



Metro North-West JDAP Development Assessment Panel Agenda

Meeting Date and Time: 25 June 2018; 9:00am
Meeting Number: MNWJDAP/216
Meeting Venue: Department of Planning, Lands and Heritage
140 William Street, Perth

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ray Haeren (Deputy Presiding Member)
Mr John Ellis (A/Specialist Member)

Item 8.1

Cr Philippa Taylor (Local Government Member, City of Joondalup)
Cr Sophie Dwyer (Local Government Member, City of Joondalup)

Item 8.2a and 8.2b

Cr Giovanni Italiano (Local Government Member, City of Stirling)
Cr David Boothman (Local Government Member, City of Stirling)

Officers in attendance

Item 8.1

Mr Tim Thornton (City of Joondalup)
Mr Glenn Shaw (City of Joondalup)

Item 8.2a and 8.2b

Mr Greg Bowering (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)
Mr Garreth Chivell (Western Australian Planning Commission)
Mr Michael Daymond (Western Australian Planning Commission)

Minute Secretary

Ms Andrea Dawson (Department of Planning, Lands and Heritage)
Ms Zoe Hendry (Department of Planning, Lands and Heritage)

Applicants and Submitters

Item 8.1

Mr Carlo Famiano (CF Town Planning & Development)

Item 8.2a and 8.2b

Mr Nik Hidding (Peter Webb & Associates)
Mr Andrew Roberts (McLeods)
Mr Brendan Foley (Lavan)

Members of the Public / Media

Nil



1. Declaration of Opening

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

2. Apologies

Mr John Syme (Specialist Member)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

The Presiding Member notes the agenda was updated to include an addendum to the responsible authority report for Item 8.1 that was received on 21 June 2018.

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 Carlo Famiano (CF Town Planning & Development) presenting in support of the application at Item 8.1. The presentation will be against the recommendation for refusal and request that the application be approved.
- 7.2** Mr Andrew Roberts (McLeods) presenting against the application at Item 8.2a and 8.2b. The presentation will address the legal viewpoint in relation to the JDAP being able to exercise discretion when determining a 'P' use development application
- 7.3** Mr Brendan Foley (Lavan) presenting in support of the application at Item 8.2a and 8.2b. The presentation will address a response to the City and WAPC agenda from a legal perspective to demonstrate that discretion exists to approve the development, and why that discretion should be exercised in favor of granting approval subject to conditions.
- 7.4** Mr Nik Hidding (Peter Webb & Associates) presenting in support of the application at Item 8.2a and 8.2b. The presentation will provide a summary of amended plans submitted which were required by JDAP as part of its Deferral of the Application in April 2018.



The City of Joondalup and the City of Stirling may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Property Location: Lots 348 and 347 (50 and 52) Littorina Avenue, Heathridge
Development Description: Construction of fourteen (14) multiple dwellings
Applicant: Mr Carlo Famiano (CF Town Planning & Development)
Owner: Mr Harley William Francis Burke
Responsible Authority: City of Joondalup
DAP File No: DAP/18/01377

8.2a Property Location: Lot 100 (304) Scarborough Beach Road, Osborne Park
Development Description: Motor Vehicle Sales and Repair
Applicant: Mr Nik Hidding (Peter Webb & Associates)
Owner: Mechanical Holdings Pty Ltd & Ryder Pty Ltd
Responsible Authority: City of Stirling
DAP File No: DAP/17/01353

8.2b Property Location: Lot 100 (304) Scarborough Beach Road, Osborne Park
Development Description: Motor Vehicle Sales and Repair
Applicant: Mr Nik Hidding (Peter Webb & Associates)
Owner: Mechanical Holdings Pty Ltd & Ryder Pty Ltd
Responsible Authority: Western Australian Planning Commission
DAP File No: DAP/17/01353

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

Nil

10. Appeals to the State Administrative Tribunal

Current Applications		
LG Name	Property Location	Application Description
City of Stirling	Lots 32, 105 and 400 Tenth Avenue and Lot 33 Eleventh Avenue, Inglewood	ALDI Shop and Associated Parking
City of Stirling	Lot 18 (6) Wanneroo Road, Yokine	Extension to the Shopping Centre (Dog Swamp)
City of Stirling	Lot 356 (152) Scarborough Beach Road, Scarborough	Mixed Use Development
City of Wanneroo	Lot 140 (81) Ghost Gum Boulevard, Banksia Grove	Motor Vehicle Repair

Finalised Applications		
LG Name	Property Location	Application Description
City of Stirling	Lot 14691 (2) Plantation Street, Menora	Retirement Complex



11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 348 (50) and Lot 347 (52) Littorina Avenue, Heathridge
Development Description:	Fourteen (14) Multiple Dwellings
DAP Name:	Metro North-West JDAP
Applicant:	Carlo Famiano, CF Town Planning & Development
Owner:	Mr Harley William Francis Burke
Value of Development:	\$2.13 million
LG Reference:	DA18/0123
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/18/01377
Report Due Date:	15 June 2018
Application Receipt Date:	12 February 2018
Application Process Days:	123 Days
Attachment(s):	1. Location plan 2. Development plans and elevations 3. Landscaping concept plan 4. BAL Report 5. Traffic review 6. Waste management plan 7. Design WA statement 8. Environmentally sustainable checklist

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference DAP/18/01377 and accompanying plans (Attachment 2) in accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions of the City of Joondalup District Planning Scheme No.2 for the following reasons:

1. In accordance with Schedule 2, Clause 67 (c) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed development does not meet the deemed-to-comply provisions or the design principles of clauses 6.3.3 of *State Planning Policy 3.1: Residential Design Codes of Western Australia*, as the number of visitor car parking bays provided on-site is inadequate based on the expected demand that would be generated by the 14 multiple dwellings.
2. In accordance with Schedule 2, Clause 67 (c) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed development does not meet the deemed-to-comply provisions or the design principles of clauses 6.3.4 of *State Planning Policy 3.1: Residential Design Codes of Western Australia*, as the proposed grade of the three on-site visitor bays is unacceptable as it does not comply with the Australian Standard (A2890.1).

3. In accordance with Schedule 2, Clause 67 (g) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed development does not comply with the provisions of the City's *Residential Development Local Planning Policy* as the proposed development is not considered to provide:
 - 3.1 Safe, functional or an adequate amount of visitor car parking.
4. In accordance with Schedule 2, Clause 67(s) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the proposed means of vehicle access and parking is not adequate in respect to the following:
 - 4.1 Non-compliant gradient of the three on-site proposed visitor car parking bays.
 - 4.2 Location of proposed on-street parking bays.
 - 4.3 Resultant shortfall for visitor car parking.
5. In isolation the discretion being sought in relation to building height and lot boundary setbacks is not considered to unduly impact on the amenity of individual neighbours or the streetscape. However, when considered collectively and in conjunction with the deficiencies relating to visitor parking, the extent of proposed development is considered greater than what the site should accommodate.

Details: outline of development application

Zoning	MRS:	Residential.
	TPS:	Urban.
Use Class:		Multiple Dwelling.
Strategy Policy:		<i>State Planning Policy 3.7 Planning in Bushfire Prone Areas.</i> <i>State Planning Policy 3.1 Residential Design Codes (R Codes).</i> <i>Residential Development Local Planning Policy.</i> <i>Subdivision and Dwelling Development Adjoining Areas of Public Space Policy.</i> <i>Environmentally Sustainable Design Policy.</i>
Development Scheme:		District Planning Scheme No. 2.
Lot Size:		1,496.02m ² .
Existing Land Use:		Single House.

The proposed development consists of:

- A combined site area of 1,496m².
- 14 multiple dwellings comprising of a mix of eight, two-bedroom and six, single bedroom dwellings.
- A single vehicle access point from Littorina Avenue.
- A total of 21 on-site car parking bays, with 18 bays allocated to residents and three bays allocated to visitors.
- An additional five visitor car bays in the verge.
- 30m² communal open space adjacent to the primary street boundary and visitor car parking area.
- A contrasting rendered brick building with feature face brickwork and concealed roofline.
- Associated site works and retaining walls.

- A bin store located next to the security gate.
- Landscaping on site and along the Littorina Avenue street frontages, including deep soil zones to accommodate the provision of mature trees.

The development plans and elevations as well as a landscaping concept plan are provided as Attachments 2 and 3.

Background:

The applicant seeks approval for the development of 14 multiple dwellings at Lot 348 (50) and 347 (52) Littorina Avenue, Heathridge. The site is bound by residential zoned land (existing single storey dwellings) to the west and north, a five metre wide pedestrian accessway (PAW) to the east and Littorina Avenue to the south (Attachment 1 refers).

The subject site includes two freehold lots which are currently occupied by two separate single houses, which are proposed to be demolished.

The subject site is zoned 'Residential' under the City's *District Planning Scheme No. 2* (DPS2), is located with Housing Opportunity Area 7 and is coded R20/R40.

The subject site is located 250 metres to the west of Eddystone Primary School, 240 metres to the north of Belridge Shopping Centre and opposite Littorina Park Natural Area.

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).*

State Government Policies

- *State Planning Policy 3.1: Residential Design Codes (R-Codes).*
- *State Planning Policy 3.7 Planning in Bushfire Prone Areas.*

Local Policies

- *Residential Development Local Planning Policy (RDLPP).*
- *Subdivision and Dwelling Development Adjoining Areas of Public Space Policy.*
- *Environmentally Sustainable Design.*

Consultation:

Public Consultation

The application was advertised for a period of 14 days, commencing on 28 May 2018 and concluding on 11 June 2018. Consultation was undertaken in the following manner:

- A letter was sent to surrounding landowners and residents;
- A sign was erected on the subject site; and
- Development plans and supporting reports were made available for public viewing on the City's website and at the City's Administration building.

A total of 28 submissions were received, being 27 letters of objection and one letter of support. The issues raised in the submissions are summarised in the table below:

Issue Raised	Officer's comments
<p><u>High Density Housing</u></p> <p>The density is not suitable and is too high for the street and suburb.</p> <p>The development would set an undesirable precedent for the area.</p> <p>Concern that the apartments could become social housing.</p>	<p>Refer to officer comments in relation to land use.</p> <p>This is not a consideration that could reasonably be considered in determining the planning merits, or otherwise, of an application.</p>
<p><u>Increase in antisocial behaviour</u></p>	<p>There is no substantiated evidence to suggest that the proposed development will have a direct correlation to antisocial behaviour or crime increase.</p>
<p><u>Decrease in property values</u></p>	<p>The impact of a development on adjoining property value is not a consideration that could reasonably be considered in determining the planning merits, or otherwise, of an application.</p>
<p><u>Design Quality</u></p> <p>The design is not site specific as it does not follow the geography of the site and the ground floor is all at the one level.</p> <p>Impacts on the amenity of the surrounding residents and future occupants of the development.</p> <p>North facing windows are generally shadowed.</p> <p>Cheap, boxy apartment design.</p> <p>The floor plans appear cramped.</p> <p>Open space is limited and restrictive for up to 40 people living on the property.</p>	<p>Refer to officer comments in relation to building design.</p> <p>Open space complies with the deemed-to-comply requirements of the R-Codes.</p>
<p><u>Parking</u></p> <p>The provision of parking on-site is insufficient for residents which will number 52 based on bedroom numbers.</p>	<p>Refer to officer comments in relation to parking.</p>

<p>Visitor parking provision is insufficient and does not comply with access and inclusion design principles. Additionally, visitor bay 3 has insufficient clearance from the wall.</p> <p>Verge parking provision does not comply with the 7 bays required. The 5 bays that are provided are not to the City's specifications and will likely not be allowable due to the proximity to the corner and intersection.</p> <p>Dual access to the site has not been provided.</p> <p>Crossover is incorrect dimension.</p> <p>Insufficient allocation of resident and visitor bicycle parking.</p>	<p>Dual access to the site is provided via a section of the driveway forward of the vehicle access gate.</p> <p>The final detail and design of the crossover would be subject to the City's specifications as a condition of approval if the development were to be approved.</p> <p>Bicycle parking for residents and visitors is provided in accordance with the deemed-to-comply requirements of the R-Codes.</p>
<p><u>Traffic/ pedestrian safety</u></p> <p>Increase in vehicular and pedestrian traffic as a result of the development. Specifically, the development will result in too many vehicles within close proximity to the primary school.</p> <p>Vehicles exiting the property will bank up and block the footpath.</p> <p>Concerns for road safety given the sweeping bend (blind corner) and proposed on-street visitor parking. Verge bays are not to the City's specifications</p> <p>Concern that the traffic report was based on 12 dwellings only instead of 14.</p> <p>Concern of traffic increase during construction.</p> <p>Collection of 28 bins from the property on a corner could be dangerous.</p>	<p>Refer to officer comments in relation to parking, traffic and waste.</p>
<p><u>Noise</u></p> <p>Concern of increase in noise due to additional cars and carparking areas being located close to neighbouring boundaries including the shutting of car doors and boots.</p>	<p>The acoustic report submitted by the application demonstrates that noise sources from the development are in accordance with the noise requirements of the <i>Environmental Protection (Noise) Regulations</i>.</p>

	Management of noise would be required in accordance with the recommendations of the acoustic report if the development were to be approved.
<p><u>Compatibility with the locality</u></p> <p>The development is not in keeping with the surrounding streetscape/suburb due to:</p> <ul style="list-style-type: none"> • number of units proposed; • size and bulk of the development; • uninspiring boxy design; • height of the building; • existing dwellings being single storey; • roof mounted air-conditioning will be ugly; • diminished view/outlook from existing dwellings as a result of the development; and, • existing suburb having an emphasis on trees and backyards; <p>Contributing to a development that will dominate/ be an eye-sore within the street.</p> <p>City disallows high front fences due to streetscape reasons but not apartments which do not fit into the existing streetscape.</p>	Refer to officer comments in relation to building design and impact on streetscape.
<p><u>Setbacks and privacy</u></p> <p>Encroachment of balconies and alfresco areas into the front setback area is not appropriate.</p> <p>The development is too close to the side and rear boundaries.</p> <p>Length of the boundary wall is not compliant.</p> <p>Reduced privacy to backyards of adjoining residences due to the minimal setbacks.</p>	<p>The design incorporates an adequate area of compensating open space such that the deemed-to-comply minimum and average front setback requirements of the R-Codes are met.</p> <p>Refer to officer comments in relation to building setbacks.</p> <p>Amended development plans were received addressing the deemed-to-comply requirements of the R-Codes in relation to visual privacy.</p>
<p><u>Landscaping</u></p> <p>Less than 50% landscaping within the front setback area.</p> <p>Removal of existing trees on the fence line at the rear requested.</p>	Landscaping provision within the front setback area is compliant with the deemed-to-comply requirements of the R-Codes at 54%.

<p>Landscaping is not compliant with the City's Leafy Cities program.</p> <p>Doesn't comply with street verge guidelines.</p> <p>Street trees will clash with underground services.</p>	<p>Due to the proposed site works at the rear of the lot it is unlikely that the existing trees at the rear of the site could be retained.</p> <p>In accordance with the City's RDLPP, it is a requirement for developments in dual coded areas, if approved, to have street trees provided at a rate of one tree per ten metres of frontage. The provision of street trees at this ratio would form a condition of approval if the application were to be approved.</p> <p>In accordance with the City's Street Verge Guidelines, hardstand within the verge does not exceed 50% excluding footpaths and the crossover.</p> <p>Location and species of all street tree planting would be subject to agreement with the City.</p>
<p><u>Housing demand</u></p> <p>Development is not close to a train station or health facility, to warrant compatibility with aged or dependant persons.</p>	<p>The proposed land use is for multiple dwellings and not for aged or dependant persons' dwellings. The site is located within an area coded R20/R40 and therefore has the development rights to accommodate development of this nature.</p>
<p><u>Retaining and fencing</u></p> <p>Permitted retaining heights exceeded on most boundaries.</p> <p>Existing retaining on the boundary should be replaced with a new retaining wall and dividing fence.</p> <p>Proposed retaining walls are too narrow to be able to retain the heights proposed.</p> <p>Permeable portions of the front fence start above the required height.</p>	<p>Refer to officer comments in relation to site works.</p> <p>The party (the developer) altering ground levels is responsible for any alterations to/replacement of the dividing fence affected.</p> <p>All retaining would be required to be certified through a building approval process as being suitable for retaining the proposed site works and development.</p> <p>The height of fencing is assessed from natural ground level which would not include the portions of retaining forward of the fencing.</p>

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel

The proposal was presented to the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 15 March 2018. The key issues raised by the JDRP, and the summary of applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	City response
1	<p>Overall the Panel had concerns with the impact of the development on neighbouring properties, including wall height and reduced lot boundary setbacks within the north-western corner of the site. The Panel suggested that the design be 'flipped' so as to place the bulk of the development away from the adjoining land owners on the east and north-eastern portion of the lot and adjacent to the PAW.</p>	<p>We have investigated the opportunity of 'flipping' the development to accommodate the JDRP's request in this matter. However, the subject land is burdened by an easement along its south-eastern boundary (i.e. 2 metres) which will restrict development within close proximity to that boundary. The current layout results in efficient use of land.</p> <p>The level differences of the land provide a constraint and would result in the access and car parking area being located on the high side of the property (north western side of the lot).</p> <p>The current design locates the vehicle access point on the lower side of the lot, which is a better outcome from a traffic movement and safety viewpoint.</p> <p>Notwithstanding the above points, the design allows for the outdoor living areas for those north-western dwellings to obtain winter sun and improved privacy.</p>	<p>The easement is 2.5 metres wide and runs along the south-eastern boundary of Lot 347 (52) Littorina Avenue, Heathridge adjoining the pedestrian access way (PAW). The intent of the easement is to allow for access to / maintenance of stormwater drainage infrastructure located within the PAW. As such, the City is in agreeance that the design of the development is unable to be modified as suggested by the JDRP to flip the development and to place the multiple dwellings over the east/north eastern portion of the lot.</p>
2	<p>The Panel expressed concerns with the bedroom windows on the west elevation that appear to include obscure glazing and felt that this is not an ideal outcome for future residents. However, understood the need to prevent any overlooking of the neighbouring properties.</p>	<p>The bedrooms for those dwellings on the north-western side of the development comprise two openings (a major and a minor opening). The obscure glass to a height of 1.6 metres along the north-western façade results in the windows being considered as minor openings and provides those bedrooms with improved natural lighting.</p>	<p>Bedroom windows associated with Unit 8, 10 and 11 are compliant with R-Code 6.4.1 <i>Visual Privacy</i> deemed-to-comply requirements, whilst providing some clear glazing in order to provide for additional natural light.</p>

		Given this, no changes have been made to address the aforementioned comment.	
3	The walkway between unit 4 and unit 5 is undesirable as it provides no natural light.	The walkway between units 4 and 5 includes a light well forward of the storeroom that provides an element of natural lighting into the corridor between these units. Given this, it is intended that some natural light is being provided.	A light well is located between ground floor Unit 3 and 4 store rooms and Unit 4 (Bed 2) which will provide for some natural light within the ground floor corridor.
4	The outlook from the alfresco of units 5, 6 and 7 is undesirable and lacks any amenity for future residents.	The alfresco areas pertaining to Units 5, 6 and 7 have been designed with a northern orientation. The area comprises sufficient usable area, is located to provide improved privacy for the future occupants of the development and designed to be accessed from the internal living area to create a usable internal and external space for the benefit of the future occupants.	<p>The Panel's comments were directed at the cumulative height of a standard dividing fence placed on top of retaining walls indicated to be located along the north-western boundary and associated overshadowing of the outdoor areas that would occur as a result.</p> <p>The cumulative height of retaining and a standard dividing fence in association with the relevant chosen floor level of unit 5 and 6 is indicated below:</p> <ul style="list-style-type: none"> • Unit 5 - 3.8 metres • Unit 6 – 2.9 metres <p>In relation to Unit 7 the Panel's comments were in relation to the location of the alfresco area adjoining the car parking area.</p> <p>Whilst possibly undesirable from a design and resident amenity perspective as suggested by the JDRP, the location and size of the alfresco areas meet the deemed-to-comply requirements of the R-Codes.</p>
5	The air conditioning units should be located away from the balcony/alfresco of each unit and those located on the roof should be screened from view of the street and adjoining properties.	<p>Amended plans have been prepared noting that the air conditioning units on the roof will be screened from the public realm.</p> <p>The majority of the dwellings do not have air</p>	<p>Air conditioning units are indicated to be located within alfresco areas of Unit 4, 5 and 6.</p> <p>Air conditioning units associated with upper floor units have been indicated to be located on the roof and</p>

		conditioning units within the outdoor living area.	accessed via manhole (over relevant balconies).
6	There is a lack of onsite facilities (only bin storage and parking provided) and lack of communal space. There is no place on site for future residents to gather.	<p>Amended plans have been prepared with the provision of a 30m² communal open space area within the front setback area. The communal open space will be provided with a picnic table and a bench seat.</p> <p>In addition to the above, the application has been designed to locate the bin storage and car parking areas to the rear of the site and away from the public realm. This will reduce any adverse impacts the development may have on the local streetscape, while providing ease of access for the future occupants of the development.</p>	It is acknowledged that the development plans have been modified to include an area of communal open space as a result of comments made by the Panel to provide both an area for gathering and of 'deep soil zone' which could accommodate planting of mature vegetation.
7	The Panel commented that the proposal appears to be over-developed.	The proposed development complies with the plot ratio provisions of the R-Codes. In fact, the plot ratio is less than the maximum area permitted by the R-Codes. Given this, the site is not over-developed.	It is considered that plot ratio forms one part of a collective number of elements when considering the scale of development. Whilst it is acknowledged that the plot ratio for the development meets the deemed-to-comply requirements, it is noted that discretion is sought in relation to building height, lot boundary setbacks and visitor parking. It is in this context that the extent of development is considered greater than what the site should accommodate.
8	During discussions surrounding landscaping, the Panel queried how the verge landscaping will be maintained and noted that several trees are proposed to be removed from the rear to accommodate for site works required for the car parking area and queried if they could be retained. It was also suggested that more variety be provided	<p>Verge landscaping has been amended by deleting the grass and providing mulch as well as additional native species for the development to integrate with the bushland adjacent to the subject land as well as to assist with easier future maintenance.</p> <p>Ample deep soil zones have been provided to cater for the mature trees</p>	<p>The revisions to the proposed landscaping concept plan are appropriate.</p> <p>Given the amount of site works proposed it is noted that it is unlikely that the existing, established trees will be able to be retained.</p>

	in the landscaping concept plan, including native species to integrate with the bushland adjacent. Finally, the Panel suggested that more information should be provided as to how the deep soil zones are to be implemented, and how depths are achieved.	to be planted. In addition, mature trees will be planted by a professional landscaper in accordance with industry practice.	
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As outlined above, the applicant has addressed some elements of the Panel's suggestions, however a number remain outstanding.

Planning assessment:

The City's planning assessment against the relevant provisions of the Regulations, DPS2, *SPP* 3.7, the deemed-to-comply requirements of the R-Codes and the replacement deemed-to-comply requirements of the City's RDLPP are included below:

Item	Requirement	Proposal	Compliance
Building height	Seven metre maximum external wall (concealed roof) height (clause 6.1.2 of the R-Codes).	Maximum wall height of 7.549 metres.	Wall height 0.549 metres higher than deemed-to-comply requirement. See officer comments below.
Lot boundary setbacks	Ground floor, north eastern boundary – Unit 7: 1.5 metre setback required (clause 6.1.4 (C4.1) of the R-Codes). Upper floor, north eastern boundary – Unit 8: 1.9 metre setback required (clause 6.1.4 (C4.1) of the R-Codes). Upper floor, north western boundary – Unit 9: 2.1 metre setback required (clause 6.1.4 (C4.1) of the R-Codes).	Ground floor, north eastern boundary – Unit 7: 1.474 metre setback Upper floor, north eastern boundary – Unit 8: 1.258 metre setback. Upper floor, north western boundary – Unit 9: 2.08 metre setback.	Reduced lot boundary setback to north eastern boundary of 0.026 metres. Reduced lot boundary setback to north eastern boundary of 0.642 metres. Reduced lot boundary setback to north western boundary of 0.02 metres. See officer comment below.
Lot boundary walls	A wall may be built up to the lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater	Cumulative north - western boundary wall length (stores) of 12.3m in lieu of a maximum of 9.77m.	2.53 metres longer than the deemed-to-comply requirement. See officer comment below.

	<p>construction; or a wall may be built up to one side boundary if it is not higher than 3.5m with an average of 3m for two-thirds the length of the balance of the lot boundary behind the front setback (clause 6.1.4 (C4.3) of the R-Codes).</p> <p>Where the subject site and an affected adjoining site are subject to different density codes, in accordance with 6.1.4 C4.3, the length and height of the boundary wall on the boundary between them is determined by reference to the lower density code (clause 6.1.4 (C4.5) of the R-Codes).</p>		
Parking	<p>A total of 17.5 (18) parking bays are required on-site for residents (clause 6.3.3 of the R-Codes).</p> <p>A total of 3.5 (4) visitor bays are required on-site (clause 6.3.3 of the R-Codes).</p> <p>The City's RDLPP requires a total of seven visitor bays (0.5 per dwelling).</p>	<p>18 bays provided on site for residents.</p> <p>Three bays provided on-site for visitors; five bays proposed within the Littorina Avenue Verge area for visitors.</p>	<p>Number of resident bays complies.</p> <p>Five bays within the Littorina Avenue verge area are not supported due to safety concerns and three on-site visitor bays are not supported due to a non-compliant grade, cumulatively resulting in a seven bay shortfall for visitors.</p> <p>See officer comment below.</p>
Design of car parking spaces	<p>Car parking spaces and manoeuvring areas designed and provided in accordance with AS2890.1 (as amended) (clause 6.3.4 of the R-Codes).</p>	<p>The three proposed on-site visitor bays located at the front of the development appear to have an average grade across the width of the spaces of around 13.2%.</p>	<p>The on-site visitor bays do not comply with AS2890.1.</p> <p>See officer comment below.</p>

Site works	Filling between the street and building shall not exceed 0.5 metres, except where necessary to provide for pedestrian or vehicle access, drainage works or natural light for a dwelling (clause 6.3.6 (C6.1) of the R-Codes).	Maximum of 0.697 metres of fill between the street and the building (unit 1 planter box).	The amount of fill in the front setback area is 0.197 metres greater than the deemed-to-comply requirement. See officer comment below.
Site works	Filling within a site and behind a street setback line limited by compliance with building height limits and building setback requirements. 1.5 metre setback required in association with fill proposed along north- western, north-eastern and south-eastern lot boundaries (clause 6.3.6 (C6.2) of the R-Codes).	Maximum of 0.8 metres of fill with a nil setback to the north-eastern lot boundary. Maximum of 1.2 metre of fill with a nil setback to the south-eastern lot boundary.	The nil setback does not meet the 1.5 metre setback requirement of the deemed-to-comply requirement provisions. The nil setback does not meet the 1.5 metre setback requirement of the deemed-to-comply requirement provisions. See officer comment below.
SPP 3.7 Planning in Bushfire Prone Areas	The subject site is located within 100m of a bushfire prone area. A Bushfire Attack Level (BAL) assessment is required to be provided in association with the proposed building on a site that is not within 100m of bushfire prone vegetation.	A BAL 12.5 has been determined.	The development application is able to be supported. Refer to the BAL Assessment provided as Attachment 4.

Officer Comments

Building height

The development exceeds the seven metre maximum top of external wall (concealed roof) height as stipulated by Clause 6.1.2 *Building height* (as applicable to R40 development) by 0.549 metres.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P2 for clause 6.1.2 states the following:

“Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains:

- *adequate access to direct sun into buildings and appurtenant open spaces;*
- *adequate daylight to major openings into habitable rooms;*
- *access to views of significance;*
- *buildings present a human scale for pedestrians;*
- *building façades designed to reduce the perception of height through design measures; and*
- *podium style development is provided where appropriate.”*

It is noted that the over height development results from the assessment of building height from natural ground level of the subject site. While the proposed maximum external wall height of the development exceeds the deemed-to-comply requirement of the R-Codes by 0.549 metres, it is noted that the development proposes excavation along its north-western and north-eastern boundaries of between one and 1.2 metres. Therefore, as viewed from the adjoining residential properties along these boundaries; the perception of building height is considered to have been adequately reduced. Further to this, the development is also considered to meet the design principles of R-Code 6.1.4 *Lot boundary setbacks*.

As such, the building height of the development is to be acceptable as it meets the relevant design principle of the R-Codes.

Building setbacks

Side setback (north-western boundary)

The proposed setback of upper floor unit 9 to the north-western boundary does not meet the deemed-to-comply requirements of clause 6.1.4 of the R-Codes.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4.1 of clause 6.1.4 states the following:

“Buildings set back from boundaries or adjacent buildings so as to:

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

The proposed setback reduction to the north-western boundary is minor, with the upper floor unit 9 wall containing minor openings (obscured glazing) that assist with the

provision of sunlight to the dwelling and protection of privacy to the adjoining property. Additionally, given the proposed level difference of up to 1.5 metres along this boundary, it is considered that the visual impact of building bulk on the relevant adjoining landowner is adequately moderated. As such, the building setback from the north-western lot boundary is considered to be acceptable as it meets the relevant design principle of the R-Codes.

Rear setback (north-eastern boundary)

The proposed setbacks of ground floor unit 7 and upper floor unit 8 to the north-eastern lot boundary do not meet the deemed-to-comply requirements of clause 6.1.4 of the R-Codes.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4.1 of clause 6.1.4 states the following:

“Buildings set back from boundaries or adjacent buildings so as to:

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

The building setbacks to the rear boundary propose 1.474 metres to the ground floor (unit 7) and 1.258 metres to the upper floor balcony (unit 8). The required building setbacks under the R-Codes are 1.5 metres to the ground floor and 1.9 metres to the upper floor respectively. Considering the north-eastern elevation of unit 8 is appropriately staggered (with the inclusion of non-major openings) and given the extent of excavation proposed (1.2 metres) along this boundary adjacent to units 7 and 8, the visual impact of building bulk on the neighbouring properties is considered to be adequately moderated. Additionally, the openings in the north-eastern elevation and screening to the balcony are compliant with the visual privacy deemed-to-comply provisions of the R-Codes, ensuring the protection of visual privacy between neighbours.

As such, the building setback to the north-eastern lot boundary is considered to be acceptable as it meets the relevant design principle of the R-Codes.

Lot boundary walls

The proposed development includes five storerooms which are located adjacent to the north-western lot boundary.

In accordance with clause 6.1.4 C4.5 of the R-Codes and the City's RDLPP, as development of the subject site is proposed at a higher density to the existing development on the affected adjoining site, the length and height of the boundary wall on the boundary is determined by reference to the lower density code, being R20. As a result, the permitted boundary wall length under the deemed-to-comply requirements of the R-Codes is 9.77 metres (one third the length of the boundary minus the front setback area length). However, the total length of the proposed lot boundary wall is 12.3 metres, which exceeds the deemed-to-comply requirement by 2.53 metres.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4.1 of clause 6.1.4 states the following:

“Buildings set back from boundaries or adjacent buildings so as to:

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

There is a proposed level difference of up to 1.5 metres between the subject site and the adjoining property to the north-west of the lot, with the subject lot being on the lower side. Notwithstanding the additional boundary wall length proposed, as demonstrated on the development plans and elevations (Attachment 2), the provision of a standard 1.8 metre high dividing fence on the higher (neighbouring) side of the boundary will adequately screen the boundary walls for the proposed length. As such, the cumulative lot boundary wall length is considered to be acceptable, as the visual impacts of the walls are adequately moderated and considered to meet the relevant design principle of the R-Codes.

Traffic

The main vehicle access point to the development site is to be provided from Littorina Avenue, which is classified as a local access street.

The traffic review provided as part of the application states that the level of traffic generated by the development is very low and able to be adequately accommodated within the existing road network. The City’s traffic engineers have reviewed the traffic report, which demonstrates, in accordance with the *WAPC Transport Assessment Guidelines* that the proposed development (during peak hour periods) will not result in Littorina Avenue, or connecting local roads within the road network operating beyond their capacity.

In addition, the review contends that parking is provided in accordance with the R-Codes and AS2890.1, and the development has good public transport access. For the reasons outlined below, it is considered that parking has not been provided in accordance with the R-Codes or AS2890.1.

The traffic review has not been updated to include discussion surrounding the on-site residential and visitor car parking bay shortfall and as such the City has insufficient technical information to be able to ascertain how the development will function given the inability to provide on-street embayments, in addition to the on-site car parking bay shortfall.

Parking

Resident Parking

In accordance with clause 6.3.3 of the R-Codes, 1.25 bays are required for every dwelling which is <110m² and / or in instances where the dwelling comprises one or two bedrooms. Consequently, 18 (17.5) car parking bays are required for residents. The applicant initially proposed a total of 16 bays on-site for residents, however

amended development plans were received increasing the number of resident bays to 18, which was achieved by relocating the area of communal open space from the rear of the site to the front setback area as currently indicated.

Resident parking for the development therefore meets the deemed-to-comply requirement of the R-Codes.

Visitor Parking

In accordance with clause 6.3.3 of the R-Codes, a ratio of 0.25 visitor bays for each dwelling is required on-site, meaning a total of 3.4 (4) visitor bays are required on-site to meet the R-Code requirements. The City's *Residential Development Local Planning Policy* (RDLPP) requires a greater number of visitor parking bays be provided at a rate of 0.5 visitor bays per dwelling and provides that such parking can be provided in the adjacent verge. Under the City's policy, a total of seven visitor car parking bays are required for the proposed development. A total of eight visitor bays are proposed, three of which are proposed on site and five which are proposed within the Littorina Avenue verge.

In relation to the three on-site visitor bays, the associated gradient does not meet the relevant Australian Standard and therefore these bays are not supported. This is further detailed in the 'design of car parking spaces' section of this report below.

In relation to the five visitor bays proposed within the verge, the City has safety concerns and therefore these bays are not supported. Specifically, the proposed visitor bays included in the verge do not meet the requirements of the Australian Standards in relation to *Parking facilities: on-street parking* (AS2890.5) and in relation to the adjoining neighbour, *Parking facilities: off-street parking* (AS2890.1); as follows:

- the bays are proposed to be constructed on the inside of a sharp curve (AS2890.5-1993);
- the bays are proposed to be located part way around a left-hand curve with limited sight distance across the curve (AS2890.5-1993); and
- sight lines for the crossovers servicing the development and adjoining north western residential property (48 Littorina Avenue) would be obstructed by potential parked vehicles. (AS2890.1:2004, 3.2.4 – Sight distance at access driveway exits).

As a result, the development does not provide any acceptable visitor car parking.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any residential car parking discretion.

Design principle P3.1 for clause 6.3.3 states the following:

"Adequate car and bicycle parking provided on-site in accordance with projected need related to:

- *the type, number and size of dwellings;*
- *the availability of on-street and other off-site parking; and*
- *the proximity of the proposed development in relation to public transport and other facilities."*

It is considered that adequate parking cannot be provided on-site nor on-street as the visitor parking arrangement proposed is not supported. Accordingly, the proposal does not meet the design principles in this regard.

Design of car parking spaces

In accordance with Clause 6.3.4 of the R-Codes, car parking spaces and manoeuvring areas are required to be designed and provided in accordance with AS2890.1 (as amended).

AS2890.1 permits a maximum grade of 5% for car parking spaces. The three proposed on-site visitor bays located at the front of the development appear to have an average grade across the width of the spaces of approximately 13.2%.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P4 for clause 6.3.4 states the following:

“Car, cycle and other parking facilities are to be designed and located on-site to be conveniently accessed, secure, consistent with streetscape and appropriately manage stormwater to protect the environment”

The car parking facilities associated with the development are not considered to have been designed and located to provide for convenient vehicle access/egress due to their grade.

As such, the design of the on-site car parking spaces, as it relates to the visitor parking bays, is not considered to be acceptable as it does not meet the relevant design principle of the R-Codes.

Site works

In relation to the deemed-to-comply requirement of R-Code clause 6.3.6 Site works C6.1, the development proposes a maximum of 0.697 metres of fill between the street and the building in association with the unit 1 planter in lieu of a maximum amount of fill of 0.5 metre.

An assessment in relation to the proposed retaining and fill along the side and rear lot boundaries results in the following variations to the deemed-to-comply criteria of R-Code clause 6.3.6 Site works C6.2:

- Maximum of 0.8 metres of fill with a nil setback to the north-eastern lot boundary in lieu of a 1.5 metre setback.
- Maximum of 1.2 metres of fill with a nil setback to the south-eastern lot boundary in lieu of a 1.5 metre setback.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P6.1 and 6.2 of clause 6.3.6 states the following:

“P6.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.”

“P6.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the boundary of the site and the adjoining properties and as viewed from the street.”

Given that the immediately adjoining residential properties generally have higher natural ground levels than the subject site, the resultant retaining along the north-western and north-eastern boundaries supports excavation. The extent of fill proposed is generally contained along the south-eastern boundary of the site, which is adjacent to a pedestrian access way. Given the natural topography of the site falling 4.09 metres from the rear boundary to the front of the property, the proposed site works in the front setback area are considered to be minor and, for the reasons outlined above, the site works proposed in association with the development at the lot boundaries are also considered to be minimal. The relevant design principles relating to site works are therefore considered to have been met.

Waste Collection

A waste management plan was submitted as part of the proposal (Attachment 6 refers).

The waste management plan has been reviewed and it is noted that the number of bins proposed is adequate to cater for the volume of waste projected for a development of this nature in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines*. Additionally, City collection of bins, white goods and tree pruning can be accommodated given on-street parking bays are not appropriate for this site.

Design WA – Draft Apartment Design Policy

The applicant has provided commentary as to how the development meets the objectives and intent of the State Government’s draft *Design WA – Draft Apartment Design Policy*.

A copy of the applicant’s consideration of *Design WA* is included in Attachment 7.

Although this policy is still in draft format, the assessment of the proposal has included consideration against the 10 design principles of the policy. Although the type and scale of the proposed development is different to the existing dwellings in the local area, the development is of a type and scale that can be considered under the RDLPP.

It is noted however that the deficiency in visitor parking does result in potential impact on the amenity of the local area, and as a result it is considered that the proposal does not meet the following principles of Design WA:

- Principle 1: Context and character
- Principle 4: Functionality and build quality
- Principle 6: Amenity

Environmental Sustainability

The applicant has completed the City’s Environmentally Sustainable Design Checklist to the extent that it is applicable to the development. The applicant has indicated that the following will be provided as part of the development:

- Natural landforms/topography.
- Northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west.
- Sufficient thermal mass in building materials for storing heat.
- Floor plan zoning based on water and heating needs and the supply of hot water.
- Low energy technologies.
- Natural and/or fan forced ventilation.
- The intention to incorporate water efficient technologies and low-VOC products.

It is noted however that the development has not been designed and assessed against a nationally recognised “green” rating tool.

The completed checklist is provided at Attachment 8.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

The proposed multiple dwelling development is not considered to meet the relevant requirements of the DPS2, R-Codes and RDLPP. Certain areas of discretion sought do not satisfy the relevant design principles of the R-Codes or the local housing objectives of the RDLPP and, cumulatively, the areas of discretion sought signify and represent over-development of the site.

It is therefore recommended that the application be refused.



Subject site - Lot 348 (50) & Lot 347 (52) Littorina Avenue, Heathridge



90 Boas Ave, Joondalup WA 6027
PO Box 21, Joondalup WA 6919
Ph: 08 9400 4000
Fax: 08 9300 1383
Info@joondalup.wa.gov.au
www.joondalup.wa.gov.au



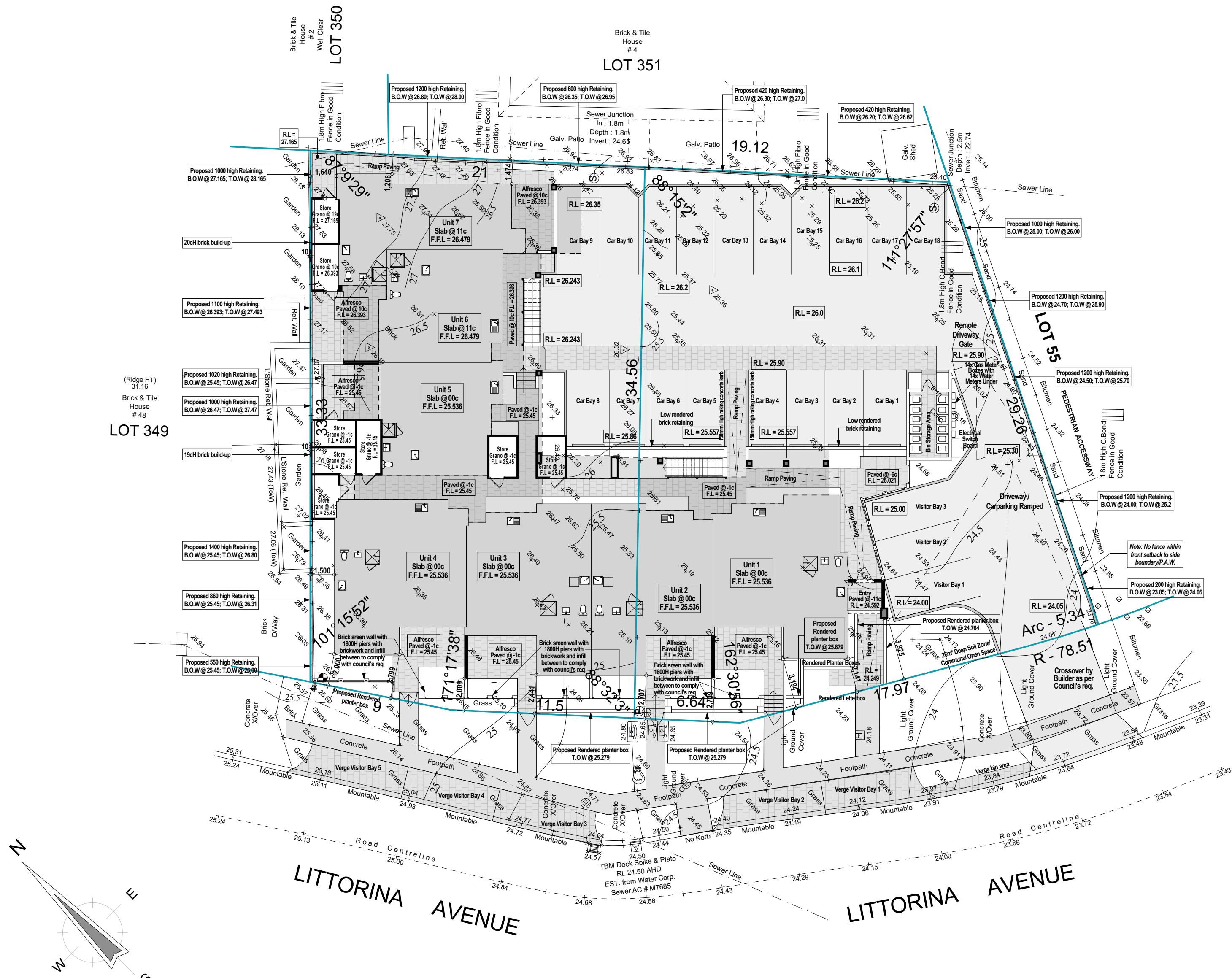
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Date: 12/03/2018

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AMENDED
DATE: 2/5/2018

NOTE:
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SITE / LAYOUT PLAN
1:200

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Mobile : 0422 044 465
Email : claudio@borniadesign.com.au
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Site Plan
Client :
Individual Developments
Job Address :
Lot 348 (#50) & Lot 347 (#52) Littorina Avenue,
Heathridge (City of Joondalup)
Scale : 1:1, 1:200
Job No. : 17-50/52LITT

CB	Planning Amendments	CB	02/05/18
CB	Planning Amendments	CB	26/04/18
CB	JDRP Amendments	CB	10/04/18
CB	Issued For Planning	CB	29/01/18
CB	Design Amendments 2	CB	24/01/18
CB	Design Amendments 1	CB	08/01/18
CB	Design Sketch	CB	04/10/17
Revisions/Variations			
Designed : CB		Sheet : 3 OF 7 (A2)	

AMENDED
DATE: 2/5/2018



Ground Floor Plan

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AREAS

UNIT '01 AREAS

Ground Floor	Area	Perimeter	
Unit A	73.42	37.73	
Unit B	12.97	13.92	
Unit of Store	52.29	3.61	
	86.66	61.62	

UNIT '02 AREAS

Ground Floor	Area	Perimeter	
Unit A	7.99	37.60	
Unit of Attic	11.50	14.01	
Unit of Attic	11.50	14.01	
Unit of Store	85.86	61.21	

UNIT '03 AREAS

Ground Floor	Area	Perimeter	
Unit A	70.13	37.40	
Unit B	14.41	14.41	
Unit of Store	87.11	61.41	

UNIT '04 AREAS

Ground Floor	Area	Perimeter	
Unit A	72.81	38.23	
Unit of Attic	12.07	15.17	
Unit of Attic	12.07	15.17	
Unit of Store	87.78	58.71	

UNIT '05 AREAS

Ground Floor	Area	Perimeter	
Unit A	7.84	36.92	
Unit of Attic	7.84	11.53	
Unit of Store	83.64	60.73	

UNIT '06 AREAS

Ground Floor	Area	Perimeter	
Unit A	52.59	29.71	
Unit of Attic	11.15	10.28	
Unit of Store	89.94	54.91	

UNIT '07 AREAS

Ground Floor	Area	Perimeter	
Unit A	51.07	36.31	
Unit of Attic	11.07	14.40	
Unit of Store	83.14	61.81	

UNIT '08 AREAS

Upper Floor	Area	Perimeter	
Unit A	52.98	35.90	
Unit of Attic	17.47	17.47	
Unit of Store	89.80	52.64	

UNIT '09 AREAS

Upper Floor	Area	Perimeter	
Unit A	54.31	34.31	
Unit of Balcony	14.19	15.36	
Unit of Store	74.14	58.39	

UNIT '10 AREAS

Upper Floor	Area	Perimeter	
Unit A	54.31	32.49	
Unit of Balcony	14.19	14.19	
Unit of Store	74.80	57.82	

UNIT '11 AREAS

Upper Floor	Area	Perimeter	
Unit A	56.15	36.15	
Unit of Balcony	10.78	13.81	
Unit of Store	87.85	58.74	

UNIT '12 AREAS

Upper Floor	Area	Perimeter	
Unit A	70.35	37.40	
Unit of Balcony	14.74	14.74	
Unit of Store	85.09	61.18	

UNIT '13 AREAS

Upper Floor	Area	Perimeter	
Unit A	70.35	37.22	
Unit of Balcony	14.49	14.49	
Unit of Store	85.90	60.90	


UNIT '14 AREAS

Upper Floor	Area	Perimeter	
Unit A	73.03	37.73	
Unit of Balcony	14.49	14.49	
Unit of Store	85.09	60.80	

1. - 14 Total Area = 1154.80

U1 - 14 Total Area = 1134.83m²

Lot Area = 1496.022m² R20/R40
Site Coverage
Allowed 55% of
1496.022m² = 822.81m²
Total GF Building Area = 584.04m²
 = 39%
Plot Ratio
Allowed 0.6 of
1496.022m² = 897.61m²
Total Floor Area = 896.28m²
Plot Ratio = 0.59



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Mobile : 0422 044 465
Email : daud@bornadesign.com.au

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Ground Floor Plan

Client :

Individual Developments

Job Address :

Lot 348 (#50) & Lot 347 (#52) Littorina Avenue, Heathridge (City of Joondalup)

CB Planning Amendments	CB 02/05/
CB Planning Amendments	CB 26/04/
CB CBP Amendments	CB 19/04/
CB issued for Planning	CB 29/01/
CB Design Amendments 2	CB 24/01/
CB Design Amendments 1	CB 08/01/
CB Design Sketch	CB 04/10/

Des	Description	Revisions/Variations	Sheet	4 of 7	(A1)
Drawn :	CB				
Checked :					
Date :					

AMENDED
DATE: 2/5/2018

3
4



AREAS		
UNIT '01' AREAS		
Ground Floor	Area	Perimeter
Unit 01 Floor	73.42	37.73
Unit 01 Alfresco	11.53	13.95
Unit 01 Store	5.29	9.34
	90.24 m ²	61.02 m
UNIT '02' AREAS		
Ground Floor	Area	Perimeter
Unit 02 Floor	69.25	37.00
Unit 02 Alfresco	11.56	14.01
Unit 02 Store	5.77	10.31
	86.58 m ²	61.32 m
UNIT '03' AREAS		
Ground Floor	Area	Perimeter
Unit 03 Floor	70.13	37.40
Unit 03 Alfresco	12.10	14.41
Unit 03 Store	4.88	9.20
	87.11 m ²	61.01 m
UNIT '04' AREAS		
Ground Floor	Area	Perimeter
Unit 04 Floor	72.61	36.23
Unit 04 Alfresco	10.21	13.17
Unit 04 Store	4.96	9.37
	87.78 m ²	58.77 m
UNIT '05' AREAS		
Ground Floor	Area	Perimeter
Unit 05 Floor	50.61	29.96
Unit 05 Alfresco	7.84	11.53
Unit 05 Store	5.04	9.24
	63.49 m ²	50.73 m
UNIT '06' AREAS		
Ground Floor	Area	Perimeter
Unit 06 Floor	52.59	29.71
Unit 06 Alfresco	11.15	15.28
Unit 06 Store	5.30	9.92
	69.04 m ²	54.91 m
UNIT '07' AREAS		
Ground Floor	Area	Perimeter
Unit 07 Floor	55.29	36.11
Unit 07 Alfresco	11.07	14.40
Unit 07 Store	5.07	9.30
	71.43 m ²	61.81 m
UNIT '08' AREAS		
Upper Floor	Area	Perimeter
Unit 08 Floor	57.98	38.90
Unit 08 Balcony	17.59	17.40
Unit 08 Store	5.29	9.34
	80.86 m ²	65.64 m
UNIT '09' AREAS		
Upper Floor	Area	Perimeter
Unit 09 Floor	55.20	34.13
Unit 09 Balcony	14.19	15.36
Unit 09 Store	4.74	8.90
	74.13 m ²	58.39 m
UNIT '10' AREAS		
Upper Floor	Area	Perimeter
Unit 10 Floor	54.31	32.49
Unit 10 Balcony	16.02	16.62
Unit 10 Store	4.72	8.82
	75.05 m ²	57.93 m
UNIT '11' AREAS		
Upper Floor	Area	Perimeter
Unit 11 Floor	72.45	36.51
Unit 11 Balcony	10.78	13.74
Unit 11 Store	4.40	8.56
	87.63 m ²	58.81 m
UNIT '12' AREAS		
Upper Floor	Area	Perimeter
Unit 12 Floor	70.16	37.40
Unit 12 Balcony	11.93	14.79
Unit 12 Store	4.86	8.99
	86.95 m ²	61.18 m
UNIT '13' AREAS		
Upper Floor	Area	Perimeter
Unit 13 Floor	69.25	37.00
Unit 13 Balcony	11.44	14.39
Unit 13 Store	4.81	9.11
	85.50 m ²	60.50 m
UNIT '14' AREAS		
Upper Floor	Area	Perimeter
Unit 14 Floor	73.03	37.73
Unit 14 Balcony	11.53	14.26
Unit 14 Store	4.48	8.89
	89.04 m ²	60.88 m
U1 - 14 Total Area = 1134.83m ²		

Lot Area = 1496.022m² R20/R40
Site Coverage
Allowed 55% of
1496.022m² = 822.8m²
Total GF Building Area = 584.04m²
= 39%
Plot Ratio
Allowed 0.6 of
1496.022m² = 897.61m²
Total Floor Area = 896.28m²
Plot Ratio = 0.59

First Floor Plan

1:100

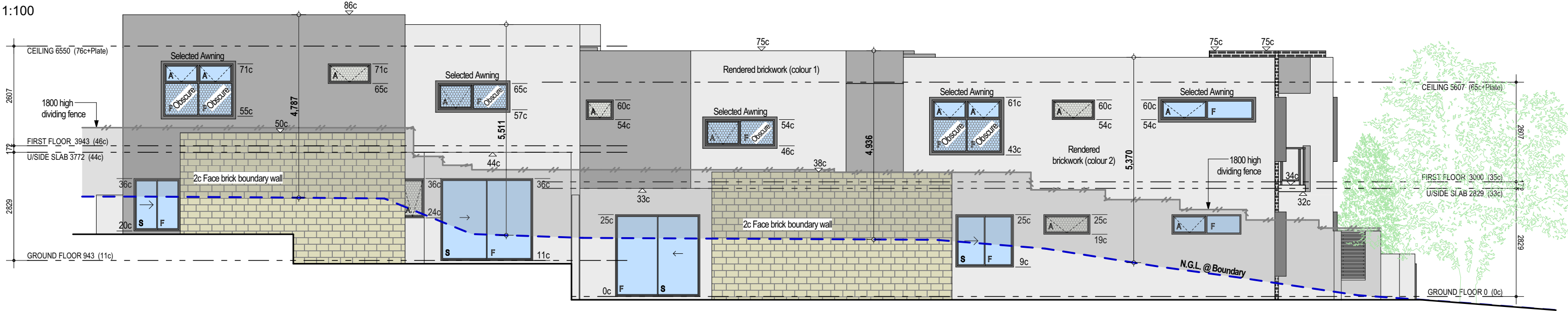
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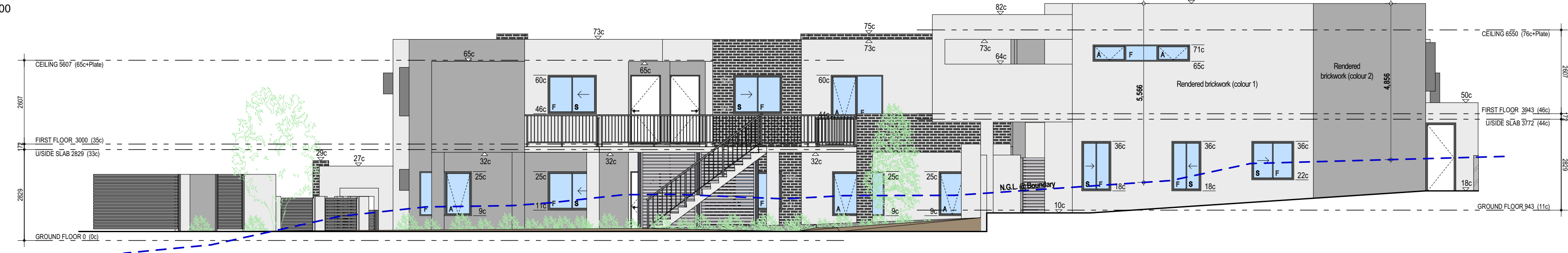
First Floor Plan		
Client : Individual Developments		
Job Address : Lot 348 (#50) & Lot 347 (#52) Littorina Avenue, Heathridge (City of Joondalup)		
Scale : 1:100 Job No.: 17-50/52LITT		
Rev	Description	Checked
CB	Planning Amendments	02/05/18
CB	Planning Amendments	26/04/18
CB	JDRP Amendments	10/04/18
CB	Issued For Planning	29/01/18
CB	Design Amendment 2	24/01/18
CB	Design Amendment 1	08/01/18
CB	Design Sketch	04/10/17
Revisions/Variations		
Designed : CB Sheet : 5 OF 7 (A2)		



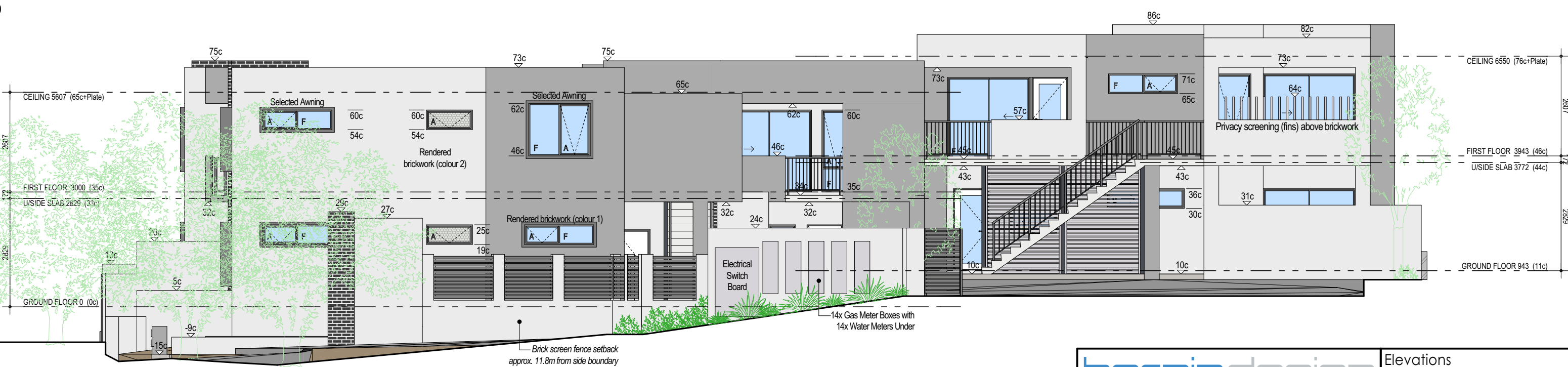
1 SOUTH-WEST ELEVATION (FRONT)



2 NORTH-WEST ELEVATION (SIDE)



3 NORTH-EAST ELEVATION (REAR)



4 SOUTH-EAST ELEVATION (SIDE)

Addendum to Responsible Authority Report – DAP/18/01377 – Submitted on 15 June 2018

Fourteen (14) Multiple Dwellings

Lot 348 (50) and Lot 347 (52) Littorina Avenue, Heathridge

Reason/Purpose for Addendum:

Amended plans provided 19 June 2018 by the Applicant, Carlo Famiano representing CF Town Planning & Development, for consideration by the Metro North-West JDAP at its meeting of 25 June 2018.

Comments:


The amended plans include an alteration to the gradient of the three on-site visitor parking bays located south east of, and adjacent to Unit 1. The proposed amendment to the parking bay gradient seeks to specifically address refusal reasons 2, 3.1 and 4.1 of the RAR submitted by the City of Joondalup. Notwithstanding the amendments proposed, the City's recommendation for refusal of the development stands given the balance of refusal reasons remain outstanding. It is also noted that even if the amendments to address grades are such that the three visitor bays are acceptable, a visitor parking shortfall would still remain to a degree which the City considers unacceptable. A copy of the amended plans for consideration in place of Attachment 2 referred to in the City's RAR is attached.

Given the City's recommendation for refusal, no additional conditions of approval or advice notes are recommended.

Conclusion:

The City's Technical Officer will undertake an assessment of the revised plans ahead of the JDAP meeting on 25 June 2018, and will be available to provide comment in relation to the altered gradient of the on-site visitor bays.

No changes to the RAR originally submitted 15/06/2018


Tim Thornton – 20/6/2018

Individual Developments

Lot 348 (#50) & Lot 347 (#52) Littorina Avenue, Heathridge

14x Multi-Dwellings



Page No.	Description
1	Cover Page
2	Feature Survey
3	Site/Layout Plan
4	Ground Floor Plans
5	Upper Floor Plans
6	Elevations 1 - 4
7	Landscaping Plan



FEATURE SURVEY

CLIENTS DETAILS:

Individual Developments Pty Ltd

LEVEL DATUM:
AHD (Approx.)

DWG REF:
Littorina 50 & 52 F - v1.0

STREET NAME :
LITTORINA AVENUE

LOT # :
348 & 347

HOUSE # :
50 & 52

SUBURB :
HEATHRIDGE

LOCAL AUTHORITY :
CITY OF JOONDALUP

LOT AREA :
1496m²

R CODE :
R20/40

SURVEY DATE :
14/09/2017

SCALE AT A3 SIZE:
1:250

LEGEND

WATER METER

SEWER AC

TELSTRA PIT

LIGHT POLE

POWER DOME

TREE (TO SCALE)

POST

HYDRANT

TEMP. BENCHMARK

SURVEY STATION

SEWER CONN.

DRAINAGE MANHOLE

GRATE

T: (08) 6144 0000 F: (08) 6144 0099
59 SCARBOROUGH BEACH RD,
SCARBOROUGH WA 6019
Email: info@visionsc.com.au
www.visionsurveys.com.au

SCALE 1:250 @ A3

PLAN / DIAG / SP
ELECTRICITY
WATER
GAS

P 12126
UNDERGROUND
CONNECTION
YES

TELSTRA
SEWERAGE
DRAINAGE
VEG. / SOIL

PIT
YES
GOOD
AS DESCRIBED

IMPORTANT NOTES:

THE BOUNDARY CANNOT BE VERIFIED DUE TO LACK OF SURVEY MARKS/ PEGS, ALL BUILDING DIMENSIONS & FEATURES ARE APPROXIMATE ONLY. BOUNDARY POSITIONS HAVE BEEN TAKEN FROM BUILDINGS, FENCING, RETAINING WALLS AND OTHER TYPICAL FEATURES LOCATED ON THE BOUNDARY WHICH MAY OR MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPEGGED.

BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS, THE BOUNDARIES MUST BE REPEGGED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING BUT NOT LIMITED TO ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.

THIS PLAN IS INTENDED FOR THE DEPT OF PLANNING & INFRASTRUCTURE ONLY.

SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK WITH APPROPRIATE AUTHORITY BEFORE ADOPTION OF POSITION.

FEATURE SURVEY
1:200

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Feature Survey

Client :
Individual Developments

Job Address :
Lot 348 (#50) & Lot 347 (#52) Littorina Avenue,
Heathridge (City of Joondalup)

Scale : 1:200

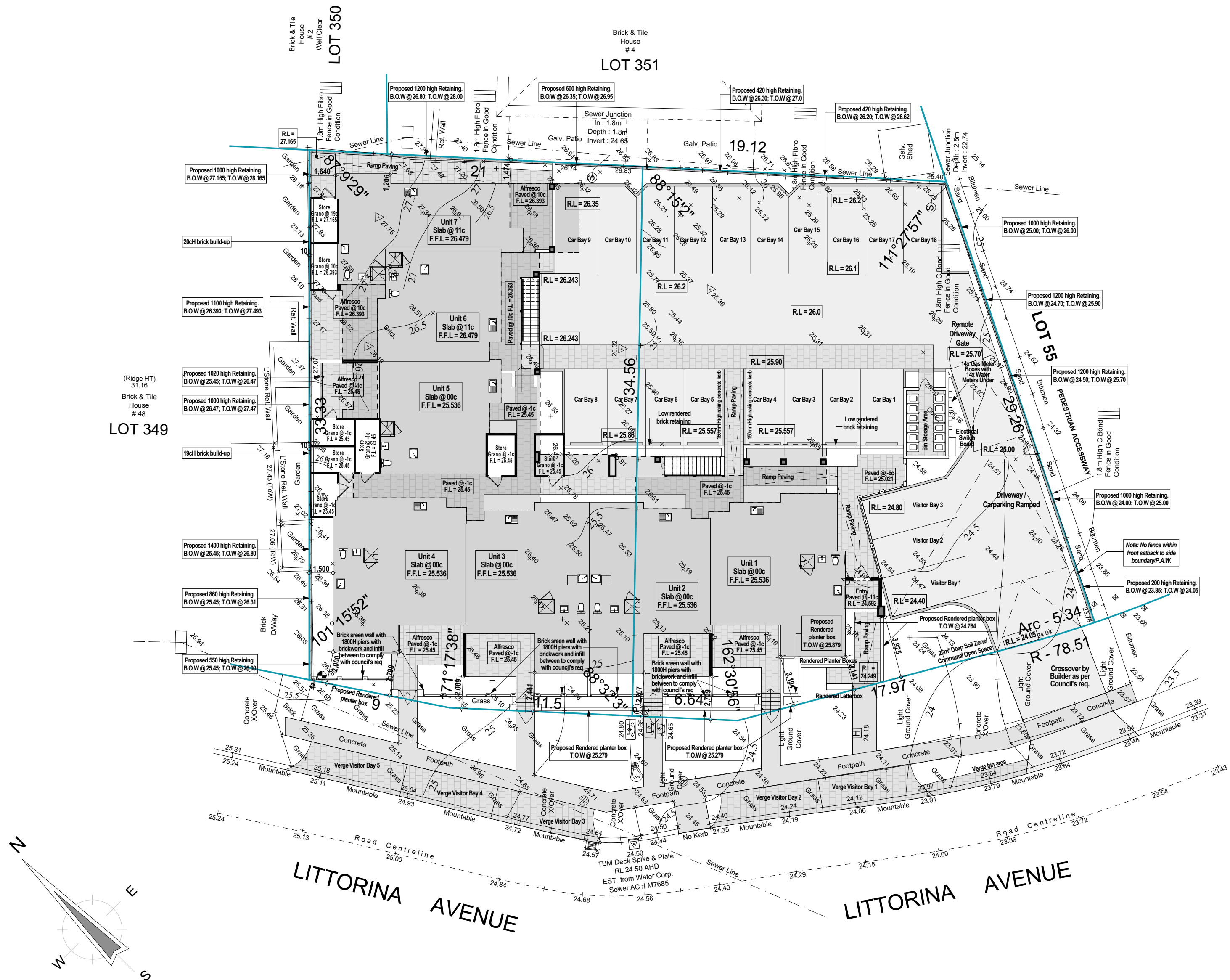
Job No. 17-50/52LIT

Designed : CB

Sheet : 2 OF 7 (A2)

Feature Survey		CB		02/05/18	
Client :		CB		26/04/18	
Individual Developments		CB		10/04/18	
Job Address :		CB		29/01/18	
Lot 348 (#50) & Lot 347 (#52) Littorina Avenue,		CB		24/01/18	
Heathridge (City of Joondalup)		CB		08/01/18	
Scale : 1:200		CB		04/10/17	
Job No. 17-50/52LIT		CB		04/10/17	
Designed : CB		CB		04/10/17	
Sheet : 2 OF 7 (A2)		CB		04/10/17	

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CAD DOCUMENTS. ADDITIONAL ALTERATIONS / CHANGES MAY BE
REQUIRED TO ACCOMMODATE ANY SITE & COUNCIL REQUIREMENTS.



SITE / LAYOUT PLAN
1:200

Dr	Description	Checked	Date
CB	Planning Amendments	CB	02/05/18
CB	Planning Amendments	CB	26/04/18
CB	JDRP Amendments	CB	10/04/18
CB	Issued For Planning	CB	29/01/18
CB	Design Amendments 2	CB	24/01/18
CB	Design Amendments 1	CB	08/01/18
CB	Design Sketch	CB	04/10/17
Revisions/Variations			
Designed : CB		Sheet : 3 OF 7 (A2)	



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Ground Floor Plan		C8 Planning Amendments C8 Planning Amendments C8 JDRP Amendments C8 Issued For Planning C8 Design Amendments 2 C8 Design Amendments 1 C8 Design Sketch		C8 02/05/17 C8 26/04/17 C8 10/04/17 C8 29/01/17 C8 24/01/17 C8 08/01/17 C8 30/01/17
Client: Individual Developments Job Address: Lot 348 (#50) & Lot 347 (#52) Littorina Avenue, Heathridge (City of Joondalup)		Rev Description Revisions/Variations	Checked Date	Scale: 1:100 Job No: 17-50/52LIT Designed: CB Sheet: 4 OF 7 (A1)

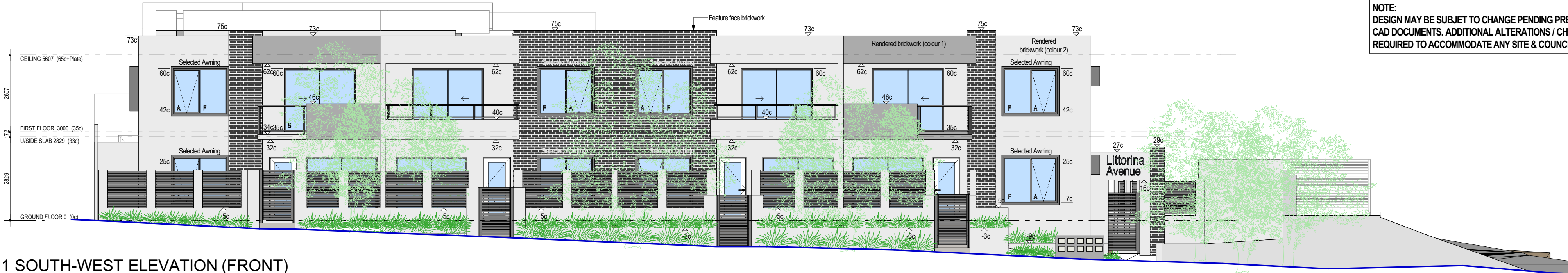
AREAS			
UNIT '01' AREAS			
Ground Floor	Area	Perimeter	
Unit 01A	17.43	14.62	
Unit 01B	15.31	13.95	
Unit 01C	2.78	5.28	
	30.24 m²	61.02 m	
UNIT '02' AREAS			
Ground Floor	Area	Perimeter	
Unit 02A	26.25	37.60	
Unit 02B	16.42	24.62	
Unit 02C	5.77	10.31	
	68.58 m²	112.53 m	
UNIT '03' AREAS			
Ground Floor	Area	Perimeter	
Unit 03A	70.13	114.47	
Unit 03B	12.00	16.41	
	88.11 m²	130.88 m	
UNIT '04' AREAS			
Ground Floor	Area	Perimeter	
Unit 04A	72.61	96.37	
Unit 04B	10.29	15.47	
	82.90 m²	111.84 m	
UNIT '05' AREAS			
Ground Floor	Area	Perimeter	
Unit 05A	5.81	10.28	
Unit 05B	7.84	11.53	
	63.49 m²	80.73 m	
UNIT '06' AREAS			
Ground Floor	Area	Perimeter	
Unit 06A	25.59	29.71	
Unit 06B	11.15	15.47	
Unit 06C	3.90	9.92	
	40.64 m²	55.10 m	
UNIT '07' AREAS			
Ground Floor	Area	Perimeter	
Unit 07A	25.93	38.13	
Unit 07B	11.07	14.40	
Unit 07C	5.00	8.61	
	71.43 m²	110.83 m	
UNIT '08' AREAS			
Upper Floor	Area	Perimeter	
Unit 08A	27.29	38.84	
Unit 08B	9.28	13.90	
Unit 08C	0.78	1.49	
	37.35 m²	54.24 m	
UNIT '09' AREAS			
Upper Floor	Area	Perimeter	
Unit 09A	55.20	94.17	
Unit 09B	14.19	15.36	
Unit 09C	5.58	8.61	
	74.13 m²	109.30 m	
UNIT '10' AREAS			
Upper Floor	Area	Perimeter	
Unit 10A	16.20	16.85	
Unit 10B	16.20	16.85	
Unit 10C	7.56	57.80	
	39.96 m²	91.50 m	
UNIT '11' AREAS			
Upper Floor	Area	Perimeter	
Unit 11A	72.45	35.51	
Unit 11B	16.42	14.62	
Unit 11C	4.40	5.86	
	87.63 m²	55.99 m	
UNIT '12' AREAS			
Upper Floor	Area	Perimeter	
Unit 12A	31.10	31.10	
Unit 12B	19.59	14.79	
Unit 12C	15.86	11.19	
	66.55 m²	67.08 m	
UNIT '13' AREAS			
Upper Floor	Area	Perimeter	
Unit 13A	69.25	37.60	
Unit 13B	15.31	13.95	
Unit 13C	4.81	9.11	
	89.36 m²	60.65 m	
UNIT '14' AREAS			
Upper Floor	Area	Perimeter	
Unit 14A	71.63	71.63	
Unit 14B	15.31	14.26	
Unit 14C	14.62	14.62	
	101.56 m²	100.51 m	
UNIT '14' TOTAL AREA = 1144.68 m ²			

Lot Area = 1496.022m² R20/R40

Site Coverage
Allowed 55% of
1496.022m² = 822.81m²
Total GF Building Area = 584.04m²
= 39%

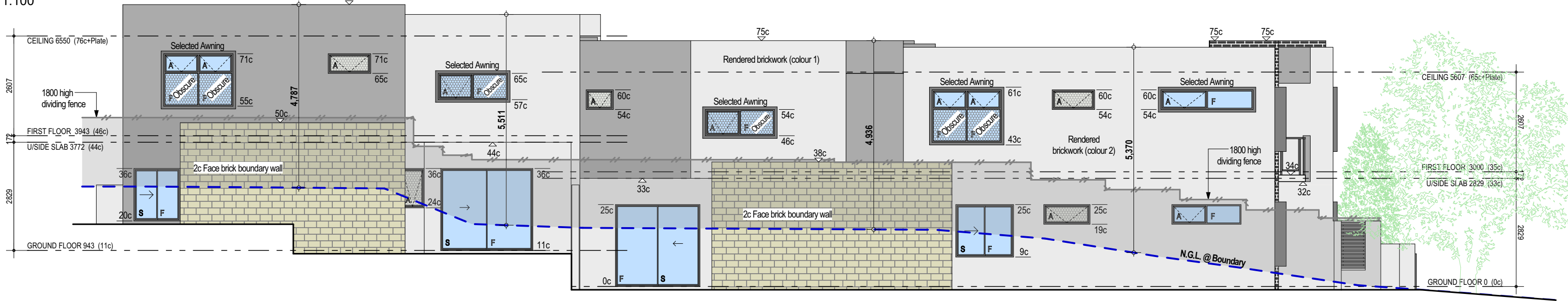
Plot Ratio
Allowed 0.6 of
1496.022m² = 897.61m²
Total Floor Area = 896.28m²
Plot Ratio = 0.59

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1 SOUTH-WEST ELEVATION (FRONT)

1:100



2 NORTH-WEST ELEVATION (SIDE)

1:100



3 NORTH-EAST ELEVATION (REAR)

1:100



4 SOUTH-EAST ELEVATION (SIDE)

1:100

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Elevations
Client :
Individual Developments
Job Address :
Lot 348 (#50) & Lot 347 (#52) Littorina Avenue,
Heathridge (City of Joondalup)
Scale : 1:100
Job No. : 17-50/52LITT

Dr	Description	Checked	Date
CB	Planning Amendments	CB	02/05/18
CB	Planning Amendments	CB	26/04/18
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CB	Issued For Planning	CB	29/01/18
CB	Design Amendments 2	CB	24/01/18
CB	Design Amendments 1	CB	08/01/18
CB	Design Sketch	CB	04/10/17
Revisions/Variations			
Designed :		CB	
Sheet :		6 OF 7	(A2)



Landscaping Plan

1:200

NOTE:
- LANDSCAPED AREA TO BE MULCHED (50mm) TO COUNCILS REQUIREMENTS.
- IRRIGATION DRIP SPRINKLER RETICULATION TO SERVICE LANDSCAPED AREA TO BE CONNECTED TO AUTOMATIC CONTROL SYSTEM BOX.
- PLANT TYPE MAY VARY DEPENDING AVAILABILITY/ MAY BE REPLACED WITH A SIMILAR PLANT

LANDSCAPING PLANT LEGEND			
Symbol	Description	Size of Plant	Amount
	LOMANDRA filiformis	30cm Wide - 30cm High	As per council requirements
	LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)	50cm Wide - 50cm High	As per council requirements
	Pistacia Chinensis (Chinese Pistachio)	up to 6m wide x 8m high	4
	Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)	up to 4m - 6m high	2
	Sapium Sebiferum (Chinese Tallow)	up to 5m - 7m high	7
	Pyrus Ussuriensis (Manchurian Pear)	up to 5m - 7m high	7
	Westringia Dampieri	<1m Shrub	As per council requirements
	Alyogyne Huegelii (Lilac Hibiscus)	1-3m Shrub	As per council requirements
	Turfed Area		
	Mulched Area		



LEUCOPHYTA
Silver Nugget
(Compact Form Cushion Bush)



LOMANDRA
filiformis



Magnolia Grandiflora
'Little Gem'
(Dwarf Magnolia)



Pistacia Chinensis
(Chinese Pistachio)



Sapium Sebiferum
(Chinese Tallow)



Pyrus Ussuriensis
(Manchurian Pear)



Alyogyne Huegelii
(Lilac Hibiscus)



Westringia Dampieri

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Landscaping Plan

Client :
Individual Developments
Job Address :
Lot 348 (#50) & Lot 347 (#52) Littorina Avenue,
Heathridge (City of Joondalup)

Scale : 1:200

Job No. : 17-50/52LITT

Revisions/Variations		Checked	Date
CB	Planning Amendments	CB	02/05/18
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CB	Design Sketch	CB	04/10/17

Designed : CB

Sheet : 7 OF 7 (A2)



Landscaping Plan

1:200

NOTE:
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LANDSCAPING PLANT LEGEND			
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	Turfed Area		
	Mulched Area		



LEUCOPHYTA
Silver Nugget
(Compact Form
Cushion Bush)



LOMANDRA
filiformis



Magnolia Grandiflora
'Little Gem'
(Dwarf Magnolia)



Pistacia Chinensis
(Chinese Pistachio)



Sapium Sebiferum
(Chinese Tallow)



Pyrus Ussuriensis
(Manchurian Pear)



Alyogyne Huegelii
(Lilac Hibiscus)



Westringia
Dampieri

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2009

This Certificate has been issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme. The certificate details the conclusions of the full Bushfire Attack Level Assessment Report (full report) prepared by the Accredited Practitioner.



Property Details and Description of Works

Address Details	Unit no	Street no 50 & 52	Lot no 347 & 348	Street name / Plan Reference Littorina Avenue		
	Suburb Heathridge			State WA	Postcode 6027	
Local government area	City of Joondalup					
Main BCA class of the building	Class 2	Use(s) of the building		Residential Apartments		
Description of the building or works	14 x Residential Apartments					

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class C Shrubland	Downslope 3.6 °	36.5 m	12.5

BPAD Accredited Practitioner Details

Name Lindsay Stone	<div> <p>I hereby declare that I am a BPAD accredited bushfire practitioner.</p>  <p>Accreditation No. BPAD 36522</p> <p>.....</p> <p>Signature </p> <p>.....</p> <p>Date 9 January 2018</p> <p>.....</p> </div>
Company Details Assured Certification Services	
I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2009 (Incorporating Amendments 1, 2 and 3).	

Authorised Practitioner Stamp

Reliance on the assessment and determination of the Bushfire Attack Level contained in this certificate should not extend beyond a period of 12 months from the date of issue of the certificate. If this certificate was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated certificate issued.

Bushfire Attack Level (BAL)

AS 3959 Assessment Report

Site Details					
Address:	Unit no	Street no	Lot no	Street name	
		50 & 52	347 & 348	Littorina Avenue	
Suburb:	Heathridge			State:	WA
Local Government Area:	City of Joondalup				
Description of Building Works:	14 x Residential Apartments				

Report Details			
Report / Job Number:	ACS 013951	Report Version:	1.0
Assessment Date:	9 January 2018	Report Date:	9 January 2018

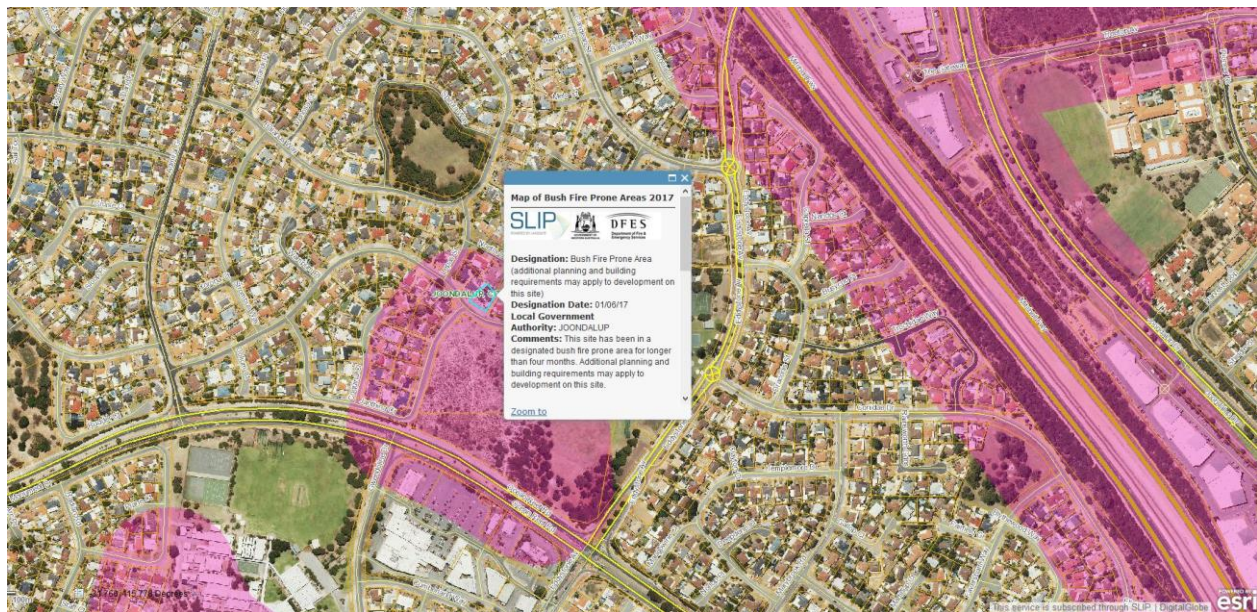
BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Site Assessment & Site Plans

The assessment of this site / development was undertaken on 9 January 2018 by Assured Certification Services to ascertain the Bushfire Attack Level on the 14 x Residential Apartments in accordance with AS 3959 - 2009 Simplified Procedure (Method 1).

Designated Bushfire Prone Area

The following map identifies the area designated by the Department of Fire and Emergency Services (DFES) as being subject, or likely to be subject, to bushfire attack.



BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Proposed Site Plan

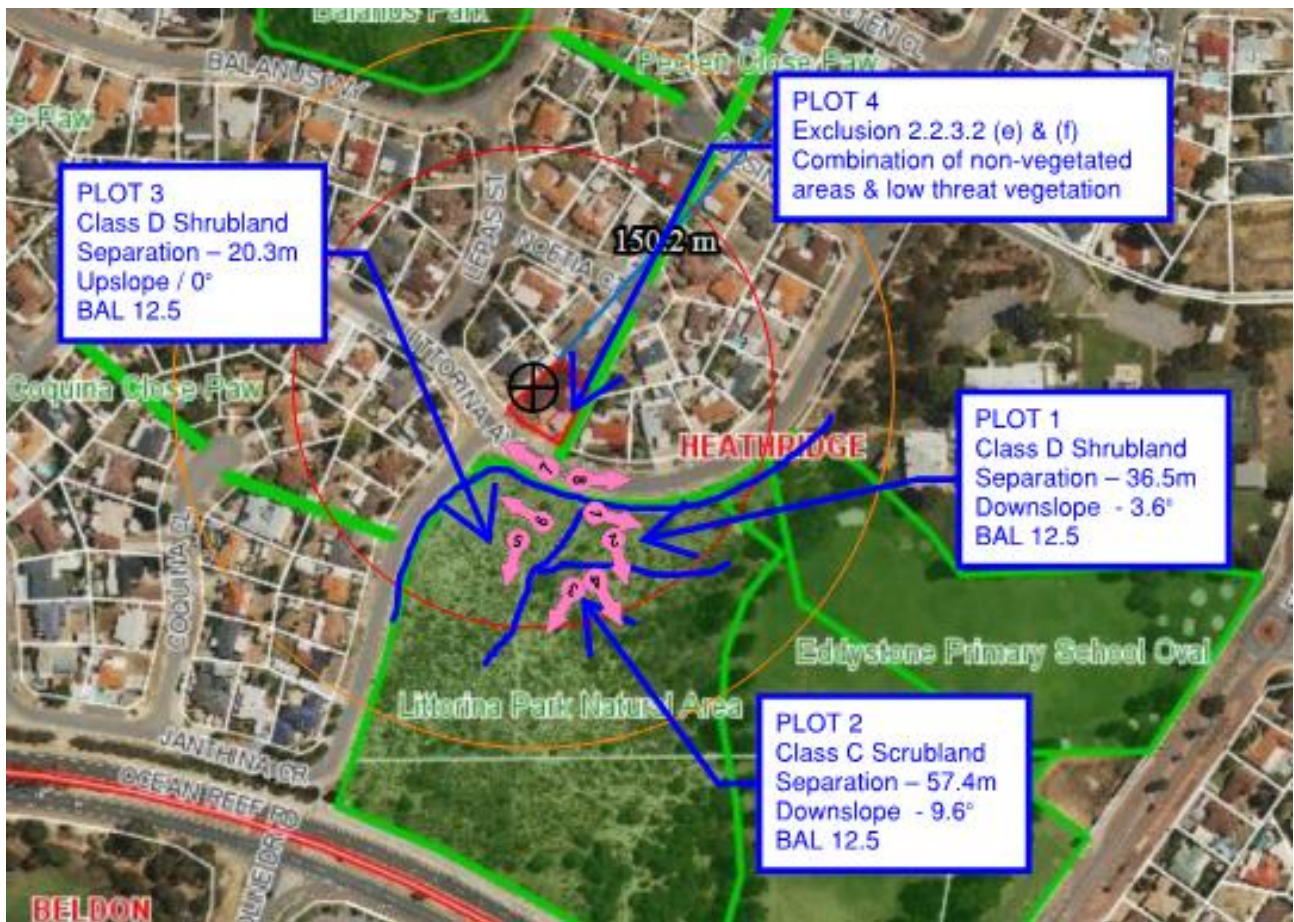
The site assessment has been undertaken in conjunction with the site plans provided by the client, as detailed below, and is limited to the surrounding environment within 100m of the proposed building at the time of the inspection.



BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Identifiable Plots

The following map identifies the plots that impact on the bushfire attack level assessment of the subject lot.



LEGEND



Subject lot



100m wide buffer



**Photo:
Location and direction**



**Proposed building
location.**



150m wide buffer





Vegetation extents

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT



Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

PLOT 1	Classification or Exclusion Clause:	Class C Shrubland
This is an extremely degraded shrubland area with an understorey of grasses.		
Photo 1	Photo 2	
 <p>127°SE (M) ● 50 S 383199 6484720 ±5m</p> <p>ACS Building Surveyors 09 Jan 2018, 13:13</p>	 <p>150°SE (M) ● 50 S 383553 6483780</p> <p>ACS Building Surveyors 09 Jan 2018, 13:23</p>	

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

PLOT 2	Classification or Exclusion Clause:	Class D Scrubland
Shrubs greater than 2m high of mixed species composition with a 10-30% foliage.		
Photo 3		Photo 4
		

PLOT 3	Classification or Exclusion Clause:	Class C Shrubland
This is an extremely degraded shrubland area with an understorey of grasses.		
Photo 5		Photo 6
		

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

PLOT 4	Classification or Exclusion Clause:	Clause (e) & (f)
Clause 2.2.3.2 (e) & (f) - This area has a combination of low threat vegetation comprising of cultivated gardens, managed grassland & lawns along with public reserves and parkland maintained by the Local Authority and non-vegetated areas consisting of roads and housing.		
Photo 7	Photo 8	
		

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 40 ☐
Table 2.4.5

FDI 50 ☐
Table 2.4.4

FDI 80 ☒
Table 2.4.3

FDI 100 ☐
Table 2.4.2

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope (degrees)	Separation (m)	BAL
1	Class C Shrubland	Downslope 3.6°	36.5m	12.5
2	Class D Scrubland	Downslope 9.6°	57.4m	12.5
3	Class C Shrubland	Upslope / Flat	20.3m	12.5
4	Exclusion 2.2.3.2 (e) & (f)	-	-	LOW
5				

Table 1: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

Determined Bushfire Attack Level	BAL 12.5
---	-----------------

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Appendix 1 – Vegetation classification

2.2.3.1 General

Vegetation shall be classified in accordance with Table 2.3 and Figures 2.4(A) to 2.4(G).

Where there is more than one vegetation type, each type shall be classified separately with the worst case scenario (predominant vegetation is not necessarily the worst case scenario) applied.

NOTE: Classification of vegetation should not be based solely on the edge of the vegetation, which may be invaded by weeds.

2.2.3.2 Exclusions—Low threat vegetation and non-vegetated areas.

The Bushfire Attack Level shall be classified BAL—LOW where the vegetation is one or a combination of any of the following:

- (a) Vegetation of any type that is more than 100 m from the site.
- (b) Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified.
- (c) Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site, or each other.
- (d) Strips of vegetation less than 20 m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.
- (e) Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.
- (f) Low threat vegetation, including managed grassland, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTE: Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass, for example, to a nominal height of 100mm).

- (g) Text Deleted

BUSH FIRE ATTACK LEVEL

AS 3959 ASSESSMENT REPORT

Appendix 2 – Determination of Bushfire Attack Level (BAL)

31

AS 3959—2009

TABLE 2.4.3

DETERMINATION OF BUSHFIRE ATTACK LEVEL (BAL)—FDI 80 (1090 K)

Vegetation classification	Bushfire Attack Levels (BALs)				
	BAL—FZ	BAL—40	BAL—29	BAL—19	BAL—12.5
	Distance (m) of the site from the predominant vegetation class				
	All upslopes and flat land (0 degrees)				
A. Forest	<16	16–<21	21–<31	31–<42	42–<100
B. Woodland	<10	10–<14	14–<20	20–<29	29–<100
C. Shrubland	<7	7–<9	9–<13	13–<19	19–<100
D. Scrub	<10	10–<13	13–<19	19–<27	27–<100
E. Mallee/Mulga	<6	6–<8	8–<12	12–<17	17–<100
F. Rainforest	<6	6–<9	9–<13	13–<19	19–<100
G. Grassland	<6	6–<8	8–<12	12–<17	17–<50
	Downslope >0 to 5 degrees				
A. Forest	<20	20–<27	27–<37	37–<50	50–<100
B. Woodland	<13	13–<17	17–<25	25–<35	35–<100
C. Shrubland	<7	7–10	10–<15	15–<22	22–<100
D. Scrub	<11	11–<15	15–<22	22–<31	31–<100
E. Mallee/Mulga	<7	7–<9	9–<13	13–<20	20–<100
F. Rainforest	<8	8–<11	11–<17	17–<24	24–<100
G. Grassland	<7	7–<9	9–<14	14–<20	20–<50
	Downslope >5 to 10 degrees				
A. Forest	<26	26–<33	33–<46	46–<61	61–<100
B. Woodland	<16	16–<22	22–<31	31–<43	43–<100
C. Shrubland	<8	8–<11	11–<17	17–<25	25–<100
D. Scrub	<12	12–<17	17–<24	24–<35	35–<100
E. Mallee/Mulga	<7	7–<10	10–<15	15–<23	23–<100
F. Rainforest	<11	11–<15	15–<22	22–<31	31–<100
G. Grassland	<8	8–<10	10–<16	16–<23	23–<50
	Downslope >10 to 15 degrees				
A. Forest	<33	33–<42	42–<56	56–<73	73–<100
B. Woodland	<21	21–<28	28–<39	39–<53	53–<100
C. Shrubland	<9	9–<13	13–<19	19–<28	28–<100
D. Scrub	<14	14–<19	19–<28	28–<39	39–<100
E. Mallee/Mulga	<8	8–<11	11–<18	18–<26	26–<100
F. Rainforest	<14	14–<19	19–<28	28–<39	39–<100
G. Grassland	<9	9–<12	12–<18	18–<26	26–<50
	Downslope >15 to 20 degrees				
A. Forest	<42	42–<52	52–<68	68–<87	87–<100
B. Woodland	<27	27–<35	35–<48	48–<64	64–<100
C. Shrubland	<10	10–<15	15–<22	22–<31	31–<100
D. Scrub	<15	15–<21	21–<31	31–<43	43–<100
E. Mallee/Mulga	<9	9–<13	13–<20	20–<29	29–<100
F. Rainforest	<18	18–<25	25–<36	36–<48	48–<100
G. Grassland	<10	10–<14	14–<21	21–<30	30–<50

BUSH FIRE ATTACK LEVEL AS 3959 ASSESSMENT REPORT

Appendix 4: – Additional Information / Advisory Notes / Justifications Related to Assessment

A bushfire attack level (BAL) Assessment is a means of measuring the severity of a buildings potential exposure to ember attack, radiant heat and direct flame contact in a bushfire event, and thereby determining the construction measures required for the dwelling.

The methodology used for the determination of the BAL rating, and the subsequent building construction standards, are directly referenced from the Australian Standard AS3959-2009 construction of buildings in bushfire prone areas.

The BAL rating is determined through identification and assessment of the following parameters

- Fire Danger index (FDI) Rating; assumed to be FDI-80 for WA;
- All classified vegetation **within 100m** of the subject building;
- Separation distance between the building and the classified vegetation source/s; and
- Slope of the land under the classified vegetation.

AS3959-2009 has six (6) levels of BAL, based on the radiant heat flux exposure to the building, and also identifies the relevant sections for building construction; this is shown in the table below.

Bushfire Attack Level (BAL)	Classified vegetation within 100m of the site and heat flux exposure thresholds	Description of predicted bushfire attack and levels of exposure	Construction Sections (within AS 3959)
BAL-LOW	See clause 2.2.3.2	There is insufficient risk to warrant specific construction requirements	4
BAL 12.5	$\leq 12.5\text{kW/m}^2$	Ember attack.	3 & 5
BAL 19	$\geq 12.5\text{kW/m}^2$ to $\leq 19\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux.	3 & 6
BAL 29	$\geq 19\text{kW/m}^2$ to $\leq 29\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux.	3 & 7
BAL 40	$\geq 29\text{kW/m}^2$ to $\leq 40\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux with the increased likelihood of exposure to flames.	3 & 8
BAL FZ	$> 40\text{kW/m}^2$	Direct exposure to flames from fire front in addition to heat flux and ember attack.	3 & 9

Reference: AS 3959 Construction of buildings in bushfire-prone areas Table 3.1

This report is valid for a period of 12 months from the date of issue.

INDIVIDUAL DEVELOPMENTS PTY LTD

50-52 LITTORINA AVENUE, HEATHRIDGE

PROPOSED RESIDENTIAL APARTMENTS

TRAFFIC REVIEW

February 2018



Riley Consulting Pty Ltd
PO Box Z5578
Perth WA 6831
0413 607 779 Mobile

Issued on	7 February 2018	Amendment	Date
Version	V1		
Reference	966		

1. EXECUTIVE SUMMARY

1.1. Riley Consulting has been commissioned by Individual Developments Pty Ltd to consider the traffic and transport impacts of developing 14 residential apartments at 50-52 Littorina Avenue, Heathridge. The key findings of the traffic review are:

1.1.1. The level of traffic generated by the proposed development is very low and no formal traffic assessment is required under the WAPC *Transport Assessment Guidelines for Developments*. The proposed development is deemed to cause no traffic impact.

1.1.2. Residential parking in accordance with the R-codes and AS2890.1 is provided.

1.1.3. The development has good public transport access.

2. INTRODUCTION AND BACKGROUND

2.1. Riley Consulting has been commissioned by Individual Developments Pty Ltd to assess the proposed development of 12 residential apartments at 50 – 52 Littorina Avenue, Heathridge.

2.2. Littorina Avenue is classified as a local access street in the Main Roads *Functional Road Hierarchy*. It is constructed with a standard road pavement of 7.2 metres. A footpath is provided to the northern side of the street, being the same side of the road as the proposed development. Traffic data is not available for Littorina Avenue, but based on aerial mapping it would be expected to carry about 1,500 vehicles per day (vpd).

2.3. Eddystone primary school is located 250 metres east of the proposed development. Morning peak hour traffic demands are therefore likely to be higher than 10% of the daily demand (150 vehicles). However, a peak demand of less than 300 vehicles would be expected.

2.4. Littorina Avenue would have capacity to pass 13,500vpd operating at a Level of Service D. However, under *Liveable Neighbourhoods* planning guidelines the traffic flow would be restricted to 3,000vpd to protect residential amenity.

2.5. Reference to the MRWA crash data shows no crashes occurring at adjacent intersections.

2.6. Figure 1 shows the location of the subject site.

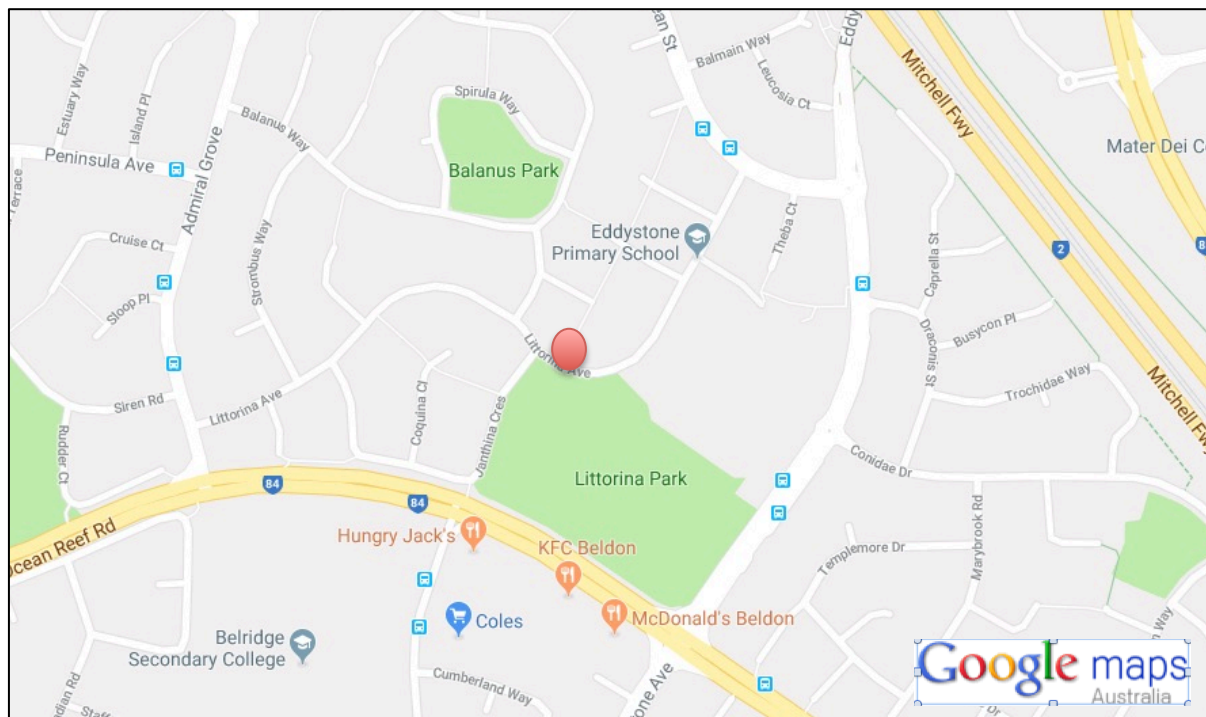


Figure 1 Site Location

3. TRAFFIC GENERATION

- 3.1. Two standard suburban dwellings presently occupy the site. The existing houses would be expected to generate about 8 vehicle movements per day.
- 3.2. Reference to the RTA *Guide to Traffic Generating Developments* identifies that medium density residential apartments have a typical trip generation rate of 4 to 5 trips per dwelling per day. During the peak periods 10% of the daily demand is expected.
- 3.3. The site is located in a suburban area and the higher trip rate indicated by the RTA guide would be expected.
- 3.4. The development comprises of 14 residential units and based on the RTA trip rate of 5 trips per dwelling per day, the site would generate up to 70 vehicle movements per day with about 7 peak hour movements.
- 3.5. The proposed development can be expected to increase local traffic flows by (70 proposed trips – 16 existing trips) a maximum of 54 vehicle movements per day. Table 1 provides a summary of the traffic generation.

Table 1 Forecast Traffic Movements

Use	Daily	AM	PM
Existing Dwellings	16	2	2
14 Apartments	70	7	7
Forecast Traffic Increase	+54vpd	+5 trips	+5 trips

4. TRAFFIC IMPACTS

- 4.1. The WAPC *Transport Assessment Guidelines for Developments* states that a development generating less than 10 vehicle movements in its peak hour of activity would have a “low” traffic impact. Under such circumstances the proposed development would be deemed to cause no material traffic impact.
- 4.2. The WAPC *Transport Assessment Guidelines for Developments* advises that low impact developments would not normally require any assessment.
- 4.3. It can be seen that the proposed development of 14 apartments generating an increase of about 5 peak hour movements would be considered to cause no material traffic impact.
- 4.4. The level of traffic increase will not result in Littorina Avenue or any other local street operating in a manner contrary to its function.

5. PARKING

- 5.1. Appendix A shows the ground floor plan of the proposed development. Eighteen parking bays are provided for residents and three bays are provided for visitors. The level of parking provided complies with the requirements of the R-Codes.
- 5.2. Parking bays of 2.4 metres by 5.4 metres are provided with an aisle of 6.0 metres. Appropriate widening of end bays has been provided. The parking bays accord with the requirements of AS2890.2 for residential uses.
- 5.3. The concept plan attached at Appendix A indicates parking embayments to Littorina Avenue adjacent to the proposed development. The level of visitor bays provided on-site meets the minimum requirements and on-street parking is not required.
- 5.4. The location of the parking area access accords with AS2890.1 and meets the minimum width requirements.
- 5.5. The level of traffic generated by the car park is less than 30 vehicle movements in any hour and under AS2890.1 a single lane access is permissible. The layout of the single lane access to the car park accords with the requirements of AS2890.1. Appropriate passing places are provided on-site to either side of the one-way section.
- 5.6. Visibility for the crossover is shown in Figure 2. The minimum levels of visibility are measured to be at least 50 metres to the east and in excess of 100 metres to the west. AS2890.1 requires a minimum of 40 metres visibility to be provided for residential crossovers. The visibility exceeds the minimum requirements of AS2890.1.

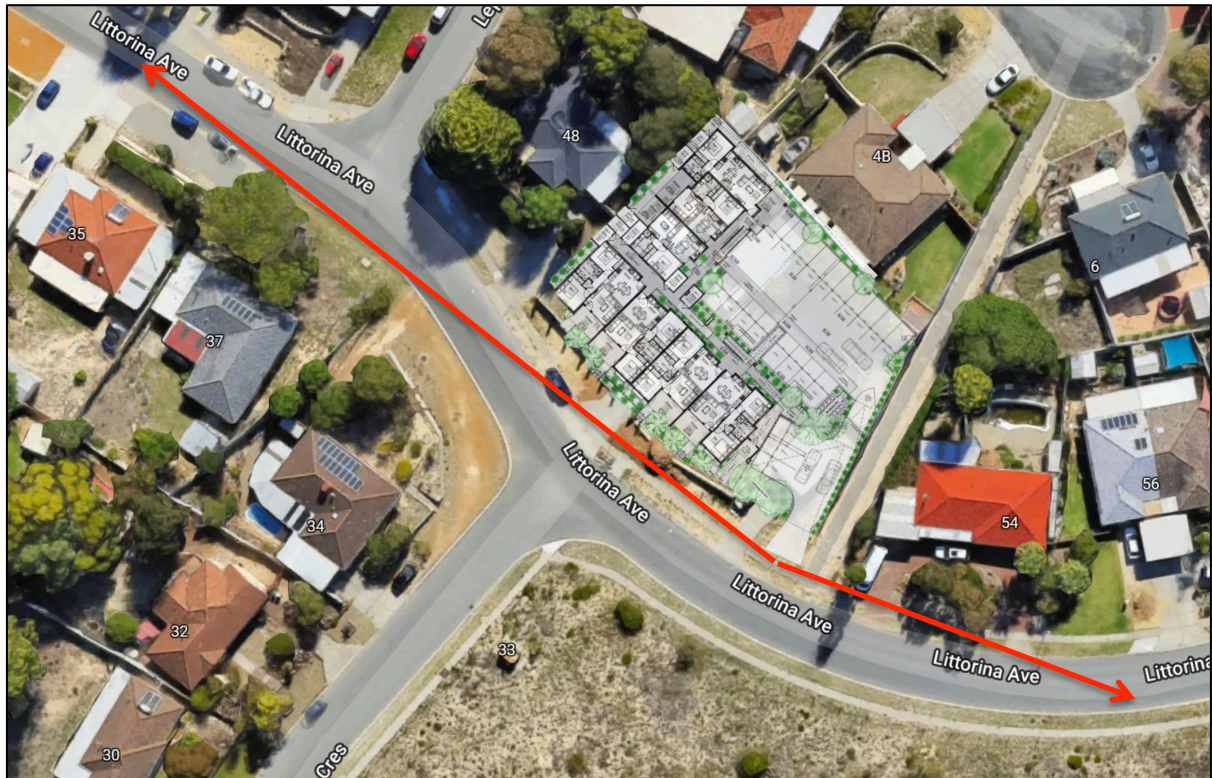


Figure 2 Site Access Visibility

6. SERVICING

- 6.1. Garbage collection is expected to be provided by the City of Joondalup and will utilise on-street collection. The location of the bin store provides easy access for bins to be placed on-street.
- 6.2. Other deliveries may utilise the visitor parking bays or will park on-street.

7. PUBLIC TRANSPORT ACCESS

- 7.1. Bus stops are located on Eddystone Avenue approximately 280 metres from the subject site.
- 7.2. Route 464 provides a service between Whitfords railway station and Joondalup railway station. The bus service operates on a half hourly basis throughout the day. During peak periods 4 services per hour are indicated to access Joondalup railway station and town centre.

[illegible]

NOTE: DESIGN MAY BE SUBJECT TO CHANGE PENDING PREPARATION OF CAD DOCUMENTS. ADDITIONAL ALTERATIONS / CHANGES MAY BE REQUIRED TO ACCOMMODATE ANY SITE & COUNCIL REQUIREMENTS.

[illegible]

Waste Management Plan

**Proposed Fourteen (14) Multiple Dwellings
Lots 348 & 347 (Nos. 50 & 52) Littorina Avenue, Heathridge**

City of Joondalup



Prepared for:

Individual Developments

Prepared by:

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgool Road, Malaga WA 6090

Tel: 9249 2158

Mb: 0407384140

Email: carlof@people.net.au

FEBRUARY 2018

Background

This Waste Management Plan has been prepared in support of the Application for Development Approval lodged with the City of Joondalup for the construction of fourteen (14) new multiple dwellings on Lots 348 & 347 (Nos.50 & 52) Littorina Avenue, Heathridge.

Under the terms of the City's Local Planning Scheme No.2, the subject land is classified 'Residential' zone with a density coding of R20/40. The development application for subject land proposes the construction of fourteen (14) multiple dwellings, with the following configuration:

- i) Six (6) single bedroom dwellings, with one (1) bathroom; and
- ii) Eight (8) two bedroom dwellings, with one (1) bathroom.

Purpose of Plan

The Waste Management Plan has been submitted in support of the application currently being considered by the City of Joondalup for the construction of fourteen (14) new multiple dwellings on the subject land.

The aim of this Plan is to:

1. Identify the indicative volume of waste.
2. Ensure adequate facilities are provided to serve the future occupants of the proposed multiple dwelling development on the subject land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate bin pick up location that will not compromise traffic safety along Littorina Avenue.
5. Develop the framework of operational procedures required from the strata management company to ensure that the management of waste is to best practice.

Key Reference Material

The key references are:

- *Guide to Best Practice for Waste Management in Multi-unit Development published in June 2010 by Sustainability Victoria;* and
- *WALGA Multiple Dwelling Waste Management Plan Guidelines.*

Estimated Volumes and MGB Type

Volume

The proposed multiple dwelling development on the subject land consists of the following:

- I) Six (6) single bedroom dwellings, with one (1) bathroom; and
- II) Eight (8) two bedroom dwellings, with one (1) bathroom.

The *WALGA Multiple Dwelling Waste Management Plan Guidelines* indicates that on average, each multiple dwelling (i.e. 'apartment') will generate the following waste:

Single Bedroom Dwelling (Six Units)

- 80L of general rubbish per unit per week
- 40L of recycling per unit per week

Two Bedroom Dwelling (Eight Units)

- 160L of general rubbish per unit per week
- 80L of recycling per unit per week

In light of the above requirements, the proposed development on the subject land will generate the following demand per week:

- I) General refuse - 1,760L
- II) Recycle refuse - 880L

Bin Type

Given the relatively small volume of waste being generated per dwelling, it is proposed as part of this application that the development be supplied with eight (8) 240 litre mobile bins for general refuse and four (4) 240 litre mobile bins for recycling.

This will provide for the total weekly capacity of 1,920L for general refuse and 960L for recycling (weekly), which exceeds the estimated total weekly volume of rubbish/recycling generated by the fourteen (14) multiple dwellings.

In light of the above, it is contended that the provision of eight (8) general waste mobile bins and four (4) recycle mobile bins, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

Collection Frequency and Provider

The City of Joondalup is the rubbish collection service provider. The following collection services are provided to residential properties within the municipality:

- Weekly 240 litre general refuse bin collection.
- Fortnightly 240 litre recycling bin collection.
- One (1) skip bin per year for bulk rubbish/junk collection.
- Annual collection of tree prunings.
- Centers available for mobile phone, globes & battery collection.
- White goods pick-up.

All bins will be collected by the City along the Littorina Avenue verge area abutting the subject land as part of the weekly & fortnightly waste collection services undertaken within the immediate area (see Appendix 1 - Site Development Plan).

An appointed site manager (i.e. resident) will be responsible for transferring the bins from the bin storage area to the street verge the night prior to pick up (before 7pm) and returning the bins on the evening of collection day (before 6pm).

Location, size and features of bin storage area

Bin storage area will be located within the south-eastern part of the subject land abutting the common driveway in accordance with the plans prepared in support of the development (see Appendix 1 – Site Development Plan).

The proposed location of the bin storage area will:

- i) Minimise odour levels impacting on the adjoining properties and the occupants of the new development on the subject land;
- ii) Provide easy access to all future occupants of the development; and
- iii) Minimise the travel distance needed to wheel the bins to the collection point along the land's Littorina Avenue.

Key design points of the common bin storage area are as follows:

- The bin storage area will comprise a tap for wash-down purposes.
- The bin store area will be screened and gated to hide its view from the street, common property area and provide security;
- The bin storage area will be secure and screened from the future occupants of the development.
- The bin storage area will allow for easy access and movement to the verge area on pick up days via the common driveway along the land's eastern side boundary.
- Adequate collection area is available along Littorina Avenue (see Appendix 1 - Site Development Plan).

Noise, odour & minimizing landfill

It is anticipated that the location of the bin storage area within the development will provide easy access by the occupants of each individual dwelling and minimize disruption to neighbors and residents.

Noise

The bin storage area will be screened and located along the common driveway, which will be situated away from the adjoining properties. The bin storage area will comprise a masonry wall around the perimeter of the compound. It is expected that the storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue noise that would not be consistent with that generated by the adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the residential dwellings on the adjoining properties from the development on the subject land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the common bin storage area along the common driveway for the new development, away from adjoining properties and major openings to habitable rooms of those units within the development;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.

Minimising landfill

Given that the City of Joondalup provide two (2) separate bins (i.e. general waste & recycling), it allows occupants of the development to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- All plastic bottles.
- Newspapers and glossy magazines, paper, envelopes
- Cardboard boxes, cereal boxes, pizza boxes, egg cartons etc.
- Cans - steel and aluminum, including aerosols cans.
- Milk and juice cartons.

Furthermore, the City of Joondalup provides annual bulk waste (i.e. skip bin), greens pickup and white goods pickup to reduce the amount of waste being placed within the general waste bin.

In light of the above services, it is contended that adequate measures are available for the future occupants of the development to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Screening and blending of storage area

The bin storage area will be purpose built compound specifically designed and screened from the public realm (i.e. Littorina Avenue). The materials and finishes of the bin storage compound will harmonise with those materials to be used for the proposed development (i.e. masonry).

Impact on adjacent properties

The proposed multiple dwelling development on the subject land has been designed to be relatively small and comprise a masonry wall where it abuts the adjoining property. It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the proposed development on the subject land is located well within the property boundaries (along the common driveway), therefore it does not abut the dwellings on the adjoining properties. As such, it is contended that the proposed bin storage area will not have an adverse impact on the amenity of the adjoining properties.

In light of the above, it is contended that any potential impacts on the adjoining properties from the proposed bin storage area on Lots 348 & 347 is expected to be minimal and would be consistent with the waste disposal activities of a typical grouped dwelling development within the immediate locality.

Strata Management Company Requirements - Waste Management

The appointed Strata Management Company contracted to manage the multiple dwellings on the subject land will be responsible to:

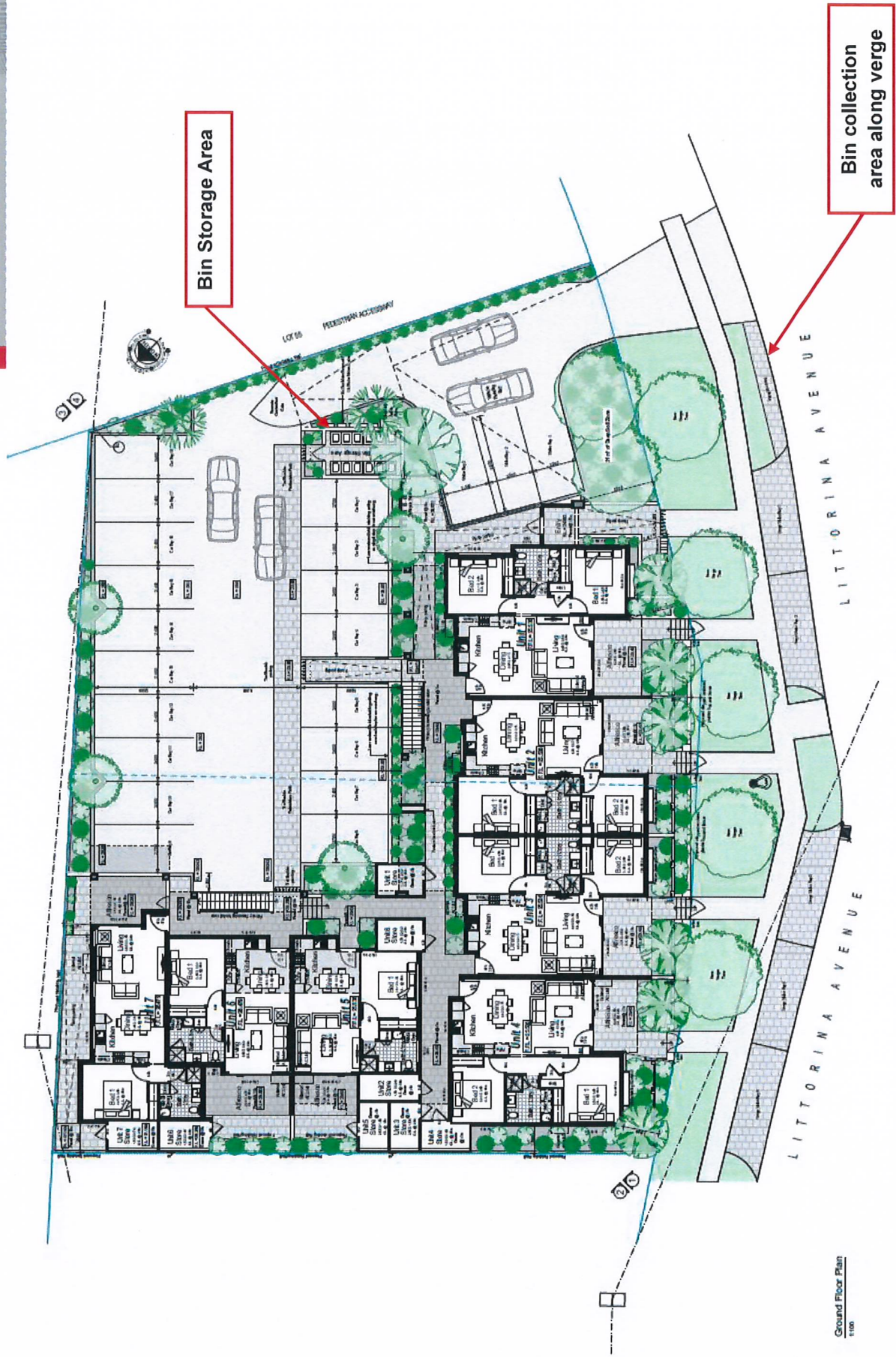
- I) Appoint a site manager (i.e. a resident) to be responsible for:
 - transferring the bins from the bin storage area to the street verge the night prior to pick up (before 7pm) and returning the bins on the evening of collection day (before 6pm); and

- coordinating the occupants of the complex to arrange cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- II) Ensure litter is cleaned up through regular landscape maintenance; and
- III) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience.

The abovementioned procedure will also be implemented if a sole landowner has control of the development (i.e. appoint a tenant to undertake the aforementioned tasks).

The future prospective purchases/occupants of the complex will be provided with a copy of the Waste Management Plan on occupancy of a dwelling. The Waste Management Plan will also be incorporated or referred to in any Strata Management Plan or Strata By-Laws or any rental agreements prepared for the development.

APPENDIX 1 – SITE DEVELOPMENT PLAN



Statement – Design Principles

Having due regard for the 'design principles' outlined with the Western Australian Planning Commissions draft *'Apartment Design Guidelines'* the following information is provided for the City's consideration:

1. Context and character

- The existing development on the subject land does not provide any heritage character to the local streetscape and currently comprises two (2) dwellings that provides little active frontage to Littorina Avenue and the public realm.
- The new development has been designed to provide an active frontage to Littorina Avenue and includes the location of outdoor living areas, major openings to habitable rooms and balconies fronting the street. This will provide improved passive surveillance over the local street and the adjacent public open space reserve.
- The active frontage to Littorina Avenue will contribute to an improved streetscape and a sense of place within the community for the future occupants of the development.
- The proposed development will assist with the provision of much needed affordable housing within the Heathridge locality, in close proximity to regional recreational facilities, public transport and a wide range of services and facilities.
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.

2. Landscape quality

- The proposed development will include the installation of comprehensive landscaping throughout the site, in particular the front setback area. This will include the provision of mature trees that will contribute to future canopy coverage
- The extensive landscaping within the front setback area (including the tiered retaining walls) will provide an improved appearance for the development when viewed from the street and will soften any potential impact the development may have on the local street in terms of bulk and scale.
- The extent of landscaping of the development will screen the hardstand area and provide an improved climate (i.e. shade) for the occupants of the development.
- The species to be planted as part of the development will be in accordance with the City's identified species list.
- The proposed development has been designed to incorporate a number of large trees within the landscaping areas to assist with improving the overall appearance and amenity of the development for its future occupants.
- The extent of landscaping provided in support of the development has been designed to reduce the impact of development on adjoining properties and the public realm. Furthermore, it is contended that the landscaping is sufficient to provide a sense of open space to the local residents along Littorina Avenue.

3. Built form and scale

- The proposed development will be of two (2) storey nature, which is consistent with the allowable built form within the locality.
- The design of the development allows for improved passive surveillance of the local street with an active frontage, which promotes and protects the public domain.
- In addition to the above point, the development has been designed to orientate towards the street and will contribute to improve pedestrian movement between the development and the pedestrian network along Littorina Avenue.

4. Functionality and build quality

- The design of the proposed development incorporates sufficient and safe pedestrian movement, whilst allowing for easy access to various on-site facilities such as bin storage areas, storerooms and car parking.
- The development has been design to provide the efficient use of land to allow for greater areas of landscaping and communal spaces to benefit the future occupants of the development.
- The proposed development will be constructed of high quality materials and finishes that will provide an improved appearance when viewed from the street.

5. Sustainability

- The proposed development has been deigned to take advantage of solar access where possible, promote natural shading through landscaping and minimising hardstand areas.
- The development will promote its occupants to encourage recycling of waste (through a waste management plan).
- The design layout of the dwellings and linkage to the communal areas will assist with promoting social interaction between the future occupants of the development. This includes the landscaping of communal areas abutting the driveway and along the land's street frontage.
- The development will include the installation of insulation where need (following the completion of an energy efficiency assessment) to ensure the dwellings comprise improved thermal performance and reduce operating costs (i.e. heating and cooling).

6. Amenity

- The proposed development has been designed to ensure that each dwelling comprises major openings orientated towards Littorina Avenue and common areas to provide improved passive surveillance reduce the potential for entrapment and promote community interaction between the occupants of the development.
- Adequate separation has been provided between the development on the subject land and the adjoining properties. This will ensure the development does not have an adverse impact on amenity of the adjoining properties and will not have an impact in terms of bulk and scale on the adjoining properties.
- The proposed development has been designed to avoid overlooking of the adjoining properties and minimise the extent of overshadowing of those lots.
- The location of the common driveway abutting the PAW is aimed at minimising the impact of vehicle noise and headlight glare on the adjoining properties.
- The development has been designed to comprise one (1) vehicle access point and location of the car parking area to the rear of the site to limit the extent of hardstand visible from the street and allow for greater landscaping within the front setback area.

7. Legibility

- The development comprises one (1) vehicle access point to provide improved traffic safety along Littorina Avenue.
- Clear pedestrian entry points are provided that are independent of the vehicle driveway to provide for safe pedestrian movement.
- The development comprises clearly definable entry points.

8. Safety

- The development provides adequate major openings to habitable rooms, balconies and outdoor living areas orientated to both the public street and the common areas of the development, therefore providing enhanced passive surveillance.

- The development has been designed to comprise openings orientated towards the street and common areas to minimize any opportunities for concealment and entrapment.
- Lighting within the Development will be installed to provide improved safety of the occupants.

9. Community

- The proposed development will assist with the provisions of much needed affordable housing within the Heathridge locality, in close proximity to regional recreational facilities, public transport and a wide range of services and facilities.
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well established urban area.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.
- The proposal development of the land of 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region generally.
- The smaller dwelling size (as opposed to a single detached dwelling) will provide an opportunity of aged residents within the locality to downsize and remain within the suburb.

10. Aesthetics

- The proposed development has been designed to include a variable front setback, along with active spaces (i.e. balconies), which will provide an attractive and articulated front façade.
- The dwellings will be constructed to include a variety of quality materials along with different colours to provide an attractive appearance and enhance the local streetscape.
- In addition to the above, the installation of comprehensive landscaping throughout the development will ensure that it will be aesthetically pleasing when viewed from the street.

Design principles

State Planning Policy No.7 – Design of the Built Environment (SPP 7)

establishes 10 Design Principles that should be considered by designers when formulating and articulating design proposals, and by design-reviewers and decision-makers when evaluating designs. The SPP 7 Design Principles are included here for reference in apartment and mixed-use development projects:

► 1. Context and character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

The distinctive characteristics of a local area include its prominent natural and built features, the overall qualities of its built environment, significant heritage elements, as well as social, economic and environmental conditions.

Good design responds intelligently and sensitively to these factors, interpreting rather than replicating existing features and enhancing the identity of the area, including the adjacent sites, streetscape and neighbourhood.

Good design also responds positively to the intended future character of an area. It delivers appropriate densities that are consistent with projected population growth, and are able to be sustained by existing or proposed transport, green networks and social infrastructure.

Consideration of local context is particularly important for sites in established areas that are undergoing change or identified for change.

► 2. Landscape quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

Good landscape design protects existing environmental features and ecosystems, enhances the local environmental context and regenerates lost or damaged ecosystem functionality, where possible. It balances consideration of environmental factors such as water and soil management, ground conditions, solar access, microclimate, tree canopy, habitat creation and preservation of green infrastructure with social, cultural and economic conditions.

Good landscape design employs hard and soft landscape and urban design elements to create external environments that interact in a considered manner with built form, resulting in well-integrated, engaging places that contribute to local identity and streetscape character.

Good landscape design provides optimal levels of external amenity, functionality and weather protection while ensuring social inclusion, equitable access and respect for the public and neighbours. Well-designed landscape environments ensure effective establishment and facilitate ease of long term management and maintenance.

► 3. Built form and scale

Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Good design achieves an appropriate built form by responding to its site, as well as surrounding built fabric, in a considered manner, mitigating negative impacts on the amenity of neighbouring properties and public realm.

Good design considers the orientation, proportion, composition, and articulation of built form elements, to deliver an outcome that is suited to the building's purpose, defines the public domain, respects important views, contributes to the character of adjacent streetscapes and parks, and provides a good pedestrian environment at ground level.

► 4. Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.

Designing functional environments involves ensuring that spaces are suited to their intended purpose and arranged to facilitate ease of use and good relationships to other spaces. Good design provides flexible and adaptable spaces, to maximise utilisation and accommodate appropriate future requirements without the need for major modifications.

Good build quality is achieved by using good quality and robust materials, finishes, elements and systems. Projects should be well-detailed, resilient to the wear and tear expected from its intended use, and easy to upgrade and maintain.

Good design accommodates required services in an integrated manner, without detriment to the overall design outcome.

➤ 5. Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

Sustainable buildings utilise passive environmental design measures that respond to local climate and site conditions by providing optimal orientation, shading, thermal performance and natural ventilation. Reducing reliance on technology for heating and cooling minimises energy use, resource consumption and operating costs over the whole life-cycle of the project.

Other sustainable design measures include the use of sustainable construction materials, recycling, material re-use, harnessing of renewable energy sources, appropriate water management. Good design considers the ease with which sustainability initiatives can be maintained and managed.

Sustainable landscape and urban design adheres to established principles of water-sensitive urban design, and minimises negative impacts on existing natural features and ecological processes, as well as facilitating green infrastructure at all project scales.

➤ 6. Amenity

Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.

Good design provides internal rooms and spaces that are adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Delivering good levels of internal amenity also includes the provision of appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all.

Well-designed external spaces provide welcoming, comfortable environments that are universally accessible, with effective shade as well as protection from unwanted wind, rain, traffic and noise. Good design mitigates negative impacts on surrounding buildings and places, including overshadowing, overlooking, glare, reflection and noise.

➤ 7. Legibility

Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.

Good urban design makes places easy to navigate, with recognisable routes, intersections and landmarks while being well-connected to existing movement networks. Sightlines are well-considered, with built form responding to important vantage points.

Within buildings, legibility is served by a clear hierarchy of spaces with identifiable entries and clear wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood, and provide clear distinction between public and private spaces.

Good design provides environments that are logical and intuitive, at the scale of building, site and precinct.

➤ 8. Safety

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

Safety and security is promoted by maximising opportunities for passive surveillance of public and communal areas and providing clearly defined, well-lit, secure access points that are easily maintained and appropriate to the purpose of the development.

Good design provides a positive, clearly defined relationship between public and private spaces and addresses the need to provide optimal safety and security both within a development and to adjacent public realm.

Designing for safety also involves mitigating any potential occupational safety and health hazards that might result from a development during its construction, maintenance and operation.

➤ 9. Community

Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.

Good design encourages social engagement and physical activity in an inclusive manner, enabling stronger communities and improved public health outcomes.

In residential developments, good design achieves a mix of dwelling types, providing housing choice for different demographics, living needs and household budgets, and facilitating ageing-in-place.

➤ 10. Aesthetics

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

Good design resolves the many competing challenges of a project into an elegant and coherent outcome. A well-conceived design concept informs all scales, from the articulation of building form through to materiality and detail, enabling sophisticated, integrated responses to the complexities of local built form and landscape character.

In assessing design quality, consideration of aesthetics should not be limited to style and appearance; it should also account for design integrity, creativity, conceptual coherence and cultural relevance in a proposal.



Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

Energy efficiency

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

Do you intend to incorporate into your development:

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

Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

Materials efficiency

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

Does your development make use of:

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

Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

'Green' Rating

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

- ☐ Yes
- ☒ No

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

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


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

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

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

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

Applicant's Full Name: MICHAEL RUGGIERO Contact Number: 0417887854

Applicant's Signature:  Date Submitted: 9/2/18
5/2/18
A.D

Accepting Officer's Signature:  12/2/10

Checklist Issued: March 2011



Form 1 - Responsible Authority Report (Regulation 12)

At its meeting held on 26 April 2018, the Metro North-West JDAP Joint Development Assessment Panel resolved as follows:

That the Metro North-West JDAP resolves to defer consideration of DAP application reference DAP/17/01353 and accompanying plans (Attachment 1) for a period of 48 days for the following reasons:

1. *Allow additional time for the applicant to provide amended plans and for the City to assess the amended plans in relation to the following:*
 - a) *A landscaped area not less than 1.5 metre wide shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);*
 - b) *A minimum of 10% landscaping of the total site area to be provided onsite;*
 - c) *A minimum of 1 tree per 6 bays (minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas;*
 - d) *A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions;*
 - e) *The canopy of the Motor Vehicle Sales building is to be modified so that it does not protrude into the Planning Control Area;*
 - f) *The fence on the western boundary (adjacent to Mitchell Freeway road reserve) to be relocated behind the 1.5 metre landscape strip as required by (a);*
 - g) *Relocate/modify the tyre store as it conflicts with the swept path diagram;*
 - h) *Crossover modifications to Baden Street are to be shown on the plans;*
 - i) *The crossover on Scarborough Beach Road shall be reduced in width and sweep-in tightened to accommodate car turning movements only; and*
 - j) *The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004.*
2. *Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress; location of auxillary lanes and revised traffic modelling being undertaken for a 25 metre car carrier design vehicle.*

The Responsible Authority Report has been updated to consider the additional information.

Property Location:	Lot 100, House Number 304 Scarborough Beach Road, Scarborough
Development Description:	Motor Vehicle Sales and Motor Vehicle Repair
DAP Name:	Metro North-West JDAP
Applicant:	Peter Webb & Associates
Owner:	Ryder Pty Ltd & Mechanical Holdings Pty Ltd
Value of Development:	\$9 million
LG Reference:	DA17/2495
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey, Director Planning and Development
DAP File No:	DAP/17/01353
Report Due Date:	12 June 2018
Application Received Date:	22 December 2017
Application Process Days:	173 days
Attachment(s):	<p>Attachment 1 Development Application Plans (all received 10 May 2018 unless otherwise stated):</p> <ol style="list-style-type: none"> 1) Site Plan (SK1); 2) Site Floor Plan (SK2); 3) Car Deck Plan, South Elevation & West Elevation (SK3); 4) East Elevation (SK4); and 5) Re-establishment Survey. <p>Attachment 2 Aerial Location Plan</p> <p>Attachment 3 Herdsman Glendalough Area</p> <p>Attachment 4 Metropolitan Region Scheme (MRS) Zoning Map</p> <p>Attachment 5 City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map</p> <p>Attachment 6 Herdsman Glendalough Area Structure Plan Map</p> <p>Attachment 7 Applicants justification:</p> <ol style="list-style-type: none"> a) Email received 10 May 2018; and b) Swept Path Analysis received 29 May 2018. <p>Attachment 8 Main Roads Western Australia referral comments on amended plan dated 16 May</p>

	<p>2018.</p> <p>Attachment 9 Minutes of the Metropolitan North-West Joint Development Assessment Panel on 26 April 2018.</p> <p>Attachment 10 WAPC Amendment No.39 letter</p>
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Officer Recommendation:

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference DAP/17/01353 and accompanying plans (Attachment 1) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Local Planning Scheme No.3, for the following reasons:

1. The proposed form of development and the insufficient mix of land uses proposed will prejudice the development of the site and surrounding area as a planned 'District Centre'.
2. The proposed development is inconsistent with Development Control Policy 1.6- Planning to Support Transit Use and Transit as the proposal does not include a mix of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and service.
3. The application does not satisfy *Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 - Deemed Provisions)*, specifically the following:
 - i. 67(a) the aims and provisions of this Scheme;
 - ii. 67(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving, such as Amendment No.39 and the Herdsman Glendalough Structure Plan;
 - iii. 67(c) any approved State planning policy such as State Planning Policy 4.2 – Activity Centres for Perth and Peel and the identification of the subject site as a 'District Centre';
 - iv. 67(f) any policy of the State such as Development Control Policy 1.6 Planning to Support Transit Use and Transit;
 - v. 67(g) any local planning policy for the Scheme area such as the City's Landscaping Policy (Local Planning Policy 6.6);
 - vi. 67(m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
 - vii. 67(n) the amenity of the locality including the following —

- (i) environmental impacts of the development;
 - (ii) the character of the locality; and
 - (iii) social impacts of the development;
 - viii. 67(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.
4. The proposed development is inconsistent with the objectives of the Herdsman Glendalough Special Control Area as set out in Amendments No.39 to Local Planning Scheme No.3.
 5. The proposed development does not achieve the objectives of the Glendalough Station Special Control Area as set out in Clause 6.4 of the City's Local Planning Scheme No. 3, as the development does not '*capitalise on the strategic advantages of the Special Control Area's excellent public transport, accessibility and proximity to the Central Business District*'. The proposed development is an underutilisation of the site, which will compromise the planned development of the area.
 6. The proposed 'Motor Vehicle Repair' use is contrary to the intended future character of the area and is inconsistent with the principles of orderly and proper planning. The proposed use and form of development will prejudice the intent and objectives of the planning framework for the area.
 7. The proposed development is contrary to the objectives and development provisions of Local Planning Policy 6.6 - Landscaping as it does not improve the visual appeal of the development, does not provide a buffer to the primary street boundary and does not provide 'green relief' from the constructed features of the proposed development.

Background

Zoning	MRS:	Urban
	TPS:	Industrial
Use Class:		Motor Vehicle Sales and Motor Vehicle Repair
Strategy Policy:		Not Applicable
Development Scheme:		Local Planning Scheme No.3
Lot Size:		14,179m ²
Existing Land Use:		Motor Vehicle Sales and Motor Vehicle Repair

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 4) and 'Industrial' under the City of Stirling's Local Planning Scheme No. 3 (LPS3) (Attachment 5). The subject site abuts Scarborough Beach Road to the south, Mitchell Freeway road reserve to the west, a commercial property to the north, Baden Street and a commercial property to the east. The site is affected by the Western Australian Planning Commission's Planning Control Area 127 (PCA), which includes a requirement for road widening.

The subject site is currently used for the purpose of Motor Vehicle Sales and Repairs. The area surrounding the subject site is characterised by industrial and office land uses. A number of motor vehicle sales premises are also located in the immediate vicinity.

Herdsmen Glendalough has been traditionally characterised by showrooms, industrial activities and office uses. To the east of the Mitchell Freeway road reserve the area is characterised by both industrial and residential development. Given the proximity to Glendalough Station and the high level of employment generation, the Herdsmen Glendalough Area is recognised in the state planning framework as a key strategic location in Metropolitan Perth in terms of accommodating and facilitating future economic and residential growth. The opportunity to transform the area to one which is more intense, more pedestrian friendly and focuses on mixed use, is recognised in the City's long term planning for the area, for which implementation is imminent.

Original Proposal

The Form 1 application submitted to the City on 22 December 2017 is briefly summarised as follows:

1. Built Form
 - a) The dealership building (including a mezzanine level) is to be used for display of new vehicles; sales office; administration office and reception area for the dealership;
 - b) The canopy of the dealership building protrudes into the PCA;
 - c) A workshop for Motor Vehicle Repair; and
 - d) A cardeck area above the workshop for vehicle parking.
2. Parking
 - a) Motor Vehicle Sales component includes 48 bays dedicated for new motor vehicle display and 193 bays dedicated for used motor vehicle display;
 - b) Motor Vehicle Repair component includes 48 service bays; and
 - c) Total of 115 customer/staff parking bays are proposed, comprised of 43 parking bays on the ground level and 72 parking bays on the car deck.
3. Hours of Operation & Staff
 - a) Hours of operation: 8.00am- 5.00pm Monday – Friday (Wednesday trading to 9.00pm) and Saturday 8.00am to 12.00pm; and
 - b) A total of 90 staff members are proposed.
4. Access & Egress
 - a) Relocation of existing left in/left out crossover (and associated short turn left lane) on Scarborough Beach Road;
 - b) Truck including car carrier access to the site via Scarborough Beach Road; and
 - c) Existing Baden Street crossover is proposed to be retained with no changes to this part of the proposal.
5. Landscaping
 - a) A total of 30m² of landscaping proposed; and
 - b) 12 trees proposed adjacent to Mitchell freeway Road Reserve.

Metro North-West JDAP Meeting on 26 April 2018

The Form 1 application was considered by the Metro North-West JDAP at its meeting held on 26 April 2018. The City's recommendation to the Metro North-West JDAP

was that the application be refused given the development is contrary to the proposed planning framework for the area. This recommendation was based on Amendment No. 39 being at an advanced stage and as such of significant weight in considering the proposed land uses and form of development. At the Metro North-West JDAP meeting on 26 April 2018, the emerging planning framework was thoroughly discussed however the Metro North-West JDAP expressed concern in relation to refusing permitted land uses for reasons relating to the unsuitability of those uses. This will be further discussed later in the report.

The Metro North-West JDAP moved a procedural motion to defer consideration of this application for a period of 48 days for the following reasons:

1. *Allow the applicant additional time to provide amended plans to the City to address the following:*
 - a) *A landscaped area not less than 1.5 metre wide shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);*
 - b) *A minimum of 10% landscaping of the total site area to be provided onsite;*
 - c) *A minimum of 1 tree per 6 bays (minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas;*
 - d) *A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions;*
 - e) *The canopy of the Motor Vehicle Sales building is to be modified so that it does not protrude into the PCA;*
 - f) *The fence on the western boundary (adjacent to Mitchell Freeway road reserve) to be relocated behind the 1.5 metre landscape strip as required by (a);*
 - g) *Relocate/modify the tyre store as it conflicts with the swept path diagram;*
 - h) *Crossover modifications to Baden Street are to be shown on the plans;*
 - i) *The crossover on Scarborough Beach Road shall be reduced in width and sweep-in tightened to accommodate car turning movements only;*
 - j) *The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004.*
2. *Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress; location of auxillary lanes and revised traffic modelling being undertaken for a 25 metre car carrier design vehicle.*

The applicant provided revised plans and supporting documentation to the City on 10 May 2018. The proposed amendments are summarised as follows:

1. A 1.5m wide landscape strip is proposed along the western boundary (Mitchell Freeway road reserve);
2. A 7.0m wide landscape strip is proposed along the frontage to Scarborough Beach Road within the PCA;
3. A minimum of 10% landscaping is proposed on site;
4. A total of 28 advanced trees (Capital Pear trees) are proposed across the site;

5. Landscaping to the rear of the site is proposed, which also includes a 1.8m pedestrian footpath linking Baden Street to the Mitchell Freeway reserve;
6. The proponent will provide the City with a cash contribution for a new footpath within Mitchell Freeway reserve linking the footpath within the development to Scarborough Beach Road, which improves pedestrian connectivity in this area;
7. Shade canopies are proposed on the car deck above customer and staff car parking bays;
8. The fence on the western boundary (Mitchell Freeway road reserve) has been relocated to be behind the 1.5m landscape strip. The fence treatment also continues along the northern landscape strip along the pedestrian footpath, for consistency;
9. The rear of the proposed Motor Vehicle Repair building has been modified to enable truck movements. All truck movements will now solely be from Baden Street; and
10. The crossover to Scarborough Beach Road has been tightened to accommodate light vehicle movements only. No large trucks will be using this crossover. The existing slip lane is not being modified as part of the amended proposal.

It should be noted that since the Metro North-West JDAP meeting on 26 April 2018, Amendment No. 39 has progressed further and was considered by the WAPC's Statutory Planning Committee on 1 May 2018. Amendment No. 39 has since been approved by the Minister for Planning (Attachment 10). At the time of writing, the City is actioning the Ministers approval and proceeding towards gazettal of Amendment No.39.

is currently being progressed to the Minister for Planning for final determination. At the time of writing, it is expected that the Ministers approval and subsequent gazettal of Amendment No. 39 is imminent.

Legislation & policy:

Legislation

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

Local Policies

- Local Planning Policy 4.3 – Industrial Design Guidelines
- Local Planning Policy 6.1– Advertising Signs
- Local Planning Policy 6.2 – Bicycle Parking
- Local Planning Policy 6.3 – Bin Storage
- Local Planning Policy 6.6 – Landscaping
- Local Planning Policy 6.7 – Parking & Access
- Local Planning Policy 6.11 – Trees and Development

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a state planning instrument which provides high-level / broad land use zones for the Perth Metropolitan Area. The subject site is zoned 'Urban' under the MRS.

Clause 30(1) of the MRS specifies that the decision maker, in determining the application, shall have regard to the following:

- the purpose for which the land is zoned or reserved under the Scheme;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

In accordance with the Notice of Delegation published in the Government Gazette on 12 June 2015, the application has been referred to the WAPC for consideration under the provisions of Clause 32 of the Metropolitan Region Scheme. This is because the subject site is located within the Glendalough Station Precinct Clause 32 area, and is also affected by the PCA. The intent of this Clause is to ensure that the regional interests of the area are not adversely affected by developments and to support development that will result in an increased residential density and employment in close proximity to the train stations. The Department of Planning, Lands and Heritage will be providing a responsible authority report to the Metro North-West JDAP for consideration under the MRS.

Planning Control Area No. 127 Scarborough Beach Road

Planning Control Area 127 was created under the Planning and Development Act, to protect the reservation for the Scarborough Beach Road Activity Corridor Framework. It is intended to prevent development that may prejudice the intent of Scarborough Beach Road as an Other Regional Road in the MRS when future road upgrading and reservation plans are being implemented.

Metropolitan Region Scheme Amendment 1291/41

To realise the vision for the area, the MRS needed to be amended. On 3 April 2014, the City submitted a request to the Western Australian Planning Commission to amend the MRS by rezoning the majority of the Herdsman Glendalough Area from 'Industrial' to 'Urban'. This is to allow the introduction of high intensity mixed use development into the area.

The MRS Amendment 1291/41 has since been endorsed by the Minister for Planning, approved by the Governor and was submitted before both Houses of Parliament in accordance with the provisions of Section 56 of the *Planning and Development Act 2005*. The amendment has been effective in the MRS since 8 December 2017.

City of Stirling Local Planning Scheme No. 3 Industry Zone

The subject site is zoned 'Industry' with an 'Additional Use' zone for Motor Vehicle Sales (Additional Use 48). LPS3 provides the following objectives for the Industry zone:-

- a) *To provide for a range of industrial and business development, as well as*

- facilities for the storage and distribution of goods.*
- b) To ensure a high standard of development appropriate to a modern industrial area and which is conducive to safe and convenient access by all clientele.*

The LPS3 Industry Zone is now inconsistent with the MRS Urban Zone.

Glendalough Station Special Control Area

The subject site is located within the Glendalough Station Special Control Area and therefore subject to Part 6.4 of LPS3. Clause 6.4.1 of LPS3 outlines the following objectives for the Glendalough Station Special Control Area:

- a) "The development of land within the Glendalough Station Special Control Area shall comply with the adopted Structure Plan and Local Planning Policy for this area.*
- b) To encourage development which capitalises on the strategic advantages of the Special Control Area's excellent public transport, accessibility and proximity to the Central Business District.*
- c) To create a more economically, socially and environmentally sustainable City.*
- d) To create a pedestrian friendly environment by having buildings with nil setbacks and weather protection".*

The following extracts of LPS3 are relevant to the determination of the application.

Clause 5.5.1 of Local Planning Scheme No. 3 – Variations to Site and Development Standards and Requirements

In relation to development that does not comply with a standard or requirement prescribed under the Scheme:

Except for development in respect of which the Residential Design Codes apply, if a development is the subject of an application for planning approval and does not comply with a standard or requirement prescribed under the Scheme, the Council may, despite the non-compliance, approve the application unconditionally or subject to such conditions as the Council thinks fit.

Amendment No. 39 to Local Planning Scheme No.3

The site is located within the Herdsman Glendalough area. This area has been the subject of extensive land use planning and community consultation over the last seven years. The transformation of the area from industrial to a mix of residential, office and shopping areas centred on transit stops will be facilitated by the imminent changes to the planning framework. Amendment No. 39 has been considered by the Statutory Planning Committee of the WAPC at its meeting on 1 May 2018. The Minister for Planning has subsequently endorsed Amendment No. 39 and requested the City proceed to gazettal subject to textual changes.

Amendment No. 39 must be given due regard in determining this development application. In relation to scheme amendments, Clause 67 (b) requires that they be given 'due regard' in considering a development application where the amendment has been advertised. Amendment No. 39 has been advertised and has progressed well beyond this point in the process. Therefore, it must be given a high degree of regard in considering any proposal for the subject site.

'Due regard' has been cited in a number of legal cases including *Tah Land Pty Ltd v Western Australian Planning Commission* [2009] WASC 196, where the Supreme Court held that:

- 'due regard' implies something greater than mere 'regard'; and
- the decision-maker has a mandatory obligation to consider that document or planning instrument when making a decision on an application to which the particular document or instrument relates.

The major components of LPS3 - Amendment No.39 include the introduction of a 'Development' zone and the introduction of the 'Herdsman Glendalough Special Control Area, which is discussed further in section 7 of the assessment section of this report.

Planning and Development (Local Planning Schemes) Regulations 2015
Schedule 2, Part 9, Clause 67 (Matters to be considered by local government)

Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 Deemed Provisions stipulates other matters to which Council is to give due regard to. The following provisions are applicable to the development proposal:-

- a) *The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.*
- b) *The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.*
- c) *any approved State planning policy.*
- f) *Any policy of the state.*
- g) *any local planning policy for the Scheme area.*
- h) *any structure plan, activity centre plan or local development plan that relates to the development.*
- m) *the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development; and*
- p) *whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.*

In December 2017, Council adopted Scheme Amendment No.39 which relates to the rezoning of the area from 'Industrial' to 'Development'. Based on Clause 67 (b), due regard is to be given to the imminent Scheme amendment.

Herdsman Glendalough Structure Plan and Local Development Plan Project History

In May 2008, the City, in conjunction with the then Department of Planning and Infrastructure, Public Transport Authority, Main Roads WA and the City of Vincent, commenced the 'Scarborough Beach Road Activity Corridor Study'.

One of the key development nodes of the Scarborough Beach Road Activity corridor is the 'Herdsman Glendalough Area'. The City of Stirling prepared a concept structure plan for the Herdsman Glendalough Area in 2010, which was subsequently

advertised for public comment between 6 June 2011 and 15 July 2011. Following this advertising period, Council resolved (Resolution Number 1211/014) to endorse the preparation of a project brief, for the development of a final Structure Plan and Local Development Plan. The Structure Plan and the Local Development Plan will provide statutory provisions which will guide future land use and development in the area.

Following the approval of the project brief, on 19 February 2013 Council resolved (Council Resolution Number 0213/077) to appoint an external consultant to assist the City. As part of the process of developing the Structure Plan, Detailed Area Plan, Retail Needs Assessment and Urban Design and Landscaping Masterplan, the City held four further community consultation sessions with the public as follows:-

- *Vision Workshop - 16 May 2013;*
- *East of Frobisher Precinct Design Workshop - 30 May 2013;*
- *Hutton to Frobisher Precinct Design Workshop - 5 June 2013;*
- *King Edward to Hutton Street Precinct Design Workshop – 6 June 2013; and*
- *Open Day - 30 November 2013.*

Following the community consultation sessions, the draft Herdsman Glendalough Structure Plan and Detailed Area Plan were prepared. At its meeting held on 14 October 2014, Council resolved (Council Resolution Number 1014/015) to advertise the Structure Plan and Detailed Area Plans as follows:-

That Council INITIATES advertising of the following documents in accordance with Part 6A of Local Planning Scheme No.3:-

- a) Herdsman Glendalough Structure Plan; and*
- b) Herdsman Glendalough Detailed Area Plan.”*

The Structure Plan and the Local Development Plan were advertised between 20 January 2015 and 3 March 2015. The City is currently awaiting the gazettal of Amendment No. 39 by the WAPC prior to finalisation of the Structure Plan and Local Development Plan.

State Government Policies

Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 Million is a state planning instrument guiding development of the Perth and Peel metropolitan areas, providing a framework for urban growth and consolidation. Glendalough is recognised as a District Centre in the Perth and Peel @ 3.5 Million Sub-Regional Framework Activity Centres Hierarchy and covers land in both the City of Stirling and the City of Vincent.

The Herdsman Glendalough Area is also a key component of the Scarborough Beach Road Activity Corridor. This corridor is identified within Perth and Peel @ 3.5 Million Sub-Regional Framework as one of several corridors *“that should be the focus for investigating increased densities and a greater mix of suitable land uses.”* The objectives of Amendment No.39 and the broader planning framework are consistent with the principles of Perth and Peel @ 3.5 Million which are to focus future residential growth on major corridors and around activity centres.

Central Metropolitan Perth Sub-regional Strategy

The Central Metropolitan Perth and Peel Sub-Regional Strategy (CMPSRS) provide a framework for delivering the objectives of Perth and Peel @ 3.5 Million within the central metropolitan region.

With respect to the subject area, the CMPSRS provides the following guidance:

- *The Stirling Centre and Glendalough Train Station areas are both identified as major growth areas with a yield in excess of 1000 dwellings;*
- *Glendalough and Stirling Train Station's are identified for Transit Oriented Development sites, with the extension of Stephenson Avenue as a public transport corridor;*
- *The premise of rapid transport on Scarborough Beach Road is supported by the Strategy's expectation for consolidated redevelopment around key existing and new intersections and transit nodes; and*
- *The Strategy notes that the "Osborne Park industrial area has experienced a transition of uses over recent years, largely to bulky goods retailing. Despite offering a grid network and large landholdings conducive to consolidated redevelopment it is yet to experience the degree of development that has occurred south of Scarborough Beach Road. This may be partly attributed to the lack of sewerage in some portions of Osborne Park, limited amenity and access issues". It notes a need for many of the existing service and light industrial uses to remain, so these are likely to be neighbouring the Structure Plan area in the long-term future.*

State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel, is the overarching state policy utilised by the Western Australian Planning Commission and other decision makers to implement the recommendations of Perth and Peel @ 3.5 Million as they relate to activity centres. SPP 4.2 places a high priority on establishing a coherent and complementary urban form and design outcome for places. The aim is to create diverse mixed use centres which attract investment, employment and people.

SPP 4.2 applies to centres classified as 'District' and above. Glendalough, situated within the eastern part of the HGA, is a District Centre and the Stirling Strategic Metropolitan Centre anchors the west.

Commensurate with the categories, District Centres should:

- Be a focal point for bus network;
- Be characterised by a variety of retail types, including discount department stores, supermarkets, convenience goods, small-scale comparison shopping, personal services, some specialty stores, district-level office development and local professional services;
- Achieve a minimum residential density target per gross hectare of 20, and desirable target of 30; and
- Provide a mix of land uses floor space as a proportion of the centre's total floor space.

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

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (DC 1.6) sets out policy objectives that include:

“To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.”

Scarborough Beach Road Activity Corridor Framework

The Scarborough Beach Road Activity Corridor Framework is a strategic planning document adopted by the WAPC in 2012.

The document establishes a vision for the Scarborough Beach Road Activity Corridor and provides high level guidance for future growth and development from Scarborough Beach to Charles Street, North Perth. The document identifies Glendalough Station as a future transit oriented centre and identifies mixed use development and increased density for Osborne Park and Herdsman.

Currently there is no residential development along Scarborough Beach Road within the Herdsman Glendalough Area. The new planning framework including Amendment No.39 will require residential development within the Herdsman Glendalough Area of the Scarborough Beach Road Activity Corridor.

Adoption of both Metropolitan Region Scheme Amendment 1291/41 and Amendment No.39 completes a significant part of the necessary planning framework for the implementation of Scarborough Beach Road Activity Corridor.

Development Control Policy 5.1 - Regional Roads (Vehicular Access)

Development Control Policy 5.1 (DC 5.1) was adopted by the WAPC in 1998 and addresses matters relating to the control of development adjacent to regional roads. Given Scarborough Beach Road is reserved as a ‘Primary Regional Road’ in certain sections and an ‘Other Regional Road’ in other sections under the MRS, the Policy is relevant to the consideration of the proposed development. In relation to regional roads, Part 3.3.1 of DC 5.1 stipulates the following:

“In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements”.

Consultation:

Public Consultation

The application was not required to be advertised in accordance with the City's Planning Consultation Procedure.

Consultation with other Agencies or Consultants

Referral to Main Roads Western Australia

The amended plans were referred to Main Roads Western Australia (Main Roads WA) for comment. Main Roads WA do not have any objection to the proposal subject to the following advice:

1. *SWEPT path diagrams provided in the amended plans dated 3 May 2018 use the incorrect car carrier design vehicle. SWEPT path diagrams indicating site access for a 25 metre car carrier design vehicle as per Austroads Design Vehicles Templates Guide should be used for this type of development. The 19 metre semi-trailer depicted in the Transport Impact Statement and amended plans is not typical of the vehicle used for the purposes of car transport for the proposed land use. Main Roads strongly suggests that prior to the approval of any modifications to the local road network (Baden Street), traffic modelling is undertaken for a 25 metre car carrier design vehicle.*

The applicant was advised of these comments and has provided the City with swept path diagrams (Attachment 7b) which demonstrate how a 25m vehicle will manoeuvre the site from Baden Street. The City's technical officers have advised that this matter has been addressed.

Planning Assessment:

This report details the City's assessment of the revised plans dated 10 May 2018. The assessment of the original proposal is contained within Attachment 9. The assessment of the amended plans and additional information received 10 May 2018 is broken up into the following sections:

1. Legal advice in relation to 'P' uses
2. Proposed Amendments
3. Landscaping
4. State Planning Policy 4.2 Activity Centres for Perth and Peel
5. Development Control Policy 1.6- Planning to Support Transit Use and Transit Oriented Development
6. Local Planning Scheme No.3:
 - a) Assessment against the objectives of the Glendalough Station Special Control Area.
7. Amendment No.39
 - a) Assessment against the requirements of the 'Development Zone'
 - b) Assessment against the objectives of the Glendalough Special Control Area.
7. Herdsman Glendalough Structure Plan and the Local Development Plan:
 - a) Land use assessment.

1. Legal advice in relation to 'P' uses

The Metro North-West JDAP at its meeting on 26 April 2018 expressed concern in relation to refusing permitted land uses for reasons relating to the unsuitability of those uses. Under Clause 18 (2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) a 'P' land use means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme. The following legal advice

addresses the Metro North-West JDAPs concern in relation to their ability to refuse a 'P' use.

"The meaning of "P' use" is set out in cl4.3.2, as follows:

'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;

There is a footnote in italics at the bottom of cl 4.3.2:

2. The Council will not refuse a 'P' use because of the unsuitability of the use for the zone but may impose conditions on the use of the land to comply with any relevant development standards or requirements of the Scheme, and may refuse or impose conditions on any development of the land.

However, this footnote must be disregarded as a consequence of Clause 1.7.3. The effect of a use being designated as a 'P' use under LPS3 is to be determined having regard to the provisions of LPS3 and the deemed provisions which it incorporates. There is no general principle that a 'P' use must be approved. Schemes define 'P' use in a number of ways. Some definitions expressly state that approval for a 'P' use cannot be refused. In these cases the discretion is confined to the works component of a proposed development and any conditions that are to be imposed. However, this is not the position adopted by clause 4.3.2 of LPS3.

The following matters are relevant to note about LPS3 and the deemed provisions:

- 1. Clause 4.3.1 of LPS3 states 'Table 1 - Zoning Table indicates, **subject to the provisions of the Scheme**, the uses permitted in the Scheme area in the various zones'. Therefore, the zoning table (which includes the permissibility designations for individual use classes) is not to be read in isolation from the remainder of LPS3 and the deemed provisions.*
- 2. Clause 4.3.2 of LPS3 is not the source of the City's or the JDAP's power to determine a development application. This power lies in cl.68(2) of the deemed provisions. That provision states that a local government (now JDAP) **may** determine an application for development approval by granting approval with or without conditions or by refusing to grant approval. An approach to 'P' uses which proceeds on the basis that the land uses must be approved, is inconsistent with the cl68(2) which clearly states this is a discretionary decision.*
- 3. Clause 67 of the deemed provisions states:*

'Matters to be considered by local government in considering an application for development approval the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application –'

Paragraphs (a)-(zb) then list a broad range of potentially relevant matters to which there must be due regard. This list refers to many matters which go beyond the zoning of the subject land and the permissibility designation given to particular land uses within individual zones. Importantly, cl 67(a) requires due regard to the provisions of the scheme itself, which would include the zoning table and the permissibility designations under clause 4.3.2. However, scheme provisions are one of many listed matters that are to be given due regard. An approach to 'P' uses which adopted the proposition that a permitted land use must be approved or can't be refused (the same thing) would simply ignore the clear requirement of clause 67 to consider a broader range of matters. To adopt the narrow approach that 'P' uses must be approved would lead to a failure to have regard to other relevant matters.

This analysis is supported by the recent Supreme Court decision in S&L Lenz Pty Ltd and The Shire of Serpentine Jarrahdale [2017] WASC 191 at [136]".

For the reasons noted above, the City is of the view that the Metro North-West JDAP cannot validly determine the development application on the basis that the proposed land uses are permitted and therefore cannot be refused.

2. Proposed Amendments

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

No.	Proposed Change	Planning Implication	Complies?
1	A 1.5m wide landscape strip is proposed along the western boundary (Mitchell Freeway road reserve).	A soft landscape buffer is provided to the secondary street as per LPP 6.6.	Yes
2	A 7.0m wide landscape strip is proposed along the frontage to Scarborough Beach Road (within the PCA)	The land within the PCA is designated for road widening therefore landscaping contained within the PCA is not included as part of the minimum landscaping requirements.	No
3	A minimum of 10% landscaping is proposed on site	LPP 6.6 requires 10% of the site to include soft landscaping. The amended proposal does not comply as 995.3m ² of landscaping is proposed on site in lieu of the required 1417.9m ² .	No- Refer Section 3.
4	Total of 28 advanced trees (Capital Pear trees) are proposed across the site.	LPP 6.11 required one advanced tree for every 500m ² (or part thereof) of the site's area. Given the subject site area is 14,179m ² , a total of 28 advanced trees is required under the policy.	Yes

5	Landscaping to the rear of the site is proposed, which also includes a 1.8m pedestrian footpath linking Baden Street to the Mitchell Freeway reserve	The landscaping is predominantly located towards the rear of the site. This is not considered adequate to buffer the visual impact of the development from the street boundary (approximately 180m away from the front boundary).	No
6	The proponent will provide the City with a cash contribution for a new footpath within Mitchell Freeway reserve linking the proponent's footpath to Scarborough Beach Road, which improves pedestrian connectivity in this area.	Noted.	N/a
7	Shade canopies are proposed on the car deck above customer and staff car parking bays	1 tree per 6 open car bays is not provided on the car deck, as per the requirements of LPP 6.6.	No – Refer Section 3
8	The fence on the western boundary (Mitchell Freeway road reserve) has been relocated to be behind the 1.5m landscape strip. The fence treatment also continues along the northern landscape strip along the pedestrian footpath, for consistency.	This is consistent with the requirements LPP 4.3, which requires fences along secondary to be setback behind the required landscaping strip.	Yes
9	The rear of the proposed Motor Vehicle Repair building has been modified to enable truck movements. All truck movements will now solely be from Baden Street	The engineering related issues that were raised as part of the original report have since been addressed as truck access will now be from Baden Street and light vehicle access will be from Scarborough Beach Road, as per the City's previous comments.	Yes
10	The crossover to Scarborough Beach Road has been tightened to accommodate light vehicle movements only. No large trucks will be using this crossover. The existing slip lane is not being modified as part of the amended proposal	The tightened crossover to Scarborough Beach Road will limit trucks from accessing the site via this crossover. This is consistent with the City's previous comments.	Yes

3. Landscaping

One of the reasons for the deferral of the application at the Metro North-West JDAP meeting was due to the inadequate landscaping proposed as part of the original application. The deferral specifically noted that amended plans are to be provided to address the following:

1. A landscaped area not less than 1.5 metre wide shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);
2. A minimum of 10% landscaping of the total site area to be provided onsite;
3. A minimum of 1 tree per 6 bays (minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas; and
4. A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions.

Whilst the amended plans have adequately addressed the requirement to provide 28 advanced trees planted onsite, the amended plans do not satisfactorily address all of the other landscaping requirements that were required to be addressed as part of the deferral. The amended plans do not include a 1.5m wide landscaping strip adjacent to Scarborough Beach Road. The amended plans include landscaping within the PCA adjacent to Scarborough Beach Road however this land is designated for road widening therefore landscaping contained within the PCA is not included as part of the minimum landscaping requirements. The amended plans also do not meet the minimum 10% onsite landscaping requirement as 995.3m² of landscaping is proposed on site in lieu of the required 1,417.9m² (this value does not include the 350m² of landscaping within the PCA). A shortfall of 422.6m² of landscaping is proposed on site.

In relation to the requirement of 1 tree per 6 open car bays, the applicant has provided justification for this provision as the open car parking bays are located on the car deck above the Motor Vehicle Repair workshop (refer Attachment 7a). The applicant has noted that *'it is not appropriate to include trees on the roof deck'* however an explanation of why it is not appropriate has not been included as part of the justification. The amended plans include shade canopies above the staff and customer bays on the car deck. The City's Parks and Sustainability Business Unit have confirmed that the planting of trees on the car deck is possible subject to the following minimum soil standards schedule:

Plant Type	Definition	Soil Volume	Soil Depth	Soil Areas
Large trees	>12m high	76.8m ³	1,200mm	8m x 8m
Medium trees	8-12m high	36m ³	1,000mm	6m x 6m
Small trees	6-8m high	9.8m ³	800mm	3.5m x 3.5m

Table 1. Minimum soil standards for plant types and sizes

An assessment against the objectives Local Planning Policy 6.6 - Landscaping (LPP 6.6) is required and is detailed below:

Objective	Officer Comment
<i>To promote improved landscaping provision and design;</i>	Landscaping areas are concentrated towards the rear of the site, which does not improve the visual appearance of the

	development as viewed from the street.
<i>To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;</i>	<p>The large majority of the site is proposed to be bitumen and hardstand therefore the amount and location of landscaping on-site is pivotal in reducing the visual impact of the development on the street.</p> <p>The landscaping is predominantly located towards the rear of the site. This is not considered adequate to buffer the visual impact of the development from the street boundary (approximately 180m away from the front boundary).</p>
<i>To provide shade and 'green relief' in built up areas; and</i>	<p>The Motor Vehicle Sales component provides shade by way of the canopy structure and the awning around the showroom building. There are very few landscaped areas available on-site which could accommodate shade trees for pedestrians</p> <p>Shade is important in this case due to an existing footpath being located adjacent to Scarborough Beach Road. An increase in landscaping provision along the street boundaries will ensure more opportunity to provide effective shade and green relief for pedestrians and customers.</p>
<i>To promote more environmentally sustainable landscaping The purpose of the reduction in landscaping adjacent to the primary</i>	The species of vegetation have not been included as part of a revised landscaping plan.

In light of the above assessment, the amended proposal does not meet the minimum requirements or the objectives of LPP 6.6 as insufficient landscaping is proposed.

4. State Planning Policy 4.2 Activity Centres for Perth and Peel

Schedule 2, Part 9, Clause 67(c) of the Regulations requires consideration of any approved State Planning Policy. State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2) outlines the typical functions, characteristics and performance targets for each level of the activity centre hierarchy. In regards to District Centres, such as the Glendalough, SPP 4.2 outlines the following:

Main role/function	District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments
Typical retail types	Discount department stores, Supermarkets,

	Convenience goods, Small scale comparison shopping, Personal services, Some specialty shops
Typical office development	District level office development, Local professional services

SPP 4.2 encourages the inclusion of diverse, active land uses within activity centres as a means of activating the public realm and creating a sense of vibrancy. Whilst the proposed land uses are listed as 'P' uses in table 4 of LPS3, the proposed built form outcome and insufficient mix of land uses is undesirable in this location as it does not activate the public realm, contribute to the vibrancy of the centre, encourage pedestrian activity and improve the visual amenity of the area. The proposed development is inconsistent with SPP 4.2 and subsequently does not comply with Clause 67(c) of the Regulations where due regard is given to the policy.

5. Development Control Policy 1.6- Planning to Support Transit Use and Transit Oriented Development

Schedule 2, Part 9, Clause 67(f) of the Regulations requires consideration of any policy of the State. Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (DC 1.6) aims to promote planning and development outcomes that will support and sustain public transport use. DC 1.6 applies given the proximity of the Glendalough train station, which is approximately 100 metres south west of the subject site. In addition, Scarborough Beach Road is considered to be a high frequency bus route with multiple bus services that run every 15 minutes or less during peak periods. One of the objectives of the policy is as follows:

'To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services'

In this regard the nature of the proposal and form of development and land uses proposed are inconsistent with the policy. The insufficient mix of land uses and built form is unlikely to increase public transport use. The proposed development is inconsistent with DC 1.6 and subsequently does not comply with Clause 67(f) of the Regulations as due regard is not given to the policy.

6. Local Planning Scheme No.3
Assessment against the objectives of the Glendalough Station Special Control Area

An assessment against the objectives of the Glendalough Station Special Control Area (Clause 6.4) is provided in the table below.

Objective	Officer Comment
To encourage development which capitalises on the strategic advantages of the Special Control Area's excellent public transport, accessibility and proximity to the Central Business District.	The proposed development does not capitalise on the close proximity to Glendalough Train Station and proximity to high frequency public transport services. The proposed Motor Vehicle Sales and Motor Vehicle Repairs land uses are vehicle based uses with an excessive

	amount of land dedicated to the parking of vehicles. The bulky built form proposed in relation to the Motor Vehicle Repair component is not supported as it consists of concrete panels and roller doors. The subject development does not propose any other land uses to counteract the proposed car based uses and therefore does not draw on the strategic location of the site. This has not been accounted for and therefore the proposal is deemed to be an underutilisation of the site, which will compromise the ability to achieve the long term planning objectives for the area.
To create a more economically, socially and environmentally sustainable City.	The proposed development does not meet this objective as it seeks to utilise a strategically located site, within close proximity to high frequency public transport and Glendalough Train Station for the purposes of private vehicle based service land uses with a significant number of vehicle parking bays. The proposal does not comply with this objective and furthermore exacerbates the issues that this objective aims to avoid.
To create a pedestrian friendly environment by having buildings with nil setbacks and weather protection	The proposal in general is not considered to be pedestrian friendly, based on the built form, lack of mixed uses and the number of parking bays proposed. The frontage of the site is 60m in width and the showroom building is 24m in width. Comparatively, the built form is less than 50% of the frontage of the site, which is not ideal from an amenity perspective as viewed from Scarborough Beach Road.

As detailed above, the insufficient mix of land uses and the proposed built form do not enable the creation of a dense, vibrant and pedestrian friendly environment that capitalises on the strategic location of the site. The proposed development is inconsistent and at odds with the objectives of the Glendalough Station Special Control Area. It is the City's view that the scheme requirements have not been met and that the application should be refused as per the recommendation.

7. Amendment No.39

Schedule 2, Part 9, Clause 67(b) of the Regulations requires consideration of scheme amendments and that they be given due regard when assessing a development application where the amendment has been advertised. Given the scheme amendment is well progressed and has been approved by the Minister for Planning, due regard must be given to the purpose and intent of the amendment when considering the proposal. The major components of Amendment No.39 include the introduction of a 'Development' zone and the introduction of the 'Herdsman Glendalough Special Control Area.

Assessment against the requirements of the 'Development Zone'

Amendment No. 39 proposes that a 'Development' Area be inserted into Schedule 10 of LPS3. The purpose of this 'Development' Area is to:-

"To facilitate development within the Herdsman Glendalough Structure Plan Area in a manner consistent with the objectives in Clause 6.4.1".

Clause 6.4.1 outlines objectives for the Herdsman Glendalough Special Control Area. The introduction of a 'Development' zone over the Herdsman Glendalough Area will require a Structure Plan to be prepared and adopted. The Herdsman Glendalough Structure Plan was advertised for public comment from 20 January 2015 until 3 March 2015 and is also discussed further in this report.

The following table provides an assessment of the development against the objectives of the zone as detailed in Clause 6.4.1 of LPS3.

Objective	Officer Comment
<i>To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.</i>	<p>The introduction of a 'Development' zone over the Herdsman Glendalough Area requires a Structure Plan to be prepared and adopted.</p> <p>Given the Herdsman Glendalough Structure Plan and Local Development Plan have been advertised for public comment, due regard must be given to these planning instruments.</p> <p>The proposal does not meet this objective as it does not address the Herdsman Glendalough Structure Plan and Local Development Plan. The applicant's submission details the term 'due regard' and provides reasons as to why less weight should be given to the draft planning instruments but does not demonstrate how the proposal meets the Structure Plan. As a result, the development is not aligned with the future framework.</p>
<i>To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.</i>	<p>The proposal does not meet this objective as it will compromise the vision for the area. The imminent changes to the planning framework open up opportunities for the development of the site in a manner consistent with the vision and objectives for the area and transitions away from the lower order showroom and caryard uses that have characterised Scarborough Beach Road in the past.</p>

	The proposed development compromises the creation of a mixed use development with dense built form, high frequency public transport and quality public spaces.
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The proposed development will jeopardise the vision of creating a vibrant, pedestrian friendly, mixed use area as the proposed land uses are car based uses which includes a large Motor Vehicle Repair component, which will further limit any opportunity for a residential component to be included on the subject site over the long term. The proposed development is inconsistent with the Amendment No.39 and subsequently does not comply with Clause 67(b) of the Regulations as due regard has not been exercised. Given the Ministers approval and imminent gazettal of Amendment No. 39, it is considered to be contrary to the orderly and proper planning process to approve the proposed application.

Assessment against the objectives of the Glendalough Special Control Area

The Planning and Development (Local Planning Schemes) Regulations 2015 states that the purpose of a Special Control Area is to:-

“Identify areas which are significant for a particular reason and where special provisions in the Scheme may need to apply. These provisions would typically target a single issue or related set of issues often overlapping zone and reserve boundaries. The special control areas should be shown on the Scheme Map as additional to the zones and reserves. If a special control area is shown on the Scheme Map, special provisions related to the particular issue would apply in addition to the provisions of the zones and reserves. These provisions would set out the purpose and objectives of the special control area, any specific development requirements, the process for referring applications to relevant agencies and matters to be taken into account in determining development proposal”.

Amendment No.39 will replace the existing smaller Glendalough Station Special Control Area with the Herdsman Glendalough Special Control Area. An assessment against the objective is provided in the table below.

Objective	Officer Comment
To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use environment based on main street design principles	Whilst the proposed land uses are permitted in this zone, in isolation these uses do not contribute to the vibrancy of the centre and have the unwanted impact of sterilising the land (and adjacent land) and impacting the ability to provide a vibrant, mixed use centre. The proposal does not meet this objective.
To enable the provision of an effective, efficient integrated and safe transport network which is accessible to pedestrians, cyclists, public transport	The amended plans have addressed Main Roads concerns and the City's traffic related concerns. The proposal meets this objective.

users and motorists.	
To ensure greater utilisation of Glendalough Train Station through increased density of both residential and commercial uses	The proposal is considered to be an underutilisation of the land as the proposed land uses are vehicle based uses that do not include a residential component. In particular the Motor Vehicle Repair land use limits the potential of the area to deliver vibrancy and activity. The proposed development does not seek to densify the commercial uses and therefore the objective is not met.
To ensure the development of a diverse range of housing types	A residential component is not proposed as part of the development therefore the objective is not met.
To ensure the development of a convenient network of public open space	Public open space is not proposed as part of the development therefore the objective is not met.
To ensure the development of a range of commercial uses that will contribute towards economic development, local employment and the viability of the area	The proposed development is proposing an industrial land use (Motor Vehicle Repair) and a commercial land use (Motor Vehicle Sales), therefore the objective is not met as a range of commercial uses is not proposed.
To ensure the development of a range of community facilities	Community facilities are not proposed as part of the development therefore the objective is not met.
To create a more permeable transport network through the provision of additional road connections	The amended plans have addressed the previous traffic related concerns.
To ensure the conservation and appropriate use of natural resources	Given the proposed land use is of a larger scale than the existing land use, it is expected that increased consumption of natural resources will occur. Furthermore the lack of density, of both residential and commercial uses further exacerbates the issue of urban sprawl, which has implications in terms of consumption of natural resources.
To enable developer contributions to help fund key infrastructure	The City is currently preparing a Development Contribution Plan for the Herdsman Glendalough Area which will be presented to Council before the end of the 2017/2018 financial year. As such, the applicant is not expected to meet this objective at this stage.

The proposed development predominantly does not meet the objectives of the Glendalough Special Control Area and is considered to jeopardise the extensively planned objectives for the area. The proposed development does not provide any social or pedestrian interaction with the surrounding environment and does not contribute to creating a vibrant centre. The proposed development is inconsistent with the Amendment No. 39 and subsequently does not comply with Clause 67(b) of

the Regulations as due regard has not been exercised in the relation to the urban zone in the MRS and Amendment No.39 in LPS3.

8. Herdsmen Glendalough Draft Structure Plan and the Local Development Plan

Schedule 2, Part 9, Clause 67(b) of the Regulations requires consideration of proposed planning instruments that the local government is seriously considering adopting or approving and that they be given due regard when assessing a development application.

Land use assessment

The subject site falls into the 'Mixed Use Zone' under the draft structure plan and that Motor Vehicle Sales is a 'Discretionary' land use ('D' use) and Motor Vehicle Repair is 'Not Permitted' ('X' use) within the 'Mixed Use zone. The subject site is within a 'Special Control Area Mandatory Residential' under the draft structure plan, which requires a minimum of 20% of the overall plot ratio of the site to be provided for residential dwellings. The intention of this requirement is to ensure that a residential population is provided in the vicinity of the future transit stops, in order to support the viability of a rapid transit system along Scarborough Beach Road. The objectives of the 'Mixed Use Zone' under the draft structure plan is as follows:

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

The proposed development does not satisfy the objectives of the 'Mixed Use' zone and will not facilitate the redevelopment of the subject site in a way that will considerably improve the visual amenity of the area through the construction of a high quality development. The proposed built form is bulky and lacks articulation, particularly in relation to the Motor Vehicle Repair building. The proposal lacks a variety of uses and therefore does not contribute to a vibrant and active street front. The proposed development does not meet the Scheme requirements as due regard has not been given to the draft Structure Plan and Local Development Plan.

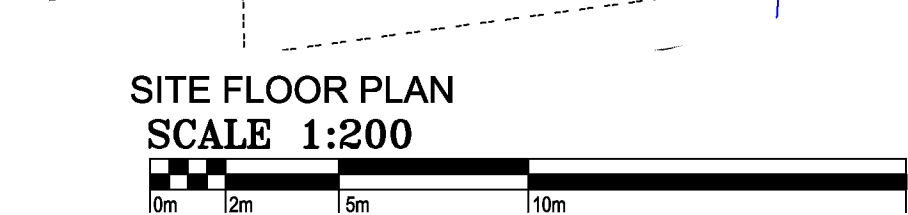
Conclusion

The advice provided demonstrates that the 'P' use classification in Table 4 of LPS3 does not mean that approval must be granted. LPS3 requires consideration of the provisions of the scheme when considering a 'P' use. Importantly Clause 68(2) of the deemed provisions states that the determining authority may determine an application for development approval by granting approval with or without conditions or by refusing to grant approval. An approach to 'P' uses which proceeds on the basis that the land uses must be approved, is inconsistent with the cl68(2) which clearly states this is a discretionary decision.

The proposed development lacks a mixture of uses and articulated built form that would facilitate the creation of a safe, vibrant, mixed use environment based on main street design principles. The development is an underutilisation of the land, particularly in relation to the proximity of the site to Glendalough Train Station and access to high frequency buses. The development includes uses that will attract primarily car based patrons and would be unlikely to attract a large number of public transport users and pedestrians therefore does not support the creation of a transit oriented development.

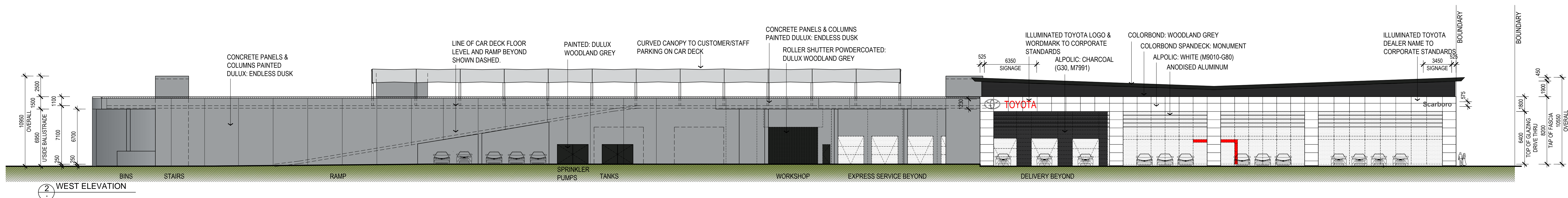
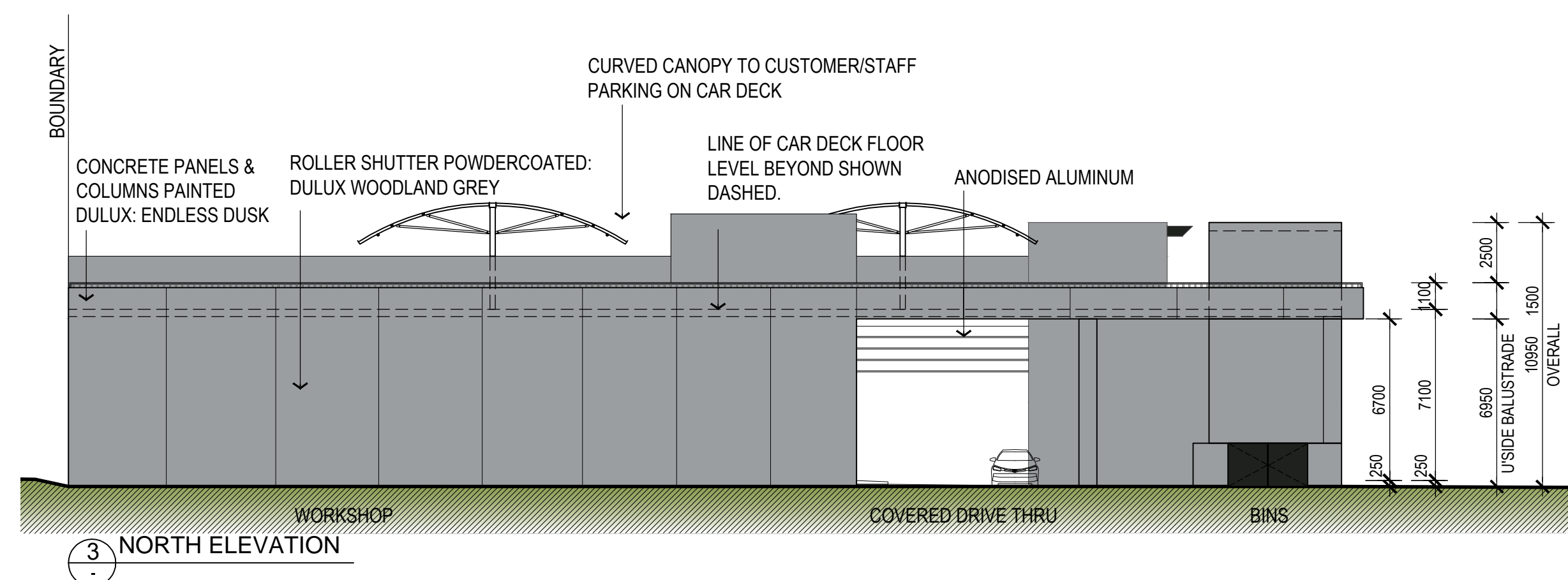
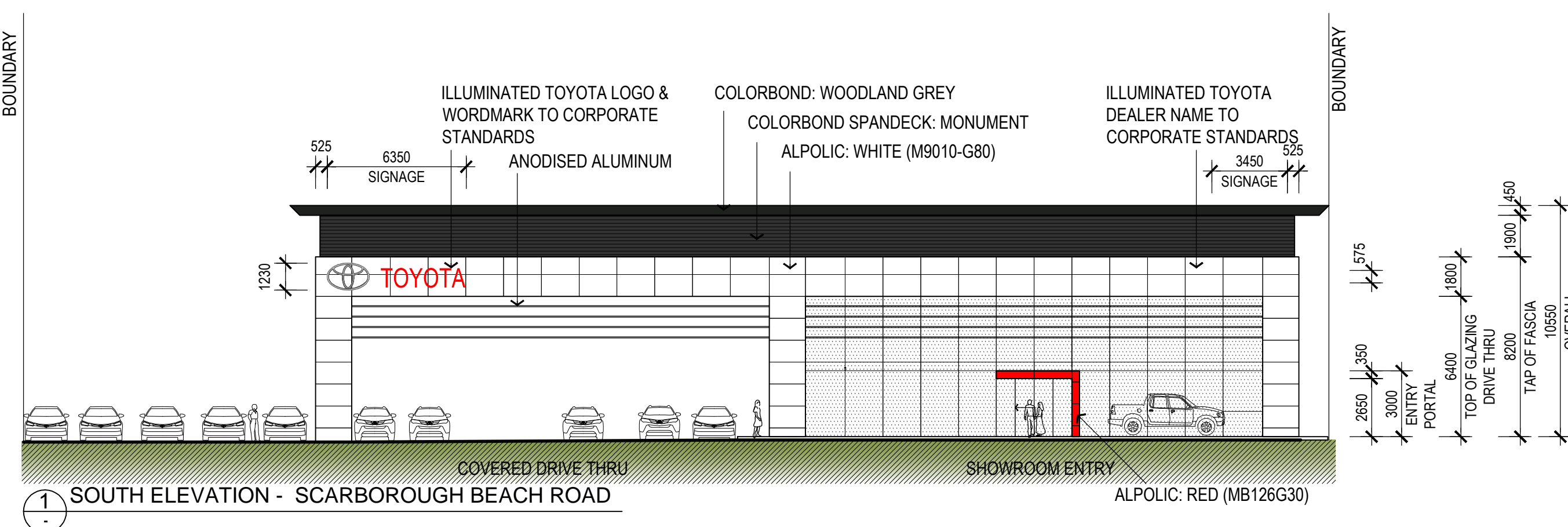
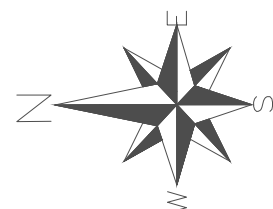
The proposed development is inconsistent and at odds with the City's scheme requirements in relation to the Glendalough Station Special Control Area and also matters contained in Clause 67 of the Regulations. In particular the minimum requirements and objectives of LPP6.6 have not been met as the development fails to provide adequate landscaping and green relief for the site. The proposed development significantly compromises the City's vision and the opportunity to transform the area to one which is dense, pedestrian friendly and focuses on a mix of uses incorporating residential development.

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

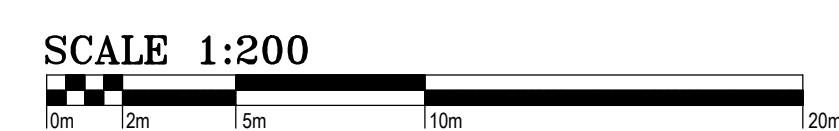


SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK
Bruce McLean
Architects Interior Designers
2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimile 9382 3144
Email admin@brucecleanarchitects.com.au
3 MAY 2018
SCHEME A.8

LEGEND
PLANNING CONTROL AREA 127
DRAINAGE EASEMENT

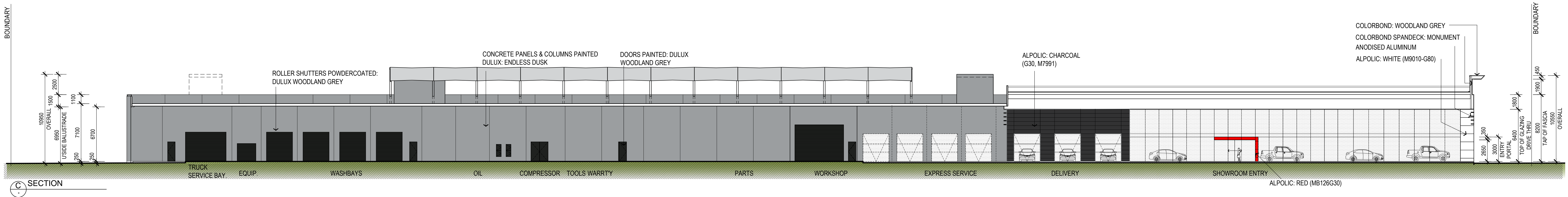
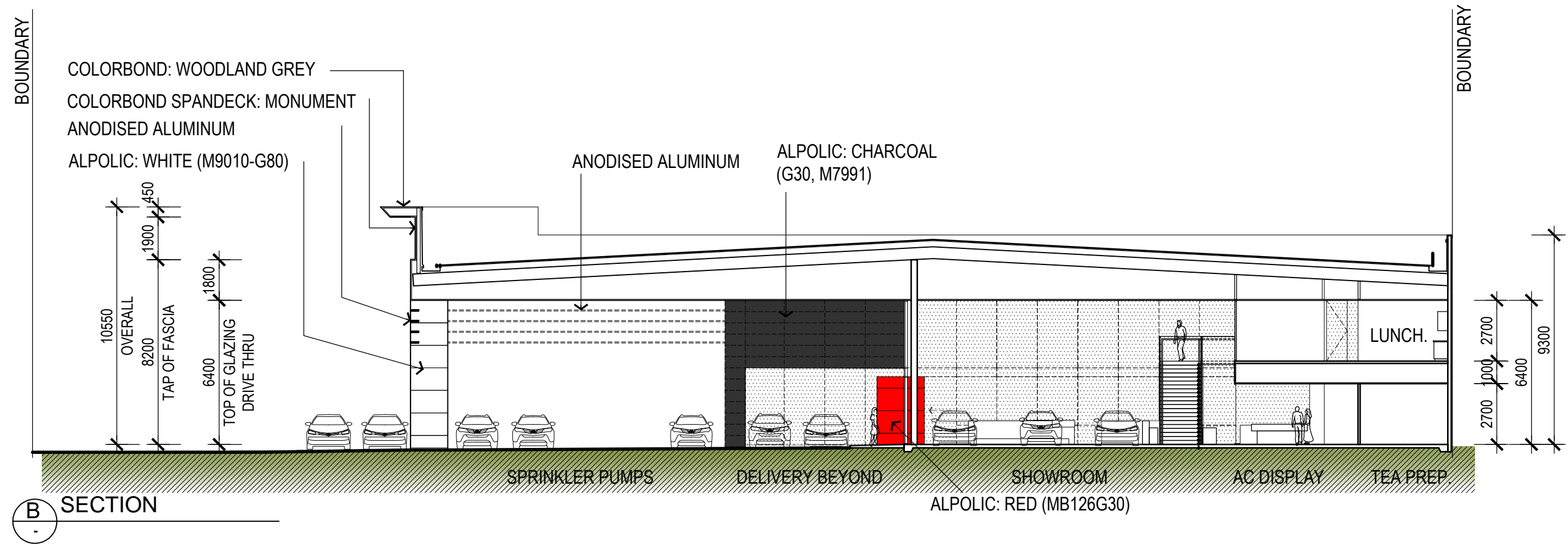
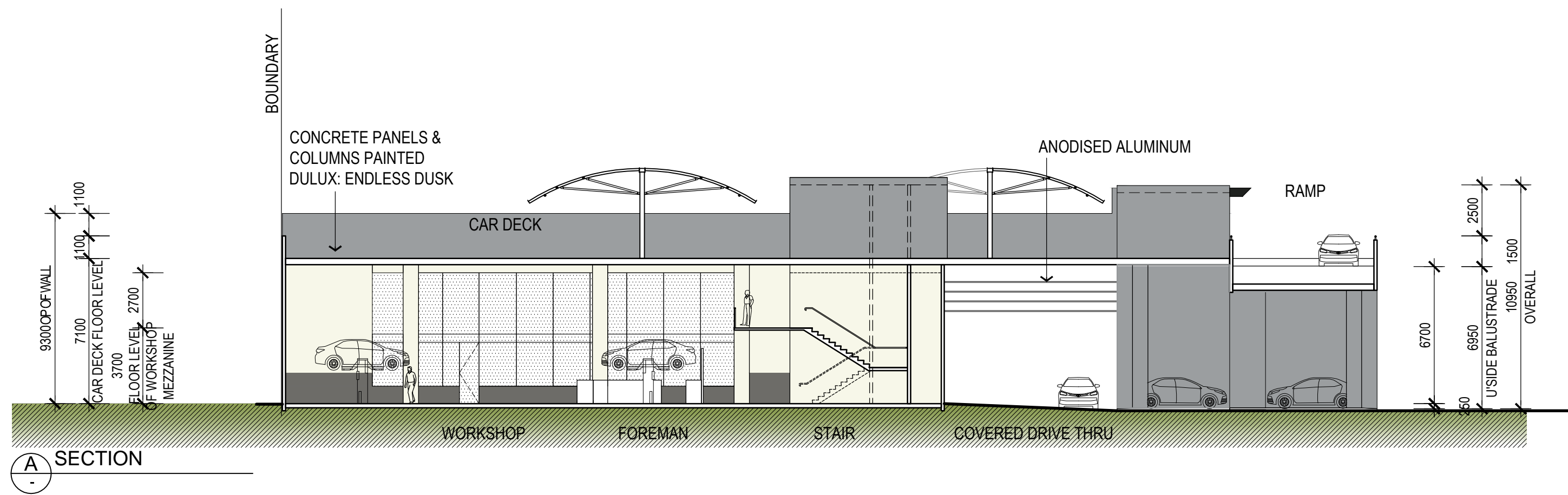
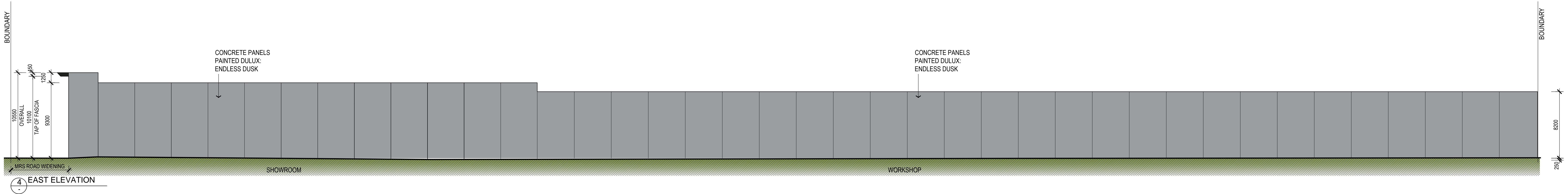


SCHEME A.8



AMENDED PLAN

City of Stirling
10 May 2018
RECEIVED



SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK

Bruce McLean
Architects. Interior Designers

2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimile 9382 3144
Email admin@brucecleanarchitects.com.au

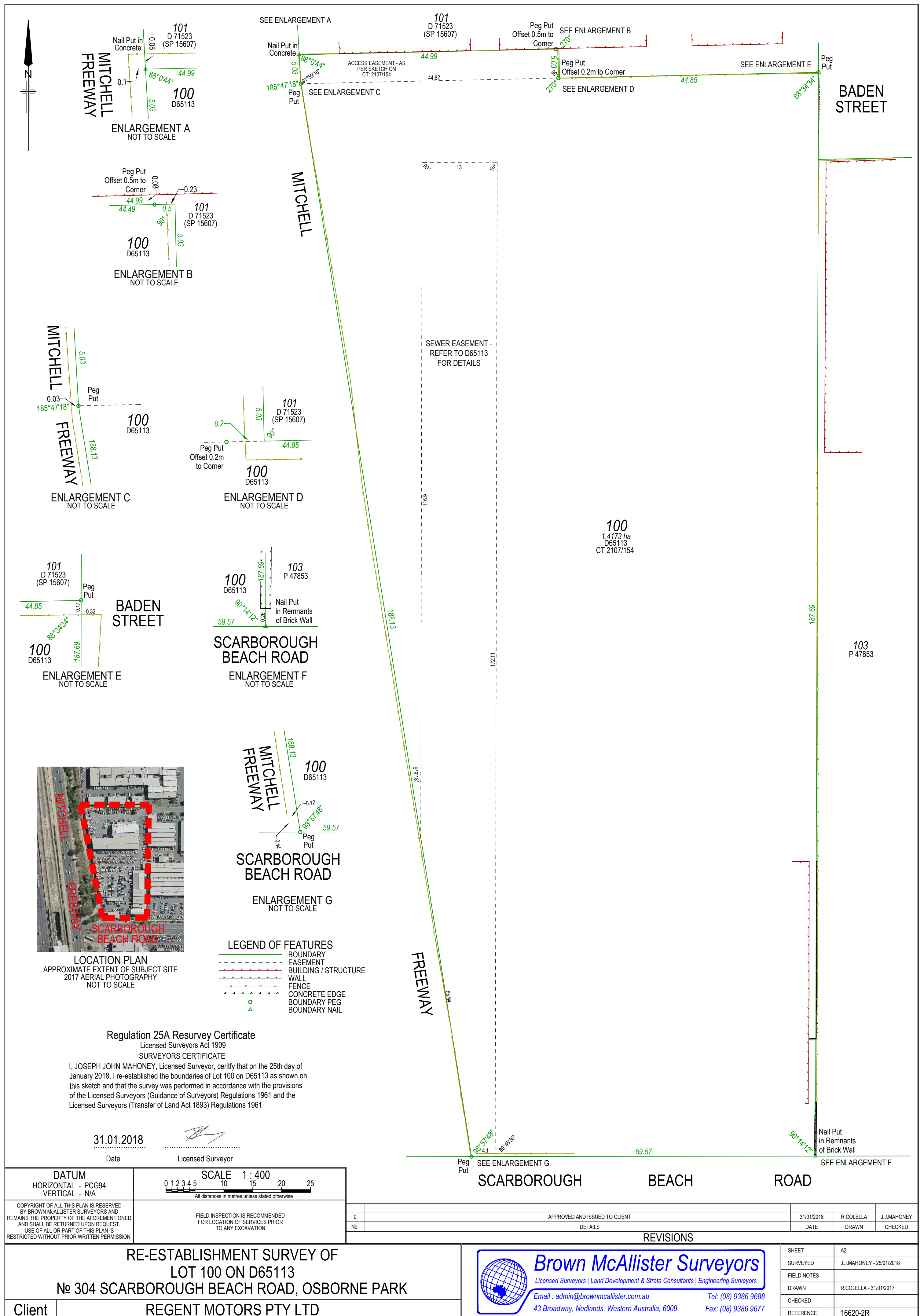
3 MAY 2018

SCHEME A.8

SCALE 1:200



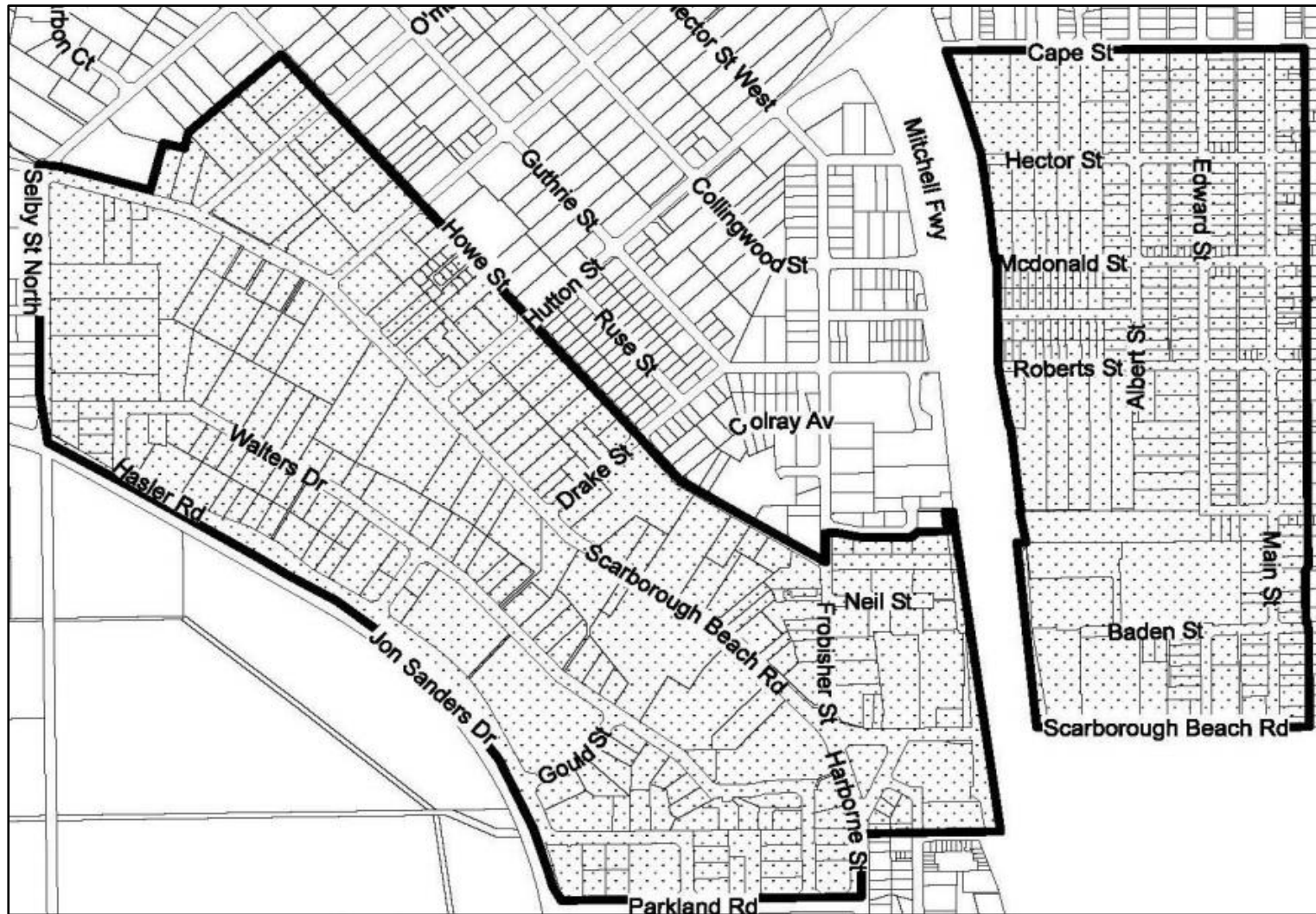
SK4



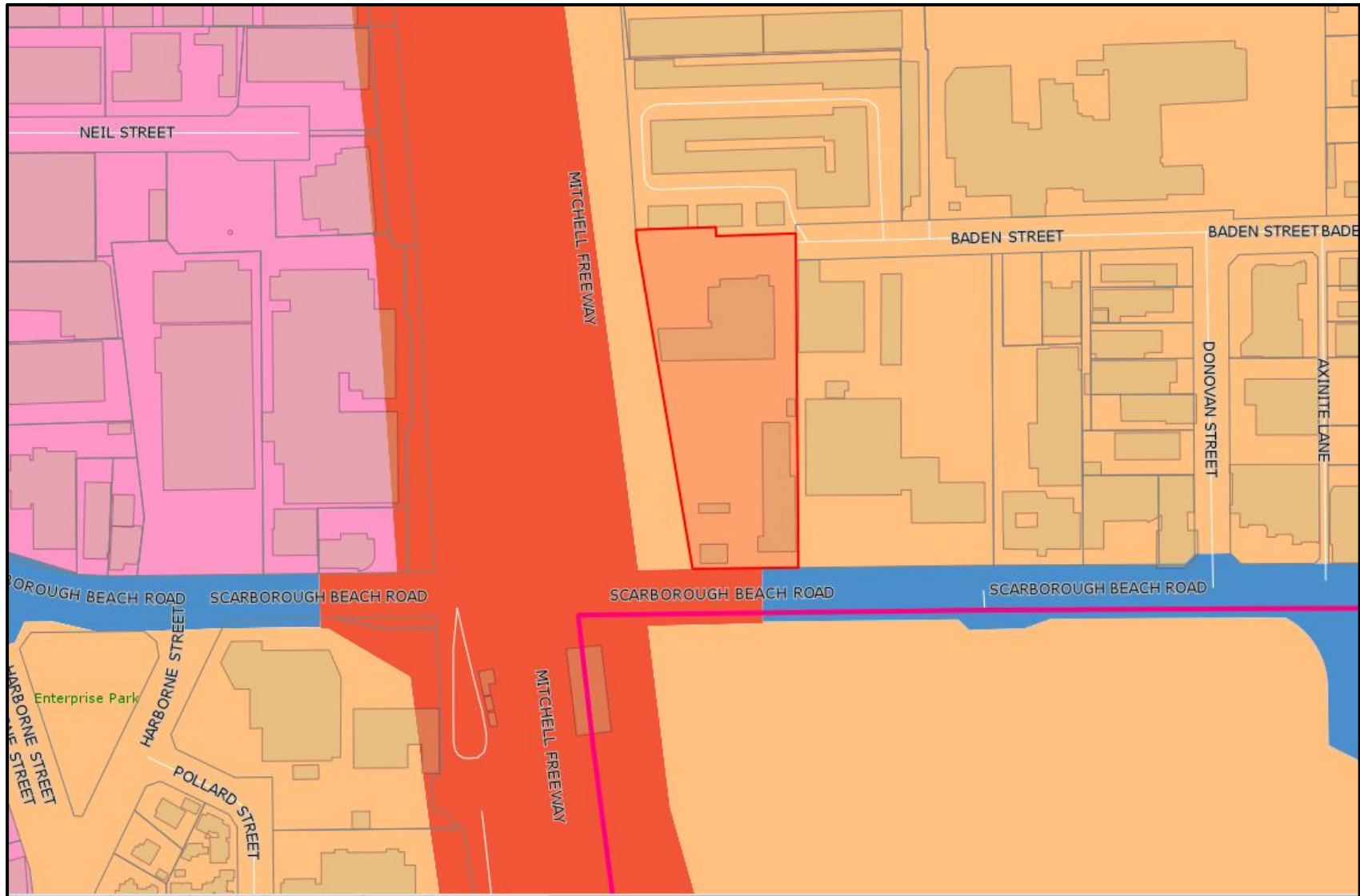
Attachment 2 – Aerial Location Plan



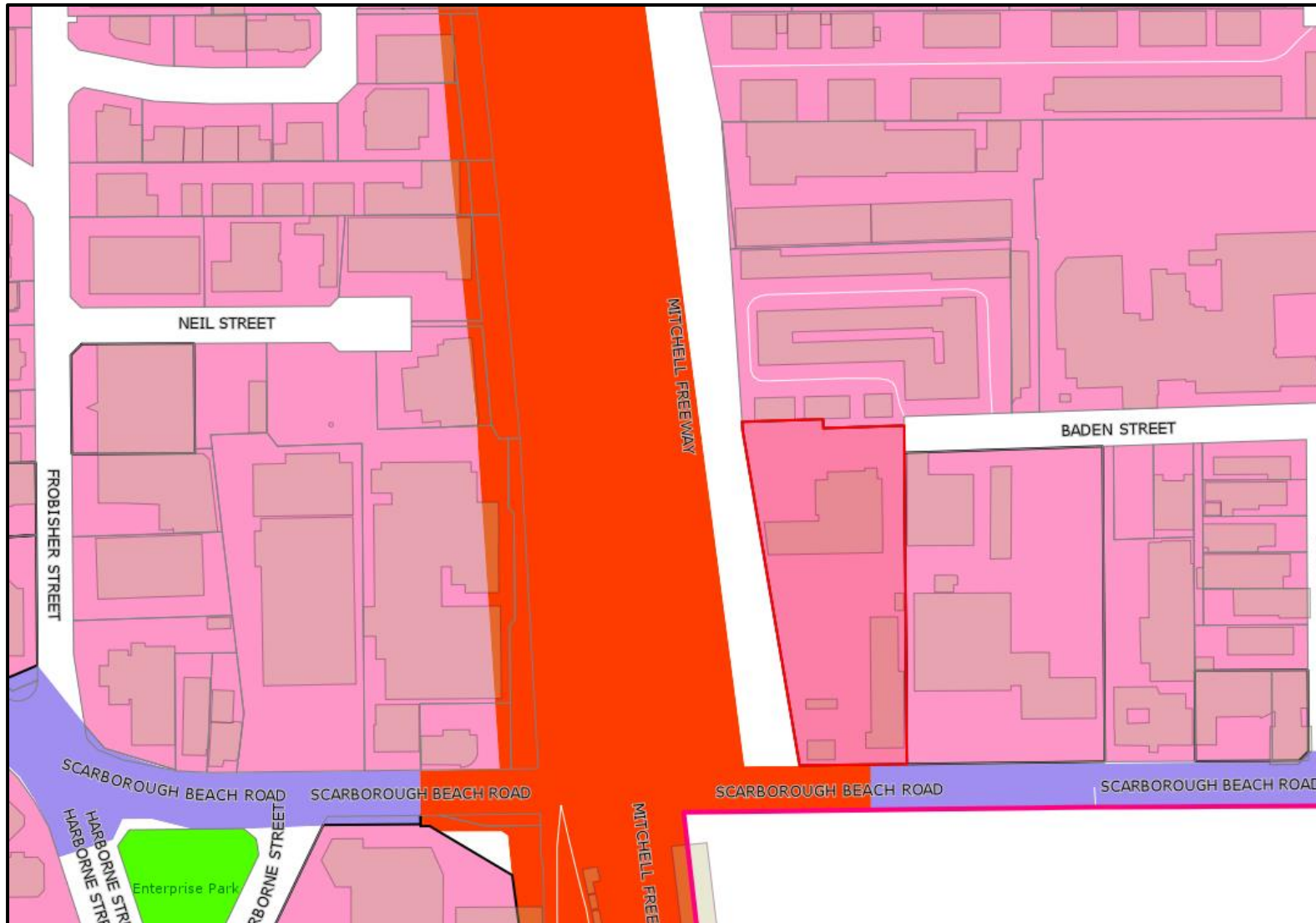
Attachment 3 – Herdsman Glendalough Area

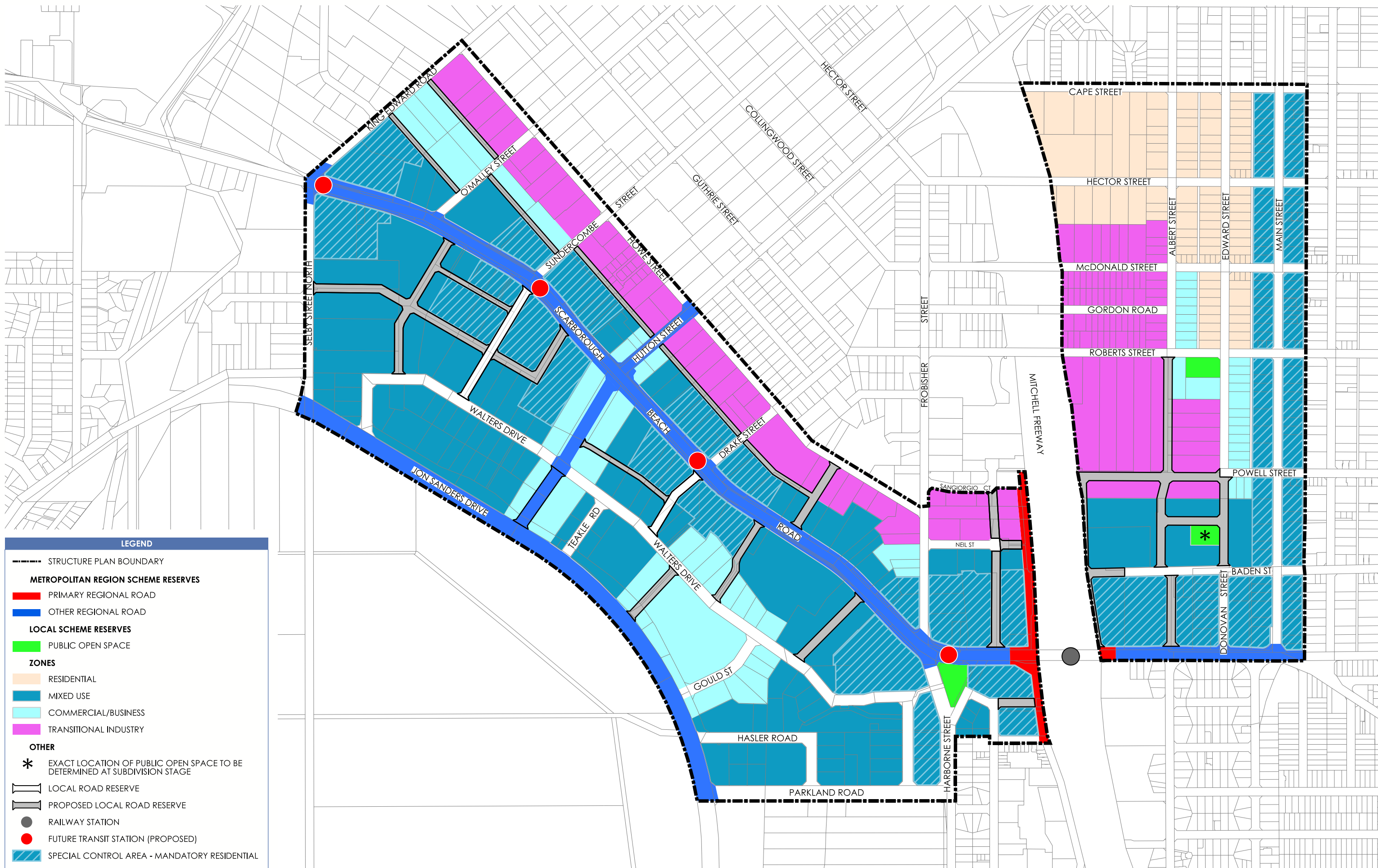


Attachment 4 – Metropolitan Region Scheme (MRS) Zoning Map



Attachment 5 – Local Planning Scheme No. 3 Zoning Map





Giselle Allix

From: Nik Hidding <nik@webbplan.com.au>
Sent: Thursday, 10 May 2018 3:04 PM
To: Giselle Allix; Chivell, Gareth
Cc: 'Development Assessment Panels'
Subject: (DWS Doc No 9614134) Amended Plans in Response to MNWJDAP Deferral of Motor Vehicle Sales & Motor Vehicle Repair development - 304 (Lot 100) Scarborough Beach Road, Osborne Park- DAP/17/01353
Attachments: A_8-SCTOY-SK1.pdf; A_8-SCTOY-SK2.pdf; A_8-SCTOY-SK3.pdf; A_8-SCTOY-SK4.pdf; 3D Perspective.jpg
Importance: High

Hi Giselle (City of Stirling) & Gareth (WAPC),

I refer to DAP/17/01353 which is for the proposed Motor Vehicle Sales & Motor Vehicle Repair development (proposed Scarboro Toyota dealership) at Lot 100 (#304) Scarborough Beach Road, Osborne Park.

The Metro North-West JDAP considered this matter at its meeting of 26 April 2018. Importantly, the two recommendations (by City and WAPC) for refusal motions failed, and the Panel resolved to **defer** the consideration of the application for **48 days** to allow additional time for the submission of amended plans and for the City and WAPC to assess the amended plans.

The DAP's reasons for the deferral are set out below:

Defer consideration of DAP application reference DAP/17/01353 and accompanying plans (Attachment 1) for a period of 48 days for the following reasons:

1. Allow additional time for the applicant to provide amended plans and for the City to assess the amended plans in relation to the following:

- a) A landscaped area not less than 1.5 metre wide shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);
- b) A minimum of 10% landscaping of the total site area to be provided onsite;
- c) A minimum of 1 tree per 6 bays (minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas;
- d) A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions;
- e) The canopy of the Motor Vehicle Sales building is to be modified so that it does not protrude into the Planning Control Area;
- f) The fence on the western boundary (adjacent to Mitchell Freeway road reserve) to be relocated behind the 1.5 metre landscape strip as required by (a);
- g) Relocate/modify the tyre store as it conflicts with the swept path diagram;
- h) Crossover modifications to Baden Street are to be shown on the plans;
- i) The crossover on Scarborough Beach Road shall be reduced in width and sweep-in tightened to accommodate car turning movements only;
- j) The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004

2. Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress; location of auxiliary lanes and revised traffic modelling being undertaken for a 25 metre car carrier design vehicle.

In response to these deferral reasons, please find *attached* revised plans and an updated 3D Perspective.

In response to the above-mentioned reasons, we provide the following responses which are demonstrated on the attached plans:

- 1)
 - a. A 1.50m wide landscape area has been provided along the western boundary (Mitchell Freeway road reserve) which includes 17 advanced trees (capital pear trees) in this strip. A 7.00m wide landscape strip is proposed along the frontage to Scarborough Beach Road. A large rear landscaping area is also proposed which also includes a 1.8m pedestrian footpath linking Baden Street to the Mitchell Freeway reserve. The Proponent also commits to providing the City with a cash contribution for a new footpath within Mitchell Freeway reserve linking the Proponent's footpath to Scarborough Beach Road, which improves pedestrian connectivity in this area. This also assists in providing the pedestrian connection if adjoining land in Baden Street is developed for other uses. This improves pedestrian amenity – a comment by DAP that warranted a response.
 - b. A minimum of 10% landscaping (1418m²) has now been achieved on the site.
 - c. No customer or staff parking spaces occur on the site in open air. Customer bays under roof cover cannot have trees, and it is not considered appropriate to include trees on the roof deck. The roof deck now proposes shade canopies for customer and staff parking. The other parts of the car deck for car storage (associated with the business) does not require shade treatment.
 - d. 28 advanced trees have been provided across the site. The Proponent proposes to plant Capital Pear trees which grow to a good height and are visually aesthetic trees. The landscaping areas (and the trees themselves) will be reticulated to ensure tree health and growth.
 - e. The pedestrian canopy of the Motor Vehicle Sales building has been deleted and therefore, there are no protrusions into the PCA127 area. All that exists in the PCA127 area is landscaping, footpath walkway and driveway.
 - f. The fence on the western boundary has been relocated to be behind the 1.50m landscape strip required by point (a). The fence treatment also continues along the northern landscape strip along the pedestrian footpath, for consistency.
 - g. The rear of the proposed Motor Vehicle Repair building has been modified to enable truck movements. Please be advised that truck movements will now solely be from Baden Street. The building now does not conflict with the swept path.
 - h. The cul-de-sac of Baden Street and the kerbing required for the crossover has now been detailed on the plans. A new double gate will be installed at the Baden Street boundary.
 - i. The crossover to Scarborough Beach Road has been tightened to accommodate light vehicle movements only. No large trucks will be using this crossover. It should be noted that the existing slip lane is not being modified (so it doesn't affect the Primary Regional Road reservation any more than it already does). The restriction on use for light vehicles only and the tightening up of the crossover addresses MRWA's comment in part.
 - j. The ramp grades and manoeuvring space at the top and bottom of the ramp to be in accordance with AS can be a condition of approval. We are not aware of any issue with this currently. In any event this is a minor matter that can be conditioned.
- 2) We have received legal advice confirming that while Scarborough Beach Road adjacent to the site is listed as a Primary Regional Road Reserve in the MRS, it is not a declared "main road" or "state road" under the MR Act, and accordingly, no referral or approval of MRWA is required in respect of the minor crossover relocation. Further, as trucks will now not use Scarborough Beach Road crossover, MRWA's previous position/comments on trucks is (now) not applicable. Truck access is from Baden Street, which is a local road, and for the City to review and provide comment on. MRWA confirm that Baden Street is included in the Restricted Access Vehicle (RAV) Network, so there is no issue in using Baden Street for truck access. The crossover from Scarborough Beach Road will only accommodate light vehicle traffic, and is effectively in a similar position as that which currently exists. It should be noted that the existing auxiliary lane is not being modified.

Accordingly, it would be appreciated if the City and the WAPC can commence preparation of an updated Responsible Authority Report (RAR) within the available time left (which at the date of this email, the City and WAPC has **4 weeks left**) and send the report to DAP at the earliest possible time.

If you have any immediate queries, please do not hesitate to contact me on 9388 7111.

Kind Regards,

Nik Hidding

Managing Director

Peter Webb & Associates (PWA) – Consultants in Town Planning & Urban Design

2/19 York Street, Subiaco WA 6008 | PO Box 920 Subiaco WA 6904 | T: (08) 9388 7111

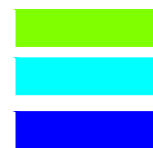
M: 0424 651 513

nik@webbplan.com.au | www.webbplan.com.au



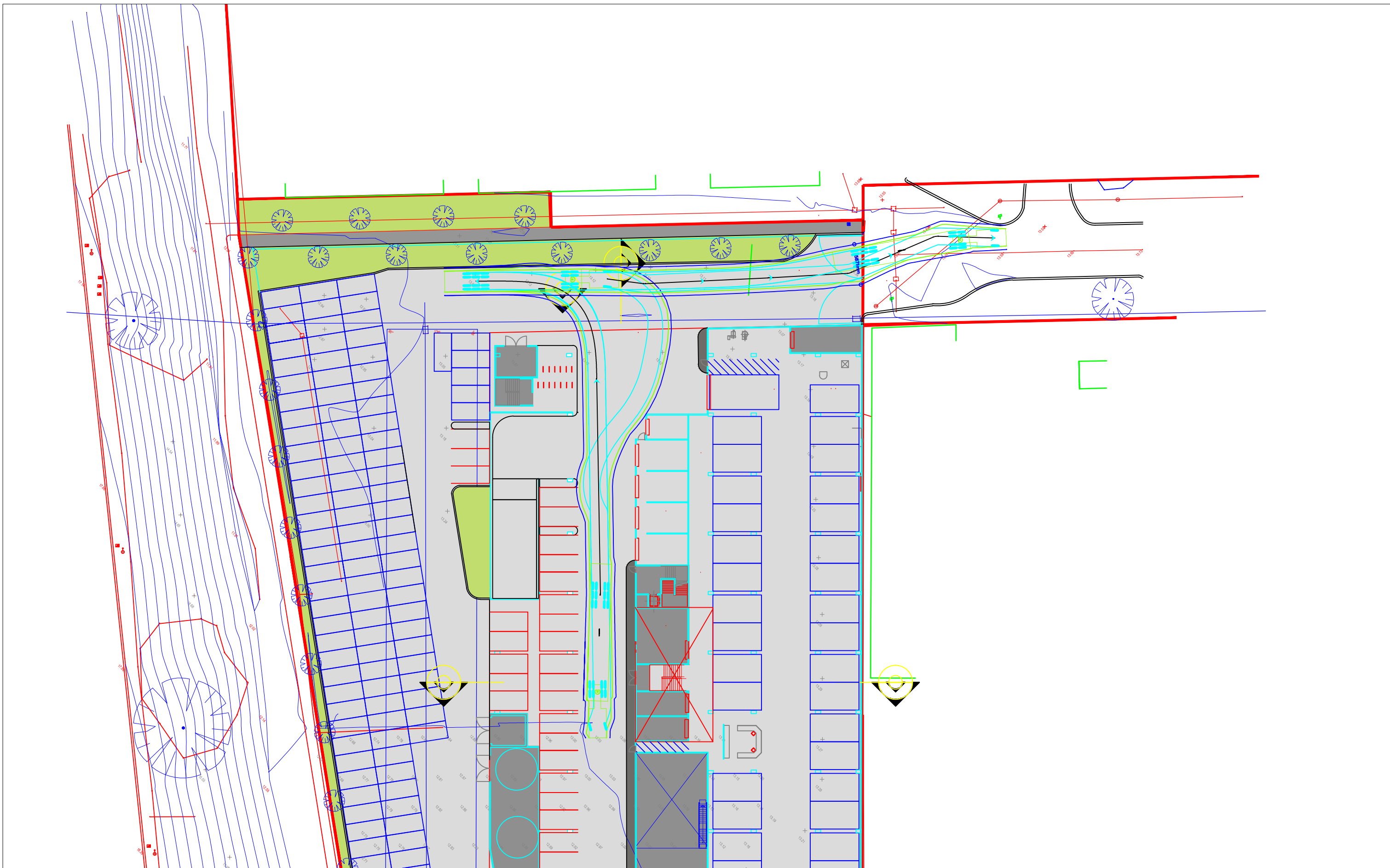
Lot 100 (304) Scarborough Beach Rd, Osborne Park
 Austroads 2013: 25.0m Semitrailer
 Truck Circulation

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



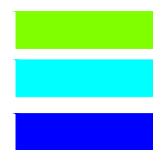
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 29/05/2018
 Scale: 1:500 @ A3





Lot 100 (304) Scarborough Beach Rd, Osborne Park
 Austroads 2013: 25.0m Semitrailer
 Truck Circulation

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



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 29/05/2018
 Scale: 1:500 @ A3



Giselle Allix

From: MCKIE Byron (Con) <byron.mckie@mainroads.wa.gov.au>
Sent: Wednesday, 16 May 2018 2:05 PM
To: Giselle Allix
Subject: RE: Amended Plans in Response to MNWJDAP Deferral of Motor Vehicle Sales & Motor Vehicle Repair development - 304 (Lot 100) Scarborough Beach Road, Osborne Park-DAP/17/01353

Hi Giselle,

Thank you for your correspondence dated 14 May 2018 requesting Main Roads comments on the amended plans submitted for the Proposed Motor Vehicle Sales & Repair development at Lot 100 (304) Scarborough Beach Road, Osbourne Park.

Main Roads has now had the opportunity to review the amended plans provided and has no objections subject to the following advice:

1. SWEPT path diagrams provided in the amended plans dated 3 May 2018 use the incorrect car carrier design vehicle. SWEPT path diagrams indicating site access for a 25 metre car carrier design vehicle as per Austroads Design Vehicles Templates Guide should be used for this type of development. The 19 metre semi-trailer depicted in the Transport Impact Statement and amended plans is not typical of the vehicle used for the purposes of car transport for the proposed land use. Main Roads strongly suggests that prior to the approval of any modifications to the local road network (Baden Street), traffic modelling is undertaken for a 25 metre car carrier design vehicle.

Should the City disagree with or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.

Also, would you please forward a copy of the City's final determination on this proposal quoting file reference 18/63.

If you have any further queries please feel free to contact me via email or at the number listed below.

Regards,

Byron McKie
Planning Information Officer
Planning and Technical Services
p: +61 8 9323 6436
w: www.mainroads.wa.gov.au



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: 26 April 2018; 9:30am
Meeting Number: MNWJDAP/210
Meeting Venue: City of Joondalup
90 Boas Avenue
Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ray Haeren (Deputy Presiding Member)
Mr John Syme (Specialist Member)

Item 8.1

Cr David Boothman (Local Government Member, City of Stirling)
Cr Giovanni Italiano (Local Government Member, City of Stirling)

Item 10.1

Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Item 8.1

Mr Ben Hesketh (Western Australian Planning Commission)
Ms Giselle Allieux (City of Stirling)
Mr Daniel Heymans (City of Stirling)
Mr Nick John (City of Stirling)

Item 10.1

Mr Joe Hussey (City of Joondalup)
Mr Chris Leigh (City of Joondalup)

Minute Secretary

Mrs Deborah Gouges (City of Joondalup)

Applicants and Submitters

Item 8.1

Mr Nik Hidding (Peter Webb & Associates)
Mr Brendan Foley (Lavan)



Item 10.1

Mr Scott Vincent (Planning Solutions)

Members of the Public / Media

There were eight members of the public in attendance.

1. Declaration of Opening

The Presiding Member, Karen Hyde declared the meeting open at 9.30am on 26 April 2018 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2017 under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2017 which states '*A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.*', the meeting would not be recorded.

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

The Minutes of Metro North-West JDAP meeting No.209 held on 20 April 2018 were not available for noting at the time of meeting.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

DAP member, Ms Karen Hyde, declared an impartiality interest in Item 8.1a and 8.1b as Ms Hyde currently works for Taylor Burrell Barnett, the firm was engaged by the City of Stirling in 2013 to prepare the MRS amendment, structure plan and LDP for the Herdsman Glendalough area. The work and associated fee was concluded in 2015.



In accordance with section 4.6.1 and 4.6.2 of the DAP Standing Orders 2017, the Deputy Presiding Member determined that the member listed above, who had disclosed an impartiality interest, was permitted to participate in discussion and voting on the items.

7. Deputations and Presentations

7.1 Mr Nik Hidding (Peter Webb & Associates) addressed the DAP in support of the application at Item 8.1.

7.2 Mr Daniel Heymans (City of Stirling) answered questions from the panel.

7.3 Mr Brendan Foley (Lavan) addressed the DAP in support of the application at Item 8.1 and answered questions from the panel.

The presentation at Item 7.1 - 7.3 was heard prior to the application at Item No 8.1.

7.4 Mr Scott Vincent (Planning Solutions) addressed the DAP in support of the application at Item 10.1. Mr Vincent answered questions from the panel.

The presentation at Item 7.4 was heard prior to the application at Item 10.1

8. Form 1 – Responsible Authority Reports – DAP Application

8.1a	Property Location:	Lot 100, House Number 304 Scarborough Beach Road, Scarborough
	Application Details:	Motor Vehicle Sales and Motor Vehicle Repair
	Applicant:	Peter Webb & Associates
	Owner:	Ryder Pty Ltd & Mechanical Holdings Pty Ltd
	Responsible authority:	City of Stirling
	DAP File No:	DAP/17/01353

REPORT RECOMMENDATION

Moved by: Cr David Boothman

Seconded by: Nil

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference DAP/17/01353 and accompanying plans (Attachment 1) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Local Planning Scheme No.3, for the following reasons:

1. The proposed 'Motor Vehicle Repair' land use is not supported as it is an 'X' use under the Draft Herdsman Glendalough Structure Plan. The proposed 'Motor Vehicle Repair' use is contrary to the intended future character of the area and is inconsistent with the principles of orderly and proper planning. The



proposed use and form of development will prejudice the intent and objectives of the planning framework of the area.

2. The proposed development is inconsistent with Amendment No. 39 in relation to the objectives for the Herdsman Glendalough Special Control Area.
3. The proposed development is inconsistent with Development Control Policy 1.6- Planning to Support Transit Use and Transit, as the proposal does not include uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and service.
4. The proposed development is inconsistent with Development Control Policy 5.1- Vehicular Access, which seeks to rationalise vehicle access from regional roads (Scarborough Beach Road).
5. The proposed development is not considered to meet the intent and policy provisions of State Planning Policy 4.2 – Activity Centres for Perth and Peel.
6. The application does not satisfy *Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 - Deemed Provisions)*, including Clauses 67(a), (b), (c), (g), (h), (m), (n), (p), (s) and (t).
7. The proposed development does not achieve the objectives of the Glendalough Station Special Control Area as set out in Clause 6.4 of the City's Local Planning Scheme No. 3, as the development does not '*capitalise on the strategic advantages of the Special Control Area's excellent public transport, accessibility and proximity to the Central Business District*'.
8. The proposed development is contrary to the objectives and development provisions of Local Planning Policy 6.11 in relation to Trees and Development, which requires 28 advanced trees be planted onsite as the proposal does not propose any advanced trees.
9. The proposed development is contrary to the objectives and development provisions of Local Planning Policy 6.6 in relation to Landscaping, which requires 1417.9sqm of landscaping to be provided onsite, a 1.5m wide landscaping strip to street frontages and 12 trees to be planted in open parking areas.

The Report Recommendation LAPSED for want of a seconder.

PROCEDURAL MOTION

Moved by: Cr Giovanni Italiano

Seconded by: Cr David Boothman

That the Metro North-West JDAP resolves to:

Mr Ray Haeren
Deputy Presiding Member, Metro North-West



Defer consideration of DAP application reference DAP/17/01353 and accompanying plans (Attachment 1) for a period of 48 days for the following reasons:

1. Allow additional time for the applicant to provide amended plans and for the City to assess the amended plans in relation to the following:
 - a) A landscaped area not less than 1.5 metre wide shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);
 - b) A minimum of 10% landscaping of the total site area to be provided onsite;
 - c) A minimum of 1 tree per 6 bays (minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas;
 - d) A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions;
 - e) The canopy of the Motor Vehicle Sales building is to be modified so that it does not protrude into the Planning Control Area;
 - f) The fence on the western boundary (adjacent to Mitchell Freeway road reserve) to be relocated behind the 1.5 metre landscape strip as required by (a);
 - g) Relocate/modify the tyre store as it conflicts with the swept path diagram;
 - h) Crossover modifications to Baden Street are to be shown on the plans;
 - i) The crossover on Scarborough Beach Road shall be reduced in width and sweep-in tightened to accommodate car turning movements only;
 - j) The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004
2. Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress; location of auxillary lanes and revised traffic modelling being undertaken for a 25 metre car carrier design vehicle.

AMENDING MOTION

Moved by: Mr John Syme

Seconded by: Cr Giovanni Italiano

That the Metro North-West JDAP resolves to:

Defer consideration of DAP application reference DAP/17/01353 and accompanying plans (Attachment 1) for a period of 48 days for the following reasons:

1. Allow additional time for the applicant to provide amended plans and for the City to assess the amended plans in relation to the following:
 - a. Landscaped area adjoining all street boundaries shall be provided adjoining all street boundaries (including Mitchell Freeway road reserve);
 - b. the landscaping of the total site area to be provided onsite;

Mr Ray Haeren
Deputy Presiding Member, Metro North-West



- c. The canopy of the Motor Vehicle Sales building does not protrude into the Planning Control Area;
 - d. Ensure tyre store does not conflict with the swept path diagram;
 - e. Crossover modifications to Baden Street are to be shown on the plans;
 - f. The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004
2. Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress.

The Amending Motion was put and LOST (2/3).

For: Cr Giovanni Italiano
Mr John Syme

Against: Ms Karen Hyde
Cr David Boothman
Mr Ray Haeren.

PROCEDURAL MOTION

That the Metro North-West JDAP resolves to:

Defer consideration of DAP application reference DAP/17/01353 and accompanying plans (Attachment 1) for a period of 48 days for the following reasons:

1. Allow additional time for the applicant to provide amended plans and for the City to assess the amended plans in relation to the following:
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 - d) A minimum of 28 advanced trees to be provided with a minimum 9 square metres of soil space and a minimum dimension of 2 metres at ground level free of intrusions;
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 - f) The fence on the western boundary (adjacent to Mitchell Freeway road reserve) to be relocated behind the 1.5 metre landscape strip as required by (a);
 - g) Relocate/modify the tyre store as it conflicts with the swept path diagram;
 - h) Crossover modifications to Baden Street are to be shown on the plans;
 - i) The crossover on Scarborough Beach Road shall be reduced in width and sweep-in tightened to accommodate car turning movements only;



- j) The ramp grades and manoeuvring space at the top and bottom of the ramp is to be in accordance with Australian Standard AS/NZS 2890.1:2004
2. Allow additional time for the applicant to liaise with Main Roads WA in relation to the issues raised in relation to site access/egress; location of auxiliary lanes and revised traffic modelling being undertaken for a 25 metre car carrier design vehicle.

REASON: To allow the applicant additional time to provide amended plans to the City of Stirling.

The Procedural Motion was put and CARRIED (4/1).

For: Ms Karen Hyde
Cr David Boothman
Mr Ray Haeren
Cr Giovanni Italiano

Against: Mr John Syme

8.1b Property Location:	Lot 100 (No. 304) Scarborough Beach Road, Osborne Park
Application Details:	Motor Vehicle Sales and Motor Vehicle Repair
Applicant:	Mr Nik Hidding, Peter Webb & Associates
Owner:	Ryder Pty Ltd and Mechanical Holdings Pty Ltd
Responsible authority:	Western Australian Planning Commission
DAP File No:	DAP/17/01353

REPORT RECOMMENDATION

Moved by: Nil

Seconded by: Nil

That the Metro North-West JDAP resolves to:

1. **Refuse** DAP Application reference DAP/17/01353 and accompanying plans date stamped 2 January 2018 in accordance with Clause 30(1) of the Metropolitan Region Scheme for the following reasons:

Refusal reasons

1. The proposal is contrary to the intent of clause 32 resolution 2015/01, as it is inconsistent with Transit Oriented Development principles and provides no ability for adaptive re-use of the site in the future.
2. The application does not comply with *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development*, as the proposed land use is inconsistent with the delivery of a transit oriented development surrounding Glendalough train station.

Mr Ray Haeren
Deputy Presiding Member, Metro North-West



3. The application does not comply with *Development Control Policy 5.1 - Regional Roads Vehicular Access*, as access along Scarborough Beach Road has not been appropriately rationalised.

The Report Recommendation LAPSED for want of a mover and a seconder.

PROCEDURAL MOTION

Moved by: Cr David Boothman

Seconded by: Mr Ray Haeren

That the Metro North-West JDAP resolves to:

Defer consideration of DAP application reference DAP/17/01353 and accompanying plans date stamped 2 January 2018 by the Department of Planning, Lands and Heritage, for a period of no more than 42 days to allow additional time for the applicant to negotiate suitable access arrangements to the site with Main Roads Western Australia.

AMENDING MOTION

Moved by: Ms Karen Hyde

Seconded by: Cr David Boothman

That the motion be amended to have the time period changed from 42 days to 48 days to align with the motion at Item 8.1a.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PROCEDURAL MOTION (As Amended)

That the Metro North-West JDAP resolves to:

Defer consideration of DAP application reference DAP/17/01353 and accompanying plans date stamped 2 January 2018 by the Department of Planning, Lands and Heritage, for a period of no more than 48 days to allow additional time for the applicant to negotiate suitable access arrangements to the site with Main Roads Western Australia.

REASON: To provide the applicant additional time to negotiate suitable access arrangements to the site with Main Roads and to ensure consistency with the deferral decision at 8.1a.

The Procedural Motion (As Amended) was put and CARRIED (4/1).

For: Ms Karen Hyde
Cr David Boothman
Mr Ray Haeren



Cr Giovanni Italiano

Against: Mr John Syme

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

Nil

Cr David Boothman and Cr Giovanni Italiano (City of Stirling) left the meeting at 10.33am.

Cr Christine Hamilton-Prime and Cr Philippa Taylor (City of Joondalup) joined the panel at 10.33am.

10. Appeals to the State Administrative Tribunal

10.1 Property Location:	Lot 1 (248) Camberwarra Drive, Craigie
Development Description:	Child Care Centre
Applicant:	Planning Solutions
Owner:	The Roman Catholic Archbishop of Perth
Responsible Authority:	City of Joondalup
DAP File No:	DAP/17/01210

REPORT RECOMMENDATION

Moved by: Cr Christine Hamilton-Prime **Seconded by:** Cr Philippa Taylor

That the Metro North-West Joint Development Assessment Panel (JDAP), pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 400/2017, resolves to:

Reconsider its decision dated 29 November 2017 and **approve** DAP Application reference DAP/17/01210 and accompanying plans included as Attachment 2 in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the *City of Joondalup District Planning Scheme No. 2*, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. This approval relates to the new child care centre, car parking and associated works only, as indicated on the approved plans. It does not relate to any other development on the lot.
3. All development shall be contained within the property boundaries.

Mr Ray Haeren
Deputy Presiding Member, Metro North-West



4. Detailed engineering design drawings of the proposed crossovers and works within the road reserve shall be submitted to the City for approval prior to the commencement of development.
5. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
6. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to the City for approval prior to the commencement of construction. Works shall be undertaken in accordance with the approved details.
7. A refuse management plan indicating the method of rubbish collection is to be submitted to the City prior to the commencement of development, and approved by the City prior to the development first being occupied. Refuse management shall be undertaken in accordance with the approved refuse management plan.
8. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - i. Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - ii. Provide screening of a sufficient height and density to the northern building facade to soften the visual impact of the development from the nearby properties and public roads;
 - iii. Provide minimum concrete or brick paved areas within outdoor activity areas;
 - iv. Provide landscaping that discourages the parking of vehicles within the verge;
 - v. Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - vi. Show spot levels and/or contours of the site;
 - vii. Be based on water sensitive urban design principles to the satisfaction of the City;
 - viii. Be based on Designing out Crime principles to the satisfaction of the City;
 - ix. Show all irrigation design details.
9. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.



10. The car parking areas shall be provided with shade trees in accordance with the submitted detailed landscape planting plan dated 12 March 2018. The trees shall be located within tree wells protected from damage by vehicles and maintained to the satisfaction of the City.
11. A full schedule of colours and materials for all exterior parts to the building and retaining walls is to be submitted and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and shall be completed to the satisfaction of the City prior to occupation of the development.
12. All external walls and retaining walls of the development shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
13. Lighting shall be installed along all pedestrian pathways and along the northern building façade having regard to the requirements of *AS4282 – 1997 Control of the obtrusive effects of outdoor lighting* prior to the development first being occupied, to the satisfaction of the City. A lighting plan shall be submitted to the City for approval prior to the commencement of construction.
14. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development. Works shall be undertaken in accordance with the approved details.
15. All stormwater shall be contained on-site and disposed of in a manner acceptable to the City.
16. The hours of operation for the centre shall be between 6:30am to 6.30pm Monday to Friday.
17. Car parking bays shall be used and marked in accordance with the parking management plan dated 13 March 2018.
18. No amplified outdoor sound/music is permitted.

Advice Notes

1. The applicant is advised that the premises is to comply in all respects with the Food Act 2008, Australia New Zealand Food Standards Code and Standard 3.3.1 which relates to Food Safety Programs for Food Service to Vulnerable Persons. The City's Health Department is to be contacted to arrange for a final inspection of the food premises fit out prior to commencement of operations.



2. The applicant is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at <http://www.joondalup.wa.gov.au/Live/Streetscapes.aspx>.
3. The existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
4. All commercial premises within the City of Joondalup are required to store bins within a bin store that incorporates wash-down facilities. Minimum specification is a 1.5m x 1.5m concrete pad graded to a floor waste connected to sewer and a hose cock.

REASON: In accordance with details contained in the Responsible Authority Report.

The Report Recommendation was put and CARRIED UNANIMOUSLY.

11. General Business / Meeting Close

The Presiding Member reminded the meeting that in accordance with Section 7.3 of DAP Standing Order 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the presiding member declared the meeting closed at 10.48am.

Your ref: Amendment No. 39
Our ref: TPS/1228
Enquiries: Andrew Thomas (6551 9615)

Chief Executive Officer
City of Stirling
25 Cedric Street
Stirling WA 6021

Transmission via electronic mail to: stirling@stirling.wa.gov.au

Dear Sir

LOCAL PLANNING SCHEME NO. 3 - AMENDMENT NO. 39

The WAPC has considered Amendment No 39 and submitted its recommendation to the Minister in accordance with section 87(1) of the *Planning and Development Act 2005* (the Act).

The Minister has required the amendment to be modified in the manner specified in the attached schedule of modifications in accordance with section 87(2)(b) of the Act, before it is resubmitted under section 87(1).

In order for the amendment documents to be finalised in a timely manner, please ensure the following:

- the maps in the modified document accurately reflect the intentions of the amendment as detailed in the amending text; and
- in carrying out modification to the amendment document, previous Council resolutions pursuant to clauses 35(1), 41(3) and/or 50(3) are not to be modified.

Please forward two copies of the modified amendment document directly to the Perth office and email a modified text of the amendment, in word format, to schemes@planning.wa.gov.au to assist in limiting Government Gazette publishing costs.

Please direct any queries about this matter to Andrew Thomas on 6551 9615 or Andrew.Thomas@dplh.wa.gov.au.

Yours sincerely



Ms Sam Fagan
Secretary
Western Australian Planning Commission

8/06/2018

Schedule of Modifications

- 1) Modify the Scheme Amendment Map to remove the Development zone from land which is reserved under the Metropolitan Region Scheme, including the Hutton Street Extension; and
- 2 Replace Council's Resolution with the below:

Planning and Development Act 2005
**RESOLUTION TO ADOPT AMENDMENT
TO LOCAL PLANNING SCHEME**

CITY OF STIRLING LOCAL PLANNING SCHEME No. 3

AMENDMENT No. 39

The City of Stirling Council under and by virtue of the powers conferred upon it in that behalf by the *Planning and Development Act, 2005* hereby amends the above Town Planning Scheme by:

1. Amending the Scheme Text by:

- 1.1 Deleting the following bullet point in Clause 6.1.1:

"• Glendalough Station"

- 1.2 Inserting a new bullet point in Clause 6.1.1, as follows:

"• Herdsman Glendalough"

- 1.3 Deleting existing Clauses 6.4, 6.4.1, 6.4.2 and 6.4.3

- 1.4 Inserting a new Clause 6.4, as follows:

"6.4 Herdsman Glendalough Special Control Area

6.4.1 Objectives

- a) To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use environment based on main street design principles;
 - b) To enable the provision of an effective, efficient integrated and safe transport network which is

accessible to pedestrians, cyclists, public transport users and motorists;

- c) To ensure greater utilisation of Glendalough Train Station through increased density of both residential and commercial uses;
- d) To ensure the development of a diverse range of housing types;
- e) To ensure the development of a convenient network of public open space;
- f) To ensure the development of a range of commercial uses that will contribute towards economic development, local employment and the viability of the area;
- g) To ensure the development of a range community facilities;
- h) To create a more permeable transport network through the provision of additional road connections;
- i) To ensure the conservation and appropriate use of natural resources; and
- j) To enable developer contributions to help fund key infrastructure.

6.4.2 Special Control Area

- a) The Herdsman Glendalough Special Control Area is shown on the Scheme Maps and delineated as such.
- b) Clause 5.3.2 of the Scheme shall not apply to residential development in the Herdsman Glendalough Special Control Area.

6.4.3 Structure Plan

- a) For the purpose of promoting the highest standard of development within the Herdsman Glendalough Special Control Area the Council shall adopt an appropriate Structure Plan for the Herdsman Glendalough Special Control Area in accordance with Part 6A of the Scheme.

- b) The Structure Plan will define precincts within the Special Control Area.

6.4.4 Road Widening Requirements

- a) The owner of any site affected by the Scarborough Beach Road Other Regional Roads reservation or Planning Control Area shall cede such road widening to the Crown, free of cost and without any payment of compensation, as a condition of development approval that involves, in the opinion of the local government, the complete or substantial redevelopment of the site or as a condition of the subdivision or strata subdivision of a lot, whichever occurs first.
- b) The owner of any site affected by a right of way widening under the Local Planning Policy relating to Right of Ways shall cede such a right of way widening free of cost as a condition of development approval or subdivision or strata title approval recommended by the City.

and re-numbering the subsequent sub-clauses accordingly.

- 1.5 Deleting the following Additional Uses contained within the Herdsman Glendalough Development Zone Area from Schedule 2; A15, A16, A41, A46 and A48 - A68.
- 1.6 Deleting the following Special Use Zones contained within the Herdsman Glendalough Development Zone Area from Schedule 4; S15 - S21.
- 1.7 Inserting the following new row in Schedule 10 - Development (Structure Plan) Areas:

Name of Structure Plan	Purpose	Requirements
Herdsman Glendalough Structure Plan	To facilitate development within the Herdsman Glendalough Structure Plan Area in a manner consistent with the objectives in Clause 6.4.1.	As per Clause 6.4 and the Herdsman Glendalough Structure Plan

2. Amending the Scheme Maps by:

- 2.1 Deleting the Glendalough Station Special Control Area from the Scheme Map and Legend.

2.2 Modifying the Scheme Map and Legend to include the:

- Herdsman Glendalough Special Control Area;
- Herdsman Glendalough Development Area; and
- Development Zone as shown on the maps below:



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 100 (No. 304) Scarborough Beach Road, Osborne Park
Development Description:	Motor Vehicle Sales and Motor Vehicle Repair
DAP Name:	Metro North West Joint Development Assessment Panel
Applicant:	Mr Nik Hidding, Peter Webb & Associates
Owner:	Ryder Pty Ltd and Mechanical Holdings Pty Ltd
Value of Development:	\$9 million
LG Reference:	DA 17/2495
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	Assistant Director General - Land Use Planning
DAP File No:	DAP/17/10353
Report Due Date:	12 June 2018
Application Received Date:	2 January 2018
Application Process Days:	90 days
Attachment(s):	1 - Development plans and perspectives 2 - Aerial plan 3 - Zoning Plan 4 - Planning Control Area No. 127

Officer Recommendation:

That the Metro North-West JDAP resolves to:

1. **Refuse** DAP Application reference DAP/17/01353 and accompanying plans date stamped 10 May 2018 in accordance with Clause 30(1) of the Metropolitan Region Scheme for the following reasons:

Refusal reasons

1. The proposal is contrary to the intent of clause 32 resolution 2015/01, as it is inconsistent with Transit Oriented Development principles and provides no ability for adaptive re-use of the site in the future.
2. The application does not comply with *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development*, as the proposed land use is inconsistent with the delivery of a transit oriented development surrounding Glendalough train station.

Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Industry (Additional Use 48 - Motor Vehicle, Boat and Caravan Sales)
Use Class:		Motor Vehicle, Boat and Caravan Sales
Strategy Policy:		N/A
Development Scheme:		Metropolitan Region Scheme
Lot Size:		14,179m ²
Existing Land Use:		Motor Vehicle Sales, Motor Vehicle repair, Smash repairs - Use not listed.

Summary

The development proposed for 304 Scarborough Beach Road, Osborne Park (the site) is shown in **Attachment 1 - Development Plans and Perspectives** and can be briefly summarised as follows:

- Demolition of all existing development on the lot.
- Showroom for motor vehicle sales and administration on the south eastern corner of the lot, which includes a mezzanine level with a lunch room, meeting room and administrative storage facilities.
- A workshop service centre, including motor vehicle repair, is proposed along the eastern boundary. This comprises a floor area of 3,125m² and will provide for vehicle service bays, and express bays. The workshop also includes parts storage warehouses for the dealership, and stairways and lifts to the upper level which also includes staff amenities.
- A car deck of 5,400m² for 201 customer/staff/storage bays is proposed.
- The remainder of the site comprises of outdoor vehicle display and customer bays.
- Access to the site for light vehicles is proposed via a relocated crossover off Scarborough Beach Road, whilst all heavy vehicle access is proposed from Baden Street.

The development has been designed to provide some architectural interest on the south eastern corner through the use of substantial glazed windows, complemented by anodised aluminium and white cladding. The remainder of the site is occupied by a significant workshop area and car deck constructed in concrete panels, as well as significant vehicle display/car parking bays. Considering the extent of development, and building materials used, there is considered to be inadequate opportunity for adaptive reuse of the site in conjunction with the strategic intent for the area.

Background:

The subject site is located on the northern side of Scarborough Beach Road in Osborne Park, adjacent to the Glendalough Bus Interchange. The lot is bound by Mitchell Freeway to the west, Baden Street to the north-east, and Scarborough Beach Road to the south (refer **Attachment 2 - Aerial**).

The site is currently occupied by the Isuzu/Renault car dealership and the surrounding area is characterised by a mix of land uses which are undergoing a transition from light industrial uses to mixed business uses. Existing land uses in the locality include industrial and office land uses, showrooms for bulky goods and motor vehicle sales/repairs premises.

The subject land is zoned Urban under the Metropolitan Region Scheme (MRS), and abuts Primary Regional Road (PRR) and Other Regional Road (ORR) reservations to the south. The site is zoned Industry under the City of Stirling Local Planning Scheme No. 3 (LPS 3) (refer **Attachment 3 - Zoning plan**). The land is also subject to an additional use (A48) under LPS 3 for Motor vehicle, boat, or caravan sales.

The land is located within the Glendalough Station Special Control Area under LPS 3 which requires development of land to comply with an approved Structure plan and/or LDP. The current Special Control Area (SCA), however, is in the process of being replaced by the Herdsman-Glendalough SCA, with finalisation anticipated in the second half of this year.

The land is also affected by clause 32 resolution 2015/01 (No. 5 - Stirling and Glendalough Station Precincts) under the MRS, and the proposal requires Western Australian Planning Commission (WAPC) determination as it comprises non-residential development. As such, this application is to be considered by the Joint Development Assessment Panel (JDAP) under a dual reporting process whereby the City of Stirling (City) and the WAPC both submit independent Responsible Authority Reports (RARs) relating to LPS 3 and the MRS, respectively.

The site is also affected by Planning Control Area 127, which has been declared in order to protect land for the potential widening of Scarborough Beach Road. The JDAP is not empowered to determine development applications within a PCA. As a result, all proposed works within the PCA are subject to a separate decision of the WAPC.

Previous resolution

The initial RAR from the City and the WAPC was prepared and presented to the JDAP in April 2018. Both recommendations were for refusal, however, the JDAP resolved to defer the application for 48 days to provide the applicant with additional time to prepare amended plans for the City and the WAPC's consideration. Further to the local framework modifications required, it was advised that further negotiations were to occur with MRWA to ensure suitable access arrangements to the site.

Since the previous meeting, it has been clarified that whilst a section of Scarborough Beach Road is a PRR, it is not declared a state road under the *Main Roads Act 1930*. As such, approvals are required from the City in lieu of MRWA, and it is contended by the proponent that no referral is required to MRWA. However, section B of *Delegation 2017/02 - Powers of Local Governments and Department of Transport* states:

Development on land that abuts or is fully or partly reserved as regional road reservation shall be referred to Main Roads WA (MRWA) or the Department of Planning (DoP), as applicable, for transport planning related comments and recommendations before being determined by the local government subject to the process explained in clause 4, Section B.

It was therefore still considered necessary to seek MRWA's transport related comments on the amended plans submitted by the applicant. It was also considered necessary to re-refer the application to MRWA given the proposed construction of a bridge for the future pedestrian shared pathway (PSP) link at this location, which is currently in the design stage with works commencing in the foreseeable future.

Legislation & policy:

Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015 (P&D Regulations)

Schemes

Metropolitan Region Scheme (MRS) - Clause 32 - Resolution 2015/01 (No. 5 - Stirling and Glendalough Station Precincts)

City of Stirling Local Planning Scheme No. 3 (LPS 3)

State Government Policies

Perth and Peel @ 3.5million

Central Sub-Regional Planning Framework

Development Control Policy - General Principles (DC 1.2)

Development Control Policy - Transit Oriented Development (DC 1.6)

Development Control Policy - Regional Roads (Vehicular Access) (DC 5.1)

Consultation:

Public Consultation

No public consultation was undertaken by the Department of Planning, Lands and Heritage (DPLH) on behalf of the WAPC.

Consultation with other Agencies or Consultants

The application was referred back to MRWA and it was advised that no objections are raised subject to the following matter being addressed:

SWEPT path diagrams provided in the amended plans dated 3 May 2018 use the incorrect car carrier design vehicle. SWEPT path diagrams indicating site access for a 25 metre car carrier design vehicle as per Austroads Design Vehicles Templates Guide should be used for this type of development. The 19 metre semi-trailer depicted in the Transport Impact Statement and amended plans is not typical of the vehicle used for the purposes of car transport for the proposed land use. Main Roads strongly suggests that prior to the approval of any modifications to the local road network (Baden Street), traffic modelling is undertaken for a 25 metre car carrier design vehicle.

The proponent was advised of this requirement and resolved to provide the requested documentation. Further discussion is provided in the Planning Assessment section below.

Planning assessment:

Amended plans

An assessment has been undertaken against the amended development plans. Access is still proposed to be gained via a central crossover and slip lane from Scarborough Beach Road, with a secondary access option from Baden Street to the rear of the site. However, no modifications are proposed to the existing slip lane. It is also proposed that access of Scarborough Beach Road is for light vehicles only, with

heavy vehicles to gain access off Baden Street. This revised approach is supported from a technical perspective subject to a traffic management plan which formalises this arrangement through the implementation of management strategies such as signage and road markings.

Additionally, MRWA requested swept path diagrams for a 25 metre vehicle carriers in lieu of the 19 metre vehicles provided, as these vehicles are more typically used in these type of operations. The purpose of these diagrams was to illustrate how these vehicles can access the site, circulate adequately, and exit the site from Baden Street. Whilst it is acknowledged that Baden Street is a local road subject to local government consideration, if the vehicle carriers cannot circulate properly to exit via Baden Street, they are likely to drive through the site and exit at Scarborough Beach Road, thereby impacting the ORR. The revised swept path diagrams have been assessed and are considered to adequately address these concerns.

Another matter that was raised in the original RAR related to development within the PCA 127 (refer **Attachment 4 - Planning Control Area No. 127**), ORR reserve and PRR reserve. The PCA forms an interim measure to protect upgrading opportunities for Scarborough Beach Road until more permanent measures, such as reservation under the MRS, are finalised.

It is standard practice for the WAPC to not support construction of any permanent structures within the PCA reservation. Whilst it is stated in the proponents correspondence that the canopy of the motor vehicle sales building has been removed, the amended plans still show the roof canopy as hatched. As all development within the PCA is subject to a separate determination by the WAPC, a condition and advice note to this effect is recommended to be included if the proposal is approved by the JDAP. Notwithstanding this, given the height of the roof, and the fact that any overhang will be contained within future verge space, it is not anticipated that this will be an issue. Its removal from the PCA is therefore not considered necessary as part of this application.

Whilst it is considered that the original access and PCA concerns have been adequately addressed, and the development can function appropriately from a technical perspective, it is considered that the broader strategic planning framework considerations have not been appropriately addressed.

Planning framework considerations

Clause 30(1) of the MRS states that the WAPC is to consider the following matters when determining a development application:

- the purpose for which the land is zoned or reserved under the MRS;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

The application proposes to construct a car sales building and associated service and repair workshop facilities, as well as motor vehicle parking and display across the balance of the site. There is also an upper level car deck proposed.

It is important to acknowledge that there is a current disconnect between the strategic intent for the area and existing statutory provisions. The subject site was recently rezoned to Urban under the MRS to facilitate mixed use development of the wider Herdsman Glendalough area, but is still zoned Industrial under LPS 3. Amendment 39 to LPS 3 proposes to introduce a Development zone and Special Control Area over the land and is currently being assessed by DPLH on behalf of the

WAPC. The use permissibility under the current LPS 3 and proposed local planning scheme amendment and structure plan are as follows:

Land Use Class	Current Local Planning Scheme provision	Proposed Structure Plan/Scheme provision
Motor Vehicle Repair	'P' Permitted	'X' Not permitted
Motor Vehicles Sales	Additional Use 48	'D' Discretionary

Table 1 - Current vs proposed scheme provisions

The subject site is also affected by the Glendalough Station SCA which requires a structure plan and local planning policy to be adopted for this area. This includes a note within the Scheme which reads as follows:

Note: The Glendalough Station Special Control Area is zoned Industry, however it is the intention of Council to rezone this area in the future to enable the transformation to a Transit Orientated Development with a mixture of uses.

Clause 32

The MRS clause 32 area was established surrounding the Glendalough Train Station in 1990. The primary objectives of the clause 32 resolution were to control development generally within an 800 metre radius from the station, so as not to:

- prejudice the structure planning for the area;
- ensure development is consistent with the station precincts concept; and
- protect the potential for value capture or other innovations applicable to the area.

It was recognised during the establishment of the clause 32 resolution for the area that the scheme provisions for the Stirling City Centre and Herdsman-Glendalough train station areas were not sufficient to achieve the strategic objectives for the area. The clause 32 mechanism allows the WAPC to ensure that the desired TOD outcome is considered in the assessment of development applications, in line with state planning objectives for strategically significant locations, while work is being undertaken to progress both structure plan areas.

The WAPC rationalised the clause 32 Area in 2003 to encourage the intensification and development of land uses that are compatible with the station precinct and to include areas where changes in land use are likely to occur in the future. In the absence of an adopted structure plan, the objectives for the station precinct as stipulated under the clause 32 resolution are being considered in conjunction with the draft Herdsman-Glendalough Structure Plan and the broader State planning framework.

Perth and Peel @ 3.5 Million and Central Sub-Regional Planning Framework

The State Government recently released the Perth and Peel @ 3.5 million suite of land use planning and infrastructure frameworks, including the Central Sub-Regional Planning Framework (the Framework). The suite aims to accommodate 3.5 million people across the Perth and Peel regions by 2050.

The Glendalough Herdsman area is recognised as an activity centre under the Framework. In conjunction with SPP 4.2, the primary objective is place a focus on increasing residential, commercial and mixed use development in and surrounding activity centres linked by a robust movement network. The subject lot also abuts

Scarborough Beach Road, which is identified as an Urban Corridor. Urban Corridors operate not just as roads for the movement of vehicles, but provide locations for increased and diversified places for people to live and work.

It is recognised that the area is in transition to a mixed business and mixed use area, with statutory and strategic planning in progress. This includes the recently gazetted MRS amendment 1291/41, which rezoned the lots within the Herdsman-Glendalough area to Urban, and Amendment 39 to LPS 3 which is currently under assessment and seeks to establish a Development zone and provide a new SCA over the area.

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

Section 4.4.1 of DC 1.6 specifies that land uses should promote interest, interaction and activity so as to animate frontages along the principal pedestrian routes leading to and from the transit facility. Uses should be oriented to the street and the public domain, and should include activities at ground floor level that promote interaction and surveillance, provide interest for pedestrians, enhance security, and increase the attractiveness of walking to access transit facilities. Section 4.2.6 of DC 1.6 also states that the greater use of transit services for journeys to work is an important policy objective. However, land-extensive, low development and low employment activities such as some general industrial uses, bulky goods retailing, business parks, and warehousing should not be located within transit-oriented precincts unless it can be demonstrated that the particular circumstances of a development will favour transit use.

Whilst there is currently an Additional Use for Motor Vehicle, Boat or Caravan Sales over the subject site under LPS 3, motor vehicle sale and repair operations are generally not conducive to TOD development given the extensive area required for car parking/vehicle display, the daytime nature of the businesses and the inherent car based operations.

One of the fundamental aspects of the proposal that needs to be addressed is its adaptability to facilitate the intended TOD, and the mandatory residential component for developments stipulated under the draft Herdsman-Glendalough Structure Plan (HGSP).

Draft Herdsman Glendalough Structure Plan

The draft HGSP acknowledges the subject site as imperative for facilitating a TOD. In conjunction, the site is envisioned for development from 10 to 14 storeys and is to comprise a mix of uses. Furthermore, the subject site falls within the draft HGSP 'Mandatory Residential' category where a development is to incorporate a minimum of 20 percent plot ratio for multiple dwellings as a component of the mixed use, multi-storey development. Whilst the details of the provision are subject to assessment through the structure planning and scheme amendment process, the intent of the residential component, in conjunction with state strategic objectives, is clear.

Given the abundance of car dealerships in the area, the City proposes a pragmatic approach whereby showrooms and car yards can be considered as discretionary use in the draft structure plan, provided the development can satisfy the remainder of the development provisions that pertain to the site, including the mandatory residential component. However, the servicing and panel beating components are not considered acceptable in this area.

As mentioned above, the subject proposal comprises of a showroom, large workshop, significant vehicle display bays, and a substantial car deck. Whilst the

showroom towards the front of the site provides some architectural interest through the use of glazing, anodised aluminium, and alpolic white cladding, the workshop and car deck takes up a significant portion of the site and is proposed to be constructed in concrete panels. As such, there does not appear to be any possibility for incorporating a residential component, and there is seemingly very limited capacity to retrofit the proposed building to anything other than its proposed use as car sales and workshop. This results in a building structure with an indefinite lifespan that will sterilise the use of this site for genuine TOD purposes.

Given the draft HGSP is not yet seriously entertained, it is considered inappropriate to mandate construction in this regard. However, in keeping with the clause 32 resolution, the development should be able to demonstrate how it is in keeping with the station vision, and ensure the structure plan for the area is not prejudiced through this proposal.

The current proposal, with no scope for adaptive re-use of the site, is considered to be contrary to the intent of the clause 32 objectives and is not supported. The WAPC would be willing to consider the proposal should the proponent modify the development and demonstrate that the site could be retrofitted to facilitate land uses and future development that was more in keeping with a TOD.

Conclusion:

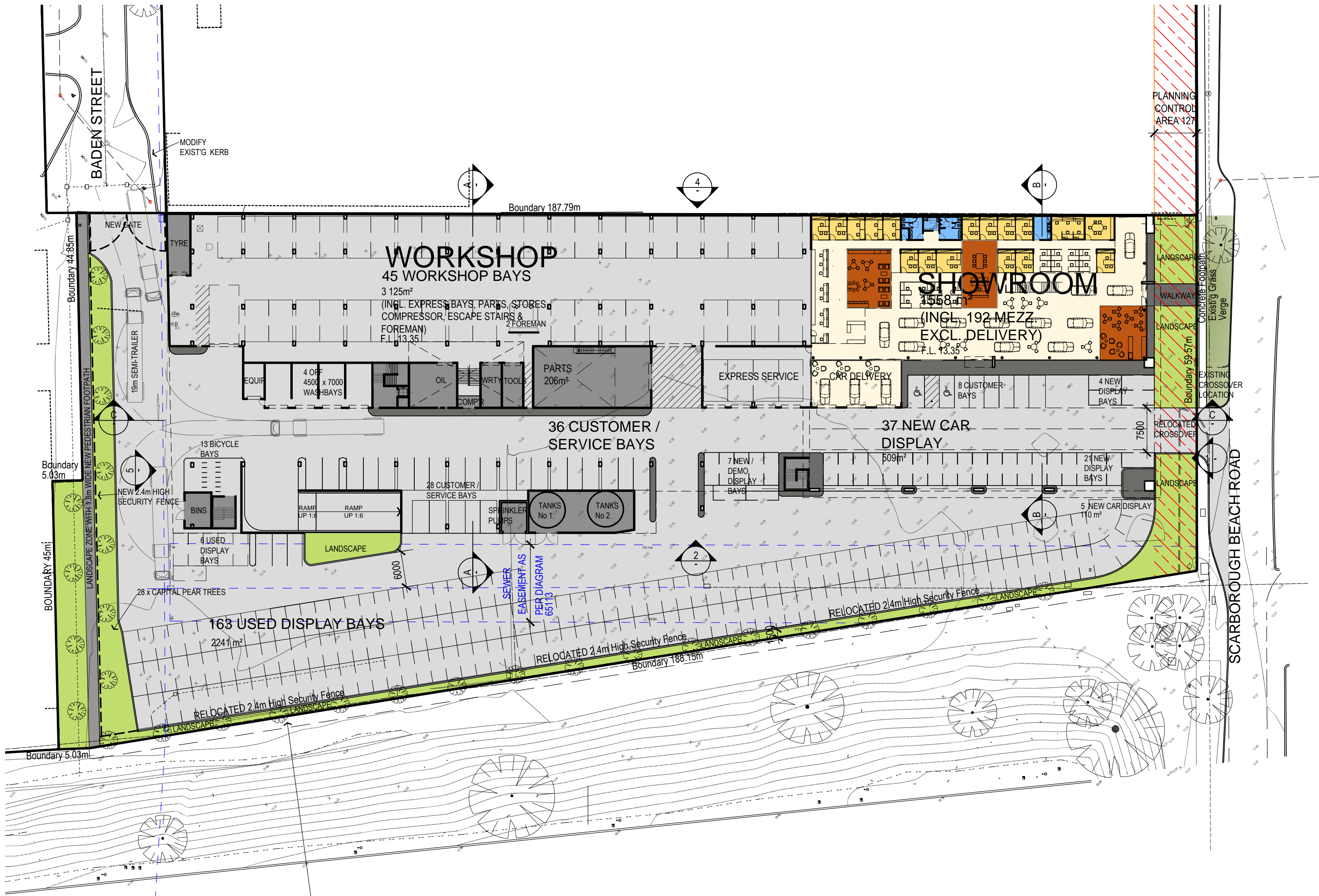
It is considered that the amended application is consistent with the current zoning of the land as Urban under the MRS, and has addressed the regional access concerns. However, the proposal does not represent orderly and proper planning, and is inconsistent with the clause 32 resolution for the area as the proposed land use is not conducive to the intended TOD surrounding Glendalough station, with no scope for adaptive reuse of the building or the site. Additionally, whilst the amenity of the site will be upgraded due to the construction of a new building, the envisioned amenity of the locality will be compromised due to the facilitation of a building which is constructed of materials which suggest a long life span, and sterilise the use of the site for its intended vision indefinitely.

The proposal is still not considered to accord with the requirements for approval under clause 30 of the MRS and refusal is therefore recommended.

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
10-May-2018

FILE
20-1794-9



1.8m WIDE FOOTPATH BY
CITY OF STIRLING.
APPLICANT TO PROVIDE
CONTRIBUTION.

SITE PLAN
SCALE 1:500

SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK
Bruce McLean
Architects Interior Designers
2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimile 9382 3144
Email admin@brucecleanarchitects.com.au
3 MAY 2018
SCHEME A.8

PARKING REQUIREMENTS

MOTOR VEHICLE SALES	(509 + 2241) / 100 = 27.5	28
1/100m² OPEN DISPLAY		44
1/ STAFF MEMBER		54
54 STAFF - 10 MANAGERS USING DISPLAY VEHICLES		
MOTOR VEHICLE REPAIR		
140m² G.F.A.	3317/40 = 82.92	83
TOTAL BAYS REQUIRED		155

TABLE 2: PROPOSED CAR PARKING REDUCTIONS		
20% REDUCTION - WITHIN 400m² OF RAIL STATION		
+10% REDUCTION - WITHIN 400m² OF HIGH FREQUENCY BUS		
TOTAL 30% REDUCTION	155 x 0.3 = 46.5	46

TOTAL BAYS REQUIRED AFTER REDUCTION		109
TOTAL BAYS PROVIDED		117
(36 LOCATED ON GROUND LEVEL + 81 LOCATED ON THE CAR DECK)		

BICYCLE PARKING		
1/400 GFA	(1707 + 3317) / 400 = 12.56	13

AREAS (m²)

SHOWROOM		
<u>GROUND FLOOR</u>		
SHOWROOM	1 079	
OFFICES	232	
AMENITIES	55	
DELIVERY	120	
TOTAL SHOWROOM GROUND FLOOR	1 486	
<u>FIRST FLOOR</u>		
OFFICES	96	
AMENITIES	65	
CORRIDOR	31	
TOTAL SHOWROOM FIRST FLOOR	192	
TOTAL SHOWROOM AREA		1 707
WORKSHOP		
<u>GROUND FLOOR</u>		
WORKSHOP	2 699	
STORES	165	
PARTS	206	
STAIR & LIFT	47	
COMPRESSOR	8	
TOTAL WORKSHOP GROUND FLOOR	3125	

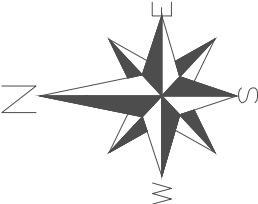
MEZZANINE

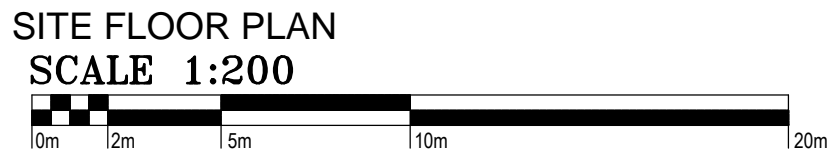
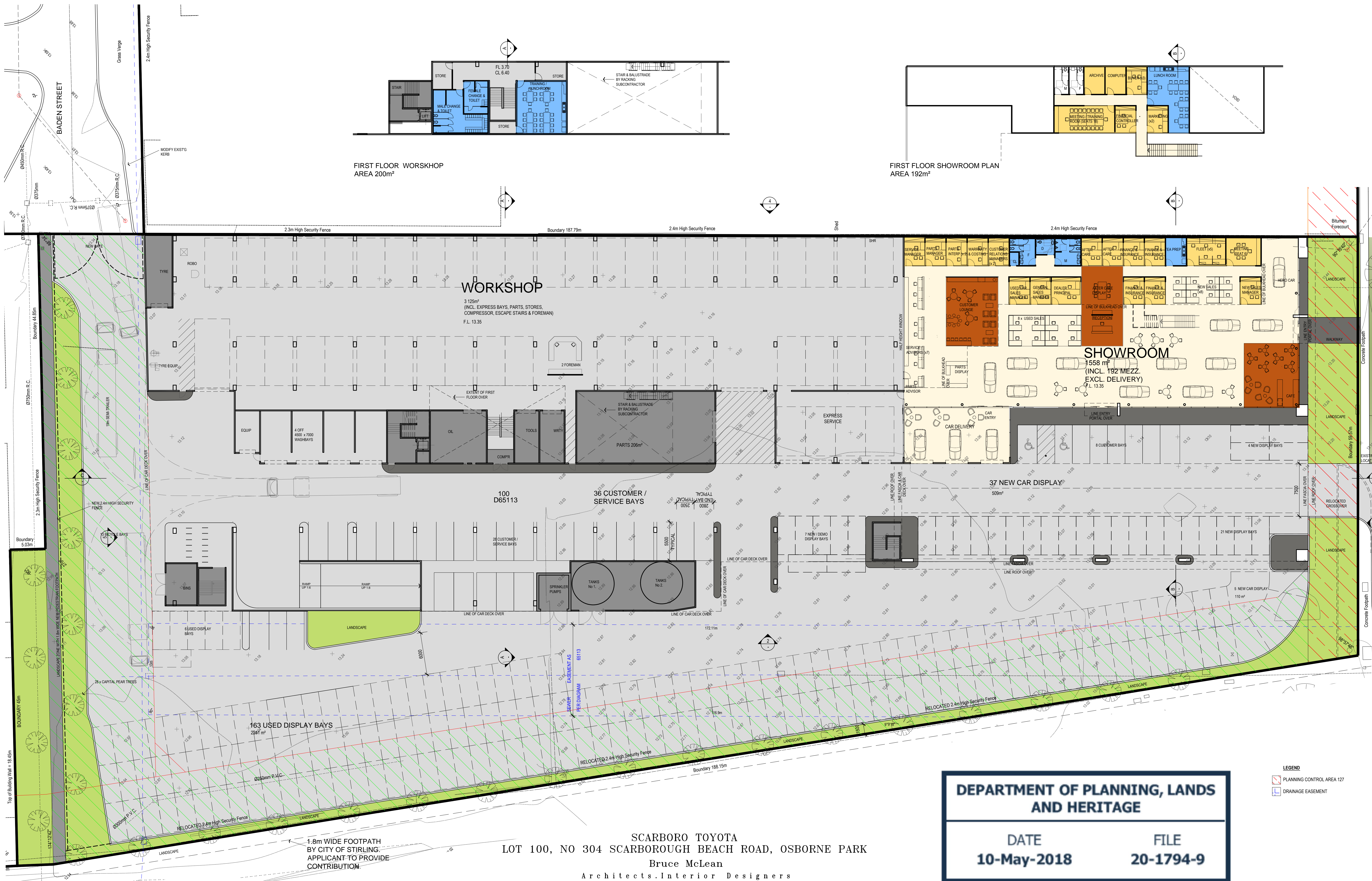
AMENITIES	112
STORES	25
CORRIDOR	55
TOTAL WORKSHOP MEZZANINE FLOOR	192
TOTAL WORKSHOP AREA	331
WASH BAYS & STORES	
WASH BAYS	140
EQUIPMENT	22
ACCESS DRIVE	202
BINS	29
TOTAL WASH BAYS & STORES	191
PUMPS & TANKS	
PUMP ROOM	27
TANKS 1 & 2 (ENCLOSURE)	123
TOTAL PUMP & TANKS	150

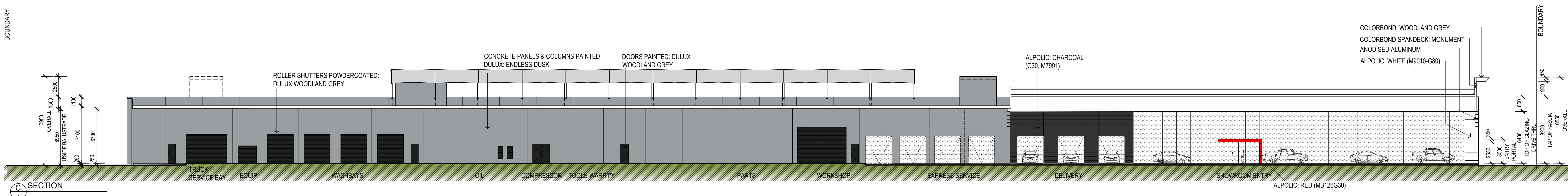
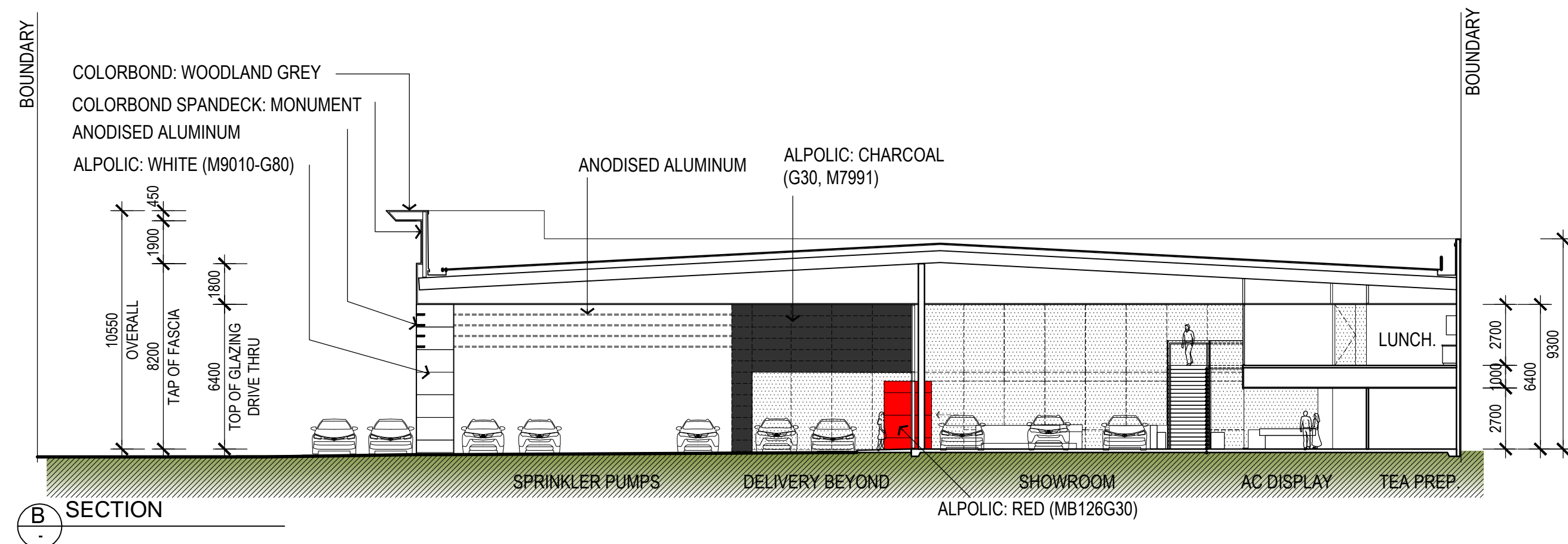
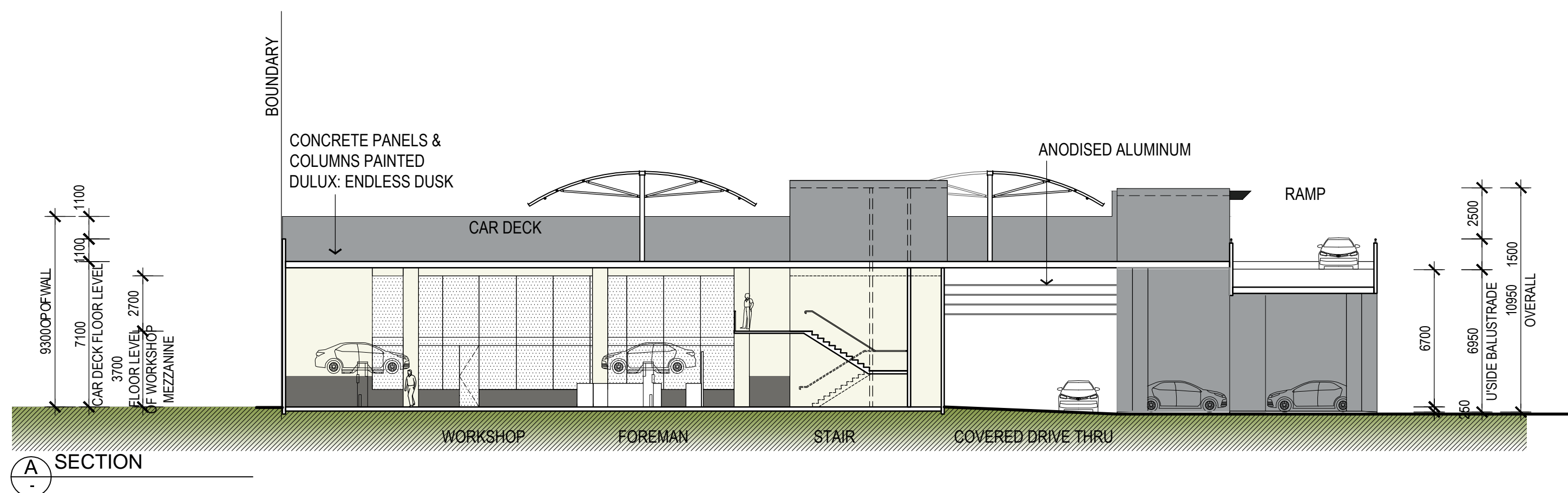
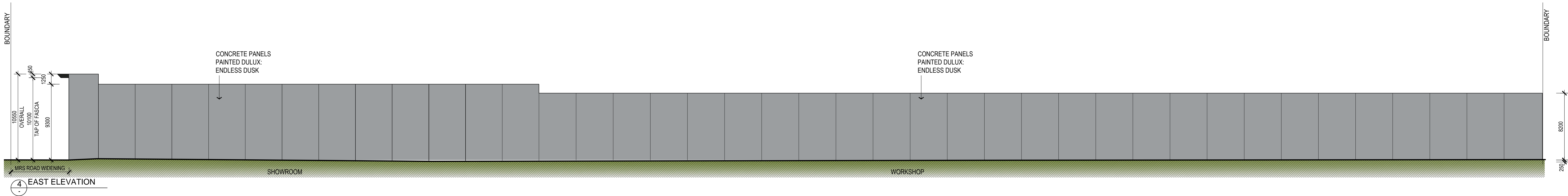
LANDSCAPING (INCLUDES PEDESTRIAN PATH)		
10% OF SITE	14 179 x 0.1 = 1417.9	1418
PROVIDED		1418

LEGEND

PLANNING CONTROL AREA 127	
DRAINAGE EASEMENT	







DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

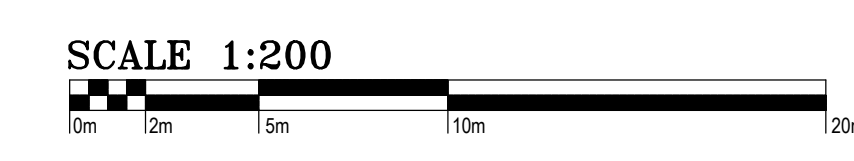
DATE
10-May-2018

FILE
20-1794-9

SCARBORO TOYOTA
LOT 100, NO 304 SCARBOROUGH BEACH ROAD, OSBORNE PARK

Bruce McLean
Architects Interior Designers
2/43 Oxford Close West Leederville WA 6007
Telephone 9382 3133 Facsimile 9382 3144
Email admin@brucecleanarchitects.com.au

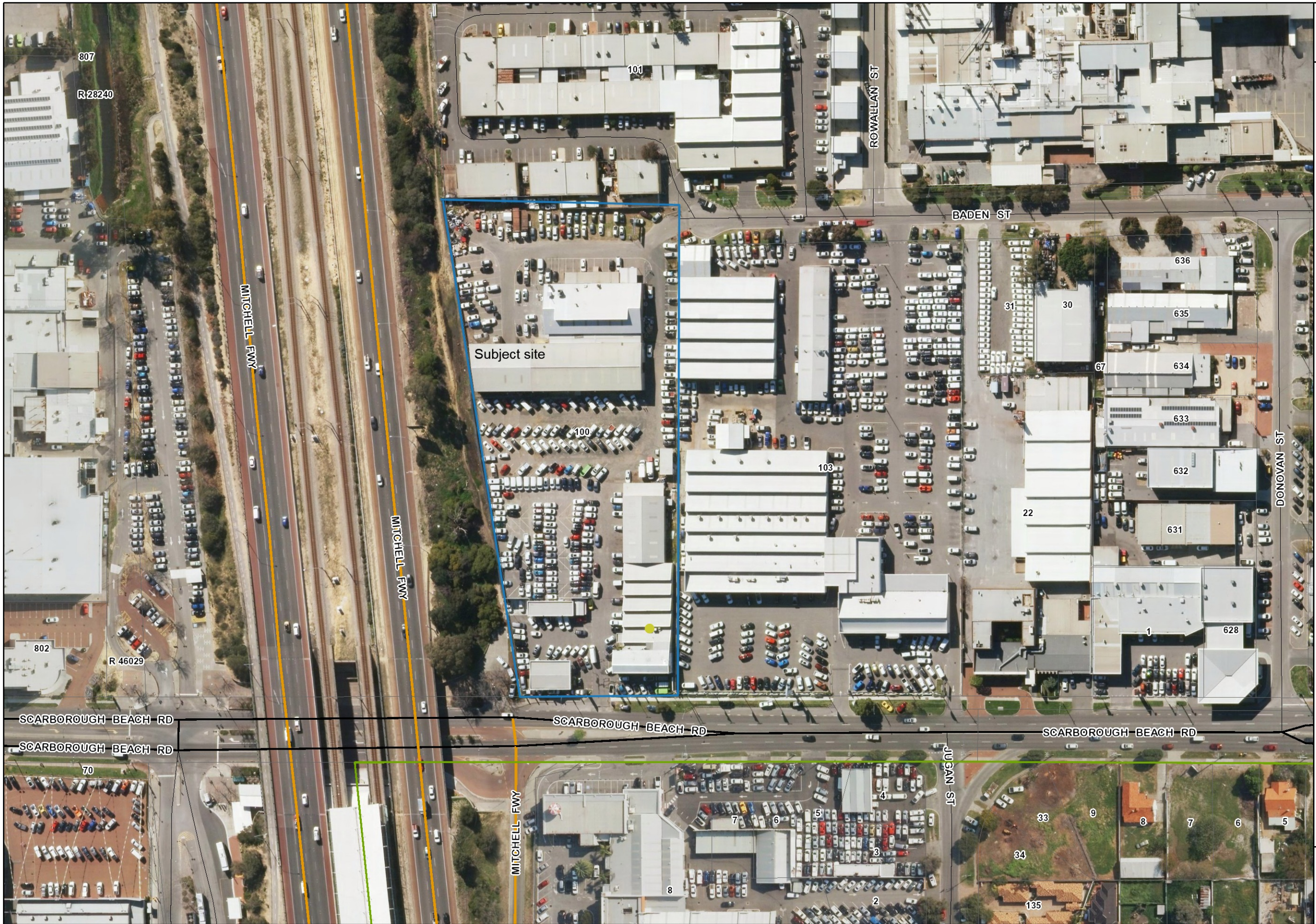
3 MAY 2018
SCHEME A.8





Legend

- Local Government Area
- Cadastre (View 1)
- Roads
 - Freeway
 - Main
 - Minor



Notes:

The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. This information is stored in the relevant layers metadata. For these reasons the map should not be distributed outside of the Department.

Map was produced using DPLH's PlanViewWA.

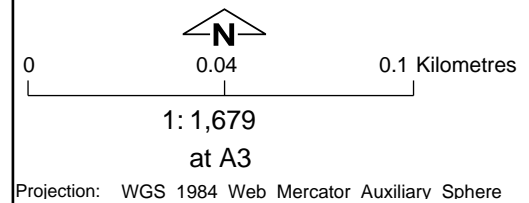
Produced by: FUNCTIONALITY TO COME

Date produced: 09-Apr-2018

PlanViewWA Map

INTERNAL USE ONLY

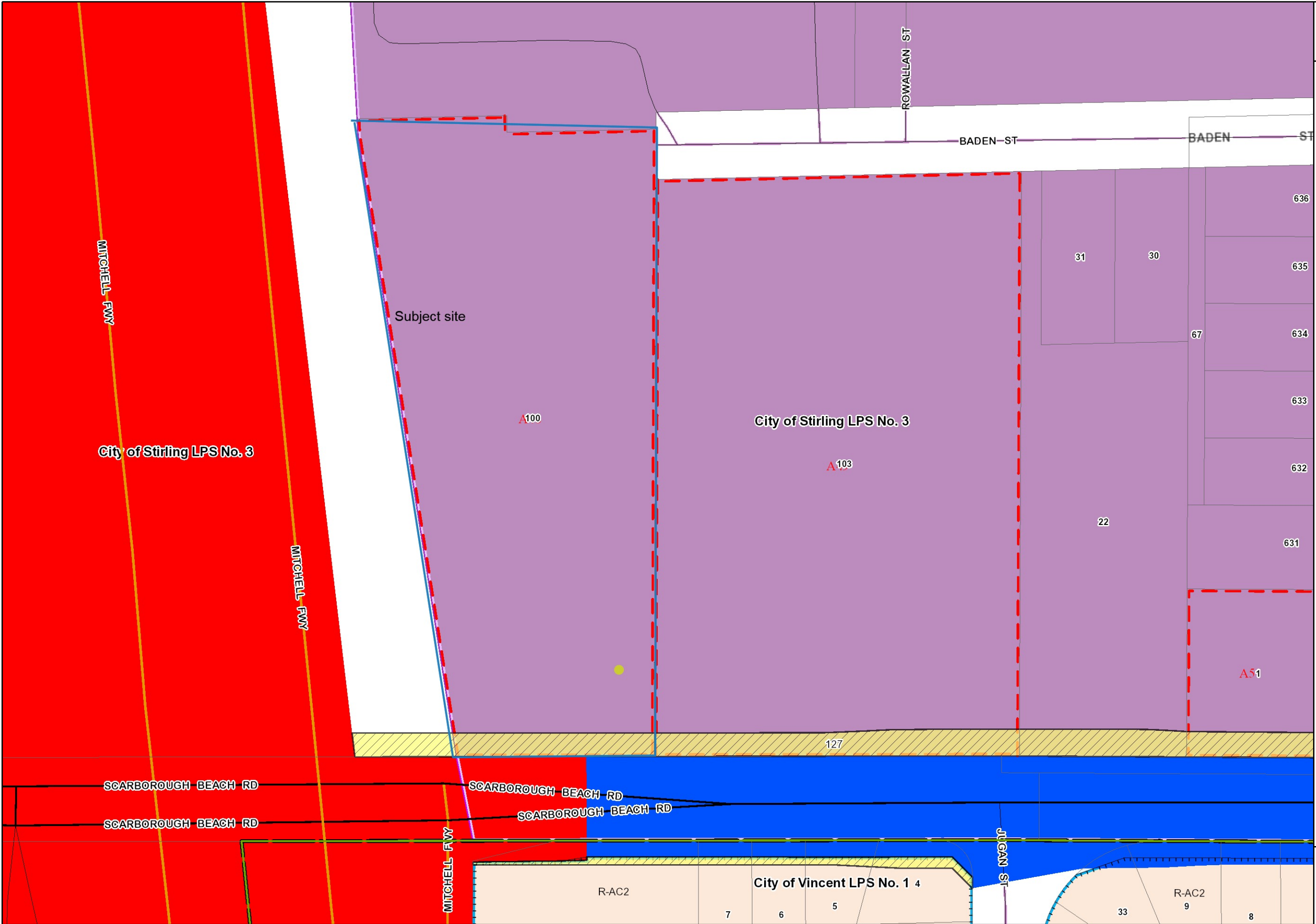
Internal Spatial Viewer
[Link to website](#)





Legend

- Local Government Area
- Cadastre (View 1)
- Roads
 - Freeway
 - Main
 - Minor
- Planning Control Area
- Local Planning Scheme Boundar
- Restricted and Additional Uses
- Other Categories - Areas (SCA, I
- R-Code Boundary
- Region Scheme Reserves
 - Other regional roads
 - Primary regional roads
- LP Scheme Zones and Reserves
 - Industry
 - Residential - commercial



Notes:

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Map was produced using DPLH's PlanViewWA.

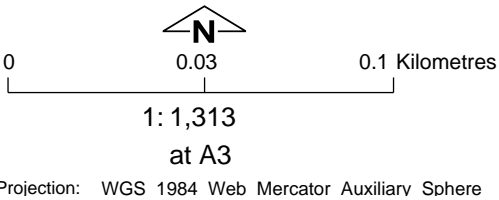
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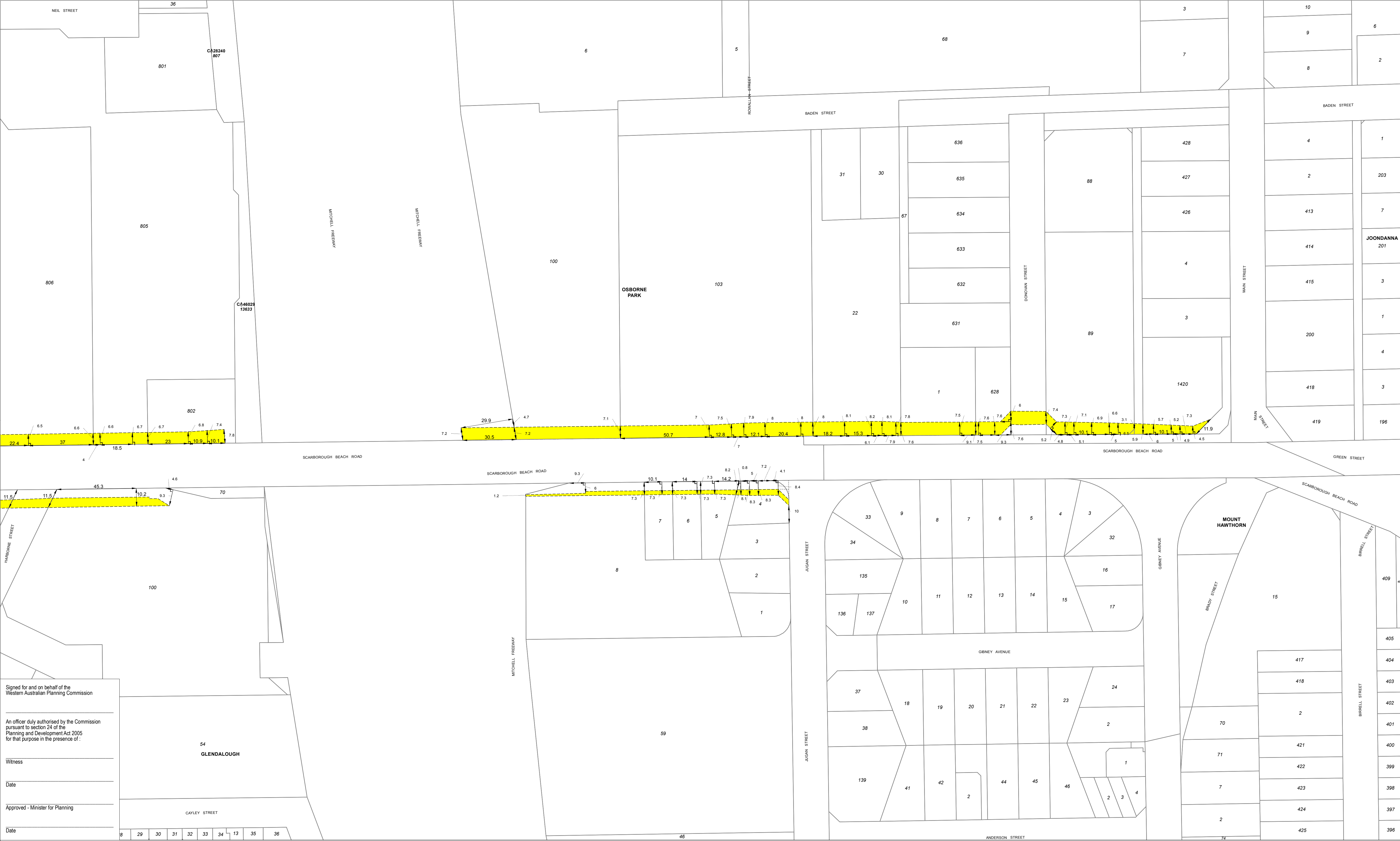
Date produced: 09-Apr-2018

PlanViewWA Map

INTERNAL USE ONLY

Internal Spatial Viewer
[Link to website](#)





Planning control area No. 127

Planning Control Area No. 127 - Scarborough Beach Road - Main Street to King Edward Road



Western Australian Planning Commission

Created on date: Thursday, 21 September 2017
Produced by Geospatial Research and Modelling, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority LI 862-2016-1

Legend

 Planning control area

Program Manager: J. Maynard
Geospatial Officer: J. Ballarotta
Examined: A. Power
Revised:
Version No: 3
Date: WAPC/259.11.2
20 September 2017



0 20 40 60 80
Metres

Plan Number

1.7547

2934 Sheet 4 of 4

File number: 835/02/01/0017
Plan reference:
Metropolitan Region Scheme
1:25,000 sheet 15
Amending plans:
1.7544 - 1.7547