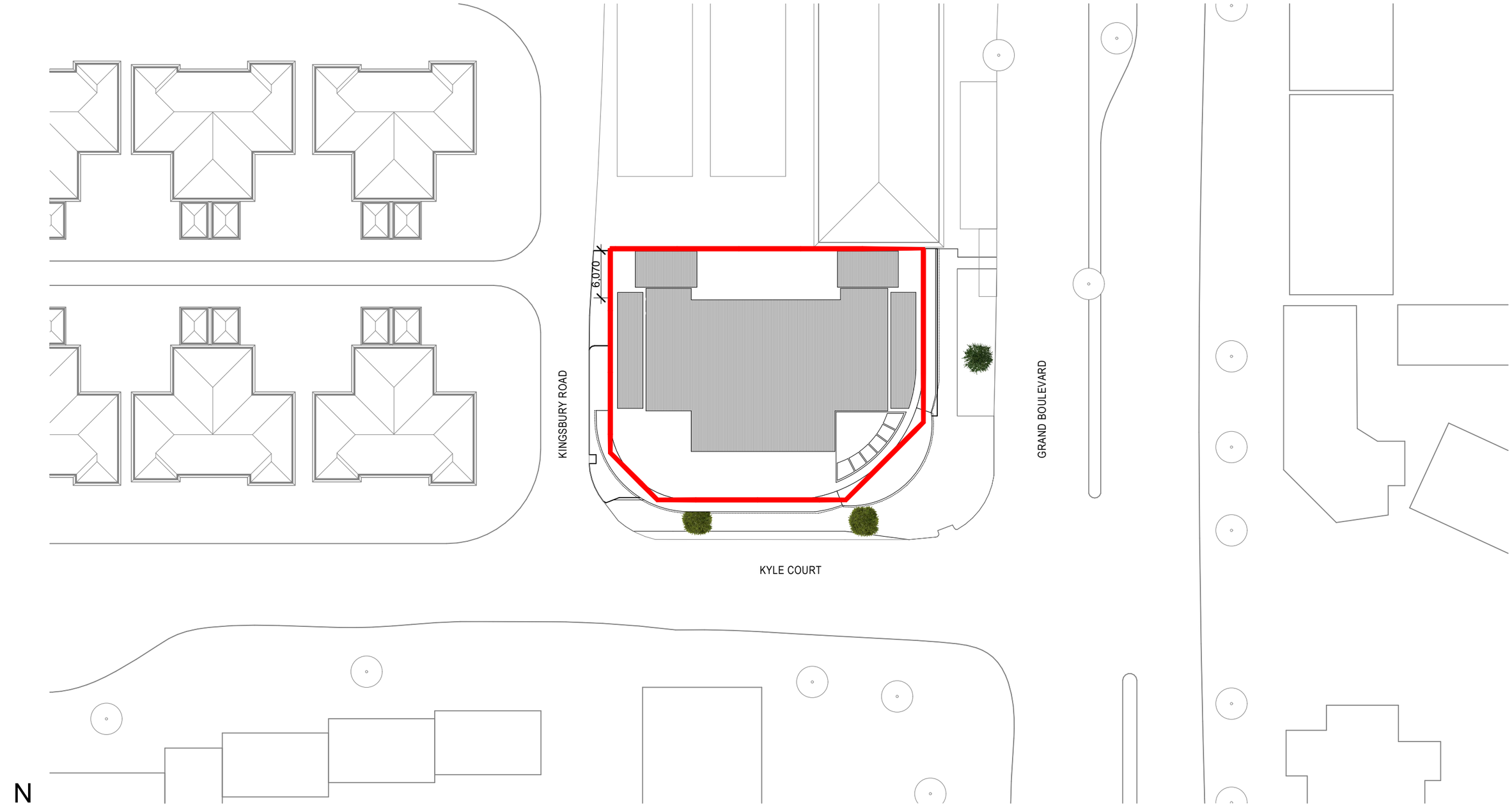
Conclusion:

The proposed hotel development is considered to meet the requirements of the JCCDPM, draft JCCSP and draft JACP with the exception of the aspects discussed in this report. It is considered that the land uses and built form are appropriate in the context of the site, and surrounding area, and that the final design has addressed the issues raised by the JDRP.

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

City of Joondalup

lot324-4_kyle-11012017



1 LOCATION PLAN
Scale 1:500

GENERAL NOTES
FIGURED DIMENSIONS TO BE USED DO NOT SCALE. IF IN DOUBT ASK. REFER ALL DISCREPANCIES TO MACHIN FOR CLARIFICATION PRIOR TO COSTING, SUPPLY, FABRICATION OR CONSTRUCTION. WORKS CARRIED OUT OR MATERIALS OR GOODS SUPPLIED FROM INFORMATION CONTAINED ON THIS DRAWINGS ARE SUBJECT TO MACHIN DESIGNS STANDARD TRADING TERMS AND CONDITIONS.

SAFETY IN DESIGN
THERE ARE RISKS THAT MAY AFFECT THE HEALTH AND SAFETY AND MAY CARRY A RISK OF INJURY OR HARM TO INDIVIDUALS DURING THE CONSTRUCTION OCCUPANCY AND OPERATION OF THE DESIGNED ELEMENTS/FACILITIES SHOWN ON THIS DRAWING.
THE RECIPIENTS OF THIS DRAWING IS DEEMED TO HAVE ACKNOWLEDGED THESES HAZARDS EXIST INCLUDING BUT NOT LIMITED TO;
_HAZARDOUS SUBSTANCES OR FLAMMABLE MATERIALS INCLUDED IN THE DESIGN
_HEAVY OR AWKWARD PREFABRICATED ELEMENTS LIKELY TO CREATE HANDLING RISKS
_FEATURES THAT CREATE ACCESS PROBLEMS
_TEMPORARY WORK REQUIRED TO CONSTRUCT OR RENOVATE THE BUILDING AS DESIGNED
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Date	Rev	Description	By
17/02/2017	02	RE-ISSUED FOR DA APPROVAL	TD
15/12/2016	01	ISSUED FOR DEVELOPMENT APPROVAL	CH

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ARCHIPLAN
ARCHITECTURE PLANNING INTERIORS

Drawing Title:
LOCATION PLAN

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
Status			

Project No:	Drawing No:	Revision:
1506	**A10-202**	**02**

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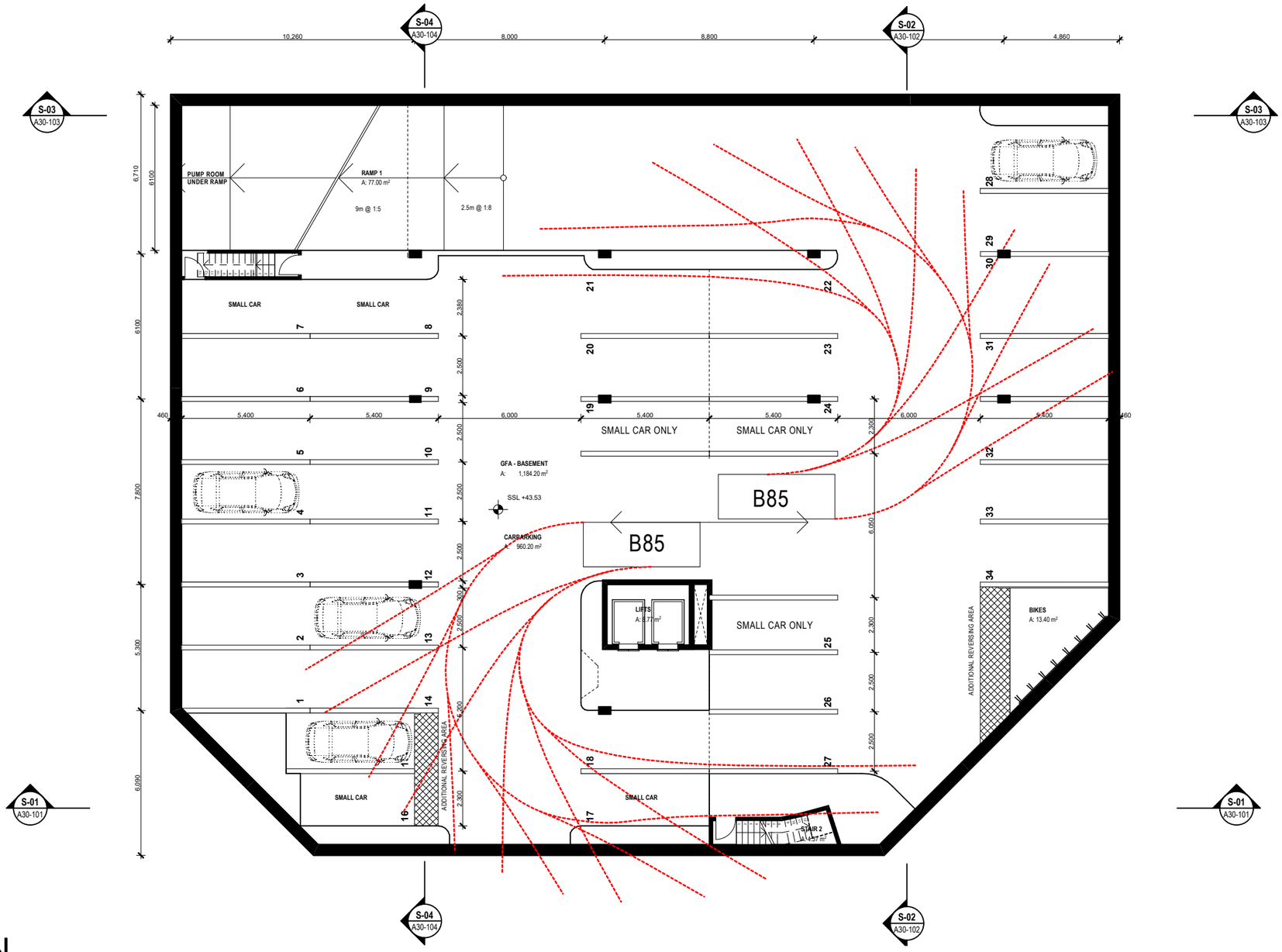

N

-2. GENERAL ARRANGEMENT PLAN BASEMENT

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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21/10/2016	01	ISSUED FOR CLIENT REVIEW	TD

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Drawing Title:
GENERAL ARRANGEMENT PLAN - BASEMENT

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
Status			

Project No:	Drawing No:	Revision:
1506	**A21-101**	**04**

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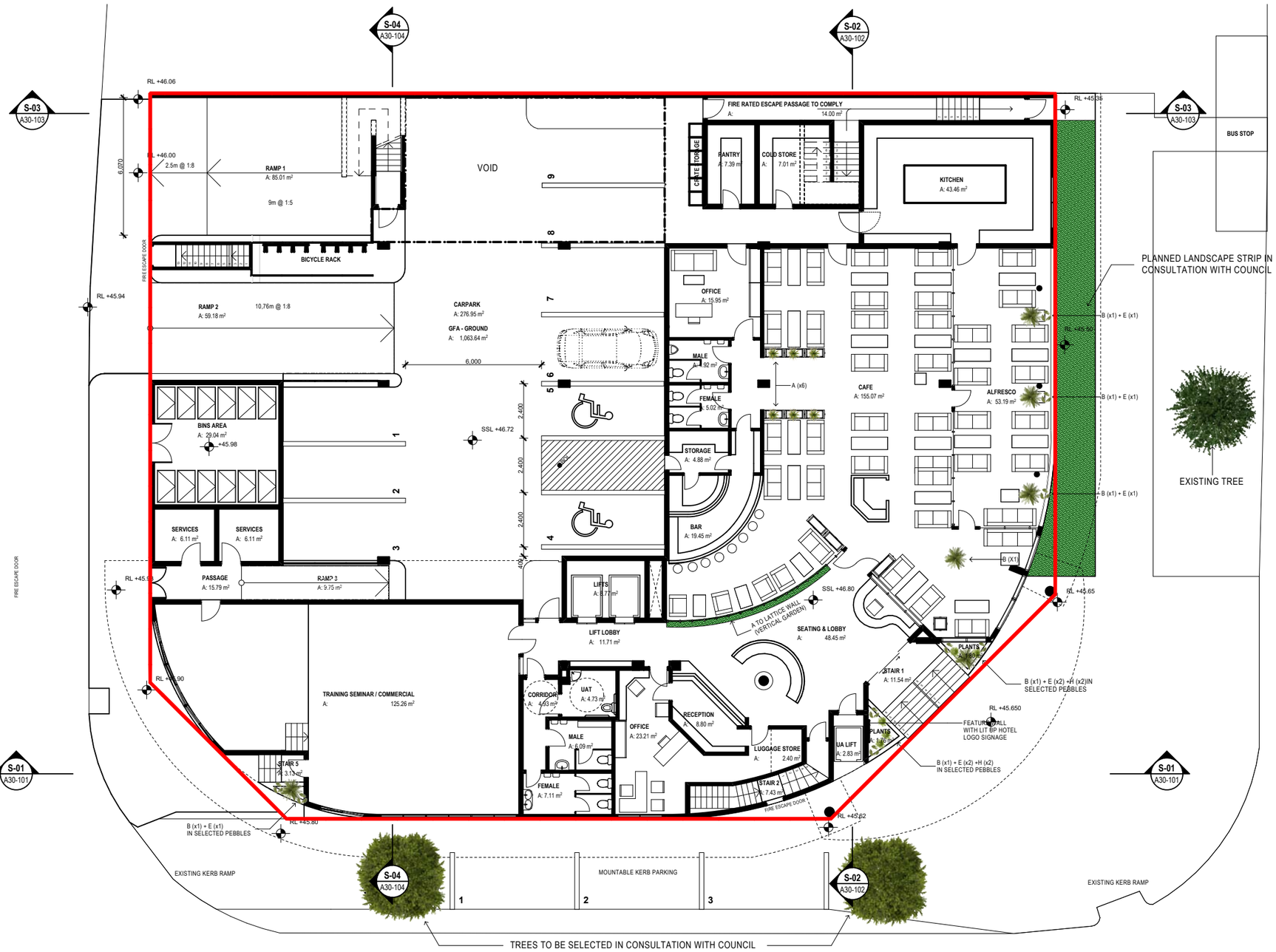

-1. GENERAL ARRANGEMENT PLAN - LEVEL G
Scale 1:200

GROSS FLOOR AREA	
Home Story	AREA
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - GROUND

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
Start Date:	DD.MM.YYYY	Checked By:	RF
Status			

Project No:	Drawing No:	Revision:
1506	A21-102	04

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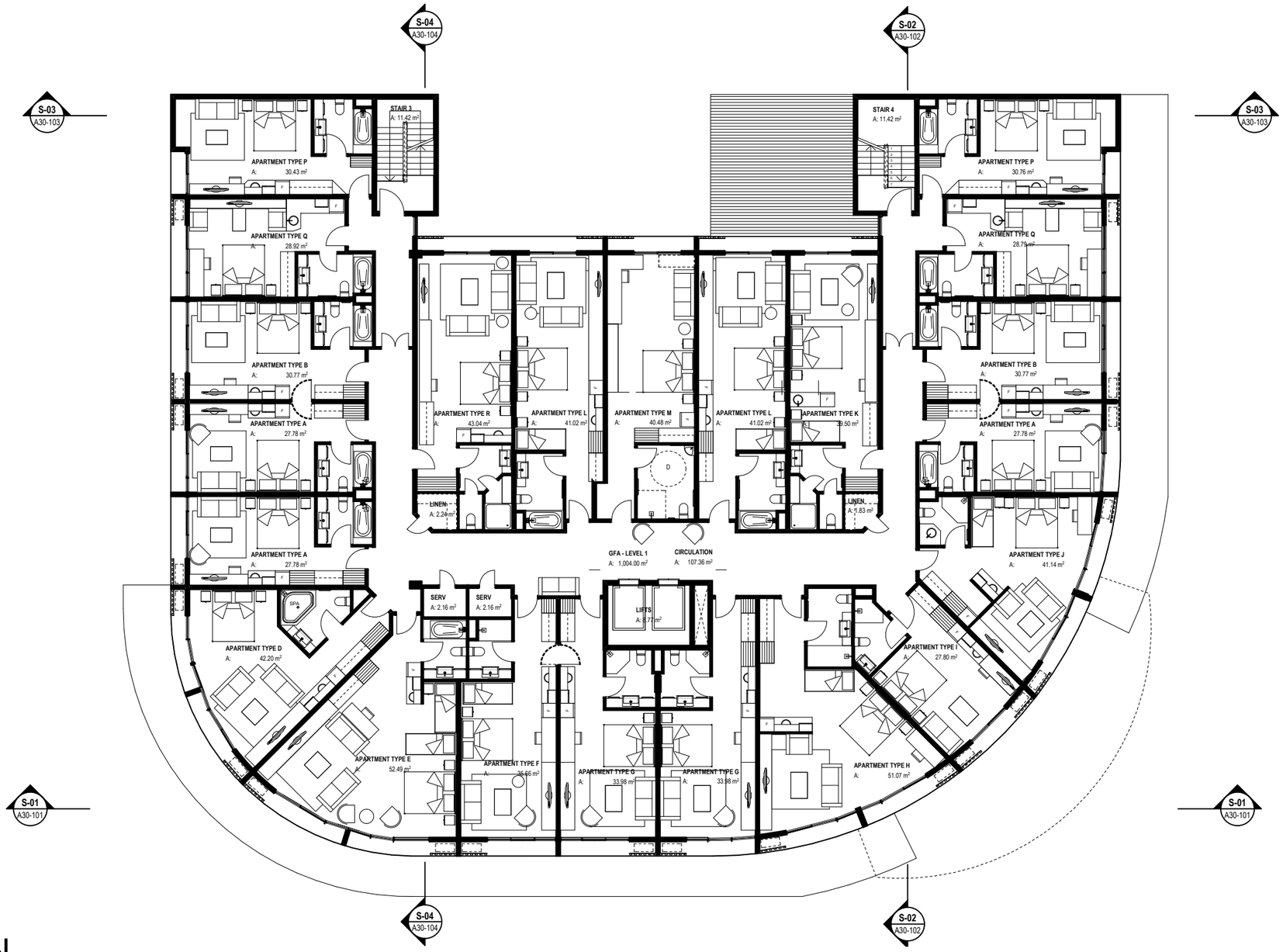

N

0. GENERAL ARRANGEMENT PLAN - LEVEL 1

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 1

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
Status			

Project No:	Drawing No:	Revision:
1506	**A21-103**	**04**

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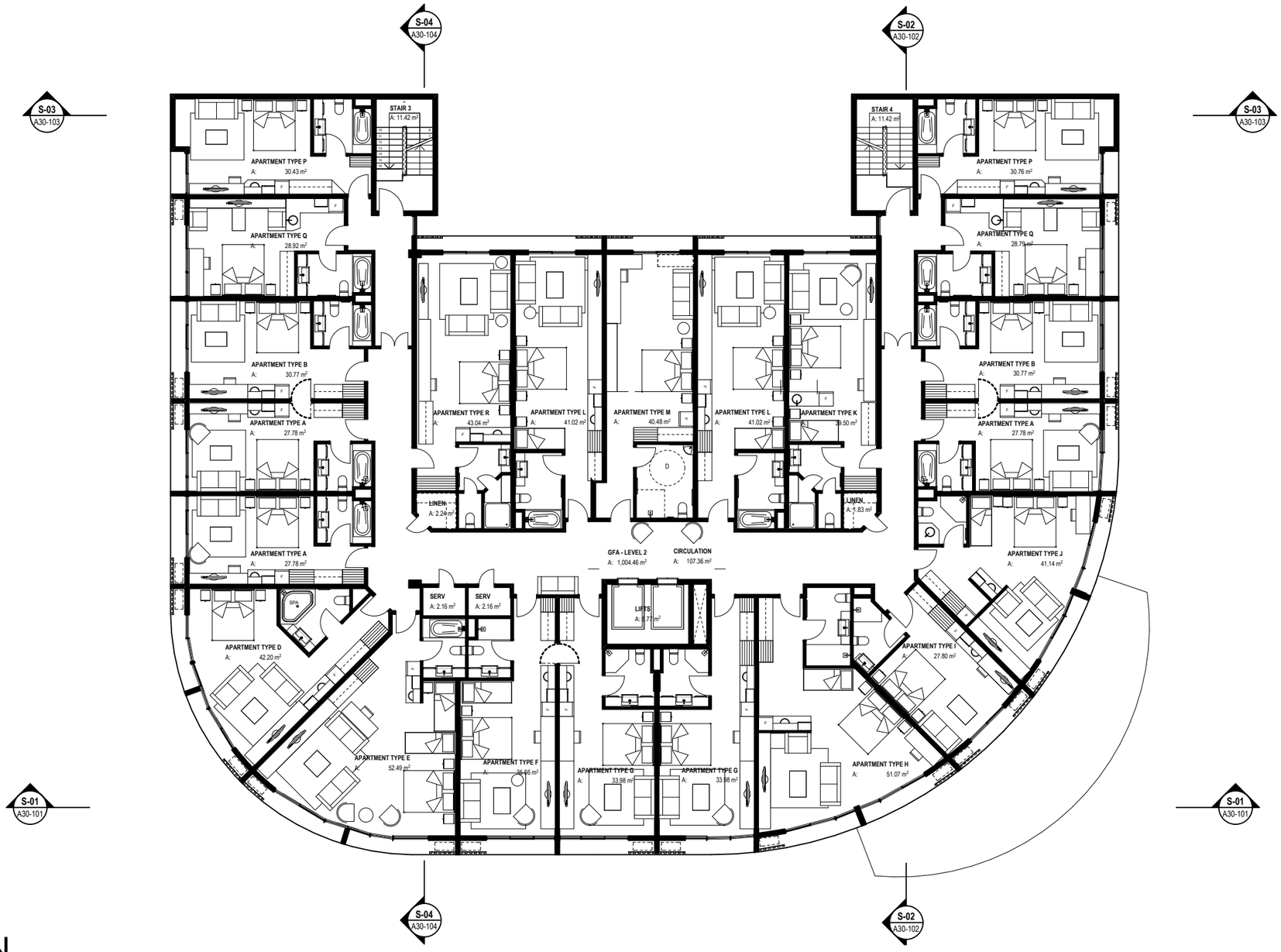

N

1. GENERAL ARRANGEMENT PLAN - LEVEL 2

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 2

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
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Project No:	Drawing No:	Revision:
1506	**A21-104**	**04**

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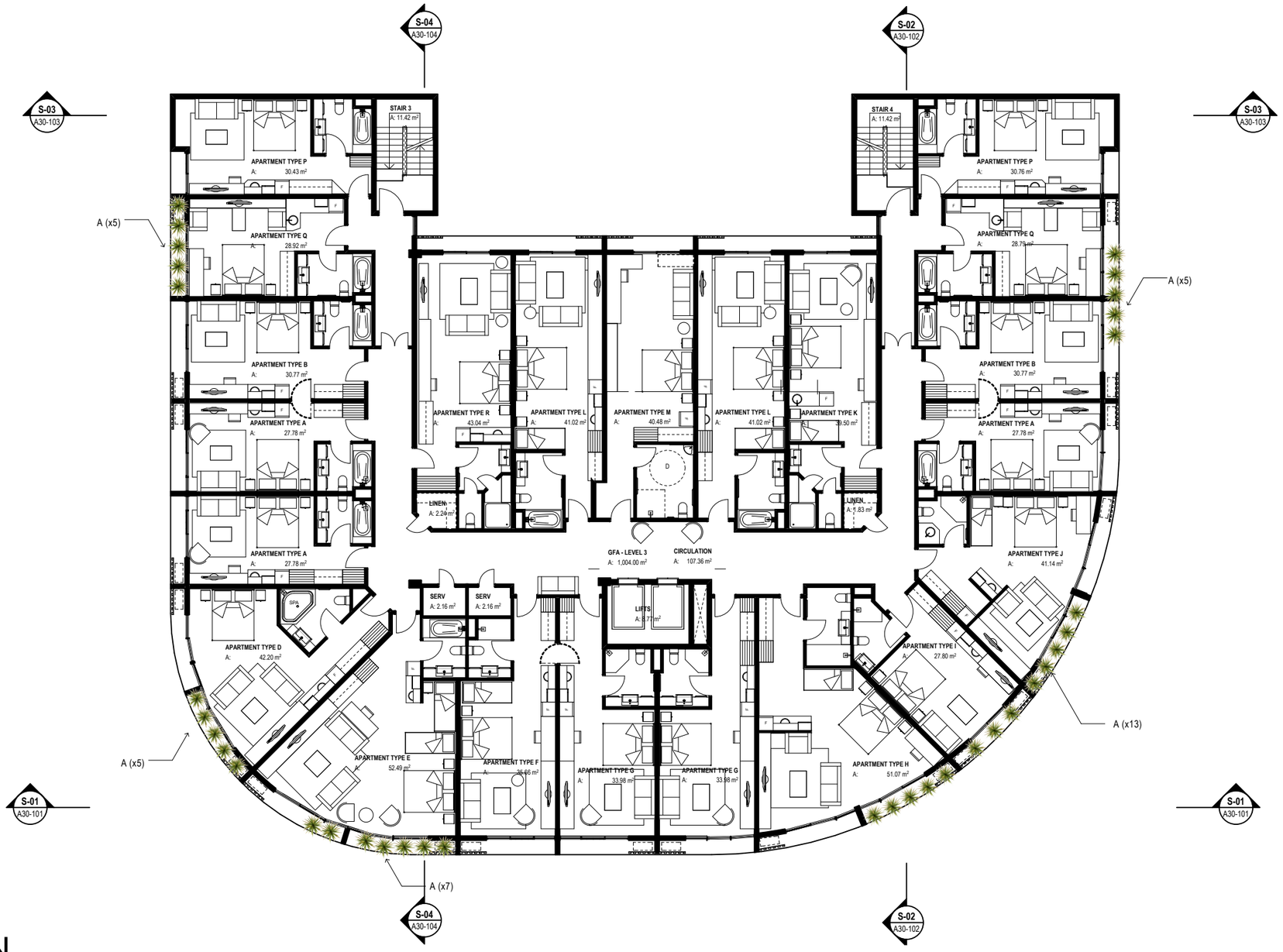

N

2. GENERAL ARRANGEMENT PLAN - LEVEL 3

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
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21/10/2016	01	ISSUED FOR CLIENT REVIEW	TD

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ARCHITECTURE PLANNING INTERIORS

Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 3

Sheet Original Size:	**A3**	Project Leader:	**RF**
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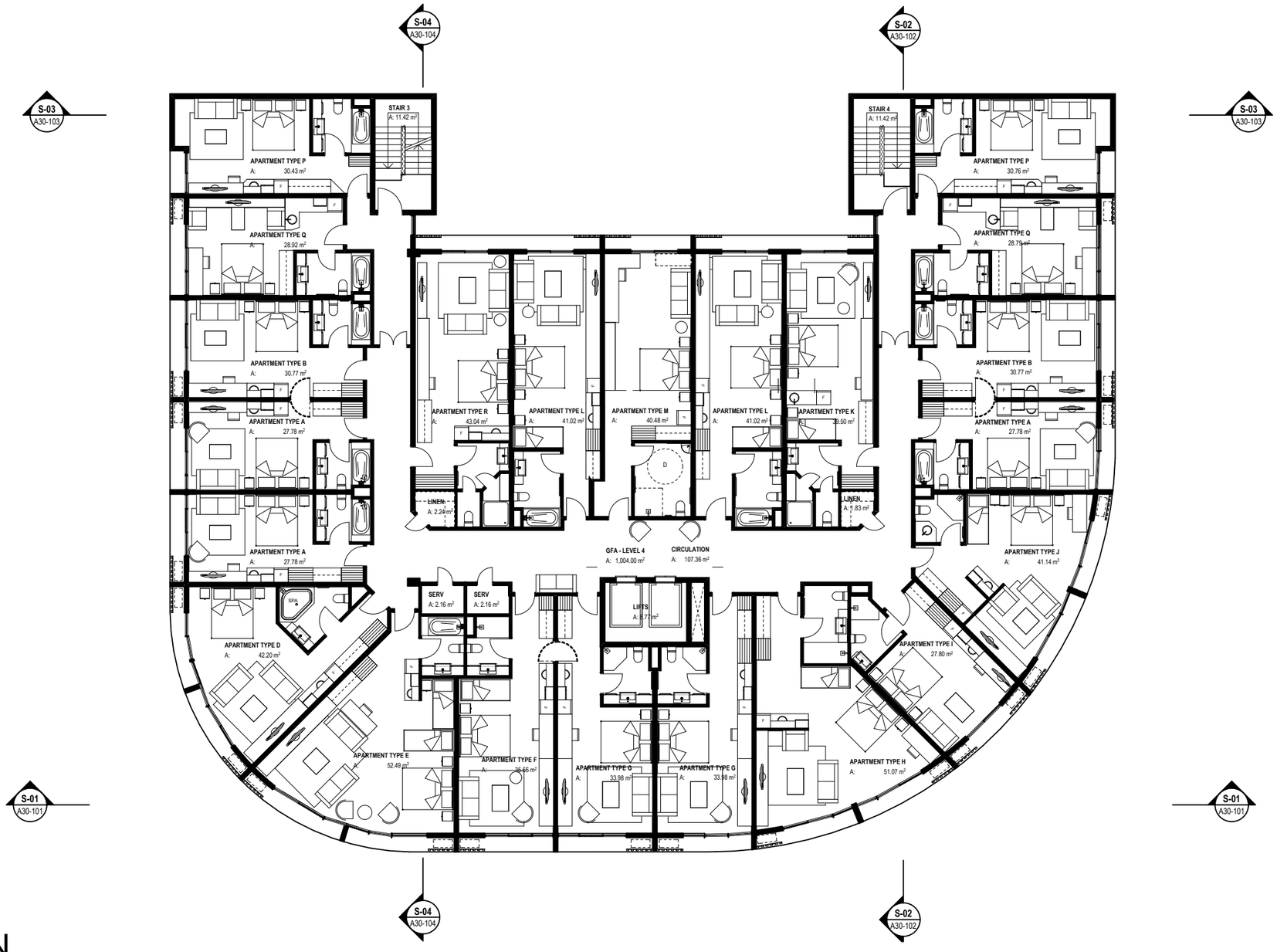

N

3. GENERAL ARRANGEMENT PLAN - LEVEL 4

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

GENERAL NOTES
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Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 4

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
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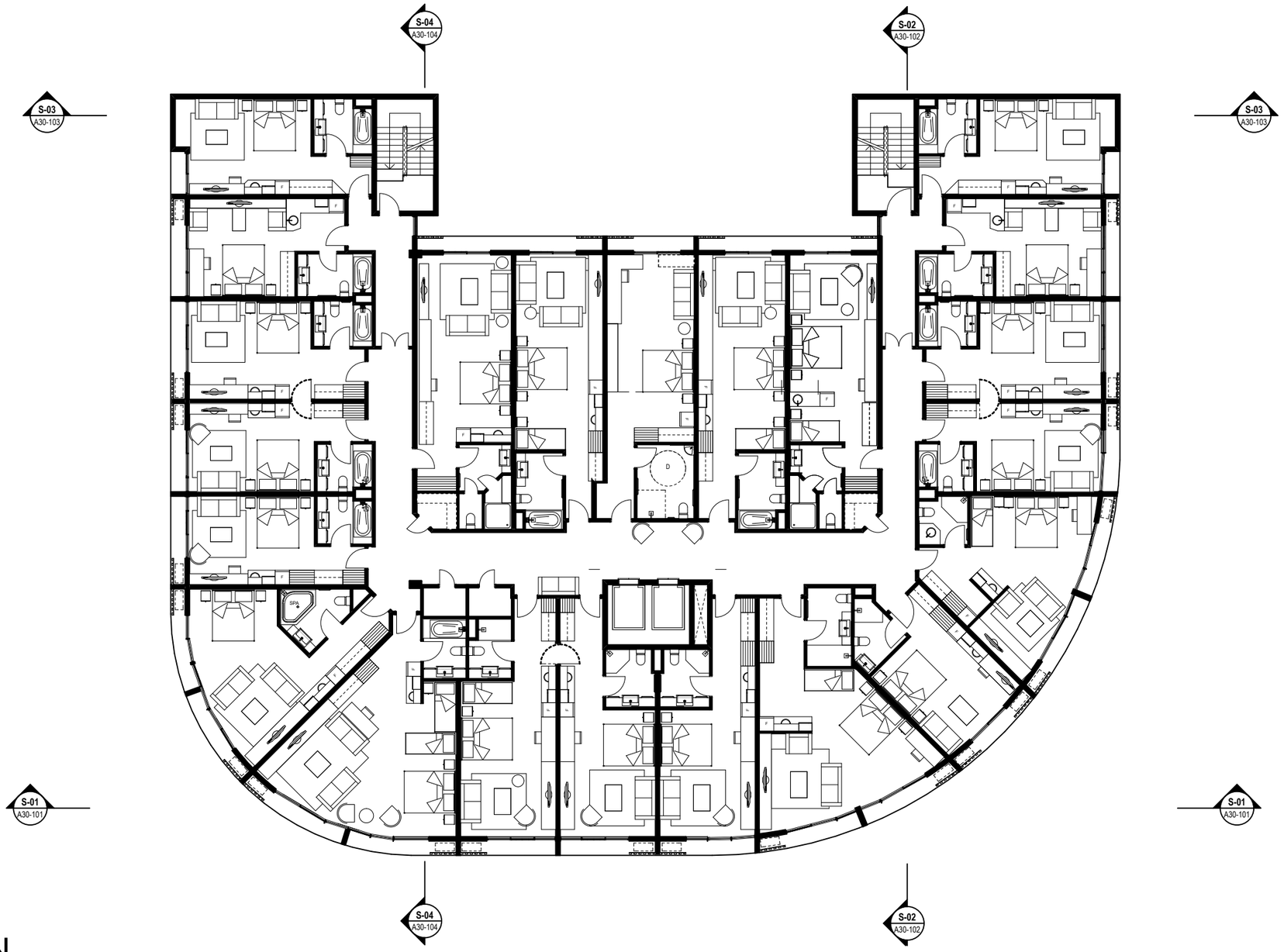

N

4. GENERAL ARRANGEMENT PLAN - LEVEL 5

Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 5

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
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N

5. GENERAL ARRANGEMENT PLAN - LEVEL 6
Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - LEVEL 6

Sheet Original Size:	**A3**	Project Leader:	**RF**
Plot Date:	17/02/2017	Drawn By:	**CH**
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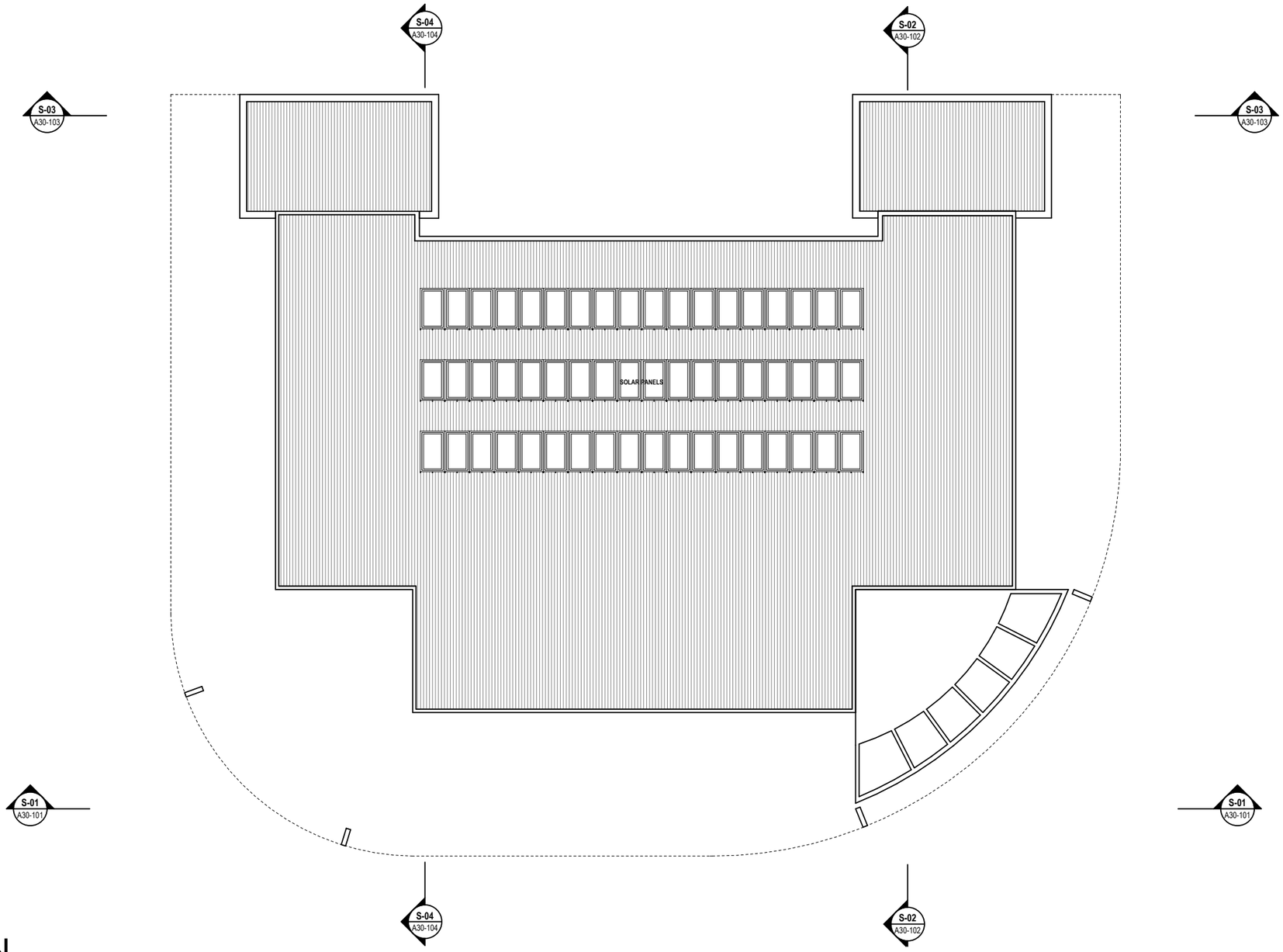

N

6. GENERAL ARRANGEMENT PLAN - TOW
Scale 1:200

GROSS FLOOR AREA	
Home Story	**AREA**
BASEMENT	
	1,184.20
LEVEL G	
	1,063.64
LEVEL 1	
	1,004.00
LEVEL 2	
	1,004.46
LEVEL 3	
	1,004.00
LEVEL 4	
	1,004.00
LEVEL 6	
	731.39
	6,995.69 m²

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Drawing Title:
GENERAL ARRANGEMENT PLAN - TOW

Sheet Original Size:	**A3**	Project Leader:	**RF**
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Drawing No: **A21-109**
Revision: **04**

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S-01 BUILDING SECTION

Scale 1:200

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Drawing Title:
S-01 BUILDING SECTION

Sheet Original Size:	**A3**	Project Leader:	**RF**
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Project No: **1506**

Drawing No: **A30-101**

Revision: **03**

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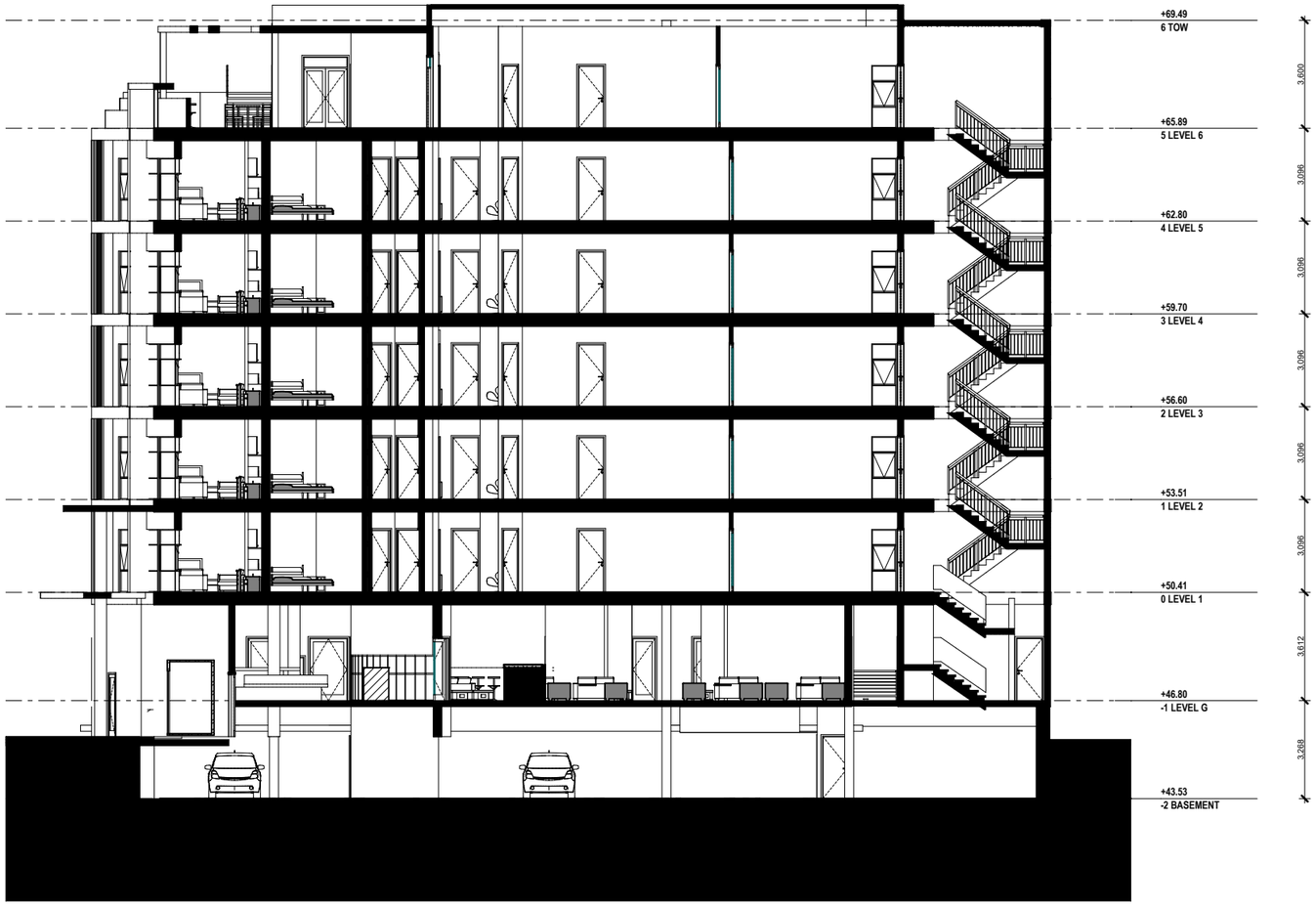

S-02 BUILDING SECTION
Scale 1:200

GENERAL NOTES
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Drawing Title:
S-02 BUILDING SECTION

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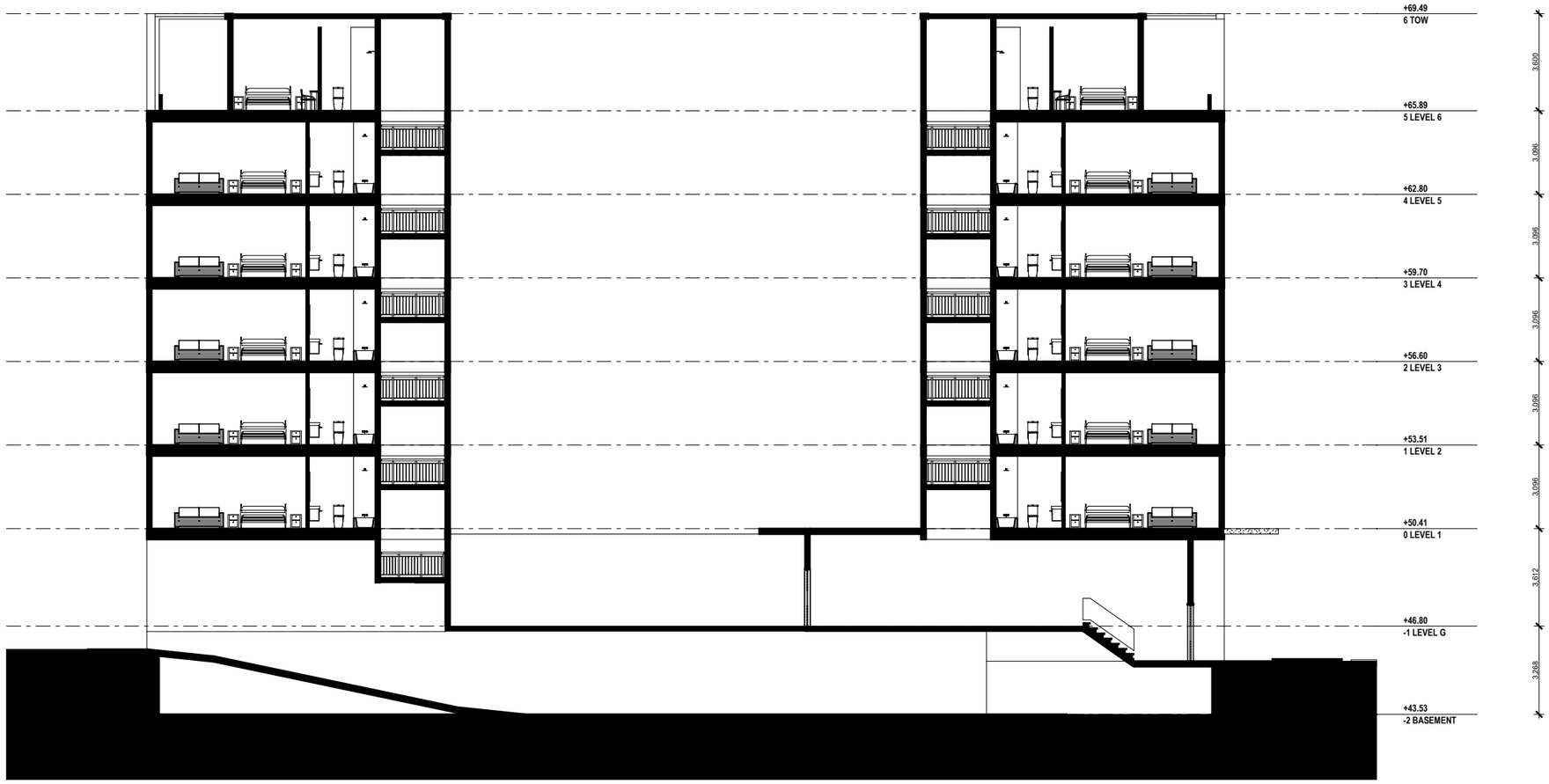

S-03 BUILDING SECTION

Scale 1:200

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Drawing Title:
S-03 BUILDING SECTION

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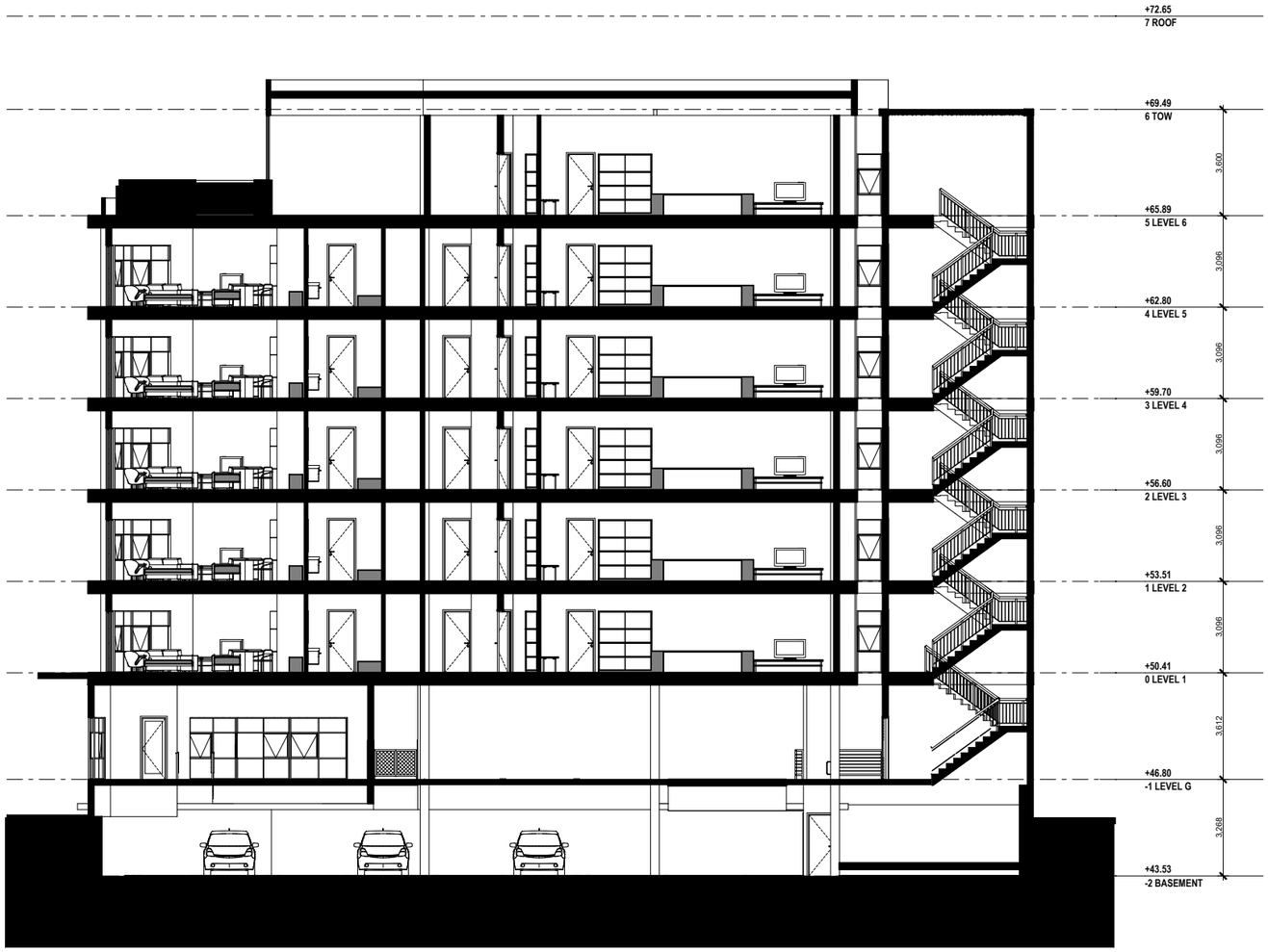

S-04 BUILDING SECTION
Scale 1:200

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Drawing Title:
S-04 BUILDING SECTION

Sheet Original Size:	**A3**	Project Leader:	**RF**
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1506	**A30-104**	**03**

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1 NORTH ELEVATION

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Drawing Title:
NORTH ELEVATION

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1 WEST ELEVATION

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WEST ELEVATION

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Project No: **1506**
Drawing No: **A40-103**
Revision: **03**

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1 SOUTH ELEVATION

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21/10/2016	01	ISSUED FOR CLIENT REVIEW	TD

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Drawing Title:
SOUTH ELEVATION

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
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Project No:	Drawing No:	Revision:
1506	A40-104	03

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-1. CONCEPT LANDSCAPE PLAN LEVEL G

Scale 1:200

TREE SPECIES			
Code	Symbol	Plant Type	Quantity
A		Artifical Potted Plants (flowers to be selected)	41
B		Kentia Palm	9
C		Potted Tree (Fraxinus Griffithii, Evergreen Ash)	6
D		Climbers / Honeysuckle Bougainvillea	4
E		Cycus Revoluta	36
F		Metrosideros Dalese	27
G		Philodendron Xanadu	23
H		Leucophyta Silver Nugget	4
N/A		Existing Tree	1
N/A		External Trees (to be selected in consultation with Council)	2

CYCUS REVOLUTA

PHILODENDRON XANADU

HONEYSUCKLE BOUGAINVILLEA

LEUCOPHYTE SILVER NUGGET

METROSIDERS DALESE

KENTIA PALM

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18/01/2017	02	LANDSCAPE PLANS & FLOOR PLANS MODIFIED, SCREEN DETAIL PAGE ADDED	CH
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Drawing Title:
CONCEPT LAYOUT PLANS LEVEL G

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
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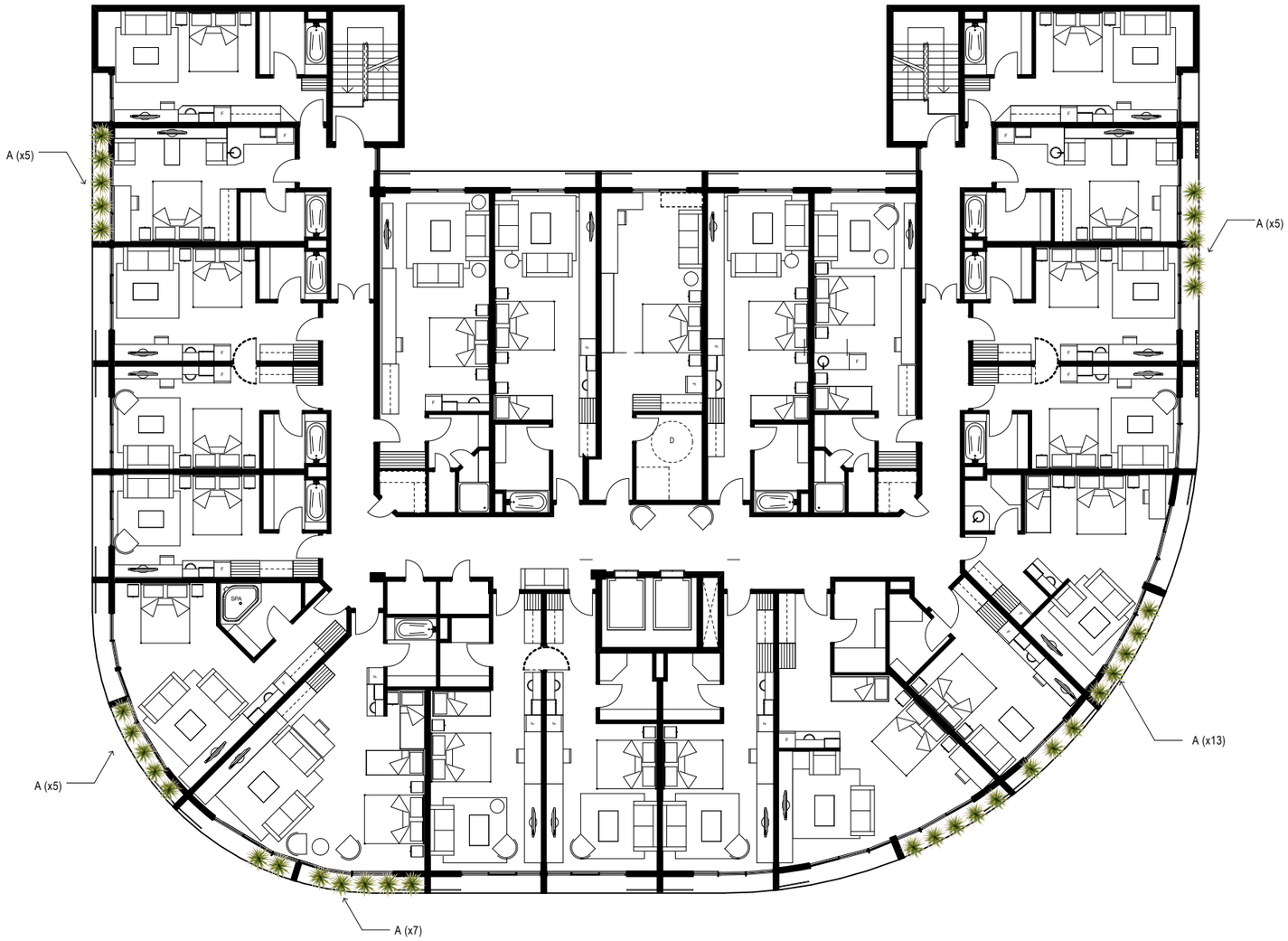

2. CONCEPT LANDSCAPE PLAN TYPICAL LEVEL

Scale 1:200

TREE SPECIES			
Code	**Symbol**	**Plant Type**	**Quantity**
A		Artifical Potted Plants (flowers to be selected)	41
B		Kentia Palm	9
C		Potted Tree (Fraxinus Griffithii, Evergreen Ash)	6
D		Climbers / Honeysuckle Bougainvillea	4
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N/A		Existing Tree	1
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Date	Rev	Description	By
15/12/2016	01	ISSUED FOR DEVELOPMENT APPROVAL	CH

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Drawing Title:
CONCEPT LAYOUT PLANS TYPICAL LEVEL

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Plot Date:	17/02/2017	Drawn By:	**CH**
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Project No:	Drawing No:	Revision:
1506	**A10-302**	**01**

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5. CONCEPT LANDSCAPE PLAN LEVEL 6

Scale 1:200

TREE SPECIES			
Code	**Symbol**	**Plant Type**	**Quantity**
A		Artifical Potted Plants (flowers to be selected)	41
B		Kentia Palm	9
C		Potted Tree (Fraxinus Griffithii, Evergreen Ash)	6
D		Climbers / Honeysuckle Bougainvillea	4
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Date	Rev	Description	By
15/12/2016	01	ISSUED FOR DEVELOPMENT APPROVAL	CH

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Drawing Title:
CONCEPT LAYOUT PLANS LEVEL 6

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Plot Date:	17/02/2017	Drawn By:	**CH**
Start Date:	**DD.MM.YYYY**	Checked By:	**RF**
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Project No:	Drawing No:	Revision:
1506	**A10-303**	**01**

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1 PERSPECTIVE OF ENTRANCE

2 AERIAL PERSPECTIVE FROM GRAND BOULEVARD

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Drawing Title:
3D MODEL VISUALS 1

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Plot Date:	17/02/2017	Drawn By:	CH
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Status			

Project No:	Drawing No:	Revision:
1506	A90-101	03

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1 AERIAL PERSPECTIVE OF BACK

2 KYLE COURT AERIAL PERSPECTIVE

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Date	Rev	Description	By
17/02/2017	03	RE-ISSUED FOR DA APPROVAL	TD
15/12/2016	02	ISSUED FOR DEVELOPMENT APPROVAL	CH
21/10/2016	01	ISSUED FOR CLIENT REVIEW	TD

Client:
JAY & AARTI

Project Name:
JOONDALUP HOTEL

Architect:
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Drawing Title:
3D MODEL VISUALS 2

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
Start Date:	DD.MM.YYYY	Checked By:	RF
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Project No:	Drawing No:	Revision:
1506	A90-102	03

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1 KYLE COURT CORNER PERSPECTIVE

2 GRAND BOULEVARD STREET PERSPECTIVE

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_FEATURES OF THE DESIGN ESSENTIAL TO SAFE OPERATION
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Drawing Title:
3D MODEL VISUALS 3

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
Start Date:	DD.MM.YYYY	Checked By:	RF
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Project No:	Drawing No:	Revision:
1506	A90-103	03

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PROPOSED SIGNAGE LOCATION

Sheet Original Size:	A3	Project Leader:	RF
Plot Date:	17/02/2017	Drawn By:	CH
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Project No:	Drawing No:	Revision:
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City of Joondalup

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 ESD

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 ↓ Yes
- ○ No ↓ 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:

Refer to the design report

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: ARCHIPLAN (RON FORLEE) Contact Number: 93679915

Applicant's Signature: Date Submitted: 15-12-2016

Accepting Officer's Signature:

Checklist Issued: March 2011

Government of **Western Australia**
Development Assessment Panels

Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 418 (50) Alexandria View, Mindarie
Application Details:	50 Multiple Dwellings
DAP Name:	Metro North-West Joint Development Assessment Panel
Applicant:	TPG Town Planning
Owner:	Mindarie Management Pty Ltd
LG Reference:	DA2016/1707
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager Approval Services
Department of Planning File No:	DAP/16/01035
Report Date:	30 March 2017
Application Receipt Date:	28 November 2016
Application Process Days:	80 Days
Attachment(s):	Attachment 1 – Location Plan Attachment 2 – Previous Approval Attachment 3 – Site Plan/Floor Plan from 27 February 2017 Attachment 4 – Revised Plans Attachment 5 – Minor Amendments Attachment 6 – Schedule of Submissions Attachment 7 – Waste Management Plan Attachment 8 – Access locations Attachment 9 – Landscape Plan

Officer Recommendation:

That the Metro North West Joint Development Panel resolves to:

1. **Accept** that the DAP Application reference DAP/16/01035 as detailed on the DAP Form 2 dated 28 November 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** the DAP Application reference DAP/16/01035 as detailed on the DAP Form 2 date 28 November 2016 and accompanying plans (Site Plan SK01 Rev H, Ground Floor Plan SK02 Rev G, Level 1 Floor Plan SK03 Rev F, Typical Levels 2 – 4 SK04 Rev F, Level 5 Plan SK05 Rev E, Type D, E & F 1 & 2 Bedroom Apartments SK06 Rev D, Type A & B 3 Bedroom Apartments SK07 Rev D, Type C 3 Bedroom Apartments SK08 Rev D, Elevations SK09 Rev G in accordance with the provisions of the District Planning Scheme No. 2 of the City of Wanneroo, for the proposed minor amendment to the approved 50 Multiple Dwellings at 50 Alexandria View, subject to:

   The deletion of the following conditions from previous approval DA2016/532:

   5. Parking bays which are identified on the plan as bays 34 and 35 be deleted to allow greater visibility and truncation to Stockton Lane.

6. The portion of landscaping abutting the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be paved and devoid of vegetation to ensure that adequate sightlines are maintained.

7. The portion of wall adjacent to the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be visually permeable in accordance with the definition prescribed under State Planning Policy 3.1 – Residential Design Codes.

8. The bedroom windows of Units 10 shall have sill heights not less than 1.6m above floor level on the first, second and third levels only.

12. Detailed drawings being prepared and submitted to the satisfaction of the City of Wanneroo showing colours, materials and finishes, including those to the upper deck carpark roofs to reduce heat load and glare.

The amendment of the following conditions from DA2016/532 to read:

14. Landscape and reticulation is to be installed in accordance with the approved plans, with the exception of the Norfolk Island Pines which are to be replaced with an alternative species to the satisfaction of the City. The landscaping is to be thereafter maintained to the satisfaction of the City.

15. A construction management plan shall be submitted for approval prior to the commencement of works and thereafter implemented to the satisfaction of the City. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:

    • The delivery of and delivery times for materials and equipment to the site;
    • Storage of materials, rubbish and the location and type of equipment on site;
    • Parking arrangements for contractors and sub-contractors
    • The impact on traffic movement (including potential road closures);
    • Construction times;
    • The impacts of dust and sand drift;
    • Measurers to minimise noise impacts on surrounding residents; and,
    • Any other matter required by the City.

All other conditions and requirements detailed on the previous approval dated 4 August 2016 shall remain unless altered by this application.

Background:

Property Address:		Lot 418 (50) Alexandria View, Mindarie
Zoning	MRS:	Urban
	TPS:	Marina
	ASP 13:	Residential R160
Use Class:		Multiple Dwellings
Strategy Policy:		N/A

Development Scheme:	District Planning Scheme No. 2
Lot Size:	3,908m^2
Existing Land Use:	Vacant
Value of Development:	$15 Million

The subject site is located on a bend of Alexandria View approximately 300m from Anchorage Drive. The site abuts a single Residential R60 dwelling and Medway Lane to the north west, and a single Residential R60 dwelling and Stockton Lane to the north east. A location plan is included as **Attachment 1**.

The site was subject to Amendment No. 7 to the Mindarie Harbourside Village Agreed Structure Plan No. 13 (ASP 13) which increased the coding of Lot 418 from R100 to R160. At its 19 October 2010 Council meeting, Council resolved to support the amendment with the inclusion of clause 3.4.2.2 (ix) which read;

"In considering any development application for R160 development at Lot 418 Alexandria View, the Council shall have regard to appropriate distribution of traffic between Medway Lane and Stockton Lane to ensure there is no undue impact on either Lane."

Amendment No. 7 was endorsed by the Western Australian Planning Commission on 23 December 2010.

At the meeting held on 4 August 2016, the Joint Development Assessment Panel (JDAP) resolved to approve an application for the site subject to conditions. A copy of the approved plans is included in **Attachment 2.** The application (DA2016/532) comprised:

- 50 Multiple Dwellings; including 10 one-bedroom dwellings, 20 two-bedroom dwellings and 20 three bedroom dwellings;
- 87 car parking bays; split into two sections with 47 bays being accessed from Stockton Lane and 40 being accessed from Medway Lane. Of the 87 bays, 75 bays are provided for residents and 12 bays provided for visitors;
- Bicycle parking and storage facilities; and
- Private pedestrian access to Alexandria View.

On 28 November 2017 a Form 2 application was lodged with the City of Wanneroo for minor amendments to DA2016/532. At the meeting held on 27 February 2017, the JDAP resolved to defer the matter subject to the applicant revisiting the issues of waste management and access to the development from Stockton Lane.

On 10 March 2017 the applicant submitted a revised proposal to the City of Wanneroo.

At its meeting of 27 February 2017 the matter of an unauthorised sales office and signage was raised. On 10 March 2017 the City received a development application from the proponent. The matter is currently being assessed by the City who, given the cost of development is less than $2 million, will determine the proposal.

Details: outline of development application

The application proposes a number of modifications from the previous approval. A copy of the site and floor plan considered at the 27 February 2017 meeting is included in **Attachment 3**. While a copy of the plans which are subject to consideration are in **Attachment 4**.

The main modifications from the previous approval include:

- The relocation of the bin storage area to abut Medway Lane and changes to the bin pick up location in accordance with a submitted Waste Management Plan (WMP);
- Slightly moving the access on Stockton Lane to the north (away from existing adjoining residence) and modifications to landscaping/fencing to improve permeability;
- Increase in overall building height by approximately 0.4 metres;
- Provision of an additional 16 car parking bays on site to be accessed from Medway Lane;
- Additional detail for landscaping;
- Amended setbacks for development fronting Alexandria View; and
- Amended setbacks to the north east and north west.

These main modifications are discussed in more detail in the planning assessment section of the report. Other minor modifications and the City's response to these have been included in **Attachment 5.**

Legislation & policy:

Legislation
Metropolitan Region Scheme (MRS)
City of Wanneroo District Planning Scheme No. 2 (DPS 2)
Mindarie Harbourside Village Agreed Structure Plan No. 13
DAP No. 5 – Mindarie Keys Harbourside Village (DAP 5)
Draft Apartment Design Policy

State Government Policies

State Planning Policy 3.1 – Residential Design Codes

Consultation:

Public Consultation
On 12 December 2016 the revised application was advertised to the three adjoining land owners via email. Due to submissions received suggesting the application was not advertised sufficiently, consultation was extended by sending letters to all properties within 100m of the development - which was the same extent as advertising for the original application. The timeframe for submissions was also extended by giving consultees until the 16 January 2017 rather than the 6 January 2017.

On 23 December 2016, it was identified that the letters sent to surrounding land owners contained an error and incorrectly identified the 16 additional parking bays would be accessible from Stockton Lane rather than Medway Lane. On 4 January 2017 the City reissued its letter, correcting this error.

At the close of the extended advertising period, four submissions were received objecting to the proposal. A summary of the issues raised and the City's responses are included in **Attachment 6.**

The main issues raised in the submissions relate to:

- The relocation of the bin store from internally to abutting Medway Lane with bin pick up to be undertaken from Medway Lane;
- The distance of the access onto Stockton Lane from existing residential garages; and
- The increase in traffic movements due to the addition of 16 car parking bays in the basement parking area.

The plans submitted to the City 10 March 2017 were not formally advertised but were provided to the three surrounding residents for information. Due to the timing for the City to write the report this process was for information only and any comments provided could not be included in the City of Wanneroo Responsible Authority Report (RAR).

Consultation with other Agencies or Consultants
The application was not referred to any external agencies.

Planning assessment:

Bin Storage and Waste Management Plan

When the proposal was considered at the JDAP meeting of 4 August 2016, the RAR included the following condition:

"A waste management plan shall be lodged for approval by the Council prior to the commencement of works. The waste management plan shall include how all refuse shall be stored within the designated bin enclosures and shall be collected from the site by a private contractor at the cost of the applicant."

At the meeting discussions were held between panel members regarding the appropriateness of bins being located along Medway Lane and as such an amended motion was put forward to delete the words 'the site' and replace them with 'within the building' so that it reads as follows;

"*A waste management plan shall be lodged for approval by the Council prior to the commencement of works. The waste management plan shall include how all refuse shall be stored within the designated bin enclosures and shall be collected from within the building by a private contractor at the cost of the applicant."*

In accordance with the condition, the applicants engaged a waste management consultant to prepare a WMP for the property. The WMP was prepared and submitted as part of this Form 2 application and led to three major changes to the development from the previous approval being;

- The bin store is located abutting Medway Lane rather than central to the undercroft development;

- Seven 660L waste and three 660L recycling bins are provided rather than individual apartment waste and recycling bins (up to 100 bins ranging from 40L to 240L); and
- The pickup of bins is undertaken from Medway Lane which will involve the transfer of bins to and from the bin store by the building caretaker. The collection will be undertaken by a private contractor.

At the meeting of 27 February 2017, the JDAP raised concerns that the proposed WMP did not achieve the desired outcome and set out that the applicant was to investigate alternative options to move the pickup of the bins on site. In the revised plans, submitted on 10 March 2017, the location of the bin store has been widened to allow a waste collection vehicle to be located on site while collection of the bins is being undertaken. The revised configuration also allows the waste collection vehicle to exit the development in forward gear with bollards provided to allow sufficient sightlines to the laneway and adjoining properties. The revised layout does not result in any additional variations to the relevant requirements.

The revised configuration was assessed by the City's Waste Services team who determined that there would be no issues with the revised pick up location. The reconfigured bin layout was also supported by a revised WMP which outlines the mechanism for pick up and includes turning templates demonstrating how the proposed vehicle could access the development. This WMP is included in **Attachment 7**.

The City considers that the revised location will also improve access for lane users and with bins remaining in the bin store, will remove visual impacts on the laneway. On this basis the City supports the revised location.

<u>Vehicle Access from Stockton Lane</u>

During the consultation period for the original application, a number of submissions identified issues with the location of the access from Stockton Lane in proximity to the garage of 23 Shoreham Turn. Upon assessment, and as presented in the previous RAR, the location of the access was deemed compliant with the requirements of the relevant legislation for vehicle sightlines. Notwithstanding this, at the meeting of 4 August 2016 a footnote was included on the approval which stated:

"Both the applicant and the City of Wanneroo are encouraged to investigate the moving of the access/egress into the development towards Alexandria View with the emphasis on the egress lane from the development not impeding visual sightlines to the north-eastern extremity of Stockton Lane."

Prior to the lodgement of the revised application, the developers met with the owners of 23 Shoreham Turn to discuss the issue. As a result of this consultation by the applicant, the revised application relocates the access way 0.4m away from the lot boundary.

The owners of 23 Shoreham Turn remain aggrieved by the proposed access location from Stockton Lane and have provided the following rationale for their objection;

- The proposed distance between the access and garage of 23 Shoreham Turn does not allow sufficient space for the parking of a vehicle to unload (people and shopping, etc.) before driving into the garage. The owners of 23

Shoreham Turn, through the City's Planning Officers, have requested a distance of 5.6m (as shown in yellow in **Attachment 8**);

- The measurements as shown on the plans were taken from the garage door rather than the property boundary. The owners of Shoreham Turn argue that vehicles cannot utilise the space between the property boundary and garage door (approximately 1.5m) due to level difference between the garage and the lane way which lifts the front end of the vehicle, rendering it difficult to enter/exit and load/unload;
- The developer indicated to the owners that a 6m distance could be provided for;
- The owners cannot see any reason why the access way cannot be further relocated down Stockton Lane towards Alexandria View; and
- The owners consider that the development's access that close to the garage will make entering and exiting the garage unsafe.

The main concerns raised are around the use of the laneway for private purposes which is not the intent of the laneway. The City cannot enforce the movement of the access to allow private parking. More detailed responses from the City on this and other points raised are provided for in **Attachment 6**.

At the meeting of 27 February 2017, the JDAP raised concerns that the access location could be relocated to the north with relative ease by the developer. At the meeting the applicant agreed and revised plans have been submitted which increases the distance by 0.54m. This result in a distance of 4.30m from the access to the lot boundary of 23 Shoreham Turn.

A plan showing the access locations for the previously approved and amended application, including annotated measurements is included in **Attachment 8.**

The amended application meets the requirements of relevant legislation for vehicle sightlines. The amended application increases the distance between the access and the adjoining property than that which was previously approved by the JDAP. In addition, the amended application removes car parking bays which may have impeded views (in accordance with previous JDAP condition), increases the setback of the car parking deck (as discussed below) and removes vegetation which would have prevented vehicles exiting the development seeing vehicles exiting 23 Shoreham Turn. It is the view of City officers that that amended access scenario is acceptable, and provides an improved access arrangement than the currently approved development.

<u>Increase Height of Building</u>

The proposal, as lodged, included an overall height increase of 0.43m from that previously approved (17.75m) to have a maximum height of 18.18m. After the completion of the consultation the applicant reviewed the design and concluded that, through modifications to the building slab, that the increased floor to floor could be achieved with only minimal impact on the overall height. The revised plans now include a maximum 0.03m increase to have a maximum height of 17.78.

The only exception to this is the inclusion of two lift shaft overruns which were not included in the previous plans. The heights of these lift shaft are 0.39m above the height of the rest of the building. The lift shafts are approximately 6m wide so the

increased height will only be for a small portion of the overall development and are not considered to have any detrimental impact on the amenity of the area.

The building heights proposed (excluding lift shaft overruns) are consistent with those which were previously approved. As the proposal is not considered to have any additional impact on the amenity of the area or streetscape it is recommended that the modifications are supported.

Additional Car Parking Bays

The revised proposal incorporates provision for an additional 16 car parking bays on site to be accessed from Stockton Lane. This increase will mean that 103 parking bays are provided on site, with 57 gaining access from Medway Lane and 46 gaining access from Stockton Lane. Under the R-Codes, the proposal would require a total of 80 bays, meaning the proposal has a surplus of 23 bays.

The applicant has advised that the increased parking bays are proposed to cater for market conditions/demand for more bays for smaller units.

Clause 3.4.2.2 (ix) of ASP 13 requires that parking be distributed evenly between the two laneways. The distribution of parking bays is 57 (55%) parking bays gaining access from Medway lane and 46 (45%) parking bays gaining access from Stockton Lane. In the previous application the split was similar although favoring Stockton Lane with 47 bays (54%) from Stockton Lane and 40 (46 %) from Medway Lane. It is considered that the split is generally even and therefore should be approved.

With regard to the increased vehicle trips per day (vtpd), this calculation is based on the number of units rather than the number of car parking bays. As the number and type of dwellings remains the same, the figures from the previous traffic statement remain current. This means that it is anticipated that the same number of vehicle trips per day will be generated by the development, however, there will be a greater number of car bays provided for vehicles that will generate this. Based on the traffic statement, the development will introduce between 220 and 280 additional vtpd into the road network. Given the distribution of parking bays, the development will result in approximately 137.5 vehicles onto Medway Lane and 112.5 vehicles onto Stockton Lane.

Liveable Neighbourhoods identifies that laneways have an indicative volume of 300 vehicles per day. There are 23 other lots which have access to Medway Lane. The NSW Roads and Traffic Authority's Guide to Traffic Generating Developments establishes that each dwelling generates approximately 8 vtpd which is used as a standard reference by traffic consultants in Perth. This would equate to 184 vtpd being generated from existing lots. With the development having 137.5 the total onto Medway Lane, this would result in a total of approximately 321.5vtpd.

While this is 21.5 vehicles over the indicative volume for a laneway it is considered acceptable for the following reasons:

- Not all 23 lots will utilise the length of Medway lane abutting the development. It is considered that a number of the lots (particularly on the northern end of Medway Lane) will exit via Shoreham Turn or Alexandria View and would not use Medway Lane. Reducing the number of lots that utilise Medway Lane will reduce the vtpd;

- The volumes are indicative only with the number of trips generated varying greatly between housing types and individual households;
- The trips are based over a day and do not all occur at one time; and
- If excessive vehicles are using the laneway at one time, the slow speed environment will ensure that any overtaking/passing movements will occur safely.

On the basis of the above, the City considers the revision to increase the number of parking bays can be supported.

Additional detail for landscaping within communal areas

Condition 14 of the previous approval required a detailed landscaping and reticulation plan being provided for the site and adjoining verge areas. To satisfy this condition the applicant has provided a landscape plan for the site. The landscape plan is included in **Attachment 9**.

The City has assessed the proposed landscape plan and considers it appropriate for the site subject to the removal of the Norfolk Island Pines proposed within the road reserve. This is due to the Norfolk Island Pines being a large tree when mature with a risk of the root systems damaging City infrastructure (kerb and footpaths). It is recommended that Condition 14 is amended to read

'Landscape and reticulation is to be installed in accordance with the approved plans, with the exception of the Norfolk Island Pines which are to be replaced with an alternative species to the satisfaction of the City. The landscaping is to be thereafter maintained to the satisfaction of the City.'

Amended setbacks to Alexandria View

The previous proposal includes a number of minor changes to the setbacks to the primary street (Alexandria View) which result in amended variations to the requirements of DAP 5. DAP 5 identifies the minimum and maximum required front setbacks for the development (facing Alexandria View). The setback requirement shown in DAP 5 is as follows;

a. 6m minimum/7.5m maximum for sites adjoining 64 Alexandria View (for approximately 18m); and
b. 3m minimum/4.5m maximum for the remainder.

The table below illustrates the required setbacks, previous approved setbacks and proposed setbacks. Due to the renumbering of units, the table also covers those units on upper floors which also share the same setback requirements. The table illustrates that the modifications proposed are minimal and generally occur where variations were already approved. It is considered that the variation to the primary street setbacks can be supported as they will not have any additional impact on the amenity of the surrounding properties or the streetscape in general.

Unit	Also includes units	Required Setback	Previous Setback	Proposed Setback
1/2/9/10	11, 12, 19 - 22, 29 - 32, 39 - 42, 49, 50	3m minimum/4.5m maximum	0.74m – 3.48m	0.76m – 3.47m
3	13, 23, 33, 43	3m	0.71m – 2.9m	No Change

		minimum/4.5m maximum		
4	14, 24, 34, 44	6m minimum/7.5m maximum	2.9m – 4.8m	2.9m – 4.8m
5	15, 25, 35, 45	6m minimum/7.5m maximum	6.6m	6.8m
6/7/8	16 – 18, 26 – 28, 36 – 38, 46 - 48	3m minimum/4.5m maximum	0.57m – 1.8m	0.64m – 1.56m

Amended setbacks to the north east and north west.

The proposal includes a number of changes to setbacks from those considered in the previous proposal. Clause 6.1.4 of the R-Codes prescribes a 4m lot boundary setback for the north west and north eastern boundaries.

The below table illustrates the previous setbacks and proposed setbacks as well as the change being proposed. The table illustrates that the changes are mostly to increase the setbacks from the previous approval. The exception to this, Stockton Lane, is for a minor portion of the building. On the basis that the previous approval was considered, and supported in line with the Design Principles of Clause 6.1.4 of the R-Codes, it is considered the varied setbacks also meet the Design Principles and as such should be supported.

Direction	Previous Setback	Proposed Setback	Change
North west (to Medway Lane)	2.03m	2.21m	Increased by 0.18m
North west (to 64 Alexandria View)	2m	2.19m	Increased by 0.19m
North east (Stockton Lane	2m	1.71m	Decreased by 0.29m
North east (23 Shoreham Turn)	1.79m	2.27m	Increased by 0.48m

Amendments to other conditions

The revised proposal also aims to meet the requirements for a number of conditions imposed in the previous approval. These conditions, as well as how they have been achieved are included below.

Condition 5 which states;

"Parking bays which are identified on the plan as bays 34 and 35 be deleted to allow greater visibility and truncation to Stockton Lane."

The proposed bays have been removed and upper car park has been reconfigured. It is recommended that condition 5 be deleted from any revised approval.

Condition 6 which states;

"The portion of landscaping abutting the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be paved and devoid of vegetation to ensure that adequate sightlines are maintained."

The revised landscape plan (**Attachment 9**) removes vegetation from this area and includes the required paving. It is therefore recommended that condition 6 be deleted from the revised approval.

Condition 7 which states:

"The portion of wall adjacent to the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be visually permeable in accordance with the definition prescribed under State Planning Policy 3.1 – Residential Design Codes".

As per condition 5, this amendment has been incorporated into the revised design as depicted on SK09 of **Attachment 3** (North East Elevation). It is recommended that condition 7 be deleted from the revised approval.

Condition 8 which states;

"The bedroom windows of Units 10 shall have sill heights not less than 1.6m above floor level on the first, second and third levels only."

The revised design includes windows which are obscure glazed below 1.6m above finished floor level as depicted on SK09 of **Attachment 3** (North West Elevation). As such there is no longer a variation to the visual privacy requirements of the R-Codes. It is recommended that condition 8 be deleted from the revised approval.

Condition 12 which states;

"Detailed drawings being prepared and submitted to the satisfaction of the City of Wanneroo showing colours, materials and finishes, including those to the upper deck carpark roofs to reduce heat load and glare."

The revised proposal removes the solid upper deck car park roofs and replaces with shade sale as depicted on SK03 of **Attachment 3**.

Condition 13 which states;

"A design for the north western elevation to reduce the impact of building bulk and scale."

The applicants applied for the removal of this condition, however did not provide any additional information for this. As such it is recommended this condition is retained.

Condition 15 which states:

A construction management plan shall be submitted for approval prior to the commencement of works. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:

• The delivery of and delivery times for materials and equipment to the site;

- *Storage of materials, rubbish and the location and type of equipment on site;*
- *Parking arrangements for contractors and sub-contractors*
- *The impact on traffic movement (including potential road closures);*
- *Construction times;*
- *The impacts of dust and sand drift;*
- *Measurers to minimise noise impacts on surrounding residents; and,*
- *Any other matter required by the City.*

Upon hearing concerns of surrounding residents the City is seeking the inclusion of the words 'and thereafter implemented to the satisfaction of the City' after 'commencement of works'. The inclusion of this wording will allow for greater compliance enforcement by the City should the developer not meet the requirements of the Construction Management Plan.

Draft Design WA

In late October 2016 the Department of Planning released a set of draft documents for public comment titled Design WA. This set of documents included the Draft Apartment Design Policy, which focuses on design guidance for apartment and mixed-use developments and is intended to replace Part 6 of the R-Codes.

As the application is an amendment to a previous approval, it is not considered appropriate to consider the entire development against the Draft Apartment Design Policy. Notwithstanding, the main amendments to that previously approved have been have been reviewed in line with this document and include:

- 3.9 (Vehicle access) – Objective 3.9.1 requires vehicle access points are designed and located to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles; and
- 4.22 (Waste management) – Objective 4.22.1 requires waste storage facilities are designed to minimised impacts on the streetscape, building entry and amenity of residents. Objective 4.22.2 requires domestic waste is minimised by providing safe and continent source separation and recycling.

Upon assessment, it is considered that the proposal is compliant with the design guidance of 3.9 and 4.22.

Consideration of other design principles (including 2.9 – Street setbacks, 2.10 Side and rear setbacks, 3.5 Communal and public open space, 4.3 Ceiling heights, 4.12 Facades) was not given due to the minor nature of the modifications which have been made to the document that was approved.

Conclusion:

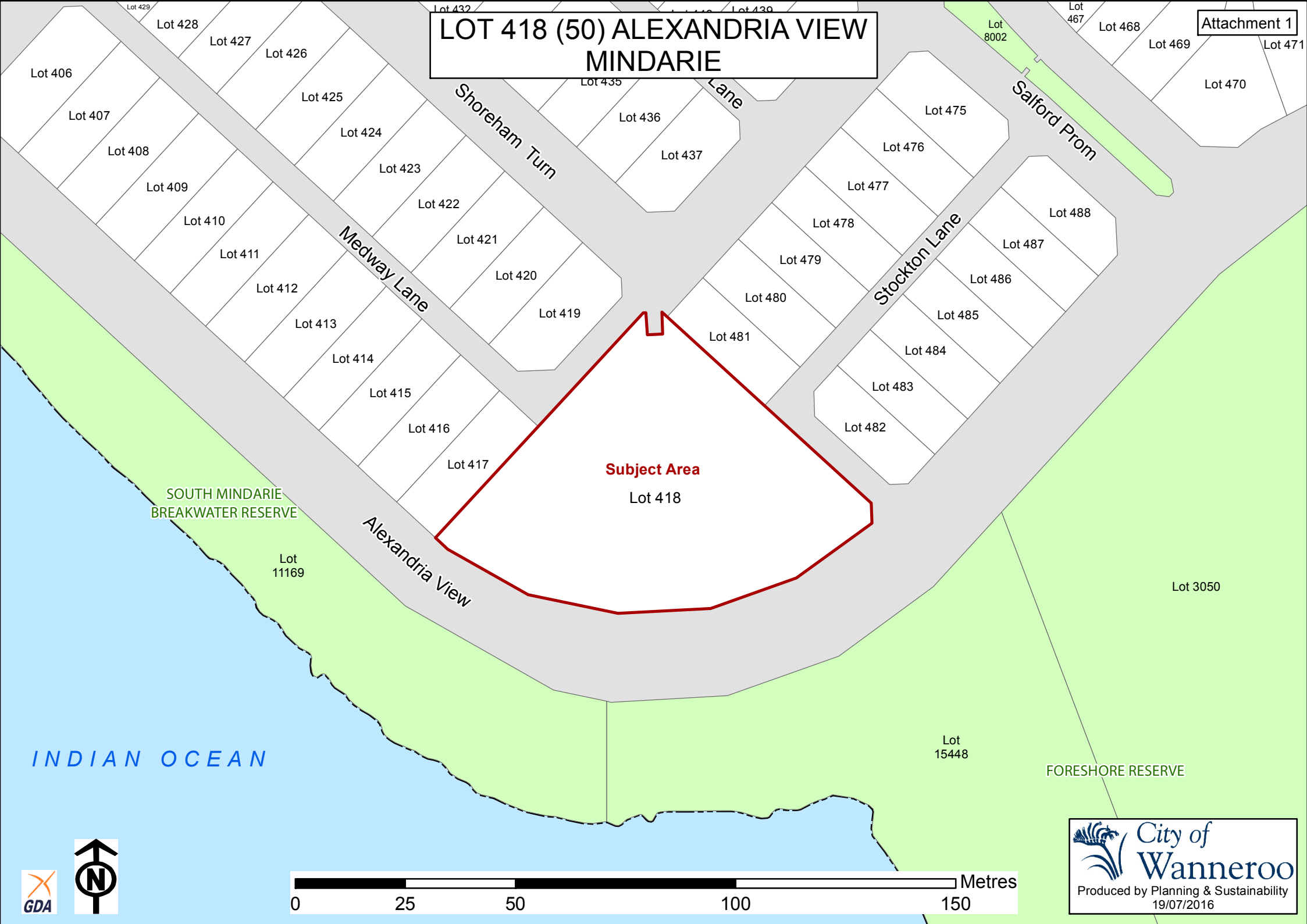
An amended development application has been submitted for the City's consideration for 50 Multiple Dwellings located on Lot 418 (50) Alexandria View, Mindarie. This area is subject to the provisions of ASP 13 - Mindarie Harborside Village, under which the site is zoned Residential, and DAP 5.

The amendments to the previous approval (DA2016/532) will not have a significant impact on the locality. the City 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.

Attachment 1 – Location Plan

LOT 418 (50) ALEXANDRIA VIEW MINDARIE

Attachment 1



Attachment 2 – Previous Approval

Attachment 2

Government of **Western Australia**
Development Assessment Panels

LG Ref: DA2016/532
DoP Ref: DAP/16/01035
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Daniel Lees
TPG Town Planning, Urban Design & Heritage
PO Box 7375, Cloisters Square
Perth WA 6850

Dear Mr Daniel Lees

Metro North West JDAP – City of Wanneroo – DAP Application DA2016/532
Lot 418 (50) Alexandria View, Mindarie
Five Storey Residential Development Comprising of 50 Multiple Dwellings

Thank you for your application and plans submitted to the City of Wanneroo on 22 April 2016 for the above development at the abovementioned site.

This application was considered by the Metro North West Joint Development Assessment Panel at its meeting held on 4 August 2016, where in accordance with the provisions of the City of Wanneroo District Planning Scheme No. 2, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

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

Should you have any queries with respect to the conditions of approval, please contact Mr Jay Naidoo at the City of Wanneroo on (08) 9405 5465.

Yours sincerely,

R Osborne

DAP Secretariat

10/08/2016

Encl. DAP Determination Notice
Approved plans

Cc: Mr Jay Naidoo
City of Wanneroo

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Wanneroo District Planning Scheme No. 2

Metro North West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 418 (50) Alexandria View, Mindarie
Description of proposed Development: Five Storey Residential Development Comprising of 50 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 4 August 2016, subject to the following:

Approve DAP Application reference DAP/16/01035 and accompanying plans (Attachment 2 including Site Plan SK01 Rev B, Level 1 Floor Plan SK03 Rev B, Level 2 – 4 Floor Plan SK04 Rev B, Level 5 Floor Plan SK05 Rev B, Elevation SK09 Rev C, Unit Floor Plans SK06 Rev B, SK07 Rev B, SK08 Rev B) in accordance with the provisions of the City of Wanneroo District Planning Scheme No.2, subject to the followings conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of approval. If the subject development is not substantially commenced within the four year period, the approval shall lapse and be of no further effect.

2. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site.

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. Parking bays which are identified on the plan as bays 34 and 35 be deleted to allow greater visibility and truncation to Stockton Lane.

6. The portion of landscaping abutting the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be paved and devoid of vegetation to ensure that adequate sightlines are maintained.

7. The portion of wall adjacent to the driveway and crossover of 23 Shoreham Turn, Mindarie, shall be visually permeable in accordance with the

definition prescribed under State Planning Policy 3.1 – Residential Design Codes.

8. The bedroom windows of Units 10 shall have sill heights not less than 1.6m above floor level on the first, second and third levels only.

9. A waste management plan shall be lodged for approval by the Council prior to the commencement of works. The waste management plan shall include how all refuse shall be stored within the designated bin enclosures and shall be collected from within the building by a private contractor at the cost of the applicant.

10. Residents and visitor car parking spaces shall be marked and clearly signposted as dedicated for residents and visitor use only respectively, to the satisfaction of the City.

11. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the occupation of the development.

12. Detailed drawings being prepared and submitted to the satisfaction of the City of Wanneroo showing colours, materials and finishes, including those to the upper deck carpark roofs to reduce heat load and glare.

13. A design for the north western elevation to reduce the impact of building bulk and scale.

14. Detailed landscaping and reticulation plans, for the site and adjacent road verges, including but not limited to the north court yard for communal purposes, shall be lodged for approval by the Council prior to the commencement of works and shall be installed in accordance with the approved plans and thereafter maintained to the satisfaction of the Council.

15. A construction management plan shall be submitted for approval prior to the commencement of works. This plan is to detail how construction will be managed to minimise disruption in the area and shall include:

    - The delivery of and delivery times for materials and equipment to the site;
    - Storage of materials, rubbish and the location and type of equipment on site;
    - Parking arrangements for contractors and sub-contractors
    - The impact on traffic movement (including potential road closures);
    - Construction times;
    - The impacts of dust and sand drift;
    - Measurers to minimise noise impacts on surrounding residents; and,
    - Any other matter required by the City.

16. All plant and equipment shall be screened from public view.

Advice Notes:

1. Adequate measure to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulation's *'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.*

2. 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.

3. If an applicant 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.

4. Both the applicant and the City of Wanneroo are encouraged to investigate the moving of the access/egress into the development towards Alexandria View with the emphasis on the egress lane from the development not impeding visual sightlines to the north-eastern extremity of Stockton Lane.

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

DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016

PLOT RATIO CALCULATION

R160 PLOT RATIO IS 2
BLOCK AREA = 3908sqm
3908sqm X 2 = 7816sqm

GROSS AREA
5 x 1 BEDROOM TYPE 1 UNIT 74sqm
5 x 1 BEDROOM TYPE 2 UNIT 77sqm
20 x 2 BEDROOM UNIT 101sqm
5 x 3 BEDROOM TYPE 1 UNIT 134sqm
5 x 3 BEDROOM TYPE 2 UNIT 125sqm
10 x 3 BEDROOM END UNIT 132sqm

TOTAL GORSS FLOOR AREA = 5390sqm

STRATA AREA EXCLUDING EXTERNAL WALLS
1 BEDROOM TYPE 1 UNIT 67sqm + BALCONY 11sqm
1 BEDROOM TYPE 2 UNIT 69sqm + BALCONY 18sqm
2 BEDROOM UNIT 93sqm + BALCONY 18sqm
3 BEDROOM TYPE 1 UNIT 123sqm + BALCONY 22sqm
3 BEDROOM TYPE 2 UNIT 116sqm + BALCONY 24sqm
3 BEDROOM END UNIT 93 + BALCONY 18sqm

1 BEDROOM UNITS = 10
2 BEDROOM UNITS = 20
3 BEDROOM UNITS = 20
TOTAL NO OF UNITS = 50

PARKING SCHEDULE :

REQUIRED:
1 & 2 BED DWELLINGS = 1.25 BAYS PER DWELLING
3 BED DWELLINGS= 1.5 BAYS PER DWELLING

30x1.25 = 37.5 BAYS
20x1.5 = 30 BAYS
TOTAL REQUIRED = 68BAYS

GROUND FLOOR: 40 BAYS
FIRST FLOOR : 35 BAYS

PROVIDED = 75 BAYS

VISITORS: 12 BAYS
TOTAL : 87 BAYS

STORE SCHEDULE

25 x 4sqm Stores in Main Store Room
25 x 2sqm in Main Store Room
25 x 2sqm in adjacent to Unit Entries

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Bin numbers / Neighbour outline / Truncation

Project Name: **PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE**

Drawing Name: **SITE PLAN**

Project Number: **A12102**

Drawing No.: **SK01**

Rev.: **B**

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

\\fp01\drawings\12\12102 Residential Development Mindarie\Working Folder\Revit\12102_Mindarie_DD.rvt

DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016

1 FLOOR PLANS LEVEL 1 TO 4

1 : 200@ A1

1: 400@ A3

NORTH

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Unit No's / Neighbour outlines / Stockton Pedestrian entry / Intercom / Truncation

Project Name: **PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE**

Drawing Name: **LEVEL 1 FLOOR PLAN**

Project Number: **A12102**

Drawing No.: **SK03**

Rev.: **B**

Reduction 25mm on A1 | Scale 1 : 200 | Date 21 April 2015 | Drawn AT | Checked FI

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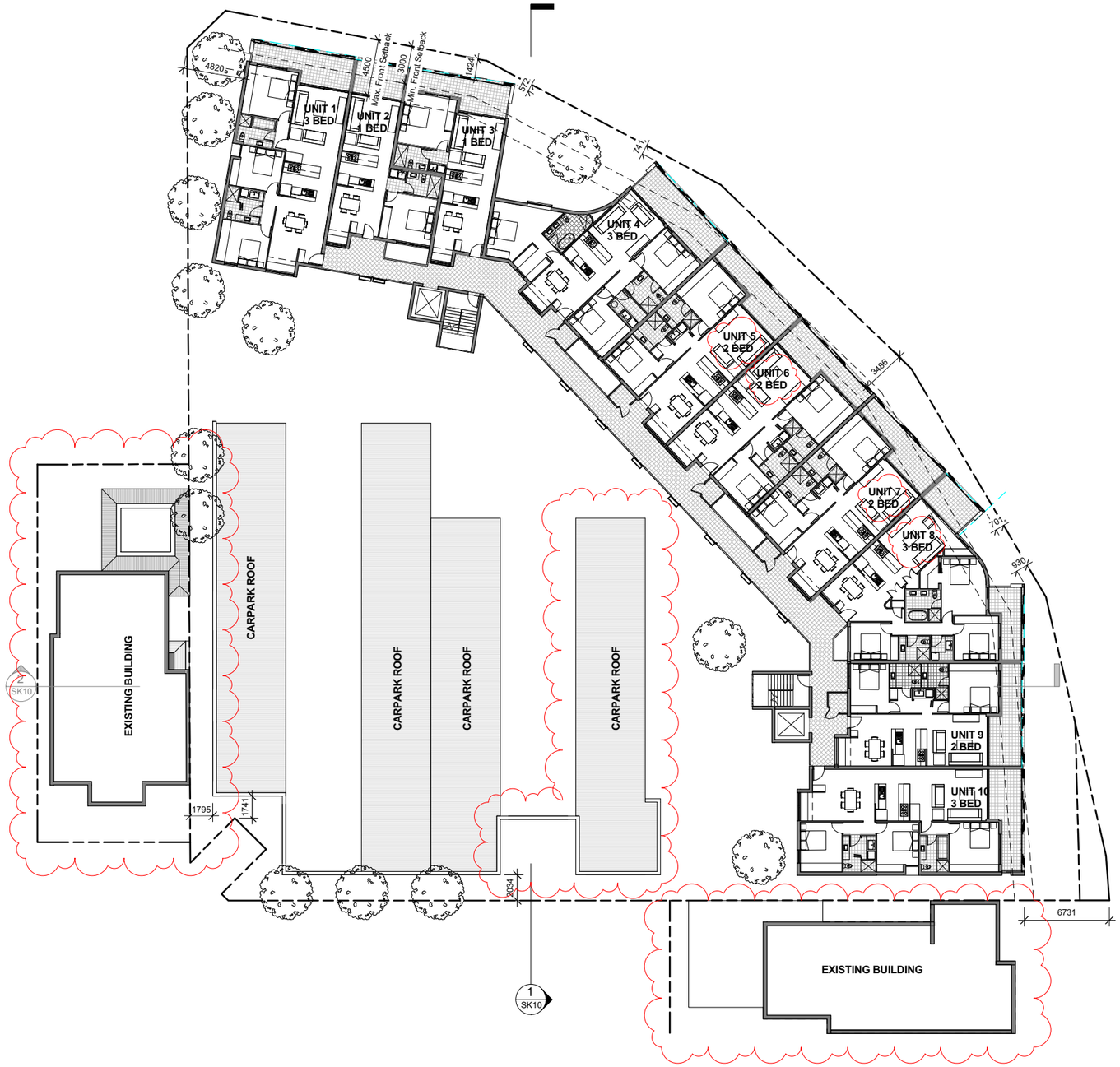

1 Level 2
1 : 200@ A1

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Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Unit No's / Neighbour outlines

Project Name
PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
LEVEL 2 - 4 TYPICAL FLOOR PLAN

Project Number **A12102**

Drawing No. **SK04** Rev. **B**

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

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DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016

1 Level 5
1 : 200@ A1

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Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Unit No's added

Project Name
PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
LEVEL 5 FLOOR PLAN

Project Number
A12102

Drawing No.
SK05

Rev.
B

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

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DEVELOPMENT ASSESSMENT PANEL - APPROVED 4 AUGUST 2016

1 South East

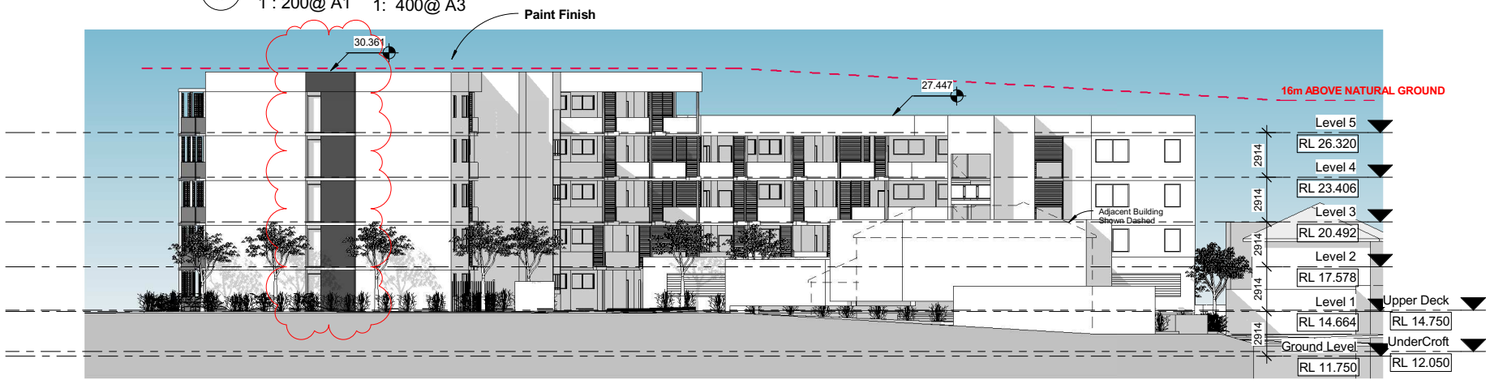
1 : 200@ A1 1: 400@ A3

2 North West

1 : 200@ A1 1: 400@ A3

3 South West

1 : 200@ A1 1: 400@ A3



4 North East

1 : 200@ A1 1: 400@ A3

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	27 May 16	AT	NW Boundary Wall Update
C	17 June 16	FI	Elev treatment revised

Project Name
PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
ELEVATIONS

Project Number
A12102

Drawing No.
SK09

Rev.
C

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

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DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016

1 TYPICAL1 BED
1 : 50@ A1

2 TYPICAL2 BED
1 : 50@ A1

GROSS AREA
1 BEDROOM TYPE 1 UNIT 74sqm
1 BEDROOM TYPE 2 UNIT 77sqm
2 BEDROOM UNIT 101sqm
3 BEDROOM TYPE 1 UNIT 134sqm
3 BEDROOM TYPE 2 UNIT 125sqm
3 BEDROOM END UNIT 132sqm

STRATA AREA EXCLUDING EXTERNAL WALLS
1 BEDROOM TYPE 1 UNIT 67sqm + BALCONY 11sqm
1 BEDROOM TYPE 2 UNIT 69sqm + BALCONY 18sqm
2 BEDROOM UNIT 93sqm + BALCONY 18sqm
3 BEDROOM TYPE 1 UNIT 123sqm + BALCONY 22sqm
3 BEDROOM TYPE 2 UNIT 116sqm + BALCONY 24sqm
3 BEDROOM END UNIT 93 + BALCONY 18sqm

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	General room name & size revisions

Project Name
PROPOSED RESIDENTIAL APARTMENTS,
50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
1 & 2 BEDROOM UNITS

Project Number
A12102

Drawing No.
SK06

Rev.
B

Reduction 25mm on A1 | Scale 1 : 50 | Date 21 April 2015 | Drawn AT | Checked FI

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DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016

1 TYPICAL3 BED END UNIT

1 : 50@ A1

2 TYPICAL3 BED TYPE 1

1 : 50@ A1

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Window Note Added to 3 Bed End Unit / General room name & size revisions

Project Name
PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
3 BEDROOM UNITS

Project Number
A12102

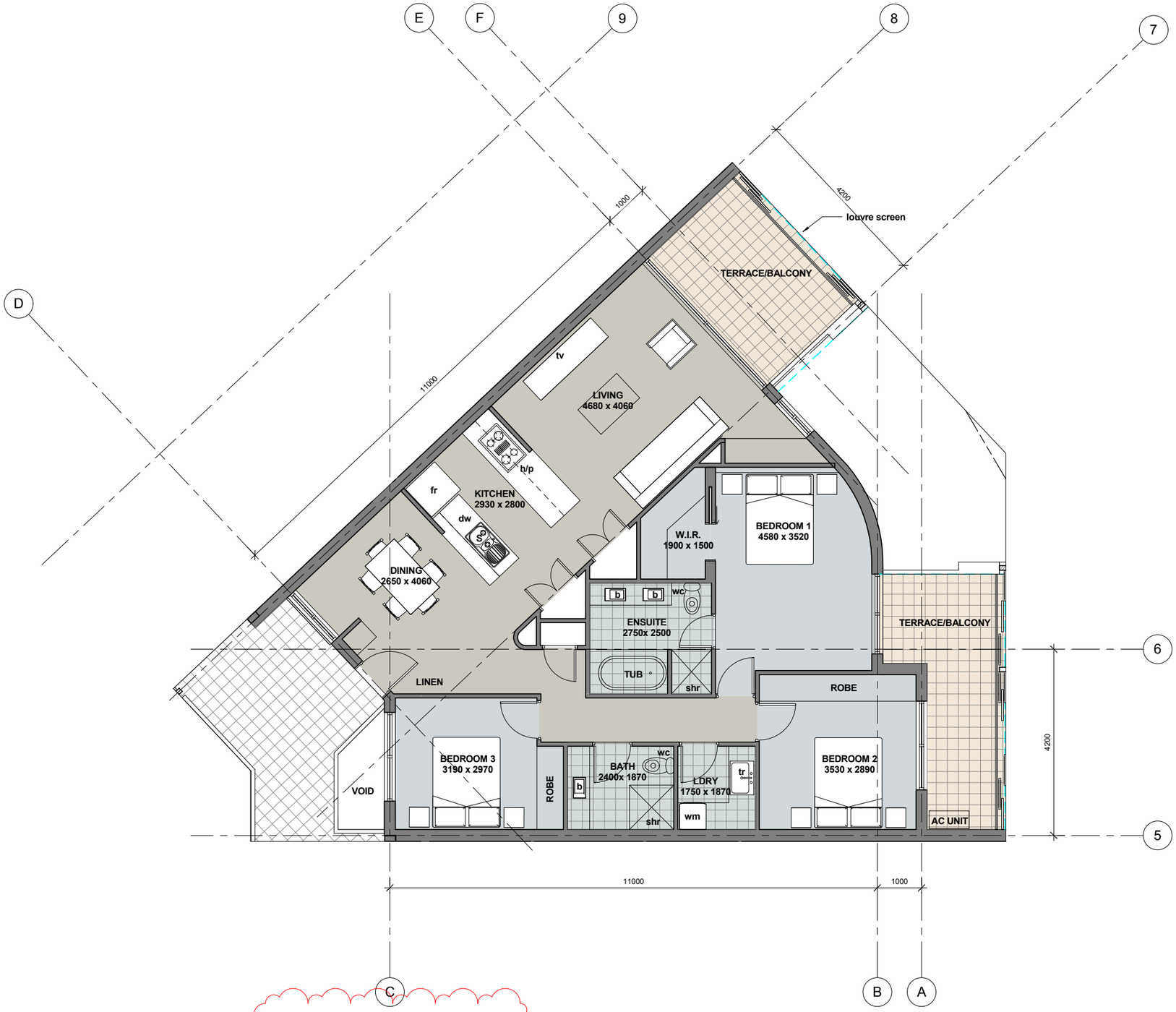
Drawing No.
SK07

Rev.
B

Reduction 25mm on A1 | Scale **1 : 50** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

C:\Revit Temp\12102_Building-DavidBarr02_femma.rvt

DEVELOPMENT ASSESSMENT PANEL - APPROVED - 4 AUGUST 2016



1 TYPICAL3 BED TYPE 2

1 : 50@ A1

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Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	General room name & size revisions

Project Name
PROPOSED RESIDENTIAL APARTMENTS, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
TYPICAL 3 BED TYPE 2

Project Number
A12102

Drawing No. **SK08** Rev. **B**

Reduction 25mm on A1 | Scale **1 : 50** | Date **21 April 2015** | Drawn **AT** | Checked **FI**

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Attachment 3 – Site Plan/Floor Plan from 27 February 2017

PLOT RATIO CALCULATION

R160 PLOT RATIO IS 2
BLOCK AREA = 3908sqm
3908sqm x 2 = 7816sqm

GROSS AREA

10 x 3 BEDROOM TYPE A	131 sqm
5 x 3 BEDROOM TYPE B	134 sqm
5 x 3 BEDROOM TYPE C	129 sqm
20 x 2 BEDROOM TYPE D	101 sqm
5 x 1 BEDROOM TYPE E	75 sqm
5 x 1 BEDROOM TYPE F	77 sqm

TOTAL GROSS FLOOR AREA = 5405 sqm

STRATA AREA EXCLUDING EXTERNAL WALLS
3 BEDROOM TYPE A 121 sqm + GF TERRACE 55 sqm
3 BEDROOM TYPE A 121 sqm + BALCONY 19 sqm
3 BEDROOM TYPE B 125 sqm + BALCONY 22 sqm
3 BEDROOM TYPE C 120 sqm + BALCONY 43 sqm
2 BEDROOM TYPE D1 95 sqm + GF TERRACE 46 sqm
2 BEDROOM TYPE D2 & D3 95 sqm + GF TERRACE 31 sqm
2 BEDROOM TYPE D4 & D5 95 sqm + BALCONY 19 sqm
1 BEDROOM TYPE E 71 sqm + BALCONY 11 sqm
1 BEDROOM TYPE F 71 sqm + BALCONY 18 sqm

1 BEDROOM UNITS = 10
2 BEDROOM UNITS = 20
3 BEDROOM UNITS = 20
TOTAL NO OF UNITS = 50

PARKING SCHEDULE :

REQUIRED:
1 & 2 BED DWELLINGS = 1.25 BAYS PER DWELLING
3 BED DWELLINGS= 1.5 BAYS PER DWELLING

30x1.25 = 37.5 BAYS
20x1.5 = 30 BAYS
TOTAL REQUIRED = 68BAYS

GROUND FLOOR: 57 BAYS
FIRST FLOOR : 33 BAYS

PROVIDED = 90 BAYS

VISITORS: 13 BAYS
TOTAL : 103 BAYS

STORE SCHEDULE

50 x 4 sqm Stores on Ground Floor

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MATCH

Rev.	Date	Issued By	Revision Description
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application
E	15-11-2016	RC	CAR BAY RE-NUMBERING
F	06-02-2017	RC	ANNOTATION CORRECTION
G	13-02-2017	RC	NORTH POINT ADDED

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **SITE PLAN**
Project Number: **12102**
Drawing No.: **SK01**
Rev.: **G**

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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MATCH

Rev.	Date	Issued By	Revision Description
B	17 June 16	FI	Unit No's / Neighbour outlines / Stockton Pedestrian entry / Intercom / Truncation
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application
E	13-02-2017	RC	NORTH POINT ADDED

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
LEVEL 1 FLOOR PLAN

Project Number
12102

Drawing No.
SK03

Rev.
E

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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Attachment 4 – Revised Plans

PLOT RATIO CALCULATION

R160 PLOT RATIO IS 2
BLOCK AREA = 3908sqm
3908sqm x 2 = 7816sqm

GROSS AREA

10 x 3 BEDROOM TYPE A	131 sqm
5 x 3 BEDROOM TYPE B	134 sqm
5 x 3 BEDROOM TYPE C	129 sqm
20 x 2 BEDROOM TYPE D	101 sqm
5 x 1 BEDROOM TYPE E	75 sqm
5 x 1 BEDROOM TYPE F	77 sqm

TOTAL GROSS FLOOR AREA = 5405 sqm

STRATA AREA EXCLUDING EXTERNAL WALLS
3 BEDROOM TYPE A 121 sqm + GF TERRACE 55 sqm
3 BEDROOM TYPE A 121 sqm + BALCONY 19 sqm
3 BEDROOM TYPE B 125 sqm + BALCONY 22 sqm
3 BEDROOM TYPE C 120 sqm + BALCONY 43 sqm
2 BEDROOM TYPE D1 95 sqm + GF TERRACE 46 sqm
2 BEDROOM TYPE D2 & D3 95 sqm + GF TERRACE 31 sqm
2 BEDROOM TYPE D4 & D5 95 sqm + BALCONY 19 sqm
1 BEDROOM TYPE E 71 sqm + BALCONY 11 sqm
1 BEDROOM TYPE F 71 sqm + BALCONY 18 sqm

1 BEDROOM UNITS = 10
2 BEDROOM UNITS = 20
3 BEDROOM UNITS = 20
TOTAL NO OF UNITS = 50

PARKING SCHEDULE :

REQUIRED:
1 & 2 BED DWELLINGS = 1.25 BAYS PER DWELLING
3 BED DWELLINGS= 1.5 BAYS PER DWELLING

30x1.25 = 37.5 BAYS
20x1.5 = 30 BAYS
TOTAL REQUIRED = 68BAYS

GROUND FLOOR: 57 BAYS
FIRST FLOOR : 33 BAYS

PROVIDED = 90 BAYS

VISITORS: 13 BAYS
TOTAL : 103 BAYS

STORE SCHEDULE

50 x 4 sqm Stores on Ground Floor

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MATCH

Rev.	Date	Issued By	Revision Description
E	15-11-2016	RC	CAR BAY RE-NUMBERING
F	06-02-2017	RC	ANNOTATION CORRECTION
G	13-02-2017	RC	NORTH POINT ADDED
H	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **SITE PLAN**
Project Number: **12102**
Drawing No.: **SK01**
Rev.: **H**

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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Rev.	Date	Issued By	Revision Description
D	23-08-2016	RC	Consultant Review
E	08-11-2016	RC	Revised DA Application
F	13-02-2017	RC	NORTH POINT ADDED
G	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
GROUND FLOOR PLAN

Project Number
12102

Drawing No.
SK02

Rev.
G

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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Rev.	Date	Issued By	Revision Description
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application
E	13-02-2017	RC	NORTH POINT ADDED
F	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
LEVEL 1 FLOOR PLAN

Project Number
12102

Drawing No.
SK03

Rev.
F

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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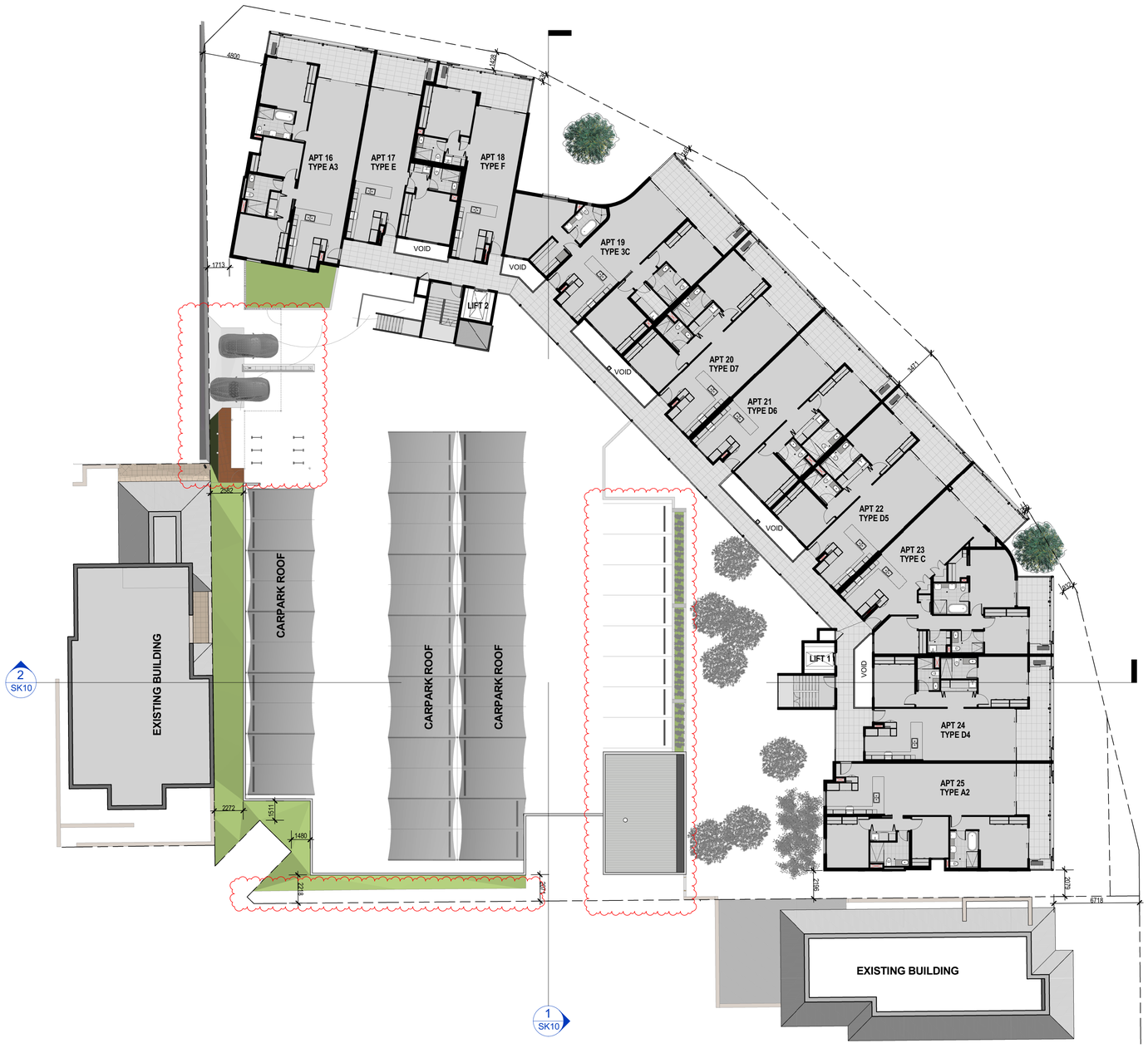

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Rev.	Date	Issued By	Revision Description
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application
E	13-02-2017	RC	NORTH POINT ADDED
F	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
TYPICAL FLOOR LEVELS 2-4

Project Number
12102

Drawing No.
SK04

Rev.
F

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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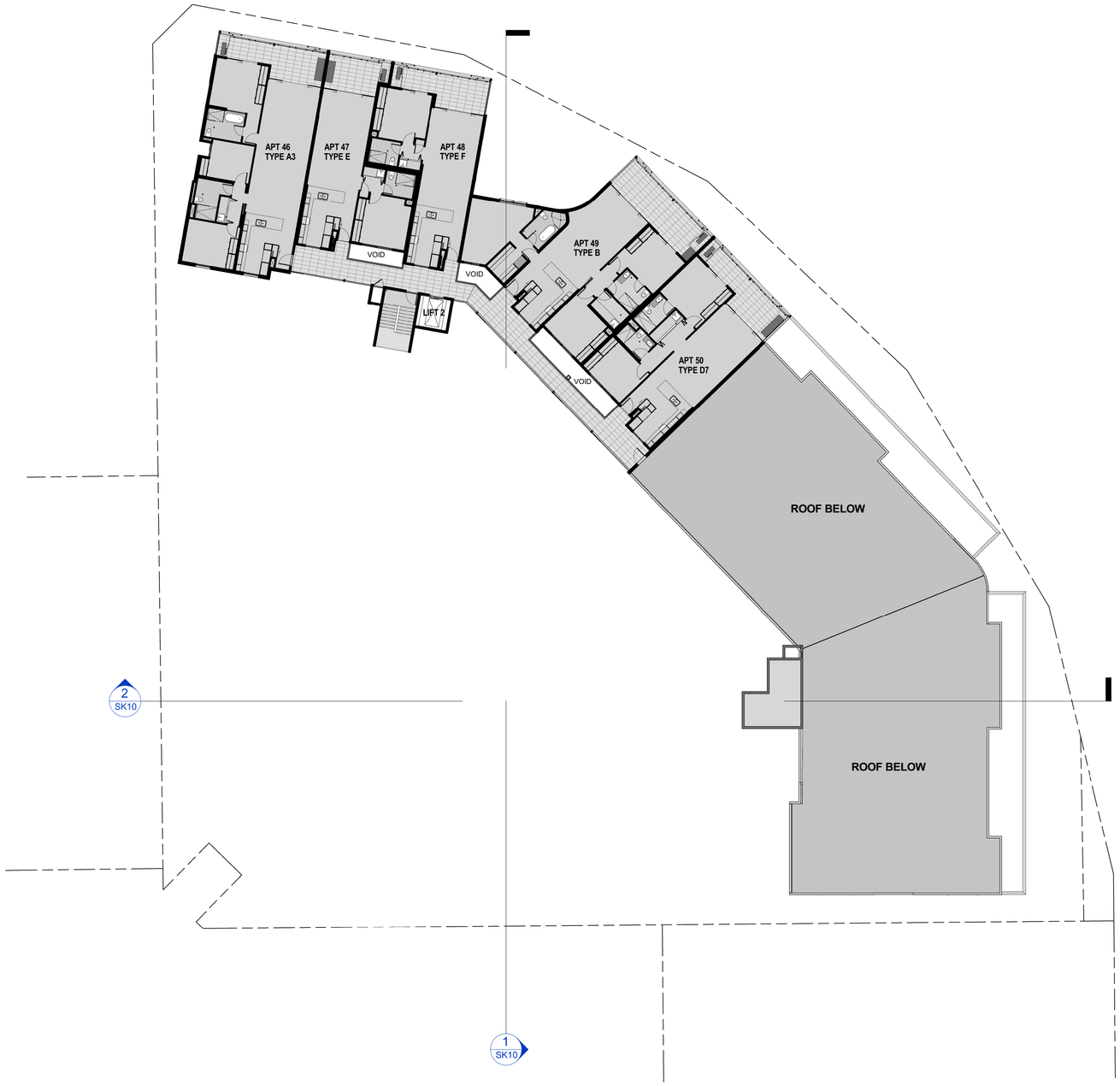

NORTH

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Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Unit No's added
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application
E	13-02-2017	RC	NORTH POINT ADDED

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
LEVEL 5 FLOOR PLAN

Project Number
12102

Drawing No.
SK05

Rev.
E

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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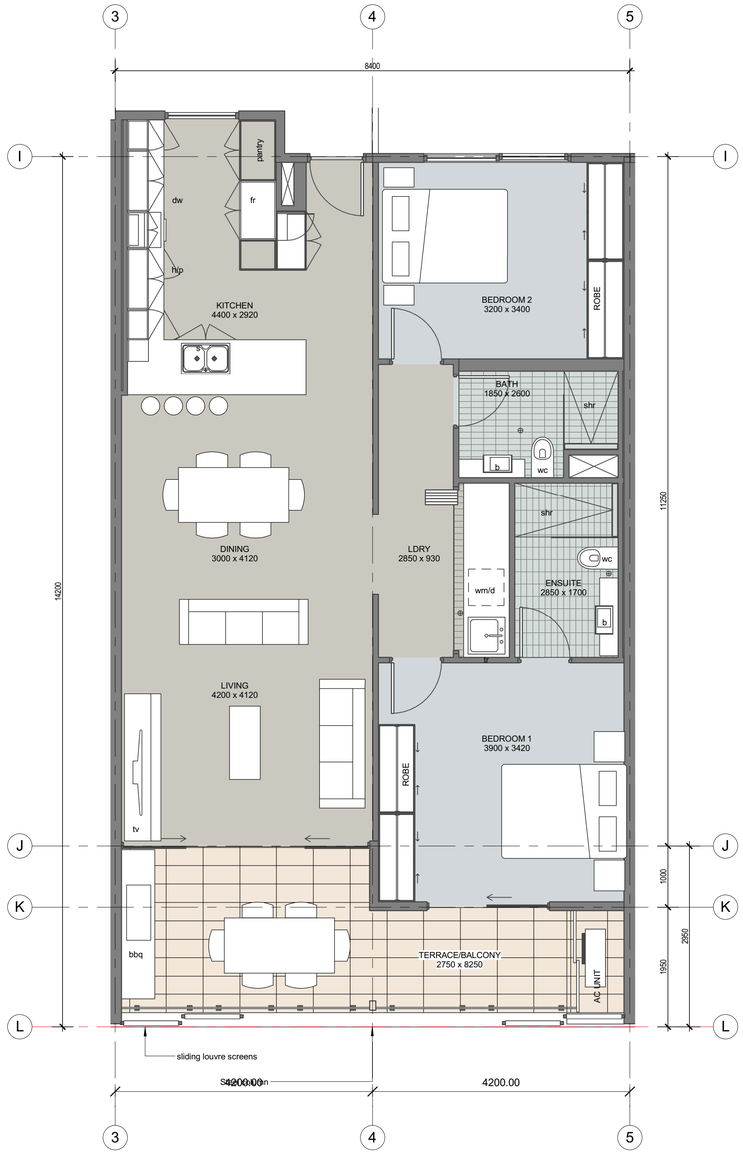
2 TYPE E & F - 1 BEDROOM APARTMENTS
SCALE: 1 : 50



1 TYPE D - 3 BEDROOM APARTMENTS
SCALE: 1 : 50

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Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	General room name & size revisions
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
TYPE D, E & F 1 & 2 BEDROOM APARTMENTS

Project Number
12102

Drawing No.
SK06

Rev.
D

Reduction 25mm on A1 | Scale **1 : 50** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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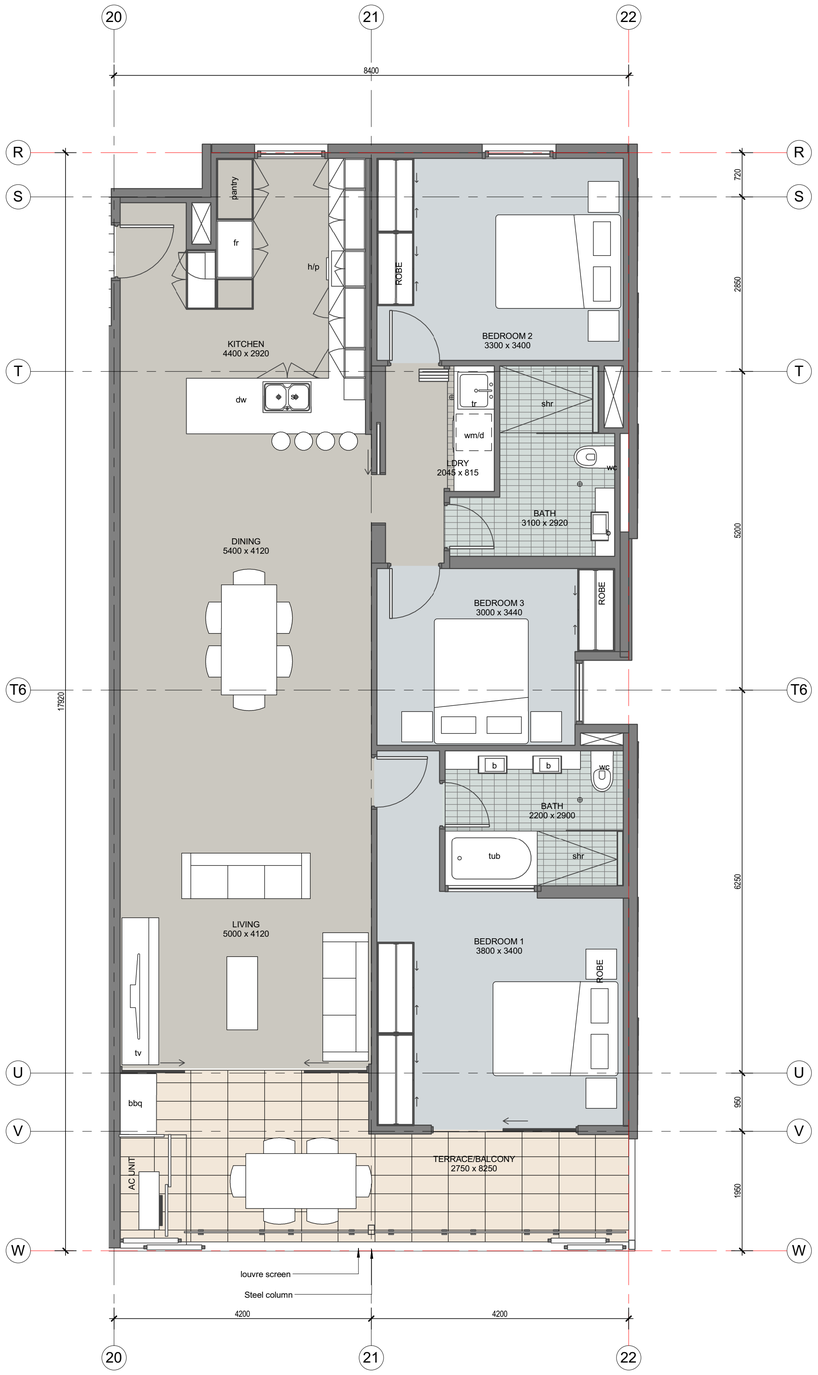

1 - TYPE A - 3 BEDROOM APARTMENT
SCALE: 1 : 50

2 - TYPE B - 3 BEDROOM APARTMENT
SCALE: 1 : 50

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MATCH

Rev.	Date	Issued By	Revision Description
A	21 April 16	HEM	DA Application
B	17 June 16	FI	Elev Treatment Revised
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
TYPE A & B 3 BEDROOM APARTMENTS

Project Number
12102

Drawing No. **SK07** Rev. **D**

Reduction 25mm on A1 | Scale **1 : 50** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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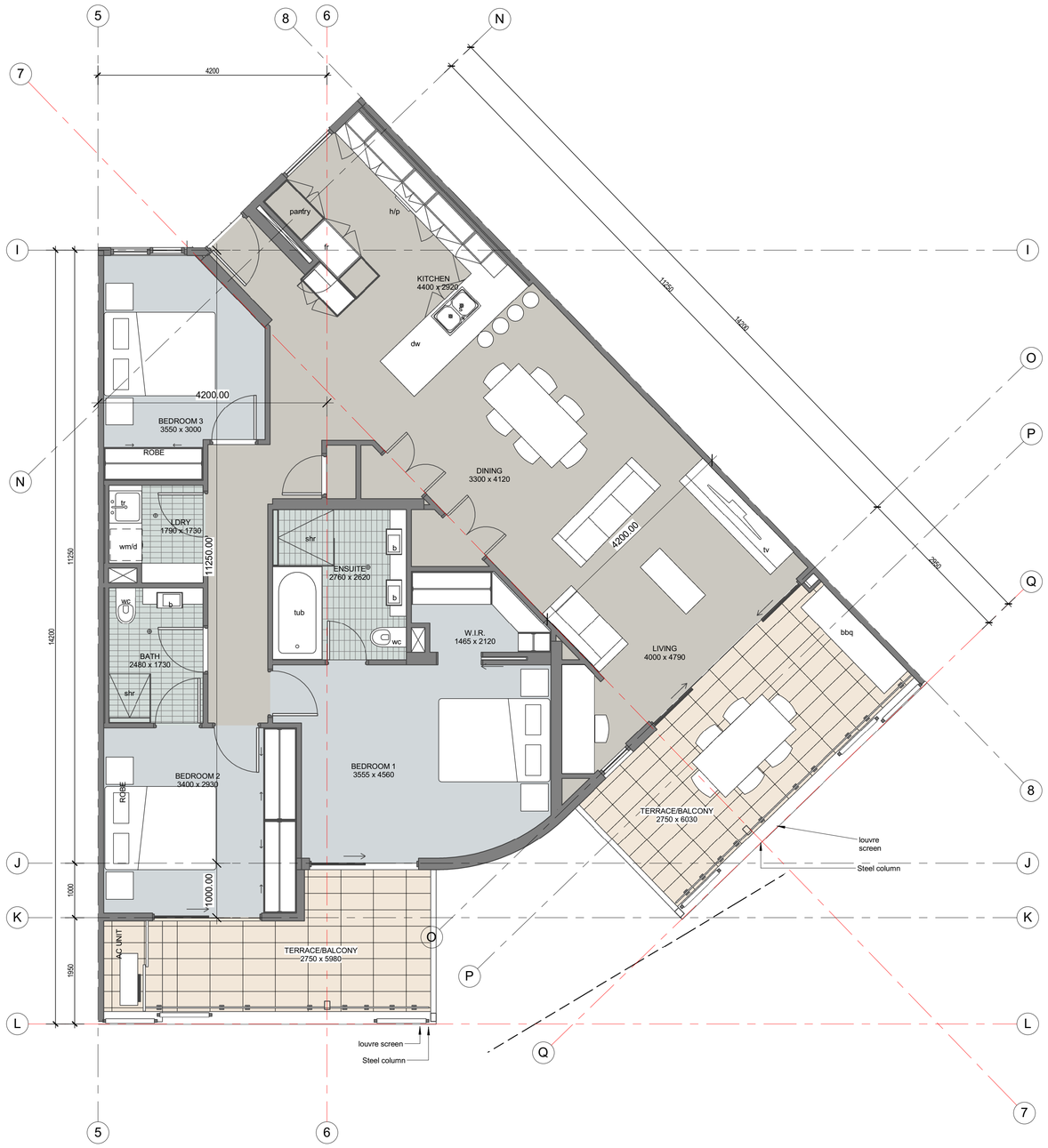

1 - TYPE C - 3 BEDROOM APARTMENT
SCALE: 1 : 50

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A	21 April 16	HEM	DA Application
B	17 June 16	FI	General room name & size revisions
C	23-08-2016	RC	Consultant Review
D	08-11-2016	RC	Revised DA Application

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **TYPE C 3 BEDROOM APARTMENTS**
Project Number: **12102**
Drawing No.: **SK08**
Rev.: **D**

Reduction 25mm on A1 | Scale **1 : 50** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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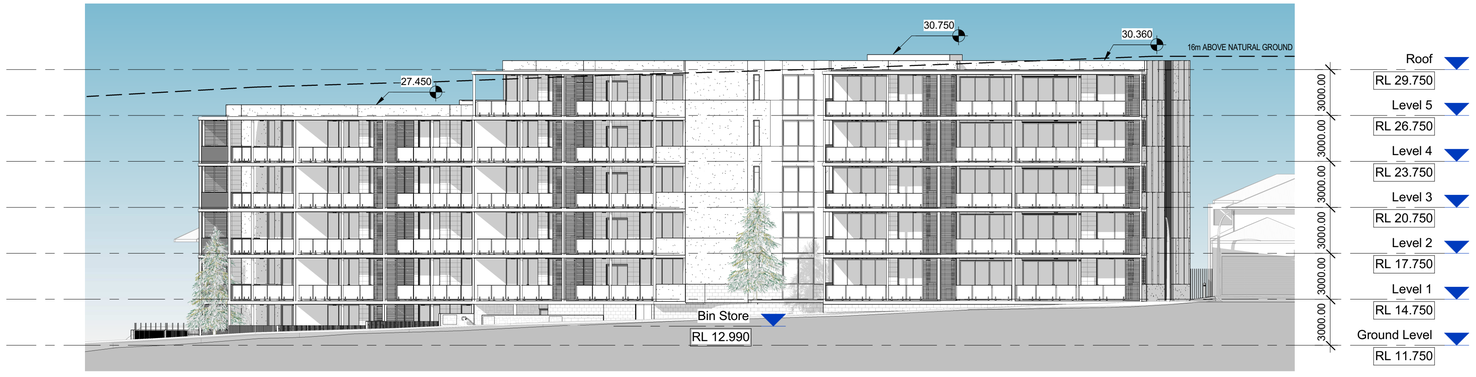
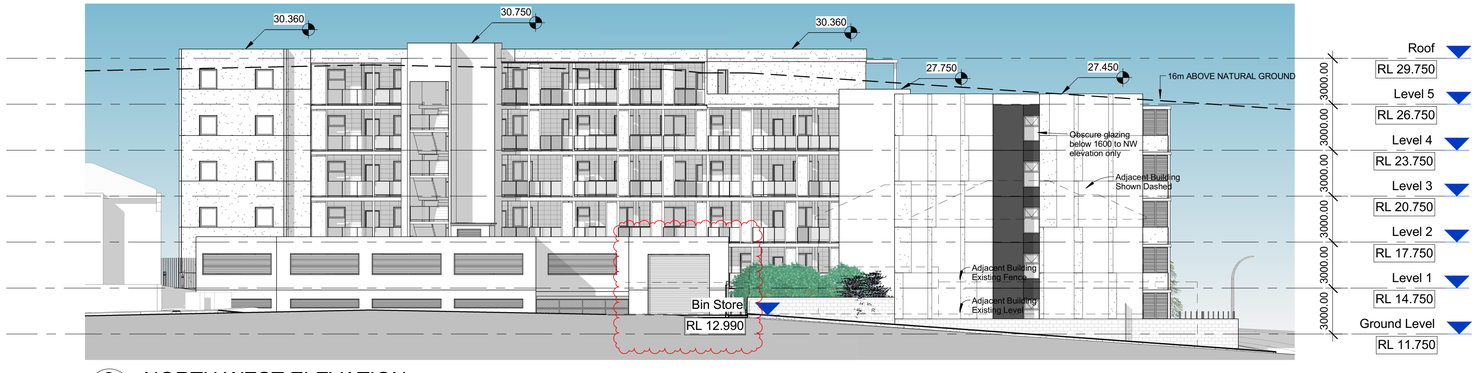
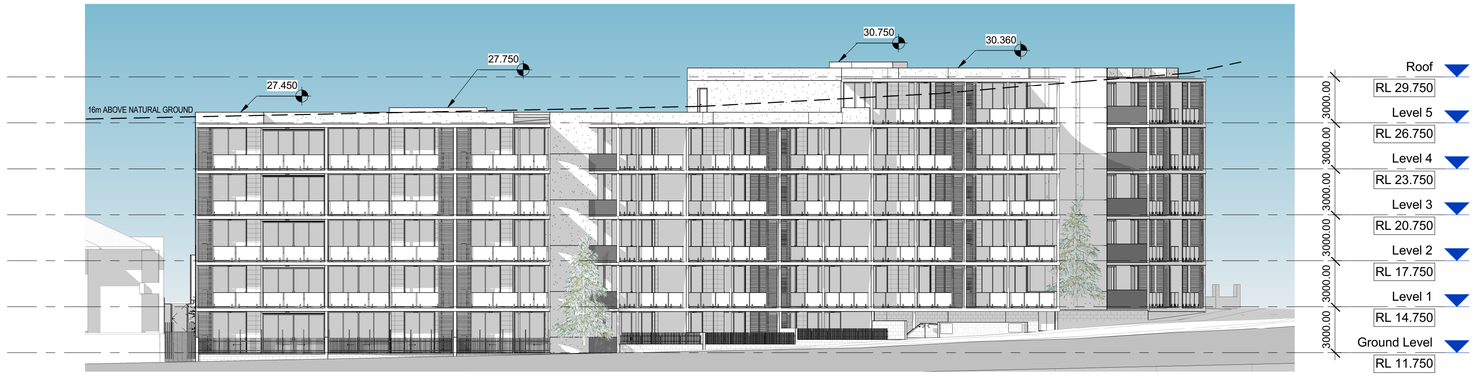


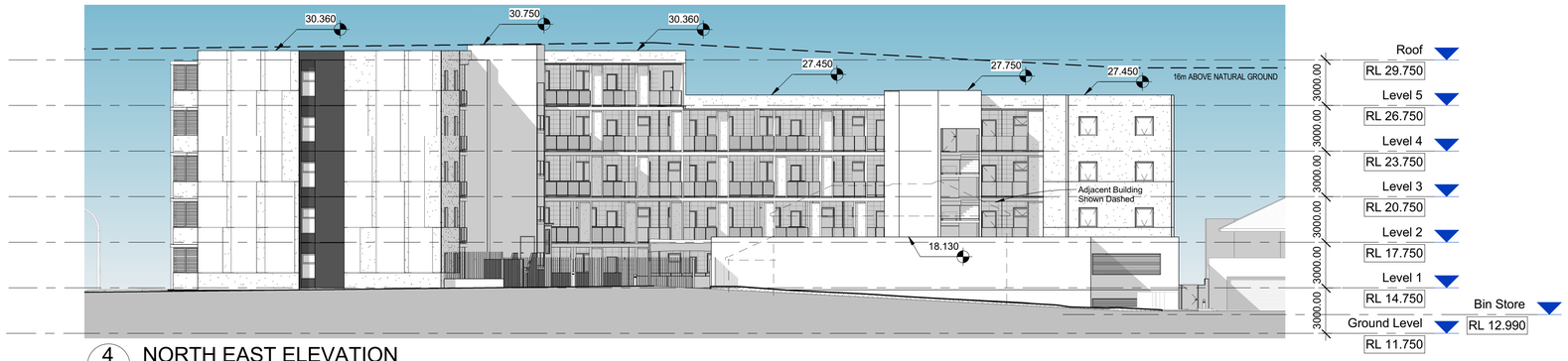
1 - SOUTH EAST ELEVATION
SCALE: 1 : 200



2 - NORTH WEST ELEVATION
SCALE: 1 : 200



3 - SOUTH WEST ELEVATION
SCALE: 1 : 200



4 - NORTH EAST ELEVATION
SCALE: 1 : 200

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MATCH

Rev.	Date	Issued By	Revision Description
D	23-08-2016	RC	Consultant Review
E	08-11-2016	RC	Revised DA Application
F	13-02-2017	RC	LIFT AND PARAPET HEIGHTS ALTERED
G	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **ELEVATIONS**
Project Number: **12102**
Drawing No.: **SK09**
Rev.: **G**

Reduction 25mm on A1 | Scale **1 : 200** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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1 - SECTION 1
SCALE: 1 : 100

2 - SECTION 2
SCALE: 1 : 100

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MATCH

Rev.	Date	Issued By	Revision Description
B	23-08-2016	RC	Consultant Review
C	08-11-2016	RC	Revised DA Application
D	13-02-2017	RC	LIFT AND PARAPET HEIGHTS ALTERED
E	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
SECTIONS

Project Number
12102

Drawing No.
SK10

Rev.
E

Reduction | 25mm on A1 | Scale **1 : 100** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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1 - 3D View 1 - South West
SCALE:

3 - 3D View 3 - South
SCALE:

2 - 3D View 2 - South East
SCALE:

4 - 3D View 4 - North
SCALE:

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MATCH

Rev.	Date	Issued By	Revision Description
B	17 June 16	FI	Elev Treatment Revised
C	08-11-2016	RC	Revised DA Application
D	13-02-2017	RC	LIFT AND PARAPET HEIGHTS ALTERED
E	08-03-2017	RC	REVISED BIN STORE, PARKING & STOCKTON LANE CROSSOVER

Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **3D VIEWS**
Project Number: **12102**
Drawing No.: **SK11.1**
Rev.: **E**

Reduction | 25mm on A1 | Scale | Date: **21 April 2015** | Drawn: **RC** | Checked: **FI**

C:\Revit Temp\12102_Mindarie_WD_Building_OKArcurrie.rvt

2 - View from the North
SCALE:

1 - View from the South
SCALE:

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Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name: **3D VIEWS**
Project Number: **12102**
Drawing No.: **SK11.2**
Rev.: **B**

Reduction 25mm on A1 | Scale **1 : 1** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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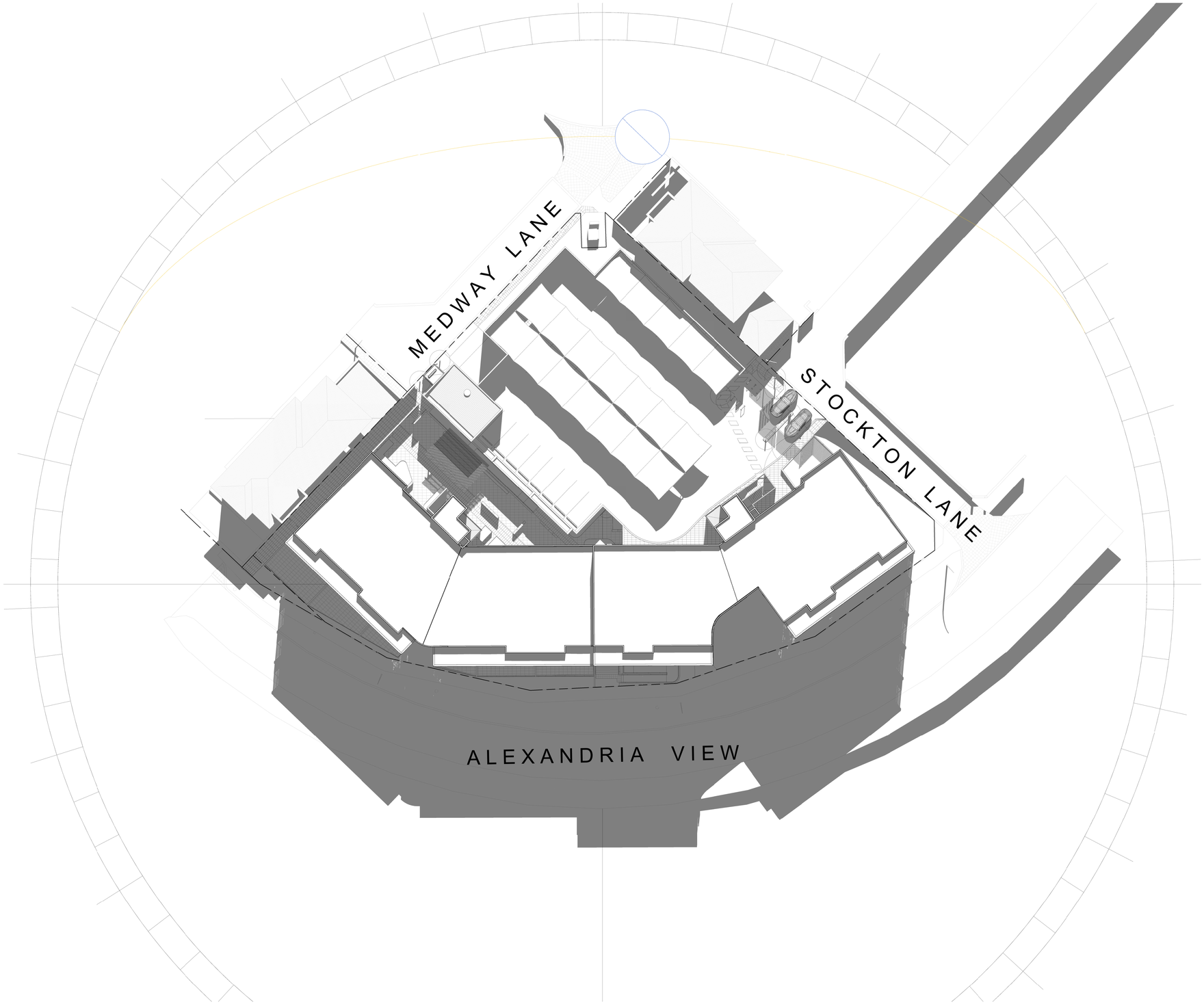

NORTH

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Project Name
PROPOSED RESIDENTIAL APARTMENTS ALEXANDRIA VIEW, 50 (LOT 418), ALEXANDRIA VIEW, MINDARIE

Drawing Name
SHADOW DIAGRAM

Project Number
12102

Drawing No.
SK12

Rev.
D

Reduction 25mm on A1 | Scale **1 : 300** | Date **21 April 2015** | Drawn **RC** | Checked **FI**

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Attachment 5 – Minor Amendments

Minor modifications

Minor amendment (as identified by applicant)	Response /Reason
The extension of basement parking area further to the south.	To provide increased car parking and servicing capacity by developing previously underutilised space. The works are entirely underneath existing development and will have no impact on the streetscape. The additional car parking is discussed in the body of the report.
A reconfiguration of services and amenities within the under croft car parking area.	Due to the extension in the under croft parking area, the services and amenities have been reconfigured. The reconfiguration has no impact on the manoeuvring and car parking and has no impact on the streetscape.
50 x 4sqm stores provided in the under croft area.	Due to increased floor area in the undercroft parking area, stores have been consolidated into one location and dimensions modified to comply with the requirements of the R-Codes to provide one 4sqm store per dwelling.
16 car parking bays on site to be accessed from Stockton Lane. This results in an increase in car parking provision from 87 bays (75 residential bays & 12 visitor bays) to 103 bays (90 residential bays and 13 visitor bays).	To provide sufficient car parking to service the development, while also aligning car parking provision with current market demands which require more than one car bay to service some of the larger dwellings. This is discussed in the body of the report.
An increase in floor-to-floor heights from 2.914m to 3m leading to an overall building height of 30.75 (increase in 0.4m).	The increase in height has now been amended to only have minimal increases from the previous approval. This is discussed in the body of the report.
Revised setbacks to car parking area in north-eastern corner of the site, adjacent to Stockton Lane and Medway Lane frontages.	Necessitated by the reconfiguration of the car parking area, whilst also reducing the setback variation and allowing for the introduction of increased landscaping in this location.
The deletion of two car bays, notated as bays 34 and 35 on the approved plans, from the upper deck car park adjacent to Stockton Lane.	To satisfy condition 5 of the approval. The modification is considered to have been met by the revised design and as such it is recommended that the condition be deleted from the revised approval.
The removal of landscaping abutting the vehicle entry from Stockton Lane and the introduction of paving, bollards and visually permeable fencing.	To satisfy condition 6 and 7 of the approval. The modification is considered to have been met by the revised design and as such it is recommended that the condition be deleted from the revised approval.
The relocation of letterboxes from the Stockton Lane frontage to within the entry lobby off Alexandria View.	To improve ease of access and security. The location of the letterboxes is not a planning matter.
The relocation of the bin store from the	To allow for waste collection from Medway

southern end of the undercroft parking area on the approved plans, to the Medway Lane frontage.	Lane, in accordance with the waste management plan prepared for the site in consultation with the City's waste officer to satisfy condition 9 of the approval. This is discussed in the body of the report.
The introduction of paving level with the kerb at the Medway Lane frontage to act as a bin pad.	To provide for efficient waste removal, whereby bins are placed here for collection in accordance with the waste management plan. This is discussed is the body of the report.
The relocation of the bicycle store within the undercroft parking area.	Required to be relocated to accommodate the repositioning of the bin store. The bicycle parking is still provided just in a revised location.
An updated landscaping plan and modifications to landscaping treatments within the central courtyard.	The provision of a landscape plan is to satisfy condition 14 of the approval. This is discussed in the body of the report.
The introduction of shade sails to the upper deck car park in lieu of Colorbond roofing.	Shade sails provide a softer material that has associated benefits in reducing reflectivity and heatloads.
The removal of the western most shade structure over visitor bays 1 – 8.	To improve daylight access into the central courtyard and ensure landscape treatments are not hindered by these structures in terms of associated heatloads. There is no requirement for shade over visitor bays and as such there is in impact on the assessment of the proposal.
Nominal modifications to the primary street setbacks to Alexandria View.	The minor modifications occur to the design of the individual units and it is considered that these will not have any additional adverse impact on surrounding residence, or streetscape, as discussed in the body of the report.
The introduction of an entrance ramp to the lobby fronting Alexandria View.	To provide for universal access in accordance with BCA requirements.

Attachment 6 – Schedule of Submissions

CITY OF WANNEROO
DA2016/1707 MINOR MODIFICATIONS TO APPROVED PLANS EXISTING FIVE STOREY RESIDENTIAL
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(Advertising Closed 16 January 2017)

No.	Summary of Submission	Administration Comment	Recommendation
1.	**Paul Biddle – 27 Shoreham Turn, Mindarie**		
1.1	The proposed amendments are not 'minor'. The choice of words insults the reader's intelligence.	Noted. The proposed amendments are considered in the context of the approved development and as such are considered minor. The terminology by no way indicates the modifications will not have any potential impact on the surrounding area and this will be determined when the application is considered at the Joint Development Assessment Panel (JDAP) Meeting.	No modification required
1.2	The increase in car parking bays will translate into increase in traffic flow. This will have an impact on safety as the laneway is already a tight bend with no footpaths being provided.	Disagree. The parking trips per day from a development is based on the number of units and not based on the number of parking bays available. This is discussed in detail in the body of the report.	No modification required
1.3	The proposed Waste Management Plan (WMP) was approved to be collected from the complex and not from the street.	Noted. No WMP was previously approved, rather a condition required the collection of waste from within the building. The applicant has the ability to apply to amend or reconsider a previous approval/condition. This amendment must be assessed on its own merits.	No modification required
1.4	Collection of bins from Medway Lane will have impacts on the following:		
1.4.1	<u>Noise</u> - pickups are outside my bedroom window and will be more frequent (up to five times a week including Council and private pickup).	Noted. Council pickups will remain as is. The additional pickups for the development will be dependent on the demand of the development. Also the application has been amended to pick up the bins from the site which will minimise impact of noise on surrounding residents.	No modification required
1.4.2	<u>Probable smell issues</u> – associated with the relocation of the bin storage areas closer to	Noted. The bin area is provided with the required washing areas. Maintenance of the bins to ensure	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	neighbouring properties.	minimal odours is the responsibility of the caretaker. Any ongoing issues with odour from the bin store can be reported to the City's Health and Compliance team for investigation.	
1.4.3	Probable vermin issues – associated with the relocation of the bin storage areas closer to neighbouring properties.	Noted. As per 1.4.1 above the bins and bin store is to be maintained by the caretaker. In addition to this, the bin store includes self-closing doors to eliminate access by vermin.	No modification required
1.4.4	Safety issues - due to the narrow laneway, no footpaths and multiple pickups	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase safety for vehicles and pedestrians.	No modification required
2.	**Karen and Stephen Roberts – 23 Shoreham Turn, Mindarie (Including correspondence received on 19 December 2016/11 January 2017/13 January 2017*)**		
2.1	The 'minor' changes were only advertised to three residents when it impacts all residence and people using both Medway and Stockton Lanes.	Noted. The application was originally advertised to the three adjoining residences as the amendments were considered to impact these properties the most. Due to submissions received suggesting the application was not advertised sufficiently, consultation was increased. This increase was to the number of recipients (with letters being sent to all properties within 100m of the development - which was the same extent as advertising for the original application) and the timeframe for submissions, giving consultees until the 16 January 2017 rather than the 6 January 2017.	No modification required
2.2	The JDAP had previously voted unanimously on an amended motion stating: The bins to be stored and emptied within the apartment complex compound. The JDAP resolution amended the condition 5 (now condition 9) deleting the words 'the site' and replacing them with 'within the building'.	Noted. The applicant has the ability to apply for the reconsideration of conditions or, in this instance, to amend the proposal after further studies (WMP) have been completed.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
2.3	There are no pedestrian footpaths within either lane and pedestrians have no choice but to use the road ways causing a safety risk.	Noted. Stockton Lane and Medway Lane are designated as laneways under Liveable Neighbourhoods and as such cater for low speed environments. Laneways also do not include footpaths. Should pedestrians choose to use footpaths it is envisaged that they can safely share the laneways with vehicles (including waste collection vehicles).	No modification required
2.4	The use of a 'barrier' as identified in section 5 of the WMP to prevent bins rolling in the path of vehicles will be unsightly.	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase safety for vehicles and pedestrians.	No modification required
2.5	Currently residential bins are emptied by the Council either once or twice (every second week). With an additional three pick-ups (two general and one recycling) there will be a maximum of five pick-ups each week.	Noted. The five pickups a week will be, at worst, every second week. Also the application has been amended to pick up the bins from the site which will minimise impact of the private pick-ups.	No modification required
2.6	The noise from the multiple garbage pick-ups will have a significant impact on the surrounding residents. Our bedroom is located where the proposed pickup location is. This is compounded by Council picks ups of community bins surrounding our house.	Noted. Council pickups will remain as is. The additional pickups for the development will be dependent on the demand of the development. Also the application has been amended to pick up the bins from the site which will minimise impact of noise on surrounding residents.	No modification required
2.7	The proposal also includes an increase in residential bays from 40 to 57. The concerns regarding of car flow and increased traffic flow still stand and have not been taken seriously.	Disagree. The parking trips per day from a development is based on the number of units and not based on the number of parking bays available. This is discussed in detail in the body of the report.	No modification required
2.8	I am disappointed in the lack of effort from the Shire in solving these issues with residence who have clear concerns. As Council officers stated the developers don't have to make changes and this is still a huge safety concern. After meeting with the developer (M Group) they	Noted. The role of the City is assessing the proposal against the relevant guidelines and standards. While it is noted the residents retain concerns regarding safety the City considers that the access proposed meets the minimum sight line requirements and will allow for safe access and egress from both the development and surrounding residential properties. Since the meeting of	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	moved the entrance 300mm. We had no choice but to agree.	27 February 2017 the applicants have moved the access a further 0.54m from the subject property boundary. It is noted that the applicant and developer met to discuss the proposal which the City was not party to and as such cannot comment on this.	
2.9	The area provided does not allow sufficient space for the parking of a vehicle to unload (people and shopping etc) before driving into the garage.	Disagree. The use of the laneway is for access purposes and is not intended for the parking of vehicles (for short or long periods of time). The City could not enforce the movement of the access to allow illegal parking.	
2.10	The developer indicated that a 6m distance could be provided for in an email (as provided to the City). We asked the City for 5.6m from the property boundary.	Noted. Whilst the City does not condone actions undertaken by the developer, the JDAP cannot enforce previous agreements between the developer and the adjoining property owner. Notwithstanding, the requested distance was put to the proponent who declined to move the access from that proposed in the revised application.	No modification required
2.11	There is a discrepancy between where measurements were taken from regarding any area behind our garage. Previous plans showed the distance from our roller door and not from the edge where our property finishes.	Noted. As discussed in the body of the report there was a discrepancy between the previous plans and the exact location of the garage door. The revised plans include the correct location and distance of the door.	No modification required
2.12	The measurements used were taken from the garage door rather than property boundary. Vehicles cannot utilise the space between the property boundary and garage door (approximately 1.5m) due to the kerb lifting the front end of the vehicle, rendering it difficult to enter/exit and load/unload.	Noted. While it is understood that this is how the laneway is utilised at present, the City cannot endorse the use of a laneway for parking purposes for individuals.	No modification required
2.13	There appears to be no reason why the access way can't move further down Stockton Lane towards Alexandria View.	Noted. Since the meeting of 27 February 2017 the applicants have moved the access a further 0.54m from the subject property boundary.	No modification required
2.14	Access that close to our garage will make	Disagree. As discussed in the previous responsible	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	entering and exiting the garage unsafe.	authority report, the proposal includes sufficient sightline truncations to allow vehicles exiting the development to see, and stop for any vehicles in the laneway (including those existing from 23 Shoreham Turn).	
3.	**Reg and Margaret Went – 64 Alexandria View, Mindarie - Consolidated response received 12 January 2017***		
3.1	The applicant's proposed amendments state they are only minor variations from their original plans. We disagree with the applicant's view and wish to make comment on a number of their amendments.	Noted. The proposed amendments are considered in the context of the approved development and as such are considered minor. The terminology by no way indicates the modifications will not have any potential impact on the surrounding area and this will be determined when the application is considered at the JDAP Meeting.	
	Waste Management Plan (WMP)		
3.2	The WMP by "Encycle Consulting Pty Ltd" is a "major" variation from the conditional approval given by the JDAP on the 4th August 2016 and contravenes Condition 9 of the JDAP approval which specifically states the refuse shall be collected from *"**within the building** by a private contractor*".	Noted. The applicant has the ability to apply for the reconsideration of conditions or, in this instance, to amend the proposal after further studies (WMP) has been done.	No modification required
3.3	If the applicant wished to appeal against the JDAP's decision, they had a right of appeal to the State Administrative Tribunal (SAT) within 28 days of the decision.	Disagree. As discussed above the applicant has the ability to lodge for reconsideration through the JDAP prior to consideration by the SAT.	No modification required
3.4	The proposal would need to provide the City with information on the location of their service bays within the apartment complex (i.e. furniture removalist trucks etc) can park and load/unload deliveries. Would it not be logical for the bin storage and collection be in the same area.	Disagree. There is no requirement for the provision of service bays for the complex. It is envisaged that such vehicles would utilise the upper deck parking areas and isles.	No modification required
3.5	Further reasons why bin collection should not be in Medway Lane:		
3.5.1	Medway Lane is a narrow minor lane only	Noted. Medway Lane is designated as a laneway under	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	5.4m wide at the proposed bin collection point area.	Liveable Neighbourhoods and as such caters for a low speed environments.	
3.5.2	Medway Lane abuts against a solid limestone wall on the northern side of the proposed bin collection point area, making any overtaking of parked bin collection vehicles hazardous or impossible. There is no room for error.	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase safety for vehicles and pedestrians.	No modification required
3.5.3	Medway Lane has no footpath forcing pedestrians to use the laneway to walk. This has increased safety risks for pedestrians when bin collection vehicles occupy most of the laneway on collection days. The laneways are used by children to play, people walking their dogs and for access to the beach.	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase safety for vehicles and pedestrians.	No modification required
3.5.4	Medway Lane has a right angled bend 6 metres from the proposed bin collection area with no line of sight around the bend for vehicles coming up Medway Lane forcing them to reverse back down the laneway on bin collection days when the collection vehicle occupies most of the laneway.	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase safety for vehicles and pedestrians.	No modification required
3.5.5	On bin collection days most of Medway Lane will be blocked by the bin collection vehicle, restricting vehicle movement into and out of the undercroft parking area for the apartment's residents and also for existing residents of Medway Lane.	Noted. Due to amendments to the pickup location of the bins the vehicle will no longer be parked in the laneway which will increase accessibility for vehicles to the development.	No modification required
3.6	Could the City please explain how the amenity requirements on Page 10 of the applicant's WMP relating to noise control will be achieved? There are no specific details.	The applicants have provided the following response: Resident access to the bin store can be managed via the Strata Company to restrict access to between certain times. The enclosed nature of the bin store will also assist in noise amelioration.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
3.7	The proposed location of the bin store and access door leading into are close to our three rear bedrooms and their windows. We specifically have concerns with bin odours and the noise caused by residents accessing the bin store at all times of the day and night and with the manhandling of the bins in and out of the laneway on collection days.	Noted. The bin area is provided with the required washing areas. Maintenance of the bins to ensure minimal odours is the responsibility of the caretaker. Any ongoing issues with odour from the bin store can be reported to the City's Health and Compliance team for investigation.	No modification required
3.8	The proposed bin store location will also be subject to very strong sea winds blowing up the 2m wide walkway from Alexandria View between the apartment complex and the side of our house (a wind tunnel) making rubbish disposal for resident's difficult and possibly causing rubbish to become airborne.	Noted. The applicant has advised that heavy duty hardware will be utilised in the construction of the bin store and bins will be self-closing. Residents will be briefed on appropriate disposal of waste, including only using 'bagged' rubbish to avoid it becoming airborne.	No modification required
	<u>Provision of 16 additional parking bays</u>		
3.9	The increased number of bays from the under croft would result in 57 bays accessed from Medway Lane and 46 accessed from Stockton which is not distributed equally as required under Clause 3.4.2.2 (ix) of Agreed Structure Plan 13.	Noted. While the parking bays are not exactly even, it is considered that the 55% (from Medway) to 45% (from Stockton) still provides for a split between the two access ways and does not have all vehicles accessing onto one lane.	No modification required
3.10	The traffic report supplied for the original application stated that 115 vehicle trips per day (vtpd) would go onto Medway lane with approximately 265 vtpd including surrounding residence. With the increase in bays this will likely exceed the recommended maximum 300 vtpd for laneways.	Noted. Based on the change in car bays this will result in approximately 321 vtpd onto Medway Lane. This has been discussed in the body of the report.	No modification required
	<u>23 Shoreham Turn</u>		
3.11	It is disappointing the applicant has not improved the sightline for the owners of 23	Noted. See response to 2.8 – 2.14 above.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	Shoreham Turn when they reverse out of their garage.		
	Over height		
3.12	We object to any further increase in building height. The proposal already exceeds the 16m height limit and the applicants reasoning for this is to provide extra amenity to apartment residents by increasing the ceiling height by approx. 80mm. This small and inconsequential increase is unlikely to add to existing amenity for residents but the accumulated affect over 5 levels will affect the height and bulk the building has on the predominately 2 story residents surrounding it.	Noted. The applicant has amended the proposal which is now only nominally higher than that previously approved (0.03m). This is discussed in the body of the report.	No modification required
	Shade Sales		
3.13	The applicant's amended plans have no roof cover of any sort over the upper deck visitor bays 1V – 8V which may lead to headlight glare into our rear bedrooms. The proposed use of shade sails in lieu of colorbond roofing above the remaining car parking bays may cause the sails to move and flap in high winds and create noise problems for residents.	Noted. The headlight glare is not considered to have a significant impact due to the angle of parking, distance between the parking areas and the bedroom windows, and the adequate screening which surrounds the parking area. With regards to the shade sails the applicant has advised that the materials are designed to suit the high wind environment. Should these structures cause persistent noise this can be raised with the City's Health and Compliance team.	No modification required
	Landscaping Plan		
3.14	The applicant's landscaping plan shows Norfolk Island Pines proposed for Alexandria View verge planning. While we have no objection to these we need to be assured that the trees will not create a lot of mess and they will not die due	Agreed. The use of Norfolk Island Pines is not supported by the City and these are to be removed from the Landscape Plan.	A condition be imposed which states 'Landscape and reticulation is to be installed in accordance with the approved plans,

No.	Summary of Submission	Administration Comment	Recommendation
	to the salt water spray.		with the exception of the Norfolk Island Pines which are to be replaced with an alternative species to the satisfaction of the City. The landscaping is to be thereafter maintained to the satisfaction of the City.'
	Screen Wall		
3.15	The applicant's amended plans show the height of the proposed screen wall between our garage boundary wall and the Medway Lane truncation at both 2.0m and 2.4m height. Could the applicant please clarify which is correct? We would prefer a 3.0m high wall to reduce noise from the proposed bin store which is located directly behind it.	Noted. The applicant has clarified that the wall will be 2m in height. The requirement for the wall to screen the bin store is not required as the bin store will be fully enclosed.	No modification required
	Building Code & Corrosivity		
3.16	The proposal should take into consideration the building codes and corrosivity zones as this will not only protect the long term interest of the apartment but also ensure the aesthetics is maintained for surrounding residents.	Noted. This is a building matter and will be considered at the building licence stage of the approval.	No modification required
	Planning		
3.17	We believe a great many of the amenity issues for existing residents of both Medway Lane and Stockton Lane could have been avoided by greater planning foresight into the Detailed Area Plan No 5 (DAP5). DAP5 restricts all vehicular access along the curve in Alexandria View	Disagree. Access from Alexandria View would not be permitted due to the curve of the road. While it is noted that speeds would be lower than other access roads it is considered to be unsafe for vehicles entering and existing the development due to the reduced line of site.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	presumably because of traffic safety and line of sight issues. The City could have amended DAP 5 to remove this restriction and allow access from Alexandria View rather than from the laneways. The line of sight issues along Alexandria View at this location are greatly reduced while the 30kph speed limit and speed humps ensure slow and safe driving speeds. In comparison to any safety issues along Alexandria View the proposed entrance/exit from Medway Lane into the under croft car parking will be far more hazardous due to the right angled bend in the laneway and proposed bin collection.	In contrast, laneways are designed specifically to provide for access and this is why DAP 5 and ASP 13 include the relevant provisions. The City does not consider that access split between two laneways is less safe than access from Alexandria View.	
4.	**Cynthia Mathew – 32 Alexandria View, Mindarie**		
4.1	Moving the crossover access 0.5m to the north does not give the family whose property is adjacent to the building sufficient room to access in and out of their garage safely.	Noted. See response to 2.8 – 2.14 above.	No modification required
4.2	The increase in traffic will cause even more stress for land owners backing out blind. Currently there are eight houses which back out onto Stockton with an additional six homes yet to be built. In addition the use of this lane for children will not be safe. Council should have never involved Medway and Stockton Lane and new residential buildings should have access from Alexandria View.	Disagree. As discussed in 3.17 above access from Alexandria View could not be contemplated due to safety reasons.	No modification required
4.3	Having the bins picked up from Medway Lane is unacceptable and will create big safety issues for residents. The truck would use up the whole width of the lane to empty bins, cause extra	Disagree. As discussed in the body of the report it is considered that the collection of waste will cause minimal impact on safety of surrounding residents.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	noise and cause a queue for other vehicles. Bin pads, if not picked up internally, should be from Alexandria View.		

* Date of correspondence has been provided to ensure clarity to submitters as multiple submissions were received from some parties.

Attachment 7 – Waste Management Plan

encycle consulting

waste less, achieve more

50 Alexandria View, Mindarie

Waste Management Plan

17 March 2017

Rev_1

Oldfield Knott Architects

waste less, achieve more

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Revision	Drafted	Reviewed	Date issued
Rev_0	K Oliver	A Bremner	20 October 2016
Rev_1	K Oliver	J Campbell	17 March 2017

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Glossary of terms and acronyms

Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
General Waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
MGB	Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of waste or recyclables. (Often called a 'wheelie bin').
MRB	Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside collection of recyclables (similar to an MGB). Generally have a different colour body and/or lid to MGBs.
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	The transfer of a product to another user, with no major dismantling or processing required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of waste (e.g. using a ceramic coffee mug in place of disposable cups).

1 Introduction

This Waste Management Plan (WMP) has been prepared for Oldfield Knott Architects on behalf of their client Match Group for the Building Permit for the proposed multi-unit development at 50 Alexandria View, Mindarie.

The proposed development will consist of 50 residential apartments.

This WMP has been prepared based on the following information:

- Architectural plans provided by Oldfield Knott Architects (13 March 2017)
- Meeting with City of Wanneroo on the 18 October 2016 - regarding the collection of waste and recycling from the development (with Paul Hoskisson – Coordinator of Waste Operations & Dan Vicencio – Waste Supervisor)
- WALGA Multi-Dwelling Development Draft guidelines for waste generation rates
- Metro North-West Joint Development Assessment Panel Meeting - 27 February 2017 - where the development application was deferred *"to allow the applicant and the City to discuss an alternate design for waste management and collection, and offsets from vehicle access points to the development from the existing property on Medway Lane and Stockton Lane"*

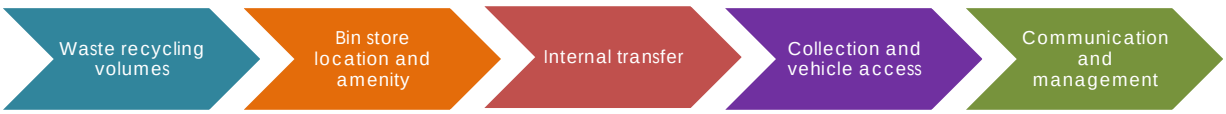
1.1 Context

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

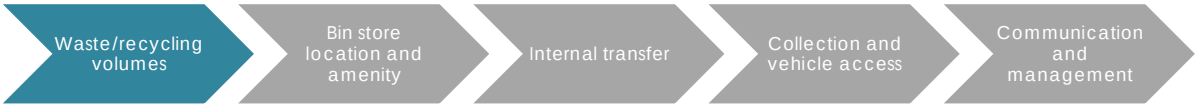
- The volumes of waste and recyclables likely to be generated during building operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements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

1.2 Key components of the WMP

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



2 Estimated waste and recycling volumes



2.1 Local government requirements for waste volumes and bin type

WALGA Guidelines for Multi-Dwelling Developments (2016) have been used as the basis for estimating waste generation rates for this development.

For residential waste and recycling the following rates have been applied.

No. of bedrooms	Waste requirement	Recycling requirement
1 bedroom	80 L/unit/week	40 L/unit/fortnight
2 bedroom	160 L/unit/week	80 L/unit/fortnight
3 Bedroom	240 L/unit/week	240 L/unit/fortnight

2.2 Number and type of bins required for development

2.2.1 Residential

The number of 1, 2 and 3 bedroom apartments for this development are set out in table 1.

Table 1: Number of 1, 2 and 3 bedroom apartments

Number of bedrooms	No. of apartments
1 Bedroom	10
2 Bedroom	20
3 Bedroom	20
Total apartments	**50**

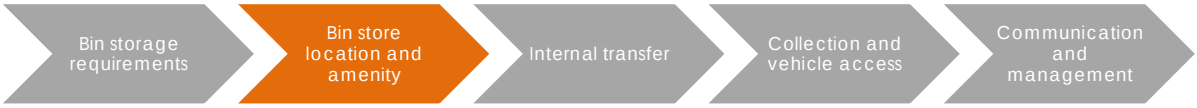
The number of bins required for the residential apartments and their collection frequency are shown in table 2.

Table 2: Number of general waste and recycling bins for apartments

	Bin size (L)	Number of bins	Collection frequency
General Waste	660	7	Twice weekly
Commingled recycling	660	3	Weekly

When the apartment building is first opened it is expected that there is unlikely to be full occupancy. Waste collections will be made weekly and recycling collections fortnightly until the apartment building is sufficiently occupied to warrant more frequent collections. This will be monitored by the building caretaker who will be present every second day.

3 Bin store location and amenity



3.1 Bin store location

The building will have one bin store to allow for the storage and collection of residential waste and recycling.

The bin store will be located on the ground floor (refer Figure 1). Figure 2 shows the layout of the bin store, including positioning of the waste/recycling collection vehicle.

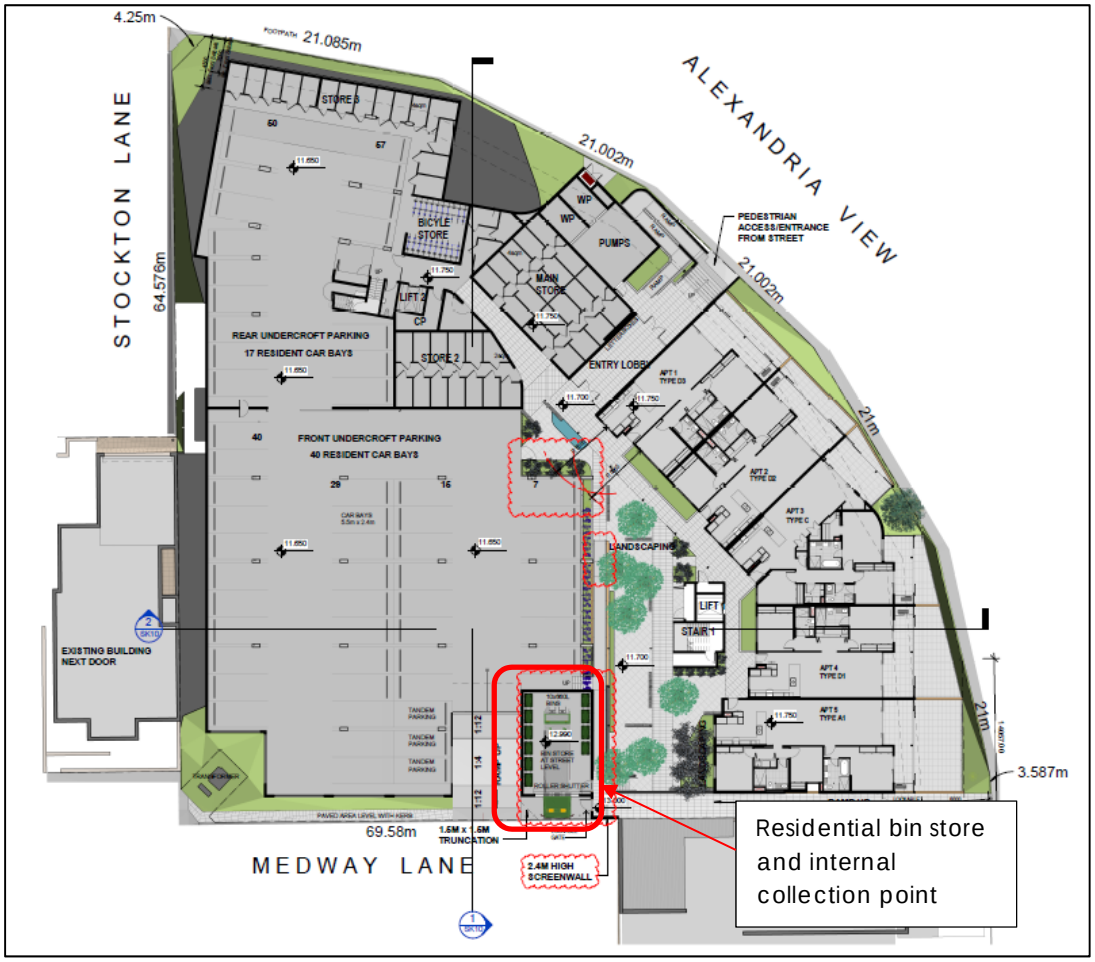


Figure 1: Ground floor plan showing the residential bin store and collection point

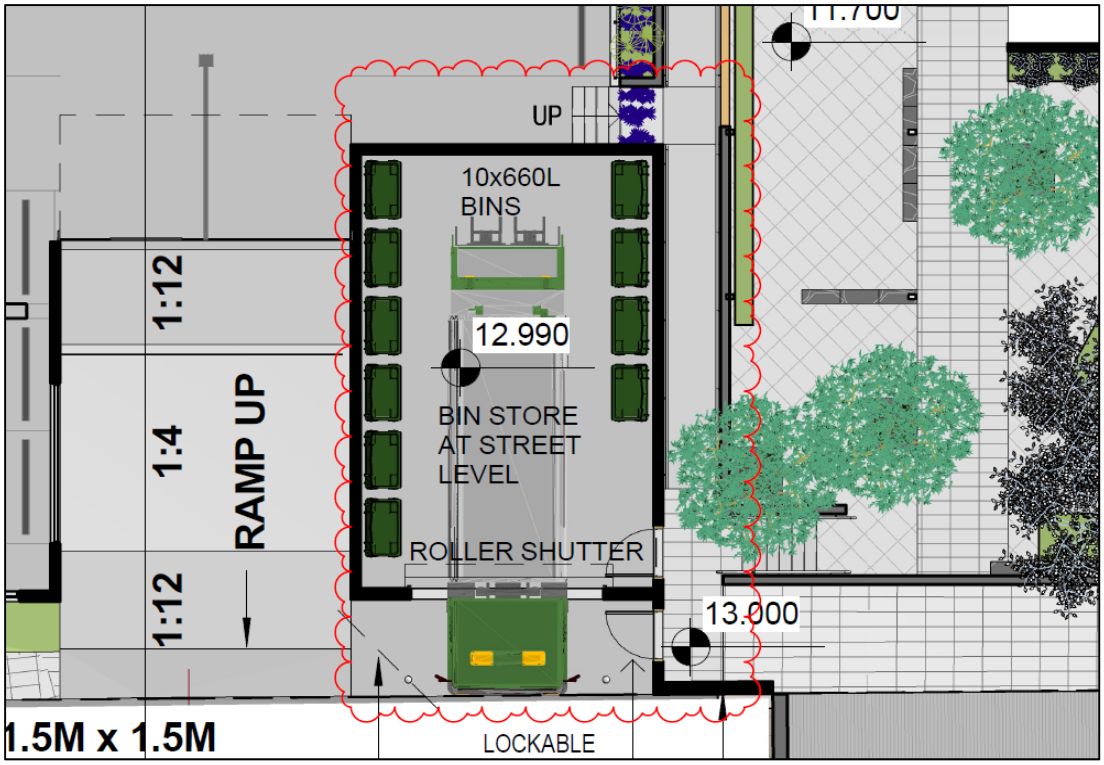
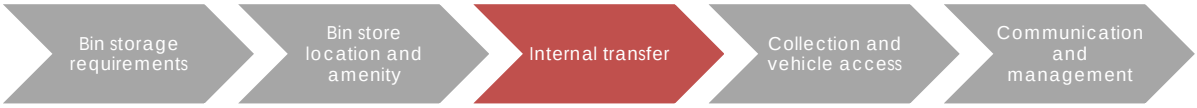


Figure 2: Detailed plan showing the layout of the residential bin store

3.2 Bin store amenity

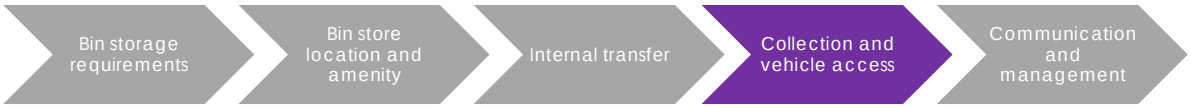
Bin Transfer	
Aisle door and lift width:	All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances,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

4 Internal transfer



Residents will be responsible for storing waste and recyclables separately within their apartment and manually transferring them to the bin store. Residents from the upper level apartments will use the lifts to transfer waste and recycling down to the ground floor. The bin store is accessible from the main lobby and also the car park.

5 Collection and vehicle access



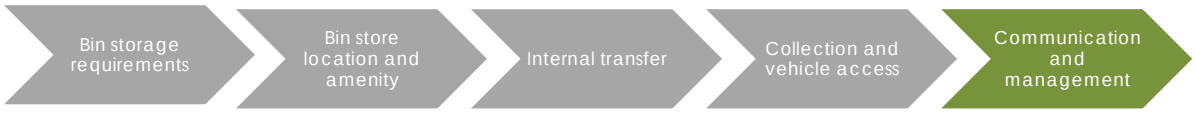
A private service provider will undertake the residential waste and recycling collections.

On collection days the private service provider rear lift vehicle will reverse into the bin store from Medway Lane. Once the vehicle is parked inside the bin store the operatives will transfer the bins to the rear of the vehicle for servicing and return them to the correct position in the bin store.

The caretaker will work closely with the private service provider to coordinate and schedule the timing of collections. The caretaker will ensure that there are no residents in the bin store at the time of arrival of the waste collection vehicle. The caretaker will open the automatic roller shutter door to enable vehicle access. When the door is open there is an automatic inter locking mechanism on the pedestrian door into the bin store. This will prevent residents from being able to access the bin store during collection times. The door is free to exit if someone is already in the bin store when the roller shutter door is opening. The caretaker will close and lock the roller door after the vehicle has departed.

Swept paths have been completed for the largest vehicle in the private service provider's fleet (see appendix A).

6 Ongoing communication and management



6.1 Management

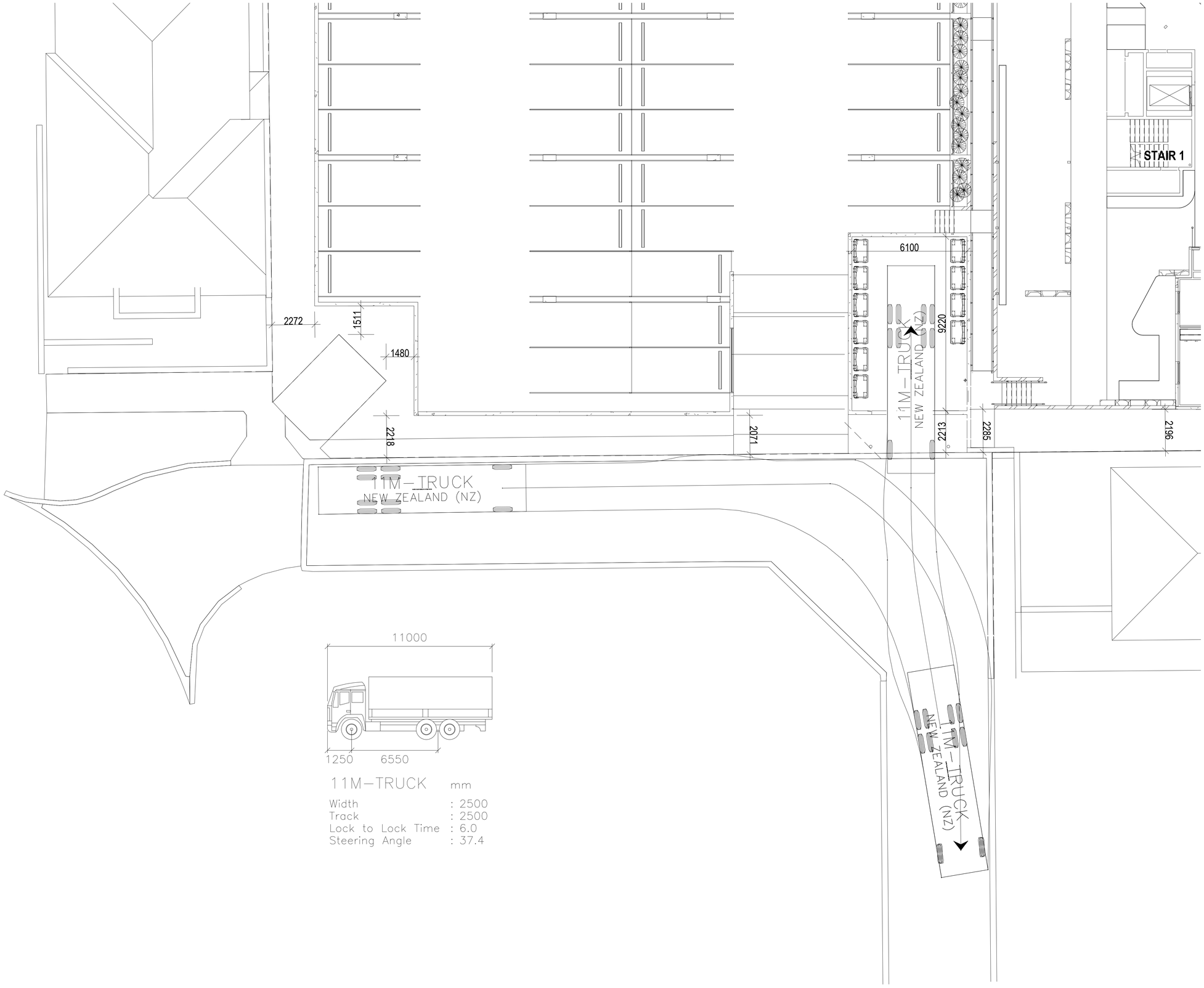
The building caretaker will be responsible for overseeing the waste management systems. The caretaker will be trained and informed about their responsibility to work closely with the private service provider regarding the schedule for collection and presentation of bins. The caretaker will be responsible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

6.2 Communication

All residents will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used.

Building management will be responsible for the continuing education of residents on correct segregation of waste and recyclables.

Appendix A



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MATCH

Project Name
PROPOSED RESIDENTIAL APARTMENTSALEXANDRIA VIEW, 50 (LOT 418),ALEXANDRIA VIEW, MINDARIE

Drawing Name
SITE PLAN - WASTE TRUCK SWEPT PATH ANALYSIS

Project Number
12102

Drawing No.
SK99

Rev.
B

Reduction 25mm on A1 | Scale **1 : 100** | Date **16 March 2017** | Drawn **RC** | Checked **-**

C:\Revit Temp\12102_Mindarie_WD_Building_OKArcurrie.rvt

SD 07/2001

MacDonald Johnston Engineering Company Pty Ltd

ACN 004 992 090

SALES DATA SHEET

PRODUCT NAME	DATE	REVISION	SHEET	
REAR LOADER	03/06/2010	01	1 OF 2	SD-JP5-19U0FABHBW/V106

PRODUCT CODE	PRODUCT SIZE/CAPACITY	SALES MARKET	PRODUCT FUNCTION VARIATION
JP5	19		UNDERBODY LIFTER

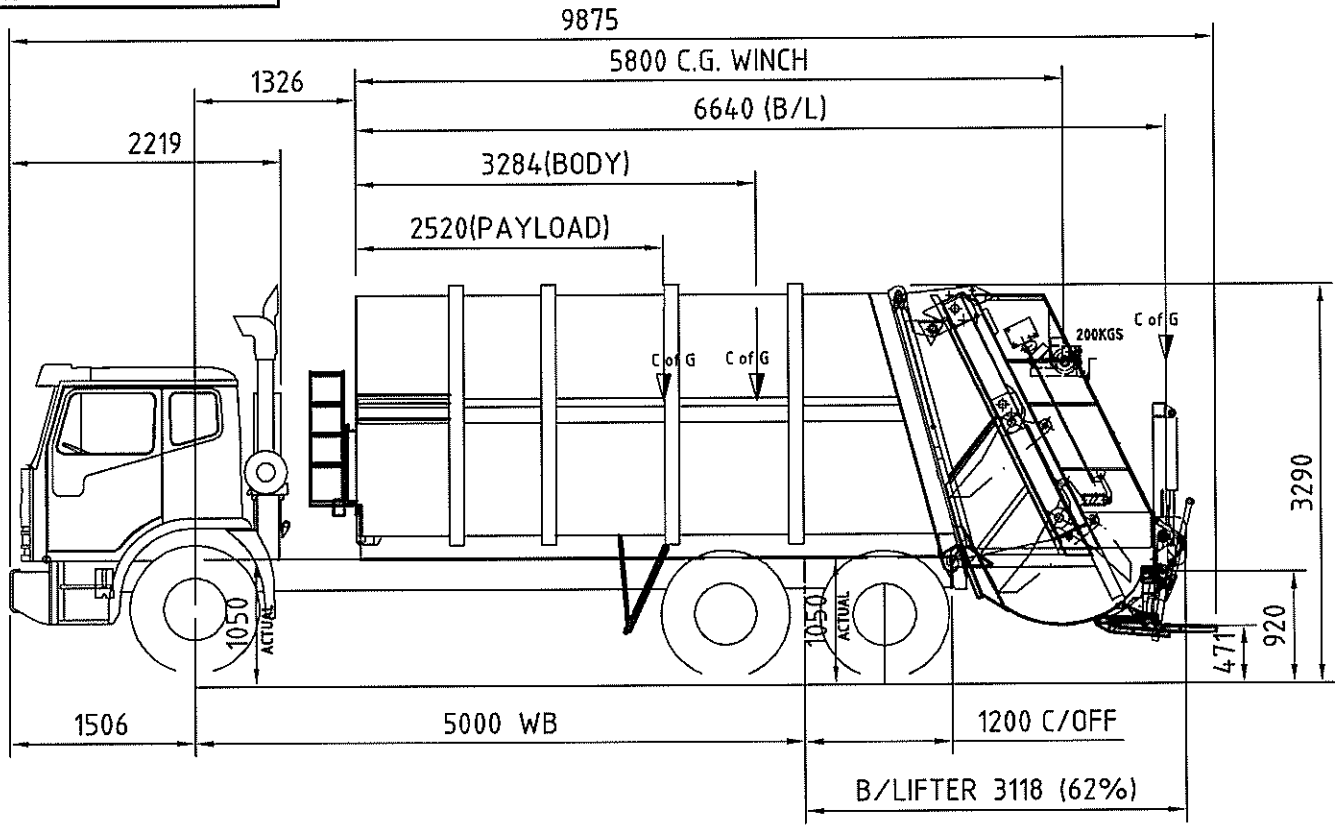
BODY OPTIONS
H/DUTY & 8000 lb WINCH

VEHICLE MAKE	VEHICLE MODEL	AXLE CONFIGURATION	WHEELBASE
ACCO	2350G	6X4	5000

CAB/CHASSIS OPTIONS
SPR SUSPENSION VCS:2/26A11113

NOTE: PRELIMINARY DATA ONLY TO BE CONFIRMED ON MANUFACTURE

NSW/WA SPEC ONLY
OVERHANG EXCEEDS 60%



	FRONT AXLE (kg)	REAR AXLE (kg)	SUBTOTAL (kg)
TRUCK	3550	3100	6650
BODY	434	5136	5570
BINLIFTER	-237	637	400
APE WINCH	-32	232	200
TARE*	3715	9105	12820
PAYLOAD	2219	7395	9614**
GROSS	5934	16500	22434

FUEL
FULL
EMPTY

	FRONT (kg)	REAR (kg)	GVM (kg)
MAX. RATED LOAD	6000	16500	22500

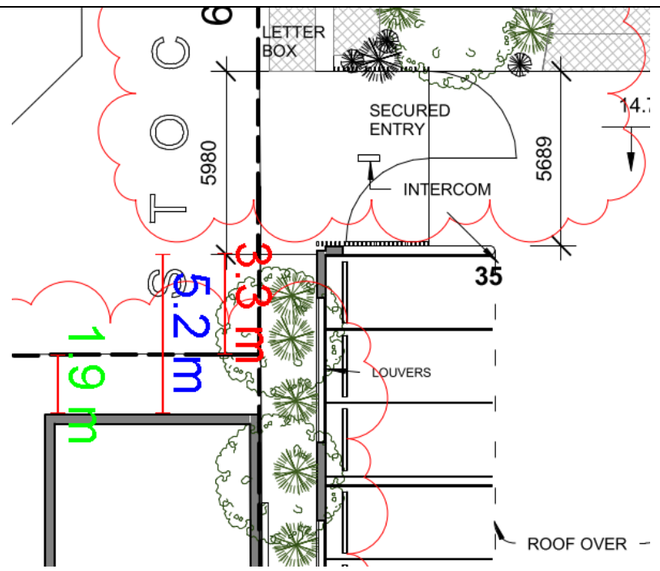
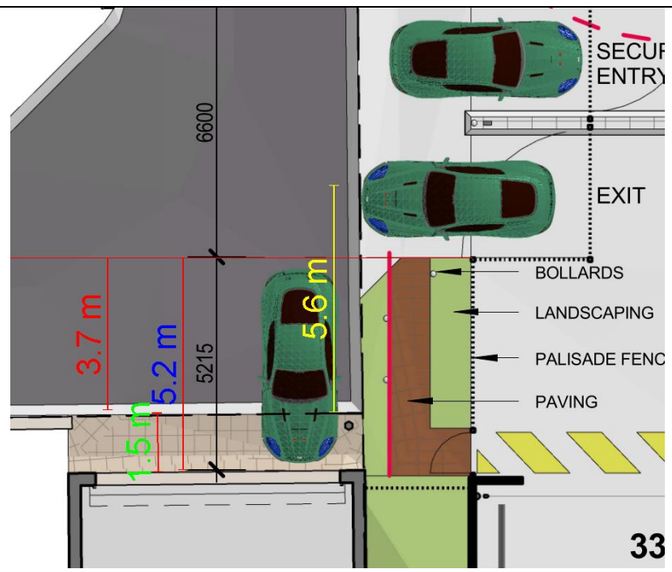
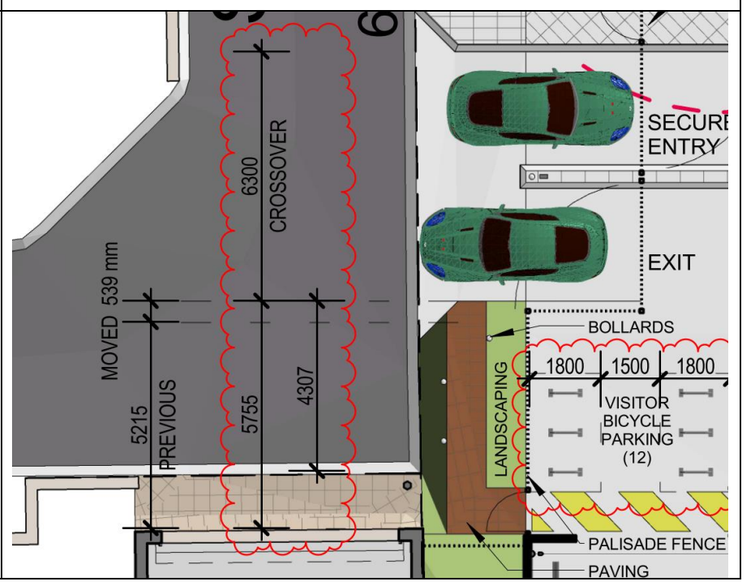
*NOTE: PAYLOAD WEIGHTS ESTIMATED ONLY AND MAY DIFFER

**NOTE: LEGAL PAYLOAD LIMITED BY MAX LOAD RATINGS

MACDONALD JOHNSTON ENGINEERING EXERCISE A PROGRAMME OF CONTINUAL PRODUCT DEVELOPMENT
AND IN THIS CONTEXT RESERVE THE RIGHT TO AMEND SPECIFICATIONS WITHOUT PRIOR NOTICE

Attachment 8 – Access locations

Red = driveway to lot boundary
Blue = driveway to garage (as shown on plan)
Green = Setback shown on plans – Exact setback to be confirmed through BA2006/4809
Yellow = Request from adjoining land owner (from boundary)

Original Approval	Amended application (Considered at 27 Feb Meeting)	Latest application
		

Note – Measurements have been taken using measuring software based on plans provided by the applicant

Attachment 9 – Landscape Plan

© TIM DAVIES LANDSCAPING

01 200 LANDSCAPE PLAN
PLAN 1:200 @ A1

02 200 VERGE PLANTING IMAGERY
PERSPECTIVE NTS

LEGEND

TREES

PROPOSED TREE SPECIES VARIES

PROPOSED NORFOLK ISLAND PINE

SURFACE FINISHES

MASS PLANTING TO INTERNAL AREAS AS SCHEDULED

MASS PLANTING TO VERGE AS SCHEDULED

PRELIMINARY VERGE PLANTING SPECIES EXAMPLES:

Casuarina equisetifolia

Araucaria heterophylla

Eremophila glabra

Grevillea crithmifolia

Hibbertia scandens

Ficinia nodosa

Westringia fruticosa

Calothamnus quadrifidus

PRELIMINARY INTERNAL PLANTING SPECIES EXAMPLES:

Bauhinia blakeana

Lagerstroemia indica

Trachelospermum jasminoides

Wisteria sinensis

Dichondra 'Silver Falls'

Zamia furfurcea

Preliminary Verge Planting

Trees

Key	Species	Common Name	Planting Centres	Pot Size
CE	Casuarina equisetifolia	Coastal Sheok	As Shown	45/100Lt
Ah	Araucaria heterophylla	Norfolk Island pine	As Shown	Mature/200Lt

Shrubs & Ground Covers

Key	Species	Common Name	Planting Centres	Pot Size
Aa	Acacia ashbyae	Ashby's Wattle	600-750mm	200mm
Ap	Acacia pulchella	Prickly moses	600-750mm	200mm
Afr	Anigozanthos pulcherrimus x flavidus var.	Big Red	600-750mm	140mm
Afy	Anigozanthos pulcherrimus x flavidus var.	Golden Velvet	600-750mm	140mm
Br	Banksia repens	Creeping Banksia	600-750mm	140mm
Bb	Banksia blechnifolia	Banksia Groundcover	600-750mm	140mm
Cq	Calothamnus quadrifidus	One Sided Bottlebrush	600-750mm	200mm
Dr	Dianella revelation	Revelation	600-750mm	140mm
Eg	Eremophila glabra	Kalbarri Carpet	600-750mm	140mm
Es	Eremophila serpens	Creeping eremophila	600-750mm	140mm
Fn	Ficinia nodosa	Knotted club rush	600-750mm	140mm
Gc	Grevillea crithmifolia	Green Carpet Flower	600-750mm	140mm
Hs	Hibbertia scandens	Snake Vine	600-750mm	140mm
Jp	Juncus pallidus	Pale Rush	600-750mm	140mm
Lb	Leucaphyta brownii	Silver Nugget	600-750mm	140mm
Lg	Lepidosperma gladiatum	Coastal Sword Sedge	600-750mm	140mm
Lm	Liriope muscari	Purple Giant	600-750mm	140mm
Mf	Melaleuca fulgens	Scarlet Honey Myrtle	600-750mm	200mm
Mp	Myoporum Parvifolium	Creeping boobiala	600-750mm	140mm
Oa	Olearia axillaris sp. 'Little Smokie'	Coastal Daisy	600-750mm	140mm
Po	Patersonia occidentalis	Purple Flag	600-750mm	140mm
Ri	Rhaphiolepis indica alba	White Indian Hawthorn	600-750mm	140mm
Sc	Scaevola crassifolia	Flat-Freddie	600-750mm	140mm
Wf	Westringia fruiticosa	Native Rosemary	600-750mm	140mm
Zf	Zamia furfurcea	Cardboard Plant	600-750mm	140mm

Perliminary Internal Species selection

Trees

Key	Species	Common Name	Planting Centres	Pot Size
BB	Bauhinia blakeana	Hong Kong Orchid	As Shown	100L
CLi	Citrus Lime	Lime Tree	As Shown	100L
Cle	Citrus limon	Lemon Tree	As Shown	100L
CR	Citrus reticulata	Mandarin Tree	As Shown	100L
CS	Citrus sinensis	Orange Tree	As Shown	100L
FC	Ficus carica	Fig tree	As Shown	100L
LI	Lagerstroemia indica	Crepe Myrtle	As Shown	100L
MG	Magnolia grandiflora 'teddy bear'	Magnolia	As Shown	100L
OE	Olea europa	Olive tree	As Shown	100L
PO	Plumeria obtusa	Frangipani	As Shown	100L

Shrubs & Ground Covers

Key	Species	Common Name	Planting Centres	Pot Size
Ds	Dichondra 'Silver Falls'	Silver Falls	600-750mm	200mm
Pm	Pittosporum	Miss Muffet	600-750mm	200mm
Ws	Wisteria sinensis	Chinese Wiseria	600-750mm	200mm
Ri	Rhaphiolepis indica	Indian Hawthorn	600-750mm	200mm
Tj	Trachelospermum jasminoides	Star Jasmine	600-750mm	200mm
Vt	Viburnum tinus	Viburnum	600-750mm	200mm
Ws	Wisteria sinensis	Chinese Wiseria	600-750mm	200mm
Zf	Zamia furfurcea	Cardboard Plant	600-750mm	200mm

Spring / Summer Planting

Vegetables

Key	Species	Common Name	Size
Bsp.	Dwarf Beans	Stringless Pioneer	Seedling
Brsp.	Beetroot	Derwent Globe	Seedling
Bbsp.	Broad Bean	Coles Prolific	Seedling
Csp.	Carrot	Baby Carrots/'Topweight'	Seedling
Cbsp.	Cabbage	Sweet Eureka	Seedling
Cpsp.	Capsicum	California Wonder	Seedling
Clsp.	Chilli Pepper	Long red Cayenne	Seedling
Esp.	Eggplant	Blacknite	Seedling
Ltsp.	Lettuce	Cos Lettuce	Seedling
Sbsp.	Silverbeet	Fordhook Giant multicolour	Seedling
Tsp.	Tomato	Black Cherry Tomato	Seedling

Herbs

Key	Species	Common Name	Size
Bsp.	Basil	Sweet Basil	Seedling
Csp.	Chives	Organic Garlic Chives	Seedling
Crsp.	Corriander	Organic Corriander	Seedling
Msp.	Mint	Creeping Mint	Seedling
Osp.	Oregano	Oregano	Seedling
Psp.	Parsley	Italian Plain Leaf	Seedling
Ssp.	Sage	Purple Sage	Seedling
Tsp.	Thyme	Lemon Thyme	Seedling
Wsp.	Watercress	Watercress	Seedling

Winter Planting

Vegetables

Key	Species	Common Name	Size
Brsp.	Beetroot	Derwent Globe	Seedling
Bsp.	Dwarf Beans	Stringless Pioneer	Seedling
Csp.	Carrot	Baby Carrots/'Topweight'	Seedling
Cbsp.	Cabbage	Sweet Eureka	Seedling
Cpsp.	Capsicum	California Wonder	Seedling
Clsp.	Chilli Pepper	Long red Cayenne	Seedling
Esp.	Eggplant	Blacknite	Seedling
Ksp.	Kale	Curly Leaved	Seedling
Ltsp.	Lettuce	Cos Lettuce	Seedling
Sbsp.	Silverbeet	Fordhook Giant multicolour	Seedling
Ssp.	Strawberries	Alinta	Seedling
Tsp.	Tomato	Black Cherry Tomato	Seedling

Herbs

Key	Species	Common Name	Size
Bsp.	Basil	Sweet Basil	Seedling
Csp.	Chives	Organic Garlic Chives	Seedling
Crsp.	Corriander	Organic Corriander	Seedling
Msp.	Mint	Creeping Mint	Seedling
Osp.	Oregano	Oregano	Seedling
Psp.	Parsley	Italian Plain Leaf	Seedling
Ssp.	Sage	Purple Sage	Seedling
Tsp.	Thyme	Lemon Thyme	Seedling

PROPOSED RESIDENTIAL APARTMENTS
50 (LOT 418) ALEXANDRIA VIEW, MINDARIE

REVISION	DESCRIPTION	BY	DATE
A	ISSUE FOR DEVELOPMENT APPROVAL	JD	02.11.16
B	ISSUE FOR DEVELOPMENT APPROVAL	JD	04.11.16
C	ISSUE FOR DEVELOPMENT APPROVAL	JD	16.11.16

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western australia 6017
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tdl@tdl.com.au

CLIENT	CLIENT NAME		
DESIGNED	JD	DRAWING TITLE	CONCEPT PLAN
DRAWN	JD		
APPROVED	MH	DRAWING No.	8662-MIN-LS-200
SCALE	1:200@A1		REVISION C