

Metro North West JDAP Development Assessment Panel Agenda

Meeting Date and Time: 12 July 2018; 9:00am Meeting Number: MNWJDAP/218

Meeting Venue: Department of Planning Lands and Heritage

140 William Street, Perth WA

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)

Ms Sheryl Chaffer (Deputy Presiding Member)

Mr Fred Zuideveld (Specialist Member)

Item 8.1

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

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

Item 9.1

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 Ryan Bailey (City of Joondalup)

Mr Chris Leigh (City of Joondalup)

Item 9.1

Mr Chris Fudge (City of Stirling)

Ms Giovanna Lumbaca (City of Stirling)

Mr Greg Bowering (City of Stirling)

Minute Secretary

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

Applicants and Submitters

Item 8.1

Mr Carlo Famiano (CF Town Planning & Development)

Ms Beth Hewitt

Item 9.1

Mr Murray Casselton (Element)

Members of the Public / Media

Nil

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1. Declaration of Opening

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

2. Apologies

Nil

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- **7.1** Ms Beth Hewitt presenting against the application at Item 8.1. The presentation will support the officer's recommendation.
- 7.2 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.
- 7.3 Mr Murray Casselton (Element) presenting in support of the application at Item 9.1. The presentation will address the support of the officer's recommendation on behalf of the landowner.

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.

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8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Property Location: Lot 125 (1) & 126 (3) Chipala Court, Edgewater

Development Description: Fourteen (14) Multiple Dwellings

Applicant: Mr Carlo Famiano (CF Town Planning &

Development)

Owner: Ms Margaret Lee, Mr Naim Royden Jones & Mr

Peter Lee

Responsible Authority: City of Joondalup DAP File No: DAP/18/01400

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

9.1 Property Location: Lot 603 (5) Milldale Way, Mirabooka

Development Description: Four Storey Office and Cafe

Proposed Amendments Carport structure, modified car parking

management plan and landscaping plan

Applicant: Mr Murray Casselton (Element)

Owner: Mr Adam Bronts (Auslink Property Holdings No

2 Pty Ltd)

Responsible Authority: City of Stirling DAP File No: DAP/15/00915

10. Appeals to the State Administrative Tribunal

Current Applications			
LG Name	Property Location	Application Description	
City of	Lot 18 (6) Wanneroo Road,	Extension to the Shopping Centre	
Stirling	Yokine	(Dog Swamp)	
City of	Lot 140 (81) Ghost Gum	Motor Vehicle Repair	
Wanneroo	Boulevard, Banksia Grove		
City of	Lot 356 (152) Scarborough	Mixed Use Development	
Stirling	Beach Road,		
_	Scarborough		
City of	Lot 100 (304) Scarborough	Motor Vehicle Sales and Repair	
Stirling	Beach Road, Osborne Park	·	

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.

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Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 125 (1) and Lot 126 (3) Chipala Court, Edgewater	
Development Description:	Fourteen (14) Multiple Dwellings	
DAP Name:	Metro North-West JDAP	
Applicant:	Carlo Famiano, CF Town Planning &	
Applicant.	Development	
Owner:	MM and PD Lee, NR Jones	
Value of Development:	\$2.01 million	
LG Reference:	DA18/0360	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page	
	Director Planning and Community	
	Development	
DAP File No:	DAP/18/01400	
Report Due Date:	4 July 2018	
Application Received Date:	16 April 2018	
Application Process Days:	90 Days	
Attachment(s):	1. Location plan	
	Development plans and elevations	
	Landscaping concept plan	
	4. Traffic review	
	5. Waste management plan	
	6. Design WA statement	
	7. Environmentally sustainable checklist	

Officer Recommendation:

That the Metropolitan North-West JDAP resolves to:

Refuse DAP Application reference DAP/18/01400 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 clause 6.1.1 Building size of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the bulk and scale of the development is considered to have a negative impact on the amenity of immediately surrounding land owners. The excessive bulk and scale of the development is considered to be a product of the building height (as viewed from Chipala Court), reduced street setbacks, reduced open space, and retaining and fill exceeding a metre between Chipala Court and the building.
- 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 clause

- 6.1.2 Building height of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the over height development is considered to have an adverse impact on the amenity of eastern adjoining properties and the Chipala Court streetscape as it has not been designed to reduce the perception of height through appropriate design measures.
- 3. 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 clause 6.2.3 Sightlines of State Planning Policy 3.1: Residential Design Codes of Western Australia, as the vehicular sightlines provided to the Chipala Court vehicle access point are obstructed by the retaining on the southern boundary, which compromises the safety and visibility of the vehicle access way.
- 4. 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 clause 6.3.3 *Parking* of *State Planning Policy 3.1: Residential Design Codes of Western Australia*, as the car parking provided on-site is inadequate based on the expected demand to be generated by the 14 multiple dwellings.
- 5. 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 6.3.7 Site works of State Planning Policy 3.1: Residential Design Codes of Western Australia, as:
 - 5.1 The fill and associated retaining walls to a maximum height of 1.728 metres are not considered minimal and do not respect the ground levels at the boundary of the site as viewed from the street (Chipala Court).
 - 5.2 The resultant bulk of the fill and associated retaining walls exacerbates the impact of the discretions also being sought in relation to clauses 6.1.1 Building size, 6.1.2 Building height, 6.1.3 Street setbacks and 6.1.5 Open space.
- 6. 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 'deemed-to-comply' provisions or the 'design principles' of clause 6.1.3 Street setbacks of the City's Residential Development Local Planning Policy as the proposed street setbacks to Apalie Trail and Chipala Court, do not contribute to the desired streetscape, are not appropriate to the site's location and do not respect adjoining development and existing streetscape.
- 7. In accordance with Schedule 2, Clause 67 (m) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not compatible with its setting and relationship to other development/land within the locality, as the eastern elevation of the development will impact on the amenity of surrounding landowners due to its bulk, scale, height, reduced setbacks and design.

- 8. In accordance with Schedule 2, Clause 67 (n) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the development is not considered to maintain the amenity of the established residential area as the bulk, scale and height of the development is inconsistent with and adverse to the existing character of the locality.
- 9. 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 car parking bay shortfall for residents.
- 10. There are concerns regarding the individual areas of discretion being sought, as outlined in reasons for refusal 1 to 9 above. Additionally, when the issues identified are considered cumulatively, the areas of discretion being sought indicate that the extent of proposed development is over-development and greater than what the site should accommodate.

Details: outline of development application

Zoning	MRS:	Urban.
	DPS2:	Residential, R20/40.
Use Class:		Multiple Dwelling.
Strategy Policy:		State Planning Policy 3.1 Residential Design Codes
		(R Codes).
		Residential Development Local Planning Policy.
		Environmentally Sustainable Design Policy.
Development Scheme:		District Planning Scheme No. 2 (DPS2).
Lot Size:		1,379m².
Existing Land Use:		Single House.

The proposed development consists of the following:

- A combined site area of 1,379m².
- Eight two bedroom dwellings and six single bedroom dwellings.
- A single vehicle access point from Chipala Court.
- A total of 14 car parking bays on-site allocated to residents.
- A total of nine visitor car parking bays comprising two visitor bays on-site and seven visitor bays on-street within the verge.
- A contrasting rendered brick building with feature face brickwork and concealed roofline.
- Associated site works and retaining walls.
- A bin store located in the south-western corner of the lot.

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 125 (1) and 126 (3) Chipala Court, Edgewater (subject site).

A similar application which proposed 14 multiple dwellings at the same site was considered by Council in September 2017. Council deferred its decision at the request of the applicant to allow the applicant to amend the proposal to address the discretions being sought and to address the concerns raised during public consultation. The applicant sought review of Council's decision (deemed refusal) via the State Administrative Tribunal (SAT) and this application is currently the subject of mediation between the applicant and City representatives.

A number of modifications have been undertaken to the original proposal as part of this application. The key differences between this proposal and that previously considered by Council are outlined below:

- Change from a pitched to a flat roof design.
- Relocation of two units from the western portion of site to the eastern side of the lots.
- Additional landscaping and tree provision in the street setback area.
- Removal of two on-site visitor bays.
- Addition of an upper floor communal open space area.
- Relocation of the bin store to the south-western corner of the lot.

The subject site is zoned 'Residential' under DPS2, is located in Housing Opportunity Area 8 (HOA8) and has a dual density coding of R20/R40. 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 bound by residential zoned land (existing single storey dwellings) to the south and west (Attachment 1) and is located approximately 200 metres to the south east of Edgewater Shopping Centre, and 1.1 kilometres south east of Edgewater Train Station.

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).

Local Policies

- Residential Development Local Planning Policy (RDLPP).
- Environmentally Sustainable Design.

Consultation:

Public Consultation

The current application was advertised for a period of 14 days to surrounding landowners/occupiers, commencing on 6 June 2018 and concluding on 20 June 2018. Consultation was undertaken in the following manner:

- A letter was sent to surrounding landowners/occupiers;
- 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 86 submissions were received, being 85 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	Applicant Response	
Inconsistent with R-Codes and RDLPP			
Does not meet the objectives of the City's Residential Development Local Planning Policy: • HOA 8 objective of "good design that will improve the area and respect the amenity of current and future residents" is not met. • HOA 8 objective of "new housing development having to meet design standards and contribute positively to the amenity of the area" is not met. • HOA 6-10 objective of "the expected increase in housing diversity will build on existing neighbourhood character and sense of place. The focus will be on good design outcomes that will improve the area and respect the amenity of current and future residents" is not met.	The development is considered to be inconsistent with the design principles/objectives of the R-Codes/ RDLPP.	The submission is vague and fails to provide sufficient planning grounds for an objection. Neither the R-Codes, the City's Local Planning Scheme No.2 or any of the City's Local Planning Policies provide a limitation to the number of variations that could be considered when assessing an application. Such developments and variations can be considered under the 'design principles criteria' of the R-Codes. Given the above, the submission is misleading and should be dismissed.	

Code objectives.	and recommendation.			
High Density Housing				
Overdevelopment. The street system, comprised of curvilinear roads and cul-de-sacs do not lend themselves to comprehensive medium to high density development.	Refer to officer comments in relation to building size, building height, street setbacks, open space and traffic.	The comment does not substantiate the claim that the site is overdeveloped and is therefore misleading. The proposed development is located in close proximity to various keys nodes, is located within a 'Housing Opportunity Area' identified by the City and provides		
Should not be allowing flats to be built in Edgewater. Future developments of this type should not be accepted or assessed by the City.	'Multiple dwelling' is a land use that can currently be considered for this site under DPS2.	adequate parking to accommodate the needs of the development. Furthermore, the variations being sought for the development are minor and can be attributed to site constraints, such as a vast fall in levels. Given the above, the submission is		
Plot ratio too high suggesting too many units. Size and scale of this development is not suitable within a cul-desac.	Refer to officer comments in relation to building size.	misleading and should be dismissed.		
The development would set an undesirable precedent for the area.	Applications are considered on a case-by-case basis, taking into account site specific characteristics of a site. What is considered acceptable on one site, may not be considered acceptable on another and vice-versa.			
Objection to the R40 coding. R20/30 would be more appropriate. Proposes more units than permitted under R40.	A dual coding of R20/R40 applies to the site. The number of dwellings permitted directly relates to plot ratio requirements. Refer to officer comments in relation to building size.			
Transient population. Building is too high. Will block available sunlight to adjoining houses.	A transient population is not a valid planning consideration. Refer to officer comments in relation to building size and building height.			

Size of the development is out of character with the surrounding area. Increase in crime and antisocial behaviour There is no evidence that the There is no substantiated evidence to suggest that proposed development will result in the proposed development anti-social behaviour. will have a direct correlation to antisocial behaviour or Furthermore, any incidents of anticrime increase. social behaviour are a police matter and not а valid planning consideration. The comment is unsubstantiated, discriminatory and irrelevant. Therefore, the comment should be dismissed. Decrease in property values There is no evidence that the The impact of proposed development will result in development on adjoining property value is not a a fall in property prices. In addition, consideration that could the value of nearby properties is not considered to be a valid planning reasonably be considered in determining the planning consideration when determining a merits, or otherwise of an development application. application. The objector has failed to provide evidence that property prices will fall within the immediate area. In fact, it could be argued that increased development potential of land within the locality will increase property values. The comment is unsubstantiated. misleading should and dismissed. External Fixtures* Located in an area which If the application were to be *No response required from approved, it would be does not have room for applicant. officer's Refer to conditional upon any plant expansion of nodes to comments. accommodate NBN, material such as resulting in the need for conditioning units, tv aerials etc being screening from satellites for each of the view from the street and units to have access to NBN. Any additional any adjoining properties. services such as Foxtel would require additional antenna which would cumulatively create an eyesore.

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Developers are not required to pay for the new power/ NBN installation or water and sewer connections.		
Design Quality		
Does not improve amenity of existing neighbourhood. Low quality design. Does not meet the new apartment design codes. Does not respect the existing open suburban appearance of the area.	Refer to officer comments in relation to Design WA – Draft Apartment Design Policy and officer recommendation.	The comments are not substantiated and are incorrect. The existing development on the land comprises two rundown dwellings with very little street appeal. In addition, the current development comprises retaining walls (that are in disrepair) and fibre cement fencing within the front and secondary street setback areas of the dwellings, all of which have a negative impact on the streetscape.
Poor ventilation and orientation of dwellings will require excessive amounts of electricity to cool the units. Quality of the development does not result in good quality of life or wellbeing of the residents themselves.	Refer to Joondalup Design Reference Panel section of the report, which includes comments on the building design in relation to ventilation, access to direct sunlight and orientation of the dwellings.	The proposed development will provide an active frontage to both streets, improved passive surveillance of the streets, will include the use of quality materials, varying setbacks/articulation and the inclusion of extensive landscaping. Given this, the proposed development will actually enhance the streetscape and provide improved amenity of the
Anyone living on the ground floor that needs wheelchair access is likely to be unable to attend functions held in the communal area.	There is no planning requirement for universal access to communal areas. The applicant has provided universal access where practicable to ground floor units via ramps.	streets. The comments are incorrect and should be dismissed.
Bushfire*		
Safety concern for evacuation during a fire in the street or on Yellagonga Regional Park.	The site is not subject to the requirements of State Planning Policy 3.7 – Planning in Bushfire Prone Areas, as the property has not been identified as bushfire prone as determined by the Fire and Emergency Services Commissioner.	*No response required from applicant. Refer to officer's comments.
Parking & vehicle access		
Each dwelling is likely to have more than one car due to the number of bedrooms.	As the development incorporates up to two bedroom units, the City's assessment reflects the	The car parking provided on-site and within the verge area is adequate to accommodate the needs of the future occupants.

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	development requiring 1.25 resident bays per dwelling in accordance with the Location B parking requirements of the R-Codes. Refer to planning assessment.	The subject land is located within an area that comprises access to public transport and identified within the City's Local Housing Strategy as being within a 'high frequency public transport area' (HFPTA).
Visitor parking does not meet the City's specifications.	Refer to officer comments in relation to visitor parking.	The comments are unsubstantiated, misleading and should be dismissed.
Visitor parking is positioned on a blind corner.		
Additional cars on-street cannot be accommodated in a cul-de-sac.		
Proposal is incapable of providing all resident parking on-site.	Refer to officer comments in relation to parking.	
Sightlines for vehicle entering/existing obstructed by retaining on the boundary.	Refer to officer comments in relation to sightlines.	Sufficient sightlines have been provided for the development.
Crossover does not comply and is not square with the road. Passing bay is impractical.	The position of the vehicle crossover and passing bay are supported in principle. If the development were to be approved, it would be conditional on the crossover being constructed to the City's standards and specification.	The objector has not provided details on why the crossover and visitor bay do not comply, therefore the comment is unsubstantiated. The bays and vehicular access have been designed to the Australian Standards.
Traffic and pedestrian sa	fety	
Addition of traffic generated by the development. Intersection of Ocean Reef Road and	Refer to officer comments in relation to traffic.	A traffic report was prepared in support of the application and concluded that the development will not have an adverse impact on traffic safety along the local road network.
Edgewater Drive has been identified by the RAC as one of the top 5 blackspots in WA since 2014, which will be exacerbated by high density development.		The comments provided do not substantiate the claims that the development will have an impact on emergency vehicles. In fact, the proposed development does not alter the existing road network.
Traffic report is not correct – should reference Woodvale		Given the above response, the comments should be dismissed.

shops not Greenwood.		
·		
Nearest tavern is not within walking distance, being Woodvale Tavern which is a 32 minute walk.		
On street parking a threat to children playing in the street or walking home from school.	'Visitor bay 4' is not supported due to safety concerns regarding sightlines. If approved the remaining on-street visitor bays would be required to meet the Australian Standards for off-street parking within residential areas.	
On-street visitor car parking will impact on verge parking of surrounding properties.	The proposed verge car parking bays are proposed to be fully contained within the verge area of the subject site.	
Emergency vehicle access within Chipala Court could be restricted by on-street parking.	The proposed on-street parking, with exception of 'Visitor Bay 4', is not considered to impact the ability of emergency services attending the subject site or other residences within Chipala Court.	
	Any unauthorised parking within the road reserve is governed by the City of Joondalup Parking Local Law 2014.	
Traffic report is not site specific and does take into account the development being at the junction of two short culde-sacs. No traffic data is provided for Chipala Court or adjacent roads.	While the traffic review does state that data for Chipala Court and adjoining streets is not available, the report and its recommendations have taken into account the additional trip generation of the development and impact on the local road network.	
Noise and waste*		
Increase in noise from	Management of noise	The matter regarding noise
multiple sources on-site. Noise resulting from no double glazing and	would be required in accordance with the Environmental Protection Act 1986 and the	generation is addressed/controlled under separate legislation and will be addressed by the City's Environmental Health Officers if a

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alfrescos being located close to the street.	Environmental Protection (Noise) Regulations 1997.	breach occurs.
No space for bin collection within the verge, especially with the increase to three bins.	Refer to officer comments in relation to waste management.	Following consultation with the City's Waste Management Department, all rubbish bins are now serviced on-site using a reloaded vehicle and 660 litre bins. Given this, a bin pick up area along the street is no longer required.
Concerns relating to odours from the waste bins.	Offensive or noxious odours arising from waste bins are managed under the City's Waste Local Law 2017. If the development were to be approved, waste would be required to be managed in accordance with an approved waste management plan. If issues were to arise in relation to odour from bins, residents could contact the City to investigate.	*No response required from applicant. Refer to officer's comments.
Increased sound from Ocean Reef Road as a result of removal of trees which act currently as a sound barrier.	An acoustic report was submitted with the application demonstrating that the noise (dB) levels on-site in relation to sound from Ocean Reef Road are compliant with the acceptable night-time noise limitations from a major road source in accordance with State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning. In relation to surrounding properties the development itself would offset any reduction in noise attenuation resulting from removal of vegetation on the site.	*No response required from applicant. Refer to officer's comments.
Compatibility with the locality		
Design is incompatible with streetscape. Not suitable in an area that attracts predominantly senior	Refer to officer comments in relation to building size, building height, street setbacks, open space, parking, traffic, site works and Design WA – draft	The proposed development will provide an active frontage to both streets, improved passive surveillance of the streets, will include the use of quality materials, varying setbacks/articulation and

residents and families. Edgewater is a leafy green area and not full of apartment blocks. Tall, modern design does not fit the streetscape. Apartments do not complement or enhance the character of the existing neighbourhood.	Apartment Design Policy.	the inclusion of extensive landscaping. Given this, the proposed development is compatible with the street and will be an improvement on the existing rundown/aged development on the land. The comment is misleading and should be dismissed.
Setbacks and privacy		
Reduced street setback will impact the amenity of the street.	Refer to officer comments in relation to street setbacks.	The proposed setbacks are sufficient and address both the 'deemed to comply requirements' and 'design principles criteria' of the R-Codes. The development will comprise
		balconies along the front facade of the building to provide an active frontage and improve passive surveillance.
		The proposed development provides varying setbacks to all boundary which will assist with providing articulated facades and building interest.
Development will impact privacy of surrounding landowners and people walking along the street.	The privacy requirements of the R-Codes only restrict overlooking of adjoining residential properties behind front setback areas and do not extend to properties on the other side of the road.	the comment regarding impact on visual privacy is incorrect. The comments are incorrect and
	The development has been designed such that the privacy setbacks to adjoining boundaries comply with the privacy setback requirements of the R-Codes.	should be dismissed.
Overlooking of the properties to the west from the upper floor communal area.	The proposed communal area includes screening to a height of 1.629 metres in height to restrict overlooking of adjoining properties in accordance with the R-Codes.	

Landscaping/environment			
Not enough soft landscaping. Too much of the site is paving and building. Some areas of landscaping are impractical because of retaining wall and building footings.	Refer to officer comments in relation to landscaping.	The proposed development comprises sufficient landscaping, including the provision of 'deep soil zones' to provide for ample canopy coverage. The comment that the development does not include enough soft landscaping is incorrect and misleading.	
Location of street trees will impact underground utility services within the verge.	If approved the development would be required to incorporate street tree/landscaping species suitable for placement in the verge, and where applicable, located to avoid conflict with underground utilities.	The proposed development comprises active frontages to both streets, use of quality materials and varying setbacks/articulation, all of which provide adequate design features and visual interest for the development when viewed from the street. Given the above, the comments	
No sustainable elements incorporated into the building design such as solar panels, solar hot water units, or rainwater harvesting.	Refer to the Joondalup Design Reference Panel (JDRP) comments in relation to environmental sustainability.	should be dismissed.	
Removal of trees will degrade the environment, impact on bird species that use the lake, and increase heat island effect. Increased surface runoff into the lake during Winter. The application does not include any assessment of the impact on the adjoining Yellagonga Regional Park wetland. Replacement of native trees with foreign trees.	The City requires additional trees or replacement of street trees within the verge in accordance with the RDLPP and the City's Preferred Street Tree Species List. There is no direct correlation between this application and any impacts on Yellagonga Regional Park.		
Danger to animals from increased traffic. Infill near the lake should not be supported to ensure the environment is not impacted by increased density.			
Old growth native trees will be removed to allow			

and the transfer of the section of			
construction. These trees were once protected by the original covenants on the blocks when the suburb was built in the 1970's.			
Housing demand			
Not a demand for this type of housing.	The City's scheme allows for this form of housing to be developed on this site.	The comment does not provide any detail and should be dismissed.	
The development will assist in providing affordable housing in the area.	·	Agree. The development will provide affordable housing within the area and allow for 'ageing in place' in accordance with the City's Local Housing Strategy.	
Retaining and fencing			
Extent of siteworks is not explained. Does not respond to the site, rather is a simple cut and fill solution. Retaining walls widths shown are not indicative of what will actually be	Refer to officer comments in relation to open space and site works.	The plans prepared in support of the application clearly illustrate the location and heights of the retaining walls. Therefore, the comment made regarding the explanation of site works being insufficient is incorrect.	
required to retain the heights shown.			
Fence impacts surveillance of street.	The proposed fencing generally incorporates visually permeable slat fencing above 0.7m from natural ground level, which is considered adequate in meeting the street surveillance requirements of the R-Codes.	All proposed fencing within the street setback areas is visually permeable and will not impact passive surveillance of the street. In fact, the current development on the land comprises a solid fibre cement fencing along the land's street frontages, which has a greater impact on the street than the proposed development.	
Subsidence issues resulting from excavation of the car parking area.	The proposed retaining wall would be subject to building certification ensuring that the width and footings of the walls are adequate to accommodate the projected loads.		
Capacity of infrastructure			
Existing infrastructure is inadequate for a development of this size. No footpaths proposed.	No requirement under DPS2 or RDLPP for the provision of additional/or upgrade of public infrastructure as part of a	There is sufficient infrastructure available for the development. This will be confirmed prior to a building permit being lodged with the City.	

No extra street lights. development approval. existing Concern the sewer system will not have capacity to the accommodate proposed development. **Public transport** The site will have greater The City has considered The subject land is located within a car dependency due to Housing Opportunity Area, which the availability and the distance from, and proximity to public transport has been identified by the City as frequency of available as part of its assessment. having access to a variety of public transport. services and infrastructure. Refer to officer comments Lack of services within in relation to traffic and Given the above, the comments close proximity to site. should be dismissed. parking. The nearest station being Edgewater Station is not connected with the nearby bus routes. Lack of information provided to community Ordinary people don't These comments invalid. are understand number of these planning confusing, lack direction, do not jargon. comments do raise key planning issues and not specifically relate to the should be dismissed. The scale each development proposal. of discretion has not been provided. Throughout consultation period, City No indication of City's officers were available to attitude to each discuss the development discretion. proposal, including discretions sought and to Consultation was not provide assistance with conducted in relation to interpretation of R40 density for the area. development plans. How is discretion The City has also been exercised? engaged in a broader, ongoing dialogue with members of the Edgewater and greater City of Joondalup community with respect to the existing R20/R40 density coding of this locality. This dialogue

has

discretion.

also

explanation on decisionmaking and the exercise of

included

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel (JDRP)

The proposal was presented to the City's Joondalup Design Reference Panel (JDRP) at its meeting held on 3 May 2018. The key issues raised by the JDRP, and a summary of the applicant's responses and modifications are provided below:

No.	JDRP comment	Applicant response	City response
1	The panel raised concerns in relation to the appearance of the roofline from Chipala Court being generally uniform and not responding to the natural topography of the site. Additionally, the panel noted that the four metre high retaining wall on the southern boundary appeared at odds with the design principles of the R-Codes in relation to minimal excavation/fill.	The levels for Units 1, 2 and 3 have been reduced by 0.34m. The paths and ramps have been included to reflect the level changes of the units. The reduction in levels will assist with reducing the bulk of the development when viewed from the street, removes one tier of retaining wall and reduces the overall height of the development. Only a minor portion of the proposed development is now over height (0.1m in the southern corner). A dimension has been inserted to illustrate the height from natural ground level.	Notwithstanding the level reduction of Units 1, 2 and 3, the height of the development as viewed from Chipala Court exceeds the deemed -to-comply requirement of R-Code 6.1.2 Building Height as follows: Required
2	The panel expressed concerns that the applicable on-site parking requirements of the R-Codes had not been achieved with the development.	Reconfiguration of the car parking area to include two (2) additional bays. As previously discussed, the subject land has been identified within the City's 'Housing Strategy' as having access to high frequency public transport (see Figure 5.4 of the Strategy). Given this, the proposal provides adequate on-site car parking based on Location A of the R-Codes provisions.	

			accordance with the Location B parking requirements of the R-Codes.
3	A colour palette for the development and balcony balustrading materials was requested to be indicated on the plans.	Materials for balcony have been identified on the plan.	Balcony balustrading material is indicated as glass, which is considered to be appropriate. A full schedule of materials and colours is required to be provided as a standard condition of any development approval.
4	The panel raised concerns in relation to unit design, in that the east facing units are designed with major openings to receive morning sun only and have very little access to natural sunlight. It was recommended that a redesign of the east facing units be explored to ensure access to northern sun and cross ventilation.	Cross ventilation has been provided to the eastern units with the exception of Units 5 and 12, which have restricted cross ventilation. A void has been included in the communal area to allow for improved light and ventilation to the ground floor.	The panel's comments were also directed at the general amenity of the east facing units in relation to access to cross ventilation and access to northern sun. The proposed void assists with natural sunlight provision to the ground floor units facing Apalie Trail, however the east facing units back onto covered walkways, and are limited to non-major openings on the western elevation. The concerns raised in relation to access to natural sunlight are not considered to have been addressed in relation to the east facing
5	The location of air conditioning condensers should be included on the plans.	Air conditioning units have been included and are all screened.	units. The location of air conditioning units associated with the ground floor units are generally accepted however the position of the Unit 4 unit within the communal walkway and Unit 5 air conditioning unit being visible from Apalie Trail are not appropriate. Air conditioning units associated with upper floor units have been indicated to be located on the roof and accessed via manhole (over relevant balconies).

7	The panel expressed concerns in relation to the landscaping proposed for the site, and provided recommendations, specifically: Inclusion of nibs at the end of the western car bays to allow for shaded canopy over the parking area. Native trees and landscaping should be included in the landscaping concept. The majority of the verge area proposed as turf is undesirable. Explore shrubs and alternative landscaping in accordance with the City's Street Verge Guidelines. Inclusion of footpath access to the units within the verge. Inclusion of further deep soil zones on site to allow for high quality landscaping. Consideration of climber species to soften retaining walls. Planting located underneath the communal decking area will likely be impractical unless species can be demonstrated as workable. Street trees proposed within the truncation area are not supported.	 Additional trees have been provided in the car park area (along the western side boundary to provide shade. Additional native species have been included on the plans. The turf area has been removed from the verge areas, pedestrian links provided and additional native plans included as part of the landscaping plan. The tree previously proposed abutting the bin store has been relocated to the front setback area (in front of Unit 1). The large trees within the truncation area have been removed as requested and replaced by smaller native species. 	There does not appear to be enough space on the western boundary to accommodate the proposed landscaping strip/shade trees in addition to the car parking spaces themselves. The verge landscaping/ treatments including native species proposed by the applicant are accepted. It is noted that the development incorporates a deep soil zone on-site in front of Unit 5 to accommodate a mature tree. A number of the panel's comments in relation to landscaping remain unaddressed as follows: No native species have been included in the landscaping concept for on-site landscaping. Climber species to soften the retaining walls have not been included. Planting underneath the communal decking area and within covered walkways has not been reviewed.
1	that the driveway is too steep to satisfy relevant accessibility gradient standards.	been altered to include transition zone to improve access. All ground floor dwellings have been provided with ramp access for disabled.	entries are provided, allowing for disability access to the ground floor units from Apalie Trail and the rear car parking area.

As outlined above, the applicant has not addressed all the issues raised by the JDRP, particularly the concerns surrounding the landscaping, design of the east facing units, car parking and topography of the site.

Planning assessment:

The City's planning assessment against the relevant provisions of the Regulations, DPS2, the deemed-to-comply requirements of the R-Codes and the replacement deemed-to-comply requirements of the City's RDLPP is outlined below:

Item	Requirement	Proposal	Compliance
Building size	Plot ratio of 0.6 (clause 6.1.1 of the R-Codes).	Plot ratio of 0.609	Plot ratio 0.009 greater than deemed-to-comply requirement.
Building height	Seven metre maximum external wall (concealed roof) height (clause 6.1.2 of the R-Codes).	Maximum wall height of 8.064 metres.	Wall height 1.064 metres higher than deemed-to-comply requirement. See officer comments below.
Street setbacks	Buildings set back from the primary street boundary:		
	A minimum of 2 metres.	Minimum setback of 1.7m (Unit 2 alfresco), to Chipala Court.	Minimum street setback to Chipala Court 0.3m less than deemed-to-comply requirement.
		Minimum setback of 1.4m, 0.2m (to the entry sign) (Unit 12 balcony) to Apalie Trail.	Minimum street setback to Apalie 0.3m less than deemed-to-comply requirement.
	Average setback of 4 metres. (clause 6.1.3 of the RDLPP).	Average setback of 3.08m to Apalie Trail.	Average street setback to Apalie Trail 0.92m less than deemed-to-comply requirement.
Open space	Development which complies with the minimum open space of 45% (clause 6.1.5 of the R-Codes).	42.4% open space.	Open space 2.6% less than deemed-to-comply requirement.
Sightlines	Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences or other structures adjoin vehicle access points where a driveway meets a public street and where two streets	Southern retaining wall proposed to a height of 4m within 1.5m of the driveway.	Retaining height within 1.5m of the driveway is 3.25m greater than deemed-to-comply requirement.

	intersect (clause 6.2.3 of the R-Codes).		
Parking	A total of 17.5 (18) parking bays are required on-site for residents (clause 6.3.3 of the R-Codes).	14 bays provided on site for residents.	4 bay shortfall for residents.
	A total of 3.5 (4) visitor bays are required (clause 6.3.3 of the R-Codes). The City's RDLPP requires a total of seven visitor bays (0.5 per dwelling)	2 bays provided on site and seven bays proposed on-street within the Chipala Court and Apalie Trail road reserve for visitors.	Visitor bay 4 in the Apalie Trail road reserve is not supported due to safety concerns, resulting in 6 onstreet bays being available for visitor parking. See officer comment below.
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 1.728 metres of fill between the street and the building.	The amount of fill in the front setback area is 1.228 metres greater than the deemed-to-comply requirement. See officer comment below.

Officer Comments

Building size

The development exceeds the maximum plot ratio requirement for development coded R40 as stipulated by clause *6.1.1 Building size* of the R-Codes by 0.009 (12m²).

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P1 for clause 6.1.1 states the following:

"Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality"

Given the design principles require development to be consistent with the existing or future desired built form; the proposed development is not considered to be appropriate in this instance as the City has concerns in relation to the bulk and scale of the development. The additional plot ratio proposed (0.009) is minor and, in isolation, is not considered to be an issue. However, in conjunction with the over

height building (as viewed from Chipala Court), reduced street setbacks to Chipala Court and Apalie Trail, reduced open space, and site works exceeding a metre within the Chipala Court street setback area, this has a cumulative negative impact on the amenity of surrounding properties and streetscape, and is therefore not appropriate.

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* of the R-Codes (as applicable to R40 development) by 1.064 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."

As viewed from the surrounding eastern residential properties and Chipala Court streetscape; the development is not considered to have been designed to reduce the perception of height through appropriate design measures, nor present a human scale for pedestrians due to the dominance and height of the building as viewed from street level. Further to this, the development is also non-compliant with deemed-to-comply requirements of R-Code clause 6.1.1 Building size, 6.1.3 Street setbacks and 6.3.7 Site works, which in turn result in a development that does not meet the design principles which relate to impact on the amenity of adjoining properties and the streetscape.

The development is therefore not considered to have been designed giving due regard to existing residential development context or to minimise impacts of the development on adjoining properties.

Street setbacks

The proposed street setbacks of the development to Chipala Court and Apalie Trail do not meet the deemed-to-comply requirements of clause 6.1.3 Street setbacks of the R-Codes. In accordance with clause 6.1.3 the minimum street setback permitted is two metres provided an average setback of four metres is achieved.

The development proposes:

a minimum setback of 1.7 metres to Chipala Court (associated with the Unit 2 alfresco);

- a minimum setback of 0.2 metres (to the entry canopy) and 1.4 metres (to the Unit 12 balcony) to Apalie Trail; and,
- an average setback of 3.08 metres to Apalie Trail.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P3 of clause 6.1.3 states the following:

"Buildings are set back from street boundaries (primary and secondary) an appropriate distance to ensure they:

- contribute to the desired streetscape;
- provide articulation of the building on the primary and secondary streets;
- allow for minor projections that add interest and reflect the character of the street without impacting on the appearance of bulk over the site;
- are appropriate to its location, respecting the adjoining development and existing streetscape; and
- facilitate the provision of weather protection where appropriate."

The proposed elevations to Chipala Court and Apalie Trail are considered to be appropriately staggered and include a variety of minor projections (alfresco areas and balconies) which assist in providing visual interest. Notwithstanding this, the proposed setback to the entry canopy is considered to be inappropriate in its location, given the reduced average setback also proposed to Apalie Trail.

In combination with the proposed discretions also being sought in relation to building size, building height, open space and site works, the development is not considered to respect the adjoining residential development and existing streetscape given the impact that reduced street setbacks in conjunction with the above-mentioned discretions are likely to have on the amenity of the street and surrounding residential properties.

Open space

The development exceeds the amount of site cover permitted under clause *6.1.5 Open space* of the R-Codes by 2.6%. The deemed-to-comply requirement for open space for a site coded R40 is 45%, whereas the development proposes 42.4%.

In accordance with the R-Codes, consideration against the relevant design principle/s is required to determine the appropriateness of any discretion. Design principle P5 of clause 6.1.5 states the following:

"Open space respects existing or preferred neighbourhood character and responds to the features of the site".

The proposed site cover results from a combination of the built area proposed, and a number of outdoor living areas higher than 0.5 metres above natural ground level. In accordance with the definition of "open space" set out in the R-Codes, outdoor living areas greater than 0.5 metres above natural ground level are required to be counted towards site cover. The reduced open space proposed is therefore in part due to fill within the Chipala Court front setback area exceeding the deemed-to-comply requirement stipulated under clause 6.3.7 Site works, which in turn has resulted in

the outdoor living areas of the east facing units being counted towards the overall site cover.

As outlined above, some of the 'site cover' relates to areas of elevated open space, rather than actual building. The applicant could elect to reduce the size of some of these alfresco areas to technically comply with the deemed-to-comply requirements, however it is considered that this would be a poorer development outcome.

Sightlines

The deemed-to-comply requirements of clause 6.2.3 Sightlines of the R-Codes require that walls, fences or structures within 1.5 metres of where a vehicle access point intersects with a street are to be no higher than 0.75 metres from natural ground level. The development includes a retaining wall on the southern boundary to a height of four metres within 0.5 metres of the vehicular access point.

In accordance with the R-Codes, consideration against the relevant design principle/s is therefore required to determine the appropriateness of any discretion. Design principle P3 of clause 6.2.3 states the following:

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

Design principle P3 above requires vehicle sightlines to be unobstructed in instances where the deemed-to-comply requirements are not met. The height of the proposed retaining wall on the southern boundary exceeds the permitted height by 3.25 metres, which in combination with the proximity of the wall to the vehicle access point (0.5 metres), is considered to cause obstruction of sight lines for vehicles exiting the property. It is noted that, given the nil setback of the retaining wall to the southern boundary of the site, there is no opportunity to provide a truncation (without altering the levels of the adjoining site) which could allow for adequate vehicle sightlines to be provided.

It is therefore considered that the height and location of the retaining does not meet the design principles outlined above in relation to safety and visibility of the vehicle access way.

Traffic

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

The traffic review provided as part of the application (Attachment 4 refers) 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 traffic report outlines that Garrong Close would be limited to a capacity of 3,000 vehicles per day via Edgewater Drive, in accordance with the *Liveable Neighbourhoods* planning guidelines. It is outlined in the review that data specifically relating to Chipala Court and adjacent roads is not available, however estimates the proposed development would result in an increase of 91 vehicle trips per day within the 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 Chipala Court, or connecting local roads within the road network operating beyond their capacity.

In addition, in relation to determining parking requirements for the development, the traffic review submitted with the application contends that the site should be considered as Location A in accordance with the R-Codes. The City has determined that the site is classified as Location B, which is discussed in further detail below.

<u>Parking</u>

As set out in the R-Codes, parking requirements for multiple dwellings are determined, in part, having regard to a site's proximity to public transport, such as train stations and high frequency bus routes (a route with a service that runs at least every 15 minutes during week day peak periods).

Sites that meet the criteria set out in the R-Codes for public transport are termed 'Location A' sites and have a lower parking ratio. Sites that do not meet the criteria set out in the R-Codes are termed 'Location B' sites. As outlined above, the City has undertaken an assessment and determined that the site does not meet the criteria that would allow the lower parking ratio to be used.

Visitor Parking

In accordance with clause 6.3.3 Parking of the R-Codes, the development requires the provision of 0.25 visitor bays for each dwelling on-site, meaning a total of 3.5 (4) visitor bays are required on-site to meet the R-Code requirements. The City's RDLPP requires a greater number of visitor parking bays at a rate of 0.5 visitor bays per dwelling (total of seven bays), and provides that such parking can be provided in the adjacent verge.

Based on the City's RDLPP, a total of seven visitor bays are required.

A total of nine visitor bays are proposed, two of which are proposed on site and seven which are proposed in the adjoining Apalie Trail and Chipala Court verges.

In relation to the seven visitor bays proposed in the verge, the City has safety concerns with the position of 'Visitor Bay 4' being within close proximity to the street intersection, and therefore only the remaining six on-street bays are supported.

It is noted that the two visitor bays located on-site are located behind a security gate, which makes their access by visitors more difficult. It is possible to manage access to some visitor parking located behind a security gate via condition of approval requiring the preparation of a Security and Access Management Plan. In the event the application was to be approved, a condition reflecting this would be appropriate.

In view of the above, the application provides eight visitor bays considered acceptable to the City and therefore meets the requirements of the City's RDLPP in this regard.

Resident Parking

In accordance with clause 6.3.3 Parking of the R-Codes for Location B sites, 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 development includes a total of 14 bays allocated to resident parking, resulting in a shortfall of four resident bays.

In accordance with the R-Codes, consideration against the relevant design principle/s is therefore 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."

The amount of parking provided for residents on-site is considered to be inadequate having regard to the type, number and size of the dwellings. Further, as the adjacent verges are proposed to accommodate visitor parking to support the development, there is not an opportunity to supplement the resident parking shortfall on-street or via other off-site parking means.

Accordingly, it is considered that adequate parking for the site has not been provided and, as such, the proposal does not meet the design principles in this regard.

Site works

In relation to the deemed-to-comply requirement of clause 6.3.6 Site works C6.1 of the R-Codes, the development proposes a maximum of 1.728 metres of fill between the street and the building, whereas a maximum of 0.5 metres is permitted under clause 6.3.6 of the RDLPP.

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:

"Development that considers and responds to the natural features of the site and requires minimal excavation/fill."

"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."

While the retaining facing Chipala Court incorporates terraces to reduce the bulk of the walls, a number of these terraces exceed one metre in height, with portions of retaining supporting the stair access to ground floor units exceeding 1.5 metres in height. The proposed site works are therefore not considered to meet the design principles of clause 6.3.6 as detailed below:

- The fill and associated retaining walls to a maximum height of 1.728 metres are not considered minimal and do not respect the ground levels at the boundary of the site as viewed from the street (Chipala Court).
- The resultant bulk of the fill and associated retaining walls exacerbates the impact of the discretions also being sought in relation to clause 6.1.1 Building size, 6.1.2 Building height, clause 6.1.3 Street setbacks and clause 6.1.5 Open space.

Landscaping

The proposal incorporates the following landscaping:

- Terraced retaining walls accommodating shrubs next to Chipala Court.
- Bushes and small trees next to the ground floor dwelling alfresco areas.
- Shrubs adjacent to the retaining wall on the southern boundary.
- Shade trees and a landscaping strip next to the on-site car parking area along the western boundary.
- Six street trees and native shrubs on the adjoining verges.
- Planting in the on-site parking area and next to walkways beneath the upper floor.
- An additional tree on-site in front of Unit 5 in a deep soil zone.

Verge Trees

There are two existing street trees located on Apalie Trail, which are proposed to be substituted by replacement trees as part of a holistic landscaping response. The amenity value of the existing street trees has been assessed and determined that a payment could be made to the City for the removal of the trees as part of any development approval granted.

A total of six Manchurian pear trees (listed on the City's preferred street trees species list) are proposed to be accommodated on the verge, in lieu of the seven that would be required in accordance with the City's RDLPP, however it is noted that due to the site being located on a corner, the placement of additional verge trees within the corner truncation would not be supported.

On-site landscaping

The landscaping proposed as part of the development is compliant with the deemed-to-comply requirements of clause *6.3.2 Landscaping* of the R-Codes, which requires 50% of the front setback area to be treated with soft-landscaping. There are however a number of deficiencies regarding the on-site landscaping that are listed below:

- The proposed landscaping strip and shade trees on the western boundary cannot be accommodated considering the length required (5.4 metres) for the adjoining car parking spaces.
- The JDRP's comments in relation to species able to be accommodated beneath the upper floor have not been addressed.
- The JDRP's comments in relation to providing climber species within the terraced retaining walls have not been addressed.

• The JDRP's recommendation that native species be accommodated as part of the on-site landscaping concept have not been addressed.

While the development is compliant with the deemed-to-comply landscaping requirements of the R-Codes, for the reasons highlighted above, the landscaping concept plan for the development (provided at Attachment 3) is not supported in its current form.

Waste Collection

The proposal includes a bin store in the south-western corner of the site, which initially was designed to accommodate 12 standard household bins, which is deemed to be insufficient for the waste needs of a 14 dwelling development.

The bin store has since been reconfigured to comply with the WALGA Multiple Dwelling Waste Management Plan Guidelines accommodating three large waste and two large recycling bins to be shared communally, which can be collected on site from the bin store via the vehicle access leg.

If the development were to be approved, the Waste Management Plan would be required to be updated to reflect and detail this arrangement. A copy of the applicant's Waste Management Plan is included in Attachment 5.

The applicant also provided justification relating to odours from the bin store affecting adjoining land owners, outlining that the bin store would be three metres below the level of the adjoining properties. In addition to this the City has the ability to manage any offensive or noxious odours arising from improper waste storage in accordance with its *Waste Local Law 2017*.

Design WA – Draft Apartment Design Policy

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

A copy of the applicant's consideration of *Design WA* is included in Attachment 6.

Although this policy is still in draft format, the assessment of the proposal has included consideration against the 10 design principles of the policy. As outlined in the consultation section of this report there are a number of concerns raised by the JDRP that remain outstanding. Additionally, it is noted that the cumulative items requiring the exercise of discretion being sought in relation to the proposal results 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 3: Built form and scale
- Principle 4: Functionality and build quality
- Principle 6: Amenity
- Principle 10: Aesthetics

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:

- Recycled materials and natural/living materials.
- 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 7.

Options/Alternatives:

Not applicable.

Council Recommendation:

No Council recommendation was made in relation to this specific application.

A similar proposal was considered by Council in September 2017, where Council resolved to defer its decision on the application, to allow time for the applicant to address a number of outstanding areas of discretion being sought and concerns raised during consultation.

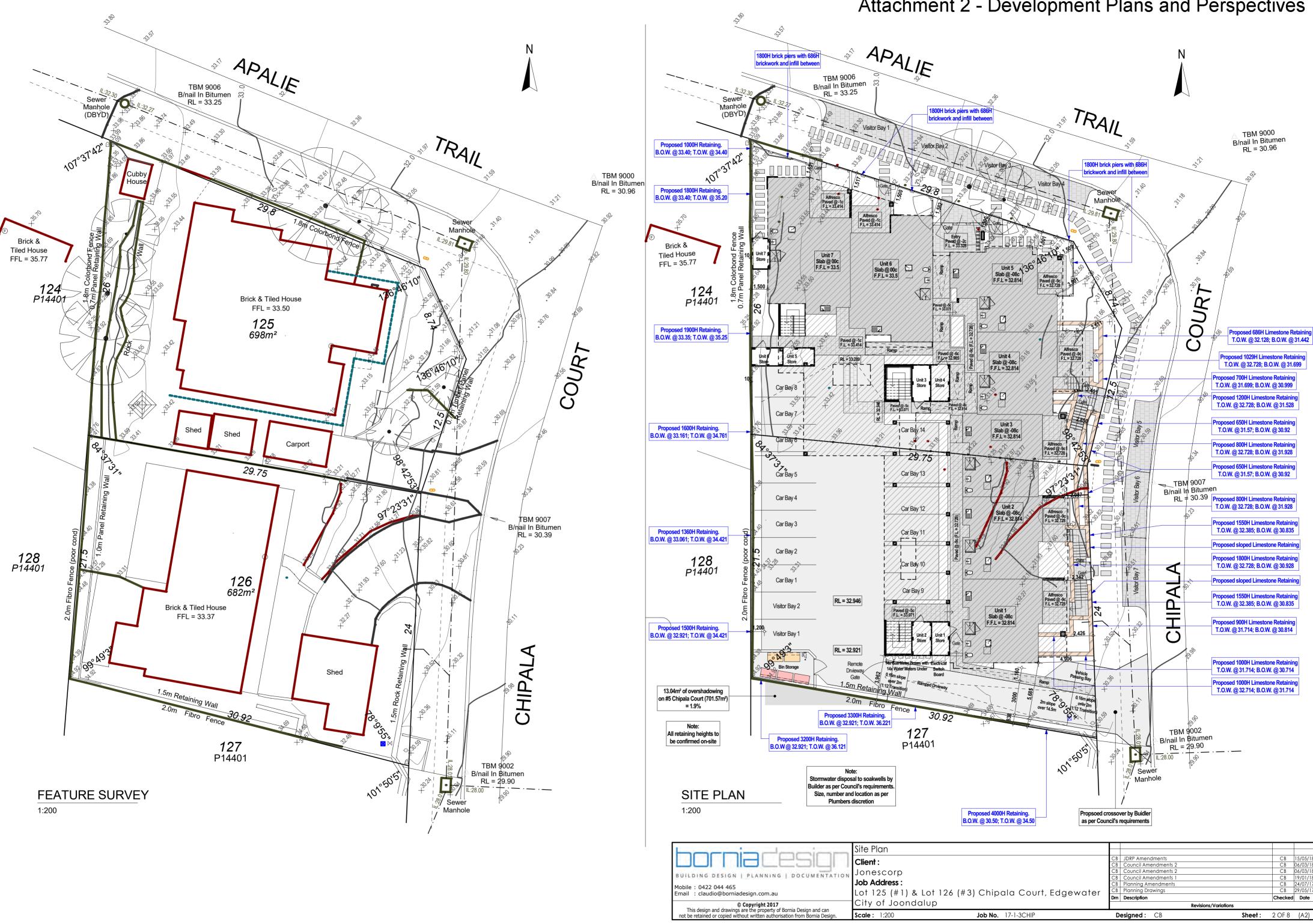
Conclusion:

The proposed multiple dwelling development is not considered to meet the relevant requirements of the DPS2, R-Codes and RDLPP. The areas of discretion sought do not satisfy the relevant design principles of the R-Codes and the RDLPP.

It is therefore recommended that the application be refused.



Attachment 2 - Development Plans and Perspectives



Unit '04' Areas

Unit '05' Areas

Unit '06' Areas

 U1 - 14 Total Area = 1125.22m²

 Additional Areas
 = 15.19m²

 Entry
 = 15.19m²

 Stair Case 1
 = 7.29m²

 Stair Case 2
 = 7.59m²

 Stair Case 3
 = 7.13m²

 Bin Storage Area
 = 15.91m²

 Communal Open Area
 = 59.19m²

 Upper Floor Walkway
 = 83.02m²

 Carpark & Driveway
 = 428.20m²

Unit '07' Areas



Unit '01' Areas

Unit '02' Areas

Unit '03' Areas

Lot Area = 1380m² (Truncation = 17.97m²) = 1397.97m² Total Lot Area R-Code Zoning = R20/R40 Site Coverage Total GF Building Area = 472.1m² (Including unenclosed covered areas) = 33.8% (Allowed Site Coverage = 55%) Plot Ratio = 851.19m² Total Floor Area = 1397.97m² Total Lot Area = 0.609Plot Ratio (Allowed Plot Ratio = 0.6)

Landscaping Calculations

= 126.23m² = 57.6%

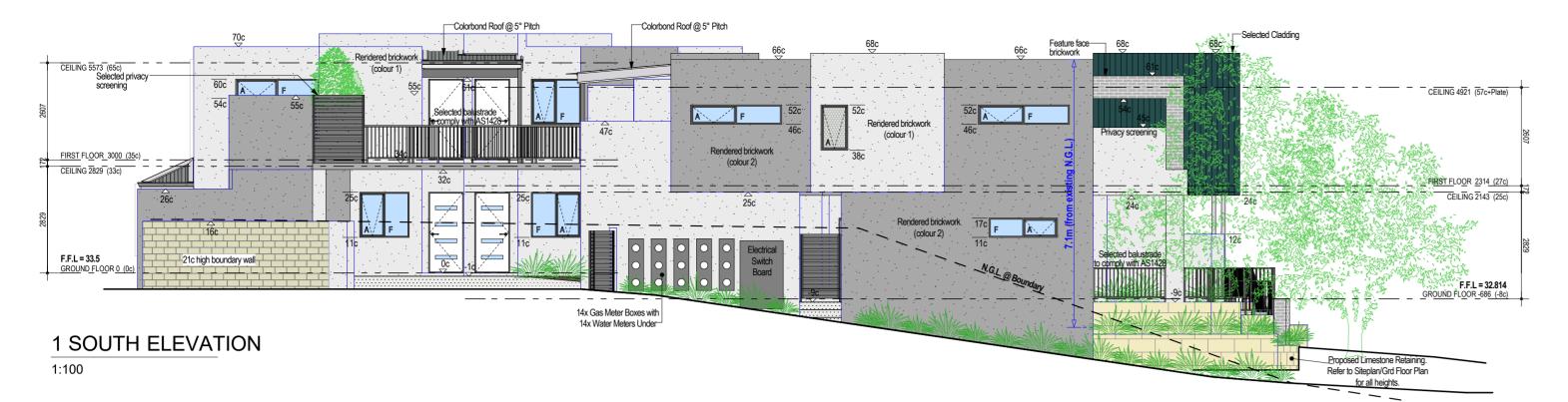
= 92.95m²)

Landscaping inside Street Setback

(Hardscape inside Street Setback

Ground Floor Plan B JDRP Amendments Client: CB Council Amendments
CB Council Amendments Jonescorp BUILDING DESIGN | PLANNING | DOCUMENTATION B Council Amendments
B Planning Amendments
B Planning Drawings Job Address: Mobile: 0422 044 465 Email: claudio@borniadesign.com.au Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater City of Joondalup © Copyright 2017
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2 WEST ELEVATION

1:100

	Elevations 1 & 2					
	Client: Jonescorp	CB CB	JDRP Amendments Council Amendments 2 Council Amendments 2 Council Amendments 1	CB CB CB	15/05/18 06/03/18 06/03/18 19/01/18	
Mobile: 0422 044 465 Email: claudio@borniadesign.com.au	Job Address: Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater		CB CB	Planning Amendments Planning Drawings	CB CB Checked	24/07/17 29/05/17 d Date
© Copyright 2017 This design and drawings are the property of Bornia Design and can not be retained or copied without written authorisation from Bornia Design.	City of Joondalup Scale: 1:100	Job No. 17-1-3CHIP	D	Revisions/Variations esigned: CB Sheet:	5 OF 8	(A2)



3 NORTH ELEVATION (APALIE TRAIL)

1:100



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4 EAST ELEVATION (CHIPALA COURT)

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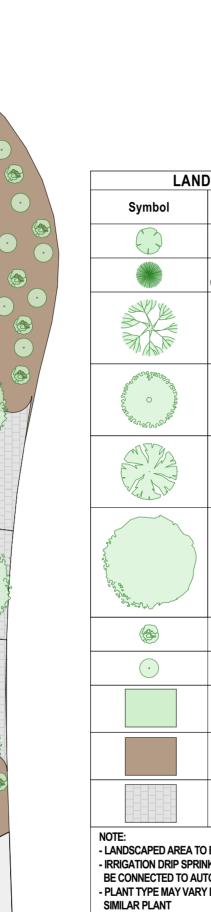
Attachment 3 - Landscaping Concept Plan



LEUCOPHYTA Silver Nugget (Compact Form Cushion Bush)



LOMANDRA



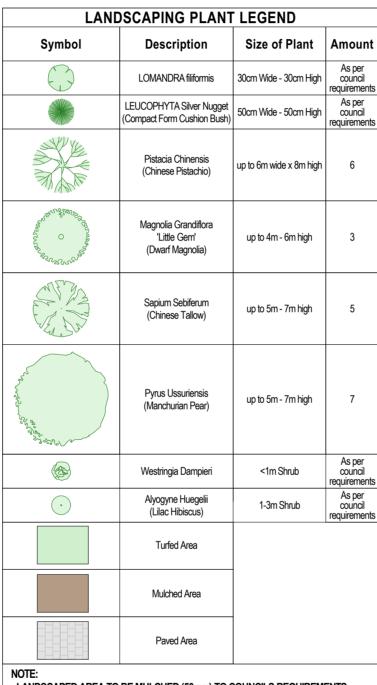
Unit 7

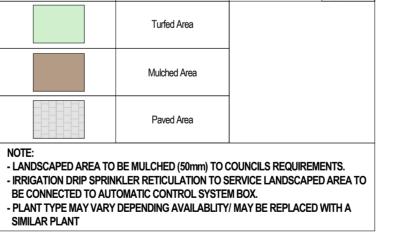
LANDSCAPING PLAN

1:200

Unit 6

Unit 3







Magnolia Grandiflora 'Little Gem' (Dwarf Magnolia)



Pistacia Chinensis (Chinese Pistachio)



Westringia Dampieri



Alyogyne Huegelii (Lilac Hibiscus)



Sapium Sebiferum (Chinese Tallow)



Pyrus Ussuriensis (Manchurian Pear)

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BUILDING DESIGN PLANNING DOCUMENTATION
Mobile: 0422 044 465

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Landscaping Plan Client: Jonescorp

Scale: 1:200

Job Address: Lot 125 (#1) & Lot 126 (#3) Chipala Court, Edgewater City of Joondalup

Job No. 17-1-3CHIP

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	СВ	Council Amendments 2	СВ	06/03
	СВ	JDRP Amendments	СВ	15/0

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INDIVIDUAL DEVELOPMENTS PTY LTD

LOT 125 (#1) and Lot 1256 (#3) CHIPALA COURT, EDGEWATER PROPOSED RESIDENTIAL APARTMENTS TRAFFIC REVIEW

April 2018



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

Issued on	11 April 2018	Amendment	Date
Version	V1a	A plan amended	11/4/18
Reference	972		



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 on Lots 125 and 126 (Nos 1 and 3) Chipala Court, Edgewater. The key findings of the traffic review are:
 - 1.1.1. The level of traffic generated by the proposed development is very low at 91 vehicle movements per day. The development is shown to increase local traffic by about 71 movements per day and 7 movements in the peak hour. The level of traffic generation would require no formal traffic assessment under the WAPC Transport Assessment Guidelines for Developments. The proposed development is deemed to cause no traffic impact.
 - 1.1.2. Assessment of the development impact to local access is shown to have no significant traffic impact.
 - 1.1.3. Residential parking in accordance with the R-codes and AS2890.1 is provided.
 - 1.1.4. On-street parking bays provide an appropriate level of visitor parking.
 - 1.1.5. To assist the operation of on-site residents parking, a mirror or other device is recommended for the car park access.
 - 1.1.6. The development has reasonable public transport access. However, a higher traffic generation has been applied to the development to reflect the restrictive walking environment of the locality.

2. INTRODUCTION AND BACKGROUND

- 2.1. Riley Consulting has been commissioned by Individual Developments Pty Ltd to assess the proposed development of 14 residential apartments at 1-3 Chipala Court, Edgewater.
- 2.2. The subject land is on the corner of Chipala Court and Apalie Trail, which are both residential culs de sac.
- 2.3. Chipala Court is classified as a local access street in the Main Roads Functional Road Hierarchy. It is constructed with a road pavement of about 6.5 metres. No footpaths are provided, although with the no-through road nature of the locality, on-street walking could be considered acceptable.



- 2.4. Apalie Trail is also classified as a local access street in the Main Roads Functional Road Hierarchy. It is constructed with a road pavement of about 7.5 metres. Again no footpaths are provided, although with the no-through road nature of the locality, on-street walking could be considered acceptable.
- 2.5. Traffic data is not available for Chipala Court or adjacent roads, but daily flows can be determined by the application of typical residential trip generation rates. Local structure planning typically assumes 8 to 10 trips per dwelling per day. The local area is effectively a large cul-de-sac with about 70 dwellings. Pedestrian access is constrained and the higher level of trip generation can be expected.
- 2.6. Based on the application of 10 trips per dwelling per day the precinct can be expected to generate up to 700 vehicles movements per day (vpd). Local streets would be expected to carry the following:

Chipala Court 110vpd Apalie Trail 350vpd

Garrong Close 700vpd (at Edgewater Drive)

- 2.7. Local streets would have capacity to pass 13,500vpd operating at a Level of Service D. However, under *Liveable Neighbourhoods* planning guidelines the traffic flows would be restricted to 3,000vpd to protect residential amenity. Chipala Court with a reduced pavement would be restricted to no more than 1,000vpd.
- 2.8. Reference to the MRWA crash data shows no crashes occurring at adjacent intersections.
- 2.9. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the locality.



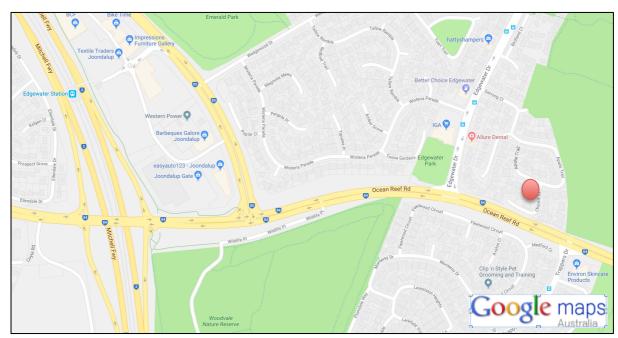


Figure 1 Site Location



Figure 2 Aerial Image



3. TRAFFIC GENERATION

- 3.1. Two standard suburban dwellings presently occupy the site. The existing houses would be expected to generate 10 vehicle movements per day. As has been identified, the reduced ability of walking in the locality would indicate that the higher trip rate should be applied.
- 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 2 bed dwelling per day. 3 bed dwellings are noted to have a daily traffic generation up to 6.5 trips per dwelling. During the peak periods 10% of the daily demand is expected.
- 3.3. The site is located in an established suburban area and approximately 2km from Edgewater railway station. As the locality is restricted in pedestrian access, the RTA trip rate for 3 bed dwellings is applied (6.5 trips per dwelling).
- 3.4. The development comprises of 14 residential units and based on the RTA trip rate of 6.5 trips per dwelling per day, the site would generate up to 91 vehicle movements per day with about 9 peak hour movements.
- 3.5. The proposed development can be expected to increase local traffic flows by (91 new trips 20 existing trips) up to 71 vehicle movements per day. Table 1 provides a summary of the traffic generation.

Table 1 Forecast Traffic Movements

Use	Daily	AM	PM
Existing 2 Dwellings	-20	-2	-2
14 new Apartments	91	9	9
Forecast Traffic Increase	+71vpd	+7 trips	+7 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 7 peak hour movements would be considered to cause no material traffic impact.
- 4.4. The level of traffic increase will not result in any local street operating in a manner contrary to its function.
- 4.5. It is calculated that up to 800vpd could use Garrong Close to access Edgewater Drive. MRWA traffic data indicates 4,976vpd on Edgewater Drive north of Ocean Reef Road. With a peak demand of 80 side road vehicles and 500 major road vehicles Austroads table 4.1 indicates uninterrupted flow conditions would prevail. Under such conditions, Austroads advises that no formal assessment is warranted. The proposed development will have no peak hour traffic impact.

5. PARKING

- 5.1. Appendix A shows the ground floor plan of the proposed development. 14 parking bays are provided internally for residents. Visitor parking is proposed to be provided on-street.
- 5.2. The level of resident parking shown on the plan attached at Appendix A at one bay per unit complies with the requirements of the R-Codes.
- 5.3. Parking bays of 2.4 metres by 5.4 metres are provided with an aisle of 6.0 metres. Appropriate widening of the end bay (bay 8) has been provided. The parking bays accord with the requirements of AS2890.1 for residential uses.
- 5.4. Access to the internal car park is taken from Chipala Court and uses a single lane driveway. 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.
- 5.5. A passing place is shown to be provided at the entry with a wider cross-over and passing is provided internally within the car park aisle.
- 5.6. It is considered that as Chipala Court is a cul-de-sac the AS2890.1 requirement for a passing place at the entry need not be applied. Chipala Court would have a peak demand of about 12 vehicle movements and a vehicle waiting to access the development driveway if another vehicle is departing would not cause a significant impact to through traffic using Chipala Court. The reduction of the driveway width would provide a better streetscape and may be applied at the discretion of the City of Joondalup.



- 5.7. Internally the single lane access is in accordance with AS2890.1. However, it is recommended to provide a mirror or other device to warn residents of any vehicle entering the car park.
- 5.8. Visibility for the proposed crossover is 40 metres in both directions and is in accordance with the minimum requirements of AS2890.1 for residential crossovers.
- 5.9. The concept plan attached at Appendix A indicates visitor parking embayments to Chipala Court and Apalie Trail adjacent to the proposed development. The residential design codes (R-Codes) suggest that 4 visitor parking bays should be provided. Normally visitor parking is to be provided within the development, but with secure resident parking, visitors will always park on-street. Therefore the proposal to provide dedicated on-street parking bays as part of the development is a more practical outcome.

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. A hard stand is provided on the verge for bin collection.
- 6.2. Garbage collection is already provided to Chipala Court.
- 6.3. Other deliveries may utilise on-street parking bays.

7. PUBLIC TRANSPORT, WALKING AND CYCLING ACCESS

- 7.1. Bus stops are located on Edgewater Drive approximately 300 metres from the subject site. Acceptable walking using existing alleys is available. A pedestrian median is provided to Edgewater Drive adjacent to the bus stops and will significantly improve pedestrian crossing ability and safety.
- 7.2. Routes 465 and 466 provide a service between Whitfords railway station and Joondalup railway station. The bus service operates approximately every 10 minutes during peak periods. Throughout the day a half hourly service is provided.
- 7.3. There are limited cycling facilities in the locality. Edgewater Drive and Trapper Drive (south of Ocean Reef Road) have wider pavements of 9+ metres with a painted median. These streets would provide a safer cycling environment.



- 7.4. Approximately 1.2km south of the subject site is the Greenwood local centre and tavern. The centre and tavern are within a reasonable walking distance, although crossing Ocean Reef Road could be problematic with current demands of 51,000vpd.
- 7.5. A footpath is provided to the south side of Ocean Reef Road and footpaths are provided to Trappers Drive.



APPENDIX A GROUND LEVEL PLAN (refer to DA)



CF Town Planning & Development

Waste Management Plan

Proposed Fourteen (14) Multiple Dwellings Lot 125 & 126 (Nos.1 & 3) Chipala Court, Edgewater

City of Joondalup



Prepared for:

Mr Naim Jones

Prepared by:

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090

Tel: 9249 2158 Mb: 0407384140

Email:carlof@people.net.au

APRIL 2018

Background

This Waste Management Plan has been prepared in support of the Application for Development Approval lodged with the City of Joondalup and the Metro North-West Joint Development Assessment Panel's (JDAP) for the construction of fourteen (14) new multiple dwellings on Lots 125 & 126 (Nos.1 & 3) Chipala Court, Edgewater.

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 and Metro North-West Joint Development Assessment Panel's (JDAP) 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 Chipala Court and Apalie Trail.
- 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.
- Centersavailable for mobile phone, globes & battery collection.
- White goods pick-up.

All bins will be collected by the City along the Chipala Court 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 in the south-western corner of the subject land abutting a retaining wall with a height of approximately two (2) metres (i.e. the subject land is lower that the adjoining properties). The bin store will also be located at the end of the common driveway in accordance with the plans prepared in support of the development (see Appendix 1 – Site Development Plan). This location will allow for a buffer between the bin store area and the adjoining properties, given the difference in levels (i.e. approximately a 2 metre high retaining wall and a 1.8 metre high dividing fence).

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 Chipala Court frontage.

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 Chipala Court (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 easily 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 abutting retaining wall (i.e. height of approximately 2 metres) with a 1.8 metre high dividing fence on top (overall height of 3.8 metres). The bin store will be considerably lower than 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 of the new development and at a lower level than the adjoining properties;
- 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. Chipala Court). 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. Furthermore, the bin store will be on a lower level than the adjoining properties and comprise a 3.8 metre high wall where it abuts the adjoining properties, therefore providing adequate screening and buffer with the adjoining lots. 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 125 & 126 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

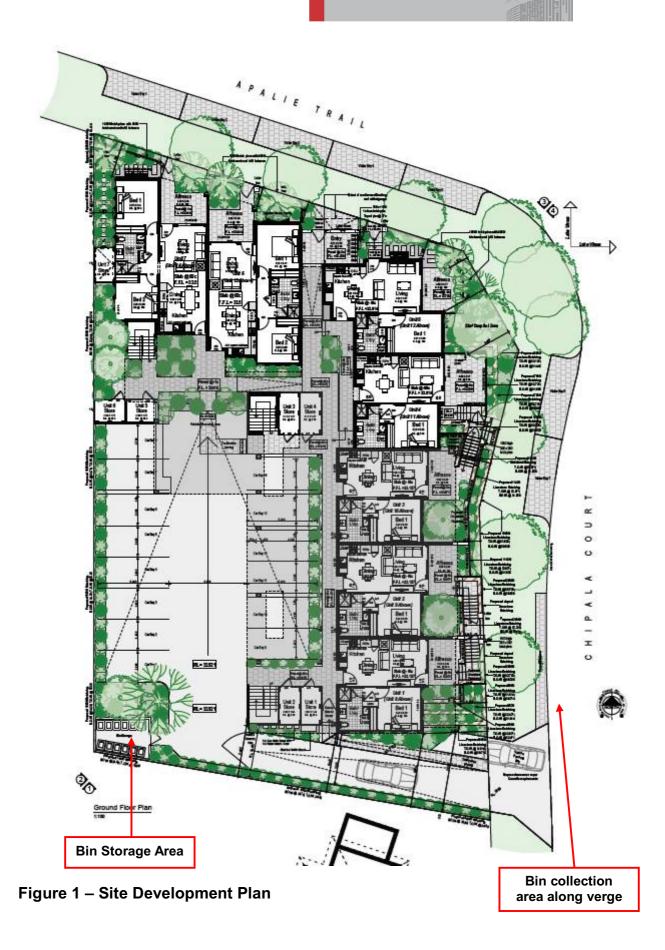
The appointed Strata Management Company contracted to manage the multiple dwellings on the subject land will be responsible to:

- 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
- 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





7.5 Apartment Design Principles

Having due regarding 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:

- 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 either Chipala Court or Apalie Trail.
- The new development has been designed to provide an active frontage to both Chipala Court and Apalie Trail and includes the location of outdoor living areas, major openings to habitable rooms and balconies fronting both streets. This will provide improved passive surveillance over the local streets.
- The active frontage to both streets 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 a diversity of housing stock within the Edgewater 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 will include the installation of comprehensive landscaping throughout the site, in particular the front setback areas. This will include the provision of mature trees that will contribute to future canopy coverage of the land and will benefit the local community.
- 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 streets and will soften any potential impact the development may have on the local streets in terms of bulk and scale.
- The proposed development will be of two (2) storey nature, which is consistent with the allowable built form, throughout the locality and the municipality.
- The design of the proposed development incorporates sufficient and safe pedestrian movement, whilst allowing for ease of access to various on-site facilities such as bin storage areas, storerooms and car parking.
- The development has been designed 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 streets.
- The proposed development has been designed to avoid overlooking of the adjoining properties and minimise the extent of overshadowing of those lots.
- 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.



- The development has been designed to comprise openings orientated towards the street and common areas to minimize any opportunities for concealment and entrapment.
- The proposed development is consistent with the objectives of the City of Joondalup's 'Local Housing Strategy'.
- The proposal development of the land for '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.
- The dwelling diversity provides an opportunity for first homebuyers to locate within the Edgewater locality and foster new families to integrate within the community.
- 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.

_1Introduction **■ 1.3 Design principles**

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 > 8.Safety 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 **> 10. Aesthetics** are logical and intuitive, at the scale of building, site and precinct.

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.

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.

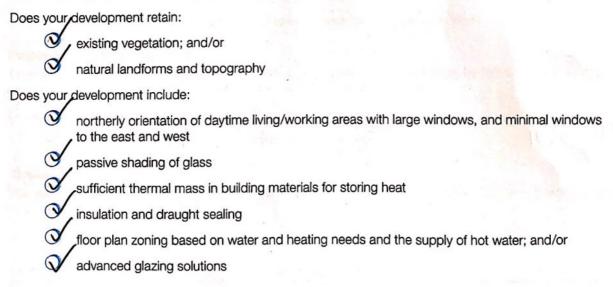
This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

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.



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can include	the use of renewable energy and low energy technologies.
Do you inte	nd to incorporate into your development:
0,	renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
Ø,	low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
9	natural and/or fan forced ventilation
Water efficients Environment and water rechnologie	ntally sustainable design aims to reduce water use through effective water conservation measures ecycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient
Does your	development include:
0	water reuse system(s) (e.g. greywater reuse system); and/or
0	rainwater tank(s)
Do you inte	nd to incorporate into your development:
A	water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)
Considerati	efficiency Intally sustainable design aims to use materials efficiently in the construction of a building. In it is given to the lifecycle of materials and the processes adopted to extract, process and transport as site. Wherever possible, materials should be locally sourced and reused on-site.
Does your	evelopment make use of:
9	recycled materials (e.g. recycled timber, recycled metal, etc)
0	rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
0,	recyclable materials (e.g. timber, glass, cork, etc)
9	natural/living materials such as roof gardens and "green" or planted walls
Environmer	quality enhancement Intally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic s (VOCs) and other air impurities such as microbial contaminants.
Do you inte	nd to incorporate into your development:
0	low-VOC products (e.g. paints, adhesives, carpet, etc)
'Green' Ra Has your pr	roposed development been designed and assessed against a nationally recognised "green" rating tool? ,Yes No
If yes, pleas	se indicate which tool was used and what rating your building will achieve:
If yes, pleas	se attach appropriate documentation to demonstrate this assessment.

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Environmentally sustainable design aims to reduce energy use through energy efficiency measures that

Energy efficiency

If you have not incorporated or design into your development,	do not intend to	o incorporate any o	of the principles o	of environme	ntally sust	tainable
dedigit into your development	carryes ton as	,				
9						
Is there anything else you wish	to tell us about	how you will be in	corporating the p	orinciples of	environme	entally
sustainable design into your de	evelopment:					
						•
3						
When you have checked off	vour checklist	sign below to ve	rify you have inc	cluded all th	ne inform	ation
necessary to determine you	r application.	77				
					-tde-	! - -
Thank you for completing th	is checklist to	ensure your appli	cation is proces	ssea as qui	ckly as p	ossible.
	1					
Applicant's Full Name:	///		Contac	ct Number:		
					0/0/	1/18
Applicant's Signature: <u>/</u>	100		Date S	ubmitted:_	10/04	110
16.5						17.0
Accepting Officer's Signatur	·••					
Accepting Officer's Signatur	·					
Checklist Issued: March 2011						

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Form 2 – Responsible Authority Report

(Regulation 17)

Property Location:	Lot 603, House Number 5, Milldale Way, Mirrabooka			
Application Details:	Four Storey Office and Restaurant (Amendments)			
DAP Name:	Metro North-West JDAP			
Applicant:	Element (formerly TPG + Place Match)			
Owner:	Auslink Property Holdings No 2 Pty Ltd			
LG Reference:	DA18/0584			
Responsible Authority:	City of Stirling			
Authorising Officer:	Ross Povey			
Authorising Officer.	Director Planning and Development			
Department of Planning File No:	DAP/15/00915			
Report Date:	2 July 2018			
Application Receipt Date:	16 April 2018			
Application Process Days:	78 days			
Attachments:	Attachment 1			
Attachments.	Development Application Plans (all date stamped 16 April 2018, unless otherwise stated):			
	 a. Site & Ground Floor Plan (TP02 Rev G) b. Level 1 Plan (TP03 Rev E) c. Level 2 Plan (TP04 Rev E) d. Level 3 Plan (TP05 Rev E) e. Roof Plan (TP06 Rev E) f. Elevations (TP07 Rev F) g. Sections (TP08 Rev E) h. Perspectives (TP09 Rev E) 			
	Attachment 2 Aerial Location Plan			
	Attachment 3 Metropolitan Region Scheme Zoning Map			
	Attachment 4 City of Stirling Local Planning Scheme No.3 Zoning Map			
	Attachment 5 Applicant's Summary of Proposed Modifications dated 16 April 2018			
	Attachment 6 Applicant's Justification dated 30 May 2018			
	Attachment 7 Swept Path Analysis prepared by Uloth & Associates dated 30 May 2018			
	Attachment 8 Local Planning Policy 5.9 – Mirrabooka Town Centre Parking			

Attachment 9

Metro North-West JDAP determination and approved plans dated 28 January 2016

Attachment 10

Metro North-West JDAP Section 31 SAT determination and approved plans dated 19 May 2016.

Attachment 11

Landscaping Plan (LND-001 Revision 3) dated 12 April 2017

Attachment 12

Parking Management Plan date stamped 30 May 2018

Officer Recommendation:

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

- Accept that the DAP Application reference DAP/15/00915 as detailed on the DAP Form 2 dated 13 April 2018 is appropriate for consideration in accordance with Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011;
- 2. **Approve** the DAP Application reference DAP/15/00915 as detailed on the DAP Form 2 dated 13 April 2018 and accompanying plans (Attachment 1) in accordance with the provisions of Schedule 2, Part 9, Clause 68 (2) of the *Planning and Development (Local Planning Schemes) Regulation 2015* for the proposed amendments to the approved Four Storey Office and Restaurant at Lot 603, House Number 5, Milldale Way, Mirrabooka, subject to:

Conditions

- 1. Prior to the occupation of the development, the allocation of car parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays A minimum of 62 bays; and
 - b. Short Stay Public Bays A minimum of 37 bays.

Alternatively a 20% reduction in public car bays can be achieved via a cash-in-lieu payment for up to 12 public car parking bays, based on the value of 21 m2 of land area per bay (valuation being obtained from the Valuer General's Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No.3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

2. An amended Landscaping Plan shall be submitted to the City of Stirling and approved in writing prior to commencement or use of the ground level garage. The Landscaping Plan shall specifically demonstrate relocation of the three (3) trees on site displaced by the external garage addition.

- 3. All land indicated as landscaped area on the approved landscaping plan shall be developed on practical completion of the building and are to be maintained in good condition thereafter.
- 4. The approved Parking Management Plan dated 30 May 2018 (Attachment 12) is to be complied with for the duration of the occupation of the development, unless otherwise varied with the approval of the City of Stirling.
- 5. The external garage roller shutter doors are to be designed and constructed to be visually permeable in accordance with the provisions of the City's Local Planning Policy 4.2 Mixed Use & Commercial Centre Design Guidelines, to the satisfaction of the City of Stirling.
- 6. The development is to provide one (1) dedicated Service Bay, within the basement level in compliance with Local Planning Policy 5.9. The bay shall be signposted on site, to the satisfaction of the City prior to occupation of the development.
- 7. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan shall be sealed and drained, the parking spaces marked out and maintained in good repair.
- 8. All parking areas (including disabled car parking bays) are to comply with AS/NZS2890.1:2004, AS2890.2:2002 and AS/NZS2890.6:2009.
- 9. A Site Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.
- 10. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage facilities, where provided.
- 11. Architectural lighting of the building and lighting under all awnings and at all entry points to be provided prior to occupation of the development.
- 12. Lighting to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
- 13. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and not spill into any adjacent residential premises.
- 14. All signage is to be in strict accordance with the City of Stirling's Advertising Signs Policy, unless the further approval from the City of Stirling is obtained.
- 15. Compliance with the colours and materials schedule provided on the approved plans.
- 16. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view of a public street.
- 17. All stormwater from all roofed and paved areas shall be collected and contained on site.

18. All ground floor external walls are to be treated with an anti-graffiti coating to reduce the likelihood of and improve ease of graffiti removal.

Advice Notes

Short Stay Public Parking Bays means bays that are provided or offered to members
of the public (whether or not upon a payment of a fee or subject to other condition)
but does not include parking that involves the use of reserved or dedicated parking
bay.

The Public Parking Bays shall be publicly accessible at all times. The following time limits are to apply:

- a. 50% of vehicles are permitted to stay less than 4 hours; and
- b. 90% of vehicles are permitted to stay less than 6 hours.
- Construction noise is not permitted outside of the hours of 7.00am to 7.00pm Monday
 to Saturday inclusive. Any construction works are to comply with the Environmental
 Protection (Noise) Regulations 1997. Noisy construction works to comply with times
 specified under the Noise Regulations unless a Noise Management Plan for the
 construction site has been issued.
- Delivery and service vehicles are not permitted to enter the site outside of the hours 7:00am to 7:00pm Monday to Saturday and 9:00am to 5:00pm Sundays and public holidays.
- 4. Detailed fit out plans and specifications for the proposed café to be submitted to and approved by the City's Health Unit prior to the commencement of fitting out.
- 5. Proposed café to comply with the requirements of the Food Act 2008 and the Australia New Zealand Food Standards code.
- 6. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS 4282- 1997.
- 7. All designated exits are to have the doors opening towards egress unless otherwise approved by the City's Health and Compliance Business Unit.
- 8. Ventilation of underground car park to comply with Australian Standard AS 1668.2.
- 9. Development to comply in all respects with the Health (Public Building) Regulations 1992.
- 10. The Milldale Way awning may be required to be reduced in width in the future, to satisfy the City's Engineering Design requirements for road traffic safety should the Milldale Way carriageway be modified.

Background:

Property Address:	Lot 603, House Number 5, Milldale Way,
	Mirrabooka
Zoning MRS:	Urban
LPS:	Mixed Use
Use Class:	Office / Restaurant
Strategy Policy:	Not Applicable
Development Scheme:	Local Planning Scheme No. 3

Lot Size:	3,078m²
Existing Land Use:	Office / Restaurant
Value of Development:	\$150,000

Subject Site

The subject site is located in the local municipality of Stirling, approximately 10km north of the Perth CBD. The subject lot is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Mixed Use' under the City of Stirling's Local Planning Scheme No. 3 (LPS3) (Attachment 4).

The subject site abuts Milldale Way to the south, Doncaster Road to the east and Itchen Lane to the north and west (Attachment 2).

Original Application

A development application for a Four Storey Office and Restaurant development (DA15/2283 refers) at Lot 603, House Number 5, Milldale Way, Mirrabooka was submitted to the City on 19 October 2015. On 28 January 2016, the Metro North-West Joint Development Assessment Panel (JDAP) resolved to approve the development under Clause 10.3.1 of the City's Local Planning Scheme No. 3 (LPS3), subject to conditions (refer Attachment 9).

The applicant subsequently sought a review of the following approved conditions via the State Administrative Tribunal (SAT) in February 2016:

- 1. Prior to the occupation of the development, the allocation of car and motorcycle parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays A minimum of 62 bays; and
 - b. Short Stay Public Bays A minimum of 37 bays;

Alternatively a 20% reduction in public car bays can be achieved via a cash-in-lieu payment for twelve (12) public car parking bays, based on the value of 21m² of land area per bay (valuation being obtained from the Valuer Generals Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No. 3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

- 3. A revised landscaping plan and plan for motorcycle parking provision to the western aspect of the site being provided prior to commencement of works, to the satisfaction of the City.
- 7. A Parking Management Plan shall be submitted to the City of Stirling for approval prior to commencement of development. The Parking Management Plan shall demonstrate how:
 - a. Access to the parking areas will be controlled;
 - b. How will different types of parking within the facility be managed and controlled:
 - c. What management will be imposed on public parking to reflect short stay or long stay parking restrictions;
 - d. What methods will be used to police and enforce compliance with Local Planning Policy 5.9 Mirrabooka Town Centre Parking Policy;
 - e. How will evidence be collected and reported to demonstrate compliance; and

f. What safety and security measures will be implemented to protect those using the facility.

The Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.

14. The development is to provide awnings to a minimum width of 2.5m for the entire Milldale Way and Doncaster Road facades, which may be reduced to allow for the City's Engineering Design requirements for road traffic safety. The awnings shall be constructed in compliance with the Mirrabooka Town Centre Local Development Plan.

The awning along Doncaster Road is not required across the full width of the façade and is only required along the northern half, to the satisfaction of the City.

Following SAT Mediation, the Metro North-West JDAP was invited to reconsider its decision under Section 31 of the State Administrative Tribunal Act 2004.

On 29 April 2016 a Car Parking Management Plan, prepared by Uloth and Associates, addressing Condition 7 of the approval dated 28 January 2016 was submitted to the City. The City confirmed acceptance of the applicant's Car Parking Management Plan on 3 May 2016.

On 19 May 2016, pursuant to Section 31 of the *State Administrative Tribunal Act 2004* and Schedule 2, Clause 68 (2) of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the Metro North-West JDAP resolved to approve the development, subject to the following amended conditions (refer Attachment 10):

- 1. Prior to the occupation of the development, the allocation of car parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays A minimum of 62 bays; and
 - b. Short Stay Public Bays A minimum of 37 bays.

Alternatively a 20% reduction in public car bays can be achieved via a cash- inlieu payment for up to 12 public car parking bays, based on the value of 21 m2 of land area per bay (valuation being obtained from the Valuer General's Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No.3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

- 3. An amended landscaping plan shall be submitted to the City of Stirling and approved in writing prior to the commencement of development on site. The landscaping plan shall demonstrate compliance with the provisions of the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 6.6 Landscaping with respect to communal open space and landscaping provisions for commercial developments.
- 5. The 10 embayed on-street parking bays within the Itchen Lane road reserve are to be constructed at the owner/applicant's expense, to the satisfaction of the City, prior to occupation of the development. (Refer to advice note 3).
- 6. The existing footpath along Milldale Way and Doncaster Road abutting the site shall be upgraded to extend the existing path to the new building line, and is to match the existing brick type and style, to the satisfaction of the City of Stirling.

7. The approved Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied with the approval of the City of Stirling.

In regard to Condition 3 of the development approval, on 31 August 2016 the City confirmed acceptance of the applicant's Landscaping Plan (LND-001 Revision E). Notwithstanding this, as a consequence of the requirement to provide building services on site at the Building Permit stage, a revised landscaping plan was assessed and approved by the City on 12 April 2017 (LND-001 Revision 3 – refer Attachment 11).

With reference to Condition 2 of the development approval, the applicant satisfied the cashin-lieu contribution requirement towards the construction of 10 on-street bays and the associated road works along Milldale Way on 31 May 2017.

The development is now fully constructed and received its Occupancy Permit on 24 April 2018.

Details: Outline of Development Application

This report relates to the proposed amendments to the Form 1 approval (DA15/2283 refers) submitted to the City on 16 April 2018. The proposal is briefly described as follows:

- The addition of an external garage structure located within the at-grade car parking area, immediately west of the office building and associated basement level vehicle entry:
- Modifications to the approved Car Parking Management Plan, including the allocation of car parking bays on-site; and
- Modifications to the approved Landscaping Plan as a consequence of the aforementioned external garage addition within the at-grade car park.

A number of conditions of the development approval have been addressed and therefore the City has not included them in the reconsideration.

Legislation & Policy

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme (MRS)
- Local Planning Scheme No. 3 (LPS3)
- Local Planning Scheme 3 Amendment No. 85
- Planning and Development (Local Planning Schemes) Regulations 2015

Local Policies

The following Local Planning Policies are applicable to the development:

- Local Planning Policy 4.2 Mixed Use & Commercial Centre Design Guidelines
- Local Planning Policy 5.9 Mirrabooka Town Centre Parking Policy
- Local Planning Policy 6.2 Bicycle Parking
- Local Planning Policy 6.3 Bin Storage
- Local Planning Policy 6.6 Landscaping
- Local Planning Policy 6.11 Trees and Development
- Mirrabooka Town Centre Structure Plan
- Mirrabooka Town Centre Local Development Plan

Local Planning Scheme No. 3

LPS3 provides the following objectives for the Mixed Use Zone:

- a) To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.
- b) To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.
- c) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.

Mirrabooka Town Centre Special Control Area

The subject lot is located within the Mirrabooka Town Centre Special Control Area and subject to the provisions of part 6.8 of LPS3. The objectives of this Special Control Area are as follows:

- a. To facilitate development of a safe, vibrant, mixed use town centre based on sustainable design principles, integrated with public transport;
- b. To encourage greater use of the Mirrabooka public transport facilities through increased density of both residential and non residential uses;
- c. To require the development of a diverse range of housing types;
- d. To promote the development of a variety of public open space areas;
- e. To facilitate the development of a range of non residential uses that contribute to economic development, local employment and viability of the Centre;
- f. To encourage the development of a range of community facilities;
- g. To create a permeable transport network through the provision of additional road connections;
- h. To facilitate the development of a vibrant main street; and
- i. To facilitate high quality private and public spaces and buildings that contribute towards a sense of place.

Local Planning Scheme 3 Amendment No. 85

The intent of Local Planning Scheme 3 Amendment No. 85 was to insert additional provisions and figures into Clause 6.8 (Mirrabooka Town Centre Special Control Area) of LPS3 from the Mirrabooka Town Centre Structure Plan, with the aim of bringing the planning framework into conformity with the *Planning and Development (Local Planning Schemes) Regulations 2015.* Council adopted Amendment No. 85 to LPS3 on 21 February 2017 and following approval from the Minister for Planning the amendment came into effect on 12 June 2018. The following clauses of LPS3 are of relevance:

Clause 6.8.14 (a) – Parking for Non-Residential Development states:

Car parking bay ratios for non-residential development in the Mirrabooka Town Centre Special Control Area shall be provided in accordance with Table 6.8.14 a) and Figure 6.8.14.

Table 6.8.14 a) - Parking for Non-Residential Development

Size of Development	Max. Car Parking per Net Site Hectare / GFA	Min. Public Parking per Net Hectare / GFA	Min. Short Stay Parking
	Car Parking	in Core Area	
Applies to all Development	200 bays / net site ha	100 bays / net site ha	60% of public parking
	Car Parking in	Non-Core Area	
Development with plot ratio greater than 1.0 (non-residential floorspace)	400 bays / net site ha	200 bays / net site ha	60% public parking
Development with plot ratio of 1.0 or less (non-residential floorspace)	4.0 bays / 100m² GFA non-residential floorspace	2.0 bays / 100m² GFA non-residential floorspace	60% public parking



Figure 6.8.14 - Core Parking Area

Local Planning Policies

<u>Local Planning Policy 4.2 – Mixed Use & Commercial Centre Design Guidelines</u>

Local Planning Policy 4.2 (LPP 4.2) contains the following objectives:-

- To create vibrant and active mixed use centres by locating facilities such as housing, employment places and retail activities together;
- To create main street frontages to existing box style developments;

- To create a high level of pedestrian amenity through the provision of continuous streetscapes;, interactive frontages and weather shelter;
- To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance; and
- To create public and private spaces that are safe, attractive and surrounded by active vibrant uses that will become the focal / meeting point of the centres.

Local Planning Policy 5.9 – Mirrabooka Town Centre Parking Policy

Local Planning Policy 5.9 (LPP 5.9) contains the following objectives:-

- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area;
- To prioritise access to the town centre by public transport, walking and cycling;
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure;
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand; and
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.

Local Planning Policy 6.2 - Bicycle Parking

Local Planning Policy 6.2 (LPP 6.2) contains the following objectives:-

- To facilitate the development of adequate bicycle parking facilities;
- To ensure the provision of end of journey facilities; and
- To encourage the use of bicycles for all types of journeys.

<u>Local Planning Policy 6.3 – Bin Storage Areas</u>

Local Planning Policy 6.3 (LPP 6.3) contains the following objectives:-

- To provide sufficient space for the storage of bulk refuse bins; and
- To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

Local Planning Policy 6.6 – Landscaping

Local Planning Policy 6.6 (LPP 6.6) contains the following objectives:-

- To promote improved landscaping provision and design;
- To improve the visual appeal of development, screen service areas and provide a buffer to boundaries:
- To provide shade and 'green relief' in built up areas; and
- To promote more environmentally sustainable landscaping.

Local Planning Policy 6.11 – Trees and Development

Local Planning Policy 6.11 (LPP 6.11) contains the following objectives:-

 To promote and facilitate development that enables existing significant trees to be retained:

- To minimise the removal of significant trees on zoned land as a consequence of development;
- To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development;
- To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land;
- To ensure suitable advanced trees are planted on verges forming part of the road reserves abutting a development site where street trees have been removed;
- To protect and increase the long term viability of City trees on verges adjacent to development sites; and
- To preserve the existing streetscapes within the City.

Mirrabooka Town Centre Structure Plan

On 17 March 2015, Council adopted the Mirrabooka Town Centre Structure Plan for the Mirrabooka Town Centre Special Control Area. The subject site is located within the Mixed Use sector of the Structure Plan to which the following objectives apply:-

- To provide for a wide variety of active commercial uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non-active uses on upper floors;
- 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
- To ensure a high standard of design that negates issues such as noise, odour and vibration that are related to mixed use developments.

As a consequence of the recent gazettal of Local Planning Scheme Amendment No. 85, the WAPC have notified the City that their consideration of the Mirrabooka Town Centre Structure Plan will be undertaken in due course.

Mirrabooka Town Centre Local Development Plan

On 17 March 2015, Council adopted the Mirrabooka Town Centre Local Development Plan (LDP) for the Mirrabooka Town Centre Special Control Area. Council considered and adopted proposed changes to the LDP at its Ordinary Council Meeting held on 8 December 2015.

Consultation

Public Consultation

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

Internal Referrals

Referral to the City's Senior Development Engineer and Environmental Health Business Unit was undertaken as part of the City's assessment, with comments detailed below.

Planning Assessment

The City undertook an assessment of the development application against the provisions of the LDP, the City of Stirling's LPS3 and relevant local planning policies. The proposed amendments are discussed further below.

Proposed Amendments

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

No.	Proposed Change	Planning Implications	Complies?
1	Construction of an enclosed garage structure in the existing atgrade car parking area.	The site is subject to the Façade Type C standards of the LDP. The City's LPP 4.2 does not permit solid roller shutter doors. Compliance with these standards is discussed below in Sections 1 and 2 of this report, respectively.	No
2	Modification to the approved landscaping plan with the proposed removal of three (3) trees.	The enclosed garage structure proposed in the existing at-grade car parking area will remove three (3) trees on site. This revision will reduce the approved landscaping provision on site. This matter is discussed below.	No
3	Modification of the approved Car Parking Management Plan through: Reconfiguration of the public and tenant car parking bays across the grade and basement level; and Reducing the dedicated Tenant car parking bay provision onsite.	Condition 1 of the development approval requires the allocation of car parking bays on site in accordance with the LDP and LPP 5.9, as follows: Public Bays – A minimum of 62 bays; and Short Stay Public Bays – A minimum of 37 bays. As a consequence of the proposed garage addition the total number of car parking bays provided on-site is reduced by two (2) bays, from 109 bays to 107 bays. Despite this reduction, the development proposes no variation to LPP 5.9, which sets a maximum car parking cap per net hectare, which in this instance is 123 bays. Notwithstanding the proposed reconfiguration of bays across the ground and basement levels and the reduction in dedicated Tenant car bay provision, the development maintains a minimum of 62 Public Bays with a minimum 37 of these bays allocated as Short Stay Public Bays. The proposed car parking layout and revised Car Parking Management Plan have been assessed and deemed acceptable by the City's Senior Development Engineer. As a consequence of the modifications to the allocation of car bays within the basement level and submission of a revised Car Parking Management Plan, Condition 8 of the development approval is now obsolete. Furthermore, the City recommends Condition 7 of the development approval be amended, respectively, to acknowledge the proposed Car Parking Management Plan. The City has recommended Condition 4 be imposed	Yes

	to address this matter.	

1. Mirrabooka Town Centre Local Development Plan

Façade Type C Standards

The property is subject to the development standards of 'Façade Type C' within the LDP. The development and land use standards of the LDP require building height to be a minimum of two (2) storeys and a maximum of five (5) storeys. The proposed enclosed garage located at-grade is a single storey structure.

The LDP requires any variations to the development standards of the LDP to be assessed against the relevant statement of intent, which in this instance states:

This Façade Type is intended to facilitate medium sized mixed-use buildings with a shopfront interface at ground floor. The at-grade ground floor level, glazing requirement, awning standards, and setback provisions create a high level of street activation.

Notwithstanding the single storey nature of the proposed structure, the garage addition is setback approximately 13.5m from the Milldale Way lot boundary and is positioned behind a 3m high shading structure and associated landscaping area, which currently separates the Milldale Way road reserve and the on site at-grade car parking area. The garage represents an ancillary structural addition to the four storey office development. The City is satisfied the garage addition addresses the statement of intent for Façade Type C within the LDP in reference to building height while being single storey as the structure is to enclose the approved parking area.

2. Local Planning Policy 4.2 – Mixed Use & Commercial Centre Design Guidelines

The provisions of LPP 4.2 states that solid roller shutter doors shall not be permitted on any façade facing the street. The proposed roller shutter doors to the external garage are detailed as being solid in nature and dark grey in colour.

The proposed roller shutter doors will have a detrimental impact on the amenity of the Milldale Way and Itchen Lane streetscapes. Additionally, the setback of the garage from the western lot boundary does little to soften the impact on the streetscape as a consequence of the open nature of the at-grade car parking area. Accordingly, the City recommends the following condition of approval:

The external garage roller shutter doors are to be designed and constructed to be visually permeable in accordance with the provisions of the City's Local Planning Policy 4.2 – Mixed Use & Commercial Centre Design Guidelines, to the satisfaction of the City of Stirling.

3. Landscaping

Local Planning Policy 6.6

The provisions of LPP 6.6 require the development to provide a minimum of one (1) tree per six (6) open, external car parking bays. Additionally commercial developments are required to provide a minimum 10% landscaping of the total site area.

The removal of the previously approved three (3) trees to the west of the building, adjacent the water tanks, to make way for the proposed garage structure reduces the quantity of landscaping on site. The applicant's submission (refer Attachment 6) states that the

relocation of the subject trees was considered however the applicant was of the position that their repositioning on site would result in an ad hoc appearance, interrupting the landscape design and aesthetic continuity of the existing landscaping on site, and would additionally require modifications to the current reticulation arrangement.

The City requested a copy of the existing reticulation plan for the approved landscaping provision on site from the applicant to confirm this position, however at time of writing this report a reticulation plan for the site has not been provided to the City.

Accordingly, the City recommends the following condition of approval to ensure the existing level of landscaping is maintained on site:

An amended landscaping plan shall be submitted to the City of Stirling and approved in writing prior to commencement or use of the ground level garage. The landscaping plan shall specifically demonstrate relocation of the three (3) trees on site displaced by the external garage addition.

4. Local Planning Policy 6.11 – Trees and Development

The City's LPP 6.11 was formally adopted by Council on 24 October 2017. The provisions of LPP 6.11 apply to all development valued over \$100,000 on zoned land under the City's LPS3. In accordance with the provisions of LPP 6.11 the subject site would require the planting of seven (7) advanced trees.

The original development application (DA15/2283 refers) was submitted to the City, considered and determined twice by the Metro North West JDAP prior to the implementation of LPP 6.11.

As a consequence of the building's basement level spanning the entire length and depth of the lot, it is impracticable to plant any advanced trees on site, in accordance with the requirements of LPP 6.11, as the root infrastructure of such trees would interfere with the integrity of the basement structure.

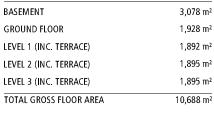
The current approved landscaping plan for the development, with the implementation of the City's recommended landscaping condition discussed earlier in this report, will ensure that the development maintains the same number of trees on site as approved under the original application. In this instance the City is satisfied that the waiver of providing seven (7) advanced trees on site is appropriate, provided that the City's recommended condition is imposed.

Conclusion

The amended development proposal has been assessed against the current statutory planning framework. With the imposition of the recommended conditions addressing the matters raised in this report, the proposal represents an acceptable form of development for this site. The amended proposal is generally compliant with the City's planning framework and is therefore recommended for approval, subject to conditions.







SITE COVERAGE

EXISTING KERBLINE TO BE —
DEMOLISHED SHOWN DASHED

22

0 Q

BASEMENT (GFA)	3,078 m ²
TOTAL SITE AREA	3,078 m
SITE COVERAGE	100 %

CAR AND MOTORCYCLE PARKING

CAR RAYS PROVIDED IN STREET RESERVE

CAR DATS TROVIDED IN STREET RESERVE	22
CAR BAYS PROVIDED AT-GRADE	7
CAR BAYS PROVIDED IN BASEMENT	95
MOTORCYCLE BAYS PROVIDED AT-GRADE	20
PUBLIC, SHORT STAY & VISITOR PARKING	

PUBLIC BAYS PROVIDED AT-GRADE
SHORT-STAY BAYS PROVIDED AT-GRADE
VISITOR BAYS PROVIDED IN BASEMENT
GARAGE
<u> </u>



ı	OTTICE (NEW)	
ı	GROUND FLOOR	1,650 r
ı	LEVEL 1	1,625 r
ı	LEVEL 2	1,632 r
ı	LEVEL 3	1,627 r
	TOTAL NET LETTABLE AREA	6,534 r

LEGEND



NO.	DATE	REVISION:	BY_	CHK
D	29.01.2016	TOWN PLANNING ISSUE	SY	CW
E	02.02.2016	TOWN PLANNING ISSUE - UPDATE	SY	CW
F	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL	TT
G	06.03.2018	TOWN PLANNING ISSUE - UPDATE	IM	TT



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PROPOSED REINSTATEMENT — AND AUGNMENT OF NEW KERB

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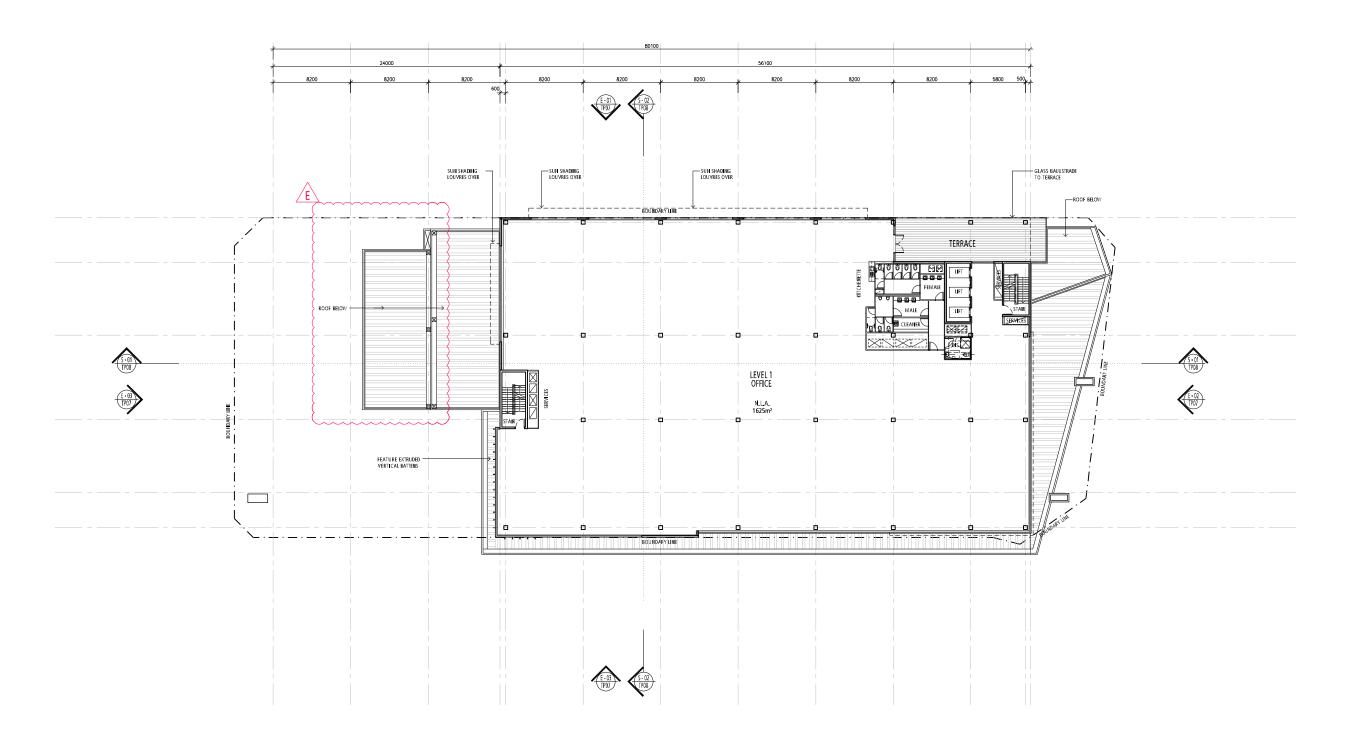
29

MILLDALE WAY

ITCHEN LANE

GROUND FLOOR OFFICE

AIRLOCK



NO.	DATE:	REVISION	BY
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С	11.01.2016	TOWN PLANMING ISSUE	JM
D	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL
E	06.03.2018	TOWN PLANNING ISSUE - UPDATE	IM

watson roung Architects PM Ltd 8 Grattan Street Pranrah Victoria 3181 Australia
ACN: 111398700 T 03 9516 8555 Info@watsonyoung.com.au www.watsonyoung.com.au

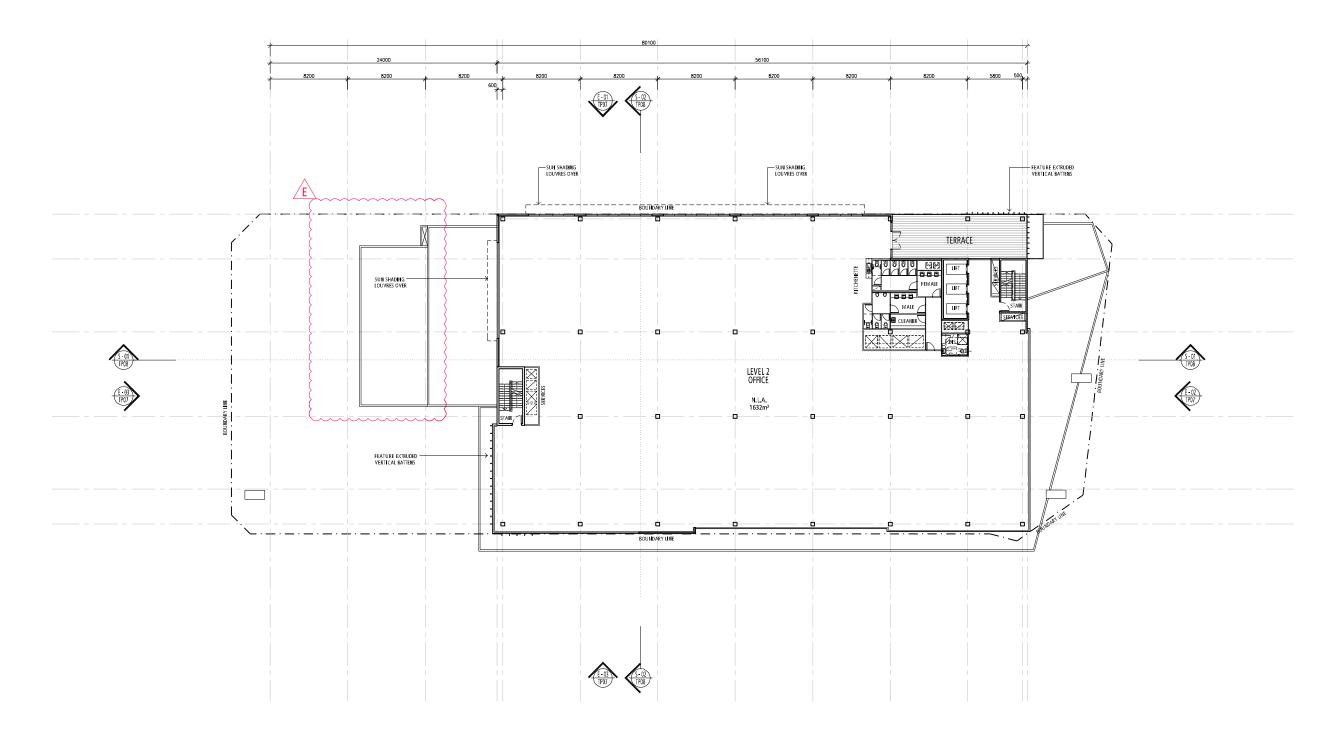
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Watson Young Architects Pty Ltd. 8 Grattan Street Prahran Victoria 3181. Australia ACN: 111398700 T 03:9516.85555 Info@watsonyoung.com.au. www.watsonyoung.com.au. & Watson Xunoo Architector Tols character is congretated consolidate.

Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

Level 2 Plan

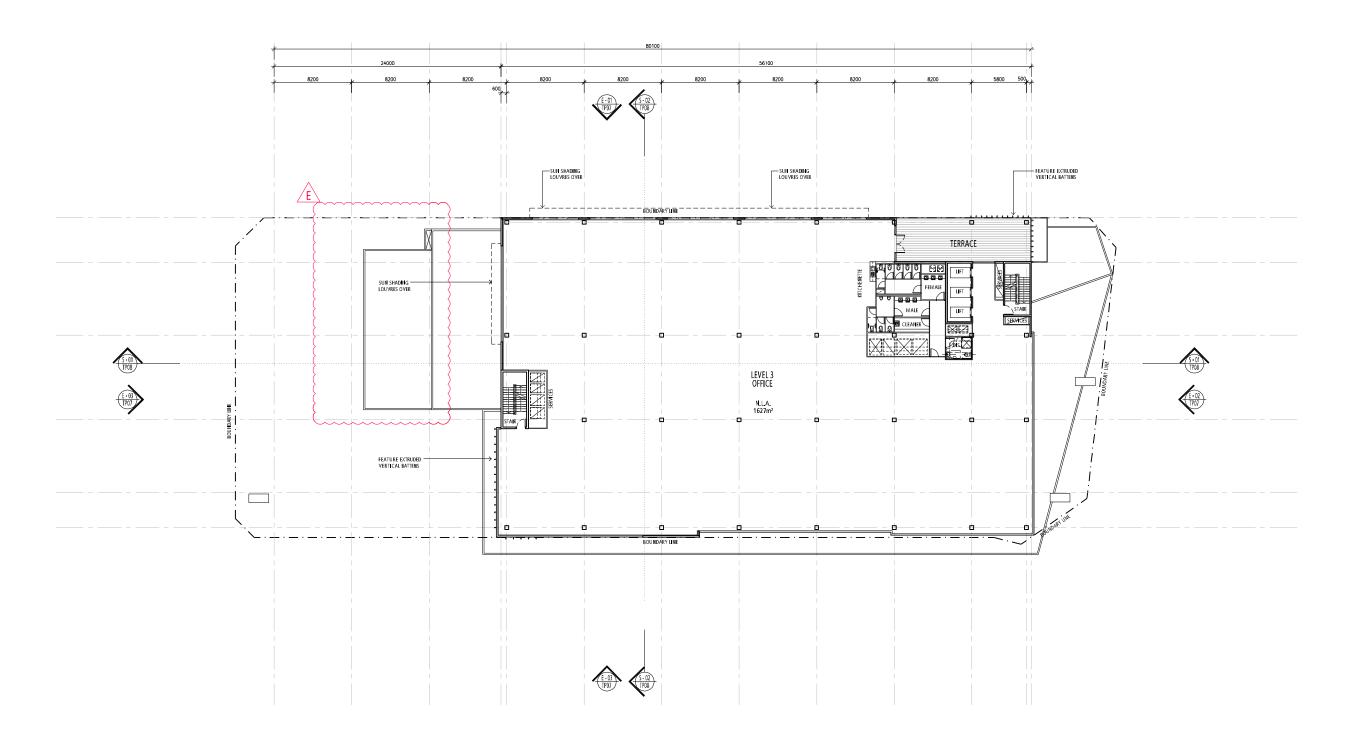












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August, 2015 14081

TP05 REVISION:

DATE:

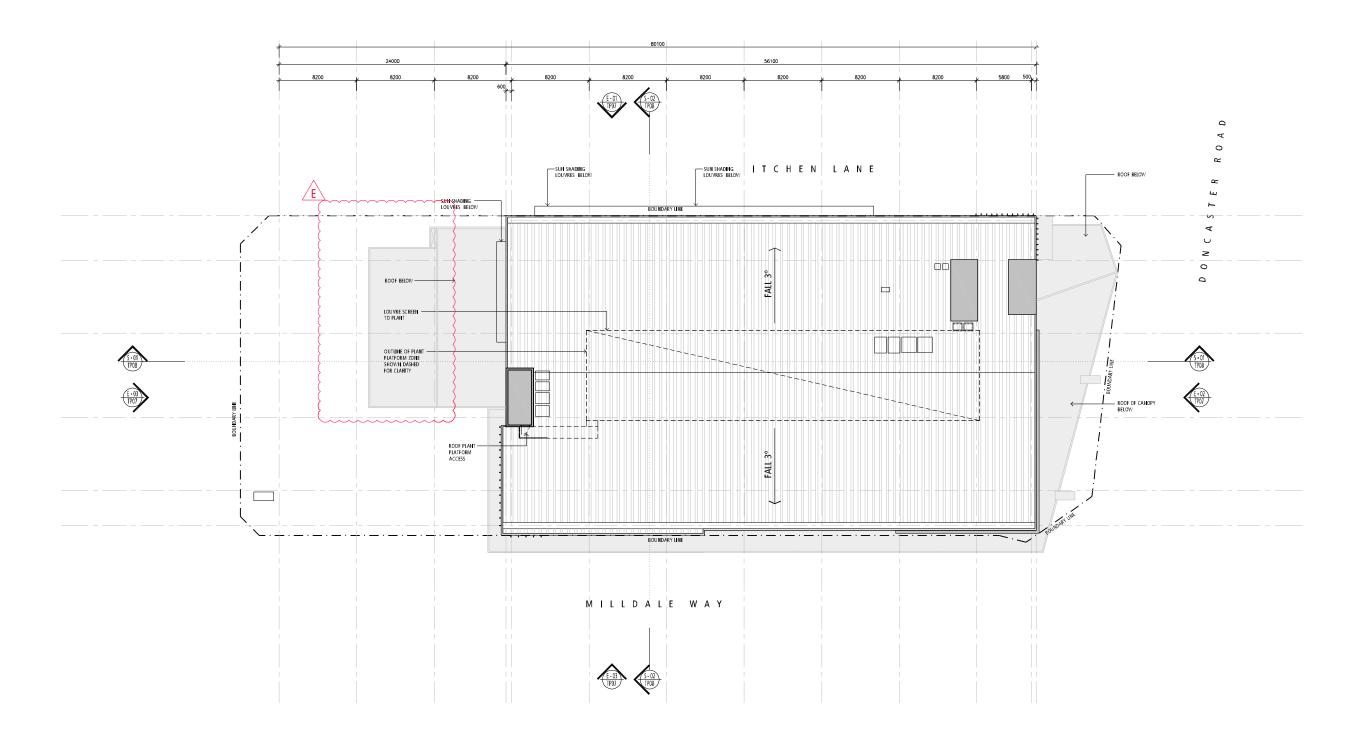
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Proposed Office Development 5 (Lot 603) Milldale Way, Mirrabooka, WA



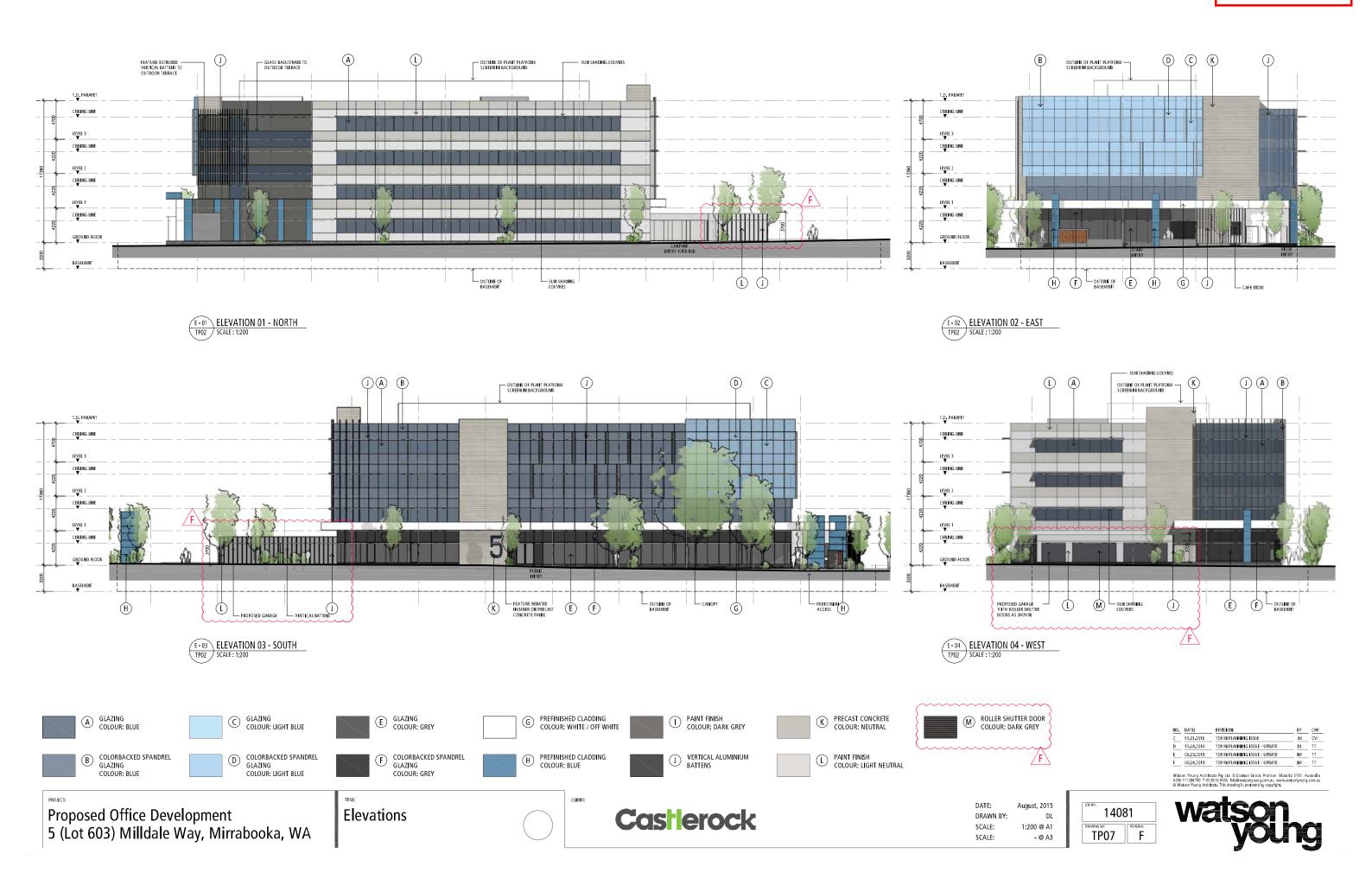
Roof Plan



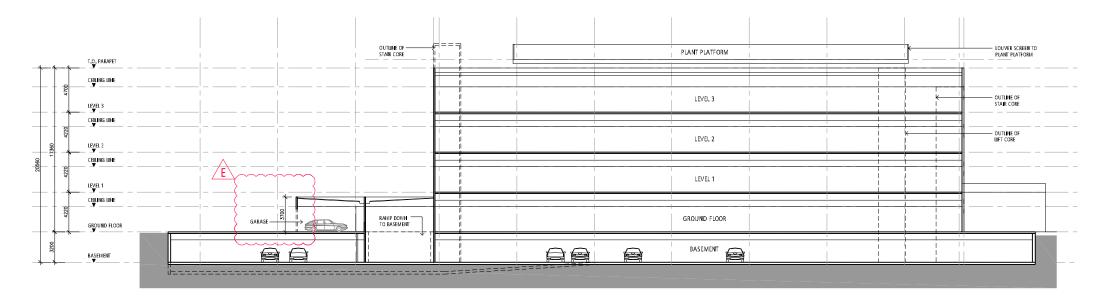




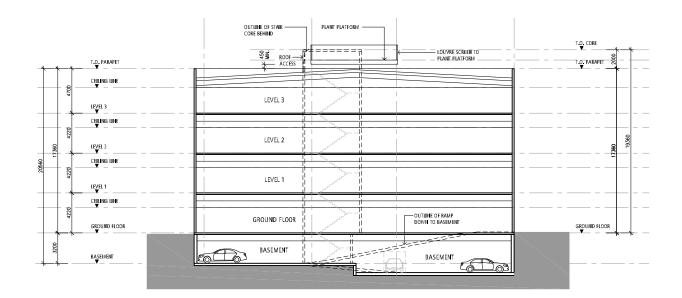








S-01 SECTION 01
TP02 SCALE: 1:200



SECTION 02 TP02 SCALE: 1:200

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D	06.03.2018	TOWN PLANNING ISSUE-UPDATE	IM	TT
E	06.04.2018	TOWN PLANNING ISSUE-UPDATE	IM	TT

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Proposed Office Development Milldale Way, Mirrabooka, WA







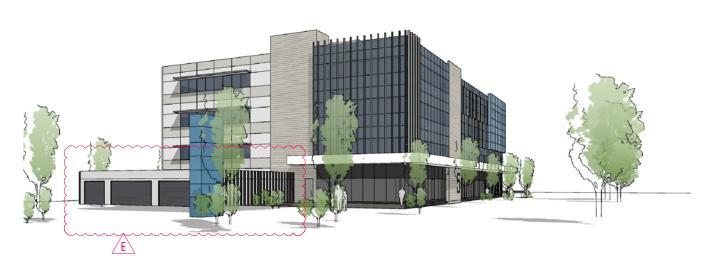












PERSPECTIVE 02





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D	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL	TT
Ε	06.03.2018	TOWN PLANNING ISSUE - UPDATE	M	TT

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PROJECT:

Proposed Office Development 5 (Lot 603) Milldale Way, Mirrabooka, WA Perspectives



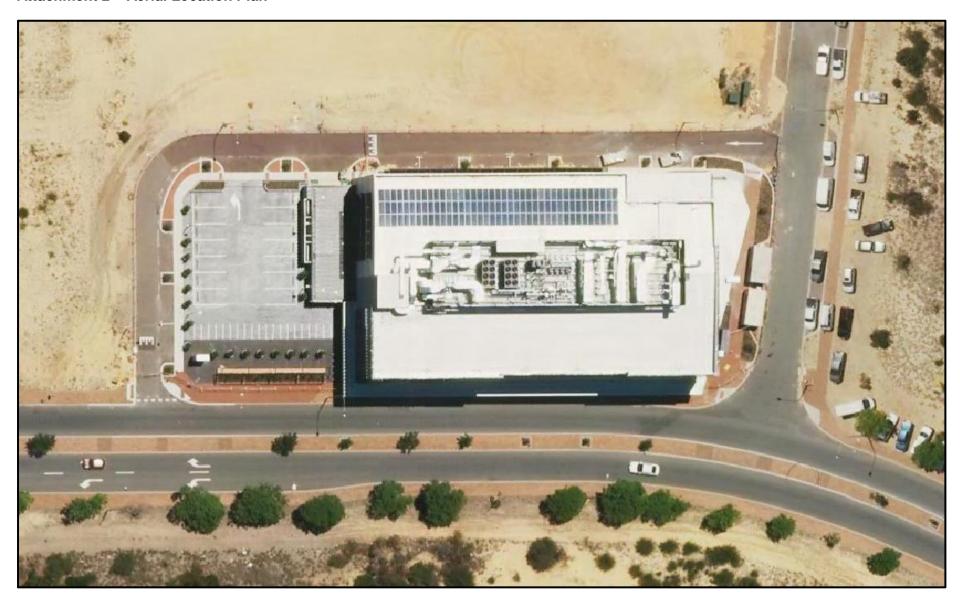


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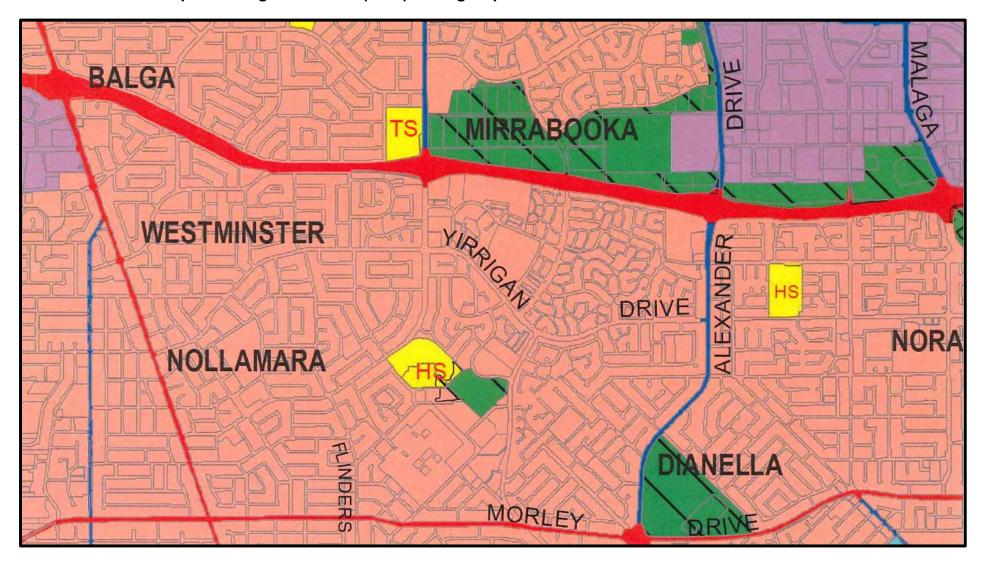




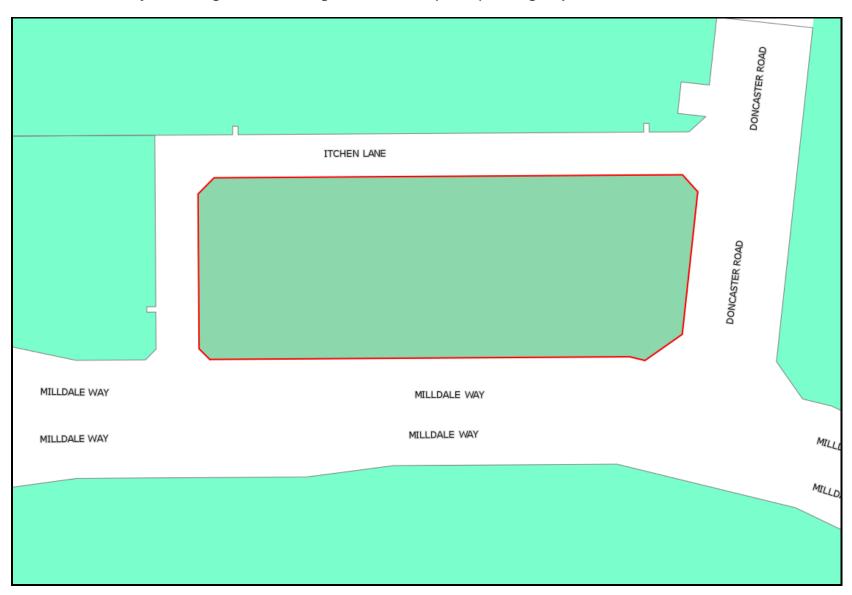
Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



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



element.

City of Stirling 16 Apr 2018 RECEIVED

Our Ref: 18-062

13 April 2018

Chief Executive Officer City of Stirling PO Box 1533 **OSBORNE PARK WA 6916**

Attention: Greg Bowering - Manager Approvals

Dear Greg,

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 601) MILLDALE WAY, MIRRABOOKA - APPLICATION FOR MODIFICATION TO APPROVED **DEVELOPMENT**

I refer to the Metro North-West Joint Development Assessment Panel (DAP) reconsideration and modified approval of a four storey office development and café (approved development) on 19 May 2016. On behalf of the landowner, element (formerly TPG+Place Match) is pleased to enclose this DAP Form 2 application, which seeks to amend the approved development through seeking approval for a garage structure within the existing at grade car parking area adjacent to the western edge of the ground floor office. The proposed amendment sought as part of this application will consequently require the approved car parking management plan to also be modified, reflecting the associated changes to the allocation of car parking bays within the approved development.

Regulation 17A (1) of the Planning and Development (Development Assessment Panel) Regulations 2011 provides that the owner of land in respect of which a development approval has been granted by a DAP may apply to the responsible authority to amend an aspect of the development approved, which if amended, would not substantially change the approved development. In this regard, the development proposed through this application is considered to be minor in the context of the overall approved development at the subject site. On this basis, and given that the proposed modification will require the approved car parking management plan to also be modified, it is considered appropriate for the proposed development to be dealt with as a DAP Form 2 application. In this regard, we note that previous DAP determinations confirm that what constitutes a minor development is determined having regard to the scale and composition of the originally approved development.

In accordance with the City of Stirling (City) and DAP Form 2 requirements please find enclosed:

- A completed and signed City 'Application for Development Approval Form';
- A completed and signed DAP Form 2;
- A copy of the previous DAP determination approvals;
- A copy of the current Certificates of Title:
- Two (2) electronic copies of all submitted plans and documentation; and
- A cheque payable to the City for \$491, being the application fee payable to the City (\$295) and the DAP (\$196) for an application under Regulation 17(1) of the Planning and Development (Development Assessment Panel) Regulations 2011.

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 601) MILLDALE WAY, MIRRABOOK FOR MODIFICATION TO APPROVED DEVELOPMENT



Subject Site

The subject site is described as Lot 603 (No. 5) Milldale Way and is located within the municipality of the City of Stirling.

The subject site has a total land area of 3,078sqm and is of a regular shape with a 243.92 metre frontage to Milldale Way, Doncaster Road and Itchen Lane. The subject site is located within the north western most portion of the Mirrabooka Town Centre area, which remains largely undeveloped when compared to the remainder of the Town Centre area. The subject site has undergone significant construction works since obtaining planning approval for the approved development in 2016 and is now nearing completion.

The particulars of the Certificate of Title are summarised in the table below.

Lot	Volume/Folio	Diagram	Area	Registered Proprietor
603	2810/945	76322	3,078sqm	Auslink Property Holdings No.2 Pty Ltd

Please refer to Appendix A - Certificate of Title

Under the City's LPS3 the subject site is located within the 'Development' Zone and within the Mirrabooka Town Centre Special Control Area. The Mirrabooka Town Centre Structure Plan (the Structure Plan) and Local Development Plan (LDP) have been prepared to guide development within the area and set out a number of development provisions to facilitate high quality development outcomes. This is discussed in greater detail below.

Previously Approved Development

At its meeting of 28 January 2016, the DAP conditionally approved the proposed four storey office building on the subject site. An appeal was lodged with the State Administrative Tribunal (SAT) and following mediation, the proposed development was reconsidered under Section 31 of the *State Administrative Tribunal Act 2004* on 19 May 2016, where the DAP resolved to amend conditions 1, 3, 5, 6 and 7 of the original approval.

Please refer to Appendix B – Previous DAP Approvals

Proposed Development

The proposed minor amendments to the approved development being sought by this DAP Form 2 application are summarised as follows:

- construction of an enclosed garage structure on the ground floor level car park;
- modification to the approved landscaping plan; and
- modification to the approved car parking management through:
 - reducing the number of tenant car parking spaces provided overall; and
 - reconfiguring the allocation of a portion of the current at grade public car parking into the basement.

The minor amendments will not prevent the staged development of the remainder of the subject site in the future.

Refer to Appendix C - Proposed Development Plans

Please note that the proposed development plans associated with this application have included those minor changes to the south eastern most portion of the subject site at the ground floor,

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 601) MILLDALE WAY, MIRRABOOK, FOR MODIFICATION TO APPROVED DEVELOPMENT



which have previously been accepted by the City through the working drawings stage. We are able to provide the City with its confirmation of the accepted changes if required.

Planning Discussion/Assessment

The approved development provides an area of at grade car parking and motorcycle parking toward the eastern portion of the ground floor of the approved development, with access being derived from Itchen Lane. In addition to this area of car parking, the proposed development provides basement car parking and included the delivery of a number of on street car parking bays that are located within Itchen Lane, Milldale Way and Doncaster Road. A car parking management plan was approved as part of the 19 May 2016 approval, allocating 62 car parking spaces to be used as Public Bays, and 37 car parking spaces to be used for short stay public bays in accordance with condition 1 of the approval, which reads as follows:

1. Prior to the occupation of the development, the allocation of car parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:

Public Bays – A minimum of 62 bays; and Short Stay Public Bays – A minimum of 37 bays.

Alternatively a 20% reduction in public car bays can be achieved via a cash- in-lieu payment for up to 12 public car parking bays, based on the value of 21m2 of land area per bay (valuation being obtained from the Valuer General's Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No.3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

This application seeks to modify the approved plans, through constructing a garage structure within the ground level at grade car parking area. The garage structure and car parking allocation are discussed in detail separately below.

Garage

The garage is proposed to be located within the existing ground level at grade car parking area located within the eastern most portion of the subject site.

The garage is proposed to securely house larger government vehicles such as vans and small buses that are unable to access the allocated tenant car parking bays provided in the basement due to the limited clearance height available. Given this, five (5) government vehicles are proposed to be parked in the garage overnight and during the day as required. The proposed garage will ensure that these vehicles are secure at all times and sheltered from weather conditions.

The proposed garage will be located on the eastern most portion of the car parking area at ground level with an overall length and width of 6.9 metres and 6.2 metres respectively. The proposed garage structure will have an overall height of 3.7 metres, providing sufficient clearance for the government vehicles. The garage will not impact the existing water tanks at this location and will not extend beyond the existing carpark area, having no impact on the existing motorcycle bays and those other car bays located within the immediate vicinity.

The garage has been architecturally designed to ensure a high standard of development is achieved and is in keeping with the existing approved development through utilising a consistent colour palette and materials. The eastern façade of the garage will contain three (3) roller shutter doors, with two being of double width and one being of a single width for access purposes.

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 601) MILLDALE WAY, MIRRABOOK FOR MODIFICATION TO APPROVED DEVELOPMENT



The garage doors are orientated to the less prominent Itchen Lane as opposed to Milldale Way or Doncaster Road which are designed as higher amenity pedestrian focused public streets.

Refer to Appendix C - Proposed Development Plans

The proposed garage is considered to be consistent with the City's Structure Plan and LDP intent and requirements. Whilst there are no specific development objectives that relate to this form of development, the following objectives are considered of most relevance to this application:

- To ensure a cohesive built form through the use of appropriate colour schemes and materials.
- Ensure that car parks and service entries do not detract from the streetscape.
- Provide car parking in accordance with the need required for the type and size of development.
- Appropriately design car parks so that their access does not interrupt the harmony of adjoining developments or dominate the streetscape.

As indicated above, the positioning of the garage doors has been carefully considered to have a minimum impact on key streetscapes. The proposed development has been designed to meet the specific needs of the tenants, whilst utilising colours and materials that are consistent with and complement the existing office development it attaches to. The overall scale and materiality of the proposed development will seamlessly integrate into the existing office development, having no detrimental impact on the surrounding amenity of the locality and streetscape.

Landscaping

The proposed garage will necessitate the relocation of two small trees (*Cupaniopsis anacardiodes*) previously shown on the approved landscaping plan in the location of the proposed garage structure, adjacent to the water tanks. As the proposed garage will be enclosed, the existing trees in this location will not be afforded enough natural light to support their growth and are therefore proposed to be removed. This will have negligible impact on the overall landscaping provision at the subject site, reducing the total landscaping provision by two (2) square metres, representing a decrease of less than 1%.

The main landscaping features, encompassing shade trees, shade structures and plantings along Milldale Way, Doncaster Road and Itchen Lane will be retained as per the approved development.

The City has recently adopted *Local Planning Policy 6.11: Trees and Development* (LPP6.11), which requires the planting of advanced trees as part of a development. LPP6.11 outlines that Council may require the development to provide seven (7) advanced trees as determined by the size of the subject site. The amended landscaping plan provides a total of 16 advanced trees and a further 11 within the Milldale Way and Itchen Lane road reserves. A total of 27 advanced trees will be provided as part of this development, far exceeding the minimum requirement through the City's LPP6.11, and on this basis, the amended landscaping plan is considered to be compliant with the City's guiding policies concerning landscaping.

Refer to Appendix D – Amended Landscaping Plan

Relocation of Public/Visitor Parking Spaces and Tenant Bays

The proposed garage structure will require the existing car parking management plan to be amended to essentially relocate five (5) of the existing tenant car parking spaces within the basement to the ground floor at grade level within the garage. This will necessitate the relocation





of the existing seven (7) publically accessible bays in this location and placing these within the basement.

The proposed development and modified car parking management plan will not impact the way in which access to car parking spaces is obtained at the subject site and has no impact on the development being able to meet the requirements of Condition 1 of the approval, which requires a minimum of 62 public bays and 37 short stay bays to be provided at all times. This application will result in minor changes to the existing allocation of car parking spaces within the development only and the development will continue to provide the required number of car parking spaces and types in accordance with condition 1 of the approval.

Refer to Appendix E - Amended Car Parking Management Plan

Conclusion

This DAP Form 2 application seeks approval for the construction of a garage structure to securely house large government vehicles within the existing at grade car parking area on the western edge of the approved development due to the height restrictions associated with the existing basement parking area.

The proposed development will require minor amendments to the existing approved landscaping plan and car parking management plan, however, these changes will not impact on development compliance with the relevant planning policy controls that have been discussed in detail above.

In summary, the proposed minor amendments to the existing DAP approval are considered appropriate on the basis that:

- the proposed garage structure is in keeping with the overall design of the approved and constructed office development and has been located having regard to the Structure Plan and LDP requirements;
- a suitable amount of landscaping is provided at the subject site, which exceeds that required by the City's LPP6.11; and
- the proposed changes do not result in any loss of public/visitor car parking as required by condition 1 of the current approval.

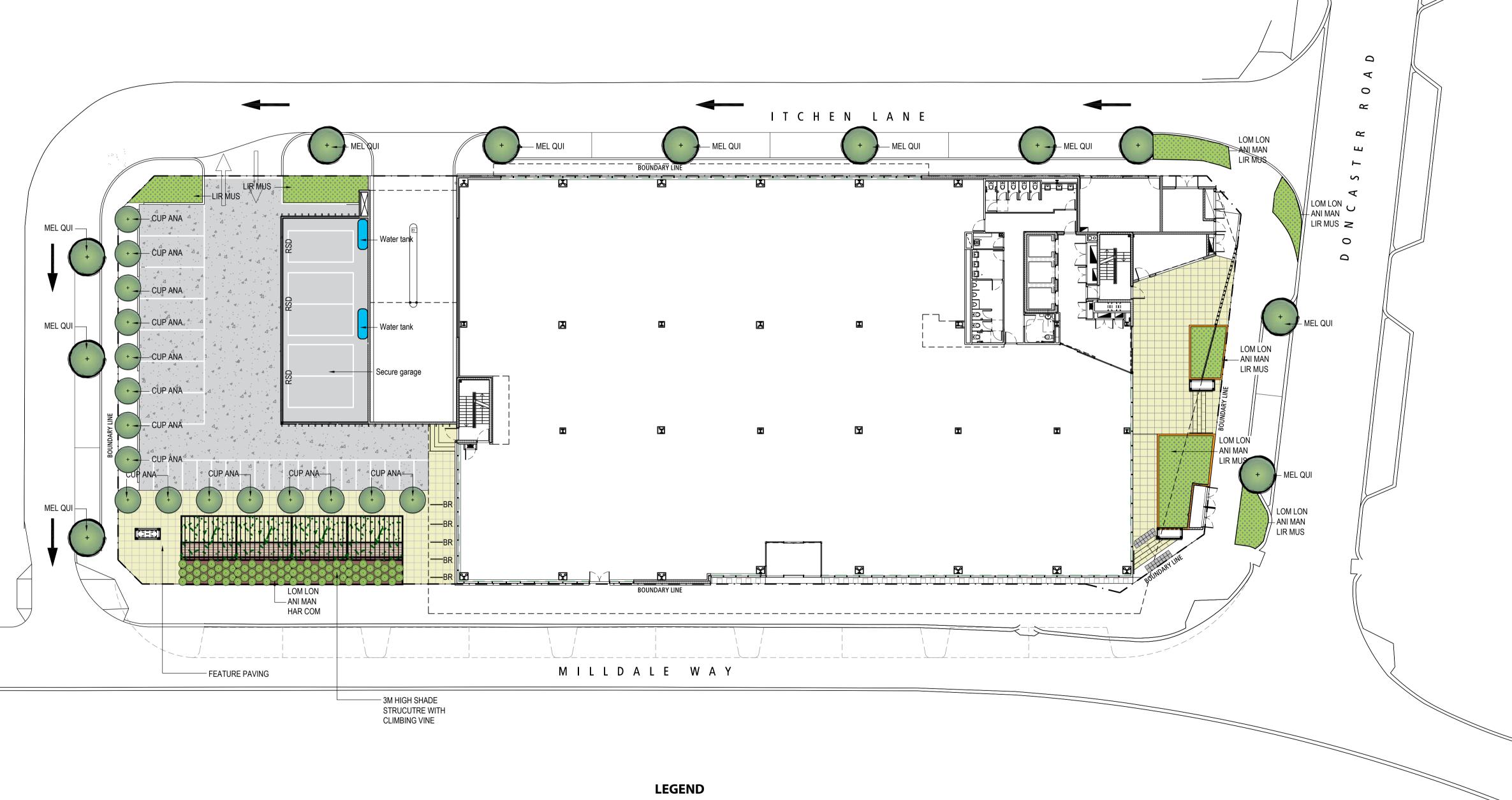
On the basis of the above, the support of the City and the approval of the DAP for the minor amendments are respectfully requested.

Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact Lewis Shugar or the undersigned on (08) 9289 8300.

Yours sincerely

element

Murray Casselton Principal Planner



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Code	Botanical Name	Location	Installed size
CUP ANA	Cupaniopsis anacardiodes	Potted tree	100 Lt pot
LIR MUS	Liriope muscari	Potted plant	100mm pot
LOM LON	Lomandra longifolia	Feature structure	100mm pot
ANI MAN	Anigozanthos manglesii	Feature structure	150mm pot
HAR COM	Hardenbergia comptoniana	Climbing vine	150mm pot
MEL QUI	Melaleuca quinquenervia	Street Tree	100 Lt pot

	GARDEN BED PLANTING
4 4	PAINTED CONCRETE FINISH
	CONCRETE PAVERS
	DECORATIVE PEBBLES
	TIMBER SEATING
	RENDERED PLANTER
BR	BIKE RACK

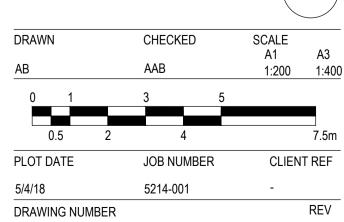
+ SPECIFIED TREE IN 1M x 1M PLANTER

Casterock

FOR APPROVAL

PROJECT 5 MILLDALE WAY MIRRABOOKA

DRAWING TITLE LANDSCAPE PLAN



LND-001



City of Stirling 30 May 2018 RECEIVED

Our Ref: 18-062 Your Ref: DA18/0584

30 May 2018

Chief Executive Officer City of Stirling PO Box 1533 OSBORNE PARK WA 6916

Attention: Chris Fudge - Senior Planning Officer

Dear Chris,

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 603) MILLDALE WAY, MIRRABOOKA – APPLICATION FOR MODIFICATION TO APPROVED DEVELOPMENT – ADDITIONAL INFORMATION AND CLARIFICATION IN RESPONSE TO MATTERS RAISED

Further to the City of Stirling's (the City's) correspondence dated 22 May 2018 regarding the abovementioned development and request for additional information, **element** on behalf of Castlerock Property Pty Ltd are pleased to provide the following information to clarify the items raised in the City's letter. Each item has been individually addressed below.

1. Roof Form

The roof form of the proposed garage structure will not be used to house any plant equipment or service infrastructure. The infrastructure associated with the roller door will be contained within the structure itself and be completely hidden from view.

2. Staged Development

The proposed garage structure will be constructed of lightweight materials that match the existing aesthetic of the four storey office development. The proposed development has regard for clause 4.2.3 of the City's Mirrabooka Town Centre Local Development Plan through using lightweight construction materials that do not require any significant structural works and therefore allow the garage structure to be easily removed from the subject site to make way for a future development if and when this is to occur.

3. Acoustics and Odour

The proposed garage will be accessible during office hours only and between the hours of 8am to 6pm, Monday to Friday.

4. Landscaping

The garage structure will necessitate the removal of two trees in this location as previously outlined in the letter accompanying the application. The removal of these two trees will have a negligible impact on the overall landscaping provision at the subject site and have no impact on the site meeting the requirement of the City's Local Planning Policy 6.11: Trees and Development (LPP6.11), which requires the development to to provide 7 (seven) advanced trees. The proposed development far exceeds this requirement, providing a total of 27 advanced trees.

Notwithstanding the overall development compliance with the LPP6.1, the relocation of the two impacted trees to another location on site has been considered. This has ultimately determined that the relocation will result in an ad hoc appearance, interrupting the landscape design and aesthetic continuity of the existing approved landscaped areas. Further, relocating the trees to another area on site will require significant



DEVELOPMENT ASSESSMENT PANEL APPROVAL (DA/15/2283) NO. 5 (LOT 603) MILLDALE WAY, MIREAB CEIVE APPLICATION FOR MODIFICATION TO APPROVED DEVELOPMENT - ADDITIONAL INFORMATION AND CLARIFICATION IN RESPONSE TO MATTERS RAISED

changes to the existing reticulation, which is somewhat complicated as a result of the landscape elements being located on top of a concrete structure and basement below.

5. Car Parking Management Plan

The Car Parking Management Plan and text has been updated to reflect the City's comments.

Please refer to Appendix A – Amended Car Parking Management Plan

6. Internal Referrals - Senior Development Engineer

The Car Parking Management Plan has been amended to reflect the City's comments and marked plan.

Please refer to Appendix A – Amended Car Parking Management Plan

A swept path analysis has been undertaken to confirm that the larger than standard vehicles proposed to be used within the site can access the garage structure without impacting on other parked vehicles. As seen in the swept path diagrams provided at Appendix B, the tenant vehicles can enter the proposed garage structure in either a forward entry or reverse entry. The swept paths also outline that vehicles can exit the proposed garage structure in a forward motion or reverse motion without impacting on other parked vehicles.

Please refer to Appendix B - Swept Path Diagrams

I trust the information above and enclosed within this letter clarifies the items set out in the City's correspondence dated 22 May 2018.

We look forward to hearing from you and please don't hesitate to contact the undersigned on (08) 9289 8300 if you have any queries in the interim.

Yours sincerely

element

Lewis Shugar Town Planner

ULOTH & ASSOCIATES

CONSULTANTS IN TRAFFIC ENGINEERING
AND TRANSPORT PLANNING

D.J. LEVEY & ASSOCIATES PTY LTD

ABN 85 543 395 278

Managing Director: Darren Levey Email: uloth@bigpond.net.au

Level 15, 207 Murray Street, Perth WA 6000 PO Box 7258 Cloisters Square WA 6850 Ph: (08) 9321 4841

30 May 2018

City of Stirling 30 May 2018 RECEIVED

Adam Bronts Business Development Manager Castlerock Property Level 4/627 Chapel Street SOUTH YARRA VIC 3141

Dear Adam,

RE: 5 MILLDALE WAY, MIRRABOOKA SWEPT PATHS FOR PROPOSED GARAGE

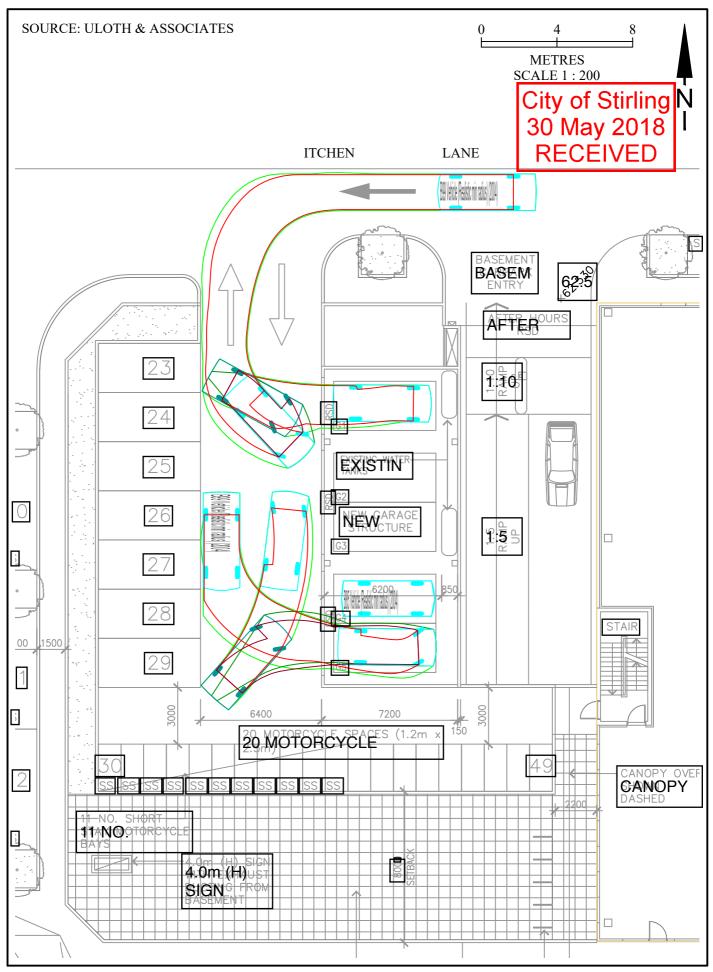
As requested, we have now reviewed the plans for a proposed garage on the at-grade parking area at the above development site, taking into account the intention to accommodate a Hiace Commuter Bus.

- It is noted that the proposal is for a single garage structure to house 5 vehicles, but with 3 separate doors including 1 single-vehicle door (3.0 metres wide) and 2 double-vehicle doors (5.5 metres wide). The 'apron' width for vehicles to manoeuvre in and out (the parking aisle width) is 6.4 metres.
- It is therefore noted that the proposed dimensions exceed the requirements of Australian Standard AS 2890.1, which specifies a minimum apron width of just 5.6 metres for a 3 metre wide door. However, it is also important to understand that Clause 5.4(a) of AS 2890.1 advises that the design standard is such that vehicles larger than a B85 Design Vehicle may not be able to achieve a single manoeuvre front-in entry to a compliant garage (and that this is acceptable).
- The specifications for a Hiace Commuter Bus (Super Long Wheelbase model) are almost identical to a B99 Design Vehicle, so a swept path analysis has been carried out for a B99 vehicle, as shown in the attached Figures 1 and 2.
- Figure 1 shows swept paths for the Hiace Bus accessing the garage in a forward direction. It can be seen that 2 separate manoeuvres will be required to access the single door closest to Itchen Lane. However, it can also be seen that the Bus will be able to access the spaces behind the double doors in a single manoeuvre. Figure 2 then shows the alternative swept paths for the Hiace Bus driving into the parking aisle and then reversing into the various garage bays, confirming that all bays can be accessed with a single reverse manoeuvre.
- It is therefore confirmed that the proposed garage is compliant with AS 2890.1, and that it also provides an acceptable practical outcome for its intended use by a Hiace Commuter Bus.

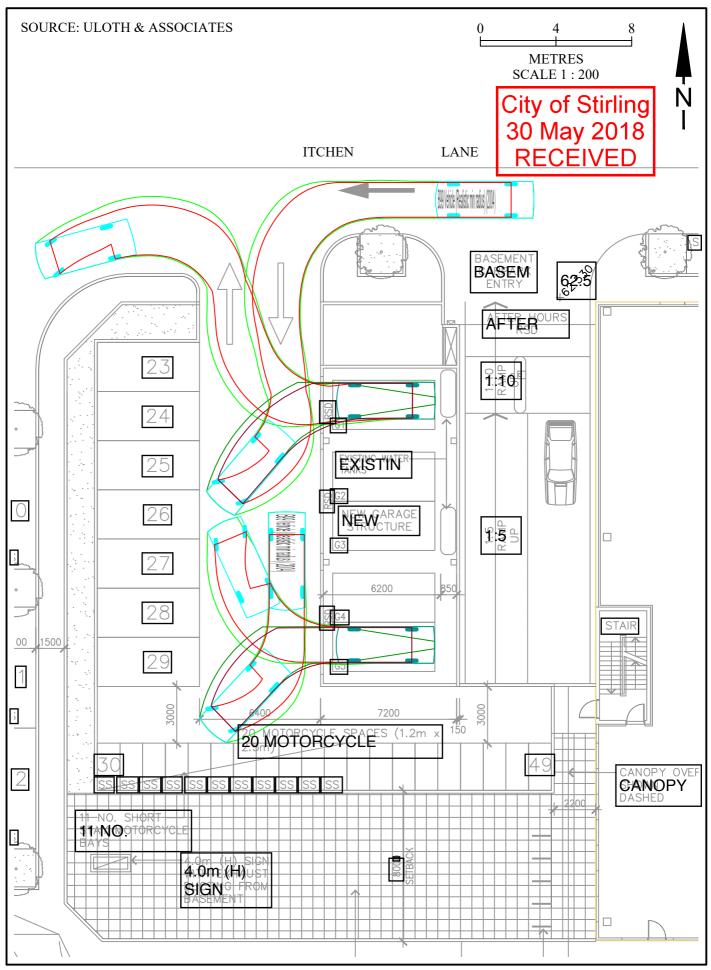
I trust that this assessment is sufficient for the approval of the proposed garage. However, please do not hesitate to contact me if you require any further justifications or clarification.

Yours sincerely,

Darren Levey



Swept Paths for Hiace Commuter Bus forward entry into proposed garage bays



Swept Paths for Hiace Commuter Bus REVERSE ENTRY INTO PROPOSED GARAGE BAYS



5.9 MIRRABOOKA TOWN CENTRE PARKING

Introduction

Where this Policy is inconsistent with the provisions of a parking Local Planning Policy applying to the whole of the Scheme area, the provisions of this local planning policy shall prevail. This Policy shall be read in conjunction with the Mirrabooka Town Centre Structure Plan. The parking dispensations available under Clause 5.2.1 of the City's Parking and Access Policy do not apply within this Policy area.

Objectives

- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.
- To prioritise access to the town centre by public transport, walking and cycling.
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure.
- To ensure that parking is provided for various services, facilities and developments at a rate that
 is appropriate for a town centre environment, and to efficiently manage parking supply and
 demand.
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.

Applications Subject of this Policy

This Policy applies to all development within the area as defined in Figure 1.

Definitions and Interpretations

Definitions in this Policy shall be as per Local Planning Scheme Number 3, Mirrabooka Town Centre Structure Plan and those outlined below:

<u>End-of-Journey Facilities</u>: are secure bicycle storage and other secure 'end of trip' facilities such as lockers and showers.

<u>Net Site Hectare</u>: means the total area of the site upon which the development or use is approved as contained in the certificate of title or titles for the land if the whole of a lot (or if a portion of a lot, the area occupied by the approved development), including all landscaping and ancillary development, as a proportion of 10,000m².

<u>Public Parking:</u> means parking that is provided or offered to members of the public whether or not upon a payment of a fee or subject to other condition, but does not include parking that involves the use of reserved or dedicated parking bay.

<u>Short Stay Parking</u>: means bays that are available to the public where a minimum of 50% of vehicles stay less than 4 hours and a minimum of 90% stay less than 6 hours.



The area to which the Parking Policy applies is depicted in Figure 1 below:

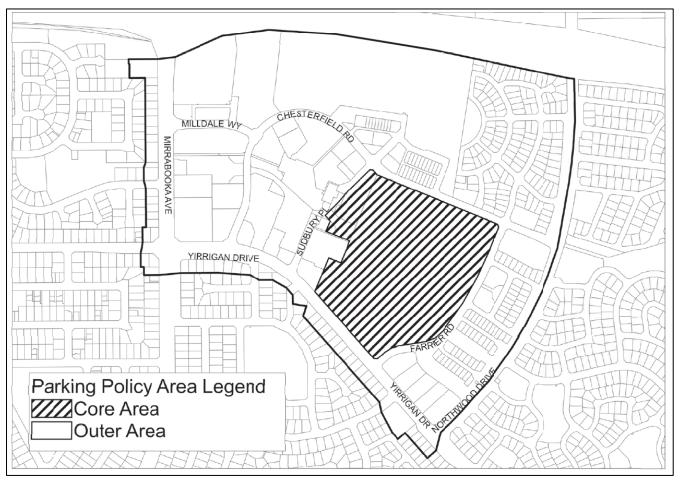


Figure 1 – Parking Policy Area



POLICY PROVISIONS

1. Non - Residential Development - Core Area Car Parking Provisions

Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

Size Of Development	Max	Min Public Parking	Min Short Stay
			Parking
	Core Ar	rea	
Development with plot	200 bays per hectare	100 bays/ hectare	60% of public parking*
ratio over 1.0 of non-			
residential floor space			
Development with a plot	2.0 bays per 100m ² of	1.0 bays per 100m ² of	60%*
ratio of 1.0 or less of non-	non-residential floor	non-residential floor	
residential floor space	space	space	
Outer Area			
Development with plot	400 bays per hectare	200 bays/ hectare	60% public parking*
ratio over 1.0 of non-			
residential floor space			
Development with a plot	4.0 bays per 100m ² of	2.0 bays per 100m ² of	60% public parking*
ratio of 1.0 or less of non-	non-residential floor	non-residential floor	
residential floor space	space of gross floor area	space of gross floor area	

^{*}May include on-street parking directly abutting the site.

Note: Parking requirements for 'Nursing Home' uses to be assessed in accordance with Local Planning Policy 6.7 'Parking and Access'

Table 1 - Non - Residential Development

2. Redevelopment of Existing Developments

Where an existing non-residential development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for re-development, the City may, at its discretion, permit the existing level of parking to remain, subject to all of the parking in excess of the permitted level of car parking being provided and managed as Public Parking as outlined in Table 1.

3. Residential Development

- 3.1 Car parking bays for residential uses in areas coded between R20, and R160 density code as identified in the Structure Plan shall be in accordance with the R- Codes.
- 3.2 Parking for multiple dwellings in areas coded RACO shall be in accordance with Table 2.

Dwelling Size	Minimum Private Car Parking
Small (less than 75m ² or 1 bedroom)	0.75
Medium (75 – 110m ²)	1
Large (more than 110m ²)	1.25

Table 2 - Multiple Dwelling Car Parking Ratios for Areas Coded R-AC0

3.3 Residential visitor bays may be provided on-street at the expense of the applicant directly abutting the site.



4. Calculation of Car Parking Provision Requirements

4.1 All parking requirements are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down to the nearest whole number.

5. Special Purpose Car Parking

In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.

6. Use and Management of Car Parking Bays

- 6.1 A minimum of 60% of the public parking bays provided on site in accordance with Table 1 shall be used as Short Stay Public Parking.
- 6.2 Applications for new or redeveloped parking or for change of use of parking bays shall be required to be accompanied by a detailed Parking Management Plan to ensure the development is in accordance with this policy.
- 6.3 The Parking Management Plan shall describe how the onsite parking will be managed to ensure compliance with the Parking Policy and may include, but not be limited to, the following matters:
 - How will access to the facility be controlled?
 - How will different types of parking within the facility be managed and controlled?
 - What management will be imposed on public parking to reflect short stay or long stay parking restrictions?
 - What methods will be used to police and enforce compliance with the relevant planning approval and this Parking Policy?
 - How will evidence be collected and reported to demonstrate compliance?
 - What safety and security measures will be implemented to protect those using the facility and their property?
- 6.4 Transport Assessments are required in accordance with the City's Parking and Access Policy.

7. Cash-in-lieu of Public Parking Provision

- 7.1 In accordance with the minimum number of bays to be provided on site for public parking, under Table 1, the City may approve a 20% reduction in the minimum amount of public parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No.3.
- 7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.
- 7.3 The cash-in-lieu payment shall be used to fund or partially fund:
 - Construction of public parking on part of lot 603, Sudbury Road and part of Lot 507 Sudbury Road, Mirrabooka;
 - Purchase of part of lot 507 Sudbury Road, Mirrabooka
 - Additional on-street public parking in the Mirrabooka Town Centre.



Rate of Bicycle Parking Provision

The following levels of bicycle parking shall be provided on site as outlined in Table 3:

Activity/ Use	No. Bike Parking Spaces For	No. Bike Parking Spaces For
	Employees	Customers/Visitors
Residential	1 space per dwelling unit (storage	Not Applicable
	Unit)	
Office	0.75 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.25 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 3 - Rate of Bicycle Parking Provision

Rate of Motorcycle Parking Provision

In all developments, the following minimum levels of motor cycle parking (including scooters) shall be provided on-site in addition to Standard Car Parking Bays as follows:

Activity/ Use	No. Motorcycle Parking Spaces	No. Motorcycle Parking Spaces
	For Employees	For Customers/Visitors
Residential	0.1 space per dwelling unit	Not Applicable
Office	0.2 space per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.1 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 4 – Rate of Motorcycle Parking Provision

10. Variations

Variations will be limited to the following percentages for the clauses listed below:

Table 2, maximum car parking rates may be increased by 20% for tavern and hotel uses only.

26 January 2016

No variations will be permitted on the following:

- Table 1 Maximum parking for non-residential development;
- Table 1 Minimum short stay parking;
- Clause 7 Payment of cash-in-lieu for shortfall of minimum public parking.

OFFICE USE ONLY:

Adopt

Local Planning Scheme No.3 – Local Planning Policy History:

Action Resolution Number Effective Date

Modified 0217/041 12 June 2018

1215/035



LG Ref: DA15/2283 DoP Ref: DAP/15/00915

Enquiries: Development Assessment Panels

Telephone: (08) 6551 9919

Mr Murray Casselton TPG Town Planning, Urban Design and Heritage PO Box 7375 Cloisters Square Perth WA 6850

Dear Mr Casselton

Metro North-West JDAP – City of Stirling – DAP Application DA15/2283 Lot 603 (5) Milldale Way, Mirrabooka Four Storey Office & Restaurant

Thank you for your application and plans submitted to the City of Stirling on 19 October 2015 for the above development at the abovementioned site.

This application was considered by the Metro North-West Joint Development Assessment Panel at its meeting held on 28 January 2016, where in accordance with the provisions of the City of Stirling Local Planning Scheme No.3, it was resolved to approve the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Mr Chris Fudge at the City of Stirling on (08) 9205 8555.

Yours sincerely,

Natalie Garland

DAP Secretariat

5/02/2016

Encl. DAP Determination Notice

Approved plans

Cc: Mr Chris Fudge

City of Stirling





Planning and Development Act 2005

City of Stirling Local Planning Scheme No.3

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 603 (5) Milldale Way, Mirrabooka

Description of proposed Development: Four Storey Office & Restaurant

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 28 January 2016, subject to the following:

Approve DAP Application reference DAP/15/00915 and accompanying plans (Attachment 1) for a Four Storey Office and Restaurant, in accordance with Clause 10.3 of the City of Stirling's Local Planning Scheme No.3, subject to the following conditions:

Conditions:

- 1. Prior to the occupation of the development, the allocation of car and motorcycle parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays A minimum of 62 bays; and
 - b. Short Stay Public Bays A minimum of 37 bays;

Alternatively a 20% reduction in public car bays can be achieved via a cash-in-lieu payment for twelve (12) public car parking bays, based on the value of 21m² of land area per bay (valuation being obtained from the Valuer Generals Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No. 3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

- 2. A cash-in-lieu contribution for the construction costs (to be determined by the City of Stirling) for the provision of 10 public car parking bays and associated road works along Milldale Way, prior to the commencement of development.
- A revised landscaping plan and plan for motorcycle parking provision to the western aspect of the site being provided prior to commencement of works, to the satisfaction of the City.
- 4. The development is to provide one (1) dedicated Service Bay, within the basement level in compliance with Local Planning Policy 5.9. The bay shall be signposted on site, to the satisfaction of the City prior to occupation of the development.

- 5. Itchen Lane is to be upgraded in compliance with concept drawing no. DA15/2283-SK01, including the construction of twelve (12) embayed on-street parking bays within the Itchen Lane road reserve, at the owner/applicant's expense, to the satisfaction of the City, prior to occupation of the development. (Refer to advice note 3).
- 6. Footpaths along Milldale Way abutting the site are to be upgraded to comply with to a minimum width of 2.4m in compliance with concept drawing no. DA15/2283-SK01, and to the satisfaction of the City, prior to occupation of the development.
- 7. A Parking Management Plan shall be submitted to the City of Stirling for approval prior to commencement of development. The Parking Management Plan shall demonstrate how:
 - a. Access to the parking areas will be controlled;
 - b. How will different types of parking within the facility be managed and controlled:
 - c. What management will be imposed on public parking to reflect short stay or long stay parking restrictions;
 - d. What methods will be used to police and enforce compliance with Local Planning Policy 5.9 Mirrabooka Town Centre Parking Policy;
 - e. How will evidence be collected and reported to demonstrate compliance; and
 - f. What safety and security measures will be implemented to protect those using the facility.

The Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.

- 8. The 12 tenancy bays highlighted on the development plans within the basement level are to be allocated for tenancy use only, to the satisfaction of the City. The bays shall thereafter be maintained for the life of the development.
- 9. The main vehicular ramp grades to the basement level are to be in accordance with AS/NZS2890.1 section 3.3(a).
- 10. Illuminated pedestrian warning signs and any other warning devices deemed necessary by the City of Stirling are to be provided on the exit ramps to the basement level, prior to occupation of the development.

Details to be addressed with the City's Engineering Design Business Unit at the crossover application stage.

- 11. Vehicular parking manoeuvring and circulation areas indicated on the approved plan shall be sealed and drained, the parking spaces marked out and maintained in good repair.
- 12. All parking areas (including disabled car parking bays) are to comply with AS/NZS2890.1:2004, AS2890.2:2002 and AS/NZS2890.6:2009.
- 13. The basement level headroom is to comply with Australian Standard AS/NZS2890.

- 14. The development is to provide awnings to a minimum width of 2.5m for the entire Milldale Way and Doncaster Road facades, which may be reduced to allow for the City's Engineering Design requirements for road traffic safety. The awnings shall be constructed in compliance with the Mirrabooka Town Centre Local Development Plan.
 - The awning along Doncaster Road is not required across the full width of the façade and is only required along the northern half, to the satisfaction of the City."
- 15. The development is to provide one locker for each bicycle bay provided, in compliance with Local Planning Policy 6.2.
- 16. A Site Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.
- 17. A Waste Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The refuse area shall comply with the City of Stirling Waste Management Local Law 2010.
- 18. All land indicated as landscaped area on the approved landscaping plan shall be developed on practical completion of the building and are to be maintained in good condition thereafter.
- 19. Proposed verge trees are to be located to comply with minimum road setback requirements and sight lines, in compliance with the City's Street and Reserve Trees Policy.
- 20. Pedestrian entrances shall be at finished pavement level of the adjacent public road to allow for Universal Access.
- 21. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage facilities, where provided.
- 22. Architectural lighting of the building and lighting under all awnings and at all entry points to be provided prior to occupation of the development.
- 23. Lighting to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
- 24. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and not spill into any adjacent residential premises.
- 25. All signage is to be in strict accordance with the City of Stirling's Advertising Signs Policy, unless the further approval from the City of Stirling is obtained.
- 26. Compliance with the colours and materials schedule provided on the approved plans.



- 27. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view of a public street.
- 28. All stormwater from all roofed and paved areas shall be collected and contained on site.
- 29. The development to be connected to the reticulated sewerage network.
- 30. All ground floor external walls are to be treated with an anti-graffiti coating to reduce the likelihood of and improve ease of graffiti removal.

Advice Notes:

 Short Stay Public Parking Bays means bays that are provided or offered to members of the public (whether or not upon a payment of a fee or subject to other condition) but does not include parking that involves the use of reserved or dedicated parking bay.

The Public Parking Bays shall be publicly accessible at all times. The following time limits are to apply:

- a. 50% of vehicles are permitted to stay less than 4 hours; and
- b. 90% of vehicles are permitted to stay less than 6 hours.
- Construction noise is not permitted outside of the hours of 7.00am to 7.00pm Monday to Saturday inclusive. Any construction works are to comply with the Environmental Protection (Noise) Regulations 1997. Noisy construction works to comply with times specified under the Noise Regulations unless a Noise Management Plan for the construction site has been issued.
- 3. For all proposed works within the road reserve, detailed engineering construction plans are to be submitted and approved by the City of Stirling prior to any works commencing on site.
- 4. Delivery and service vehicles are not permitted to enter the site outside of the hours 7:00am to 7:00pm Monday to Saturday and 9:00am to 5:00pm Sundays and public holidays.
- 5. Detailed fit out plans and specifications for the proposed café to be submitted to and approved by the City's Health Unit prior to the commencement of fitting out.
- 6. Proposed cafe to comply with the requirements of the *Food Act 2008* and the Australia New Zealand Food Standards code.
- 7. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS 4282- 1997.
- 8. All designated exits are to have the doors opening towards egress unless otherwise approved by the City's Health and Compliance Business Unit.
- 9. Ventilation of underground car park to comply with Australian Standard AS 1668.2.
- 10. A construction site management plan is required to be submitted to address potential impacts during the construction phase.



- 11. Development to comply in all respects with the Health (Public Building) Regulations 1992.
- 12. Works relating to the subject development, required or proposed within the road reserve require separate approval of the City.

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

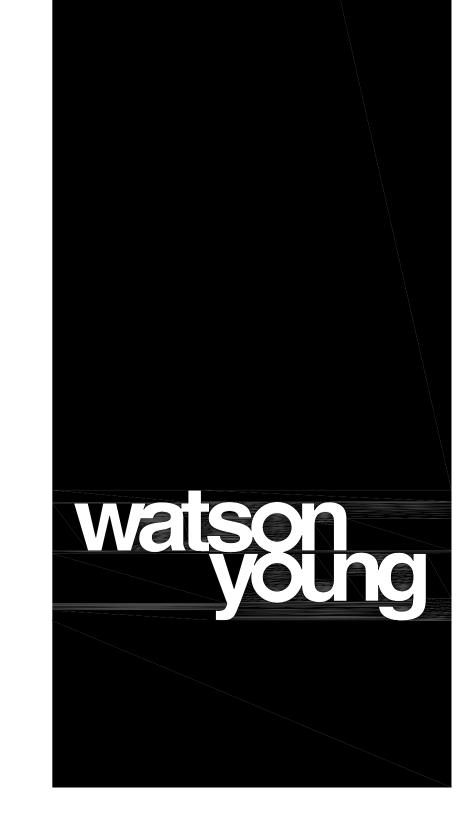
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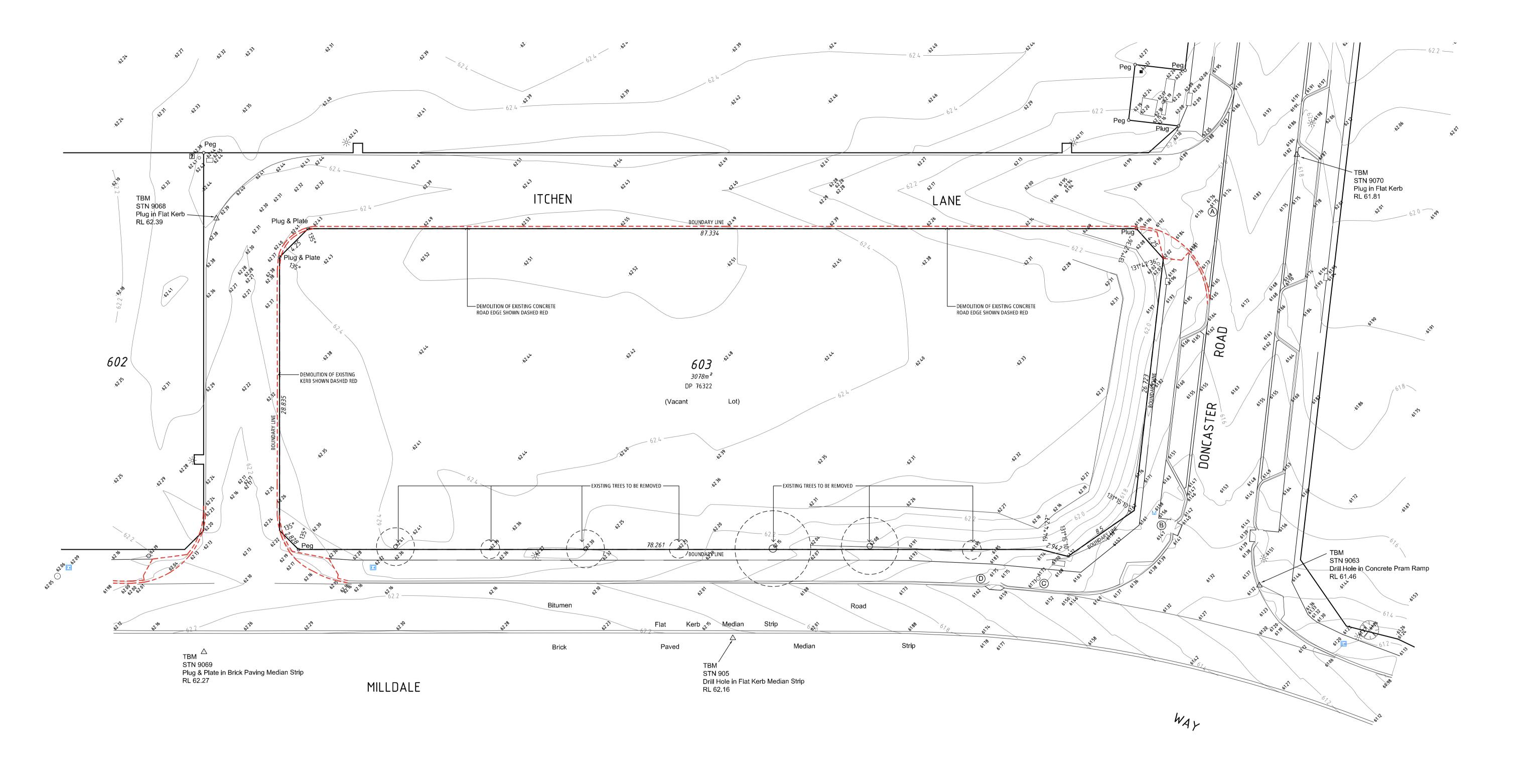
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- FUTURE DEVELOPMENT



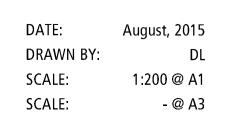






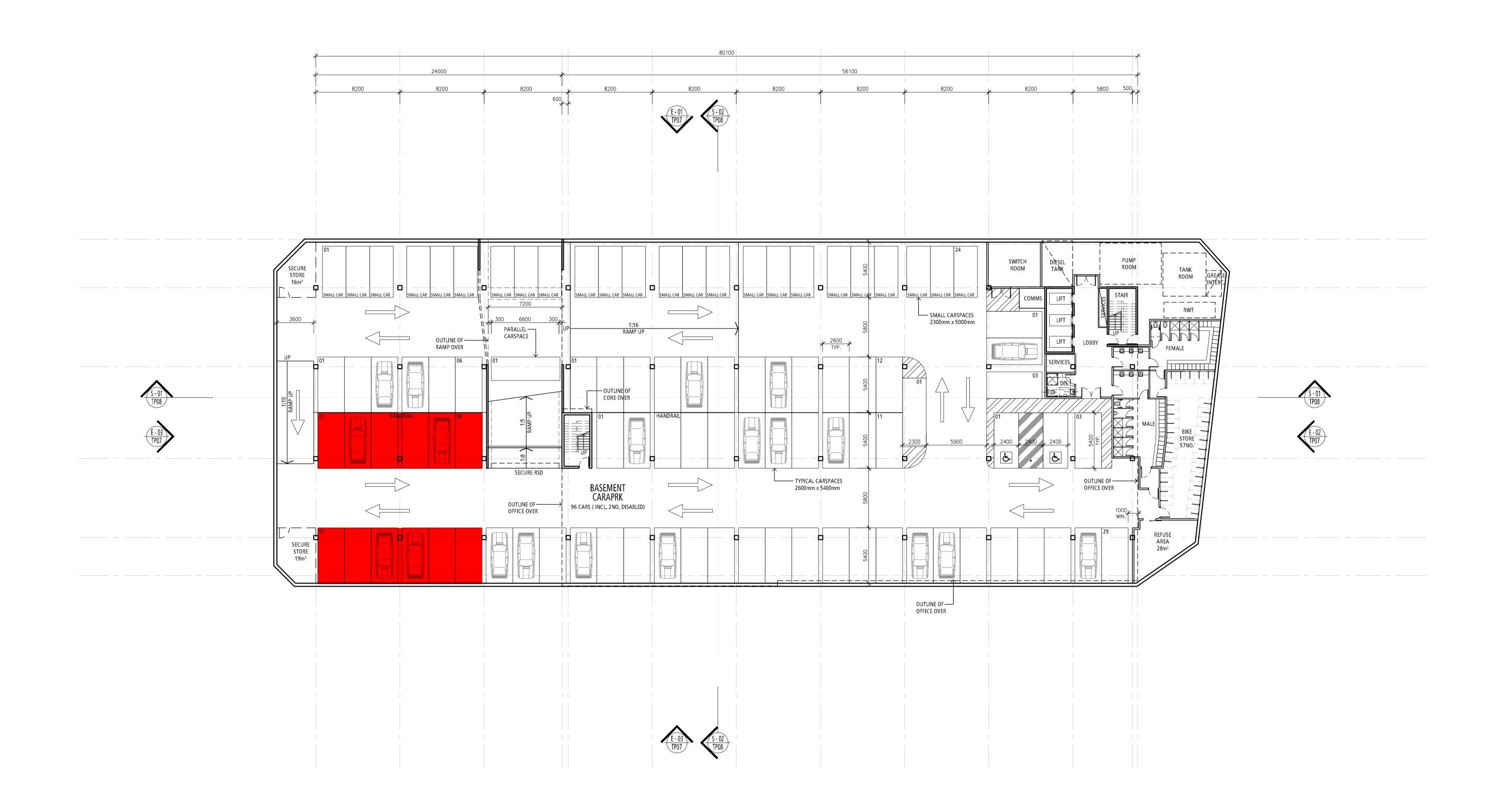
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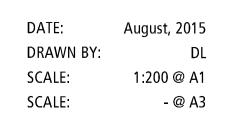






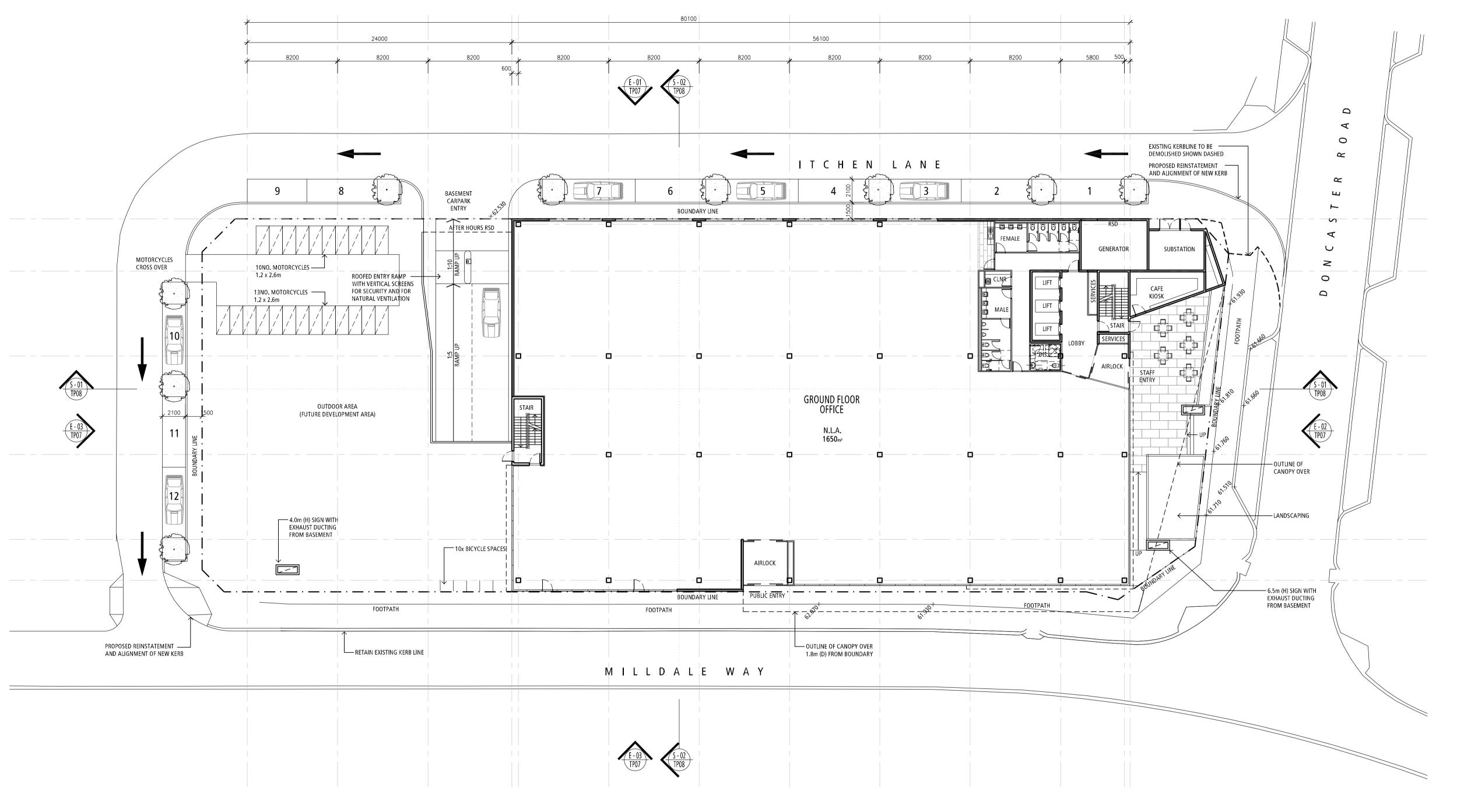
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Α	18.09.2015	TOWN PLANNING ISSUE	SY	CV
В	01.12.2015	TOWN PLANNING ISSUE	JM	CV
С	11.01.2016	TOWN PLANNING ISSUE	JM	CV











BUILDING (GFA)	
BASEMENT	3,078
GROUND FLOOR	1,928
LEVEL 1 (INC. TERRACE)	1,892
LEVEL 2 (INC. TERRACE)	1,895
LEVEL 3 (INC. TERRACE)	1,895
TOTAL GROSS FLOOR AREA	10,688
SITE COVERAGE	
BASEMENT (GFA)	3,078
TOTAL SITE AREA	3,078
SITE COVERAGE	100

DEVELOPMENT ANALYSIS

CAR PARKING

CARS PROVIDED IN BASEMENT

TOTAL NET LETTABLE AREA

(INC. 2x ACCESSIBLE)

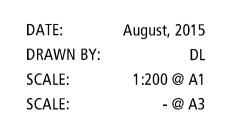
OFFICE (NLA)	
GROUND FLOOR	1,650 m²
LEVEL 1	1,625 m²
LEVEL 2	1,632 m²
LEVEL 3	1,627 m²

6,534 m²

NO.	DATE:	REVISION:	BY_	CHK
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<u>B</u>	01.12.2015	TOWN PLANNING ISSUE	JM	CW
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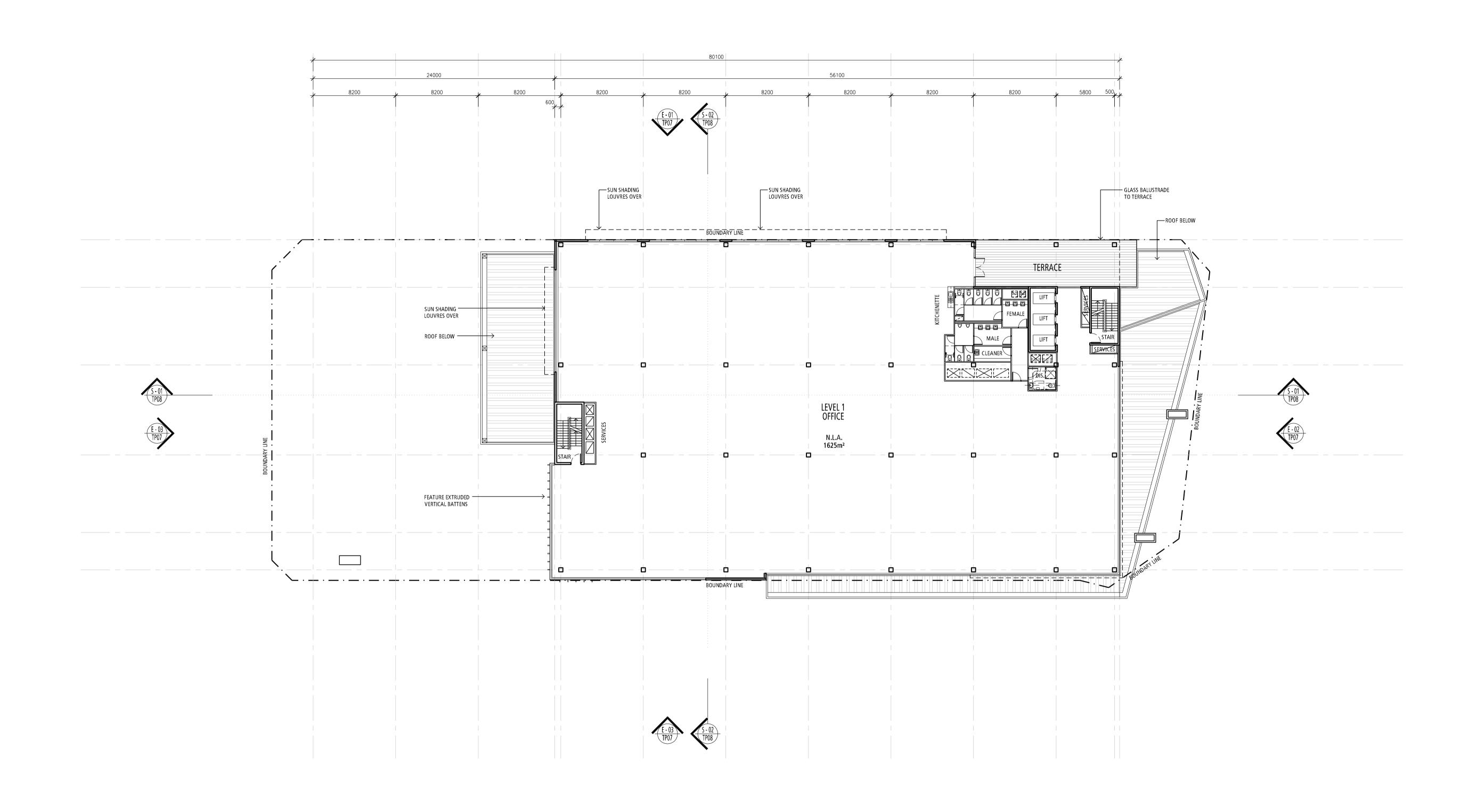
Watson Young Architects Pty Ltd 8 Grattan Street Prahran Victoria 3181 Australia ACN: 111398700 T 03 9516 8555 info@watsonyoung.com.au www.watsonyoung.com.au © Watson Young Architects. This drawing is protected by copyright.



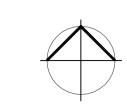




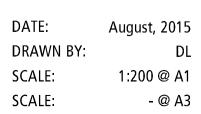




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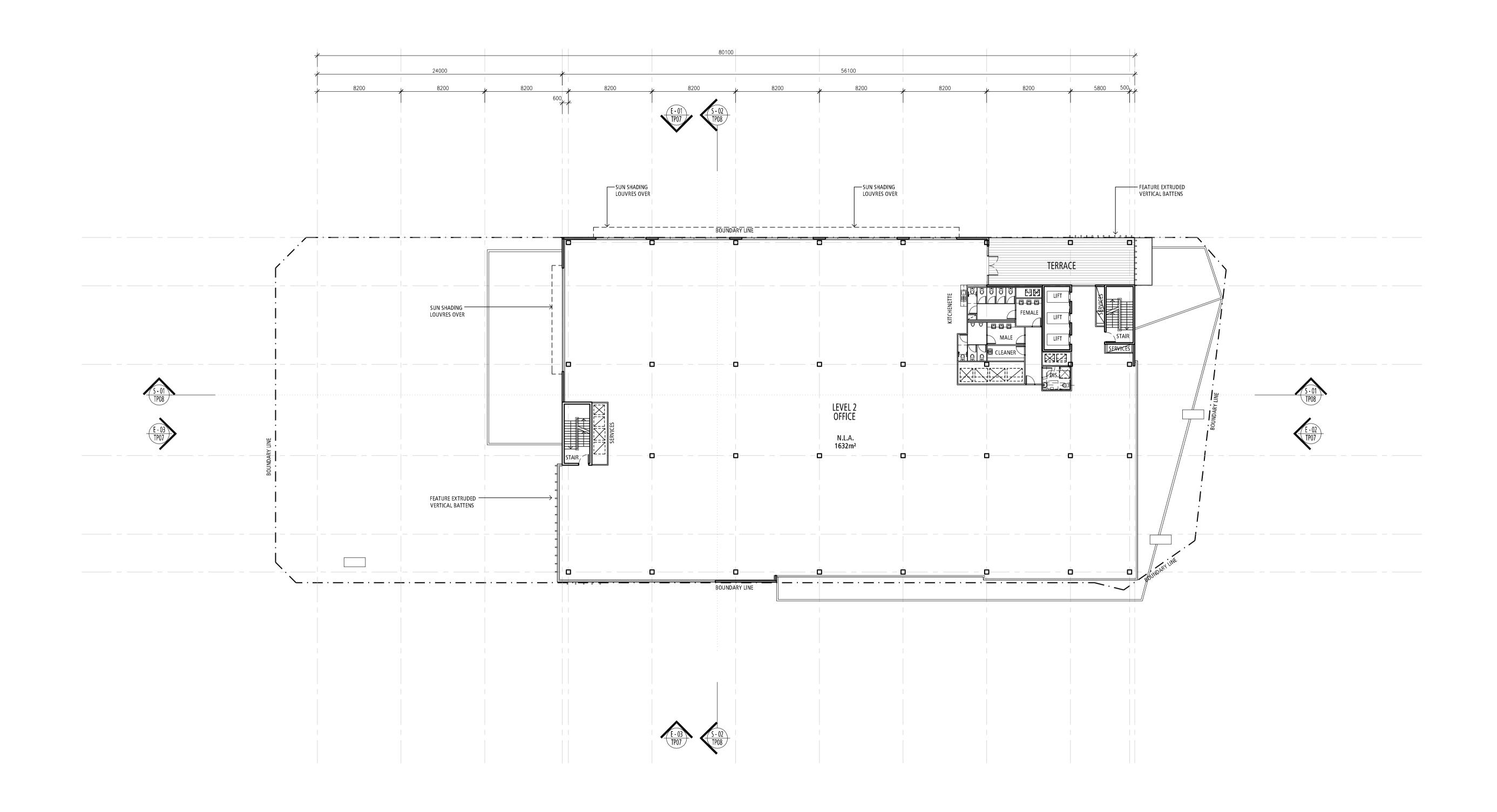




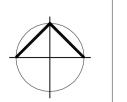




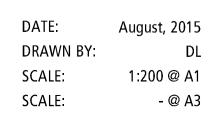




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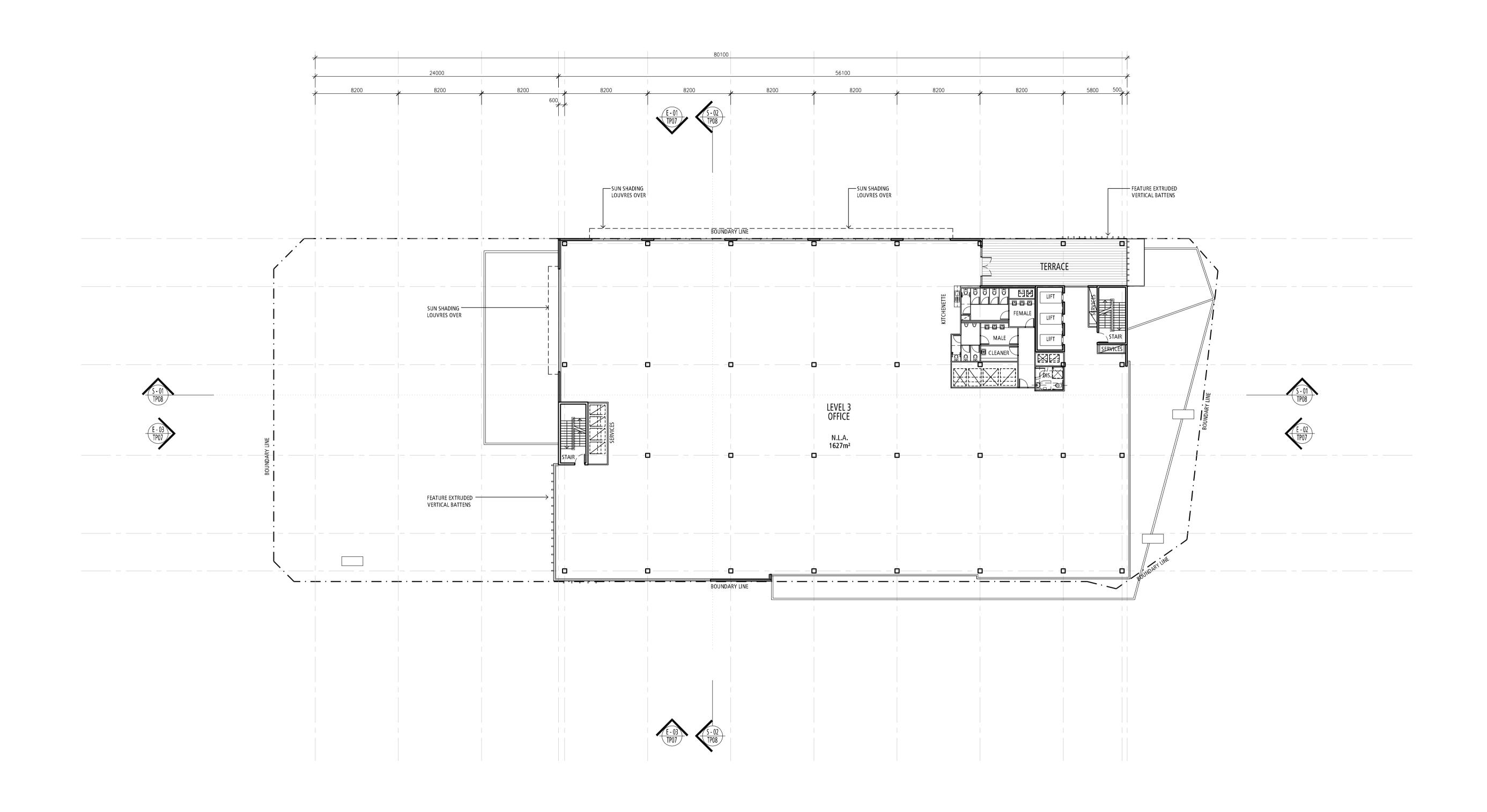




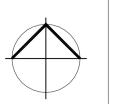




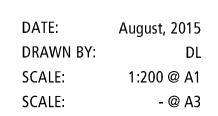




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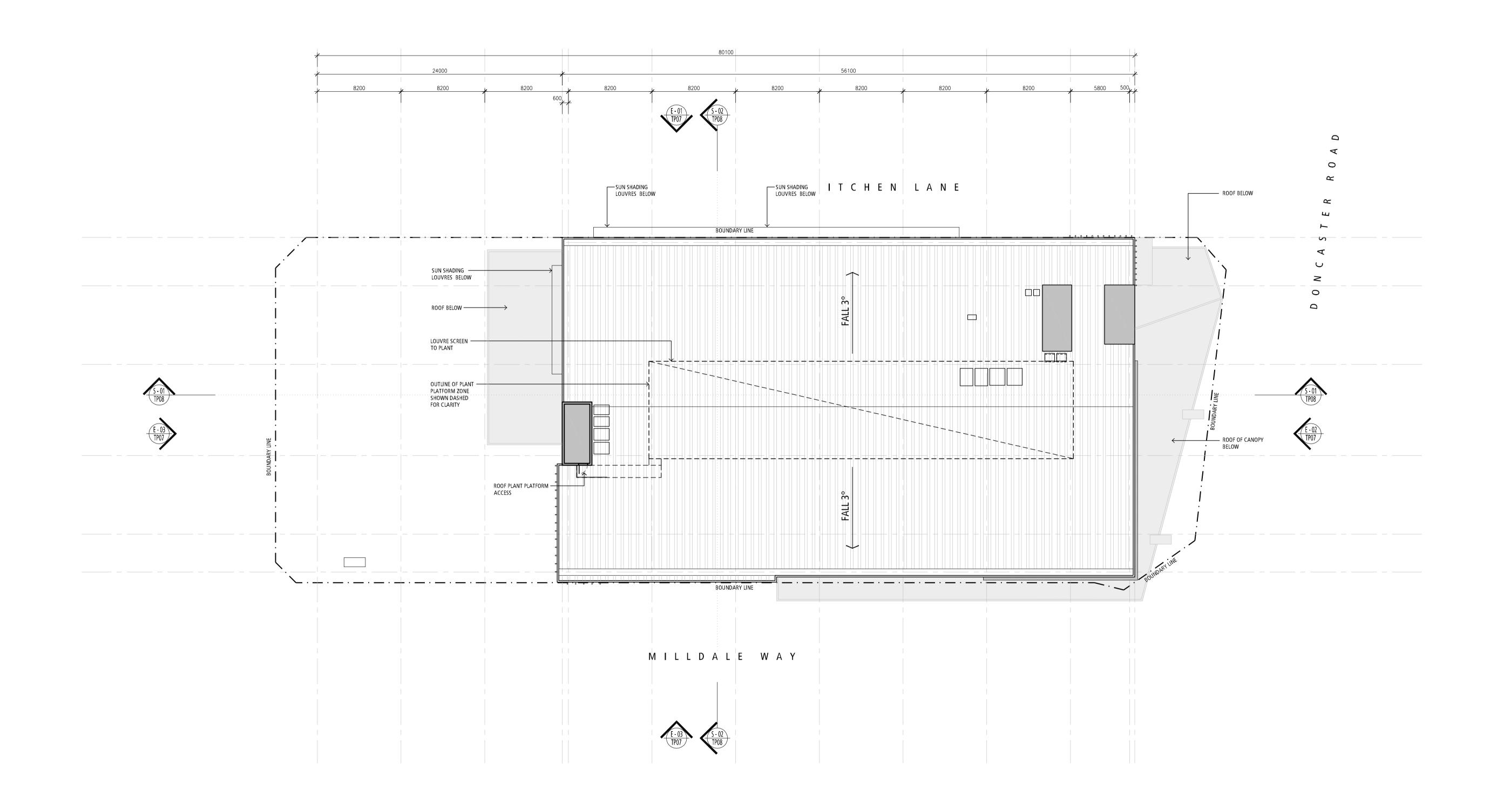




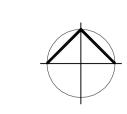




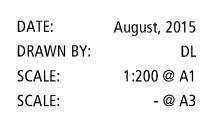




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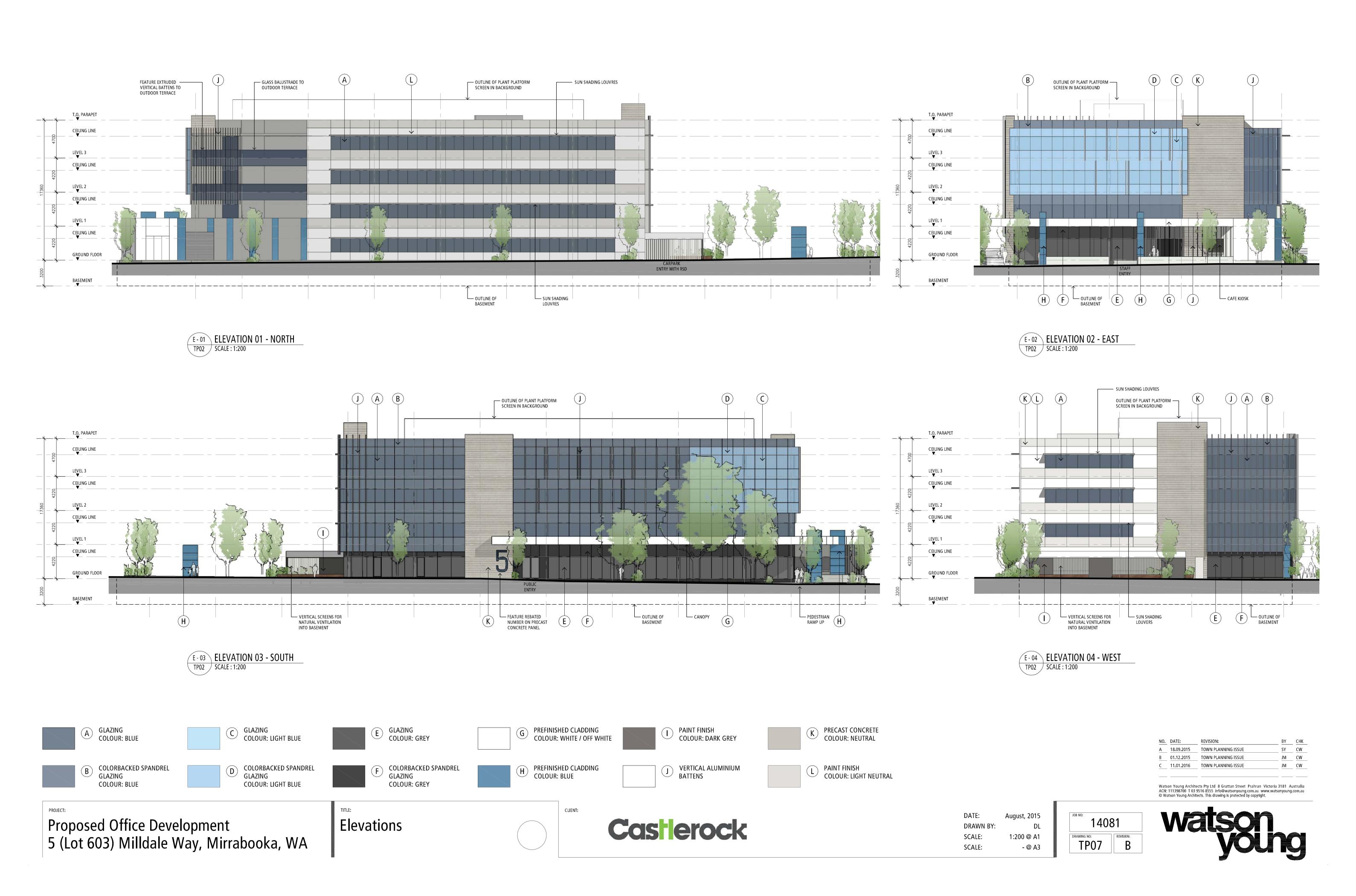


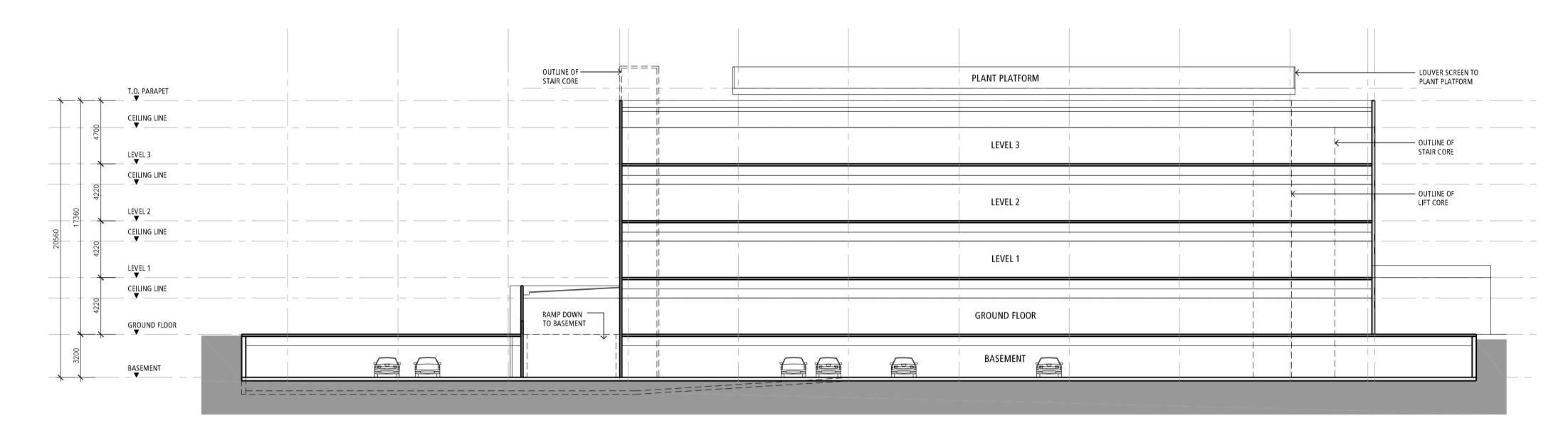




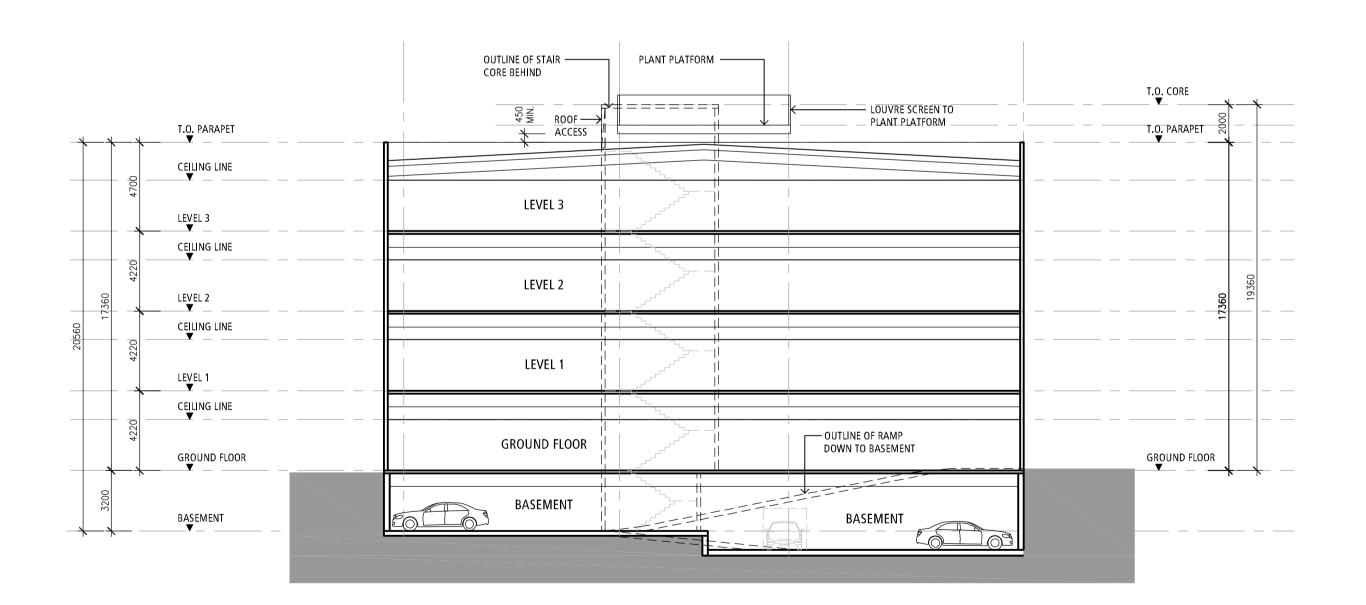








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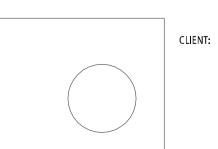




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PERSPECTIVE 01
SCALE: NTS





PERSPECTIVE 02
SCALE: NTS



PERSPECTIVE 04
SCALE: NTS

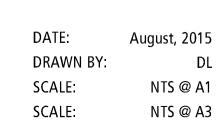
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PROJECT:

Proposed Office Development 5 (Lot 603) Milldale Way, Mirrabooka, WA Perspectives

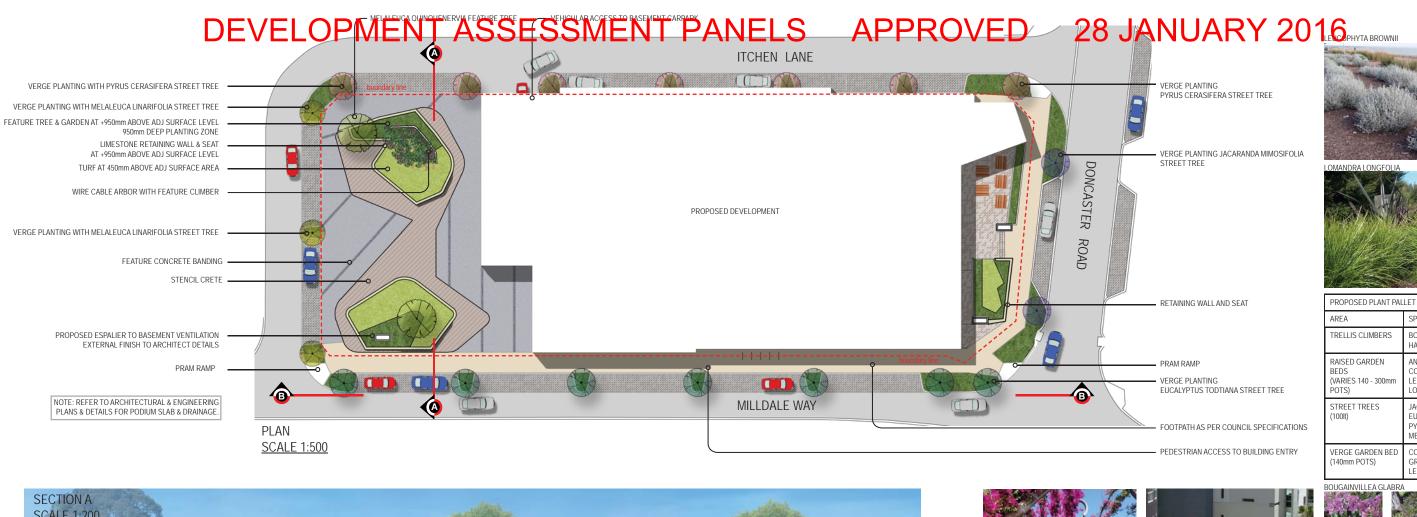


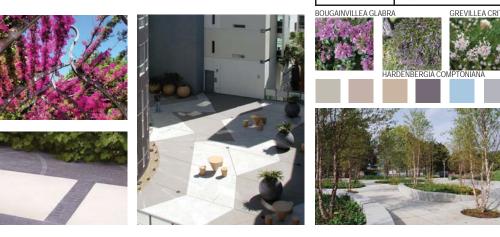


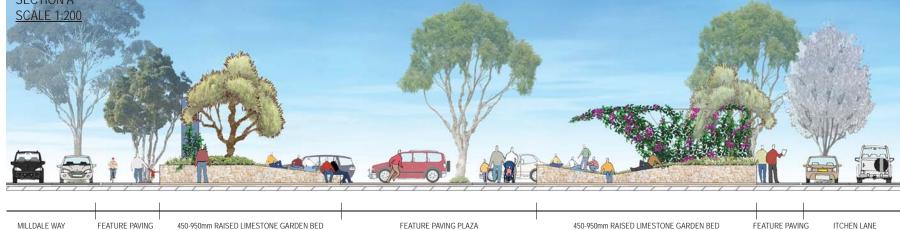






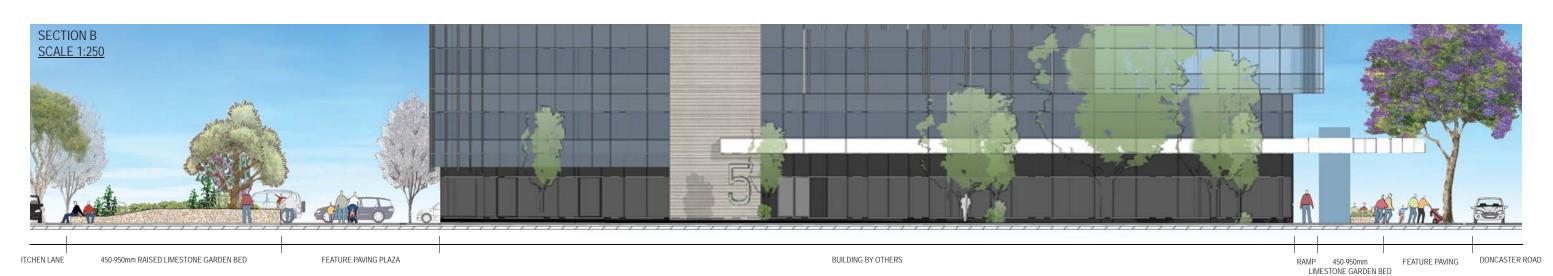








INDICATIVE MATERIAL / COLOUR PALLET





BOUGAINVILLEA GLABRA

ANIGOZANTHOS 'GOLD VELVET

CONOSTYLUS CANDICANS

I FUCOPHYTA BROWNII

OMANDRA LONGFOLIA

IACARANDA MIMOSIFOLIA

CONOSTYLUS CANDICANS GREVILLEA CRITHMIFOLIA

EUCALYPTUS TODTIANA PYRUS CERASIFERA MELALEUCA LINARIFOLIA



LG Ref: DA15/2283 DoP Ref: DAP/15/00915

Enquiries: Development Assessment Panels

Telephone: (08) 6551 9919

State Administrative Tribunal contact@sat.justice.wa.gov.au

Dear Sir/Madam,

State Administrative Tribunal Review Outcome – DR 40 of 2016 Lot 603, House Number 5, Milldale Way, Mirrabooka Four Storey Office and Restaurant

Please be advised that the Metro North-West Joint Development Assessment Panel reconsidered the abovementioned development application pursuant to section 31 of the *State Administrative Tribunal Act 2004* on 19 May 2016.

The Notice of Determination is attached.

Yours sincerely,

Natalie Garland

DAP Secretariat

23/05/2016

Enc: Amended DAP Determination Notice

cc: Castlerock Property

State Solicitor's Office GPO Box F317 PERTH WA 6001

Mr Chris Fudge City of Stirling





Planning and Development Act 2005

City of Stirling Local Planning Scheme No. 3

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 603, House Number 5, Milldale Way, Mirrabooka **Description of proposed Development**: Four Storey Office and Restaurant

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, the Metro North-West Joint Development Assessment Panel, at its meeting on 19 May 2016, has reconsidered its decision dated 28 January 2016 with respect to the above application, SAT Ref. DR of 2016 and has resolved to:

Approve DAP Application reference DAP/15/00915 as detailed on the DAP Form 1 dated 28 January 2016 and accompanying plans (Attachment 1) for a Four Storey Office and Restaurant development at Lot 603, House Number 5, Milldale Way, Mirrabooka, in accordance with Schedule 2, Clause 68 (2) of the Planning and Development (Local Planning Scheme) Regulations 2015, subject to:-

Amended Conditions

Conditions 1, 3, 5, 6, and 7 are amended as follows:-

- 1. Prior to the occupation of the development, the allocation of car parking bays on the site shall be in compliance with the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 5.9, as follows:
 - a. Public Bays A minimum of 62 bays; and
 - b. Short Stay Public Bays A minimum of 37 bays.

Alternatively a 20% reduction in public car bays can be achieved via a cashin-lieu payment for up to 12 public car parking bays, based on the value of 21m² of land area per bay (valuation being obtained from the Valuer General's Office at the applicant's cost), and construction costs (to be determined by the City of Stirling) in accordance with Clause 5.8 of the City of Stirling Local Planning Scheme No.3 to the satisfaction of the City of Stirling, prior to the commencement of development (refer to Advice Note 1).

3. An amended landscaping plan shall be submitted to the City of Stirling and approved in writing prior to the commencement of development on site. The landscaping plan shall demonstrate compliance with the provisions of the Mirrabooka Town Centre Local Development Plan and Local Planning Policy 6.6 – Landscaping with respect to communal open space and landscaping provisions for commercial developments.

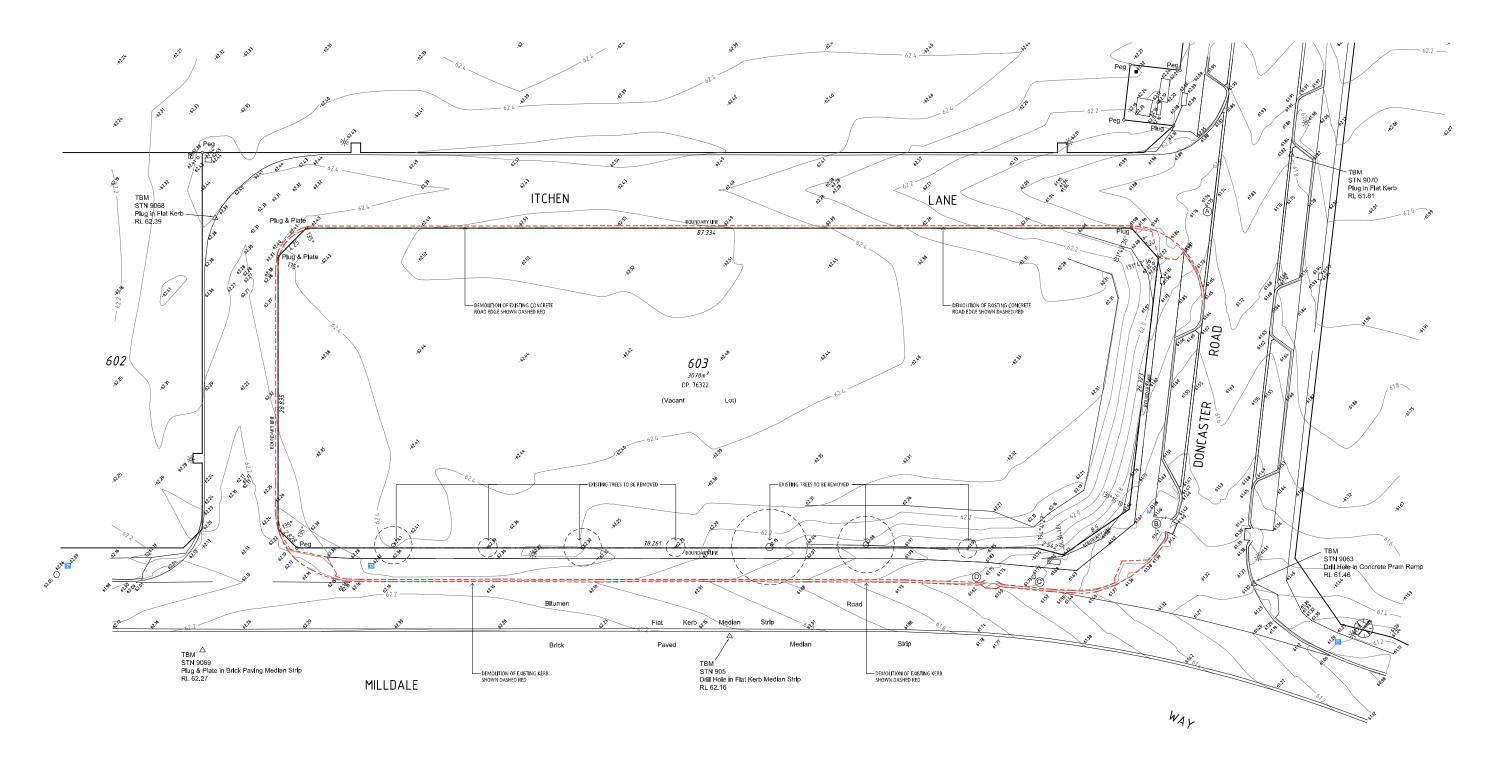


- 5. The 10 embayed on-street parking bays within the Itchen Lane road reserve are to be constructed at the owner/applicant's expense, to the satisfaction of the City, prior to occupation of the development. (Refer to advice note 3).
- 6. The existing footpath along Milldale Way and Doncaster Road abutting the site shall be upgraded to extend the existing path to the new building line, and is to match the existing brick type and style, to the satisfaction of the City of Stirling.
- 7. The approved Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied with the approval of the City of Stirling.

Additional Advice Notes

13. The Milldale Way awning may be required to be reduced in width in the future, to satisfy the City's Engineering Design requirements for road traffic safety should the Milldale Way carriageway be modified.

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



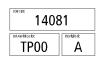
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Proposed Office Development
5 (Lot 603) Milldale Way, Mirrabooka, WA

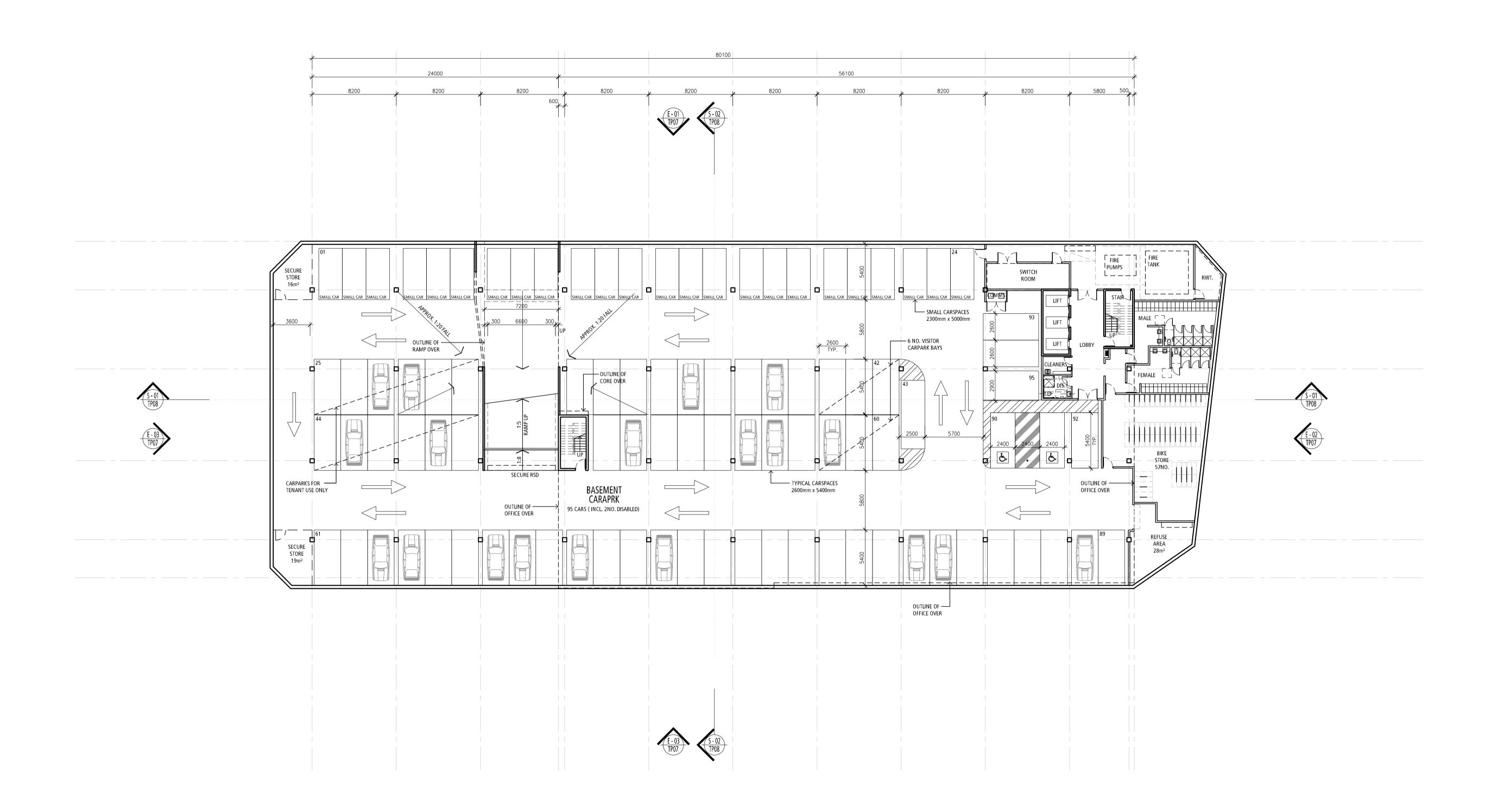
Existing & Demolition Plan





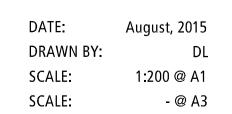






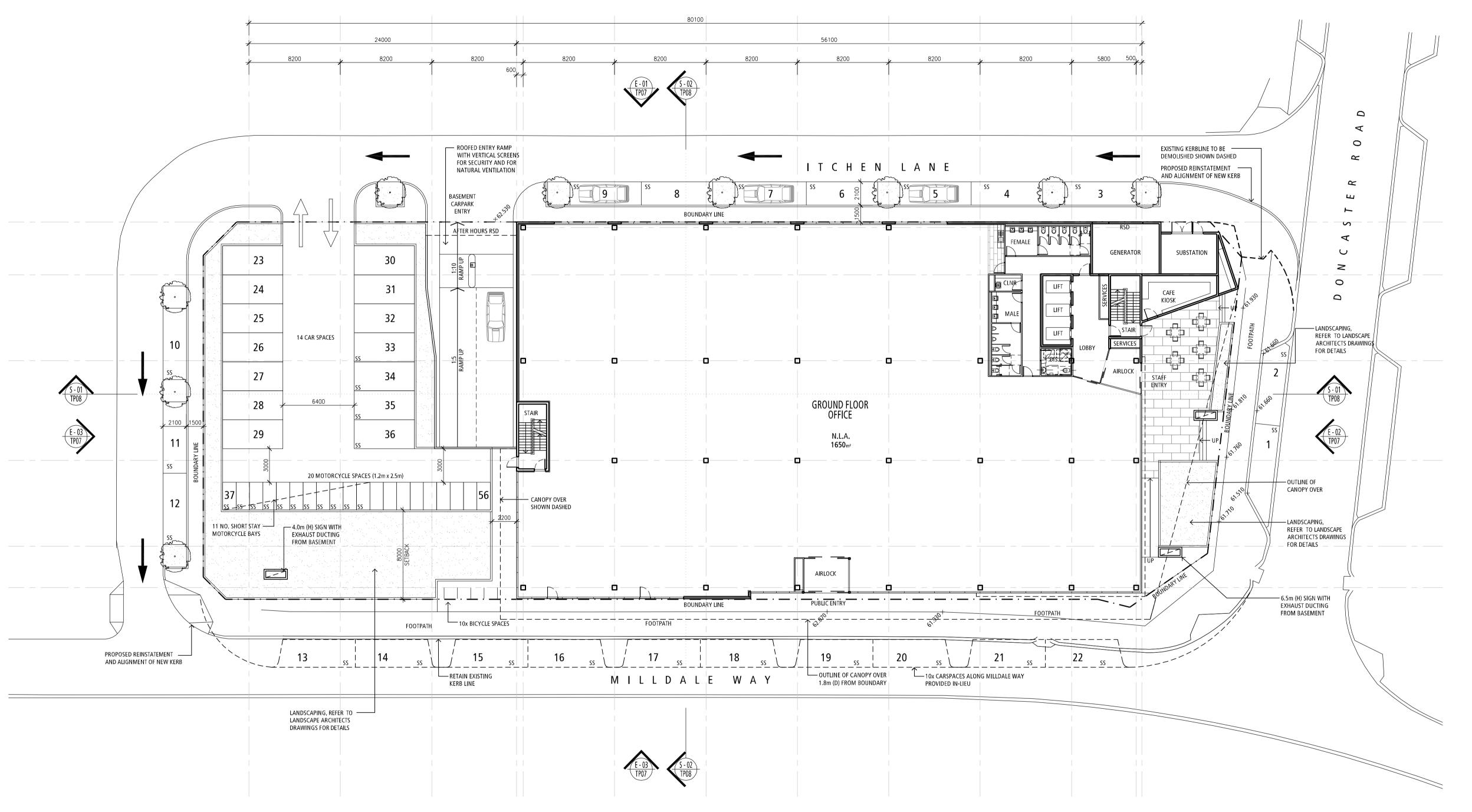
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E	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL	TT











GROUND FLOOR LEVEL 1 (INC. TERRACE) LEVEL 2 (INC. TERRACE) LEVEL 3 (INC. TERRACE) TOTAL GROSS FLOOR AREA SITE COVERAGE BASEMENT (GFA) TOTAL SITE AREA SITE COVERAGE CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	DEVELOPMENT ANALYSIS	
GROUND FLOOR LEVEL 1 (INC. TERRACE) LEVEL 2 (INC. TERRACE) LEVEL 3 (INC. TERRACE) TOTAL GROSS FLOOR AREA SITE COVERAGE BASEMENT (GFA) TOTAL SITE AREA SITE COVERAGE CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED IN BASEMENT	BUILDING (GFA)	
LEVEL 1 (INC. TERRACE) 1,89 LEVEL 2 (INC. TERRACE) 1,89 LEVEL 3 (INC. TERRACE) 1,89 TOTAL GROSS FLOOR AREA 10,68 SITE COVERAGE BASEMENT (GFA) 3,07 TOTAL SITE AREA 3,07 SITE COVERAGE 10 CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	BASEMENT	3,078 m
LEVEL 2 (INC. TERRACE) 1,89 LEVEL 3 (INC. TERRACE) 1,89 TOTAL GROSS FLOOR AREA 10,68 SITE COVERAGE BASEMENT (GFA) 3,07 TOTAL SITE AREA 3,07 SITE COVERAGE 10 CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	GROUND FLOOR	1,928 m
LEVEL 3 (INC. TERRACE) TOTAL GROSS FLOOR AREA 10,68 SITE COVERAGE BASEMENT (GFA) TOTAL SITE AREA 3,07 SITE COVERAGE CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	LEVEL 1 (INC. TERRACE)	1,892 m
TOTAL GROSS FLOOR AREA SITE COVERAGE BASEMENT (GFA) TOTAL SITE AREA 3,07 SITE COVERAGE CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	LEVEL 2 (INC. TERRACE)	1,895 m
SITE COVERAGE BASEMENT (GFA) 3,07 TOTAL SITE AREA 3,07 SITE COVERAGE 10 CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	LEVEL 3 (INC. TERRACE)	1,895 m
BASEMENT (GFA) TOTAL SITE AREA 3,07 SITE COVERAGE 10 CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	TOTAL GROSS FLOOR AREA	10,688 m
TOTAL SITE AREA SITE COVERAGE CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	SITE COVERAGE	
CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	BASEMENT (GFA)	3,078 m
CAR AND MOTORCYCLE PARKING CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	TOTAL SITE AREA	3,078 m
CAR BAYS PROVIDED IN STREET RESERVE CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	SITE COVERAGE	100 %
CAR BAYS PROVIDED AT-GRADE CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	CAR AND MOTORCYCLE PARKING	
CAR BAYS PROVIDED IN BASEMENT MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	CAR BAYS PROVIDED IN STREET RESERVE	22
MOTORCYCLE BAYS PROVIDED AT-GRADE PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	CAR BAYS PROVIDED AT-GRADE	14
PUBLIC, SHORT STAY & VISITOR PARKING PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	CAR BAYS PROVIDED IN BASEMENT	9!
PUBLIC BAYS PROVIDED AT-GRADE SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	MOTORCYCLE BAYS PROVIDED AT-GRADE	20
SHORT-STAY BAYS PROVIDED AT-GRADE VISITOR BAYS PROVIDED IN BASEMENT	PUBLIC, SHORT STAY & VISITOR PARKING	
VISITOR BAYS PROVIDED IN BASEMENT	PUBLIC BAYS PROVIDED AT-GRADE	56
	SHORT-STAY BAYS PROVIDED AT-GRADE	37
OFFICE (NILA)	VISITOR BAYS PROVIDED IN BASEMENT	(
I UFFILE (INLA)	OFFICE (NLA)	
		1,650 m

AREA OF LANDSCAPING ON RAISED PLANTER BOX PEDESTRIAN PATH WITH CONCRETE PAVEMENT FINISH OR SIMILAR SS SHORT STAY PARKING BAYS CANOPY SHADE TREES

LEVEL 1

LEVEL 2

LEVEL 3

TOTAL NET LETTABLE AREA

1,625 m²

1,632 m²

1,627 m²

6,534 m²

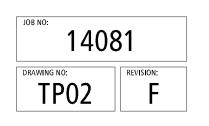
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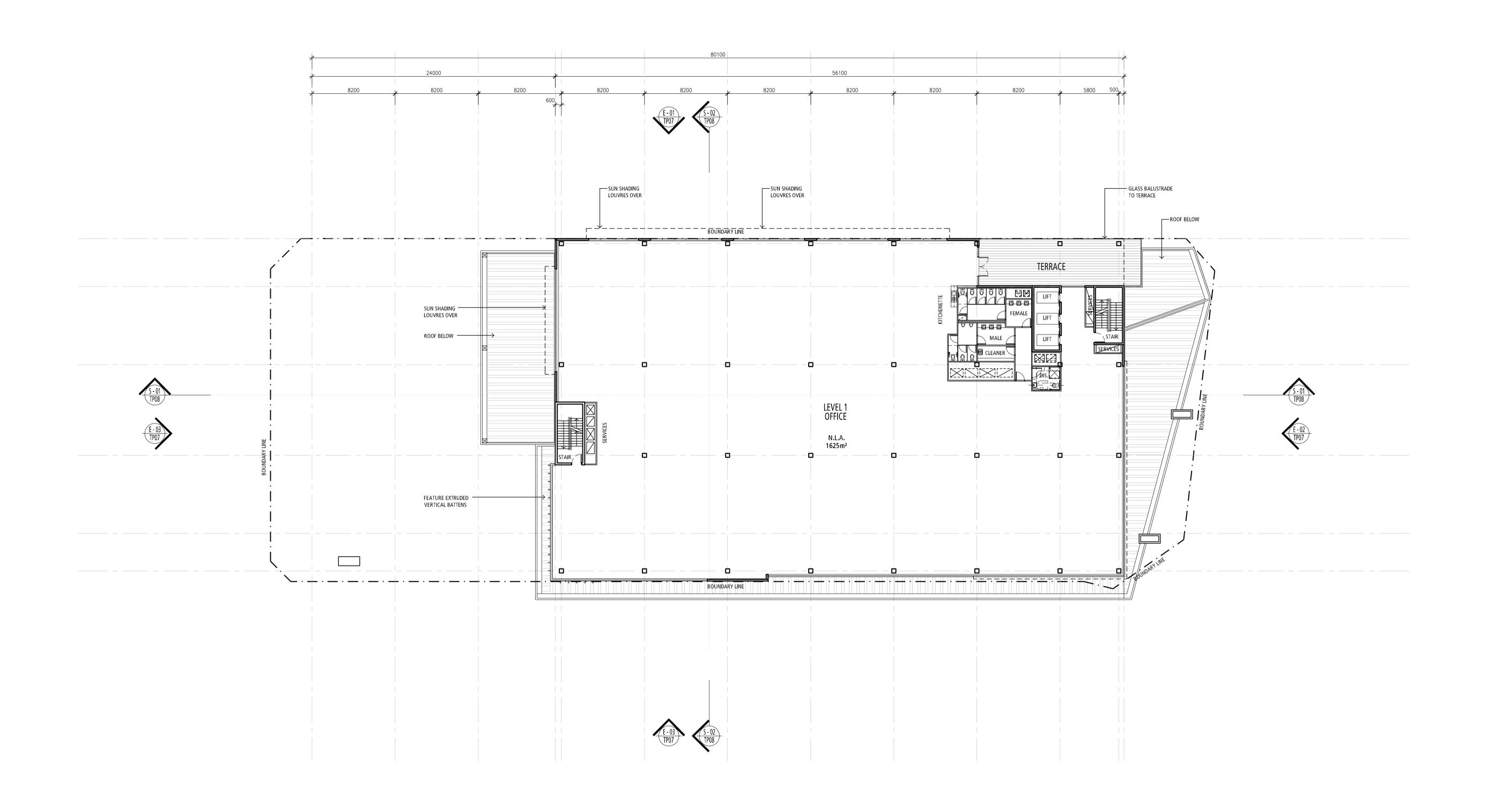
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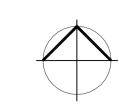




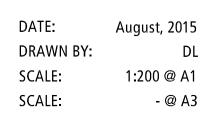




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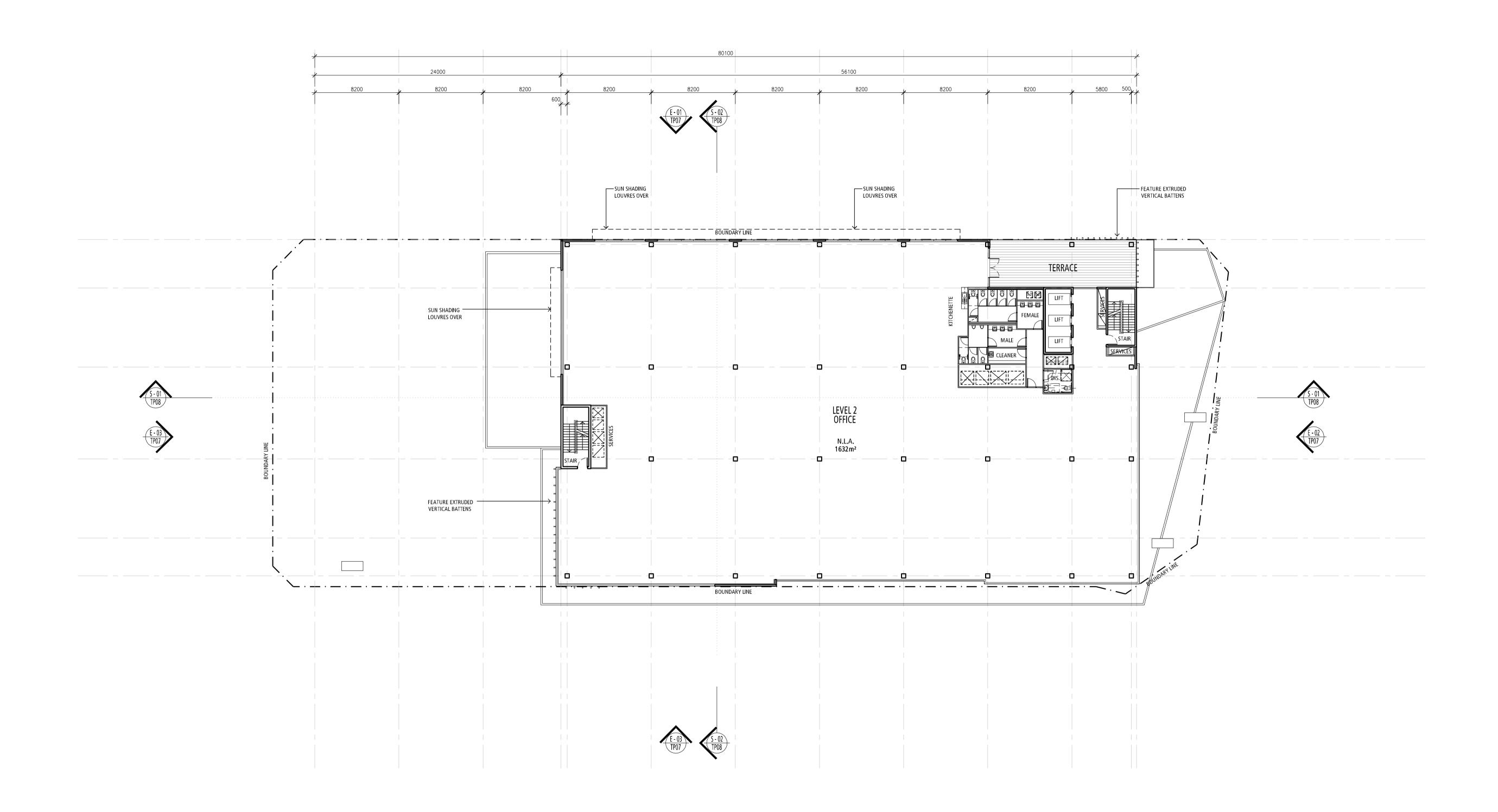




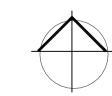




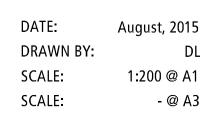




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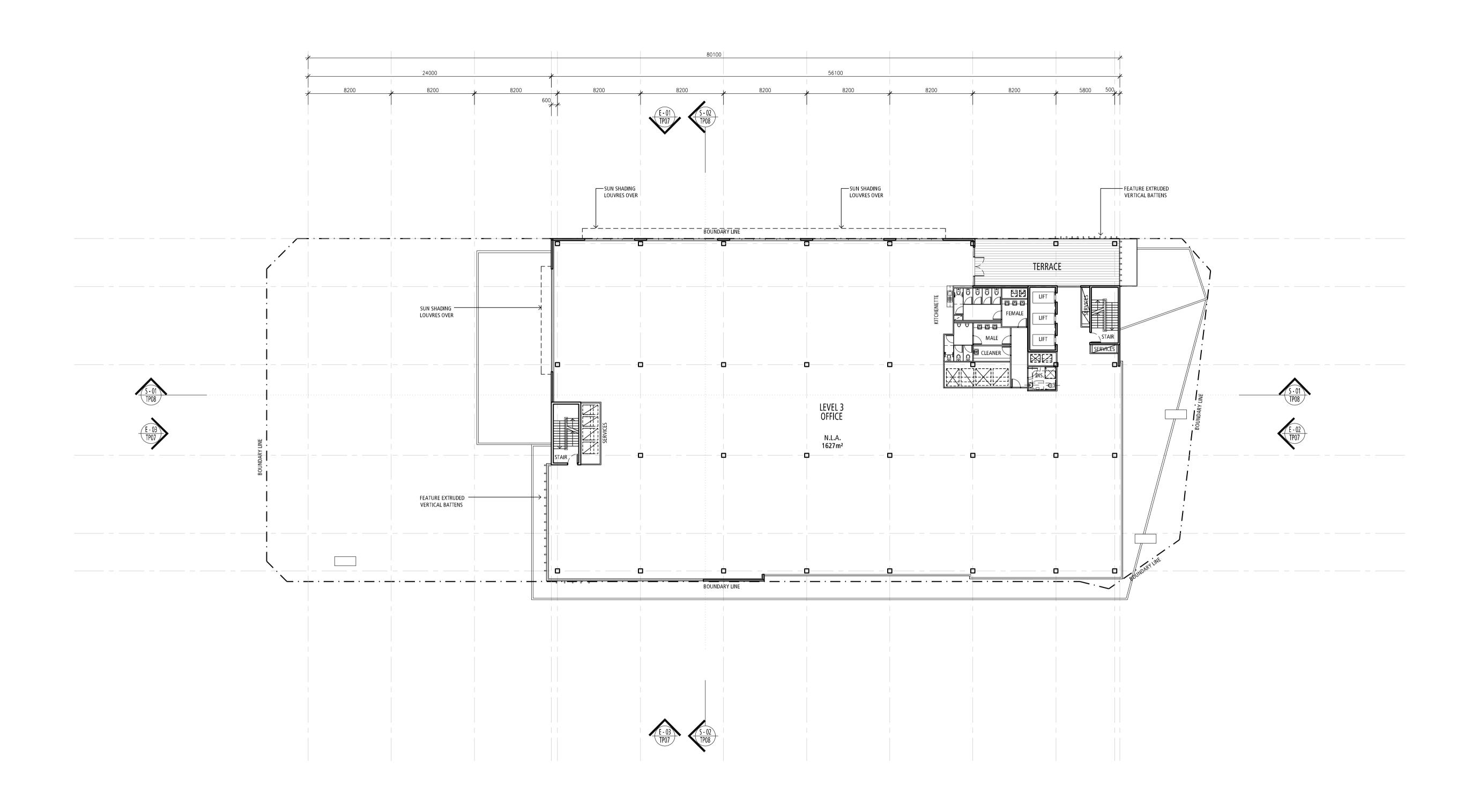




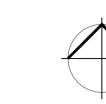




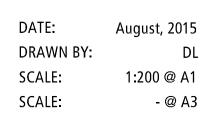




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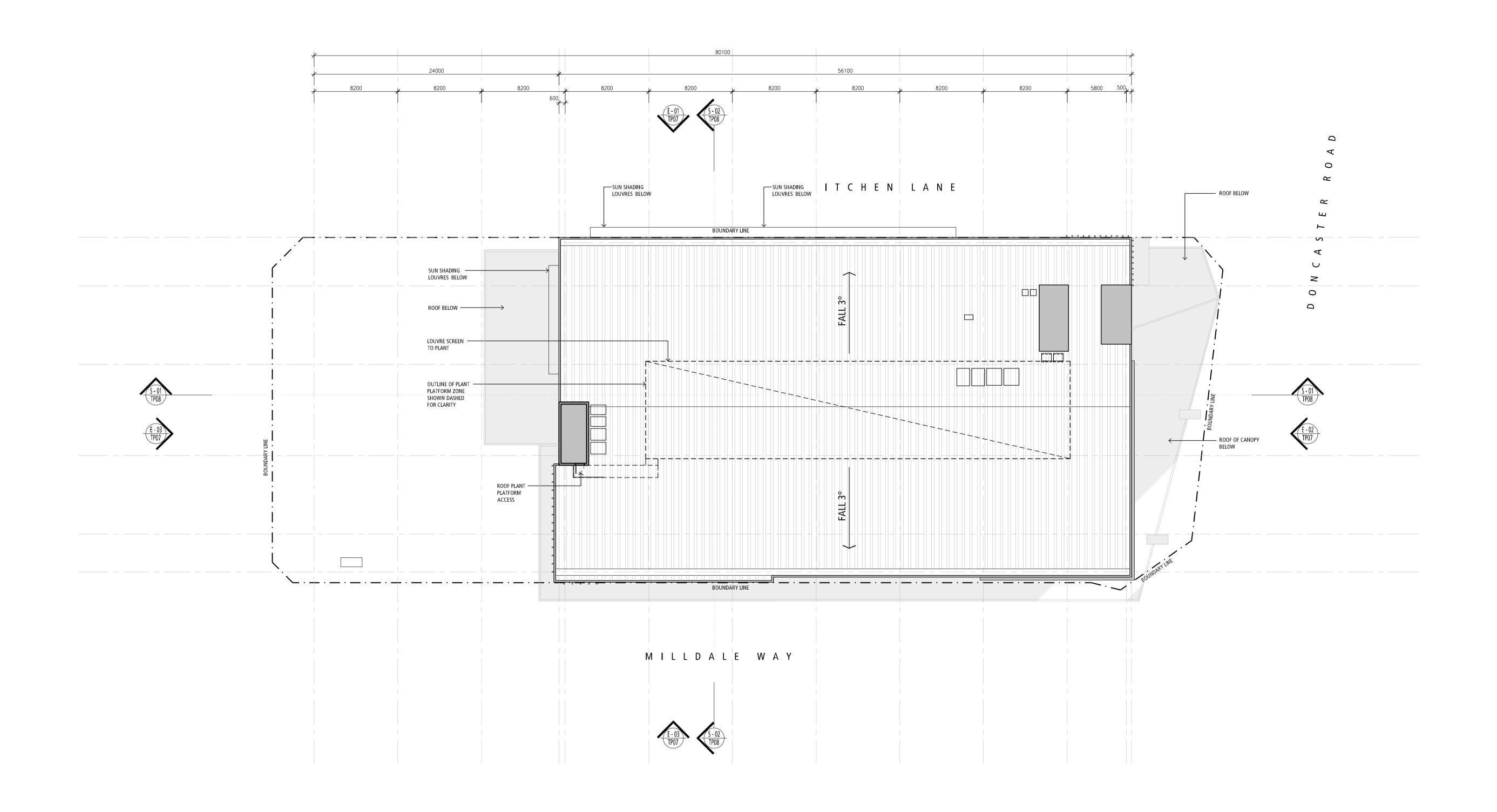




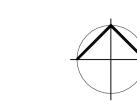




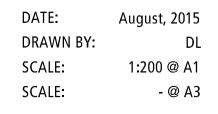


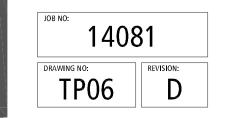


NO.	DATE:	REVISION:	BY	CH
Α	18.09.2015	TOWN PLANNING ISSUE	SY	CW
В	01.12.2015	TOWN PLANNING ISSUE	JM	CW
С	11.01.2016	TOWN PLANNING ISSUE	JM	CW
D	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL	TT

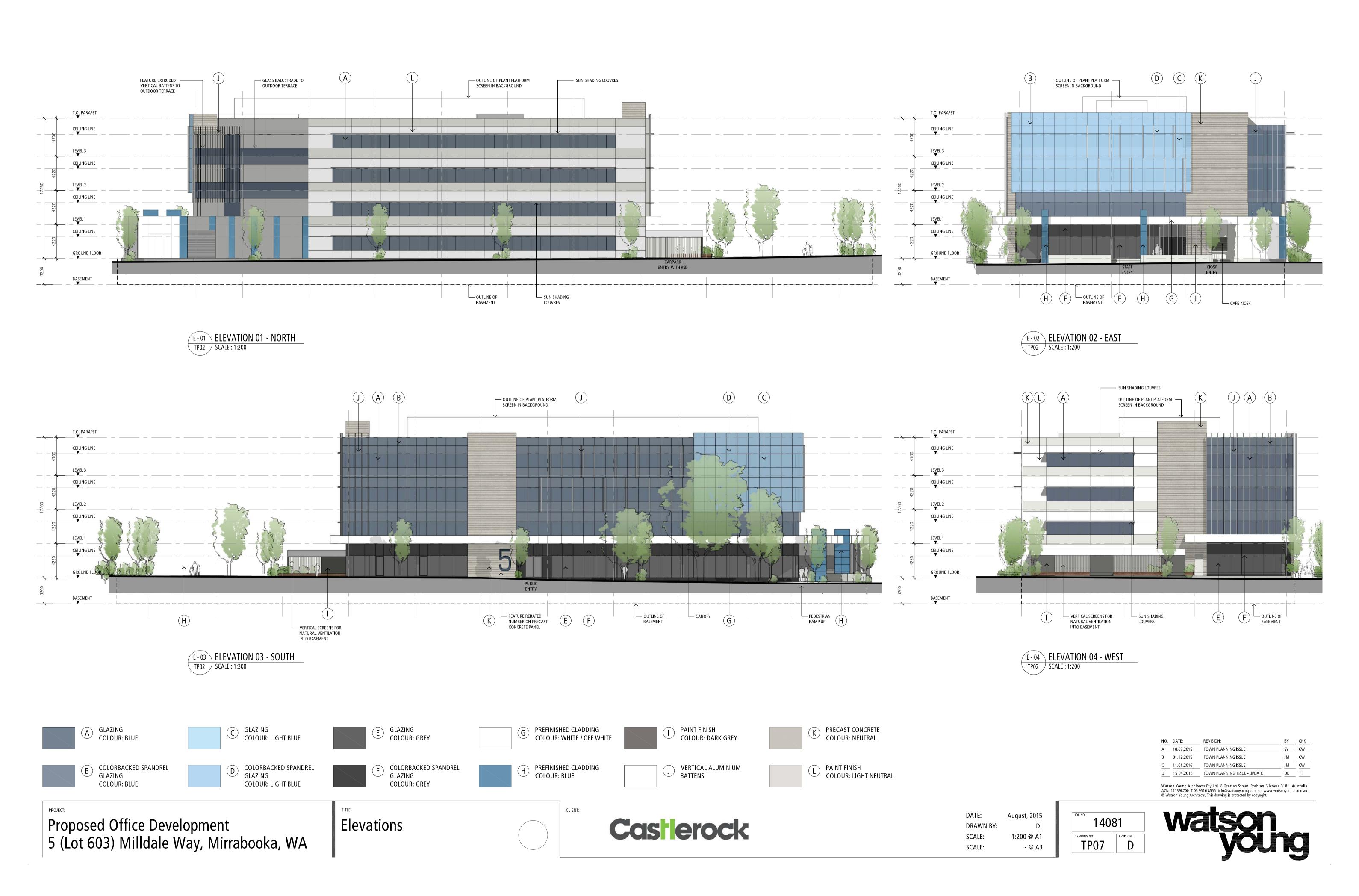














PERSPECTIVE 01
SCALE: NTS



PERSPECTIVE 02
SCALE: NTS





PERSPECTIVE 04
SCALE: NTS

NO.	DATE:	REVISION:	BY	
Α	18.09.2015	TOWN PLANNING ISSUE	SY	
В	01.12.2015	TOWN PLANNING ISSUE	JM	
С	11.01.2016	TOWN PLANNING ISSUE	JM	C
D	15.04.2016	TOWN PLANNING ISSUE - UPDATE	DL	T

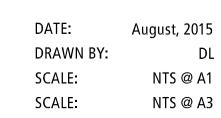
PROJECT:

Proposed Office Development 5 (Lot 603) Milldale Way, Mirrabooka, WA

Perspectives













PROPOSED PLANTING SCHEDULE

		Typical height			
Code	Botanical Name	Common Name	x Width (m)	Spacing	Installed Size
	Grasses and Tufting				
ANI man	Anigozanthos manglesii	Mangles Kangaroo Paw	1 x 1	2 per m2	150mm pot
DIA rev	Dianella revoluta 'Little Rev'	Little Rev Black-anther Flax Lily	0.4 x 0.4	6 per m2	150mm pot
LOM tan	Lomandra longifolia 'Tanika'	Tanika Spiny-Headed Mat-rush	0.5 x 0.65	4 per m2	150mm pot
LIR mus	Liriope muscari 'Evergreen Giant'	Evergreen Giant Lily Turf	0.6 x 0.6	4 per m2	100mm pot

WARNING

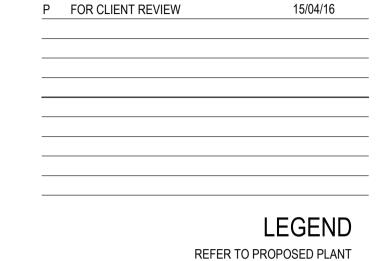
BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE INDICATIVE ONLY. THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. DIAL B4 U DIG PH: 1100

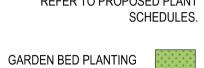
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO SUPERINTENDENT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS
TO BE TAKEN INPREFERENCE TO SCALED DRAWINGS. ALL DRAWINGS
MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT PRIOR
PERMISSION FROM THE LANDSCAPE ARCHITECT.

STATUS

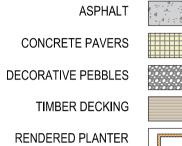
NO. REVISION

FOR APPLICATION NOT FOR CONSTRUCTION





DATE



SINGLE BIKE RACK BR

TIMBER SEATING BENCH

Level 4, 136 Exhibition Street Melbourne VIC 3000 Tel. +61 3 9654 8844 Fax. +61 3 9654 8088 Email info@hansenpartnership.com.au Web www.hansenpartnership.com.au

hansen CLIENT

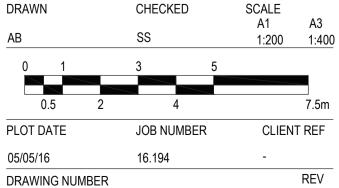
CASTLEROCK PROPERTY

PROJECT

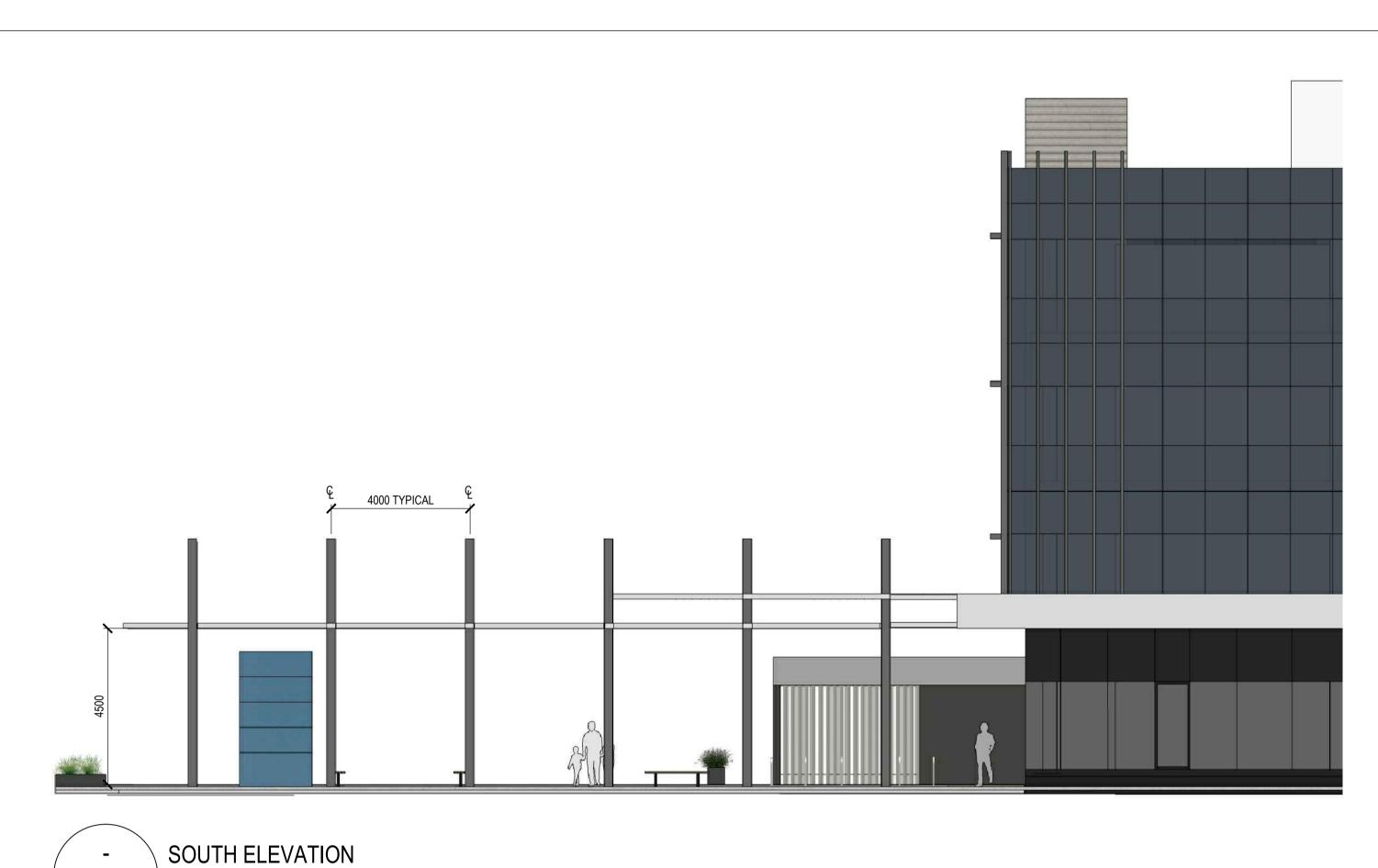
5 MILLDALE WAY MIRRABOOKA

DRAWING TITLE





LCD-001





SECTION AA

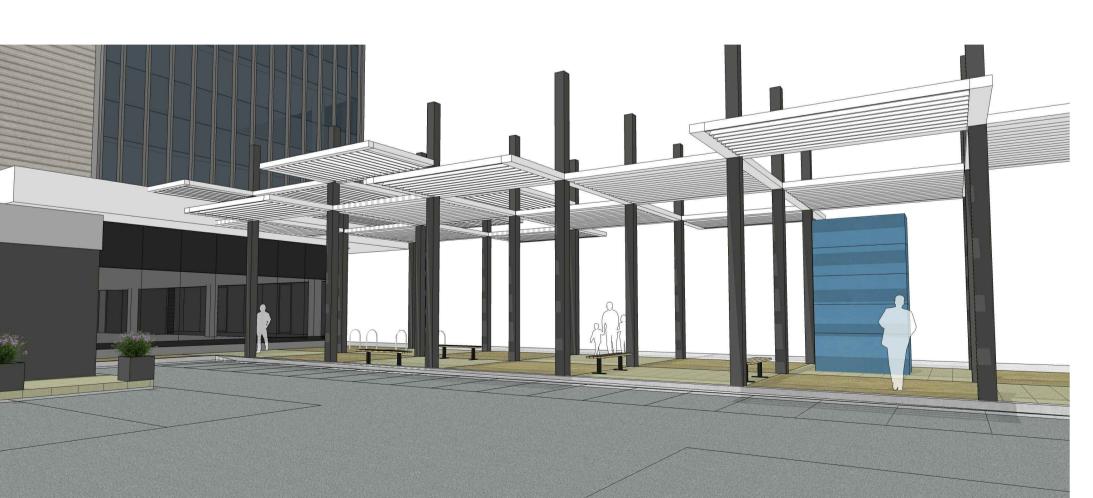
SCALE 1:100 @ A1

SCALE

1:100 @ A1









WARNING

BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE INDICATIVE ONLY. THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. DIAL B4 U DIG PH: 1100

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO SUPERINTENDENT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN INPREFERENCE TO SCALED DRAWINGS. ALL DRAWINGS MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT PRIOR PERMISSION FROM THE LANDSCAPE ARCHITECT.

STATUS

FOR APPLICATION NOT FOR CONSTRUCTION

NO. REVISION	DATE
P FOR CLIENT REVIEW	15/04/16



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hansen CLIENT

CASTLEROCK PROPERTY

PROJECT

5 MILLDALE WAY MIRRABOOKA

DRAWING TITLE

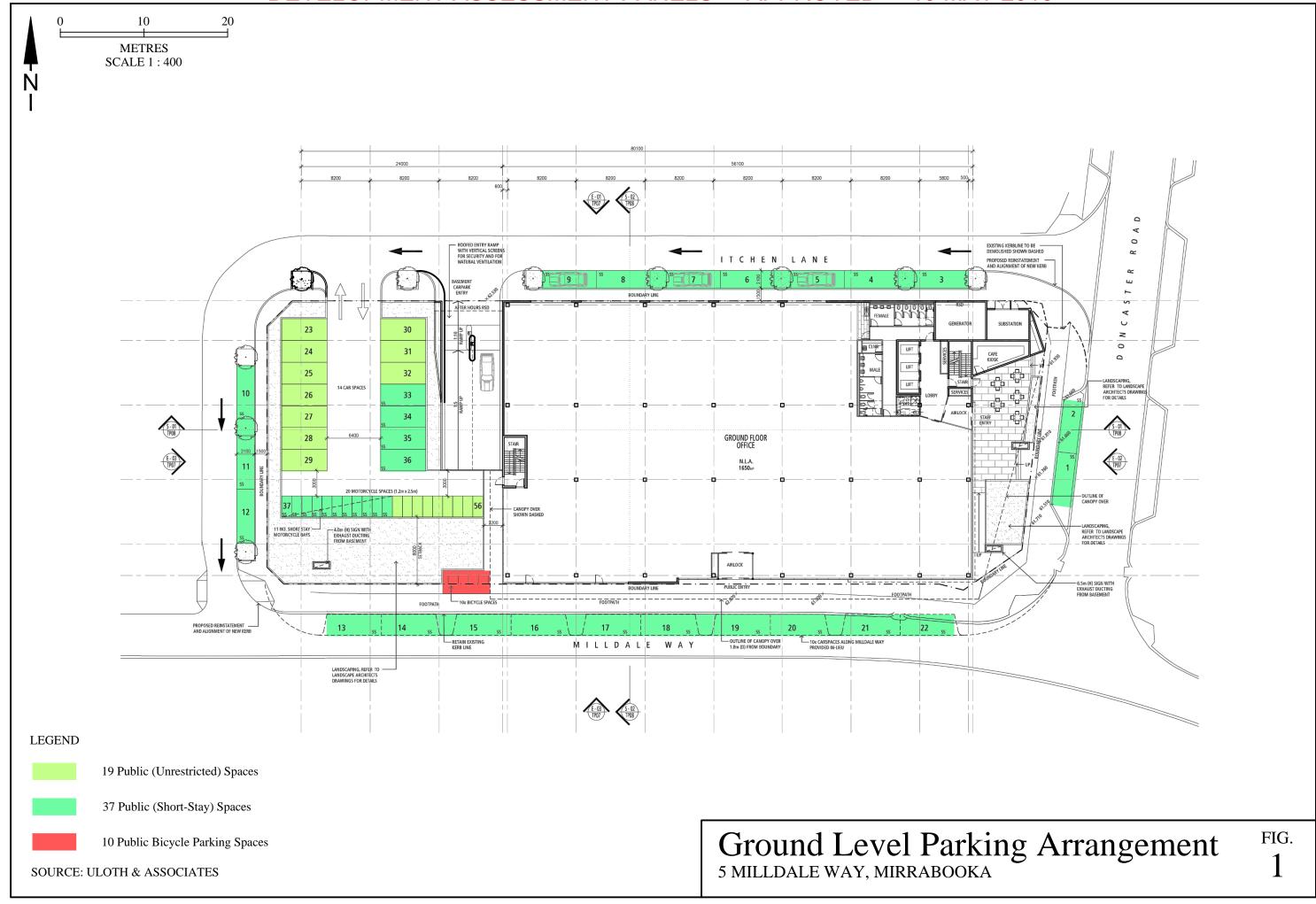
ELEVATION, SECTION & 3D PERSPECTIVES

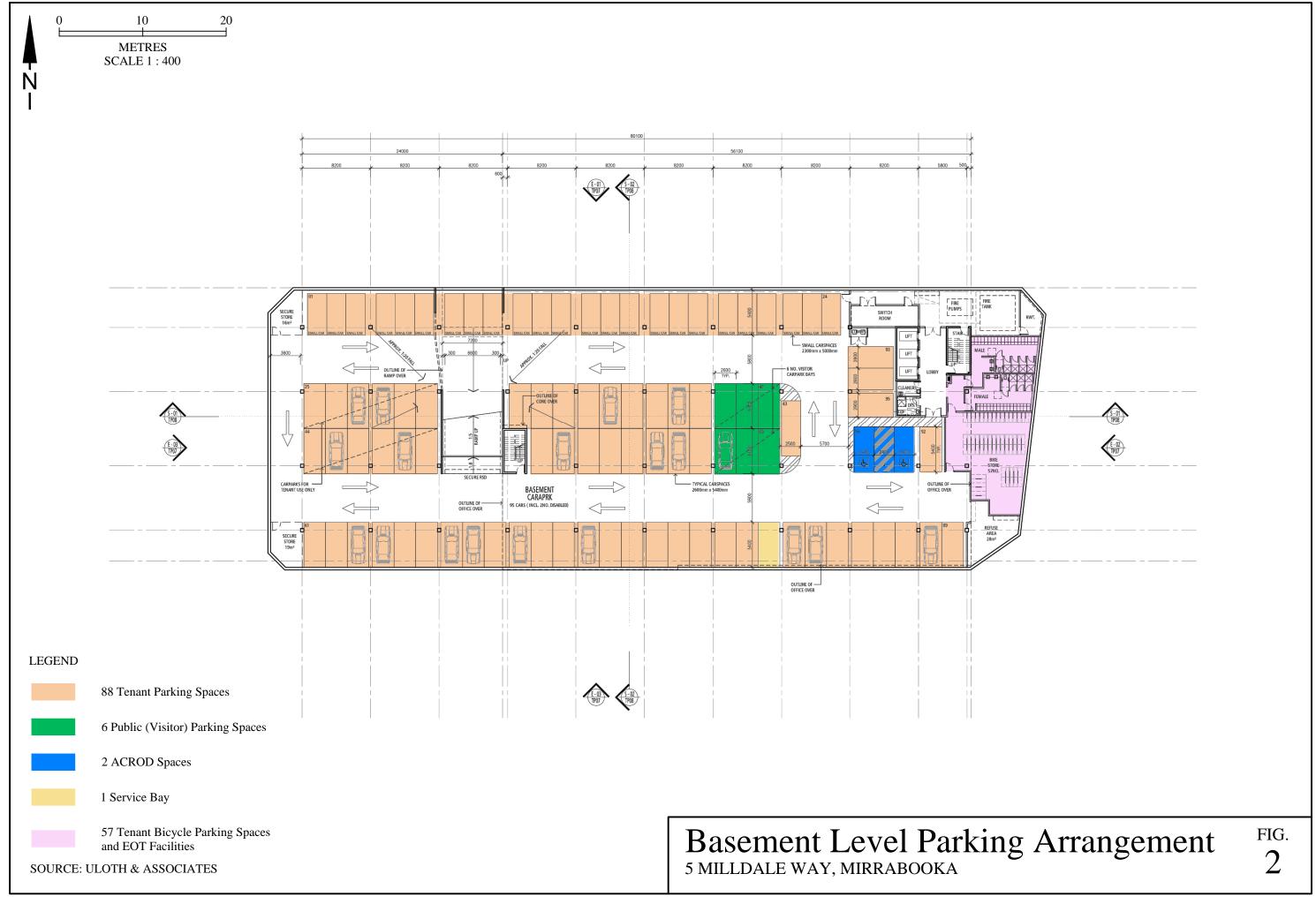
DRAWN	CHECKED	SCALE	A3
CB	SS	AI	
<u> </u>		<u>-</u>	-

PLOT DATE	JOB NUMBER	CLIENT REF
15/04/16	16.194	-
DRAWING NUMBER		REV

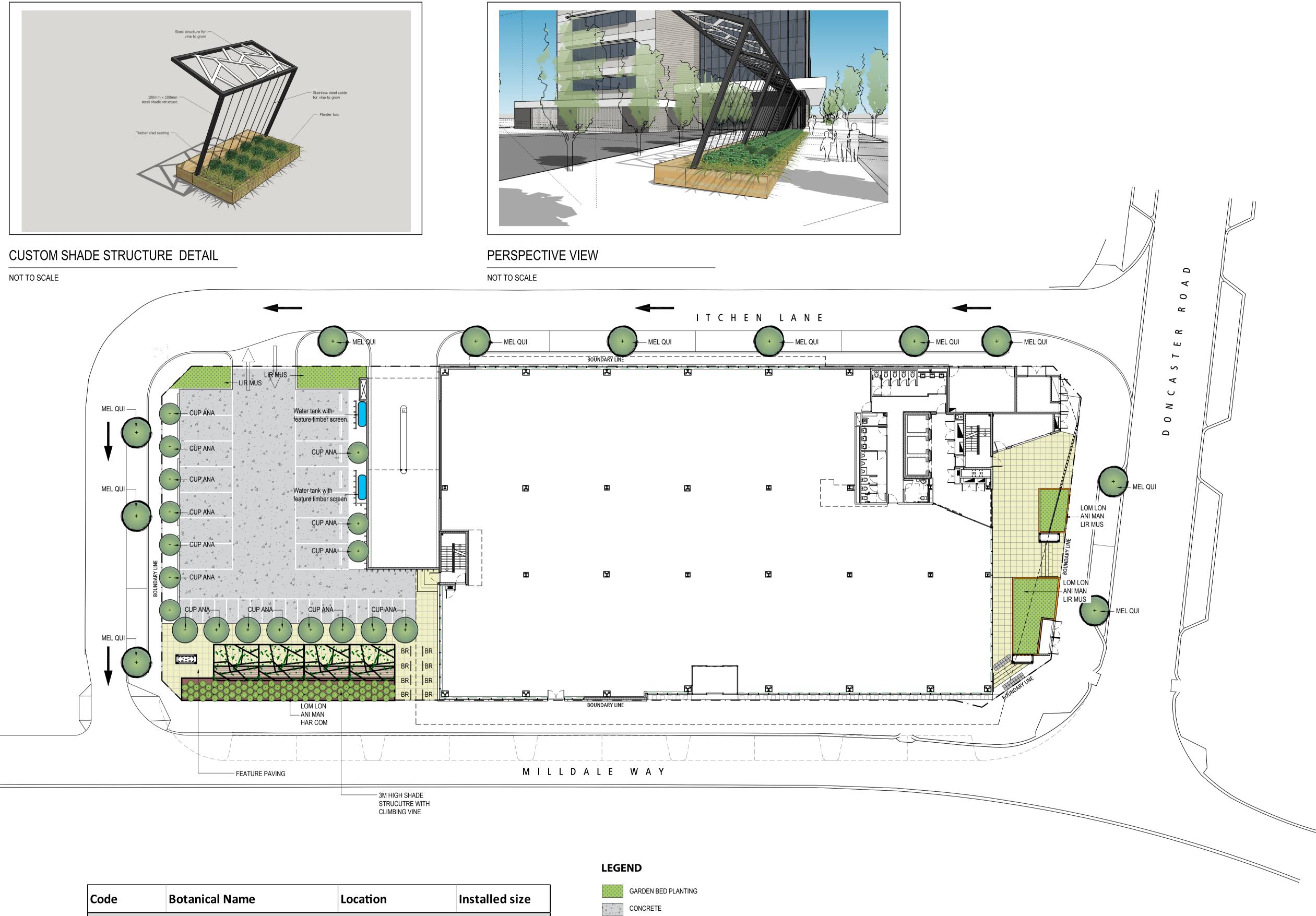
LCD-002

P









Code	Botanical Name	Location	Installed size
CUP ANA	Cupaniopsis anacardiodes	Potted tree	45 Lt pot
LIR MUS	Liriope muscari	Potted plant	100mm pot
LOM LON	Lomandra longifolia	Feature structure	100mm pot
ANI MAN	Anigozanthos manglesii	Feature structure	150mm pot
HAR COM	Hardenbergia comptoniana	Climbing vine	150mm pot
MEL QUI	Melaleuca quinquenervia	Street Tree	100 Lt pot

LEGE	ND
	GARDEN BED PLANTING
	CONCRETE
	CONCRETE PAVERS
	DECORATIVE PEBBLES
	TIMBER SEATING
	RENDERED PLANTER
BR	BIKE RACK
+	SPECIFIED TREE IN 1M x 1M PLANTER

Casterock

STATUS

FOR CONSTRUCTION

5 MILLDA MIRRABO				
DRAWING TITLI	EAPE PLAN	١		
DRAWN	CHECKED		SCALE A1	A3
AB	AAB		1:200	1:40
0 1	3	5		
0.5	2 4			7.5m
PLOT DATE	JOB NUME	BER	CLIEN	TREF
28/03/17	5214-001		-	
20/03/17				



Parking Management Plan 5 Milldale Way, Mirrabooka

This parking management plan documents the proposed strategies for the management of vehicle and bicycle parking for the proposed development at 5 Milldale Way, Mirrabooka.

1. APPROVED DEVELOPMENT

The development at 5 Milldale Way has been approved with 6,534 m² of office floorspace and a cafe/kiosk, together with a Basement car park plus a small at-grade parking area, both accessed off the adjacent Itchen Lane. Conditions of the approval require a minimum of 62 public parking spaces, including at least 37 short-stay public spaces.

2. PROPOSED PLANS

The proposed parking arrangement for the ground level and basement level car parks are shown in the attached Figures 1 and 2, as follows:

- Ground Level (Figure 1)
 - 7 Short-stay Public car parking spaces, plus
 - 20 Motorcycle spaces, and
 - 5 Commercial Tenant car parking spaces
- Basement Level (Figure 2)
 - 61 Commercial Tenant car parking spaces
 - 25 Long-stay Public/visitor car parking spaces (incl. 2 ACROD spaces)
 - 8 Short-stay Public/visitor car parking spaces
 - 1 Service bay for use by Couriers/deliveries, etc
- Additionally, a total of 22 on-street short-stay car parking spaces will be available immediately adjacent to the site for public use, including 10 spaces in Itchen Lane (to be constructed by the Developer), 10 spaces in Milldale Way (to be constructed by City of Stirling), and 2 existing spaces in Doncaster Road, as also shown in Figure 1.
- The proposed development therefore achieves a total parking provision of 130 car parking spaces, including 62 Public/visitor car spaces (of which 37 spaces will be short-stay), as required, plus 20 motorcycle spaces.
- The plans also include provision for bicycle parking, as follows:
 - 57 Tenant bicycle spaces, within the Basement, with associated End of Trip facilities.
 - 10 Public bicycle parking spaces, at street level, adjacent to Milldale Way.

3. PARKING MANAGEMENT PLAN

The proposed management of parking within the development is as follows:

3.1 Vehicle Parking and Control

Vehicular access for the site is via two separate 2-way driveways off Itchen Lane, with 1 driveway
providing access to the at-grade car park at the western end, and the second driveway providing access
to and from the basement. Access to the Basement car park will be controlled by entry and exit roller
shutters located approximately midway along the Basement ramp, with a control point located within



the first 6 metres inside the property, at the top of the ramp. Entry for tenants will be via the use of swipe cards while entry for visitors will be manually controlled, as described further below. The exit roller shutter will be automatically activated via a loop detector within the exit lane of the ramp. There is also an after-hours security shutter located just inside the property boundary, which will be accessible by tenants via swipe card, but permanently open during business hours.

The 60 Commercial Tenant spaces within the Basement will each be numbered, for allocation to individual users as part of the tenancy lease agreements for the overall site.

- General public will be able to utilise the 7 Public short-stay car spaces and 20 Motorcycle spaces within the at-grade car park, while visitors to the site will also be able to use the short and long-stay car spaces within the Basement. The short-stay parking spaces will be signed accordingly, with a maximum parking duration of no more than 4 hours. (It is assumed that City of Stirling will also install similar signs to restrict the adjacent on-street parking spaces also as short-stay parking).
- Visitor parking within the Basement will be via appointment only. Signage at the entry off Itchen Lane will therefore indicate that access to the Basement car park is for Tenant parking only plus Visitors with a pre-booked appointment.
- Visitors seeking to access the public spaces within the Basement will be required to use an intercom system upon their arrival, to announce their arrival and their appointment. An allocated staff member within the building will verify the visitors appointment and car park booking, will advise the visitor which parking space has been reserved for them, and will open the entry gate for access to the Basement. The visitor will then also be met by the allocated staff member at the secure lobby door, to be ushered into the building.
- An on-site Building Manager will be responsible for ensuring the correct usage of all Tenant and Public parking spaces (including the ACROD spaces inside the Basement). The Building Manager will also be responsible for a register of all swipe-card holders, and will issue a set of instructions and a copy of the Parking Management Plan when swipe cards are issued to new users.

3.2 ACROD Parking Spaces

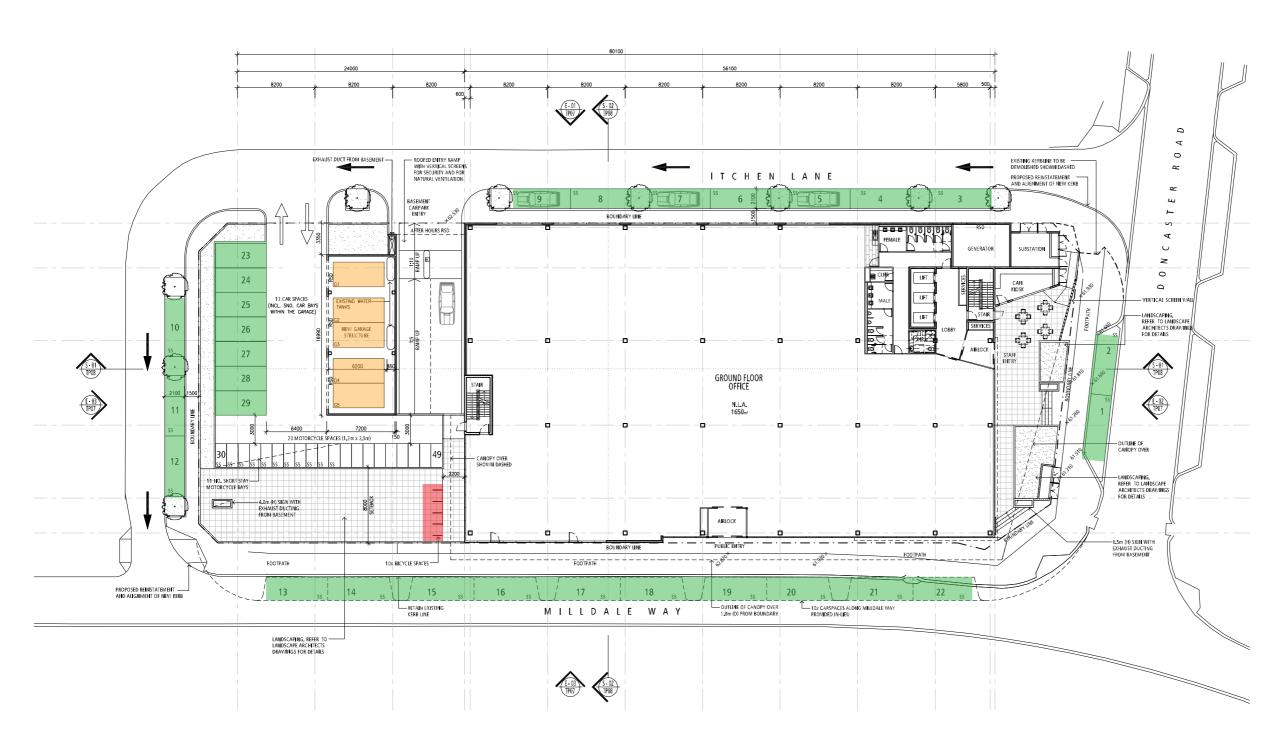
As noted above, there are 2 ACROD parking spaces provided within the Basement Level. The ACROD spaces are located adjacent the entrance door to the lift lobby (at the eastern end of the Basement), as shown in Figure 2, in order to provide good pedestrian access to the office levels. The Building Manager will be responsible for monitoring the correct use of the ACROD spaces.

3.3 Service Bay

The allocated 'Service Bay' is located within the southern parking aisle of the Basement car park, as shown in Figure 2. Correct use of this Service Bay will be monitored by the Building Manager.

3.4 Tenant Bicycle Parking and End of Trip Facilities

The Tenant bicycle parking area and End of Trip facilities are located at the eastern end of the Basement car park, as shown in the attached Figure 2. Access for bicycles is via the Basement Ramp and southern parking aisle, with cyclists requiring swipe cards to access the Basement Ramp, the parking area, and the End of Trip facilities. Swipe cards are to be obtained through the Building Manager.

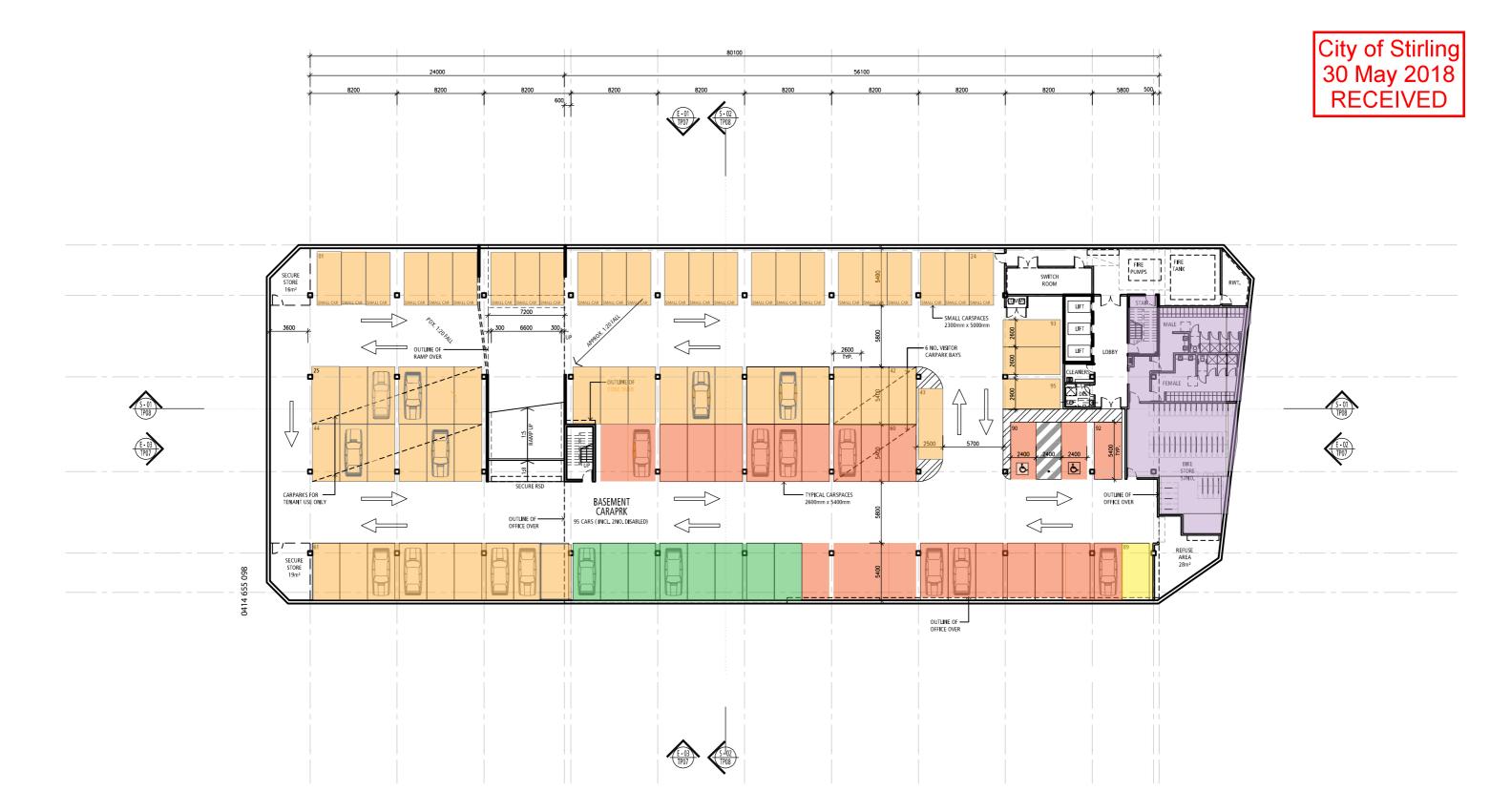


LEGEND

5 Tenant Parking Spaces

29 Public/Visitor (Short-Stay) Parking Spaces

10 Public Bicyle Parking Spaces



LEGEND

- 61 Tenant Parking Spaces
- 25 Public/Visitor (Long-Stay) Parking Spaces
- 8 Public/Visitor (Short-Stay) Parking Spaces
- 1 Service Bay
 - 57 Tenant Bicycle Parking Spaces and EOT Facilities