

The Metro North-West JDAP (MNWJDAP) is undertaking a trial as part of a Planning Reform Initiative.

You will notice some updates to the agendas, reports and minutes published for the MNWJDAP.

Any comments and feedback on these documents are welcome by contacting the Planning Reform team on

6551 9915 or planningreform@dplh.wa.gov.au.



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 1 April 2020; 09:00am
Meeting Number: MNWJDAP/283
Meeting Venue: This meeting is available for members of the public to attend via teleconference.

**To connect to the meeting dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 943 232 655**

The Department of Planning, Lands and Heritage is monitoring the COVID-19 situation closely and following Government advice to ensure the safety of our DAP members, local governments, applicants, officers, presenters and members of the public as we continue our operations and legislative requirements.

This situation is evolving rapidly – meetings will continue to be held at the relevant local governments where possible, however, where meetings are required to be convened by the Department, meeting practices will be adjusted to accommodate social distancing measures and ensure the protection of our staff, members and guests.

Alternative attendance arrangements via virtual meetings are currently being explored to ensure continuity of our business practices. DAP meetings will remain open to the public for meetings hosted by Department via teleconference.



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Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Mr John Syme (A/Specialist Member)

Item 8.1

Cr David Boothman (Local Government Member, City of Stirling)
Cr Suzanne Midgale (Local Government Member, City of Stirling)

Item 8.2

Ms Suzanne Thompson (Local Government Member, City of Joondalup)
Ms Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Item 8.1

Mr Stevan Rodic (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)
Mr Chris Fudge (City of Stirling)

Item 8.2

Mr Chris Leigh (City of Joondalup)
Mr Jonathan Creedon (City of Joondalup)

Minute Secretary

Ms Adele McMahon (DAP Secretariat)

Applicants and Submitters

Item 8.1

Mr Graham Chave (Starbush Holdings Pty Ltd)
Mr Tim Dawkins (Urbis Pty Ltd)

Item 8.2

Mr Charles Donnelly
Ms Jenny Sharpe
Mr Dylan Wray (Resolve Group Pty Ltd)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

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



The Presiding Member announced that the Metro North-West JDAP is currently undertaking a trial of revised templates to promote greater consistency and transparency of information published on the DAP website. During this time, changes to the content contained within the Agendas, Minutes and Responsible Authority Reports may be observed.

In response to the COVID-19 situation, this meeting is being convened via teleconference. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Mr Fred Zuideveld (Specialist Member)

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** Mr Graham Chave (Starbush Holdings Pty Ltd) presenting in support of the application at Item 8.1. The presentation will as owner of property adjacent to the new Aldi development, I just wish to give my point of view as expressed in my submission to the City of Stirling.
- 7.2** Mr Tim Dawkins (Urbis) presenting in support of the application at Item 8.1. The presentation will provide the background and site resolution and design intent of the development.
- 7.3** Mr Charles Donnelly presenting against the application at Item 8.2. The presentation will the questionable and inadequate information and responses presented by the Officer and the applicant to justify the acceptability of the proposed development, to the detriment of the residents of The fairways.
- 7.4** Ms Jenny Sharpe presenting against the application at Item 8.2. The presentation will the missing information, responses from applicant to address objections made by residents of neighbouring retirement village and life implication.
- 7.5** Mr Dylan Wray (Resolve Group Pty Ltd) presenting in support of the application at Item 8.2. The presentation will address the support of the application and in support of the officer recommendation.



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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 104, House Number 904 Beaufort Street, Lots 105, 32, 33 & 400, House Number 96 Tenth Avenue & Lawry Lane, Inglewood

Development Description: Mixed Use Development – Shop & Two Restaurants
Applicant: Urbis Pty Ltd
Owner: ALDI Foods Pty Ltd
Responsible Authority: City of Stirling
DAP File No: DAP/19/01711

8.2 Lot 407 (3) Glenelg Place, Connolly

Development Description: Multiple Dwelling Development (27 New Apartments)
Applicant: Resolve Group Pty Ltd
Owner: Jowebo Investments Pty Ltd
Responsible Authority: City of Joondalup
DAP File No: DAP/19/01696

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10 State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/19/01557 DR159/2019	City of Joondalup	Lot 104 & 105 (8 & 10) Brechin Court, Duncraig	3 Levels, 16 Apartments, Multiple Dwellings	01/08/2019

11 General Business

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.

12 Meeting Closure

**LOT 104, HOUSE NUMBER 904 BEAUFORT STREET, LOTS
105, 32, 33 & 400, HOUSE NUMBER 96 TENTH AVENUE &
LAWRY LANE
INGLEWOOD –
MIXED USE DEVELOPMENT – SHOP & TWO RESTAURANTS**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro North-West JDAP
Local Government Area:	City of Stirling
Applicant:	Urbis Pty Ltd
Owner:	ALDI Foods Pty Ltd
Value of Development:	\$4.5 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Stevan Rodic, Acting Director Planning and Development
LG Reference:	DA19/1926
DAP File No:	DAP/19/01711
Application Received Date:	9 December 2019
Report Due Date:	20 March 2020
Application Statutory Process Timeframe:	90 Days
Attachments:	<ol style="list-style-type: none"> 1. Development plans date stamped 20 December 2019 and 28 February 2020 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme Zoning Map 5. Turning movement diagrams date stamped 28 February 2020 6. Applicants Response to City's Design Review Panel held 23 January 2020 received 28 February 2020 7. Applicants response to the City's Request for Further Information and Response to Public Submissions received 21 February 2020 8. Applicants Original Submission received 20 December 2019 and 3 January 2020 9. City's Design Review Panel Report following meeting held 23 January 2020 10. City's Design Review Panel Report following meeting held 5 March 2020 11. Referral comments from the Department of Planning, Lands and Heritage received 10 January 2020

	12. Referral comments from the Department of Water and Environmental Regulation received 24 January 2020
Is the Responsible Authority Recommendation the same as the Officer recommendation?	Not applicable

Responsible Authority Recommendation

That the Metro North-West JDAP resolves to:

Defer a decision on DAP Application reference DAP/19/01711 and accompanying development plans in Attachment 1 for a period of six (6) weeks in accordance with Section 5.10.1a of the DAP Standing Orders 2017, for the following reasons:

1. To allow the Applicant to address / submit to the City of Stirling:
 - a. A Traffic Impact Statement that addresses the development proposal utilising current traffic data that includes, but is not limited to, the following:
 - Provides an assessment of the proposed development access points;
 - Models the site utilising the current traffic data;
 - The 19.0m Semi-trailer Truck Circulation Diagrams t16.099B.sk29d and t16.099B.sk30c are to remove the requirement for modification to the existing Beaufort Street/Tenth Avenue and Beaufort Street/Eleventh Avenue intersections;
 - The 19.0m Semi-trailer Truck Circulation Diagram t16.099B.sk31 is to be removed from the Traffic Impact Statement; and
 - Demonstrates how the commercial tenancies along Beaufort Street will be serviced by delivery vehicles up to 12.5m Single Unit Trucks within the site.
 - b. To enable modifications to be made to the siting of the substation proposed on the south-eastern lot boundary to an on-site location which does not have an adverse impact on the visual amenity as viewed from the adjoining residential premises, and in greater conformity with the City's Beaufort Street Local Development Plan.
 - c. A revised Landscaping Plan that demonstrates compliance with the provisions of the City's Local Planning Policy 6.11 – Trees and Development, specifically in respect to each Advanced Tree being provided a minimum 9m² soil space with a minimum dimension of 2.0m at ground level free of intrusions, and each tree planting being a minimum size of 90 litres.
 - d. A revised Site Plan and Floor Plan that demonstrates the following:
 - The provision of a dedicated service bay on-site in accordance with the City's Local Planning Policy 6.7 – Parking and Access;
 - Modification to the service entry point assigned to the commercial tenancies along Beaufort Street which is to be accessed via the rear of the development;
 - 15 bicycle parking bays to be provided on-site comprising of five (5) allocated for employees and 10 allocated to visitors;

- The three (3) car parking bays proposed between the Child Care Premise access and Eleventh Avenue are to be reduced to two (2) car parking bays and located so as to ensure adequate vehicle sight lines and manoeuvring space is provided for all other vehicles and pedestrians, and a safe environment is maintained;
 - The Relative Level of 20.92 at the Child Care Premises is to be deleted from the development plans; and
 - The Site Plan and Floor Plan are to be consistent in demonstrating the number of existing on-street car parking bays to be removed from the northern side of Eleventh Avenue.
- e. An amended Acoustic Report that includes an assessment of the noise generated by the substation and the noise generated by waste servicing to the site.
2. Request the applicant to submit amended plans and additional information to the City of Stirling by 15 April 2020 to address the above matters.
 3. Require the City of Stirling to consider the amended plans and additional information and to submit a revised Responsible Authority Report by 13 May 2020.

Reasons for Responsible Authority Recommendation

As outlined below, although the development is considered to largely satisfy the requirements and provisions of the City's Local Planning Scheme No.3, Beaufort Street LDP, and relevant Local Planning Policies, the proposal requires further consideration given the absence primarily of a Traffic Impact Assessment that addresses the subject development proposal.

The City does not believe the proposal is currently in a form where an approval, subject to conditions, is appropriate. Equally, the City notes the development proposal generally satisfies the local planning framework and therefore should not be recommended for refusal.

Accordingly, it is recommended that the application be deferred to allow a Traffic Impact Assessment to be submitted for the City's consideration that addresses the subject development proposal. Furthermore a deferral of the application will afford the Applicant the opportunity to address additional matters in regard to the location of the substation, revisions to the landscaping plan, modifications to the built form and functionality of the development, and the acoustic assessment of the proposal.

Details: Outline of Development Application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	Local Planning Scheme No.3
Local Planning Scheme Zone / Reserve	Mixed Use and No Zone
ACP/Structure Plan/Precinct Plan	N/A
ACP/Structure Plan/Precinct Plan Zone	N/A

Use Class (proposed) and permissibility:	Shop and Restaurant – Permitted ('P') use
Lot Size:	5,581m ²
Existing Land Use:	Vacant Land and Motor Vehicle Repair
State Heritage Register	No
Local Heritage	<input type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input checked="" type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The development application proposes the construction of a Mixed Use Development comprising a Shop and Two Restaurants, including:

- 1,260m² of Shop (ALDI) retail floor space (front of house);
- 390m² storage area (back of house), office and staff facilities;
- 297m² Net Lettable Area for additional Restaurant tenancies fronting Beaufort Street which are independent of the proposed Shop (ALDI);
- 74 on-site car parking bays, including two (2) ACROD bays; and
- Associated Shop (ALDI) signage.

Background:

The subject site comprises six (6) lots, and is located in the local municipality of Stirling, approximately 5.1km north-east of the Perth CBD. The subject site is bounded by Tenth Avenue to the south-west, Beaufort Street to the north-west, Eleventh Avenue to the north-east, and residential lots coded R30 to the south-east. Five (5) of the lots encompassing the subject site are currently vacant land with the exception of Lot 104, House Number 904 Beaufort Street which contains a Motor Vehicle Repair premises (Tyre Power).

The demolition of the existing Tyre Power building on Lot 104, House Number 904 Beaufort Street, Inglewood was considered and approved by the City 19 February 2020 on under a separate development application (City ref: DA19/1994 refers).

To the north-west of the site (on the opposite side of Beaufort Street) are lots zoned 'Mixed Use'. To the south-west and north-east (on the opposite sides of Tenth Avenue and Eleventh Avenue, respectively) are lots zoned 'Mixed Use' and 'Residential' with a density coding of R30.

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3). Lot 104, House Number 904 Beaufort Street, and Lots 105, 32 and 33, House Number 96 Tenth Avenue are zoned 'Mixed Use' under the City of Stirling's Local Planning Scheme No.3 (LPS3) (Attachment 4).

The portion of land known as Lawry Lane is designated as road reserve which has no zoning. Lot 400 is designated as a Right of Way held in private ownership (of ALDI Foods Limited) which has no zoning.

The six (6) separate land parcels forming the subject site are subject to a concurrent subdivision application for amalgamation (WAPC Ref: 158830 refers).

The Metro North-West JDAP previously considered a DAP Form 1 application for an ALDI proposal on part of the subject site (DAP/17/01238 / City ref: DA17/1171 refers). The Metro North-West JDAP considered and approved the application on 11 October 2017. The previous DAP Form 1 was subsequently subject to a State Administrative Tribunal (SAT) review (DR 345 of 2017 refers) which resulted in JDAP's original determination dated 11 October 2017 being amended to modify a condition of approval and associated advice note. This condition related to deliveries to the site and waste collections from the site.

Legislation and Policy:

Legislation

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

State Government Policies

- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment

Local Development Plan

- Beaufort Street Local Development Plan (LDP)

Local Planning Policies

- Local Planning Policy 3.1 – Character Retention Guidelines Mt Lawley, Menora and Inglewood (LPP 3.1)
- Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)
- Local Planning Policy 6.2 – Bicycle Parking (LPP 6.2)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)
- Local Planning Policy 6.5 – Developments and Subdivisions Abutting Rights of Way (LPP 6.5)
- Local Planning Policy 6.6 – Landscaping (LPP 6.6)
- Local Planning Policy 6.7 – Parking & Access (LPP 6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP 6.11)

Consultation:

Public Consultation

The application was advertised in accordance with the City's Planning Consultation Procedure. The 22 day consultation period commenced on 21 January 2020 and concluded on 12 February 2020. Letters were sent to owners and occupiers of adjacent properties within a 200m radius (including relevant Community Groups), a notice being placed on the City's website and signs erected on-site on all street frontages, being Tenth Avenue, Beaufort Street and Eleventh Avenue.

During the public consultation period, a total of 29 submissions were received, comprising of 20 letters of objection and nine (9) letters of support.

All issues raised in submissions received during the consultation period have been summarised in the table below. Also provided is the number of submissions in which the issue was raised, and the City's response to the issue.

Number of times issue was raised	Issue Raised	Officer Comment
16	Concerns regarding traffic generation and flow, and the Traffic Impact Assessment provided.	Traffic generation and the Traffic Impact Assessment submitted with the application are discussed in further detail later in this report.
15	Concerns regarding the proposed delivery times and the generation of noise from the development.	Delivery times and the generation of noise are discussed in further detail later in this report.
10	Concerns regarding car parking provision and modification to existing on-street car bays.	Car parking is discussed in further detail later in this report.
7	Support the proposal and represents a positive addition to community and adds character to area.	Noted.
5	The land use is not appropriate due to its proximity to residential properties.	The subject site is zoned 'Mixed Use' under the City's LPS3. A 'Shop' and 'Restaurant' land use are Permitted ('P') land uses within the Mixed Use zone. Lawry Lane and Lot 400, House Number 96 Tenth Avenue are zoned 'No Zone'. 'No Zone' land parcels are discussed in further detail later in this report.
4	Concerns regarding the provision of landscaping – both on-site and within road reserve.	Landscaping provision is discussed in further detail later in this report.
3	Concerns regarding the built form of the development and its suitability within the Inglewood Heritage Protection Area.	The City's assessment of the proposed built form in accordance with the provisions of the LDP is discussed in further detail later in this report.
3	The proposal will enhance the economic viability of the immediate area.	Noted.
2	A supermarket is not required in the locality.	The City is required to assess the proposal against the relevant planning framework.
2	Concerns regarding the buildings setback from Beaufort Street. The setback should be larger to enable additional landscaping and better vehicle sightlines.	The development proposes a nil setback to Beaufort Street and Tenth Avenue, in accordance with the LDP. Landscaping provision on site is discussed in further detail later in this report.

		The built form will be located outside of the future road widening area on Beaufort Street.
1	Concerns that the proposal underutilises the site.	The City is required to assess the proposal against the relevant planning framework.
1	Welcome an alternative supermarket.	Noted.
1	Concerns regarding the proportion of the Beaufort Street façade made up of back of house.	The LDP requires a development's front façade to Beaufort Street to be activated for a minimum 70% of its width. It is pertinent to note that the Applicant has modified the buildings layout further from the development plans provided to the community as part of the consultation process. The development now complies with this LDP provision.
1	Concerns regarding the provision of bicycle bays.	Bicycle parking is discussed in further detail later in this report.
1	Concerns regarding potential light spill from the development on adjoining residential properties.	Should the Metro North-West JDAP be of the mind to approve the application a condition of approval will require all on-site lighting to align with Australian Standards.
1	The development proposal represents a better design than that previously approved by the Metro North-West JDAP.	Noted.
1	Concerns regarding the impact of the proposal on existing streetscape views.	The development proposal complies with the City's LPS3 and LDP in regards to building height. Furthermore the subject site is zoned 'Mixed Use' under the City's LPS3. A 'Shop' and 'Restaurant' land use are Permitted ('P') land uses within the Mixed Use zone.
1	Devaluation of property.	Impact on property values is not a valid planning consideration.
1	Concerns regarding the scale of the development.	The City is required to assess the proposal against the relevant planning framework. Proposed variations to the relevant planning framework are discussed in further detail later in this report.
1	Concerns regarding pedestrian and vehicle sightlines with addition of further on-street bays to Beaufort Street.	The built form will be located outside of the future road widening area on Beaufort Street.
1	Support the proposal and design looks good.	Noted.
1	Support the proposal as it will enhance the economic viability of this section of Beaufort Street.	Noted.

The predominant issues raised during the consultation period concerned traffic generation, the proposed delivery times to site and car parking provision.

The City forwarded the outcomes of advertising to the applicant on 18 February 2020 to allow the applicant the opportunity to respond to each submission received. The applicant provided the City with a response to the outcomes of advertising on 21 February 2020. The submissions received during the advertising of the application and the applicant's subsequent response is provided in Attachment 7.

Consultation with other External Agencies

Department of Planning, Lands and Heritage

Consultation was undertaken with the Department of Planning, Lands and Heritage (DPLH) as the site abuts land reserved under the Metropolitan Region Scheme for Other Regional Road purposes (Category 2). Furthermore the site is affected by Other Regional Road reservation road widening. DPLH comments on the proposal are contained in Attachment 11 and are referred to further in this report.

Department of Water and Environmental Regulation

Consultation was undertaken with the Department of Water and Environmental Regulation (DWER), who advised they have no objections to the proposal. DWER comments are contained within Attachment 12 and are referred to further in this report.

Design Review Panel Advice

The City's Design Review Panel's (DRP) role is to provide design advice only, and is supplementary to the planning assessment undertaken by the Responsible Authority.

The development application was considered by the City's DRP on 23 January 2020 (Attachment 9 refers). Following the submission of amended development plans the application was considered a second time by the DRP on 5 March 2020 (Attachment 10 refers). The DRP expressed that further refinement and modification was required in the following principles:

Context and Character

The Panel notes the inclusion of metal cladding to the façade and supports the scalloped form, but believes the applicant must carefully select the material (colour and profile) used and develop details to ensure a refined finish that reflects the finer grain of the heritage area.

Amenity

The Panel commented there is opportunity to further improve the bench seating and landscaped area on Tenth Avenue and recommends the applicant gives more consideration to creating a unique design that separates the vehicles from the seated area; is shaded; and compliments the design of the main building.

The Panel requests the applicant provides more information in relation to the height of the substation and recommends the applicant considers additional landscaping to soften the impact on neighbours.

Aesthetics

The Panel requested more information relating to the finer detail of the materials selections.

The DRP's conclusion on the DAP Form 1 application is as follows:

The Panel commends the design changes implemented following DRP review number 1 and thanks the proponents for their earnest engagement. The Panel broadly support the design approach but considers there still needs to be some design refinement to give confidence that the detailed resolution will deliver an outcome that satisfies the qualitative aspirations of the heritage precinct.

The City's final Design Review report was provided to the applicant on 18 March 2020. It is pertinent to note that as a consequence of the DAP statutory timeframes no further modifications were made by the Applicant to the development plans following the second DRP meeting.

Other Advice

Internal Referrals

Referrals to the City's Engineering Services, Parks & Sustainability, Waste Services, Environmental Health and Property Services Business Units were undertaken as part of the City's assessment, with relevant comments contained further in this report.

Planning Assessment:

The development proposal has been assessed against the City's LPS3, the Beaufort Street Local Development Plan, and relevant Local Planning Policies. LPS3 provides guidance in respect to zoning and the objectives of zones, however more specific development standards are provided in the Beaufort Street Local Development Plan and relevant local planning policies.

The following matters have been identified as key considerations in the determination of this application:

- 1 No Zone and Concurrent Subdivision Application
- 2 Beaufort Street Local Development Plan (LDP)
- 3 Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)
- 4 Local Planning Policy 6.2 – Bicycle Parking (LPP 6.2)
- 5 Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)
- 6 Local Planning Policy 6.6 – Landscaping (LPP 6.6)
- 7 Local Planning Policy 6.7 – Parking & Access (LPP 6.7)
- 8 Local Planning Policy 6.11 – Trees and Development (LPP 6.11)
- 9 State Planning Policy 7.0 – Design of the Built Environment
- 10 Planning and Development (Local Planning Schemes) Regulations 2015
- 11 Internal Referrals
- 12 External Referrals

1. No Zone and Concurrent Subdivision Application

The six (6) separate land parcels forming the subject site are subject to a concurrent subdivision application for amalgamation (WAPC Ref: 158830 refers).

The portion of land known as Lawry Lane, is designated as road reserve which has no zoning. Following closure of the road reserve as proposed, this resultant land from closure will be amalgamated with the adjoining land. In accordance with the City's LPS3, where land is created following closure with 'No Zoning', this land will take on the zoning of the adjacent land or the zoning of the land in which it is amalgamated.

To this end Clause 4.13 of LPS3 states that:

Subject to the provisions of clause 8.1.2, where land classified as 'No Zone' has been amalgamated with abutting zoned or reserved land, all development shall be in accordance with the standards and requirements of the abutting zoned or reserved land to which it has been amalgamated.

Furthermore, Clause 8.1.2 of LPS3 states that:

All development on land classified as 'No Zone' under the provisions of clause 4.1.3, requires the prior approval of the Council except where such development is for public works and Illuminated Street Signs. A person must not commence or carry out any development without first having applied for and obtained the planning approval of the Council under Part 9.

Lot 400 is designated as a Right of Way held in private ownership (of ALDI Foods Limited) which has no zoning. Under the concurrent subdivision proposal (WAPC Ref: 158830 refers), Lot 400 is to be subdivided in the following manner:-

- Portion to be dedicated as road, to be included within the new Lawry Lane road reserve which will be designated as 'No Zone' as per standard Road Reserve designations as part of a future Omnibus Scheme amendment process (identified as Road 1 on the Subdivision Plan); and
- The remaining portion of the Right of Way (Lot 400) is to be created as a separate lot (identified as Lot 2 on the Subdivision Plan). This portion will remain a Right of Way, which provides continued access to the new Lawry Lane road reserve (Road 1). This Right of Way will continue to be designated as 'No Zone'.

Furthermore, the concurrent subdivision application proposes an easement to facilitate lawful access from Lot 800, House Number 908 Beaufort Street, Inglewood to the re-aligned Lawry Lane to the south-east.

To summarise, the development should not proceed until such time that the closure of Lawry Lane is effected and the resultant land being amalgamated with the adjoining private land holdings.

These matters can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

2. Beaufort Street Local Development Plan

Mixed Use Precinct Development Standards

The City's LDP includes five (5) Mixed Use Precincts. The subject site is located within the Inglewood Town Centre Mixed Use Precinct.

The table below outlines the elements of the proposed development that do not comply with the Mixed Use Precinct Development Standards of the City's LDP.

3.0 Mixed Use Development Standard	Officer Comment
3.5 Building Setbacks	
Setback – Distance from Property Line Rear – Adjacent Private Property 2m minimum	The developments substation structure is proposed with a nil setback to the south-eastern rear boundary.

Accordingly the variation requires consideration against the following Mixed Use objectives:

- *To ensure the retention of buildings built before 1960;*
- *To repair and enhance the pedestrian-oriented urban character of Beaufort Street by maintaining the attractiveness of the existing character shopfront buildings whilst providing for intensification above ground floor, and intensification of other sites;*
- *New mixed use buildings shall enhance the character, heritage and amenity of Beaufort Street;*
- *Refurbished shop fronts are to be designed to ensure that the original shop fronts are re-instated with original materials and details;*
- *To ensure new shop fronts are designed to match one of the frontage styles and use traditional materials;*
- *Economic stimulation and social interaction at a pedestrian scale will be encouraged through the creation of continuous retail and commercial frontages with minimal setback to Beaufort Street or at side-street corners, ensuring direct street connections at ground floors of buildings, and by activating ground floor side-street frontages;*
- *To ensure new awnings:*
 - *Provide weather protection for all seasons;*
 - *Use traditional materials;*
 - *Are of a similar height to existing awnings;*
 - *Are parallel to the footpath; and*
 - *Provide continuous weather protection even where building setbacks are different.*
- *Interest and variation at the pedestrian level will be maintained by ensuring that building frontages are articulated or visually “broken-up” to ensure that façades are not overly long or bland and match the scale of traditional shop fronts; and*
- *Building step-backs and setbacks will be employed at the front, rear and side of buildings as follows:*
 - *Along Beaufort Street, where a building built before 1960 exists, the above ground-floor levels of any redevelopment on the site will be stepped-back to emphasise the existence of the retained shopfront. To maintain street character, this also applies to the neighbouring site;*
 - *At the rear, to ensure adequate sunlight, and privacy from overlooking of neighbouring properties, buildings will step-up and back from laneways or adjacent lots; and*
 - *On corner sites, buildings will be set back from the frontage along the side streets to match the street setbacks of the adjacent residential properties.*

The proposed development is deemed to be largely compliant with the Mixed Use Precinct Development Standards. Notwithstanding this, the proposed nil setback of the substation from the rear south-eastern lot boundary is not considered to satisfy the Mixed Use Precinct objectives of the LDP as the proposal does not provide built form relief between the proposed commercial land use and the adjoining residential premises. The substation structure is setback 1.5m from Tenth Avenue and has a

maximum wall height of 3.3m to its south-eastern elevation. The adjoining residential premises is zoned Residential R30 and has a primary street setback from Tenth Avenue of approximately 7.0m.

The proposed amalgamation of the individual subject sites creates one large corner site. The objectives specifically address the requirement for development on corner sites to be appropriately setback from side streets to align in with existing adjacent residential properties.

It is pertinent to note that the location of the substation in its current position represents an amendment to the original development plans submitted with this Form 1 application which located the structure adjacent to the existing Child Care Premises at Lot 800, HN 908 Beaufort Street. As such the proposed location was not included in the version of the proposal that was provided to the community as part of the consultation process.

Moreover, it is unclear if the Applicant has considered the acoustic implications of relocating the substation structure to the south-eastern lot boundary, in close proximity to Lot 31, House Number 94 Tenth Avenue, Inglewood. The Environmental Acoustic Assessment prepared by Herring Storer addresses noise emissions from delivery and mechanical services relating to the development however the report's noise modelling is based on a development site plan which proposes to locate the substation adjacent the Child Care Premises at Lot 800, House Number 908 Beaufort Street, Inglewood.

Accordingly the City recommends the application be deferred by the JDAP to enable the Applicant to make modifications to the siting of the substation proposed on the south-eastern lot boundary to an on-site location which does not have an adverse impact on the visual amenity as viewed from the adjoining residential premises, and in greater conformity with the City's Beaufort Street Local Development Plan. Additionally, a deferral of this application will allow the City to consult with the immediately affected adjoining landowner at Lot 31, House Number 94 Tenth Avenue, Inglewood.

General Development Standards

The General Development Standards of the LDP are applicable to all development within prescribed the LDP area.

Location of Car Parking

The table below outlines the elements of the proposed development that do not comply with the General Development Standards of the LDP for car parking location.

6.0 General Development Standards		Officer Comment
6.1 Parking and Access		
6.1.2 Location of Car Parking		
Car parking spaces shall be located in accordance with Figures 22, 23 and 24 of the LDP; and		The proposal does not comply with this provision as an 8.0m side setback is required to Tenth Avenue for car parking bays. The proposed setback is 1.8m in lieu of the minimum 8.0m.
Active uses shall be located between car parking areas and the street.		No active uses are proposed between the car parking bays and Tenth Avenue.

Notwithstanding the LDP does not provide specific objectives for the General Development Standards, the proposed variations to the location of car parking bays

can be considered against the vision for the area and the Mixed Use objectives detailed above.

The 8m setback is required by the LDP to allow active uses to be located between car parking bays and the street, in order to promote pedestrian interest and social interaction. The proposed setback variation to the car parking bays of 1.8m in lieu of 8m is considered acceptable in this instance as the proposal seeks to active the immediate Tenth Avenue setback with seating areas and an elevated landscaping strip which will assist in provided green relief, and promote pedestrian interest and interaction within the space. Moreover the raised planter will aid in screening car parking bays 1-5 from Tenth Avenue, which is deemed to make a positive impact by softening the streetscape.

In regard to the absence of an active land use between the car parking bays and Tenth Avenue, the lack of an active use is not an ideal streetscape outcome however the proposed raised planter and associated seating areas will enhance the immediate character and amenity of the existing streetscape.

Car Parking Provision

Car parking is to be provided on site in accordance with Table 4 of the LDP which replaces the parking requirements listed in Table 1 of the City's LPP 6.7 – Parking and Access.

Land Use	Required Spaces
Non-Residential land use	3.5 per 100m ² Net Lettable Area
Shop – 1,000m ² or greater in area	5.0 per 100m ² Net Lettable Area
Hotel, Tavern and Small Bar	6.0 per 100m ² Net Lettable Area
Residential	As per R-Codes

Net Lettable Area is defined by the City's LPS3 as follows:

means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas –

- (a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;*
- (b) lobbies between lifts facing other lifts serving the same floor;*
- (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
- (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.*

The car parking standards of the LDP allow the decision-maker to consider existing and/or new on-street parking bays directly adjacent a site to be included in the total parking requirement for a development.

It is noted there are existing on-street car parking bays directly adjacent the development site, specifically six (6) bays on the southern side of Beaufort Street. It is pertinent to note these bays are located within an AM Bus Lane. There are additional on-street car parking bays within the vicinity; specifically 11 car bays on the western side of Tenth Avenue and four (4) bays on the western side of Eleventh Avenue.

The development proposes three (3) new on-street car parking bays to the eastern side of Tenth Avenue as a result of a de-widening of the road reserve. Furthermore an

additional five (5) on-street bays are proposed between the existing bays located on the southern side of Beaufort Street.

The parking requirement for the development is as follows:

Land Use	LDP Provision	Variable (m ²)	Bays Required
Restaurant Tenancies	3.5 per 100m ² Net Lettable Area	258m ²	9.03
Shop (ALDI)	5.0 per 100m ² Net Lettable Area	1,502m ²	75.1
Bays required for Development			84.13 (84)**
Total Bays Provided (On-site)			73*
Existing on-street bays directly adjacent the site			6
Proposed on-street bays directly adjacent the site			8
Total on-street bays directly adjacent the site			14

**The City notes that the Site Plan and Floor Plan include annotations that state 75 on-site car parking bays have been provided however 74 bays are present. Moreover, this figure is reduced further by one (1) bay as a consequence of the City's Senior Development Engineer's assessment of car parking bays no.73-75, which is discussed in further detail later in this report. Accordingly for the purposes of the on-site car parking provision a figure of 73 has been utilised.*

***The LDP is silent on the rounding of car parking bays. The provisions of the City's LPP 6.7 apply to all development on either zoned or reserved land. LPP 6.7 requires parking requirements for non-residential development to be calculated by rounding to the nearest whole number.*

In accordance with the provisions of the LDP, the development is required to provide a total of 84 car parking bays. The development provides a total of 73 on-site car parking bays accessible via Tenth Avenue and Eleventh Avenue. The provisions of the LDP allow a decision-maker to consider existing and proposed on-street car parking bays directly adjacent the development site to be included in the total parking requirement for a development.

There are six (6) existing on-street car parking bays adjacent the site and a further eight (8) on-street bays proposed. Accordingly the cumulative total of 73 proposed on-site car parking bays plus 14 on-street bays ensures the development satisfies the requirement for a minimum of 84 bays with 87 bays provided, with a surplus of three (3) bays. However, as 11 of these on-street bays are located within the Beaufort Street AM Bus Lane therefore resulting in the development generating an eight (8) bay shortfall during morning operating hours, with a total of 76 bays available.

The LDP requires any variations to the parking rates applicable within the LDP to be assessed against the relevant objectives of the City's LPP 6.7 - Parking and Access, which are as follows:

- *To prioritise access by public transport, walking and cycling;*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- *To ensure that a major parking problem is unlikely to occur;*
- *To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking; and*

- *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.*

To prioritise access by public transport, walking and cycling

The siting of the development within a busy urban activity corridor will ensure the development experiences a significant amount of walking patrons. Furthermore Beaufort Street itself is a high frequency bus route with several stops in close proximity to the development site. Moreover, the development is capable of satisfying the provisions of the City's LPP 6.2 – Bicycle Parking. This matter is discussed in further detail later in this report.

To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists

The application has been referred to the City's Senior Development Engineer who identified concerns with a number of elements within the rear car parking area from an Australian Standards perspective. Notwithstanding this, these matters can be addressed by conditions of approval should the JDAP be of the mind to approve the application. These matters are discussed in further detail within section 11 later in this report.

To ensure that a major parking problem is unlikely to occur

It is noted that 11 of the on-street car parking bays reliant on satisfying the LDP requirements are located within the Beaufort Street AM Bus Lane, however it is acknowledged the proposed development will result in a frequent turnover of vehicles on the site, as customers using the bays will be predominantly purchasing goods from the Shop land use and are unlikely to be parking for an extended length of time. Furthermore, given the locality of the site is expected there will be a considerable number of customers walking from the nearby residential areas.

The application has been referred to the City's Community Safety Business Unit who provided the following response in regard to parking infringements in the locality:

No infringements have been issued near this property within the last six (6) months.

To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking

The development application does not provide a Traffic Impact Statement that addresses the proposed development including modelling utilising current traffic data. Accordingly the City's Engineering Services Business Unit is unable to ascertain if the proposed development will have a detrimental impact on the local road network. This matter is discussed in further detail within section 7 and 11 later in this report.

To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality

The development does not propose an oversupply of car parking which may discourage alternative forms of transport.

In light of the above, the development proposal is unable to demonstrate it satisfies the objectives of the City's LPP 6.7 – Parking and Access primarily as a consequence of the application not providing a Traffic Impact Statement which addresses the proposed development.

Service Entry

The General Development Standards provisions of the LDP prohibit service entries on Beaufort Street frontages. The development proposes access to the Restaurant tenancies bin store via Beaufort Street and an on-street loading bay is proposed to the southern side of Beaufort Street. The merits of the loading bay are discussed in further detail later in this report within section 11.

Notwithstanding the LDP does not provide specific objectives for the General Development Standards, the proposed service entry variation can be considered against the vision for the area and the Mixed Use objectives detailed above.

Developments within the Mixed Use Precinct are required to enhance the character, heritage and amenity of Beaufort Street. Moreover developments are required to promote the creation of continuous commercial frontages with the aim of increasing interaction at a pedestrian scale. The proposed service access via Beaufort Street does not complement the vision of the LDP and should be facilitated to the rear of the development. Accordingly the proposed service access location is not considered to meet the Mixed Use objectives of the City's LDP.

Notwithstanding this, the matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

3. Local Planning Policy 6.1 – Advertising Signs

The table below outlines the elements of the proposed advertising signage that do not comply with the applicable standards of the City's Advertising Signs policy.

LPP 6.1 Element	Comment
Created Roof Signs	
<i>A Created Roof Sign shall:</i> <ul style="list-style-type: none"><i>Be limited to a maximum of one sign per tenancy on a lot;</i><i>Be fixed parallel to the fascia or portion of the building to which it is attached;</i><i>Not project more than 300mm from the portion of the building to which it is attached;</i><i>Not be within 500mm of either end of the fascia, roof or parapet of the building; and</i><i>If the sign is less than 7.5m above natural ground level, then the sign shall be limited to 3m² in area.</i>	<p>The development application proposes five (5) Created Roof Signs for the ALDI tenancy in lieu of the permitted one (1).</p> <p>One (1) of the Created Roof Signs is not fixed parallel to the buildings fascia.</p> <p>In total the Created Roof Signs are more than 3m² in area.</p>

Accordingly the variations require consideration against the following objectives:

- To ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;*
- To avoid a proliferation of signs on individual sites and buildings;*
- To improve the streetscape of major roads;*
- Encourage the rationalisation of advertising signs on individual premises;*

- *Encourage the incorporation of advertising signs into the design consideration of buildings;*
- *To ensure that signs are not discriminatory or offensive; and*
- *To ensure that signs only relate to services and products on the site.*

The proposed building has street frontage to Beaufort Street, Tenth Avenue, and an internal façade to the rear car parking area which is accessible via Tenth Avenue and Eleventh Avenue. Moreover the subject site sits within a busy activity corridor and will be exposed to a significant amount of walking patrons. Consequently the proposed Created Roof Signs in quantity and dimension are deemed suitable for the proposed land use and the buildings positioning within the site, and do not represent a proliferation of signage. Furthermore, the proposed signage content is neither discriminatory nor offensive, and relates to a service that is provided on site.

Accordingly, the proposed Created Roof Signs are considered to meet the objectives of the City's Advertising Signs policy.

4. Local Planning Policy 6.2 – Bicycle Parking

In accordance with the provisions of the City's Bicycle Parking policy, the development is required to provide a total of 14 bicycle parking bays; five (5) bicycle bays on-site for employees of the commercial tenancies, and nine (9) bicycle bays on-site for visitors. Furthermore, as a consequence of the development being required to provide 10 or more bicycle parking bays on-site, the development is also required to provide on-site end of trip facilities of one female and one male shower, with separate changing areas and lockers.

The development proposes to locate 10 customer bicycle bays within the Beaufort Street and Tenth Avenue road reserve and a bike cage adjacent the rear loading dock to accommodate five (5) employee bicycle bays. The City does not support the customer bicycle bays within the road reserve. The facilities are required to be provided on-site.

This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

In reference to on-site end of trip facility provision, the Applicant has confirmed that a unisex shower with associated changing area and lockers is to be provided for staff of the premises.

Accordingly the variation to end of trip facility provision requires consideration against 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.*

As demonstrated above the development has the ability to satisfy on-site bicycle bay provision in accordance with the policy. Moreover the provision of 10 customer bicycle bays and five (5) employee bicycle bays will assist in promoting cycling as a means of visiting and commuting to the development, respectively. In regards to end of trip facility provision, the City is satisfied that the proposed unisex shower and associated

changing area represent an appropriate response to the requirements of the policy given the nature of the land uses.

Accordingly, the proposed ends of trip facilities are considered to meet the objectives of the City's Bicycle Parking policy.

5. Local Planning Policy 6.3 – Bin Storage Areas

In accordance with the provisions of the City's Bin Storage Area policy, the development is required to provide bin storage areas with an area of a minimum 10m². The dedicated ALDI bin storage area has a minimum area of 5.6m².

Accordingly the variation requires consideration against 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.*

The dedicated ALDI bin storage area is located adjacent the loading dock to the rear of the site ensuring the store is suitably screened from Tenth Avenue and Eleventh Avenue. Additionally, the Applicant has acknowledged that the proposed bin storage area aligns with ALDI's bespoke needs and waste management system.

Accordingly, the proposed bin storage area is considered to meet the objectives of the City's Bin Storage Area policy.

6. Local Planning Policy 6.6 – Landscaping

In accordance with the provisions of the City's Landscaping policy, the development is required to provide a minimum 10% of the subject site area as landscaping. The development does not satisfy this requirement with 3.2% landscaped area proposed.

Accordingly the variation requires consideration against 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.*

In this instance, the landscaping provision is considered to be acceptable as the development is required to be built with a nil setback to the ground floor in accordance with the City's LDP. The Applicant has provided landscaping where possible given the nil setback requirement, which includes a raised planter fronting Tenth Avenue. Furthermore, the development provides a 1.5m deep landscaping buffer to the south of the site adjacent the residential properties and proposes two (2) new verge trees within the Tenth Avenue road reserve in accordance with the Landscaping policy. Moreover, the street trees located on Eleventh Avenue are to be retained.

Accordingly, the proposal is considered to meet the objectives of the City's Landscaping policy as the design promotes landscaping provision where possible, provides green relief and buffers between adjoining land uses, and the landscaping proposed will assist in improving the visual appeal of the commercial land use.

7. Local Planning Policy 6.7 – Parking & Access

The provisions of LPP 6.7 apply to all development on either zoned land or reserved land. In accordance with the provisions of LPP 6.7 the development application is required to provide a Full Transport Analysis Report, prepared by a qualified Traffic Engineer, as part of the application submission as the development proposes more than 50 car parking bays. Such a Transport Analysis Report is to include, but not be limited to, the following:

- Assessment of impact of vehicular movements upon surrounding roads and intersections;
- Description of the development;
- Assessment of the likely parking demand;
- Consideration of nearby developments including those with valid approvals which are yet to be constructed;
- Assessment of accessibility to the site by non-car modes;
- Assessment of the impact of the development on existing shared path and public transport networks; and
- Assessment of the potential impact on the amenity of the surrounding area.

The Applicant has not provided a Traffic Impact Statement that relates to the proposed development and includes modelling utilising current traffic data. The Traffic Impact Statement submitted with the application, relates to the previous Form 1 application. The Applicant provided a brief Addendum to this document however no Traffic Impact Statement has been submitted that relates to the proposed development.

Furthermore, the provisions of LPP 6.7 require that non-residential development provide service access via the rear of a development for the purpose of loading and unloading goods.

Moreover, developments proposing more than 500m² of gross floor area are to provide at least one (1) bay permanently set aside and marked for the exclusive use of delivery/service, and courier vehicles.

The development proposes and caters for deliveries to the Restaurant tenancies fronting Beaufort Street to be undertaken from an on-street car parking bay on Beaufort Street (at times when the southern lane of Beaufort Street is not an active Bus Lane), or a bay within the rear car park of the site when the aforementioned on-street bay is unavailable.

The City does not believe it is appropriate to consider the development proposal in the absence of a Traffic Impact Statement that addresses the subject development proposal, which is classified as a variation to LPP 6.7, against the objectives of the policy given the importance of the technical report in determining the merits of the development in its entirety, both from a planning perspective and an engineering viewpoint.

Accordingly the City recommends the application be deferred by the JDAP to allow for a Traffic Impact Statement, among other outstanding items, to be provided by the Applicant that addresses the development proposal.

In reference to the lack of a dedicated service/courier bay on site for the benefit of servicing the Restaurant tenancies, this variation to LPP 6.7 requires consideration against the relevant policy objectives:

- *To facilitate the provision and development of adequate parking facilities within the City; and*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists.*

The proposed on-street loading bay positioned on the southern side of Beaufort Street is located within an AM Bus Lane which will limit service accessibility to the Restaurant tenancies to afternoons only. Furthermore the service bay is required to accommodate delivery vehicles up to 12.5m Single Unit Trucks. Accordingly the proposed loading bay location is not considered to meet the relevant objectives of LPP 6.7 and is not supported by the City.

Notwithstanding this, the dedicated service/courier bay matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

Both the aforementioned matters are discussed in further detail later in this report in section 11.

8. Local Planning Policy 6.11 – Trees and Development

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 development requires the planting of 12 Advanced Trees on-site. The development application proposes 14 Advanced Trees on-site.

LPP 6.11 defines an 'Advanced Tree' as:

means a tree which requires planting in at least a 90 litre container or greater size and which is at least 2 metres in height and at least 2 years of age.

Furthermore the policy continues to state:

Where the Council approves development on a site with a condition of development approval requiring the retention of a significant tree or the planting of an Advanced Tree, a minimum 9m² soil space at ground level, free of intrusions, is required around each tree to sustain its health and growth (details of the tree species, location and surrounding soil space are to be shown on the approved development plans).

The application has been referred to the City's Parks and Sustainability Business Unit raised the following concern in regard to the positioning and area afforded to the Advanced Trees on-site:

The on-site landscaping design does not comply with LPP 6.11 as each Advanced Tree has not been provided with a minimum 9m² soil space with a

minimum dimension of 2.0m. It would appear modification to the car parking bays will be required to achieve this.

Notwithstanding the requirement for nil setbacks to Beaufort Street and Tenth Avenue, in accordance with the LDP, it is evident that the development has the potential to demonstrate compliance with LPP 6.11 by providing each Advanced Tree with sufficient soil space.

This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

9. State Planning Policy 7.0 – Design of the Built Environment

This policy is to be applied to all development applications in Western Australia. The purpose of this policy is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the Form 1 application against State Planning Policy 7.0 is as follows:

SPP 7.0 – Design of the Built Environment	
Design Principle	Officer Comment
1. Context and Character	<p>The variety of uses of the non-residential development, being Shop and two Restaurants, is appropriate in the area.</p> <p>The proposed height of the development aligns with the City's LDP. The building mass and scale of the proposal complements the existing development at Lot 800, House Number 908 Beaufort Street, Inglewood.</p>
2. Landscape Quality	<p>The development provides the required 1.5m landscaping buffer between the adjoining residential premises to the south-east of the site, with the exception of the portion accommodating the substation.</p> <p>The two (2) verge trees proposed within the Tenth Avenue road reserve are supported.</p> <p>The merits of the total landscaping provision across the development site, in accordance with the City's LPP 6.6 – Landscaping and LPP 6.11 – Trees and Development, are discussed in further detail earlier in this report.</p>
3. Built Form and Scale	<p>The proposed height of the development aligns with the City's LDP. The building mass and scale of the proposal complements the existing development at Lot 800, House Number 908 Beaufort Street, Inglewood.</p> <p>The merits of the proposed building bulk imposed by the developments substation on the adjoining residential premises to the south-east of the site are addressed in further detail earlier in this report.</p>

4. Functionality and Build Quality	The development is functional and provides spaces that are suitable for the intended land uses. The development provides floor spaces that are adaptable and will maximise future use.
5. Sustainability	The proposed PVC system on the building's roof is supported. Minimum soil spacing and the provision of Advanced Trees on site, in accordance with LPP 6.11 – Trees and Development, is discussed in further detail earlier and later in this report.
6. Amenity	The variety of uses of the non-residential development, being Shop and two Restaurants, is appropriate in the area. The individual tenancies fronting Beaufort Street are small in size and suitable to the Beaufort Street activity corridor. The implications of the substation structure location on the adjoining residential property's amenity are addressed earlier in this report.
7. Legibility	The commercial frontages are highly legible with a clear signage strategy. The rear car parking area is clearly identifiable from the Tenth Avenue, Eleventh Avenue and Beaufort Street streetscapes.
8. Safety	There are no areas of potential entrapment or concealment. The development promotes a high level of passive surveillance through the rear car parking area, and towards Tenth Avenue and Beaufort Street. Concerns in regards to vehicle sightlines and car parking dimensions on-site are discussed in further detail later in this report within section 11.
9. Community	The use of seating areas within the raised planter bed fronting Tenth Avenue will promote social interaction by users of the development. Moreover the proposed land uses of Shop and Restaurant will benefit the local community.
10. Aesthetics	The proposed development will engage with its surroundings. The merits of the proposed heritage response to the City's LDP are discussed in further detail later in this report within section 11.

10. Planning and Development (Local Planning Schemes) Regulations 2015

The application is also required to be considered against the relevant matters listed under Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. In this case, the relevant matters for consideration are:-

- c. Any approved State planning policy;
- g. Any local planning policy for the Scheme area;
- h. Any structure plan, activity centre plan or local development plan that relates to the development;
- l. The effect of the proposal on the cultural heritage significance of the area in which the development is located;
- m. The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
- n. The amenity of the locality including the following -
 - (i) environmental impacts of the development;
 - (ii) the character of the locality; and
 - (iii) social impacts of the development.
- p. Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;
- s. The adequacy of-
 - (i) The proposed means of access to and egress from the site; and
 - (ii) Arrangements for the loading, unloading, manoeuvring and parking vehicles.
- t. The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;
- y. Any submissions received on the application; and
- za. The comments or submissions received from any other authority consulted under clause 66.

The City's response to each point requiring consideration is outlined in the table below:-

Matter	City Comment
<i>Any approved State planning policy.</i>	<p>The proposal has been assessed against State Planning Policy 5.4 – Road and Rail Noise. The development proposal is non-residential and therefore does not classify as a noise sensitive development.</p> <p>An assessment of the development application against State Planning Policy 7.0 is addressed earlier in this report.</p>
<i>Any local planning policy for the Scheme area.</i>	The City's assessment of the development application against the relevant Local Planning Policies is discussed earlier in this report in sections 3-8.
<i>Any structure plan, activity centre plan or local development plan that relates to the development.</i>	The City's assessment of the development application against the City's LDP is discussed earlier in this report in section 2.
<i>The effect of the proposal on the cultural heritage significance of the area in which the development is located.</i>	The site is located within the City's Inglewood Heritage Protection Area. The design and built form merits of the proposal are discussed earlier in this report and within the Internal Referrals section.

<i>The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.</i>	<p>A setback of the development is considered to have a detrimental impact on the amenity of an adjoining site and does not satisfy the Mixed Use Precinct objectives of the City's LDP.</p> <p>The Applicant's Environmental Acoustic Assessment (refer Attachment 8) has been reviewed by the City's Environmental Health Business Unit. This matter is discussed later in this report.</p> <p>Further the application has been formally advertised in accordance with Clause 9.4 of LPS3 with relevant objections received.</p>
<p><i>The amenity of the locality including the following -</i></p> <ul style="list-style-type: none"> <i>(i) environmental impacts of the development;</i> <i>(ii) the character of the locality; and</i> <i>(iii) social impacts of the development.</i> 	<p>The Applicant's Environmental Acoustic Assessment has been reviewed by the City's Environmental Health Business Unit. This matter is discussed later in this report.</p> <p>The development would generate employment within the locality.</p>
<i>Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i>	<p>The development proposal has been assessed in accordance with the provisions of the City's LPP 6.6 – Landscaping and LPP 6.11 – Trees & Development. Furthermore the proposal has been reviewed by the City's Parks and Sustainability Business Unit. These matters are discussed earlier and later in this report.</p>
<p><i>The adequacy of-</i></p> <ul style="list-style-type: none"> <i>(i) The proposed means of access to and egress from the site; and</i> <i>(ii) Arrangements for the loading, unloading, manoeuvring and parking vehicles.</i> 	<p>The development application has been reviewed by the City's Engineering Services Business Unit and the City's Senior Development Engineer. These matters are discussed later in this report.</p> <p>Furthermore, the suitability of car parking provision is discussed earlier in this report in section 2.</p>
<i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.</i>	<p>A Traffic Impact Statement that addresses the subject development proposal has not been provided. The application has been reviewed by the City's Engineering Services Business Unit. This matter is discussed later in this report.</p>
<i>Any submissions received on the application.</i>	<p>The development application was formally advertised in accordance with the City's Planning Consultation Procedure with comments received. These submissions have been considered as part of the City's assessment.</p>
<i>The comments or submissions received from any other authority consulted under clause 66.</i>	<p>The development application was referred to the following external bodies:</p> <ul style="list-style-type: none"> • Department of Planning, Lands and Heritage; and • Department of Water and Environmental Regulation.

	The referral comments of these agencies are discussed in greater detail later in this report within section 12.
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11. Internal Referrals

Referral to Engineering Services Business Unit

The application has been referred to the City's Engineering Services Business Unit who raised concerns regarding the following items. These concerns are considered in the following table:

Engineering Services Concern	Engineering Services Comment	Engineering Services Recommendation
A Traffic Impact Statement that addresses the subject development proposal has not been provided.	<p>The City's Engineering Services Business Unit requires a Traffic Impact Statement as part of the application, due to the following:</p> <ol style="list-style-type: none"> 1. The proposed development application's footprint has changed considerably from the previously proposed DAP Form 1 application considered and approved by the Metro North-West JDAP on 11 October 2017. <p>The previous development (DA17/1171 refers) had basement parking onto Tenth Avenue, in close proximity to the Beaufort Street intersection, with only service access and minor parking off the rear laneway.</p> <p>The proposed development has reduced the number of access points from three (3) to two (2). The current proposal no longer has a basement parking area. All parking is now off the rear laneway via Tenth Avenue and Eleventh Avenue, including service vehicle access.</p> <p>This change of access will redistribute vehicle movements on Tenth Avenue and Eleventh Avenue, due to the removal of the previously proposed basement parking. This will likely affect the level of service, average delays and</p>	<p>Engineering Services is unable to recommend or support approval of the application in the absence of a Traffic Impact Statement that addresses the subject development proposal.</p> <p>Accordingly, it is recommended that the application be deferred to allow a Traffic Impact Assessment to be submitted for the City's consideration.</p>

	<p>queuing at these two (2) intersections.</p> <p>Furthermore, this modification also changes the impact of traffic and amenity of adjoining residents.</p> <p>2. The Applicants Traffic Impact Statement is dated 2017 and uses traffic data from 2016. This information is considered to be too old to make an informed assessment on the current proposed development.</p> <p>A revised SIDRA analysis is required to make an accurate comparison and assessment relating to the impacts of the proposed development.</p> <p>3. The City's Request for Further Information dated 1 February 2020 requested the Applicant provide an updated Traffic Impact Statement which addresses the subject development proposal and includes the latest traffic data information.</p>	
<p>Turning Movement Diagrams show that the intersection of Tenth Avenue and Beaufort Street has to be modified to accommodate 19.0m semi-trailer access.</p>	<p>The Transcore '19.0m Semi-trailer Truck Circulation Diagrams' (t16.099B.sk29 refers) submitted to the City on 28 February 2020, show that the intersection of Tenth Avenue and Beaufort Street requires modifications to the existing median and kerb sweep in order to make the turn into Tenth Avenue from Beaufort Street south.</p> <p>A video submitted as part of the previous DAP Form 1 application (City ref DA17/1171 refers) demonstrated the ALDI truck making the turn without requiring modifications to this intersection.</p> <p>The modifications shown to this intersection on the Transcore '19.0m Semi-trailer Truck Circulation Diagrams' (t16.099B.sk29 refers) submitted to the City on 28 February 2020 is not supported by the City's</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>

	<p>Engineering Services Business Unit.</p> <p>The Transcore '19.0m Semi-trailer Truck Circulation Diagrams' (t16.099B.sk31 refers) submitted to the City on 28 February 2020 shows that the intersection of Tenth Avenue and Beaufort Street requires modifications to the existing median and kerb sweep in order to make the turn into Tenth Avenue from Beaufort Street north.</p> <p>The modifications shown to this intersection on the Transcore diagram are not supported by the City's Engineering Services Business Unit. This truck vehicle movement cannot be accommodated, and this diagram must be removed from the submission.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>
<p>Turning Movement Diagrams show that the intersection of Eleventh Avenue and Beaufort Street has to be modified to accommodate 19.0m Semi-trailer access.</p>	<p>The Transcore '19.0m Semi-trailer Truck Circulation Diagrams' (t16.099B.sk30 refers) submitted to the City on 28 February 2020, shows that the intersection of Eleventh Avenue and Beaufort Street requires modifications to the existing splitter island and kerb sweep in order to make the turn into Beaufort Street from Eleventh Avenue.</p> <p>A video submitted as part of the previous DAP Form 1 applications (City ref DA17/1171 refers) showed the ALDI truck making the turn without requiring modifications to the existing kerb sweep, but demonstrated that the truck would make the turn more easily with a minor modification to the existing splitter island.</p> <p>Modifications shown to this intersection on the Transcore '19.0m Semi-trailer Truck Circulation Diagrams' (t16.099B.sk29 refers) submitted to the City on 28 February 2020 are not supported by the City's Engineering Services Business Unit. The City will allow a minor modification to the existing splitter island, in accordance with the previous DAP Form 1 approval.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>

<p>The Turning Movement Diagrams demonstrate that in order to accommodate 19.0m Semi-trailer turning from Lawry Lane into Eleventh Avenue an existing parking bay on the northern side of Eleventh Avenue will need to be removed.</p>	<p>Any loss of parking within the road reserve as a result of the development is to be accommodated elsewhere adjoining the site, and must be in addition to the developments required parking requirements.</p> <p>If this cannot be provided then the developer will need to compensate the City for the loss of any parking.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>
<p>The development proposes a loading bay within Beaufort Street.</p>	<p>The Loading Bay proposed in Beaufort Street is not supported by the City's Engineering Services Business Unit as it is located within the AM peak bus lane.</p> <p>The Applicant will need to demonstrate how the commercial tenancies along Beaufort Street will be serviced by delivery vehicles up to 12.5m Single Unit Trucks. All delivery vehicles must be accommodated within the site, unless otherwise agreed to by the City.</p>	<p>Engineering Services is unable to recommend or support approval of the application in the absence of a Traffic Impact Statement that addresses the subject development proposal. The Traffic Impact Statement is to include and demonstrate how the commercial tenancies along Beaufort Street will be serviced by delivery vehicles up to 12.5m Single Unit Trucks. All delivery vehicles must be accommodated within the site, unless otherwise agreed to by the City.</p> <p>Accordingly, it is recommended that the application be deferred to allow a Traffic Impact Assessment to be submitted for the City's consideration.</p>
<p>The development proposes three (3) new on-street car parking bays within Tenth Avenue.</p>	<p>The design and construction of the proposed parking bays and associated works within Tenth Avenue will require a separate approval from the City's Engineering Services Business Unit.</p> <p>Designs must be submitted and approved by the City's Engineering Services Business Unit prior to commencement of the development.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>
<p>The development proposes bicycle bays located within the Beaufort Street and Tenth Avenue road reserves.</p>	<p>Bicycle bays are not permitted within the road reserve. This requirement is not merely based on maintaining the asset but it also considers the liability of having the asset in the public realm, e.g. personal injury.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>

	Bicycle bays must be provided fully within the development site.	
There is existing drainage within the site which is connected to the City's road drainage system that will need to be removed.	All stormwater drainage is to be contained on-site. The existing stormwater drainage pits and pipes within the site are to be removed and the existing connection to the City's drainage is to be capped.	This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.
Awning clearance requirements.	The proposed awnings must provide a minimum 1.0m clearance to the edge of the road.	This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.
Redundant crossovers.	All redundant crossovers are to be removed, and the development abutting verges are to be upgraded and paved to match the existing Beaufort Street Activity Centre Styles, including tree plantings where possible.	This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.
The development proposes additional on-street car parking bays on Beaufort Street as a result of the removal of redundant crossovers.	The City supports the proposed additional on-street car parking bays.	This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

Referral to Infrastructure Administration Business Unit and Land and Planning Officer – Rights of Way

The application has been referred to the City's Infrastructure Administration Business Unit, and the City's Land and Planning Officer – Rights of Way. The City has no objection to the proposed relocation of Lawry Lane road reserve further south, proposed additional vehicle loadings via Lawry Lane, and developing the site as a single entity, on the condition the developer enters into a maintenance agreement with the City for the gazetted laneway. The Applicant has confirmed with the City on 3 March 2020 of their intention to enter into a maintenance agreement.

These matters can be addressed by conditions of approval should the JDAP be of the mind to approve the application.

Referral to Senior Development Engineer

The application has been referred to the City's Senior Development Engineer who identified concerns with several elements. These concerns are considered in the following table:

Senior Development Engineer Concern	Senior Development Engineer Comment	Senior Development Engineer Recommendation
Vehicle Sightlines	The site plan includes a notation to the side of the service area which	This matter can be addressed by a condition of

	<p>states 'open fencing' however the submission lacks detail and raises the following questions:</p> <ul style="list-style-type: none"> • Are gates proposed to the front of the service area adjacent to the strip drain? • Or, alternatively, are they set further back? • What is their construction? <p>The City is unable to determine that there is not a vehicle sightline issue for vehicles exiting the adjacent parking area.</p>	<p>approval should the JDAP be of the mind to approve the application.</p>
On-site Parking Bays Immediately South of the ALDI store	<p>The on-site parking bays immediately to the south of the ALDI store are noted as being 4.8m in length (with an overhang at the front). The 600mm immediately in front of these bays must not be utilised as a pedestrian footpath. Additionally, the 600mm width must be unobstructed. The kerb at the front end must act as a wheel stop and be between 90 and 100mm high.</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>
On-site Car Parking Bays No.73-75	<p>The three (3) car parking bays (no. 73-75) to the eastern end of the main East-West driveway (adjacent to the Eleventh Avenue boundary) are not supported by the City.</p> <p>Bay no. 73 is too close to the Childcare car park accessway. A parked vehicle may hinder manoeuvring for exiting vehicles. Furthermore, a parked vehicle may reduce sight lines for exiting vehicles. Additionally, door openings of a parked vehicle may conflict with exiting vehicles. A parked vehicle could be damaged by an exiting vehicle.</p> <p>Bay no.75 should be a minimum 500mm set back from the Eleventh Avenue boundary. Accordingly, a maximum of two (2) car bays can be considered in this area.</p>	<p>The reduction of on-site car parking provision by one (1) bay has been factored into the City's car parking assessment of the development proposal as discussed earlier in this report.</p> <p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>
General Engineering Observations	<p>The Relative Level (RL) of 20.92 at the Child Care Premises access point does not relate to any other RL's, and needs to be confirmed or deleted by the Applicant.</p> <p>The RL of the Child Care Premises car park is noted as 22.15. This is lower than the proposed levels along the new "Lawry Lane". Stormwater</p>	<p>This matter can be addressed by a condition of approval should the JDAP be of the mind to approve the application.</p>

	will need to be stopped from entering the Child Care Premises car park.	
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Referral to Community Safety Business Unit

The application has been referred to the City's Community Safety Business Unit who provided the following response in regard to parking infringements in the locality:

No infringements have been issued near this property within the last six (6) months.

The City's Community Safety comments and the development's car parking provision are discussed in further detail earlier in this report.

Referral to Parks & Sustainability Business Unit

The application has been referred to the City's Parks & Sustainability Business Unit who, in addition to the comments provided in regard to LPP 6.11 addressed earlier in this report, raised concerns regarding the proposed landscaping, and in particular state that:

The Applicant has not provided details regarding pot sizes or plant densities on the landscape plan. The trees are required to be 90 litre and general (non-Advanced Tree) plantings are to be at a ratio of four (4) plants per m².

These matters can be addressed by a condition of approval should the JDAP be of the mind to approve the application.

Referral to Environmental Health Business Unit

The Applicant's original submission received by the City on 20 December 2019 (Attachment 8 refers) specifically addressed the proposed servicing and timing of deliveries to the development, in addition to acknowledging noise emissions associated with such activities with the submission of an Environmental Acoustic Assessment prepared by Herring Storer Acoustics dated December 2019. The Applicant's original planning report stated the following:

'Due to the 24 hour operation of the Distribution Centre (as is the case in all major cities across Australia) it is important that the site is capable of receiving deliveries (most particularly bread) outside of the core opening hours, subject to the restrictions specified in the Environmental Protection (Noise) Regulations 1997 (EP Regs). The report assumes a 5am - 7am delivery for bakery goods. The EP Regs are a statutory instrument with the full force of law, and will ensure operations on site are maintained within acceptable limits.....

The operations of the store and deliveries to the site will be controlled to ensure compliance with the EP Regs. The Acoustic Assessment undertaken by Herring Storer confirms that the noise emissions associated with the proposed ALDI store have been determined to comply with the EP Regs, even if trucks within the delivery dock leave their engines and refrigeration units operating whilst deliveries occur. It is anticipated that a standard condition requiring compliance with the EP Regs will be applied to any planning approval.'

The Applicant's Environmental Acoustic Assessment prepared by Herring Storer Acoustics dated December 2019 states the following in reference to the proposed deliveries to site:

'The use of the delivery dock is understood to accommodate 19m articulated delivery trucks, and have been assumed to be refrigerated trucks (i.e. worst case scenario). In addition to the larger deliveries a bakery delivery occurring between 5am and 7am each morning has been assumed to be a 13m rigid truck.'

The application was referred to the City's Environmental Health Business Unit who raised the following concerns with the subject development application whilst having regard to the previous DAP Form 1 application for an ALDI proposal on part of the subject site (DAP/17/01238 / City ref: DA17/1171 refers):

The position of the proposed loading dock is essentially the same in the 2017 application and there is no additional noise reduction measures proposed. The potential for noise from deliveries to impact on the amenity of the occupiers of residential premises still exists. There is no mention of noise from waste collections in the Applicant's submission.

Environmental Health would normally recommend a Condition of Approval requiring all deliveries and waste collections to occur between the hours of 7:00am - 7:00pm Monday to Saturday, and 9:00am to 7:00pm Sundays and Public Holidays.

Notwithstanding this, the Joint Development Assessment Panel approved to an amended Condition in relation to deliveries within the 2017 proposal. It would be reasonable to apply the same Condition (refer below) and to consider a 'Delivery Management Plan' including similar terms to that approved in the previous application:

- All deliveries to the site and waste collections from the site are to take place between the hours of 7am to 7pm Monday to Saturday and 9am to 7pm Sundays and Public Holidays, unless otherwise provided by a Delivery Management Plan or Waste Management Plan approved by the City.*

The acoustic report does not include any details regarding the location of bakery deliveries. The Delivery Management Plan submitted by ALDI in April 2018 states that bakery deliveries will not use the loading dock. It is not clear whether this is still the case and if it is, whether this has been taken into consideration in the acoustic assessment for the current development application.

In response to the abovementioned concerns of the City's Environmental Health Business Unit, the Applicant provided the following comments within their submission to the City dated 21 February 2020 (Attachment 7):

'In Western Australia, all matters relating to noise is governed by the Environmental Protection (Noise) Regulations 1997 (Regulations) and the onus is on the landowner to comply.

As confirmed by the Environmental Noise Assessment (ENA) lodged as part of the application, the development is demonstrated to comply with all relevant provisions of the Regulations. There is no further legislation - State or local which prohibits the ability of any component of the development (including deliveries) to operate.'

The Applicants further response to the City was forwarded to the City's Environmental Health Business Unit who provided the following comment and clarification:

The statements made in Section 2.3 - Environmental Noise are incorrect.

In Western Australia the principal legislation dealing with noise is the Environmental Protection Act 1986.

The Act makes it an offence to cause or allow the emission of unreasonable noise from premises. For the purposes of the Act, noise is unreasonable if it exceeds standards prescribed by the Environmental Protection (Noise) Regulations 1997 but also, if it having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience comfort or amenity of any person (EP Act S (3)(b)). Noise can be considered unreasonable without exceeding the assigned noise levels prescribed by the Regulations.

Irrespective of compliance with the Environmental Protection (Noise) Regulations 1997, noise can adversely impact on the amenity of the occupiers of noise sensitive premises close to commercial development.

For the reasons outlined above, Environmental Health would generally recommend that all deliveries to, and waste collections from, large retail premises (e.g. supermarkets) occur between the hours of 7am and 7pm Monday to Saturday, and 9am and 7pm on Sundays rather than rely on compliance with the Environmental Protection (Noise) Regulations.

The City has not yet received, and therefore not approved, a Delivery Management Plan or Waste Management Plan for this development that proposes delivery times outside of the normal delivery hours. Additionally, the Acoustic Report submitted with this development application does not address the noise associated with waste servicing this development application.

In order to be consistent with the previous application for this site approved by the JDAP and to ensure that noise impacts associated with deliveries and waste services are assessed by the City, the City recommends the previous condition imposed on the approved development (DAP/17/01238) be included on this subject development application (DAP/19/01711), should the JDAP be of a mind to approve this application.

Referral to Senior Heritage Planning Officer

The application has been referred to the City's Senior Heritage Planning Officer who provided the following comment:

Design refinement is required to ensure the development is sited appropriately within the context of the City's designated heritage area, as required by Section

6.6 of LPS 3, and further outlined by State Planning Policy 3.5 - Historic Heritage Conservation which addresses how new development should be sited within its heritage context, to ensure new development does not impact upon the heritage value of the area or streetscape.

- More detail on the scalloped feature cladding to the roof parapet such as colour and profile whilst ensuring the cladding reflects the context of the heritage area;
- Improve the facade detail such as:-
 - Face brickwork - to be red with white or cream mortar, and to be laid in traditional 'stretcher bond' pattern to all elevations including the sub-station building;
 - Add dado height tiling and or brickwork to all glazing sections, glazing should be minimised along all elevations;
 - Add textural brickwork to blank sections of facade along Beaufort Street to improve the design amenity in this area;
 - Tiling - colour is suitable however again should be laid in traditional 'subway' pattern;
 - Add a third entrance break to Beaufort Street elevation to ensure all tenancies have individualised entrance ways. This will also help to articulate the long elevation to Beaufort Street, which would better reflect traditional shop fronts along Beaufort Street;
 - Add landscaping in-front of sub-station to soften the impact this bulky non-residential building has to the residential streetscape of Tenth Avenue;
 - All glazing to be clear unless require for privacy reasons, if obscure glazing required for privacy then the glazing should be 'spottedwood' or similar which reflects glazing in the Art Deco period, not translucent glazing which reflects contemporary architecture; and
 - Signage to be located to facade of awning, not windows or walls.

These matters can be addressed by a condition(s) of approval should the JDAP be of the mind to approve the application.

12. External Referrals

Agency	Agency Comment	Officer Comment
Department of Planning, Lands and Heritage	<p>The Department of Planning, Lands and Heritage has no objection to the proposal on regional transport grounds and provides the following comments:</p> <ul style="list-style-type: none"> • The submitted Transport Impact Assessment prepared by Transcore, dated 16 December 2019, states that as the latest proposal represents an almost identical version of the previous proposal, the same traffic generation is applicable. <p>Previously submitted SIDRA analysis for the</p>	<p>As detailed above, the City's Engineering Services Business Unit is unable to recommend or support approval of the application in the absence of a Traffic Impact Statement that addresses the subject development proposal.</p> <p>Accordingly, the City recommends that the application be deferred to allow a Traffic Impact Assessment to be submitted for the City's consideration. Once an assessment is received, the City will re-</p>

	<p>existing situation shows considerable delays for through and right turning movements for the Beaufort Street / Tenth Avenue intersection (up to 289 seconds, Level of Service F). This issue requires further consideration (e.g. intersection modification or upgrading) as it is likely to be exacerbated in future. WAPC Transport Impact Assessment Guidelines requires a 10 year performance horizon after full opening for assessment years, not only current situation or post-development;</p> <ul style="list-style-type: none"> • Canopy and signage located within the ORR reservation is to be removed at the time when the reserved land is required for the upgrading of Beaufort Street at the landowners' expense if required. No structures of a permanent nature (i.e. main supermarket building) are supported within the land set aside for future road widening; • Access to the rear portion of the site is located away from Beaufort Street, which is supported; • End of trip facilities for bicycle users are supported per previous recommendation (bicycle stands in paved area depicted within submitted plans); and • Swept path assessment plans for 19.0 metre delivery vehicles to be verified. 	<p>refer the application to the Department of Planning, Lands and Heritage for comment.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The City's Engineering Services Business Unit address this matter earlier in this report.</p>
Department of Water and Environmental Regulation	The Department of Water and Environmental Regulation has assessed application number	Noted.

	DA19/1926 and has no comments to provide. Given the nature of the development it is unlikely to involve any significant disturbance of ASS through dewatering of large scale earthworks.	
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Conclusion:

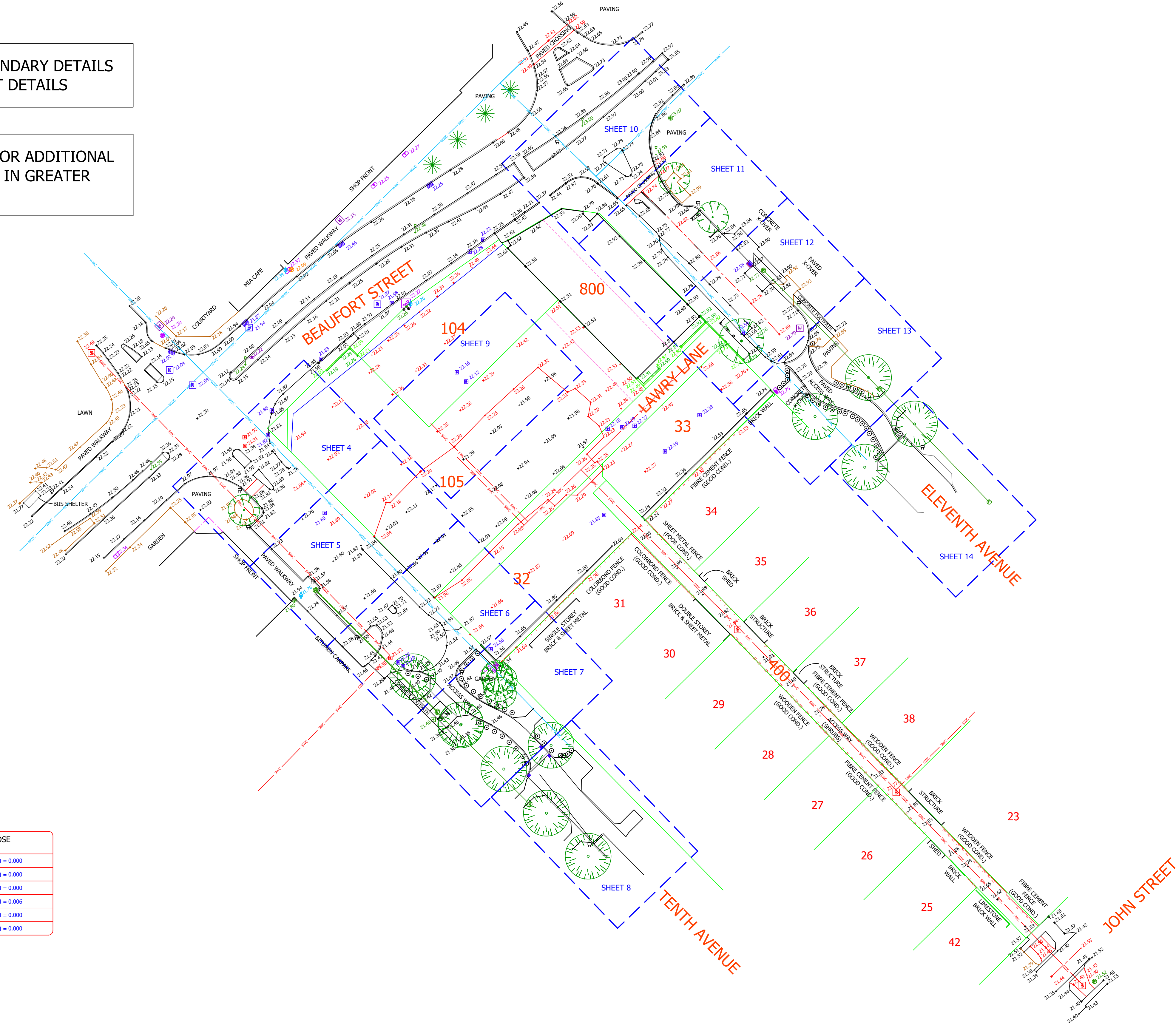
As outlined above, although the development is considered to largely satisfy the requirements and provisions of the City's Local Planning Scheme No.3, Beaufort Street LDP, and relevant Local Planning Policies; the absence primarily of a Traffic Impact Assessment that addresses the subject development proposal requires further consideration.

The City does not believe the proposal is currently in a form where an approval, subject to conditions, is appropriate. Equally, the City notes the development proposal generally satisfies the local planning framework and therefore should not be recommended for refusal.

Accordingly, it is recommended that the application be deferred to allow a Traffic Impact Assessment to be submitted for the City's consideration that addresses the subject development proposal. Furthermore a deferral of the application will afford the Applicant the opportunity to address additional matters in regard to the location of the substation, revisions to the landscaping plan, modifications to the built form and functionality of the development, and the acoustic assessment of the proposal.

PLEASE SEE SHEET 2 FOR BOUNDARY DETAILS
& SHEET 3 FOR ENLARGEMENT DETAILS

PLEASE SEE SHEETS 4 TO 14 FOR ADDITIONAL
SURVEY PICK-UP (13/12/2017) IN GREATER
DETAIL



LEGEND

BOUNDARY
EASEMENT
ROAD CENTRE LINE
EDGE OF BITUMEN
BOTTOM OF KERB
TOP OF KERB
DRIVEWAY
ROAD MARKING - STOP LINE
ROAD MARKING - GIVE WAY LINE
BUILDING
EAVES
BRICK WALL
RETAINING WALL (BOTTOM)
COLORBOND FENCE
FIBRE CEMENT FENCE
PINELAP FENCE
PAVING LINE
FOOTPATH (SLAB)
BUS SHELTER
MAJOR CONTOUR
MINOR CONTOUR
OVERHEAD POWER LINES

STOP VALVE
HYDRANT
WATER METER
STORM WATER MANHOLE
GRATE
SEWER MANHOLE
CONSUMER POLE
POWER POLE
STREET LIGHT
UNDERGROUND CABLE BOX
POWER DOME
HOUSE CONNECTION POINT
TELSTRA MARKER
TELSTRA PIT
TELSTRA MANHOLE
GAS VALVE
UNKNOWN MANHOLE/CABLE BOX
UNKNOWN PIT
BUS STOP
BOLLARD
STREET SIGN
ROAD TRAFFIC SIGN
TREE <0.2m
TREE >0.2m - <0.4m
TREE >0.5m
PALM

WATER CORPORATION EPLAN SERVICES:
WATER PIPE
SEWER PIPE

AS CONSTRUCTED SERVICES:
WATER PIPE
UNKNOWN PIPE
SEWER PIPE
STORMWATER PIPE
COMMS - TELSTRA CABLE

FEATURE SURVEY & SERVICE PLANS TO
BE VIEWED IN COLOUR

LOT No	SURVEY PLAN	C/T	LOT MISCLOSE
32	P 2844	Vol: 2031 Fol: 285	$\Delta E = 0.014, \Delta N = 0.000$
33	P 2844	Vol: 1736 Fol: 894	$\Delta E = 0.012, \Delta N = 0.000$
104	P 35731	Vol: 2545 Fol: 321	$\Delta E = 0.010, \Delta N = 0.000$
105	P 36749	Vol: 2541 Fol: 571	$\Delta E = 0.004, \Delta N = 0.006$
400	P 54424	Vol: 2651 Fol: 691	$\Delta E = 0.000, \Delta N = 0.000$
800	P 77002	Vol: 2883 Fol: 395	$\Delta E = 0.000, \Delta N = 0.000$

SHEET 1 of 14

DATUMS

HORIZONTAL
PCG 94

VERTICAL
AND (APPROX.) BASED ON VRS GPS
AUSGEOD10

NOTES

- REFER TO CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES/EASEMENTS THAT MAY AFFECT THIS LOT.
- THE BOUNDARY HAS BEEN PEGGED. IF YOU INTEND TO ERECT ANY STRUCTURE ON THE BOUNDARY WE RECOMMEND YOU SET 0.030m OFF THE BOUNDARY TO AVOID ANY ENCROACHMENTS.
- OFFSETS ARE EXAGGERATED TO SHOW DETAIL.
- DIMENSIONS AND AREAS ARE ADOPTED FROM SURVEY PLAN UNLESS NOTED.
- ALL SEWER INFORMATION SUPPLIED BY WATER CORPORATION. SITE CONFIRMATION REQUIRED.
- REFER TO CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES/EASEMENTS THAT MAY AFFECT THIS LOT.
- ALL TRADES TO BEWARE OF THE PRESENCE OF OVERHEAD AND/OR UNDERGROUND POWER IN THE VICINITY OF THIS LOT.
- THIS PLAN IS ONLY TO BE USED FOR ITS INTENDED PURPOSE. NO RESPONSIBILITY IS TAKEN BY ORACLE SURVEYS PTY LTD FOR THE UNAUTHORIZED USE OF THIS PLAN FOR ANY OTHER USE.
- ORACLE SURVEYS PTY LTD ACCEPTS NO RESPONSIBILITY TO SURVEY DATA THAT HAS CHANGED AFTER THE DATE OF SURVEY.

SERVICE RECORD

SERVICE	STATUS		
	LOCATED	AVAILABLE	NO SERVICE
WATER	✓		
SEWERAGE	✓		
GAS	✓		
TELSTRA	✓		
POWER	U/S		✓

TITLE

IDENTIFICATION SURVEY
ALDI
TENTH & ELEVENTH AVENUE
INGLEWOOD

REGULATION 25A LICENSED SURVEYORS ACT 1909 (AS AMENDED)

I JASON FREDERICK WEAIRE BEING A LICENSED SURVEYOR, CERTIFY THAT ON 19/05/17 I SUPERVISED OR PERSONALLY RE-ESTABLISHED THE BOUNDARIES FOR THE LOT AS DESCRIBED ABOVE AND AS SHOWN ON THE SKETCH AND THAT THE SURVEY WAS PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE LICENSED SURVEYORS (GUIDANCE OF SURVEYORS) REGULATION 1961 AND THE LICENSED SURVEYORS (TRANSFER OF LAND ACT 1893) REGULATIONS 1961

.....JASON F. WEAIRE 16th DECEMBER 2019

CLIENT		ALDI STORES	
REV	DATE	BY	DESCRIPTION
0	31/05/17	JFW	ISSUED TO CLIENT
1	18/12/17	JFW	FURTHER SURVEY ADDED (13/12/2017)
2	21/2/18	GPG	PROPOSED RD WIDENING ADDED
3	16/12/19	HJE	FURTHER SURVEY ADDED (11/12/2019)

SCALE 1:500 @ A1 LANDSCAPE

1:500 10 0 5 10 30

SURVEYOR **DW** ORACLE DWG REF ALDI_Tenth Ave & Eleventh Ave Inglewood_I_Rev3.dwg
DRAFTER **MLT** ORACLE JOB No. **3178** C/T SEE TABLE
CHECKED **DW** SURVEY PLAN SEE TABLE DATE SURVEYED **MAY 2017**

SUBDIVISION & STRATA CONSULTANTS | PROJECT MANAGERS

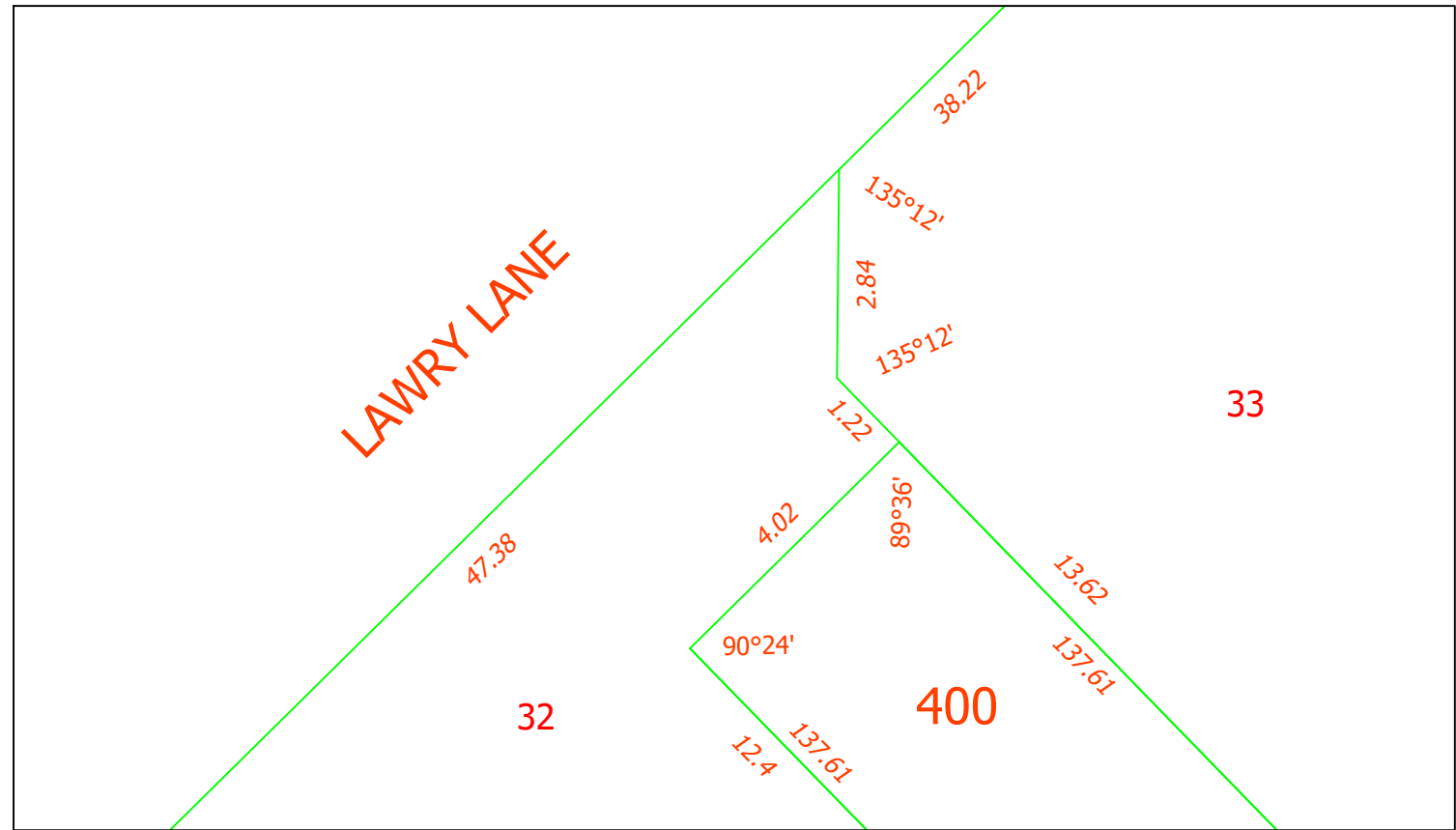
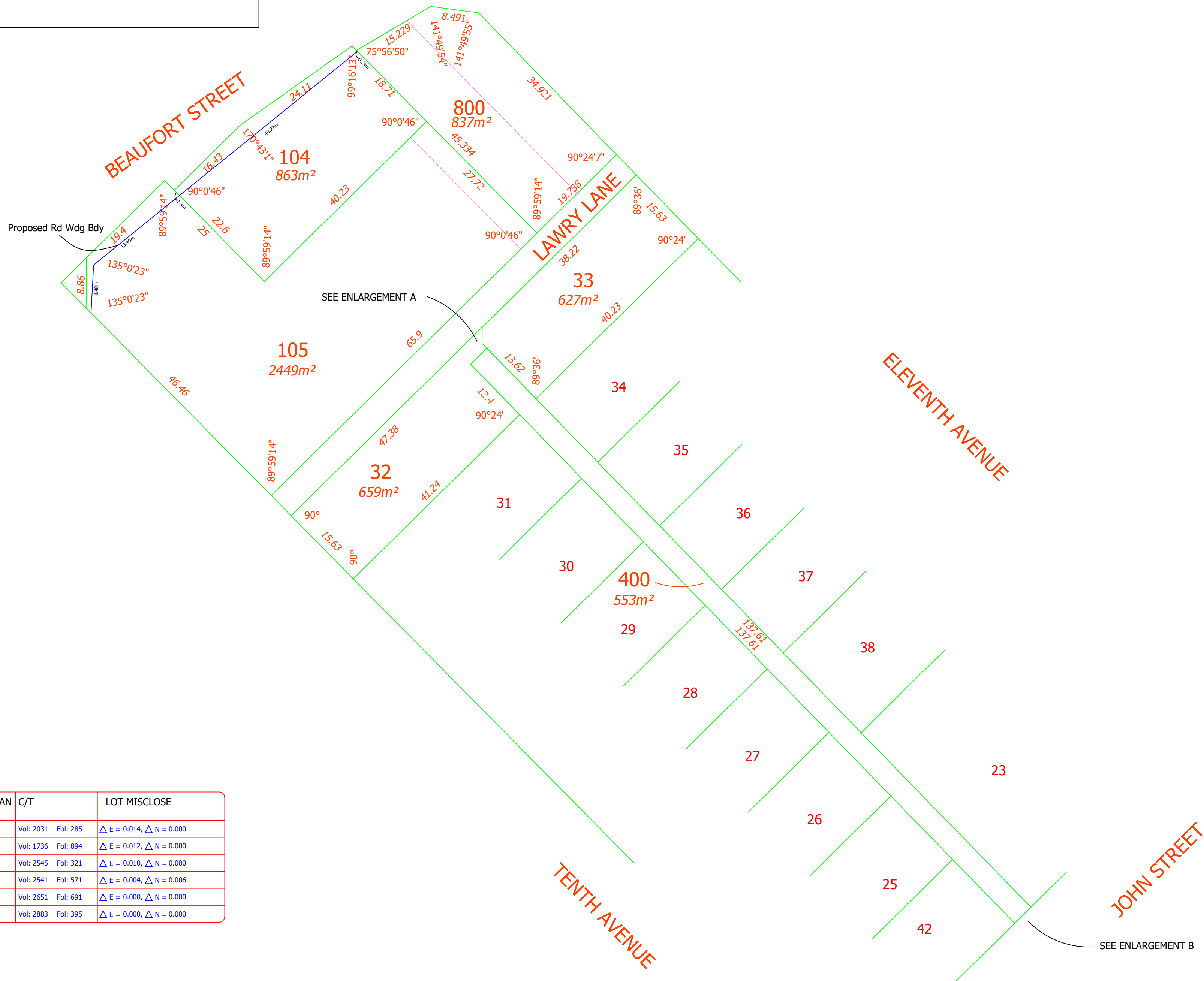
ORACLE SURVEYS
LICENSED & ENGINEERING SURVEYS

SUITE 11/342 ALBANY HIGHWAY VICTORIA PARK WA
PO BOX 668 VICTORIA PARK WA 6970 TEL (08) 9470 1888
EMAIL info@oraclesurveys.com.au WEB www.oraclesurveys.com.au

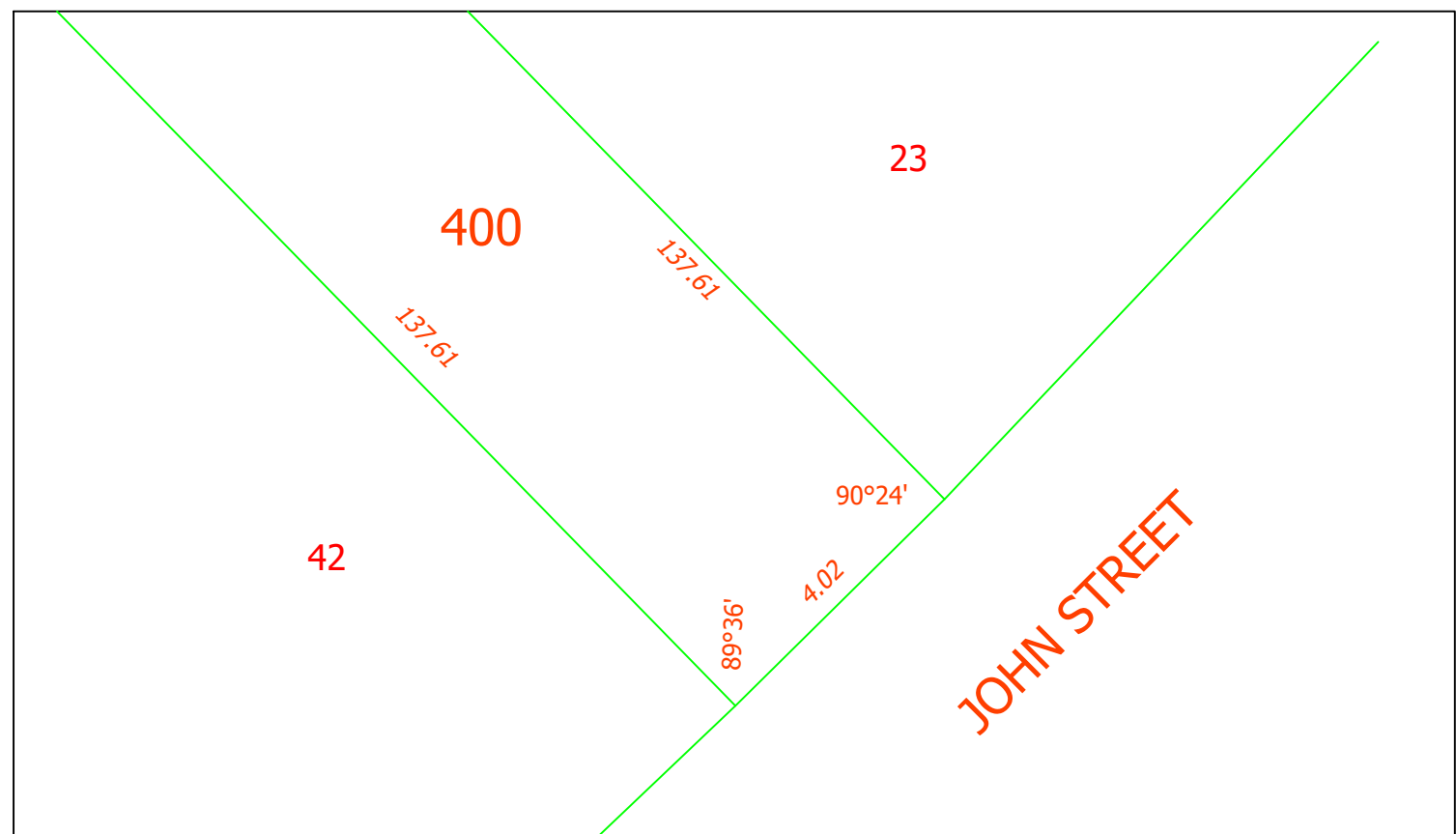
LOT MISCLOSE
SEE TABLE

PLEASE SEE SHEET 1 FOR FULL FEATURE SURVEY &
SHEET 3 FOR ENLARGEMENT DETAILS

PLEASE SEE SHEETS 4 TO 14 FOR ADDITIONAL
SURVEY PICK-UP (13/12/2017) IN GREATER
DETAIL



ENLARGEMENT A - NOT TO SCALE



ENLARGEMENT B - NOT TO SCALE

LOT No	SURVEY PLAN	C/T	LOT MISCLOSE
32	P 2844	Vol: 2031 Fol: 285	$\Delta E = 0.014$, $\Delta N = 0.000$
33	P 2844	Vol: 1736 Fol: 894	$\Delta E = 0.012$, $\Delta N = 0.000$
104	P 35731	Vol: 2545 Fol: 321	$\Delta E = 0.010$, $\Delta N = 0.000$
105	P 36749	Vol: 2541 Fol: 571	$\Delta E = 0.004$, $\Delta N = 0.006$
400	P 54424	Vol: 2651 Fol: 691	$\Delta E = 0.000$, $\Delta N = 0.000$
800	P 77002	Vol: 2883 Fol: 395	$\Delta E = 0.000$, $\Delta N = 0.000$

SHEET 2 of 14

DATUMS

HORIZONTAL
PCG 94
VERTICAL
AND (APPROX.) BASED ON VRS GPS
AUSGEOD 09

NOTES

- REFER TO CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES/EASEMENTS THAT MAY AFFECT THIS LOT.
- THE BOUNDARY HAS BEEN PEGGED. IF YOU INTEND TO ERECT ANY STRUCTURE ON THE BOUNDARY WE RECOMMEND YOU SET 0.030m OFF THE BOUNDARY TO AVOID ANY ENCROACHMENTS.
- OFFSETS ARE EXAGGERATED TO SHOW DETAIL.
- DIMENSIONS AND AREAS ARE ADOPTED FROM SURVEY PLAN UNLESS NOTED.
- ALL SEWER INFORMATION SUPPLIED BY WATER CORPORATION. SITE CONFIRMATION REQUIRED.
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- ORACLE SURVEYS PTY LTD ACCEPTS NO RESPONSIBILITY TO SURVEY DATA THAT HAS CHANGED AFTER THE DATE OF SURVEY.

SERVICE RECORD

STATUS	LOCATED	AVAILABLE	NO SERVICE	CONFIRM
WATER	✓			
SEWERAGE	✓			
GAS	✓			
TELSTRA	✓			
POWER	U/G			✓
	Q/H	✓		

TITLE

IDENTIFICATION SURVEY
ALDI
TENTH & ELEVENTH AVENUE
INGLEWOOD
REGULATION 25A LICENSED SURVEYORS ACT 1909 (AS AMENDED)
I, JASON FREDERICK WEARE BEING A LICENSED SURVEYOR, CERTIFY THAT ON 19/05/17 I SUPERVISED OR PERSONALLY RE-ESTABLISHED THE BOUNDARIES FOR THE LOT AS DESCRIBED ABOVE AND AS SHOWN ON THE SKETCH AND THAT THE SURVEY WAS PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE LICENSED SURVEYORS (GUIDANCE OF SURVEYORS) REGULATION 1961 AND THE LICENSED SURVEYORS (TRANSFER OF LAND ACT 1893) REGULATIONS 1961
.....JASON F. WEARE 16th DECEMBER 2019

CLIENT

REV	DATE	BY	DESCRIPTION
0	31/05/17	JFW	ISSUED TO CLIENT
1	18/12/17	JFW	FURTHER SURVEY ADDED (13/12/2017)
2	21/2/18	GPG	PROPOSED RD WIDENING ADDED
3	16/12/19	MJE	FURTHER SURVEY ADDED (11/12/2019)

SCALE 1:500 @ A1 LANDSCAPE

1:500 10 0 5 10 30

SURVEYOR **DW** ORACLE DWG REF ALDI_Tenth Ave & Eleventh Ave Inglewood_I_Rev3.dwg

DRAFTER **MLT** ORACLE JOB No. **3178** C/T SEE TABLE

CHECKED **DW** SURVEY PLAN SEE TABLE DATE SURVEYED MAY 2017

SUBDIVISION & STRATA CONSULTANTS | PROJECT MANAGERS

ORACLE SURVEYS
LICENSED & ENGINEERING SURVEYORS

SUITE 11/342 ALBANY HIGHWAY VICTORIA PARK WA
PO BOX 668 VICTORIA PARK WA 6970 TEL (08) 9470 1888
EMAIL info@oraclesurveys.com.au WEB www.oraclesurveys.com.au

LOT MISCLOSE
SEE TABLE

City of Stirling
20 Dec 2019
RECEIVED

PLEASE SEE SHEET 2 FOR BOUNDARY DETAILS
& SHEET 1 FOR FULL FEATURE SURVEY DETAILS

PLEASE SEE SHEETS 4 TO 14 FOR ADDITIONAL
SURVEY PICK-UP (13/12/2017) IN GREATER
DETAIL

ENCROACHMENTS AND CLEARANCES ONLY
RELEVANT TO LOTS 32, 33 & 105 ARE SHOWN

LOT No	SURVEY PLAN	C/T	LOT MISCLOSE
32	P 2844	Vol: 2031 Fol: 285	$\Delta E = 0.014, \Delta N = 0.000$
33	P 2844	Vol: 1736 Fol: 894	$\Delta E = 0.012, \Delta N = 0.000$
104	P 35731	Vol: 2545 Fol: 321	$\Delta E = 0.010, \Delta N = 0.000$
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800	P 77002	Vol: 2883 Fol: 395	$\Delta E = 0.000, \Delta N = 0.000$

SHEET 3 of 14

DATUMS

HORIZONTAL
PCG 94

VERTICAL
AND (APPROX.) BASED ON VRS GPS
AUSGEOD '09

NOTES

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SERVICE RECORD

SERVICE	STATUS		
	LOCATED	AVAILABLE	NO SERVICE
WATER	✓		
SEWERAGE	✓		
GAS	✓		
TELSTRA	✓		
POWER	U/G		✓
	Q/H	✓	

TITLE

IDENTIFICATION SURVEY
ALDI
TENTH & ELEVENTH AVENUE
INGLEWOOD

REGULATION 25A LICENSED SURVEYORS ACT 1909 (AS AMENDED)

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.....JASON F. WEARE

16th DECEMBER 2019

CLIENT

ALDI STORES

REV DATE BY DESCRIPTION

0	31/05/17	JFW	ISSUED TO CLIENT
1	18/12/17	JFW	FURTHER SURVEY ADDED (13/12/2017)
2	21/2/18	GPG	PROPOSED RD WIDENING ADDED
3	16/12/19	MJE	FURTHER SURVEY ADDED (11/12/2019)

LEGEND

---	BOUNDARY
---	EASEMENT
---	ROAD CENTRE LINE
---	EDGE OF BITUMEN
---	BOTTOM OF KERB
---	TOP OF KERB
---	DRIVEWAY
---	ROAD MARKING - STOP LINE
---	ROAD MARKING - GIVE WAY LINE
---	BUILDING
---	EAVES
---	BRICK WALL
---	RETAINING WALL (BOTTOM)
---	COLORBOND FENCE
---	FIBRE CEMENT FENCE
---	PINELAP FENCE
---	PAVING LINE
---	FOOTPATH (SLAB)
---	BUS SHELTER
---	MAJOR CONTOUR
---	MINOR CONTOUR
---	OVERHEAD POWER LINES
---	STOP VALVE
---	HYDRANT
---	WATER METER
---	STORM WATER MANHOLE
---	GRATE
---	SEWER MANHOLE
---	CONSUMER POLE
---	POWER POLE
---	STREET LIGHT
---	UNDERGROUND CABLE BOX
---	POWER DOME
---	HOUSE CONNECTION POINT
---	TELSTRA MARKER
---	TELSTRA PIT
---	TELSTRA MANHOLE
---	GAS VALVE
---	UNKNOWN MANHOLE/CABLE BOX
---	UNKNOWN PIT
---	BUS STOP
---	BOLLARD
---	STREET SIGN
---	ROAD TRAFFIC SIGN
---	TREE <0.2m
---	TREE >0.2m - <0.4m
---	TREE >0.5m
---	PALM

WATER CORPORATION EPLAN SERVICES:

--- WATER PIPE

--- SEWER PIPE

AS CONSTRUCTED SERVICES:

--- WATER PIPE

--- UNKNOWN PIPE

--- SEWER PIPE

--- STORMWATER PIPE

--- COMMS - TELSTRA CABLE

FEATURE SURVEY & SERVICE PLANS TO
BE VIEWED IN COLOUR

SCALE 1:500 @ A1 LANDSCAPE



SURVEYOR DW ORACLE DWG REF ALDI_Tenth Ave & Eleventh Ave Inglewood_I_Rev3.dwg

DRAFTER MLT ORACLE JOB No. 3178 C/T SEE TABLE

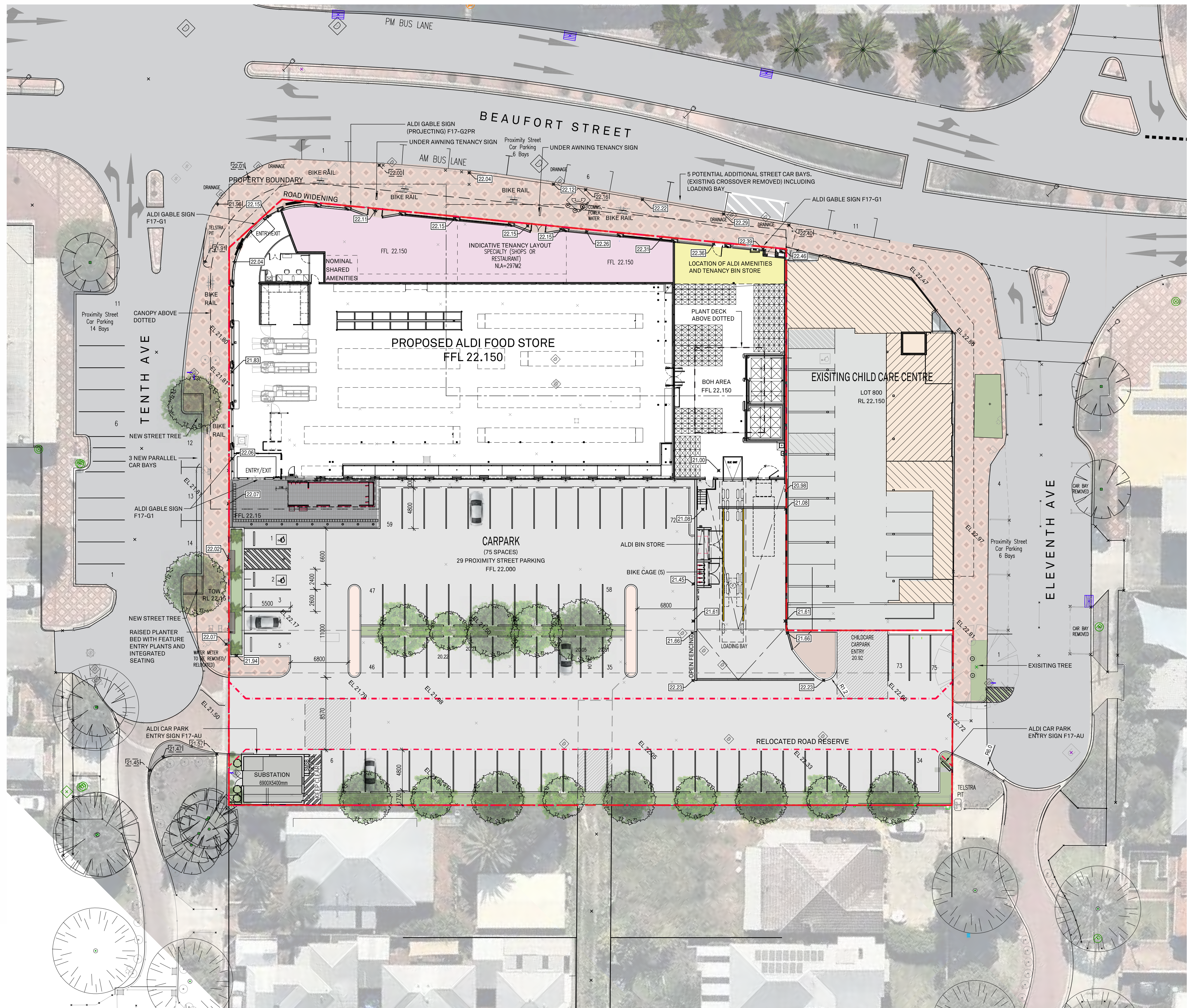
CHECKED DW SURVEY PLAN SEE TABLE DATE SURVEYED MAY 2017

SUBDIVISION & STRATA CONSULTANTS | PROJECT MANAGERS

ORACLE SURVEYS
LICENSED & ENGINEERING SURVEYORS

SUITE 11/342 ALBANY HIGHWAY VICTORIA PARK WA
PO BOX 668 VICTORIA PARK WA 6970 TEL (08) 9470 1888
EMAIL info@oraclesurveys.com.au WEB www.oraclesurveys.com.au

LOT MISCLOSE
SEE TABLE



SIGNAGE TYPE

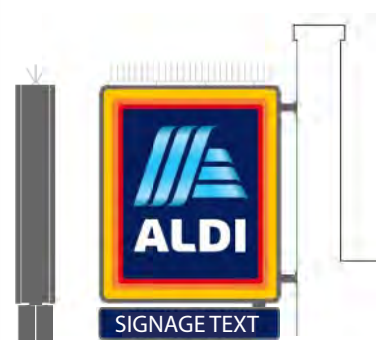
(Scale 1:50 at A1)



LARGE GABLE SIGN F17-G1

DESCRIPTION:
4 x single sided illuminated flexface wall sign.

SIGN CASE SIZE:
2000mm(w) x 2400mm(h) x 292mm(d)
with Undersign 2000mm(w) x 350mm (h).



SMALL GABLE SIGN (PROJECTING) F17-G2PR

DESCRIPTION:
1 x double sided illuminated polycarbonate projecting sign.

SIGN CASE SIZE:
1200mm(w) x 1440mm(h) x 268mm(d) with
Undersign 1200mm(w) x 250mm (h).



UNDER AWNING SIGN F17-UA

DESCRIPTION:
3 x double sided illuminated polycarbonate face under awning sign.

SIGN CASE SIZE:
1830mm(w) x 305mm(h) x 150mm(d)

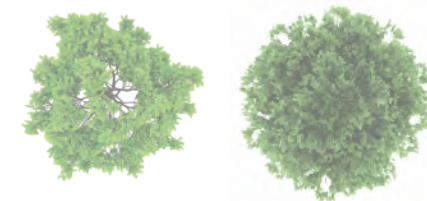


CARPARK UNDERSIGN F17-UA

DESCRIPTION:
2 x single sided illuminated polycarbonate face under sign.

SIGN CASE SIZE:
1440mm(w) x 305mm(h) x 150mm(d)

NEW TREES



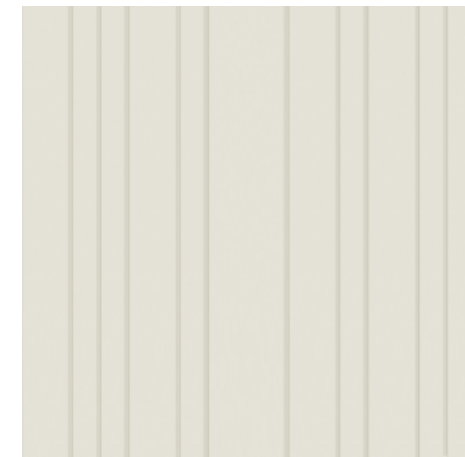
MATERIAL PALETTE



STACK BOND RED BRICKS



VERTICAL GLAZED ROYAL
BLUE TILES



SURF MIST VERTICAL
METAL RIBBED CLADDING



EG: VARYING PAN WIDTHS

LEGEND (EXISTING SERVICES)

- WATER METER
- STORM WATER MANHOLE
- GRATE
- SEWER MANHOLE
- POWER POLE
- POWER DOME
- TELSTRA PIT
- TELSTRA MANHOLE

1 SITE PLAN

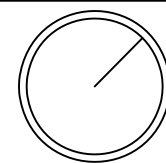
SCALE 1:200



ALDI STORES
21 ORION ROAD
JANDAKOT, WA 6164
AUSTRALIA

16Dec19	ISSUED FOR DA	Rev D
11Feb20	RE-ISSUE FOR DA	Rev E
21Feb20	RE-ISSUE FOR DA	Rev F

REVISION



ALDI WA INGLEWOOD

TENTH AVE, INGLEWOOD
Freehold Store

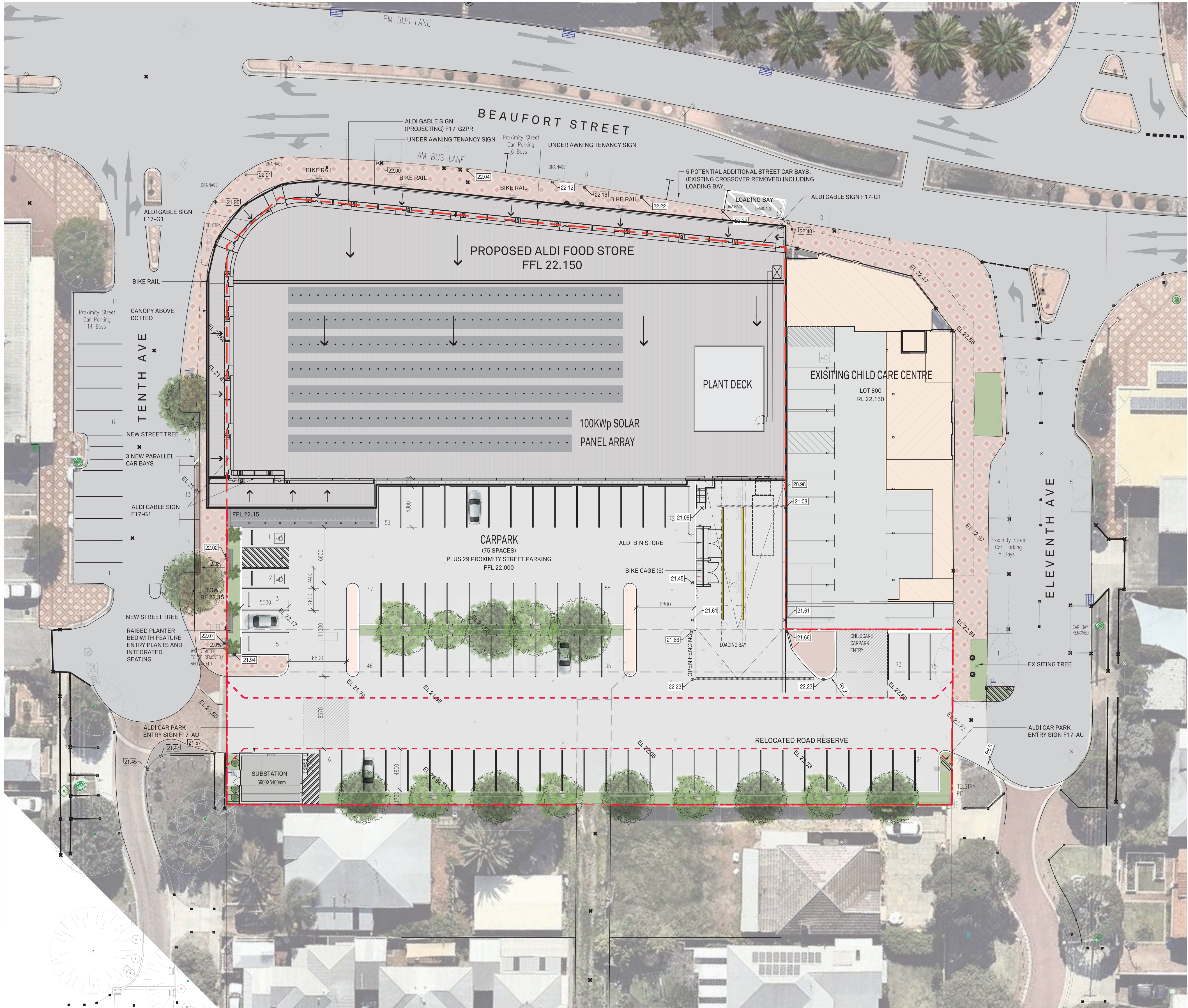
A1803

DRAWING

TITLE: FLOOR PLAN
DWG NO: DA-01
ISSUE: DA
REV NO: F
DATE: DECEMBER 2019
SCALE: 1:250@A1



PERTH 5/266 Hay St, Subiaco 6008 WA, (08) 9388 1591
REGISTERED ARCHITECTS AND MEMBERS OF THE AUSTRALIAN INSTITUTE OF ARCHITECTS (AIA) AND THE AUSTRALIAN SOCIETY OF ARCHITECTS (ASA)

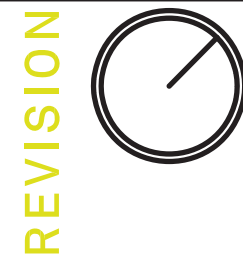


1 SITE PLAN
SCALE 1:250



ALDI STORES
21 ORION ROAD
JANDAKOT, WA 6164
AUSTRALIA

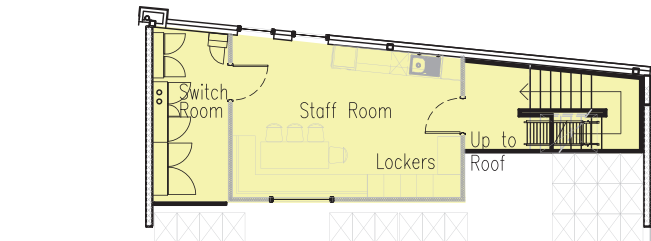
16Dec19	ISSUED FOR DA	Rev B
11Feb20	RE-ISSUE FOR DA	Rev C
21Feb20	RE-ISSUE FOR DA	Rev D
27Feb20	RE-ISSUE FOR DA	Rev E
	-AMENITIES/SUBSTATION	



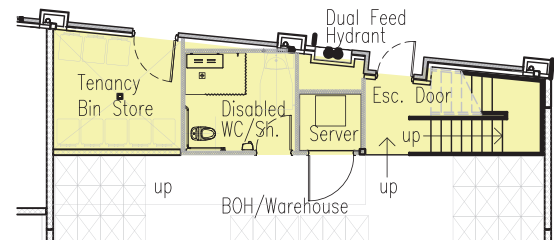
ALDI WA INGLEWOOD

TENTH AVE, INGLEWOOD
Freehold Store

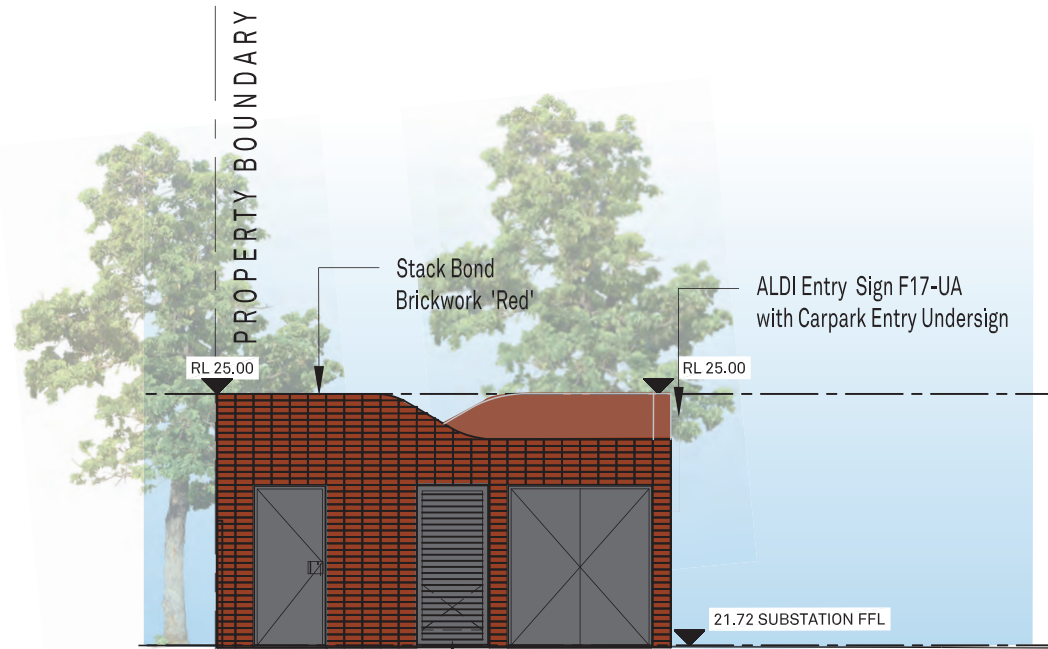
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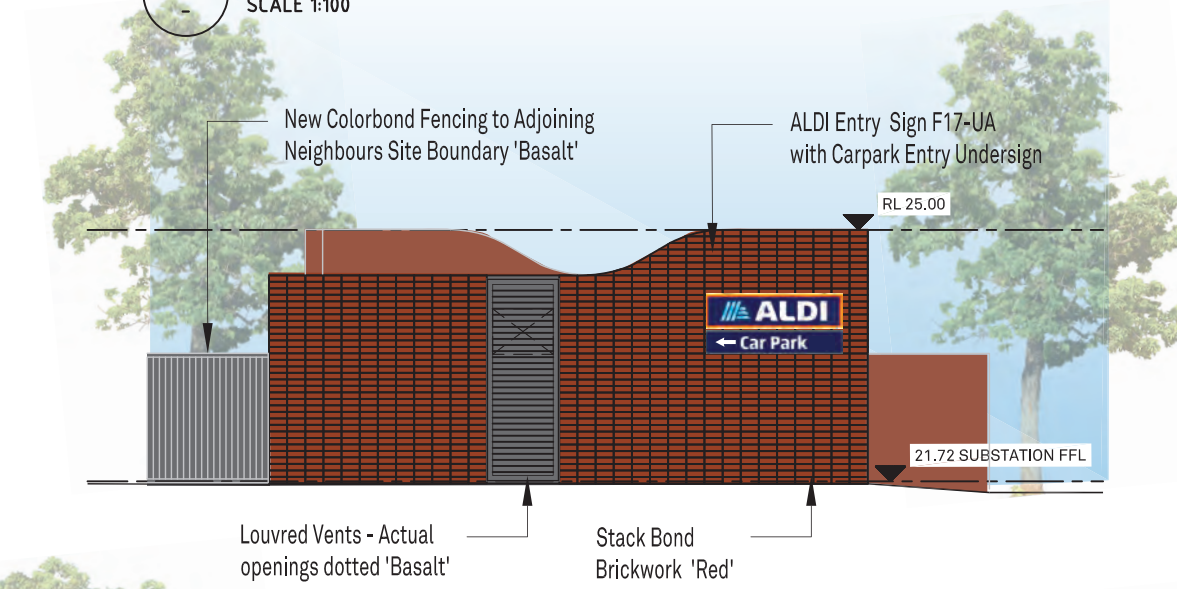
2 AMENITIES - MEZZANINE PLAN
SCALE 1:200



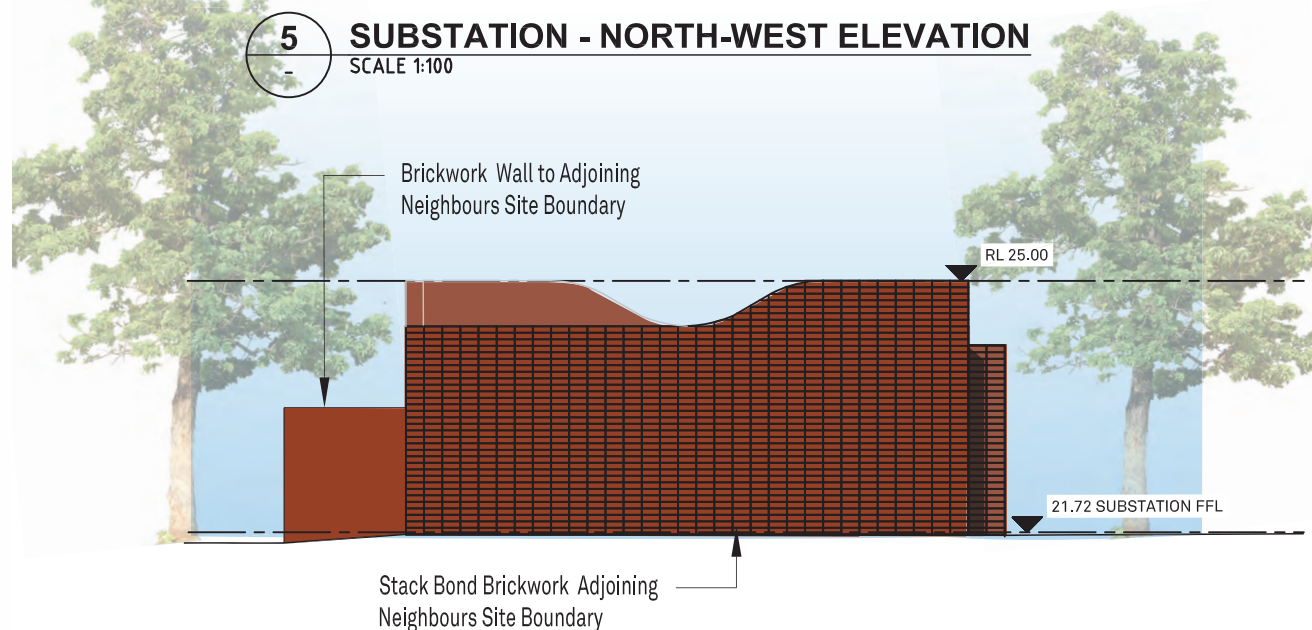
3 AMENITIES - GROUND FLOOR PLAN
SCALE 1:200



4 SUBSTATION - NORTH-EAST ELEVATION
SCALE 1:100



5 SUBSTATION - NORTH-WEST ELEVATION
SCALE 1:100



6 SUBSTATION - SOUTH-EAST ELEVATION
SCALE 1:100

LEGEND (EXISTING SERVICES)

- WATER METER
- STORM WATER MANHOLE
- GRATE
- SEWER MANHOLE
- POWER POLE
- POWER DOME
- TELSTRA PIT
- TELSTRA MANHOLE

TITLE: SITE PLAN
DWG NO: DA-00
ISSUE: DA
REV NO: E
DATE: DECEMBER 2019
SCALE: 1:250 @A1, 1:200 @A1, 1:100 @A1



PERTH 5/266 May St, SubLevel 6000 WA, (08) 9388 1591



ALDI STORES
21 ORION ROAD
JANDAKOT, WA 6164
AUSTRALIA

16Dec19	ISSUED FOR DA	Rev C
21Feb20	RE-ISSUED FOR DA	Rev D
28Feb20	RE-ISSUED FOR DA	Rev E

REVISION

ALDI WA INGLEWOOD

TENTH AVE, INGLEWOOD
Freehold Store

A1803

DRAWING

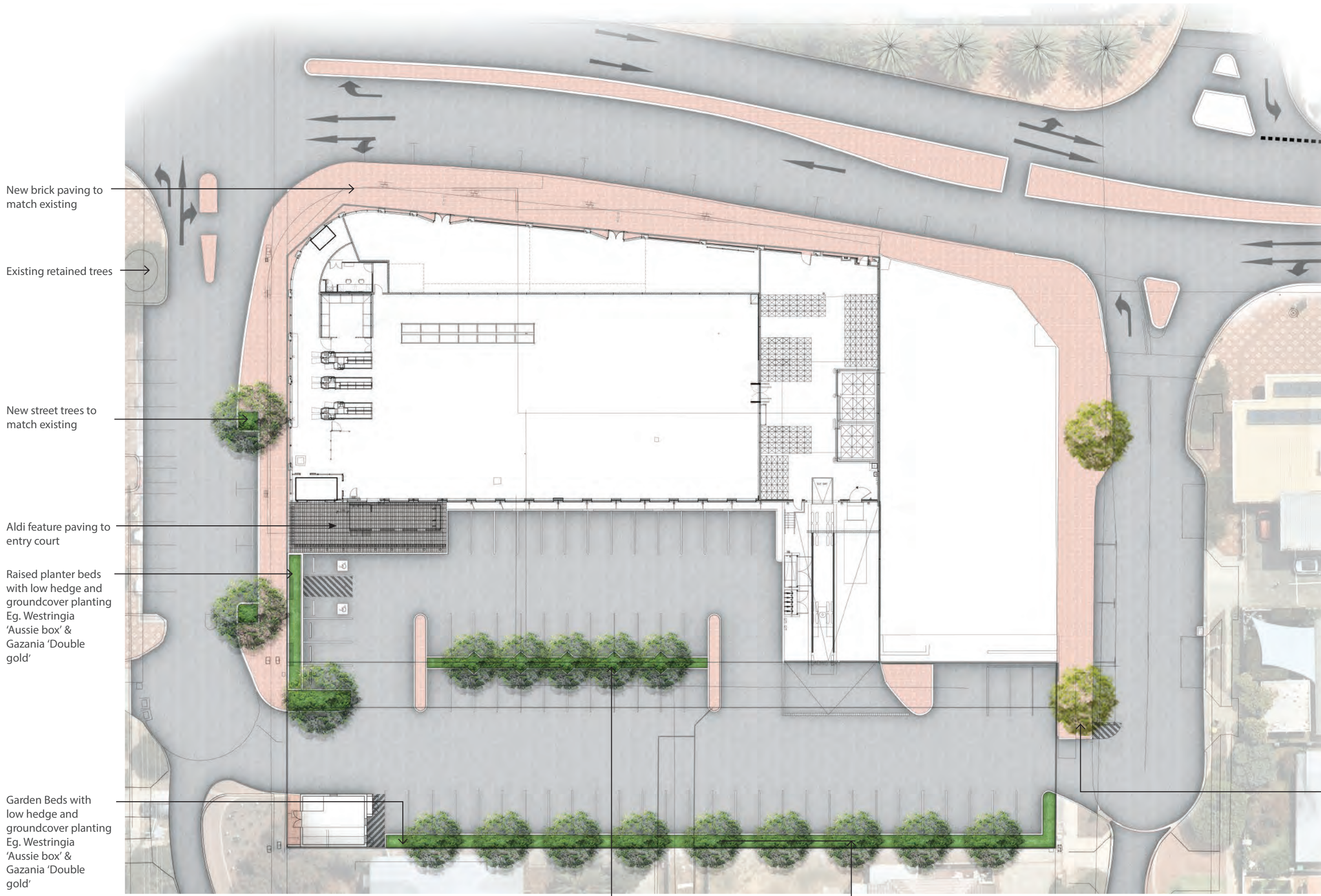
TITLE: ELEVATIONS NORTH AND WEST
 DWG NO: DA-02
 ISSUE: DA
 REV NO: E
 DATE: DECEMBER 2019
 SCALE: 1:100@A1 1:200@A3



PERTH 5/266 Hay St, Subiaco 6008 WA, (08) 9388 1591

16Dec19	ISSUED FOR DA	Rev C
21Jan20	RE-ISSUED FOR DA	Rev D

ERTH 5/266 Hay St, Subiaco 6008 WA, (08) 9388 1591



GAZANIA GOLD



WESTRINGIA 'AUSSIE BOX'



CUPANIOPSIS ANACARDIODES

ALDI - INGLEWOOD

LANDSCAPE CONCEPT PLAN
FEBRUARY 2020

JOB NO. 1308519
1:400 @ A3



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PLAN E

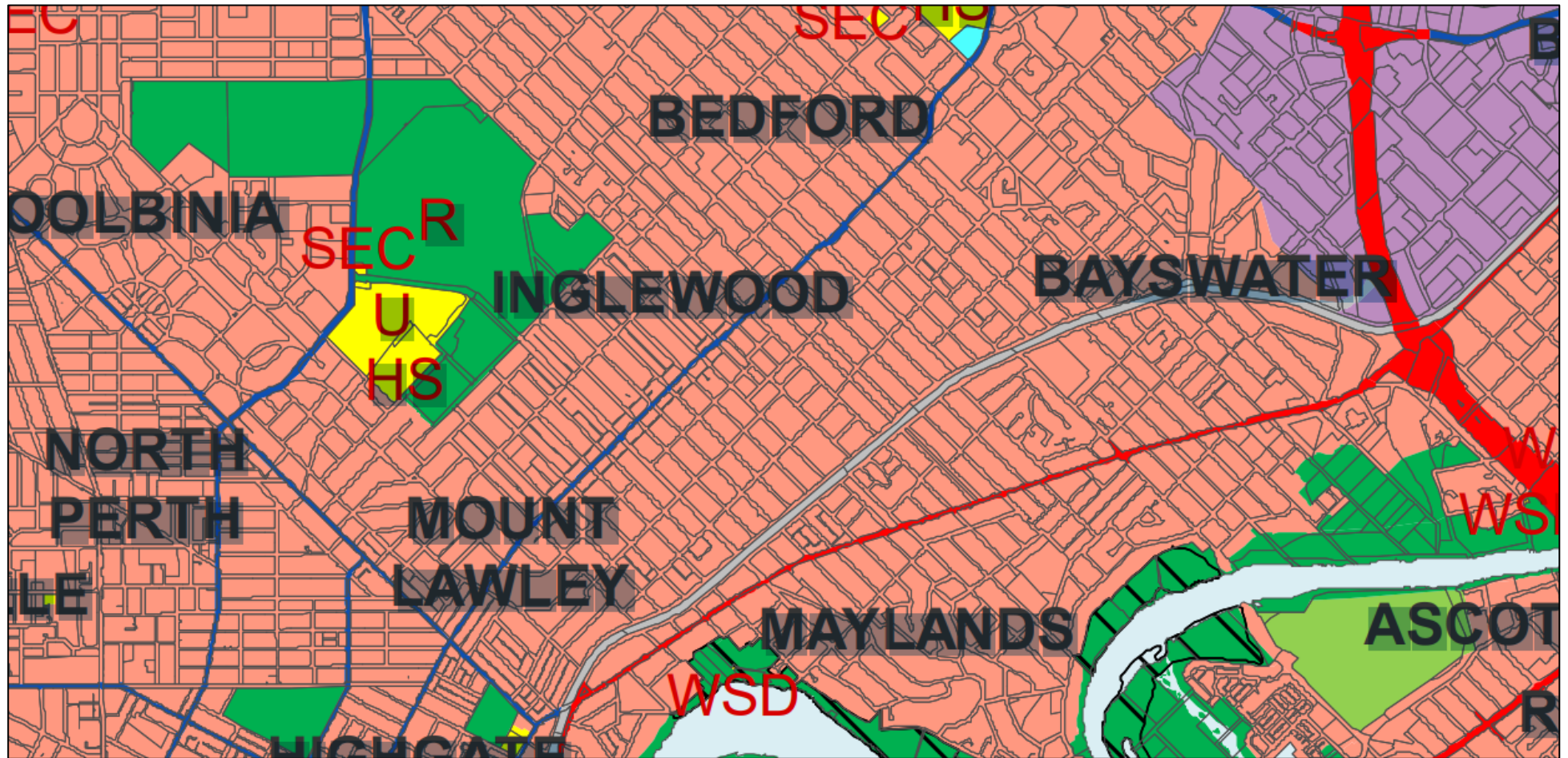


LANDSCAPE ARCHITECTS
414 ROKEBY RD SUBIACO WA 6008
T: (08) 9388 9566 E: mail@plane.com.au

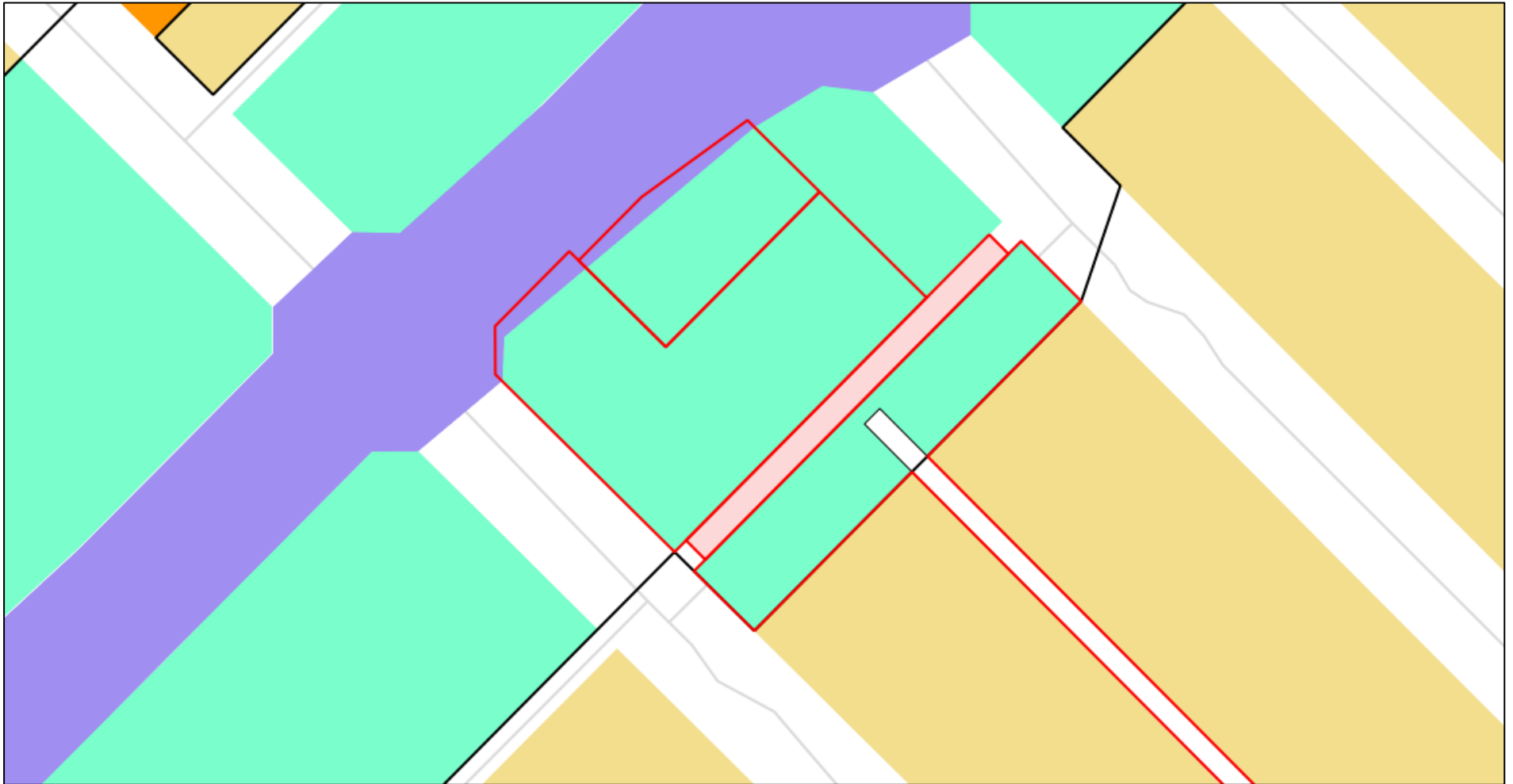
Attachment 2 – Aerial Location Plan



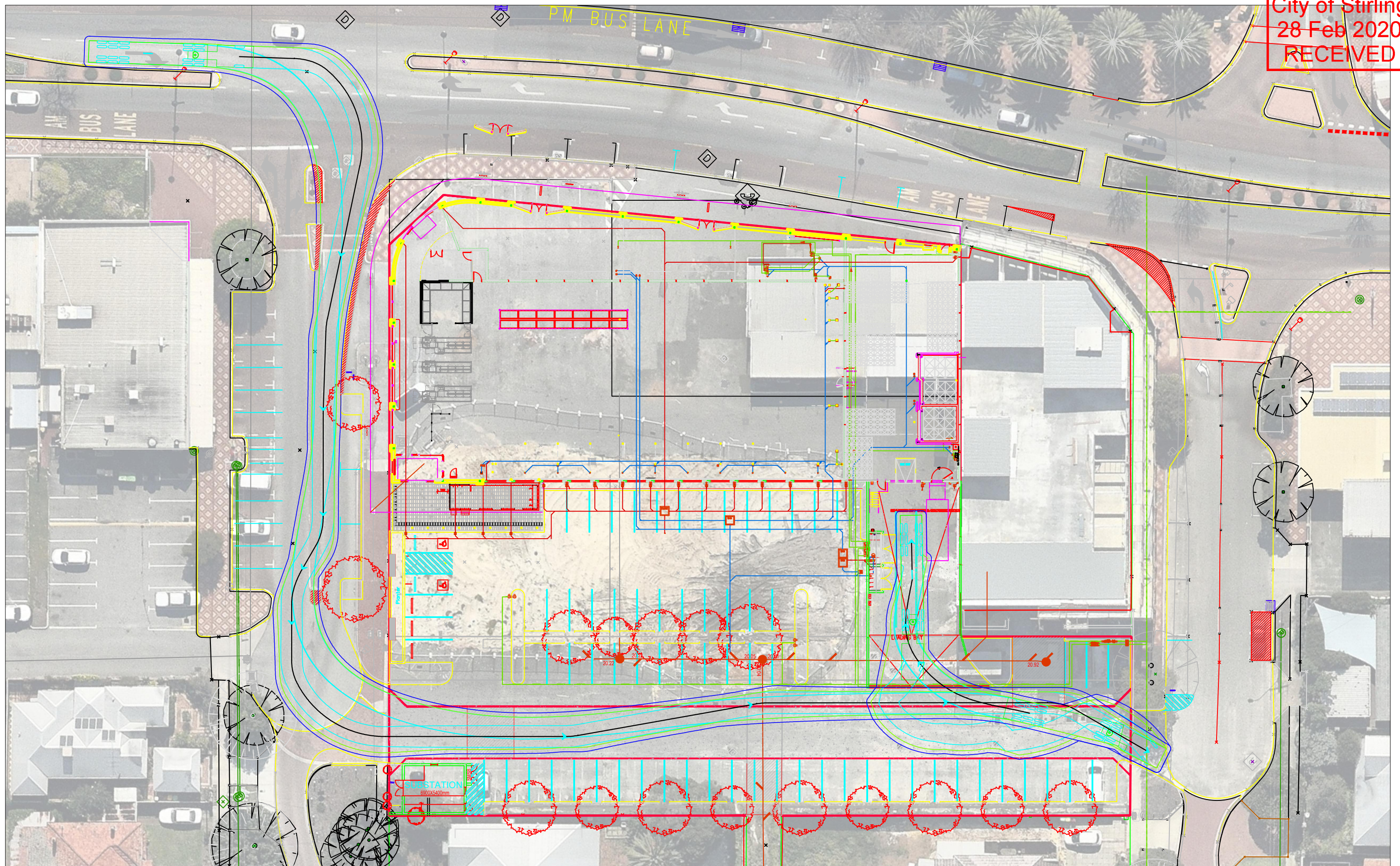
Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



Attachment 4 – City of Stirling Local Planning Scheme (LPS3) Zoning Map

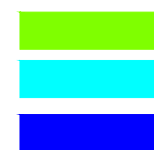


City of Stirling
28 Feb 2020
RECEIVED



ALDI Inglewood
Austroads 2013: 19.0m Semi-Trailer
Truck Circulation

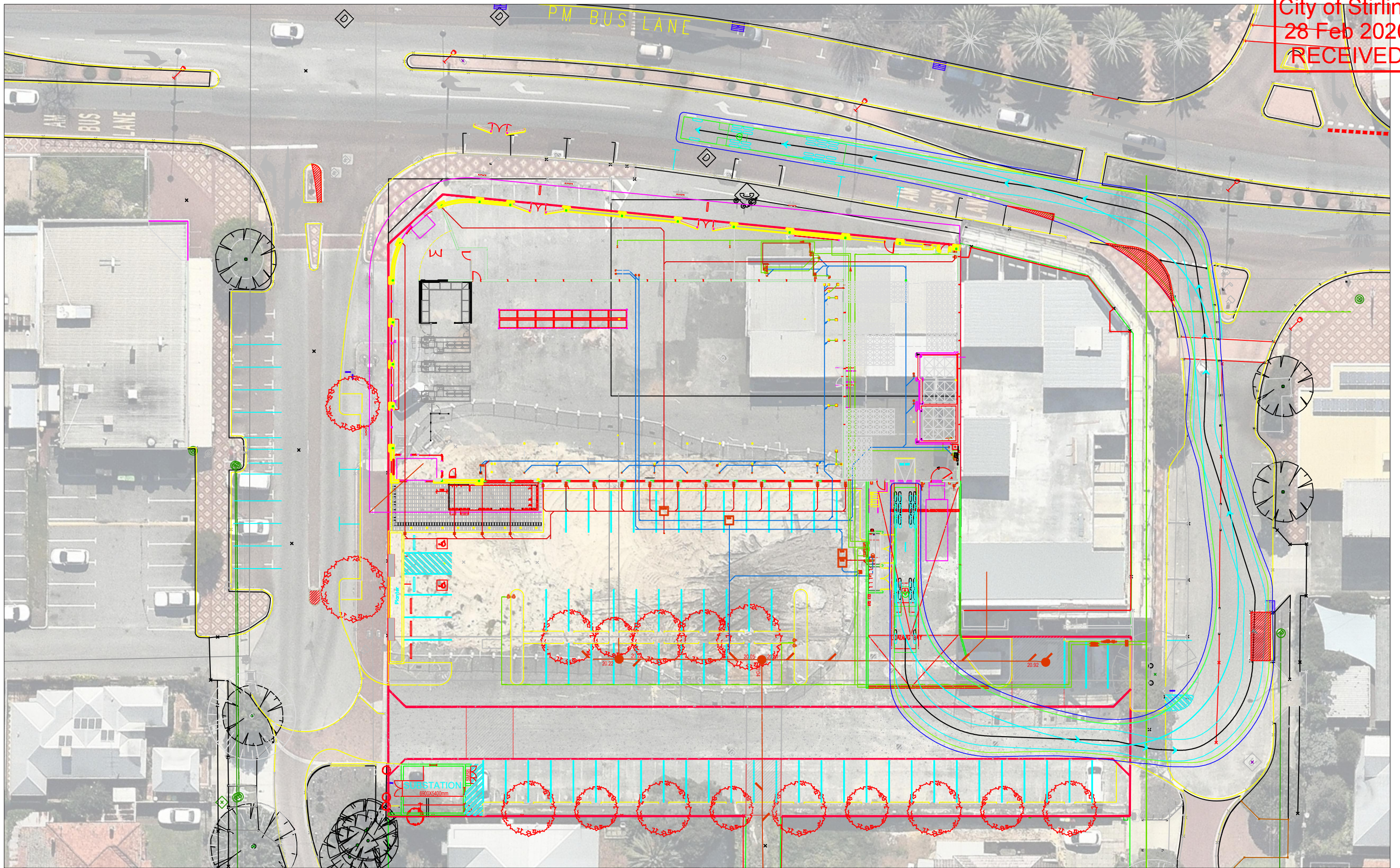
LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t16.099B.sk29d
27/02/2020
Scale: 1:400 @ A3



City of Stirling
28 Feb 2020
RECEIVED



ALDI Inglewood
Austroads 2013: 19.0m Semi-Trailer
Truck Circulation

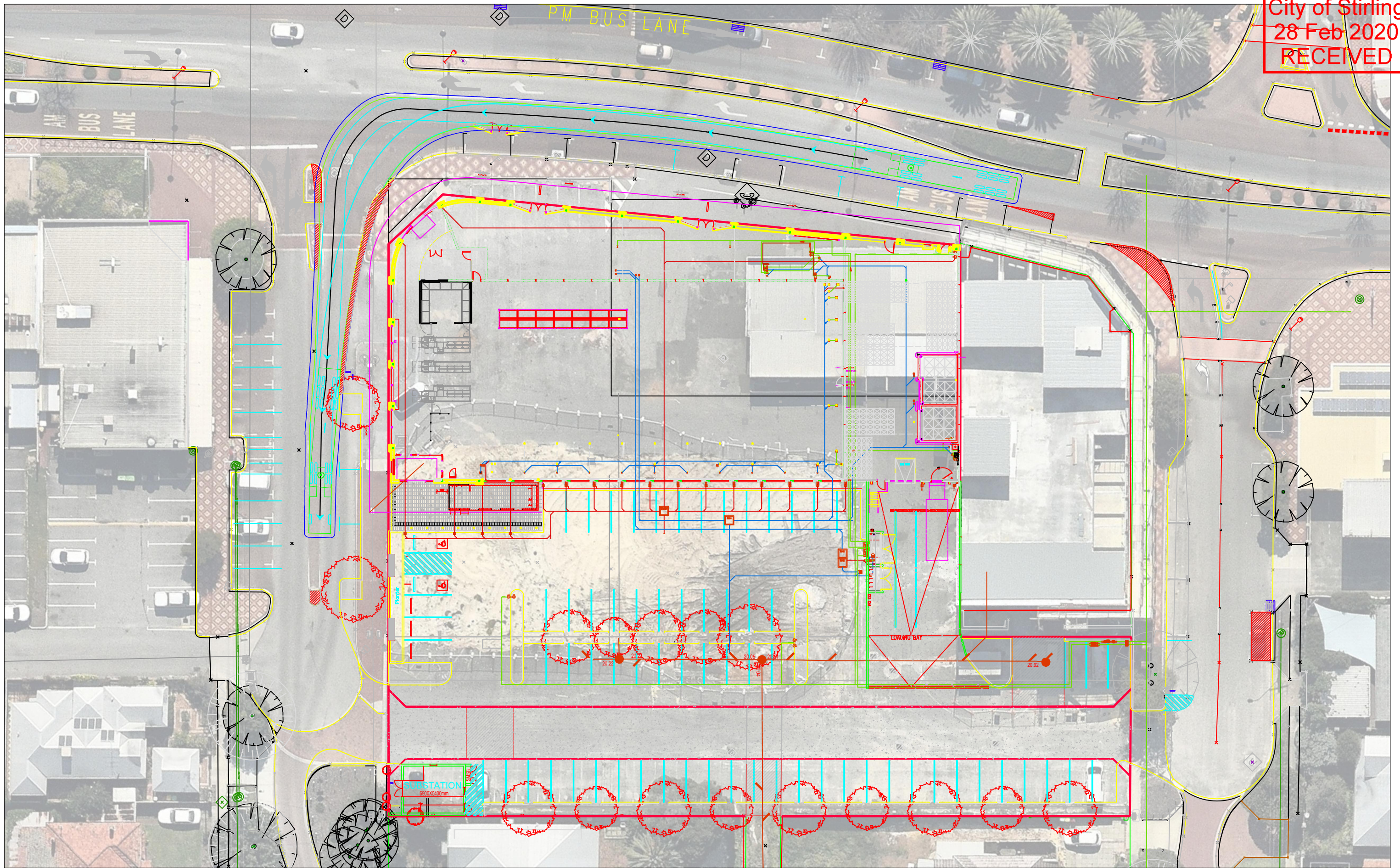
LEGEND
Vehicle Body
Wheel Path
500mm Clearance



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27/02/2020
Scale: 1:400 @ A3

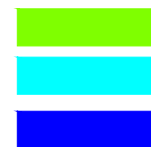


City of Stirling
28 Feb 2020
RECEIVED



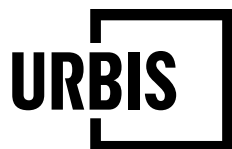
ALDI Inglewood
Austroads 2013: 19.0m Semi-Trailer
Truck Circulation

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t16.099B.sk31
27/02/2020
Scale: 1:400 @ A3





City of Stirling
28 Feb 2020
RECEIVED
LEVEL 14

1 WILLIAM STREET
PERTH WA 6000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

26 February 2020

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

ATTENTION: CHRIS FUDGE

Dear Sir/ Madam,

LOT 104, LOT 105 AND LOT 400 BEAUFORT STREET, LOT 32 TENTH AVE AND LOT 33 ELEVENTH AVE, INGLEWOOD - PROPOSED ALDI SUPERMARKET: RESPONSE TO DRP COMMENTS

Urbis act on behalf of ALDI Pty Ltd, the proponent of the proposed ALDI supermarket development at Lot 104, Lot 105 and Lot 400 Beaufort Street, Lot 32 Tenth Ave and Lot 33 Eleventh Ave, Inglewood (**subject site**). A DAP Form 1 - Application for Development Approval for the subject site was lodged with the City of Stirling (**City**) 05 December 2019.

On 23 January 2020, the City's Design Review Panel (**DRP**) undertook a review of the proposed development and provided the City and applicant with an assessment against the 10 Principles of Good Design. In advance of the meeting of the City's DRP 05 March 2020, at which this application will be considered a second time, please find below the applicant's response to the DRP's initial assessment.

Refer **Appendix A** for a copy of the revised plans.

RESPONSE TO DRP ASSESSMENT

A response to the DRP assessment is provided in **Table 1** below.

Table 1 Response to DRP Assessment

DRP's Comment	Response
The Panel recommends the applicant reviews the street interfaces and the selection and use of materials to produce a more sophisticated design outcome.	Following the advice and recommendations of the DRP, the design of the proposed development was reviewed and is now considered to offer a superior and contextual design outcome. The building now presents a

DRP's Comment	Response
	<p>more contemporary art deco interpretation, with a simpler rhythm, form and material palette.</p> <p>The back-of-house and internal amenities have been redesigned with a mezzanine floor added as to provide a continual extension of the Beaufort Street tenancies. The tenancy entrances have also been indented, in accordance with the surrounding built form – which provides variety and articulation to the building as it presents to Beaufort Street.</p> <p>Overall, the development establishes an enhanced built form, with an improved materiality and greater attention to detailing an finishes.</p>
<p>The Panel recommends more consideration is given to the sustainability and integration of the landscaping and requests more information regarding the landscaping strategy.</p>	<p>A revised landscaping plan has been prepared and is considered to significantly enhance the proposed landscaping treatment.</p> <p>Due to a minor reconfiguration to the car parking area, additional landscaping is now proposed to be provided along the south-eastern lot boundary as well as within the internal parking area. These landscaped beds will feature water sensitive urban design treatments, capturing stormwater runoff and rain to promote better health and growth in the long term. Mature trees will also be provided, reducing the time required for an effective tree canopy to be established.</p> <p>An additional two street trees and increased landscaping will also be provided along the Tenth Street verge. A seating area is proposed with timber benches and low level vegetation and will provide the appointees for people to linger and remain in the area, which will hopefully act as a focal point for the local community.</p>

DRP's Comment	Response
<p>The Panel recommends the applicant revisit the use of full height glazing and considers incorporating dado height brickwork or tiling to provide a more sophisticated design outcome.</p>	<p>Several amendments have been made to the elevations as to add sophistication to the proposed development.</p> <p>The northern (Tenth Avenue) elevation has been amended to replace the proposed full height glazing with the addition of dado height brickwork.</p> <p>The entrances to the retail tenancies have also been indented as to break up the length of the Beaufort Street façade.</p> <p>The form and scale of the proposed vertical spears have been redesigned with a revised material palette proposed. The palette now comprises glazed royal blue tiles, framed with metal ribbed panelling. The panelling comprises varying widths as to add interest to the façade.</p>
<p>The Panel recommends that extending the sleeved tenancies along Beaufort Street and reworking the back of house areas will improve the proposal.</p>	<p>The internal back of house and amenities area has been redesigned with a mezzanine added as to allow the continuation of the Beaufort Street tenancies. In addition, the tenancies have been altered as to indent the doors, consistent with the urban form of the surrounding locality.</p>
<p>The Panel noted that the sustainability strategy was not addressed and requests more information be provided.</p>	<p>The development proposes a 100kW PV Cell system on the roof, providing a significant amount of the required energy of the development. In addition, the proposed landscaping has been enhanced as to provide additional vegetation, including the provision of Water Sensitive Urban Design elements such as rain gardens.</p>
<p>The Panel recommends the applicant gives more consideration to enhancing the pedestrian experience on Beaufort Street and Tenth Avenue. The provision of detailed sketch section drawings may be a useful design and communications tool.</p>	<p>A seating area to Tenth Avenue, comprising wood panelled benches and low-level landscaping is now proposed along Tenth Avenue. Acting as both a break to the car park as well as a continuation of the high quality experience along the Tenth Avenue, the park</p>

DRP's Comment	Response
The Panel recommends the applicant review other signage examples to achieve better integration with the development.	<p>provides greater amenity to the surrounding locality.</p> <p>As part of the redesign of the form and material selection, the proposed signage has been redesigned as to ensure greater legibility.</p> <p>The proposed pylon signs have been removed and replaced with panel signs which are required as a wayfinding device for vehicles.</p>
The Panel recommends more consideration is given to the integration and management of pedestrian access.	<p>It is advised that the project team, in collaboration with the City's engineer, undertook various redesigns of the car parking area so as to provide separated pedestrian access. However, due to limitations due to space, a dedicated path could not be achieved in a safe manner.</p> <p>As such, a shared zone approach is preferred. As to ensure safety, signage will be provided limiting the speed limit within the site as well as to advise that the carpark is a shared zone. This is common place in shopping centre developments.</p>
The Panel recommends the applicant gives consideration to emphasizing Beaufort Street as a main pedestrian area that benefits both local residents and visitors.	The redesigned building supports the designation of Beaufort Street as a high quality pedestrian area.
As stated in Design Principle 1c. The Panel recommends the applicant reviews the selection and use of materials and the overall façade design to produce a more sophisticated design outcome.	As discussed within this table, the proposed material palette and façade has been amended as to provide a more sophisticated design outcome. Refer above.



CONCLUSION

We trust the above response and amendments to the development plans satisfactorily addresses the comments provided in respect to the assessment of the proposed development by the City's DRP.

We look forward to attending the meeting of the City's DRP 5 March 2020 at which the application would be considered and thank the City for the opportunity to make deputation.

For any clarification or further information pertinent to the above, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read "TD", with a long horizontal flourish extending to the right.

Tim Dawkins
Director
08 9346 0511



LEVEL 14, THE QUADRANT
1 WILLIAM STREET
PERTH WA 6000

City of Stirling
21 Feb 2020
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21 February 2020

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

ATTENTION: CHRIS FUDGE - SENIOR PLANNING OFFICER

Dear Chris,

RESPONSE TO PRELIMINARY ASSESSMENT DA19/1926 - 96 TENTH AVE INGLEWOOD & PUBLIC SUBMISSIONS PROPOSED ALDI SUPERMARKET

We refer to your letter dated 1 February 2020, in relation to your preliminary assessment carried out for the abovementioned application. In respect to the above, please find our response in **Table 1** below and refer **Appendix A** for a copy of the revised plans. In the interests of ease of assessment, we have structured our response in **Table 1** using the same structure as your letter.

We have also reviewed the submissions received during the course of public advertising and have responded in **Table 2** below. We have coded identifiable themes where possible and provided a consolidated response to each theme following the table.

1. APPLICANT RESPONSE TO COMMENTS FROM CITY

Table 1 – Applicant Response to Comments from City

Comment	Response
Beaufort Street Local Development Plan	
The provisions of the LDP require the development to have a minimum 70% active ground floor frontage to Beaufort Street.	The proposed plans have been revised to introduce a mezzanine and reduce the back of house storage area to significantly increase glazing to Beaufort Street such that it now significantly exceeds 70%.
Maximum Building Width: The proposed building width fronting Beaufort Street exceeds 20m. The LDP requires building mass to be articulated and 'broken up' to ensure facades are not overly long.	We have sought to develop a façade that celebrates the location on Beaufort Street. The proposed does not seek to imply the creation of multiple buildings on the street, rather provides

Comment	Response
<p>This can be achieved by:</p> <ul style="list-style-type: none"> • creating multiple buildings on wide sites; or • breaking up the facade through the use of vertical articulation and breaks, together with step-backs and different facade treatment for different vertical segments. 	<p>detailing to the façade via a combination of vertical articulation, recesses and projections, and detailed finishes that ensures that it is not unduly dominating to the street (second dot point).</p>
<p>Streetscape at Ground Floor: Mixed use buildings shall provide an active edge to the adjoining footpath. The development proposes a large inactive portion of Aldi back-of-house abutting Beaufort Street.</p>	<p>The back of house has been significantly reduced, and is now the absolute minimum that is possible.</p>
<p>Car Parking Standard: The development provides 72 car parking bays on site in lieu of the required 85 bays - a shortfall of 13 bays on site. Existing or new on-street, car parking bays directly adjacent the site may be considered in calculating the total car parking requirement.</p>	<p>The definition of NLA excludes 'other service areas' of which the back of house area is included. The City's calculations have included 451 sq.m of back of house area – which does not generate any demand for car parking. However, the City's calculations suggest that 22.5 car bays are required for the pallet area.</p> <p>Regardless of the semantics of the above, there are 29 on-street car bays directly adjacent to the site which may be included in the car parking calculations. This results in a total of 104 bays - exceeding the City's calculated requirement of 85 bays by 19.</p>
<p>Location of Car Parking: At grade car parking is positioned within an 8m setback of the side street (Tenth Avenue) with limited screening from the streetscape provided, or alternatively positioned behind an active land use.</p>	<p>The car parking is limited to the southern portion of Tenth Avenue – well away from Beaufort Street, and is provided with a highly landscaped resolution. It is worth noting that the built form meets the 45% activation requirement, providing unobserved glazing the full length.</p>

Comment	Response
Traffic Noise: Please revise the Environmental Acoustic Assessment submitted 3 January 2020 to address the provisions of State Planning Policy 5.4 -Road and Rail Noise.	<p>Pursuant to SPP 5.4 a “Noise-Sensitive development” is</p> <p><i>generally determined by land-uses or development as zoned by a local planning scheme or structure plan that is occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution; or place of worship.</i></p> <p>As such, we are not a noise sensitive development and do not need to address SPP5.4.</p>
Shop Fronts: The ground floor frontage to all mixed use and non-residential development shall be articulated and highly transparent, with a minimum of 60% of the length to be extensively developed with unobstructed clear glass windows and doors. Approximately 55% of the development fronting Beaufort Street is extensively glazed.	The revised proposal now exceeds 60% clear glazing.
All new shopfront windows shall be positioned a minimum of 600mm above a solid wall on the ground floor. The development proposes a number of windows which do not achieve this requirement.	The revised proposal now includes a plinth to the windows.
Weather Protection: Awnings are to match the floor to ceiling height of awnings on adjoining sites/existing development. Please confirm the awning detail proposed to Beaufort Street aligns with the existing development at Lot 800, HN 908 Beaufort Street.	The awning has been designed to match with the adjoining sites/existing development. However, we do note that the awning of an existing building should not set a datum for the design and architectural resolution of an adjoining site. The proposed development is creating a continuous awning along Beaufort Street between Tenth

Comment	Response
	Avenue and Eleventh Avenue for the first time.
Local Planning Policy 3.1 - Character Retention Guidelines Mt Lawley. Menora and Inglewood	
Signage: Signage is not to cover any architectural features or detailing of a building and should not dominate a shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building.	The signage has been designed and conceived as part of the overall building design to ensure it does not cover architectural features or dominate the elevation.
Local Planning Policy 4.2 - Mixed Use & Commercial Centre Design Guidelines	
Parking areas shall generally not be visible from the street and located behind the building line. Notwithstanding this, car parking areas that are visible shall be softened by landscaping along the street frontage(s). A more effective landscaping buffer is required between the Tenth Avenue streetscape and the rear car park to soften the interface.	The setback of the car park and the density of landscape planting have been increased.
A surface treatment or formal footpath is required to assist in delineating a clear pedestrian pathway through the rear carpark from Eleventh Avenue to the rear entry of the Aldi store.	The matter was discussed in detail with the City's engineering team. It was agreed that it was best to have pedestrians use Lawry Lane as shared zone without a designated pedestrian path, as this can indicated a priority that does not provide the safest outcome. We also note that providing pedestrian access along Lawry Lane is in accordance with the policy that states ' <i>Pedestrian routes shall as far as possible be on publicly owned land, and preferably be within the road reserve as part of the street network</i> '.
The development proposes two (2) Pylon Signs. Pylon Signs are an 'X' use in a Mixed Use zone, in accordance with Schedule 8 - Advertising	The pylon signed have been replaced with panel signs, which are 'P' (permitted) in the mixed use

Comment	Response
Signs of the City's LPS3.	zone.
Pylon Signs are not permitted within a Mixed Use zone, in accordance with LPP 6.1.	The pylon signs have been replaced with panel signs, which are 'P' (permitted) in the mixed use zone.
Advertising signs are not to extend beyond any boundary of a lot. It is noted that one of the tenancy signs positioned under the awning fronting Beaufort Street extends beyond the lot boundary.	We note that this is common practice and the under-awning signs were specifically supported by the Design Review Panel.
The development proposes a total of five (5) Created Roof Signs for the Aldi tenancy in lieu of the permitted one (1) sign per tenant. Moreover, one (1) of the Created Roof Signs is not fixed parallel to the fascia.	Considerable restraint has been exercised, and the amount of signage is appropriate for the scale (length of frontage) of the site.
Four (4) of the Created Roof Signs are less than 500mm from the top of the parapet, and have an area of more than 3m ² .	Considerable restraint has been exercised, and the amount of signage is appropriate for the scale (length of frontage) of the site.
In accordance with the provisions of this Policy the proposal requires a total of 14 bicycle bays (5 bays for employees and 9 bays for customers/visitors). The development proposes six (6) bicycle bays.	<p>Parking for 10 customer bicycles has been provided along the Beaufort Street and Tenth Avenue frontages.</p> <p>A secure bike cage has been included providing parking for 5 bicycles for staff. Lockers and a unisex shower are provided for staff use.</p>
Local Planning Policy 6.3 - Bin Storage Areas	
Bin storage areas in non-residential zones are to have a minimum area of 10sq.m and a minimum width of 3.5m. Both the dedicated Aldi and Restaurant bin stores have an area less than 10sq.m	The bin area is bespoke to ALDI's needs and replicates the design from every store in Western Australia.
The Waste Management Plan received by the City on 20 December 2019 does not address	A bin store is now provided for the shop/restaurant tenancies that is independent of

Comment	Response
how waste generated by the two Restaurants facing Beaufort Street will be managed.	the ALDI bin store.
Local Planning Policy 6.6 - Landscaping	
Commercial development proposals are required to provide a minimum 10% landscaping of the total site area. Furthermore, this area must include a soft landscape buffer to any adjoining properties with a minimum width of 1.5m. The proposal achieves approximately 3% landscaped area and the buffer to the south of the site is approximately 600mm in width.	<p>The landscaping has been extensively provide on-site, with the development having a site cover of approximately 50%, enabling a large canopy cover. This is a significant improvement from the previous approval.</p> <p>The landscaping area to Tenth Avenue has been increased to provide an improved landscaping buffer.</p>
The provision of new street tree(s) is required where no street tree(s) currently exist.	Two new trees have been provided on Tenth Avenue.
Local Planning Policy 6.7 - Parking & Access	
Non-residential developments with over 500m2 of Gross Floor Area, require at least one bay to be permanently set aside and marked for the exclusive use of delivery and service, and courier vehicles.	<p>Deliveries for the tenancies fronting Beaufort Street will be undertaken from the on-street car parking bays (when not an AM bus lane) or within the ALDI carpark.</p> <p>ALDI's delivery are fully accommodated for in the proposal.</p>
Access ways and crossovers are to be setback a minimum distance from street trees in accordance with the City's Street and Reserve Trees Policy. Please clarify if the setback between the existing verge tree on Eleventh Avenue and the adjacent vehicle entry point is proposed to be modified.	The existing crossovers are being retained and do not impact on the street trees.
Service access is to be designed so as to segregate delivery vehicles, moving and	This is not practical in an urban context for a small-scale store. This is only practical for large

Comment	Response
stationary, from parking areas and access ways provided for customer parking.	shopping centres.
Loading and unloading areas should not be located within close proximity to any adjoining residential uses	The proposed development is located as far away from the adjoining residential uses as possible, being compliant with the <i>Environmental Protection (Noise) Regulations 1997</i> .
In accordance with the provisions of this Policy a total of 12 Advanced Trees are required on site. The development proposes a total of 15 trees on site however it is unclear whether these are Advanced Trees as per the Policy requirement. Notwithstanding the quantity satisfying the Policy provision, each tree is required a 9m ² soil space at ground level, free of intrusions.	The proposed trees will be provided in a manner to ensure a good canopy cover, in accordance with the intent of the policy.
Internal Referral - Engineering Services Business Unit	
An updated Traffic Report will need to be provided which reflects the current Development Application.	The original Transport Impact Assessment, including distribution, assumptions and analysis conducted was accepted and approved by the City, DPLH and JDAP. The current proposal with modified car park layout and design, does not change the quantum of ALDI's traffic nor the originally assumed traffic distribution. The changes to the store are fully contemplated and explained in the addendum, and there is no justification for a new traffic report.
Truck access to the site from Tenth Avenue into the relocated Right of Way (ROW) will require the removal of the flush and raised median, to accommodate truck turning.	This is consistent with the previous approval and is shown on the site plan.
Truck access from the site (ROW) onto Eleventh Avenue will require the removal of the existing parking bay on the east side of Eleventh Avenue. The loss of the parking bay will need to be	The required four bays to be removed on Eleventh Avenue will be off-set by three new on-street car parking bays to Tenth Avenue and five new on-street car parking bays to Beaufort

Comment	Response
accommodated in the immediate surrounding streets of the subject site.	Street.
The location of the proposed new alignment of Lawry Lane (6.0m wide) is not shown on the Site Plan or Ground Floor Plan. Therefore it is not clear whether the proposed car parking bays, particularly bays 6 - 34 along the south eastern lot boundary are sufficiently setback given these are shown as 5.0m long and larger vehicles are liable to overhang. The proposed new road alignment needs to be delineated on the plans and the setbacks for the abutting car bays is required to be shown.	The subdivision plan has been adjusted to ensure that the car parking bays are fully accommodated.
The boundary between public laneway and private property should be defined, either by contrasting pavement surface/treatment or flush kerbing, to highlight future maintenance responsibilities.	Following a meeting with the City's Engineering Department, a management agreement will be entered into with the City, making this comment redundant.
The relocated Lawry Lane is required to be ceded and dedicated as road reserve, and the redundant section closed.	Noted.
2.0m x 2.0m corner truncations at the intersections of the new Lawry Lane road alignment with Tenth Avenue and Eleventh Avenue are required to be ceded and dedicated as part of the new road reserve.	It is advised that 2.0m x 2.0m corner truncations have been provided.
The Applicant is required to construct the re-aligned 6.0m wide Lawry Lane and install appropriate lighting at its costs to the City's satisfaction. A Performance Bond equivalent to the estimated cost of the works is to be lodged with the City prior to commencement of the development. The amount of Performance Bond	Following a meeting with the City's Engineering Department, a management agreement will be entered into with the City, making this comment redundant.

Comment	Response
<p>is currently estimated as: (Total = \$110,400)</p> <p>(i) Construction \$90,400 (being 6.0m x 85.6m x \$176psm).</p> <p>Lighting \$20,000 (being 85.6m x \$234plm)</p>	
The Location Plan on Page 4 of the submission is incorrect as it excluded the . northern end of the existing Lawry Lane road reserve adjacent to Lot 800 from the development site.	Noted.
Lawry Lane will be used by semi-trailers to provide access to and from the Aldi loading docks. This additional vehicle loading and vehicle turning will reduce the life of the road asset. A maintenance agreement/contribution should be considered as part of any approval.	Following a meeting with the City's Engineering Department, a management agreement will be entered into with the City, making this comment redundant.
Lawry Lane needs to be lit to the Australian Standards. The development plans need to show light locations along Lawry Lane. This may require removal of parking bays to accommodate lights, likely along bays 6-34.	Following a meeting with the City's Engineering Department, a management agreement will be entered into with the City, making this comment redundant.
The previous development application de-widened Tenth Avenue to increase the verge width to accommodate the awnings and allow for street tree planting along the development's Tenth Avenue frontage. Tree plantings along Tenth Avenue was previously raised by City Officers and by the community as part of the consultation process. Approved Civil Plans (by Pritchard Francis) showed this de-widening. With the deletion of the access to the previously proposed basement parking, on-street bays incorporating trees can be accommodated along this frontage. The development application plans should be amended to reflect this.	This has been accommodated in the revised plans.

Comment	Response
The MRS road widening requirement is to be ceded to the Crown, free of cost at the applicant/owner's expense.	The developed is outside of the MRS area. However, it will not be ceded free of cost. The WAPC will need to pay an appropriate amount at the time of acquisition.
All drainage is to be contained on-site. The existing stormwater drainage pits and pipes within the site are to be removed and the existing connection to the City's drainage shall be capped. This was a requirement of the previous approval.	Noted.
All redundant crossovers are to be removed.	Noted.
The abutting verges are to be upgraded and paved to match the existing Beaufort Street Activity Centre Styles, including tree plantings where possible.	Noted.
The proposed zebra crossings on the ROW crossovers will not likely be supported by Main Roads WA	The proposed zebra crossings have been removed.
Proposed awnings must provide a minimum 1.0m clearance to the edge of the road.	Noted.
The City can consider the proposed five (5) on-street car bays within Beaufort Street	Noted.

2. RESPONSE TO PUBLIC SUBMISSIONS

We refer to the table of collated public submissions received from the City 18 February 2020 and thank the City for the opportunity to provide comment.

We note that while a large number of submissions were received, 31% of those offered full support, whilst another 17% offered partial support. This demonstrates a strong level of support for the proposal from the community who look forward to the establishment of an ALDI supermarket and associated tenancies on the subject site.

Of the objections, we note that the majority can be broadly categorised into five key themes. These themes being:

- Design.
- Traffic, Parking and Access.
- Environmental Noise.
- Operations.
- Landscaping.

Due to the large number of submissions, we have provided a consolidated response to each theme following **Table 2** below.

Notwithstanding, in the interests of ease of assessment, we have structured our responses in **Table 2** using the same structure as per the City's letter.

Table 2 – Applicant Response to Public Submissions

Submission #	Support / Object	Comments	Applicants Response
1	Object	<p>The Beaufort street elevation design is not in keeping with the diversity or heritage of the area. Very long walls of same type brick and glass on the north east elevation, lack of any street plantings. This actually looks more like a factory wall. Impossible to see why anyone would sit in front of a brick and glass wall as the architect renders want us to believe...Tenth Avenue elevation windows are even worse, very large glass window panels running to the floor. Absolutely zero attempt by Aldi and the architects involved to add anything of value to the community, choosing instead to use cheap ugly materials for short term financial considerations leaving Inglewood with in my view, an ugly eye sore for generations. Additional concerns would be Inglewood does not need another shopping centre, clearly not enough parking allowed for in current design and I am also concerned about the impact of traffic in my street, but more importantly the impact on the tenth avenue and Beaufort Street intersection. I have never before commented on a building application but this building design has compelled me to do so, now.</p>	<p>Please refer to the collated <i>Design; Traffic, Parking and Access;</i> and <i>Operation</i> responses.</p>

Submission #	Support / Object	Comments	Applicants Response
2	Object	I wish to re-raise local resident concerns regarding safety at the intersection of Tenth Avenue & Beaufort Street as well as noise impact on surrounding residents. I support Council applied restrictions on deliveries prior to 7:00am (which other local supermarkets and businesses have to comply with). I do not support the introduction of traffic lights at the intersection of Tenth Avenue & Beaufort Street - this will have an adverse effect on flow of Beaufort Street traffic in both directions and change the neighbourhood atmosphere that attracted residents to Inglewood in the first place.	Please refer to the collated Environmental Noise; and Traffic, Parking and Access responses.
3	Object	Ugly Street appearance, it looks extremely unattractive and has minimal setback from Beaufort Street. This area already has two supermarkets and a 3rd under construction, within close proximity, not to mention the two supermarkets located at Dianella Plaza, we do not need another. What the area needs is diversity to attract more businesses. Dundas Road already has heavy traffic and parking issues, the proposal will significantly add to this. I feel that as Inglewood is a small area we are continually overlooked by the Stirling Council, we should not even be in that Council catchment and the boundaries should be changed	Please refer to the collated Design response.
4	Support	While I support the proposal I believe the project under utilizes the site which has easy access to public transport, close proximity amenities as well as the city and high land value. For the community to thrive, tall, higher density, quality mixed use developments should be encouraged along Beaufort Street. Reducing the speed limit to 40km only pushes traffic to the suburban streets as proven in the suburbs with this as a strategy to create community. Attract professionals who can afford Inglewood restaurant and boutique prices. This creates a	Support noted.

Submission #	Support / Object	Comments	Applicants Response
5	Support	<p>vibrant community where people stroll from business to business. Teenagers in one bed units use Uber eats and Deliveroo.</p> <p>I strongly support this proposal, Aldi is a welcome alternative to the other stores in this area, and it will be even more accessible for me being at such short walking distance (I do not drive). Like my neighbours we been missing the IGA store which used to be in the same area.</p>	Support noted.
6	Object	<ol style="list-style-type: none"> About 50% of the Beaufort street frontage will serve as storage and staff "back of house". This should be allocated additional retail space, shops or restraints, a possible second entrance into the supermarket proper. The future success of this section of the street ('the clock tower bend') will be dependent on having the space activated with people. At the moment it will only serve to be a non-descript space. At the moment, the application does not address this part of the street adding no value from a public/pedestrian/street scape aspect. It may require some thought and re-design in regards to the packing/storage systems used. I think streetscape should take precedence of the mechanics of loading and storage. Additional bike racks should be installed to prevent people from locking their bikes up to the parking posts, or, trolley racks. The precast panels facing the east (carpark) should contain some architectural treatment and relief. No consideration has been given to the design of this large expanse of wall. It 	<p>Please refer to the collated Design response.</p> <p>In addition, it is noted that additional bike racks have been proposed.</p> <p>Support for the proposed use is noted.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>will be clearly visible by traffic heading west along 10th avenue (it's some 35m setback from the eastern boundary). Whilst it is "back of house" it is still very visible. Possibly some art-deco style motif or relief patterns could be cast into the concrete panels and painted a suitable contrasting colour. Alternatively, possibly carry on some of the face brick bandings as on the main façade/s.</p> <p>4. The Beaufort façade is extensive length and could benefit by introducing a higher section (crown) on two of the bays to match those higher sections current shown on each end. This would help to articulate what would otherwise be a long and flat façade.</p> <p>5. The colour of the bricks used on the façade should be carefully considered not to blend into the colour of the existing footpath paving. There should be a clear degree of contrast between the two bricks. Possibly a slightly darker red (burnt red/brown) brick could be encouraged).</p> <p>My views on the proposal are that it is a simple concrete panel 'factory' design with applied brick cladding. I appreciate Aldi is a discount supermarket, however, my underlying concern about the proposal is that it is utilitarian in design and needs an improved relationship with its urban context.</p> <p>I encourage the supermarket, but I would strongly suggest that the design is better</p>	

Submission #	Support / Object	Comments	Applicants Response
7	Object	<p>articulated and detailed to a more human / pedestrian scale. High-quality materials should be used and street planting should be included.</p> <p>I am not against development & I know there is no chance of residents stopping this development.</p> <p>I am concerned at siting of development particularly as it effects traffic flow.</p> <p>Beaufort Street is a major traffic thoroughfare for the northern suburbs traffic into Perth city. The avenues of Inglewood are already used as escape routes to avoiding the congested Beaufort Street section through Inglewood.</p> <p>This proposed Aldi development with supermarket & restaurant tenancies etc. with 72 on-site car parking bays is planned to be located on corner of Tenth Avenue & Beaufort Street, Inglewood.</p> <p>My concern is that there are already traffic flow problems from Tenth Avenue onto Beaufort Street without this development.</p> <p>1. Tenth Avenue has already been traffic calmed on the Maylands side of Beaufort Street effectively blocking swift traffic flow in that direction.</p> <p>2. So traffic from Tenth Avenue has two options:</p> <p>a) Entering Beaufort Street at a dangerous intersection in immediate vicinity of the clock tower bend or</p> <p>b) Traversing Lowry Lane to Ninth Avenue and other avenues crossing Beaufort Street for an</p>	<p>Please refer to the collated Traffic, Parking and Access response.</p> <p>The support for the development is noted.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>easier alternative.</p> <p>We own a unit facing & bordering Lawry Lane between Tenth and Ninth Avenues and this section of lane is no longer purely a ROW lane - it is already a traffic escape route. With the increased traffic flow sure to be caused by this development the Stirling Council & the wise men & women of the Metro NW Assessment Panel need to give the traffic issue significant attention. We believe our property is firmly in the firing line for the full effects of increased traffic trying to escape grid lock situations caused through limited & disproportionate access to Beaufort Street. As Lawry Lane was never designed as a street we ask that due consideration be given to residential property owners on Lawry Lane between Tenth and Ninth Avenues.</p> <p>The cost of protection for those owners from lane traffic, both vehicular & pedestrian, and the inherent dangers & side effects that represents should be factored into the costs of this development. If this is not done I will foreshadow that Stirling Council will be left responsible to ratepayers left exposed by a development which I believe is planned on inappropriate (traffic wise) site. I believe that City of Stirling has duty of care responsibilities to its existing ratepayers & should be wary of the cost ramifications associated with such developments causing stress, damage to properties, rights of noise limitations, traffic dangers etc. to residents bordering that ROW.</p>	
8	Support	It looks great. In keeping with the area and long, long overdue.	Support noted.
9	Support	I wish to record our support for the DAP application on 904 Beaufort Street. We are of	Support noted.

Submission #	Support / Object	Comments	Applicants Response
10	Support	the opinion that a shop such as Aldi, with parking and restaurants will enhance the economic viability of that section of Beaufort Street, as well as providing additional spaces for the local community to socialise. I fully support this new Aldi as I only live four streets away, only consideration would be for some trees or shade or seats outside.	Support noted.
11	Support	The Aldi and two restaurants will vastly improve that unsightly block in Inglewood. Having local proximity to an alternative supermarket like Aldi is adding to the character of the suburb. Pleased to know that the tyre business eye-sore is going, too.	Support noted.
12	Object	I am a resident on Eleventh Avenue who will be impacted adversely by some aspects of this amended proposal. My main objection to the current plan is the change of daily delivery hours for the bakery truck. At the previous public meeting, the delivery hours were discussed. The articulated vehicle hours were from 7am daily. The proposed change of hours for bakery trucks to 5am is unacceptable due to noise levels and vehicle lights which will disturb the nearby residents in the early morning. Also the number of vehicle movements seems to have increased to include rubbish trucks and charity pick-ups. I am concerned that these will also be able to operate at this early time. Lighting issues were not addressed in the proposal. What impact would security and site lighting have on the local residences? Do Aldi now own the rear lane, Lot 400? I am concerned that the residences on Eleventh and Tenth Avenues backing onto this lane will be negatively impacted by less access to this Lane.	Please refer to the collated Traffic, Parking and Access; and Operations responses.

Submission #	Support / Object	Comments	Applicants Response
		<p>Parking is also an aspect that will impact residences and adjacent businesses. The loss of three (3) parking spaces on Eleventh Avenue will cut available parking. Parking is restricted on the Street due to traffic calming measures. These spaces are regularly used by visitors to residences and by the businesses on Eleventh Avenue and Beaufort Street, and will be sorely missed.</p> <p>I am certainly keen for this development to go ahead when all these issues have been resolved.</p>	
13	Support	I think this will be a good addition to the area.	Support noted.
14	Support	<p>We welcome the second ALDI application as the original supermarket has been greatly missed by all the local retailers and local residents ever since it closed.</p> <p>We are very pleased to see that all parking is above ground and no need for underground parking avoiding the dangerous entry and exit crossover in Tenth Avenue.</p> <p>We wish to make note the original supermarket I.G.A. building was set to the rear and the parking was in the front which gave us tremendous exposure to Beaufort Street traffic, this of course will be a great loss to us, but at the same time our lessees and all the other traders, local residents cannot wait to get our supermarket back.</p> <p>We look forward to a speedy application approval and building and the opening of ALDI which will be great for the town centre of</p>	Support noted.

Submission #	Support / Object	Comments	Applicants Response
		Inglewood.	
15	Object	<p>I have previously made a submission on this matter. However I was unaware until today that Aldi are trying to sneak through truck deliveries at 5am. Are they serious? The noise will be incredibly intrusive at a time that most people are still asleep. It is bad enough if the deliveries occur at 7am but 5am is outrageous.</p> <p>This is a residential area. Just because Beaufort Street is at one side of the block does not mean this is a commercial area like the Aldi at Morley.</p> <p>Please this absolutely cannot be approved. No earlier than 7am please.</p> <p>There will be noise from the restaurant until late at night (including access to bins after restaurant closure) then Aldi proposes 5am deliveries. There will be noise for nearly 18 hours per day!!</p>	<p>Please refer to the collated Environmental Noise response.</p>
16	Object	<p>As I live close to the development I will be impacted by the noise of the arrival, unloading and departure of trucks, I would like Aldi held to the same rules as every other business with delivery from 7am. This proposal fly's against The City of Stirling Noise Management.</p>	<p>Please refer to the collated Environmental Noise response.</p>
17	Support	<p>My house is just before the chicane and my concern is that no consideration is ever given to the amount of traffic passing through the slowing lane, delivery vehicles I feel should not be able to enter the shopping site for delivery at the early hours that I since learned (Aldi requesting 5am delivery) via Tenth Avenue. Consideration should include that these vehicles have to either enter off Beaufort Street to delivery area which I assume will be at back</p>	<p>Please refer to the collated Environmental Noise response.</p> <p>The support for the development is noted.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>(Lawry Lane).</p> <p>I support the development of the site as it has been left vacant for over four years and is a major eyesore to the local residents, but with the extra proposal of mixed use development (shop and two restaurants) will further add to a very busy traffic load that we experience every day. I strongly oppose a 5am delivery to Aldi. But I would also hope that traffic flow around this development be addressed prior to commencement and not seen as an afterthought once it is built. Every day I see people racing through the chicane at speed, not observing the 'Give way' sign prior to entering the chicane, so added traffic once the site is developed concerns me having viewed the plans.</p> <p>Please remember that the residents have to live with what is decided, I sincerely hope that my views have been taken into consideration having observed the impact overtime.</p>	
18	Object	<p>Three Items of Concern that give rise to my objection:</p> <p>1. The proponent's Traffic Impact Assessment is inadequate for the purposes of assessing the suitability of the proposed access arrangements and fails to adequately substantiate how the proposal will not cause significant safety and traffic congestion concerns. Given the concerns as to the quality of the traffic assessment undertaken which has done nothing to ameliorate the failure of the intersection at Tenth Avenue and Beaufort Street to operate to a reasonable level of service: - A significant level of non-local traffic will seek local roads</p>	<p>Please refer to the collated Environmental Noise; Traffic, Parking and Access; and Landscaping responses.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>(rat-running) and other intersections on Beaufort Street; - More accidents at this intersection as vehicle drivers take risks to make turns as they are frustrated by the time taken to take their chosen route; and - Poor pedestrian amenity at the intersection as it will be difficult/unsafe to cross. The attached outlines my concerns in more detail and recommends City of Stirling to propose measures to reduce the impact and in particular the safe operation of Tenth Avenue and Beaufort Street, with traffic lights being one logical solution funded by the proponent.</p> <p>2. Trees to the Tenth Avenue. The side streets of Inglewood are generally provide one to two street trees and in this instance none have been provided by the proponent. This is inexcusable and should be provided to provide necessary greenery and protection from the elements, beyond the canopy provided.</p> <p>3. Time for Deliveries There should be no variation to the times of delivery, the back of house proposed has little to no noise amelioration proposed and as such should be limited to normal delivery times 7am-6pm Monday - Friday and limited times Saturday and Sunday.</p>	
19	Object	<p>I believe Aldi has asked to be exempt from the normal 7am time restrictions that apply to all other businesses and supermarkets in the area so deliveries occur at 5am. This will mean that there will be significant noise levels of oversized trucks parking and driving along the road. They need to be held to the same time restrictions as other businesses and have their goods delivered after 7am.</p>	<p>Please refer to the collated Environmental Noise; and Traffic, Parking and Access responses.</p>

Submission #	Support / Object	Comments	Applicants Response
		Being woken at 5am by trucks delivering goods every day is not acceptable. My other concern is the traffic that will now be on Tenth Avenue. Near the Aldi site it becomes a one way road and we have a problem now with people knowing how to use this correctly and with all these trucks using the road this will significantly impact the amount of traffic the residents will have to deal with.	
20	Object	<p>I'm very concerned about the lack of parking facilities around the area.</p> <p>With the Aldi proposed development there appears to be far too few parking facilities, namely just 72 bays. This will pose a further load on street parking and aggravation to local residents. 72 bays compared to greater than 120 bays at Coles and 193 bays at Woolworths, there is clearly a major planning issue which if allowed to go ahead will create a street parking nightmare and negatively impact residents.</p>	Please refer to the collated Traffic, Parking and Access response.
21	Object	<p>We write in opposition to the planned development on Tenth Avenue.</p> <p>Aldi Morley contact hours are Mon, Tues, Wed and Fri 8.30am until 8pm. Thurs until 9pm and the weekends until 5pm. Opening hours are 8.30 am every morning except Sun when it opens at 11am.</p> <p>If the new proposed Aldi has the same hours then we will be exposed to the increased traffic noise; additional car entrances and exits; pedestrian increased speaking volume and presence and shopping trolley noise from customers pulling trolleys out and roughly pushing back and trolley collection for long</p>	<p>Please refer to the collated Environmental Noise; Traffic, Parking and Access; and Operations responses.</p> <p>It is noted that the comments in respect to property values and the commercial viability of the development are not relevant planning concerns.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>hours every day without respite. This is without even taking into account the additional noise and traffic associated with the other proposed businesses and restaurant.</p> <p>There will also be increased noise from commercial rubbish bin access which will continue until late at night especially from late restaurant hours. There will be increased noise from the emptying of these large commercial bins and the noise of large trucks facilitating the emptying of these bins.</p> <p>72 additional parking bays is an enormous increase in traffic activity throughout the day and night. We have had some experience with this impact through the increase in car activity and parking from the Monday night markets but at least this is just one night per week.</p> <p>The view from our property will also be impacted due to this large development being impacted directly in our line of sight. There will be large intrusive signage and increased bright lighting for long hours at night which will impact our sleep.</p> <p>We believe that this development will negatively impact on our property value on a permanent basis due to all of the above issues. There will be no compensation for us in relation to this development from the various businesses nor from the Council in terms of decreased rates to take into account the decrease in the property value. We believe that the Council and any other decision makers have a duty to consider other factors apart from the significant rates and</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>other financial benefits that will flow to such decision makers.</p> <p>In Morley, Aldi is in a large commercial shopping precinct separated from residences. The Tenth Avenue proposal is directly impinging on close housing stock. Similarly the Coles in the area are in a commercial complex not residential.</p> <p>Our ability to enjoy our property will be immensely adversely affected by this proposal. My husband is trying to live with a brain tumour and the extended noise etc. will adversely impact on his health through the constant noise. He requires restful sleep and often requires 12 hours of sleep due to his condition. This will severely impact on his health.</p> <p>In short, we submit that this proposed development is too large and is not in an appropriate area due to its residential nature. The occupants of surrounding residences will be permanently significantly and negatively impacted should this proposal be approved.</p> <p>We therefore strenuously oppose the passing of this development application.</p>	
22	Object	<p>TRAFFIC VISIBILITY -TENTH AVENUE & BEAUFORT STREET</p> <p>My objection is the seemingly lack of adequate traffic visibility for vehicles entering Beaufort Street from Tenth Avenue ('south side' near Chemist, Bakers' Delight, Medya King Kebab,</p>	<p>Please refer to the collated Traffic, Parking and Access response.</p> <p>In respect to the comment about the suggested provision of additional on street bays, we note that this is a matter for the City.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>retail outlets).</p> <p>Beaufort Street, with its re-alignment almost 20 years ago, curves from Dundas Street/Eleventh Avenue to Tenth Avenue. This made for a smoother flow of traffic, but less visibility, and therefore time for drivers wanting to enter, either left or right, or cross, Beaufort Street. There is, at various times, an almost continuous stream of traffic coming down Beaufort Street, including Transperth's wonderful 950 Frequent Bus Service from Morley Bus Station.</p> <p>LINE OF SIGHT AFFECTED-SIGNAGE TENTH ON BEAUFORT 2015/16</p> <p>This was well illustrated by some signage that went up along the perimeter of this Site, when, for 6-12 months, in about 2015/16, the people behind the Tenth on Beaufort Apartment complex plans, erected some advertising signage on the edge of their site (i.e. bordering the pedestrian footpath), that made it near impossible to see the oncoming traffic heading down Beaufort Street, whilst waiting at Tenth Avenue.</p> <p>Driver visibility; re-action time to assess whether safe to proceed, is severely impacted by any obstacles on the Beaufort Street corner of this site.</p> <p>OBSTACLES</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>I see three main types of obstacles to visibility:</p> <p>PEDESTRIAN TRAFFIC LIGHTS (BETWEEN ALDI AND MIA FLORA CAFE, ACROSS BEAUFORT STREET)</p> <p>I am against the provision of Pedestrian Traffic lights (sighted on Diagram pp 98 of the 103 on this pdf downloadable version on the City's website). My reasons are:</p> <p>As mentioned the light of sight for motorists entering Beaufort Street [in fact from both sides of Tenth Avenue]. Pedestrians (and I am 100% one as I have never obtained a Drivers' License) can be notoriously 'fickle' in , say Pressing the 'Stop Traffic' button, and then just crossing, leaving drivers to sit patiently waiting for the lights to change from Red to Green.</p> <p>Also there is a Pedestrian Crossing opposite the Inglewood Library, just 100 meters away. Sometimes we, people in general, have to make an effort to do the right and safe thing, and that is to walk that 100 metres if we need to cross Beaufort Street.</p> <p>SHOPPERS' (PEDESTRIAN) ORIGIN</p> <p>I have delivered the Community Newspapers over the past eight (8) years and walked my dog/s around this area for almost a decade. That has given me knowledge of, what is obvious, and that is most pedestrians who are likely to shop at the new ALDI live, if you like on the south side of Beaufort Street [i.e. between</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>the train line (Railway Parade), maybe to Central Avenue and maybe Crawford Road heading East].</p> <p>The shoppers (especially pedestrians) who live on the North side of Beaufort Street will almost certainly be doing most of their day-to-day shopping at Coles Inglewood, and, when it opens, the new Woolworths on Eighth Avenue.</p> <p>Aside from any personal knowledge you just need to look at the housing densities on both sides of Beaufort Street (between say Central Avenue and Crawford Road). On the North Side (to Hamer Parade are mainly single and duplex dwellings).</p> <p>As I said most pedestrian shoppers to ALDI do not have to cross Beaufort Street. Therefore do not erect another set of Pedestrian Traffic signs within 100 metres of the ones opposite the library.</p> <p>PROPOSED FIVE CAR PARKING BAYS ALONG BEAUFORT STREET (BETWEEN TENTH AND ELEVENTH AVENUES)</p> <p>Furthermore I object (I understand it was only put down as a Proposed on the Plan, so not 'set in stone'), to the proposal for five parking bays to be placed outside the re-development on Beaufort Street, between Tenth and Eleventh Avenue.</p> <p>Do not even entertain the idea. It is a nightmare</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>trying to enter Beaufort Street seeing over the parked vehicles between Sixth and Tenth Avenue. The SUV (Sports Utility Vehicles) of today, are the station wagons of families in a by-gone era. These vehicles are higher than their predecessors, which makes visibility if not impossible, then very difficult and potentially dangerous, trying to enter/cross any street where such vehicles are parked on the curb of literally any road, and especially a busy road, such as Beaufort Street.</p> <p>BUILDING LINE OF SIGHT</p> <p>I can't help but think that the proposed building on its corner closest Tenth Avenue and Beaufort Street, is just too close to Beaufort Street, to allow for easy visibility for vehicles entering, or crossing, Beaufort Street.</p> <p>I have previously mentioned the advertising hoarding put up by the Tenth on Beaufort developer's, that was on their site, next to the footpath, which completely obscured the vision of a driver wishing to either enter, or cross, Beaufort Street. It does not matter whether the Beaufort Street speed limit is reduced from 60 to 40 kph [I believe the City wants this to have a two-year trial, and, based on the responses to the Have Your Say survey, it was something like 47% in favour (of 40 zone) and 53% against (i.e. leave as is)] , there is simply no safe speed limit for people to enter/cross Beaufort Street at Tenth Avenue, if there if drivers vision is particularly, or almost completed blocked, because the ALDI building has been built too close to Beaufort Street.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>CONCLUSION</p> <p>In terms of the building I am sure that the architects; planners; and all concerned with this re-development have thought about, and jumped many hurdles to get their plans to the City.</p> <p>My concerns, as I have outlined, are about particularly the line-of-sight, of vehicles entering Beaufort Street specifically from the south side of Tenth Avenue (i.e. by Chemist etc.), but also from the north side (i.e. by Mia Cafe), as:</p> <p>Pedestrian Traffic Light will slow, and add another obstacle for traffic, when there are Pedestrian Traffic Lights 100 metres away (opposite Library).</p> <p>Most pedestrian shoppers to ALDI will be coming from 'south side' of Beaufort Street (Central Avenue-Crawford Road), not as many from the north side. All you need to do is look at maps that show the number of single & duplex dwellings, and particularly villas/town-houses and multi-storey apartment buildings, north of Beaufort Street (Central Avenue/Hamer Parade/Dundas Road) versus those, if you like, on the south side (Central/Railway Parade/Kennedy Street).</p> <p>This is not an exact science, but just based on experience, observation, and logic.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>WOOLWORTHS AND COLES SUPERMARKETS</p> <p>I have already suggested that many of those who live north of Beaufort Street will be doing their day-to-day grocery shopping at the new Woolworths and the existing Coles Supermarkets.</p> <p>Remember there had been a busy IGA Inglewood, 96 Tenth Avenue, for many years until it closed on 30 June 2014.</p> <p>This ALDI redevelopment does not need a set of Pedestrian Traffic lights just 100 metres from those opposite the library.</p> <p>BUILDING LINE OF SIDE</p> <p>Finally the proximity of the building to Beaufort Street that prevents line-of-sight visibility for driver's entering/crossing Beaufort Street from Tenth Avenue (near Chemist).</p> <p>FINAL THOUGHT</p> <p>My final thought it is better to get something right before it is made permanent. I know that architects; traffic engineers; and many other associated professionals that ALDI have used in making this development application, want to their best, and what's right, not just for the</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>short-term but for, well maybe not time in memorium, but at least a very long time-I suspect at least 50 years.</p> <p>This issue of visibility entering/crossing Beaufort Street from Tenth Avenue, will not go away because of 'smart planning'. It will only go away if there are no physical obstacles in the line-of sight of drivers.</p> <p>So this will definitely mean:</p> <ul style="list-style-type: none"> • No Pedestrian Traffic Lights on Tenth Avenue (as there ones 100 metres down the road); • No (as I said I realise on Plan it was listed as a possible future proposal) five car-parking bays between Tenth Avenue and Eleventh Avenue, along Beaufort Street; and finally • That the corner of the building that is set-back enough from the Beaufort Street and the footpath, whether the speed is 40 or 60 kph does not matter, as drivers who wait at Tenth Avenue and Beaufort Street need clear line of vision. I am not convinced that this building (corner) has been set far enough back. <p>It is easy to address these concerns now, than deal with the carnage that almost certainly will increase from motor vehicle (and you can always add cyclists who persist in riding up and</p>	

Submission #	Support / Object	Comments	Applicants Response
23	Object	<p>down Beaufort Street between Transperth's 15+ metre articulated buses. I fear already for the Uber-eats cyclists who literally put their lives on the line each time they make a delivery).</p> <p>While I support ALDI in general moving into the area and activating this derelict site, I object to this particular application on three grounds:</p> <p>1. The Tenth Avenue / Beaufort Street intersection will become much busier with a popular discount supermarket on the site. This will become especially apparent after typical weekday work hours. As vehicles leaving the city wait to turn right into Tenth Avenue, cars wanting to turn right onto Beaufort Street will have to wait for extended periods. There is a high likelihood they will likely become impatient and try to find any gap in city bound traffic, resulting in more accidents. This intersection is already hazardous with the amount of traffic due to the bend in Beaufort Street. I believe the proponent should be required to upgrade the intersection to traffic lights if they are to bring such an increase in traffic to the area. This would have the added benefit of allowing the pedestrian crossing in front of the library to be moved to this intersection. Many people currently ignore the red light at the pedestrian crossing resulting in many near misses. It's more likely people will pay attention to a signalised intersection.</p> <p>2. The building's setback from Beaufort Street should be larger to:</p> <ul style="list-style-type: none"> - permit for more appropriate landscaping and street trees, softening the streetscape - improve safety for cars I bikes making a right turn onto Beaufort Street from Tenth Avenue 	<p>Please refer to the collated Landscaping; and Traffic, Parking and Access responses.</p> <p>We note the support for the development.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>(this will be critical if the intersection is not signalised)</p> <p>- make any alfresco dining more attractive with people not being asked to sit so close to fast-moving traffic. I can't think of any successful alfresco dining along the Inglewood stretch of Beaufort Street where people need to sit so close to the road.</p> <p>On this point, I notice there is gap between two rows of cars in the south-easternmost section of the car park and 6.6m in the section closer to the building. If both sections were 6.6m, there would be 2.8m available, demonstrating there is enough spare space within the carpark to set the building appropriately back from Beaufort Street.</p> <p>3. I believe the proponent should be required to provide landscaping along the entire property boundary fronting Tenth Avenue.</p>	
24	Object	<p>I am contacting you to OBJECT to this application and draw the Council and Development Assessment Panels attention to the following:</p> <p>This development is positioned immediately adjacent to and opposite existing low density (R30) residential dwellings located within a Special Control Heritage Protection Area, and as such consideration must be given to the residents.</p> <p>It's the responsibility and in fact fiduciary duty of Council and the JDAP to uphold and protect the rights of pre-existing residents and ensure no</p>	<p>It is noted that the development has been designed in a manner sympathetic to its immediate and broader context.</p> <p>Please refer to the collated Environmental Noise; and Traffic, Parking and Access responses.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>adverse impact as a result of this development.</p> <p>Noise</p> <p>Council and JDAP must also ensure that assessment of the application and conditions applied are consistent and fair against those of other similarly approved developments.</p> <p>Aldi has requested an exemption from the normal 7am restrictions on delivery times (as already apply to Second Avenue IGA and recently required for Woolworths) requesting they be able to deliver to the store as early as 5am. This is unacceptable in an area of existing residents, including many with young children.</p> <p>Noise of a heavy delivery vehicle, braking systems and the like in operation in a loading bay will create considerable noise and no controls, such as turning off trucks, can mitigate this. In fact residents themselves must adhere to noise restrictions, as too therefore must Aldi.</p> <p>Aldi's delivery times should be required to conform to the standards already established and expected to be met by the other recently approved local supermarkets and business in the surrounding area and along Beaufort Street.</p> <p>I hope Council and the JDAP fulfil their obligation to protect the amenity of the affected residents and to be consistent in their dealings and reject it accordingly.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>Traffic</p> <p>The traffic study utilised was completed in 2016, which relied on the assumption that the traffic levels for a new Aldi would be the same as that of the previous IGA, and therefore have no adverse impact on the surrounding streets or accident levels. Clearly under the new development there will be significantly greater traffic, making the previous traffic study inappropriate.</p> <p>The main issues created by the larger proposal will be greater volumes of vehicles and associated waiting times at the Beaufort Street intersections with both Tenth and Eleventh Avenues. Further Aldi has indicated motorists in peak times will seek alternate routes, which will increase traffic South along Tenth and Eleventh Avenue. I'm sure Council is aware that both of these roads are single lanes in the area immediately south of the proposed development.</p> <p>The reliance on an out of date 2016 traffic study that assumes that the traffic levels will be the same as those for the much smaller local IGA that previously existed is wholly inadequate and unacceptable.</p> <p>Parking</p> <p>We note that the proposal reduces the number of car bays from 76 in the previous application to 72 and draw Council and JDAP's attention to the large number of car bays that are already being utilised by clients and staff of the child care centre and surrounding businesses such as Dr Sam who has no patient parking.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>Any parking overflow from the new development onto the adjoining narrow residential Avenues, such as Tenth & Eleventh. I therefore envisage resident only verge parking will required.</p> <p>Conclusion</p> <p>I expect that the Aldi development will be approved by JDAP but hope that both Council and JDAP acknowledge concerns of existing residents. In doing this I request for deliveries before 7am be rejected. Further, I request that adjoining streets Tenth Avenue and Eleventh Avenue be assigned as residents only verge parking.</p>	
25	Object	<p>While we accept that the approval of the Aldi development at Tenth Avenue is inevitable and generally support this development there are some elements with the proposal that we object to.</p> <p>By way of background, Eleventh Avenue is a local residential area, which comprises some 16 street facing residential properties. At the Beaufort Street intersection there is a long established Medical practice and adjacent massage premises and on the Southern side is a recently developed Child care centre and a retail shop.</p> <p>As a long term resident of Eleventh Avenue, my observations are that very little through traffic utilises the residential (south eastern) section of Eleventh Avenue beyond the single lane traffic calming device, I would suggest that this is certainly well below the utilisation associated with the commercial operators at the Beaufort</p>	<p>Please refer to the collated Environmental Noise; and Traffic, Parking and Access responses.</p> <p>We note the support for the development.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>Street end.</p> <p>It is with interest that I note that the swept path of the proposed 19 Metre delivery vehicles exiting via Eleventh Avenue will require the removal of 3 of the 6 street parking bays that were assumed to provide the necessary parking requirements in the development application for the Child care centre, how can this be acceptable? The picture included in the Development proposal clearly shows the existing car parking utilised on the subject site by what I assume are the customers of the nearby existing businesses, there is overflow parking from the child care centre and medical practice clearly parked on the subject site, where do these vehicles get displaced to?</p> <p>Is Aldi required to replace these diminished resources? Or does the effect of each development stand-alone with no account of the cumulative effect?</p> <p>Additionally the swept path of the 19m delivery vehicle as indicated in the drawing provided clearly travels on the wrong side of the road for some distance towards incoming traffic each time it exits Aldi via Eleventh Avenue towards Beaufort Street. It certainly appears that it detracts from the safety of this quiet street, and I would restate that the adjoining premises is a Child Care Centre, with very young children being escorted into/from these premises from the 6 available street parking bays a.m. and p.m.</p> <p>5.0 Changes to Surrounding Transport</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>Networks</p> <p>No specific changes to the surrounding transport networks are proposed as part of the development proposal. However, modifications to the existing Beaufort Street/Tenth Avenue and/or Beaufort Street/Eleventh Avenue intersections may be required in order to accommodate the movement of the 19m semi-trailers, which is the standard size ALDI delivery vehicle.</p> <p>The turn path assessment plan shown in Appendix B shows the extent of the required kerb and splitter island modifications at the two intersections on Beaufort Street. The existing two on-street car parking bays at the eastern side of Eleventh Avenue and southernmost bay on western side would need to be removed as well.</p> <p>There are no available traffic counts for either of the two roads at present; however, site observation has confirmed that Eleventh Avenue carries very low level of traffic at present. Although Tenth Avenue records higher traffic activity than Eleventh Avenue this is predominantly associated with the operation of adjacent commercial outlets.</p> <p>Overall daily traffic volume for Eleventh Avenue is estimated to be less than 500vpd while Tenth Avenue (section adjacent to the subject site) is estimated to carry traffic volume of up to 1,500vpd.</p> <p>I would suggest that a comprehensive traffic and parking study be carried out to ascertain</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>what the actual current traffic flows, revised parking demands and local impacts with this development are. While I agree that the previous IGA supermarket operated for many years, it was smaller in size, open for extended hours and included more parking including fronting Beaufort Street than the proposed development as it stands.</p> <p>Finally, the proposed daily early morning deliveries from 5am are I understand outside the rules applied to other business and unreasonable and we see no reason why an exception should be granted to this development.</p>	
26, 27, 28, 29	Object	<p>We OBJECT to this application and draw the Council and Development Assessment Panels attention to the following items outlined below:</p> <p>This development is positioned immediately adjacent to and opposite existing low density (R30) residential dwellings located within a Special Control Heritage Protection Area, a fact of which Aldi was fully aware when they purchased the site.</p> <p>It's incumbent upon, and the fiduciary duty of, Council and the JDAP to uphold and protect the rights of pre-existing residents and ensure no adverse impact nor reduction in their level of amenity as a result of this development.</p> <p>Similarly, Council and JDAP must ensure that assessment of the application and conditions applied to any development approval are consistent and fair against those of other similarly approved developments, namely the</p>	<p>Please refer to the collated Environmental Noise; Traffic, Parking and Access; and Operation responses.</p>

Submission #	Support / Object	Comments	Applicants Response
		<p>recently approved Woolworths on the corner of Eighth & Beaufort Streets and Second Avenue IGA on the corner of Second Avenue & Beaufort Street, as well as other existing local business operating and residential noise restrictions. To do otherwise would establish dangerous precedents that put at risk the future achievement of a harmonious balance between residential amenity and an active and healthy town centre and activity corridor.</p> <p>Noise</p> <p>We note that the applicant, Aldi, has requested an exemption from the normal 7am restrictions on delivery times (as already apply to Second Avenue IGA and recently required for Woolworths) requesting they be able to deliver to the store as early as 5am. Aldi justify this request by claiming that they have more control over their delivery vehicles that other supermarkets and that the resultant noise levels from their vehicles will likely be applicable for less than 10% of the time. They also try to claim that the minimal movement forward of the new development will also lessen the noise impact to residents. This is a completely disingenuous argument that blatantly ignores the very real noise impact, including shattering of early morning peace and disruption of sleep, that would be forced onto surrounding residents at 5am every day of every week, should their request be approved.</p> <p>There is no instance in which it's acceptable for surrounding residents to be woken daily at 5am, or between the hours of 5am and 7am, without respite, by the noise of a heavy delivery vehicle in operation in a loading bay for any length of time. Trying to claim that the significant noise</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>imposition on residents is acceptable or lesser because the truck will turn off its engines for part of the time period that it is in the loading bay is quite frankly ludicrous. Imagine your neighbour's car alarm going off next door at 5am every morning – it doesn't matter how quickly they turn it off, you've already been rudely awakened and the damage to your sleep patterns already done. This is what the operation & presence of the delivery vehicles in a residential location every day at this time of the morning equates to.</p> <p>Whilst vehicle noise on public roads doesn't fall under the application, it must be acknowledged and accepted that if deliveries aren't permitted prior to 7am then there would be no heavy delivery or articulated vehicles on the surrounding residential roads or the laneway at 5am driving directly past resident's homes and bedrooms.</p> <p>Simply put, Aldi's delivery times should conform to the standards already established and expected to be met by the other recently approved local supermarkets and business in the surrounding area and along Beaufort Street. Indeed, even <u>residents</u> are required to adhere to noise restrictions prior to 7am so as not to interrupt the amenity of their own immediate neighbours. Aldi's request for earlier deliveries and the inadequate arguments put forward by them to justify the request shows a concerning arrogance and unwillingness to adapt, even to a very small degree, their business model to the built environment that they have willingly and freely chosen to purchase land on and a preparedness to sacrifice the amenity of local residents for their own goals.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>We hope Council and the JDAP recognise this request for what it is, fulfil their obligation to protect the amenity of the affected residents and to be consistent in their dealings and reject it accordingly.</p> <p>Site overview</p> <p>In their site overview and proposal in general, Aldi have misrepresented and attempted to minimise the relationship between, and impact upon, the proposed development and the existing surrounding low density residential dwellings by deliberately omitting reference to the existing residential dwellings opposite Lots 32 & 33 and only including reference to commercial premises fronting Beaufort Street and adjoining residential lots to the East.</p> <p>Aldi purchased the site in the full knowledge that they were adjacent and next to low density residential dwellings and therefore should be fully expected and required to accommodate the amenity of residents and respect the operational restrictions already in place for the area accordingly. As stated previously, it should be incumbent upon Aldi to adapt their operations to their chosen environment in a way that is fair and consistent with the guidelines conformed to by all other business operators and not expect existing local residents to have their level of amenity significantly compromised, nor request from and expect council and JDAP to make unfair accommodations and establish new precedents, to aid their aggressive global growth ambitions.</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>Traffic</p> <p>In the assessment of traffic impact the development application includes no recent study but instead references the previous, and in our view wholly inadequate, traffic study completed in 2016, which relied heavily and primarily on the highly flawed assumption that the traffic levels for a new Aldi would be the same as that of the previous IGA, and therefore have no adverse impact on the surrounding streets or accident levels.</p> <p>The obvious flaws in the outdated 2016 assessment are four-fold:</p> <ol style="list-style-type: none"> 1) The new Aldi and accompanying tenancies will have a footprint of up to three times the size of the previous IGA (which was demolished and has not been in operation for more than 3 years now). As the previous IGA was proved to be financially unviable one would assume Aldi is expecting substantially more customers to visit its store than the much smaller IGA that previously existed or they wouldn't have purchased the land and be proposing this development in the first instance. 2) Aldi admits its business model is substantially different to that of a standard local supermarket – it caters for bulk weekly shoppers looking for cheap deals who live within a much wider catchment from the store than, for example, a local IGA. As such the store will be more heavily frequented by more shoppers travelling further distances in more cars which they 	

Submission #	Support / Object	Comments	Applicants Response
		<p>need to transport their bulk weekly shopping. Bigger store + more customers + living further away = more cars.</p> <p>3) Because the traffic study was done in 2016 it doesn't include nor consider the increased traffic particularly on Eleventh Avenue from the newly built local child care centre nor how the clash of Aldi's peak operating periods, stated as being from 4:45pm to 5:45pm on week days, will impact the similarly peak period for pick up at the child care centre.</p> <p>4) The study assumes that the traffic build up and congestion that they acknowledge will occur with traffic trying to turn onto Beaufort Street at these peak hours in the evenings and on Saturday's will be mitigated by traffic utilising Tenth and Eleventh Avenue and residential back streets instead, but fails to acknowledge that each of these routes is currently restricted down to <u>one lane</u> on the sections nearest to the proposed centre exits/entrances, and that these single lane sections also incorporate resident driveways, which is likely to lead to the creation of even worse bottlenecks during these periods and a nightmare for residents living immediately adjacent to them.</p> <p>As a resident that witnesses the daily near misses on the corner of Tenth and Beaufort Street with the current levels of traffic (that no longer include the previous smaller IGA), let alone the significant increase that will result from the approval and development of the much larger Aldi, it should be self-evident that the hundreds of additional cars that will be utilising</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>this intersection each day create will contribute to a situation that is dangerous and unsustainable. Ironically, the additional exits that used to exist along Beaufort Street with the previous IGA helped rather than hindered traffic flow. In the new development and particularly during peak times traffic will forced either into a bottleneck and/or stand still as residents, Aldi patrons and child care patrons compete to try and exit onto Beaufort Street during its own peak period safely, or alternatively block the restricted single lane section of the two abutting residential Avenues (Tenth & Eleventh) that are not able to accommodate a steady two way flow.</p> <p>The reliance on an out of date 2016 traffic study that assumes that the traffic levels will be the same as those for the much smaller local IGA that previously existed is wholly inadequate and unacceptable.</p> <p>Parking</p> <p>We note that the proposal reduces the number of car bays from 76 in the previous application to 72 and draw Council and JDAP's attention to the large number of car bays that are already being utilised by clients and staff of the child care centre and surrounding businesses such as Dr Sam who has no patient parking.</p> <p>On street parking is already fully utilised during the day as are the nearby carparks behind businesses on the corner of Beaufort Street & Dundas Road and the library.</p> <p>Any parking overflow from the new development</p>	

Submission #	Support / Object	Comments	Applicants Response
		<p>onto the adjoining narrow residential Avenues, such as Tenth & Eleventh, will further exacerbate traffic flow down those routes. Similarly, we anticipate significant parking issues during the clash of Aldi's peak operating period (4:45 to 5:45) with the peak pick up period for the child care centre when carers arrive in their vehicles after work to collect their children.</p> <p>We anticipate that resident only verge parking restrictions and time limits for parking both onsite and in the surrounding streets will need to be introduced to mitigate the inadequate levels of parking that exists to support a development of this size and the resultant flow on effects for local businesses, residents and their families.</p> <p>Summary</p> <p>We anticipate that the Aldi development will be approved by JDAP but fervently hope that both Council and JDAP recognise the importance of, and act to protect, the amenity of residents to the extent possible and in particular reject the request for deliveries prior to 7am.</p> <p>We also urge the Council and JDAP to request a current and more thorough examination of the traffic impacts that acknowledges the real impact of the development so that Council and residents aren't left to bear the ramifications and costs of its resolution at a later date.</p> <p>We accept that development down activity corridors is desirable and inevitable. Local Councils and JDAPs have a responsibility to</p>	

Submission #	Support / Object	Comments	Applicants Response
		ensure that this development occurs, and that applications are assessed, within the context of the pre-existing environment and to try strike a balance between preservation and progress. It's also incumbent upon those seeking to do business in these areas to respect their neighbours, be they residents or other business owners, and integrate accordingly.	

2.1. DESIGN

We acknowledge the various comments in respect to the design of the proposed development – in particular to the elevations, interpretation of Art Deco architecture and the heritage of the locality, setbacks and site sitting as well as the location of the back-of-house.

We note that whilst the architectural presentation of the development is subjective, in particular to the interpretation of Art Deco, the revised development plans has taken into account received public submissions as well as comments and advice from the City's Design Review Panel.

Broadly, amendments have been made to the overall materiality, rhythm and streetscape presentation as well as the provision of additional landscaping and cycling amenities. In addition, the proposed back-of-house has been modified as to allow the continuation of the retail tenancies north. No changes have been made to the overall bulk and scale, proposed use or overall function of the development.

Please refer to the following architectural statement, provided by Peter Hobbs Architects, detailing the proposed amendments.

The Beaufort Street architectural style choice was Art Deco inspired, and pursuant to the Beaufort Street Local Development Plan. The development has loosely adhered to the 'brick simple' style guide characteristics. It evokes the glamour of the emporiums of the early 20th century, which were designed as a single entity building, rather than a series of separately built shop fronts.

The bookends of the development are the section abutting the existing Childcare centre of Beaufort street, and ALDI entry point adjacent to the carpark on Tenth Ave. A corner entry point is the hinge between the Beaufort St and Tenth Ave shop front. An upper level mezzanine has been introduced above the back of house area, providing windows into a staff lunch room that overlook the street.

A series of tiled pilasters wraps between these two end points, creating a rhythm to the elevation and help create a human scale to the façade. Complexity will be introduced into these tiled sections with subtle changes in colour and tiling bond. Between each pilaster is a face brickwork dado, that is given additional complexity through the use of soldier and stack

bonded coursing. The plan form of the shop fronts to Beaufort street become indented at the entry points to the proposed tenancies, providing legible threshold to each of the shops.

A street awning reminiscent of traditional main street architecture wraps the Beaufort Street and Tenth avenue footpaths, providing a unifying element that then seamlessly connects to the specialty stores and ALDI shop front.

Above the awning, a high gloss metal finish has been introduced to the walling, which has been designed to wrap the site, and tie the development together. This will be shaped in elevation, swooping up to create an emphasis at the end points and the Beaufort/Tenth Ave corner, with additional scalloped liaisons with each pilaster. This parapet will be topped with a thin coloured capping that will create an elegant pin strip.

The primary wall facing the carpark is in a concrete panel that has been embellished with grooves cast into the surface, and will be then painted to form a repeating geometric pattern.

Since the DRP commentary, additional trees have been introduced into the carpark area, with an element of water sensitive drainage introduced into the central median.

A bench seat has been incorporated into the garden planter at the entrance of Tenth Ave, with a shade tree added.

Table 3 – Response to Brick Simple Style Guide Characteristics

Category	No.	Description	Response
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade	Mezzanine introduced . Sculptural metal cladding above the awning.
	2	Predominantly terra cotta brick	The development proposes bricks in various bonds, with an emphasis on deep red pressed bricks typical to the precinct.
	3	Ground storey base expressed by means of banding or changes in material or texture	Ground floor is a composition of brickwork, tiled pilaster and glazing.
	4	Upper storey often expressed by means of a change in material (render, timber, etc)	Change of material to a metal cladding topped with pinstripe capping.
	5	Structure continued to ground to create a strong	The building provide a strong base, with the inclusions of brick piers that carry all

Category	No.	Description	Response
		<i>building base</i>	<i>the way to the ground.</i>
	6	<i>Deep eaves to roof, at least 500mm</i>	<i>N/A no eaves are proposed, as a canopy is provided the full extent of the street front.</i>
	7	<i>Pitched roof (tiled or metal) with hips rather than gables between 30° and 40° angle</i>	<i>N/A – roof form is concealed behind parapet.</i>
	8	<i>Vertically proportioned windows</i>	<i>The windows originated to the street provide a strong verticality.</i>
	9	<i>Inset balcony spaces when present</i>	<i>N/A</i>
	10	<i>Strong canopy line where there is a ground floor commercial use</i>	<i>A canopy is provided the full extent of the street front.</i>

It is considered that the above modifications satisfactorily address the relevant and warranted concerns and presents a modern interpretation of Art Deco architecture. In addition, it is noted that the development is entirely compliant with the local and State planning frameworks, in particular to the relevant design and development standards as specified in LPS3 and the LDP.

2.2. TRAFFIC, PARKING AND ACCESS

Various submissions were received in respect to traffic, parking and access and are summarised as follows:

- Provision of adequate and sufficient parking bays.
- Satisfactory operation of the Tenth Avenue and Beaufort Street intersection.
- Access into the subject site.
- Site lines for Tenth Avenue.
- Provision of traffic signals.
- Impact of service vehicle movements to surrounding road network.
- Comparison to the previous and now demolished development on the site (IGA supermarket).

- Date of the traffic study.

As part of the development application, an addendum to the Traffic Impact Assessment (**TIA**) as originally lodged with the previous development application was lodged. The addendum provided analysis of the portion of the development that was modified to the previous and continues to conclude that the development remains satisfactory from a traffic, access and parking perspective.

It is noted that the original TIA, including the distribution, assumptions and analysis conducted was accepted and approved by the City, DPLH and JDAP. The current proposal with modified car park layout and design, does not change the quantum of ALDI's traffic nor the originally assumed traffic distribution.

2.3. ENVIRONMENTAL NOISE

Several comments raised concerns in respect to the proposed noise impacts from deliveries occurring before 0700 as well as noise generated by private vehicles.

In Western Australia, all matters relating to noise is governed by the *Environmental Protection (Noise) Regulations 1997* (**Regulations**) and the onus is on the landowner to comply.

As confirmed by the Environmental Noise Assessment (**ENA**) lodged as part of the application, the development is demonstrated to comply with all relevant provisions of the Regulations. There is no further legislation – State or local which prohibits the ability of any component of the development (including deliveries) to operate.

2.4. OPERATIONS

We note various comments in respect to the economic/ commercial realities of the development (an additional supermarket in the locality) as well as proposed operations in respect to hours of operation, lighting or proximity to residential development.

In the first instance, it is noted that the commercial viability of the development is not a relevant planning concern. Irrespective of proximity to other compatible uses, the development is entirely capable of establishment on the subject site.

In addition, it is noted that the proposed use is permitted as of right. Notwithstanding, and despite the zoning of the site envisioning a higher intensity development, the proposed development has been designed in a manner sympathetic to its surrounds. The site layout, overall built form and materiality, access, parking and landscaping has been deliberately designed to both present an urban form to Beaufort Street, incrementally stepping down to lower-density residential development to the east, north and south.

Further to the above, the proposed development, whilst redesigned, offers a similar offering to both the previous approved development as well as the original use of the land, being an IGA supermarket. On this note, the proposed hours of operation are entirely appropriate and in accordance with neighbouring retail and the previous use.

Lastly, the proposed lighting treatment have been designed as to not spill into adjoining residents. Notwithstanding, all lighting is to be compliant and in accordance with Australian Standards AS4282.

2.5. LANDSCAPING

Several comments were received in respect to a request for additional landscaping on Tenth Avenue. It is advised that the development plans have been amended as to provide an additional street tree as well as a small landscaped pocket park with bench seating.

Additional landscaping has been provided over the whole of the development site, with additional Water Sensitive Urban Design treatments being proposed. Overall, it is considered that the proposed amendments to the landscaping provides an improved outcome for the site.

3. CONCLUSION

We trust the above response in addition to amendments made to the plans satisfactorily addresses the concerns as raised by the City as well as to comments received during the course of public advertising.

We look forward to the application progressing to a favourable recommendation.

If you have any questions please don't hesitate to contact me on 9346 0500.

Yours sincerely,



Tim Dawkins
Director



ALDI - INGLEWOOD DEVELOPMENT APPLICATION

Prepared for
ALDI
18 December 2019



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Dawkins
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Project Code	PA1035
Report Number	Final

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EXECUTIVE SUMMARY

On 19 October 2017, Development Assessment Panel (DAP) granted Development Approval for the purposes of a 'shop', being an ALDI store (Local Government reference DA/17/117, Metro North West DAP Reference DAP/17/01238). Since this approval was granted, ALDI acquired the Tyre Power site (Lot 104), creating a larger development area to enable a continued development frontage to Beaufort Street and a better overall site resolution.

As a result this development application is a redesign of the proposal based on the larger site. The purposes of this development are unchanged and are specifically for a 'Shop' and 'Restaurant', including an ALDI, specialty stores fronting Beaufort Street, and associated car parking, access and landscaping.

ALDI is a 'hard discount' supermarket operation in Australia with a business model that limits operating costs to ensure the lowest possible price for its range of award-winning exclusive brand products. ALDI has been operating on the east coast of Australia since 2001 with over 530 stores in operation and have a goal of opening approximately 60 to 70 stores within the Perth Metropolitan area and select regional locations in the near term. ALDI's unique offer and positioning within the market provides them with the ability to offer a new approach to convenience shopping.

The proposal offers an appropriate development response to the locality, positively contributing to the densifying Inglewood locality. The introduction of an ALDI store will provide a greater level of convenience and choice for the local community and create local employment opportunities. This new proposal will provide an opportunity for the eastern side of Beaufort Street between Tenth and Eleventh Ave to be fully resolved in a character appropriate to the local strategies and policies and integrate with the newly developed property at Lot 800 Beaufort Street.

The following represents a summary of the key matters outlined in the report:

- The proposed ALDI store is consistent with the State and Local planning framework as it applied to the subject land
- The ALDI store will provide a clear focal point within the Inglewood area, providing a strong street interface and relationship with the contiguous built form (built and proposed).
- An ALDI store will contribute to the mix of uses within the Inglewood area and provide an alternative retail offer.
- The ALDI built form design is consistent with the 'main street' principles in that it proposes minimal street setbacks contributing to an active frontage to Beaufort Street and Tenth Avenue and is consistent with the nature of development being sought by the prevailing planning framework.
- Typically, ALDI stores have a set design palette, however this store has been designed using an architectural style as desired by the Inglewood Town Centre Design Guidelines.
- This new proposal has incorporated Lot 400 (Tyre Power) which would have otherwise been a disconnect between the corner lots that front Beaufort Street between Tenth and Eleventh Ave, creating a gap in Beaufort Street frontage and retaining direct vehicle access indefinitely.

An ALDI store will contribute to the level of activity and will work towards achieving a higher level of employment self-sufficiency and agglomeration of economic activity within the local area.

This planning report provides an overview of the proposal within the context of the State and Local planning framework and provides a comprehensive assessment of the proposal against the relevant requirements affecting the subject site. Overall, the proposed development demonstrates strong compliance with the relevant statutory provisions of the Local and State planning frameworks.

In preparing this application, Urbis and the ALDI project team have undertaken several inspections of the site and immediate environment to determine the compatibility and locational synergies of the site and its surrounds, and met with representatives of the City of Stirling on a number of occasions on a pre-lodgement basis and throughout the previous proposal to understand the strategic objectives of the site and broader locality.

1. SUMMARY OF KEY DETAILS

Urbis, on behalf of ALDI Food Pty Ltd is seeking development approval for the development of Lot 104, Lot 105 and Lot 400 Beaufort Street, Lot 32 Tenth Ave and Lot 33 Eleventh Ave, Inglewood for the purposes of an ALDI store, specialty shops and associated car parking and landscaping. The proposal also seeks to relocate Lawry Lane into an improved alignment, in accordance with the approved road closure.

Planning Framework:	Site Details
Zoning -	
MRS:	Urban
LPS:	Mixed Use
Use Class -	Shop, Restaurant
Strategic Documents -	Beaufort Street Local Development Plan Inglewood Town Centre Design Guidelines Beaufort Street Strategy
Development Scheme -	Local Planning Scheme No. 3 (LPS3)
Existing Land Use -	Vacant (site includes former motor vehicle repair building)
Value of Development -	\$4,500,000 (Excl. GST)

1.1. OUTLINE OF DEVELOPMENT APPLICATION

The proposed development comprises the following components:

- 1,109 m² of ALDI retail floor space (front of house).
- 599 m² storage area (back of house), office and staff facilities.
- 195 m² NLA for additional shop tenancies fronting Beaufort Street which are independent of the proposed ALDI.
- 72 on-site car bays, including two disabled bays.
- All vehicle access provided from Tenth and Eleventh Ave.
- High quality soft and hard landscaping along the street and car parking area.
- ALDI related signage.

1.2. LEGISLATION & POLICY

The legislative framework and planning policy framework guiding the assessment and determination of the subject application is as follows:

- *Planning and Development Act 2005.*
- State Planning Policy 4.2 – Activity Centres for Perth and Peel
- City of Stirling Local Planning Scheme No.3 (LPS 3) as augmented by the 'deemed provisions' set out in schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
- Beaufort Street Local Development Plan
- Beaufort Street Strategy

- City of Stirling Local Planning Policy
 - 6.2.1. Local Planning Policy 6.1 Advertising Signs
 - 6.2.2. Local Planning Policy 6.2 Bicycle Parking
 - 6.2.3. Local Planning Policy 6.3 Bin Storage Areas
 - 6.2.4. Local Planning Policy 6.6 Landscaping
 - 6.2.5. Local Planning Policy 6.7 Parking & Access

2. THE ALDI CONCEPT

ALDI has over 10,000 stores worldwide with the first store being introduced to the Australian market in 2001. An ALDI store is considered to be a 'hard discount' supermarket when it is compared to traditional supermarkets such as Coles and Woolworths, offering a more limited range of products (mostly its own private label) at the lowest possible price. ALDI extensively invests in product development to ensure the products uphold stringent quality standards and adapt to changing consumer tastes and preferences. The ALDI brand is highly recognised for their great value and high-quality products offered to consumers.

ALDI provides choice for the weekly grocery shopping needs of customers, as well as offering weekly special buys for general merchandise. ALDI offers the cheapest prices for staple groceries in Australia and has had significant impact on lowering prices of groceries in markets they enter.¹ With food and groceries being one of the largest items in a household budget, lower prices for groceries is a significant contributor to reducing the cost of living for households.

The ALDI presence within the Australian market has been further enhanced in recent years in response to global economic conditions which have affected household spending capacity and encouraged consumers to be increasingly prudent in their shopping habits. The planning process plays an important role in enabling ALDI stores to be established to respond to demand and serve the market in a convenient and appropriate location.

ALDI has a 'set floor plan' model for its internal store layout, creating efficiencies that offer consumers an alternative way to shop, making ALDI stand out from traditional convenience model offered by other supermarkets. ALDI's trading philosophies are preserved in their approaches to store servicing, operation and the display of products, which are efficient and minimalist.

¹ ACCC, 2008, Grocery Inquiry Report Summary

3. CONTEXT & LOCATIONAL CONSIDERATIONS

3.1. LOCATION

The subject site is located along the popular Beaufort Street corridor, approximately 5 kilometres north of the Perth Central Business District, within the suburb of Inglewood.

The site has a high level of connectivity to Beaufort Street which forms the western boundary and is located within close proximity to Central Avenue which connects the site to the wider catchment area.

3.2. SITE OVERVIEW

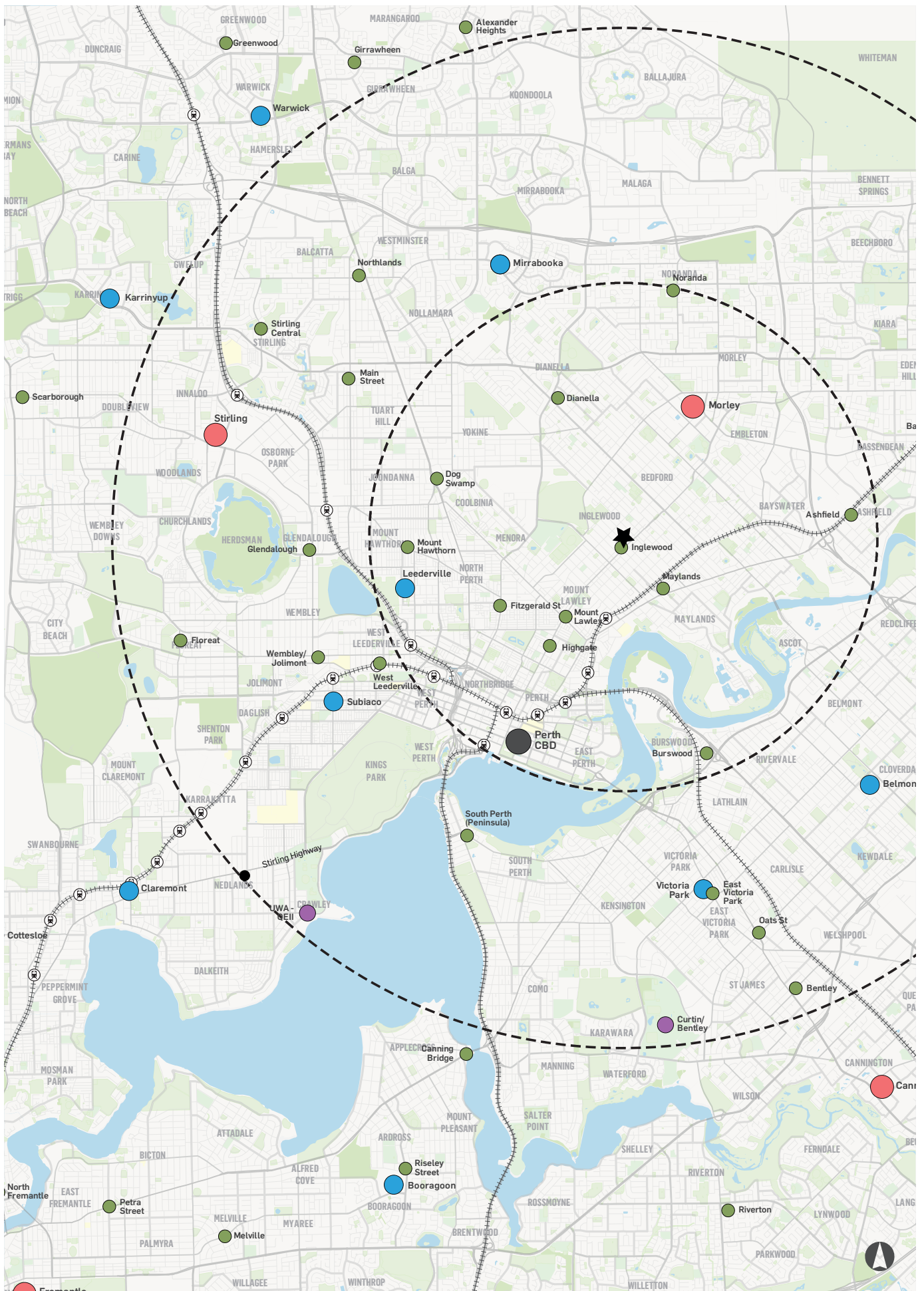
Lots 100, 32 and 33 are currently vacant after the demolition of the former IGA Supermarket. Lot 104 is occupied and being operated by Tyre Power. The immediate locality is characterised by commercial development along Beaufort Street, forming the traditional 'Main Street' of Inglewood.

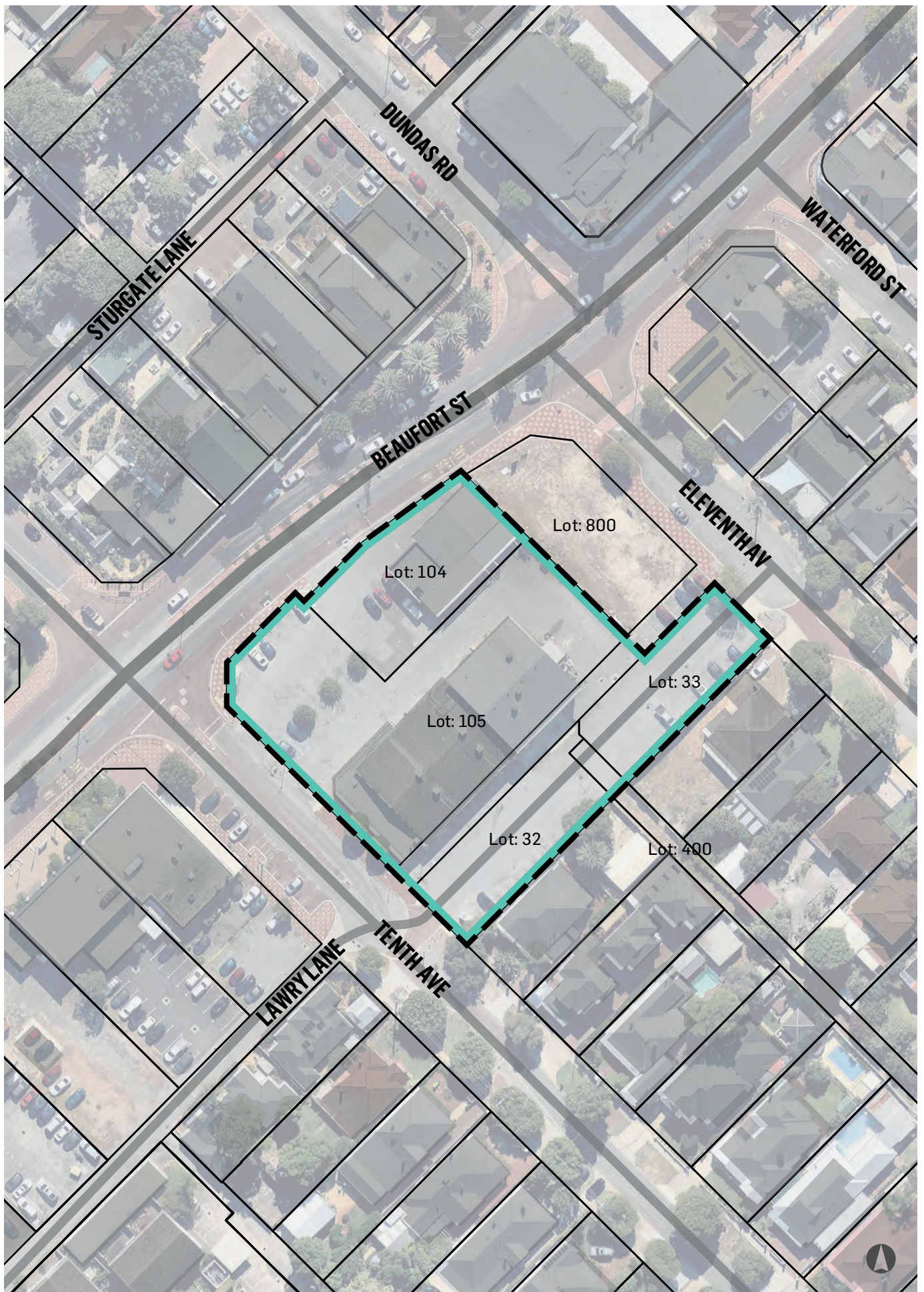
Table 1 – Site Particulars

Lot	Area (m ²)	Plan	Vol/Folio	Proprietor	LPS 3	MRS Zone
104	863	35731	2545/321	ALDI FOODS PTY LTD	Mixed Use	Urban
105	2,449	36749	2541/571	ALDI FOODS PTY LTD	Mixed Use	Urban
400	553	54424	2651/691	ALDI FOODS PTY LTD	N/A	Urban
32	659	2844	2031/285	ALDI FOODS PTY LTD	Mixed Use	Urban
33	627	2844	1736/894	ALDI FOODS PTY LTD	Mixed Use	Urban
Lawry Lane				State of WA	N/A	Urban

To the south, west and immediately to the north of the site along Beaufort Street are numerous commercial uses including several speciality stores, restaurants, tavern and the Inglewood Community Centre. The land to the east of the site is characterised by low density residential housing coded R30.

Lot 800, located at the corner of Beaufort Street and Eleventh Avenue, is subject to a development for three-story mixed-use development including a child care centre and a mix of office uses on the ground floor.





3.3. PHYSICAL CONDITION

The subject site is occupied by the Tyre Power and some associated parking. The remainder of the site is vacant after the demolition of the former IGA. This application proposes the demolition of remaining Tyre Power building and associated structures on the site, to facilitate the subject site development.

Figure 3 – Aerial Photo



Source: Nearmap

3.4. EXISTING TRAFFIC AND ACCESS

The subject site has frontage to Tenth Avenue to the south-west, Beaufort Street to the north-west, and Eleventh Avenue to the north east. Lawry Lane, passes through the site, and is proposed to be relocated to the south-east, and provision of one easement to provide lawful access to Lot 800.

Beaufort Street is currently a four-lane, median separated dual carriageway road, with a dedicated bus lane in both directions (the north bound bus lanes prohibits use by cars during the afternoon peak, whilst the south bound bus lanes prohibit use by cars during the morning peak). Outside of peak times, the bus lane reverts to on street parking.

The site currently has vehicular accessed off Tenth Ave in two locations and one off Eleventh Ave to the rear of the site. Left in left out access into the Tyre Power site is currently provided from off Beaufort Street. Full movement is available onto Beaufort street from Tenth Ave, with left in left out only from Eleventh Ave.

Figure 4 – Existing access off Tenth Ave



Source: Google Street View 2015

Figure 5 – Existing access #2 off Tenth Ave



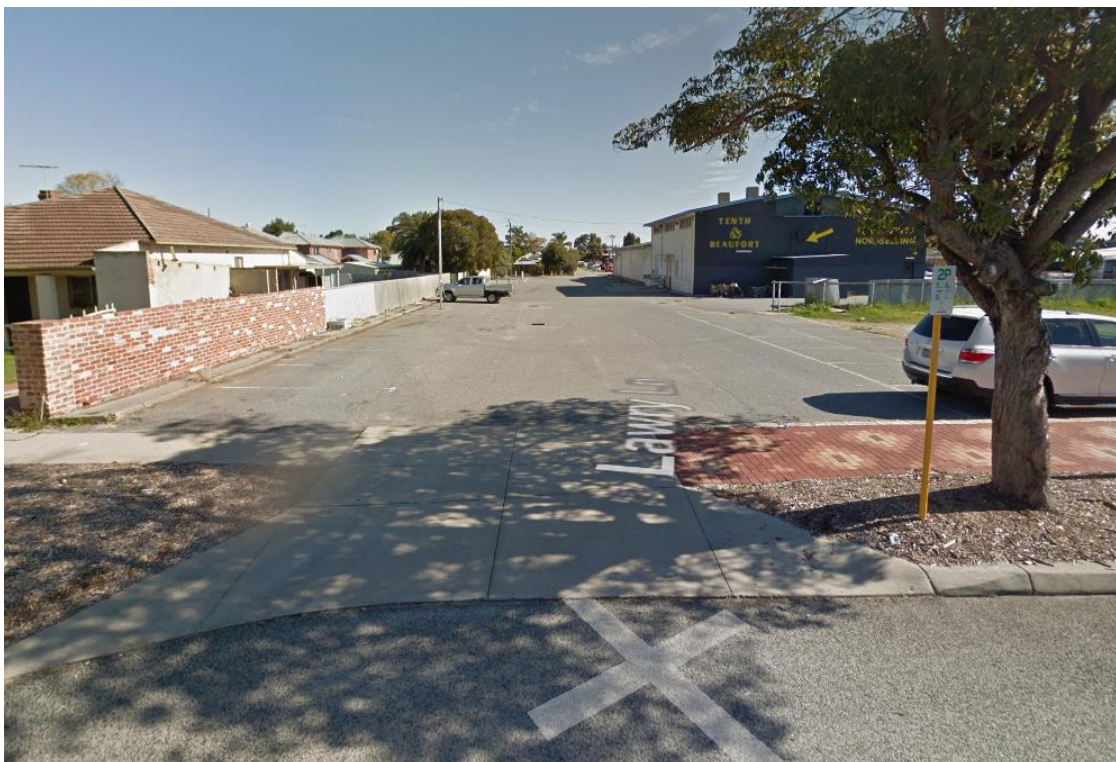
Source: Google Street View 2015

Figure 6 – Existing access off Beaufort Street



Source: Google Street View 2015

Figure 7 – Existing access off Eleventh Ave



Source: Google Street View 2015

4. PROPOSED DEVELOPMENT

4.1. ARCHITECTURAL STATEMENT

The Beaufort Street architectural style choice was Art Deco inspired, and pursuant to the Beaufort Street Local Development Plan the development has adhered to the 'brick simple' style guide characteristics. A series of tiled pilasters create a rhythm to the elevation and help create a human scale to the façade. Between the pilaster is a face brickwork, that is given additional complexity through the use of soldier and header courses. A street awning reminiscent of traditional main street architecture wraps the Beaufort Street and Tenth avenue footpaths, providing a unifying element that then seamlessly connects to the specialty stores and ALDI shop front.

Table 2 – Response to Brick Simple Style Guide Characteristics

Category	No.	Description	Response
Walls	1	Upper storey sometimes expressed by means of a setback and colonnade	N/A – no upper floor proposed.
	2	Predominantly terra cotta brick with white or light coloured rendered bands and spandrel features	The development proposes bricks in various terracotta shades, and includes like colour (grey and white) render bands with a feature single course of brick banding.
	3	Ground storey base expressed by means of banding or changes in material or texture	N/A - no upper floor proposed. Notwithstanding the parapet is defined by the light rendered finished with feature banding.
	4	Upper storey often expressed by means of a change in material (render, timber, etc)	N/A – no upper floor proposed.
	5	Structure continued to ground to create a strong building base	The building provide a strong base, with the inclusions of brick piers that carry all the way to the ground.
	6	Deep eaves to roof, at least 500mm	N/A no eaves are proposed, as a canopy is provided the full extent of the street front.
	7	Pitched roof (tiled or metal) with hips rather than gables between 30° and 40° angle	N/A – roof form is concealed behind parapet.
	8	Vertically proportioned windows	The windows originated to the street provide a strong verticality.
	9	Inset balcony spaces when present	N/A – no upper floor proposed.
	10	Strong canopy line where there is a ground floor commercial use	A canopy is provided the full extent of the street front.

The proposal is detailed in the plans prepared by *Peter Hobbs Architects* that accompany this application.

4.2. PROPOSAL

The proposed development incorporates an architecturally designed façade in line with the City of Stirling's *Beaufort Street Local Development Plan* (LDP) and *Mixed Use & Commercial Centre Design Guidelines* (Design Guidelines) that was developed in consultation with the City's Heritage Design officer. The development provides a strong 'main street' interface that provides a quality pedestrian experience along the external edges of the site. The building comprises a single level with a corner tower element of two-storey height equivalent, assisting in creating the desired sense of enclosure and activity to the streetscape and built form emphasis to the corner.

As demonstrated in **Figures 8**, the overall development appropriately responds to the objectives of the Design Guidelines. The quality streetscape works have been tied seamlessly into the site. The glazed edge of the building responds to the feature paving that is intended to define the location and creates a high-quality pedestrian environment, encouraging the use of the public realm. The use of red brick and natural render extenuates the character of built form desire by the community and being sought under the planning framework. The proposed ALDI, along with the specialty shops, will provide a continuous built form along Beaufort Street and to the corner of Tenth Avenue, defining the edge of the main street and screening the car parking from view.

The storage/back of house areas associated with the store are positioned internally within the building so that they are not visible from public view. The proposal includes integrated landscaping throughout the site, including a number of significant trees that will provide large canopy cover, ensuring the development maintains a quality resolution.

Once operational and established, the ALDI store will employ up to 20 people, on a full-time and part-time basis. The retail sales area will consist of five (5) wide aisles with adjacent product display areas. The internal fit out of the ALDI store will include the provision of cash registers, shelving for display of goods, refrigeration and freezer units, back of house, storage area and ancillary staff facilities and amenities.

The anticipated trading hours of the ALDI store are:

- 8am to 8pm every weekday
- 8am to 5pm every Saturday
- 11am and 5pm every Sunday

The proposed ALDI store is considered to contribute to the local area by providing a level of activity that exceeds the 9 – 5pm standard trading hours supported by built form response, and providing full height glazing, with an entry and exit on the corner of the building accessibility directly from the street. Improved safe access will be provided by removing a vehicle access to Beaufort Street as well as two crossovers to Tenth Avenue within close proximity to the Beaufort Street intersection.

The speciality store to Beaufort Street will further the employment generation of this development. The details surrounding these shops will be available once tenants are confirmed the proposal will allow for 'shop' or 'restaurant', with the size and number of tenants to be determined.

Figure 8 – Proposed Beaufort Street Elevation



Source: PH Architects (2019)

4.3. NET LETTABLE AREA

The development provides an additional 1,304 sq.m of PLUC5 NLA (excluding any back of house and staff area). To the Inglewood Town Centre.

4.4. VEHICULAR ACCESS AND CAR PARKING

4.4.1. Access

Vehicular access to the site is proposed to be provided via a crossover from Tenth Avenue into the relocated Lawry Lane, which separately provides access into an at grade car park.

Pedestrians will safely and clearly access the specialty stores directly from the external street front footpaths. Pedestrians will safely and clearly enter the ALDI store via Beaufort Street the designated sign posted entry.

4.4.2. Car Parking

The development proposes a total of 72 at grade car bays on site, including two ACROD bays which are located adjacent to the entry into the ALDI store. All parking bays are to Australian Standards for off-street parking. A further 23 on-street car bays are easily accessible and in close proximity to the site, plus five (5) potential additional bays that are created by the removal of the existing crossover to Beaufort Street.

4.4.3. Landscaping

The proposal includes integrated landscaping throughout the site including trees, shrubs and ground cover, which ensures the development will maintain a quality appearance and interface with adjoining streets and contribute a strong canopy cover. The significant planting will assist in softening the appearance of the car park and hardstand areas. ALDI has a demonstrated track record across their existing store network of establishing and maintaining quality landscaping as part of all their stores. The landscape plan attached to this application is in line with the City of Stirling's Local Planning Policy 6.6 – Landscaping and the Design Guidelines and Local Planning Policy 6.11 – Trees and Development.

4.5. SERVICING AND DELIVERIES

All ALDI products and goods provided by independent suppliers are delivered to the central ALDI distribution centre. At the distribution centre, all products are packaged into pallets and loaded onto 19 metre articulated vehicles (owned and operated by ALDI) for delivery to the ALDI stores. No suppliers are permitted to deliver directly to the store. This significantly reduces the number of service vehicles accessing the site and ensures complete control over the timing of deliveries. A maximum of three deliveries would typically be made to any ALDI store each day, however, typical only one delivery from the 19-metre vehicle occurs each day.

The development provides an adequate servicing area for the store to accommodate the manoeuvring of trucks and the loading and unloading of goods without impacting on adjoining land uses. All vehicle movements can be undertaken in a safe manner. Delivery vehicles will enter via Tenth Avenue and leave via Eleventh Avenue and travel south along Beaufort Street. No direct access to the ALDI Store is proposed from Beaufort Street.

A *Traffic Impact Assessment* has been undertaken by *Transcore* and is included in **Appendix B**.

4.6. NOISE

All delivery and service vehicle movements will be limited to the rear easement, entering from the Tenth Avenue entrance and exit via Eleventh Avenue.

One of the conditions subject to the original planning approval restricted delivery timeframes and this was unable to be mediated at an appeal stage of this condition at SAT. However, the new proposal brings the whole development forward towards Beaufort Street, further away from any residential properties to the east, and therefore, we request the this application be re-assessed based on the revised layout and taking into account the management of delivery vehicles that ALDI has on its own delivery vehicles that are used.

Due to the 24 hour operation of the Distribution Centre (as is the case in all major cities across Australia) it is important that the site is capable of receiving deliveries (most particularly bread) outside of the core opening hours, subject to the restrictions specified in the Environmental Protection (Noise) Regulations 1997 (EP Regs). The report assumes a 5am – 7am delivery for bakery goods. The EP Regs are a statutory instrument with the full force of law, and will ensure operations on site are maintained within acceptable limits.

The proposed ALDI store assists in achieving these desired outcomes, however key consideration has been given in ensuring that the potential land use conflict is minimised and the level of amenity to adjoining residential properties to the east is maintained. The design of the building responds to the adjoining built form scale and provides a sensitive transition to the residential lots.

The operations of the store and deliveries to the site will be controlled to ensure compliance with the EP Regs. The Acoustic Assessment undertaken by *Herring Storer* confirms that the noise emissions associated with the proposed ALDI store have been determined to comply with the EP Regs, even if trucks within the delivery dock leave their engines and refrigeration units operating whilst deliveries occur. It is anticipated that a standard condition requiring compliance with the EP Regs will be applied to any planning approval.

A detailed and updated Acoustic Assessment has been prepared by *Herring Storer* and is attached at **Appendix C**.

4.7. WASTE MANAGEMENT

ALDI has a stated commitment to environmental sustainability and therefore waste management reduction. ALDI's products are delivered to the store on reusable plastic pallets, bottle trays, produce baskets, milk dollies and bread trays and are generally presented within the store on these pallets, trays, boxes etc. The model of presenting products on pallets, trays, etc. minimises the need for packaging and significantly reduces the amount of waste generated on site. Given that there is no on-site preparation of food, waste is also reduced.

General waste and recyclable materials are collected by a nominated ALDI contractor, who must adhere to the WA State Government legislation relating to being a transporter of waste. Cardboard resources are returned to the central ALDI Distribution Centre on the return journey of the delivery vehicles.

A detailed Waste Management Plan has been prepared and is attached at **Appendix D**.

4.8. SIGNAGE

The development proposal includes ALDI's standard arrangement of high-quality signs. The signage is restrained and integrated into the facades and at the site entries, ensuring they complement the built form and do not adversely impact on the amenity of the surrounding land.

The signage is proposed in line with the City of Stirling LPS3 signage requirements and the Design Guidelines. This is assessed within Table 4 of this report.

4.9. ECONOMIC EFFECTS

It is expected that the development of the site for an ALDI will contribute to the diversity of the Inglewood locality. The ALDI store will be a catalytic destination that will create stimulus and opportunity for a mix of other uses to be established and flourish in the Town Centre. Patrons of ALDI come from a regional catchment and will frequent the surrounding offerings such as food and beverage and other specialty stores.

The positive outcomes that will flow from the development of the proposal include:

- Employment opportunity and generation during construction and (more significantly) during the ongoing operation of the supermarket and other potential commercial uses.
- The provision of an alternative, conveniently located supermarket to service residents within the defined trade area.
- Consumer benefit associated with access to discounted groceries and fresh food.
- Increased competition between supermarket brands leading to cheaper prices and improved service levels.
- Increasing the catchment of visitors to the Town Centre that benefits other businesses through cross visitation.
- Resolution of the large vacant site, that has created a 'hole' in the Beaufort Street streetscape.

Increased attractiveness of the locality for residential uses, improving the capacity for higher density residential development to be located along the Beaufort Street Activity Corridor, as desired by the local planning framework.

5. STATE PLANNING FRAMEWORK

The proposed ALDI development strongly aligns with a range of State planning documents as detailed in the table below.

Table 3 – Summary of Key Documents Within the State Planning Framework

Document	Purpose	Relevant Provision	Compliance
Metropolitan Region Scheme (MRS)	Metropolitan statutory land use planning scheme	The subject land is zoned 'Urban' – allowing for a range of activities including residential, commercial, recreational and light industry.	The proposed ALDI store is consistent with the intent and contemplated land uses of the 'Urban' zone under the MRS.
Directions 2031 & Beyond	High level strategic spatial plan which sets the vision for future expansion of the Perth and Peel area.	Document provides for a network and hierarchy of activity centres that provide for a more equitable distribution of jobs and amenity throughout the city. Directions 2031 also describes the role of District and Neighbourhood Centres as providing the retail needs of the district.	The development of an ALDI store in the Inglewood Town Centre is consistent with the objectives set out under Directions 2031. The development proposes expansion and enhancement to complement the Town Centre which will increase the provision and diversification of retail activity and amenity in the Centre and facilitate additional employment and local business development opportunities. It will ensure the increased provision of locally available jobs. The provision of an ALDI store will also provide significant amenity in terms of the range of goods and services offered to the local residents that is currently available.
SPP4.2	Planning policy coordinating the development of activity centres in Perth and Peel.	SPP 4.2 seeks to reduce the emphasis on numerical retail floor space caps, with a greater focus on the distribution, function, broad land use and design criteria of activity centres.	Inglewood is classified as a 'District Centre' and requires a structure plan to be developed prior to assessing an application for 'major development'. The proposed application is less than 10,000 sq. m and therefore does not constitute 'major development' under the Western Australian

Document	Purpose	Relevant Provision	Compliance
			<p>Planning Commission's State Planning Policy 4.2.</p> <p>The proposed ALDI store, is in accordance with the established expectations and land use characteristics of a District Centre under SPP 4.2.</p>

6. LOCAL PLANNING FRAMEWORK

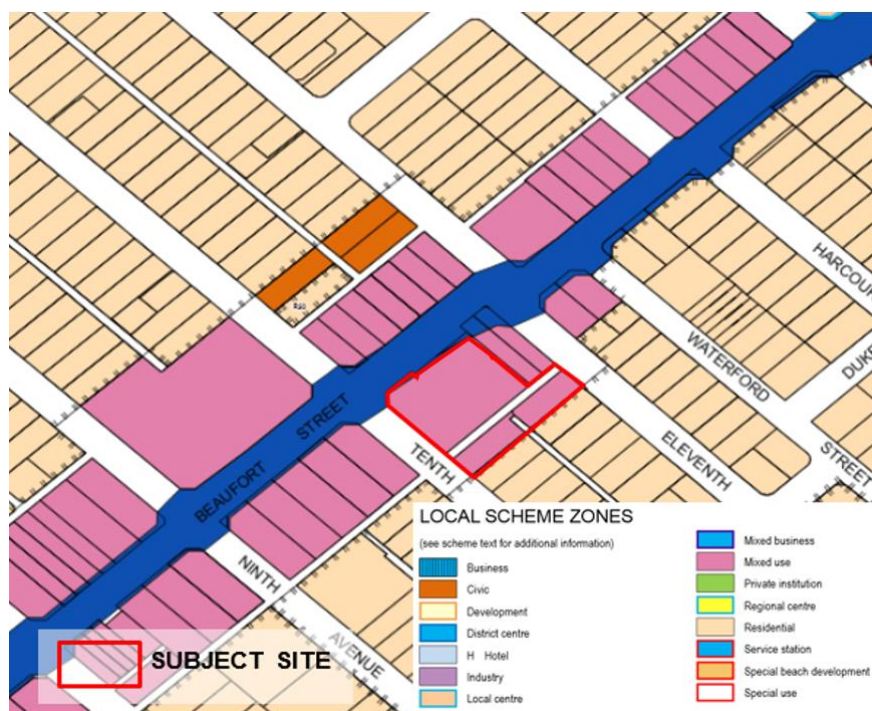
This section outlines the key elements of the local government planning framework that relate to the subject site, and involves a detailed assessment of the proposed development against these requirements.

6.1. CITY OF STIRLING LOCAL PLANNING SCHEME NO.3

6.1.1. Zoning

The subject site is zoned 'Mixed Use' under the City of Stirling Local Planning Scheme No.3 (LPS 3).

Figure 9 – Local Planning Scheme No. 3



Source: Nearmap (Flown 2016)

The objectives of the 'Mixed Use' zone under LPS3 include:

- 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.*
- To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.*
- To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.*

6.1.2. Land Use

A 'Shop' is defined as follows:

"Means premises used to sell goods by retail, or hire goods, but does not include a showroom or fast food outlet;"

A 'Restaurant' is defined as follows:

"means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988;"

'Shop' and 'Restaurant' are both 'P' (as-of-right) uses within the 'Mixed Use' zone. This means that the use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.

6.1.3. Heritage Protection Area Special Control Area

The site is located within a Special Control Area – Heritage Protection Area.

The objectives of the Special Control Area are:

- a) *To ensure the conservation and retention of buildings within the Heritage Protection Area Special Control Area dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- b) *To ensure the retention of existing buildings referred to in (a) above to maintain the existing character of the streetscape;*
- c) *To ensure that new buildings (where permitted), alterations, additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- d) *To maintain and improve existing street trees, grass verges and front gardens; and*
- e) *To retain mature trees wherever possible.*

Part 6.6 of the Scheme also states that development within the Heritage Protection Area is to conform to any Local Planning Policy Character Guidelines adopted for the Special Control Area.

Any demolition within a Heritage Protection Area requires planning approval under Part 8 of the City's LPS 3. This demolition of the previous IGA was approved as part of the previous application for this site and has since been demolished.

Part 6 of the Character Guidelines provides development provisions for commercial development applicable to any ALDI proposal. The key aspiration of the policy is to ensure that new commercial development is consistent with 'main street', mixed use design principles and consistent with the character of the surrounding locality. This new proposal continues the same character and built form structure as previously approved, and further ensures that this built form is continued and completes the street frontage to Beaufort Street between Tenth and Eleventh Ave. The proposals compliance with this requirement has been addressed within the above assessment of the proposal against the Design Guidelines.

6.1.4. Local Development Plan

The site is located within the Beaufort Street Local Development Plan (LDP) that has been informed by the Beaufort Street Strategy.

The LDP is defined by the intersection of Salisbury Street Inglewood to the north, Lawley Crescent Mount Lawley to the south and approximately 60m of land either side of Beaufort between Salisbury and Lawley. The LDP sets out the development standards to guide the form and character of development within the mixed use and residential precincts of this area.

The LDP seeks to encourage a range of mixed-use building types that promote a street-front in accordance with an architectural style set out by the LDP. The proposed development responds strongly to the objectives of the LDP. The Beaufort Street Local Development Plan became operational on 11 December

2018, when Amendment No. 60 to the City's Local Planning Scheme was published in the Government Gazette. The Beaufort Street Local Development Plan gives effect to LPS3 Clause 6.6.1 by providing development standards governing the form and character of development in the area to which the LDP applies. It also provides the architectural styles for redevelopment that will ensure the heritage character of Mount Lawley, Menora and Inglewood is reflected in new development.

The LDP identified the subject site as being within the 'Inglewood Town Centre Mixed Use Precinct'. The LDP states the following character statement for the precinct:

“The Inglewood Town Centre precinct, from Sixth Avenue to Waterford Street, is a main street centre, 600 metres long, with a varied character. It includes shops built prior to 1960 that provide a strong urban edge, through to post-war development that has varied setbacks and an indistinct urban edge. The Town Centre is characterful but tired and underdeveloped in places. It needs to be consolidated and intensified into a coherent centre in which street level activities fully engage with Beaufort Street. The Inglewood Town Centre will be the primary and most intense centre on Beaufort Street.”

The LDP supersedes the requirements of the previous Inglewood Town Centre Design Guidelines. The LDP outlines a range of development requirements specific to Mixed Use areas and also general development requirements for all zones. The relevant requirements are addressed in **Table 3** below.

Table 4 – Beaufort Street Local Development Plan – LDP

Element	Requirement	Comment	Compliance
Inglewood Town Centre Mixed Use Precinct			
Building Height	Max 4 Storeys	The building does not exceed the maximum building height of four storeys. The building height would result in a typical 2 storey presentation. This height is commensurate with the scale and design of adjacent corner properties.	✓
Setbacks	A nil setback is to be provided to the street boundary or to the boundary of future road widening.	A nil set back is proposed to the road widening area	✓
	A nil setback to frontage return	A nil set back is proposed	✓
	0 – 2m Side setback	No development is proposed past the frontage return	NA
	2m rear setback	35m proposed to rear of ALDI store	✓
Active Ground Floor Frontage	Beaufort St – Min 70%	73% provided	✓
	Front Façade Return – Min 45%	100% active provided	✓
Parking	Non-residential uses 3.5 spaces per 100 sq.m of NLA	Specialty Shop – 195 sq.m NLA = 7 bays Overall provided – 72 bays	✓
	Shop > 1,000m ² : 5.0 spaces per 1 sq.m 00m ² of NLA	ALDI 1109 sq.m NLA = 60 bays Overall provided – 72 bays	✓

6.2. LOCAL PLANNING POLICY

6.2.1. Local Planning Policy 6.1 Advertising Signs

The City of Stirling's Local Planning Policy 6.1 sets out to ensure signage is developed in a sensitive way that does not adversely impact the surrounding land and streetscapes. This Policy states that the Inglewood Town Centre Design Guidelines prevail. These requirements are outlined below.

Table 5 – LPP6.1 Signage

Element	Requirement	Comment	Compliance
Signage	<p>The following signs are not permitted:</p> <ul style="list-style-type: none"> • Above roof signs • Created roof • Ground based sign • Hoarding signs • Product display signs • Projecting • Pylon signs • Tethered. 	The proposed signage is in line with the Design Guidelines as detailed below.	✓
	<p>Wall signs shall have a maximum area of 5.0 sq. m per tenancy.</p>	<p>The specialty stores are proposed to have one sign each that is integrated into the brickwork and are less than 5 sq. m.</p> <p>The ALDI will have an overall area of greater than 5 sq. m, however, given the size of the tenancy, the proposed signage would appear reasonable and not overexposed.</p>	✓
	<p>Signs should form an integral part of the design and scale of the buildings and ensure that architectural features are not obstructed.</p>	<p>Signage on the upper wall is integrated into the façade and does not detract from the architectural features by inseting the brickwork to create a flush environment for signage. ALDI signage is minor in scale and does not overbear the architectural features of the façade.</p>	✓
	<p>Signs shall be compatible with the style, scale and character of the surrounding streetscape and predominate uses within the locality.</p>	<p>Signage is integrated into the façade and does not detract from the architectural features.</p> <p>Final style of signage for each of the speciality stores will be confirmed at the time of fit out. As signage within the surrounding streetscape is considered to be largely inconsistent</p>	✓

Element	Requirement	Comment	Compliance
		it considered the ALDI signage meets the requirements. The signage is not out of character of the surrounding area.	
	Colours for signs should be selected with due consideration for the colours used in neighbouring developments.	Final style of signage for each of the speciality stores will be confirmed at the time of fit out. The signage is not out of character in the context of the surrounding area and is understated when considering the size of the lease area.	✓
Specific requirements for new developments located off Beaufort Street	Where new development is located on a corner, or has an entrance or aspect facing the side street, the form, scale, setbacks of the development should be compatible to adjoining development in the side street. No blank walls or fences are permitted to the side street.	The entrance to the ALDI in proposed to the corner of Beaufort Street and Tenth Avenue. This built form positioning and orientation provides a strong articulation and response to the corner, creating a sense of enclosure to Beaufort Street and built form continuity along Tenth Avenue consistent with the existing built form.	✓

6.2.2. Local Planning Policy 6.2 Bicycle Parking

The City of Stirling's Local Planning Policy 6.2 sets out to ensure provision is allowed for in any new development for the parking of bicycles and associated end of trip facilities. This policy requires one space per 400 sq. m of GFA for staff and the same for customers. Provision for 5 bicycles is required and is provided within this proposal.

6.2.3. Local Planning Policy 6.3 Bin Storage Areas

City of Stirling's Local Planning Policy 6.3 sets out to provide sufficient space for storage of bulk refuse bins that are screened from the street using harmonious colours and materials. The proposal incorporates separate bin storage areas out of sight for both the specialty tenancies and the ALDI.

6.2.4. Local Planning Policy 6.6 Landscaping

City of Stirling's Local Planning Policy 6.6 promotes the visual appeal and practical amenity that landscaping brings to development. This Policy states that the Inglewood Town Centre Design Guidelines prevail. A Landscaping Plan has been submitted as part of this application.

6.2.5. Local Planning Policy 6.7 Parking & Access

City of Stirling's Local Planning Policy 6.7 sets out to ensure adequate safe parking is provided that will not detract people from using alternative methods of transport. This Policy states that the Inglewood Town Centre Design Guidelines prevail. The Beaufort Street LDP outlines the requirements for Parking and this is addressed in section 6.1.4.

6.3. BEAUFORT STREET STRATEGY

The subject site is within the Inglewood Town Centre Mixed-Use Precinct of the Beaufort Street Strategy (Strategy). The Strategy sets out to guide infrastructure, built form and land use in the Beaufort Street Activity Corridor. The Strategy speaks specifically to the following areas that relate to the subject site and proposal:

- It is viewed as a weakness, that the IGA on the subject site has closed with no nearby supermarket.
- There is an indicative vision for the Inglewood Civic Precinct to be redevelopment and to include a supermarket. It would be difficult to see this development occurring in the near future and an ALDI store successfully co-exists with major retail supermarkets such as Coles and Woolworths in many examples around the Country.
- The proposal helps overcome the unwanted inconsistent streetscape by providing nil setbacks and connection with the footpaths and streetscape.
- The development provides amenity and also character in line with the communities vision.

The development is in line with the objectives of the Strategy and helps achieve many outcomes that the community desired as part of the development of the Beaufort Street Strategy.

7. CONCLUSION

The proposed development seeks approval to establish a 'Shop' and 'Restaurant' for the purpose of an ALDI store and two specialty tenancies stores in the Inglewood Town Centre. The development is highly consistent with the existing planning framework that applies to the centre. A comprehensive analysis of the site and relevant planning documents has revealed that the proposal satisfies the requirements of local and state planning documents.

This proposal complies with the planning framework set out by the City of Stirling and State Government and it is therefore respectfully requested that the application be approved subject to relevant and reasonable conditions.

DISCLAIMER

This report is dated 18 December 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ALDI (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

16 December 2019

City of Stirling
Administration Centre
25 Cedric Street
Stirling WA 6021

Dear Sir/Madam,

RE: PROPOSED ALDI STORE LOTS 32, 33 105 & PT. 400 BEAUFORT STREET, INGLEWOOD

INTRODUCTION

Transcore prepared a Transport Impact Assessment in August 2017 (TIA 2017) for the proposed ALDI Store located at Lots 32, 33, 105 & pt.400 Beaufort Street in Inglewood, City of Stirling. The proposed development application was approved on 11 October 2017 by MNWJDAP. The location of the subject site is illustrated in **Figure 1**.



Figure 1: Location of the subject site

Since the approval, the proponent has had the opportunity to purchase additional land (Lot 104 currently accommodating Tyrepower workshop) fronting Beaufort Street thus expanding the total site area from about 4,216m² to 5,582m². This facilitated a more holistic site resolution which provides a continuous built form to Beaufort Street and no longer requires a basement car parking component to the development to meet the parking requirement for the proposal.

Accordingly, the latest development proposal represents a simplified design of nearly identical development use and intensity over a 30% larger area.

BACKGROUND INFORMATION

The originally proposed development, assessed in the TIA 2017, comprised an ALDI store and additional two small-scale retail/commercial tenancies with a basement car park facility and a row of ground level car parking bays. More specifically, the 2017 development comprised the following components:

- ✚ ALDI retail outlet at ground level of approximately 1,670m² (GLA);
- ✚ Supporting amenities inclusive of produce storage areas, freezers, chillers and staff rooms;
- ✚ Loading dock for the 19m semi-trailer at the eastern side of the store;
- ✚ 76 car parking bays, consisting of:
 - A 53-bay car parking facility in a basement (directly below the store) accessed via Tenth Avenue two-way ramp;
 - Open-air, ground level car park along the south-eastern site perimeter with accesses from both Tenth and Eleventh Avenue totalling 23 parking bays including two ACROD bays.
- ✚ A total of two small-scale retail/commercial tenancies with a combined 253m² of GFA at the western side of the site fronting Beaufort Street; and,

The 2017 development plan is attached in **Appendix A**.

The latest development plan proposes shifting of the store building further north to front Beaufort Street and deletion of the basement car park. The additional space at the back of the store is now open-air car park with accesses on Tenth Avenue (one full-movement crossover) and Eleventh Avenue (one full-movement crossover). The former full-movement crossover providing ramp access to the basement car park on Tenth Avenue is removed. Specifically, the latest proposal comprises the following elements:

- ✚ ALDI retail outlet at ground level of approximately 1,708m² (GLA);
- ✚ Supporting amenities inclusive of produce storage areas, freezers, chillers and staff rooms;
- ✚ Loading dock for the 19m semi-trailer at the southeast end of the store;
- ✚ A total of two small-scale retail/commercial tenancies with a combined 220m² of GFA at the northern side of the site fronting Beaufort Street; and,

- Open-air, ground level car park to the south of the store with accesses on both Tenth and Eleventh Avenue totalling 72 parking bays including two ACROD bays.

The development plan for the latest proposal is attached in **Appendix B**.

The Tenth Avenue and the Eleventh Avenue crossovers would continue to serve as access/egress points for delivery vehicles and waste collection trucks, as per the original proposal.

DEVELOPMENT ASSESSMENT

Traffic Impact

As previously discussed, the latest development proposal provides for a similar scope development but with a simplified access and parking arrangement compared to the 2017 development proposal. In order to ascertain the impact of the latest proposal a comparison of the proposed 2017 DA and the latest proposal has been compiled and summarised in **Table 1** for ease of review.

Table 1: Land use comparison

	2017 DA	Current DA	Net Impact	Balance (%)
ALDI Store GLA	1,670m ²	1,708m ²	+ 38m ²	+2.2%
Retail tenancies combined GLA	253m ²	220m ²	-33m ²	-13.0%
Total (combined) GLA	1,923m ²	1,928m ²	+5m ²	+0.2%
Parking provision (on-site)	76	72	-4	-5.0%
Access system points (crossovers)	3	2	-1	N/A

As can be seen from **Table 1**, the latest proposed scheme represents an almost identical version of the 2017 DA proposal in terms of floorspace, with the marginal increase of only +5m² (approximately 0.2% increase in floorspace). As a result, the traffic impact of the latest version of the proposal is expected to be the same as that of the approved 2017 DA proposal. The same traffic impact assessment outcome calculated and detailed in TIA 2017 is therefore applicable and still current for the latest proposal. Hence, no detailed traffic assessment is deemed necessary for the latest development proposal.

Parking Supply

With respect to the on-site car parking provision the latest development proposal entails a total of 72 at-grade parking bays inclusive of two ACROD bays conveniently located immediately adjacent to the ALDI store entry. Based on the advice provided to Transcore, the proposed on-site parking supply meets the parking requirements for the proposed development in line with the relevant parking policies.

In addition to car parking provided at the back of the store, additional on-street bays are now likely to be gained by the removal of the existing Beaufort Street crossover associated with Lot 104 and establishment of parking bays along the southern side of the road. It is estimated that up to five parking bays could be gained this way.

Additional, public on-street parking on adjacent roads and in immediate vicinity of the site remains available to site patrons, if required.

Service Vehicles

The latest development proposal shows a service yard with loading dock and bin storage space at the southeast end of the store building. The location of the service yard is in general vicinity of the service yard proposed in the 2017 DA. Hence, access and egress routes of service vehicles (deliveries and waste collection vehicles) to and from the subject site will be the same as that proposed in the 2017 DA.

In order to confirm this, Transcore has undertaken a swept path assessment for a 19m semi-trailer, which is the standard size ALDI delivery vehicle, accessing, negotiating and egressing the subject site. The outcome of the assessment including the level of impacts is exactly the same as with the previous scheme. Again, and as discussed in the TIA 2017 (and approved by the Metro North-West JDAP), some level of modification to the existing Beaufort Street/Tenth Avenue or Beaufort Street/Eleventh Avenue intersections may be required in order to accommodate the 19m semi-trailer. The existing splitter island on Tenth Avenue adjacent to the cul-de-sac head may need to be converted to a painted/paved flush island and the existing (southern) on-street parking bay at the east side of Eleventh Avenue may need to be removed. The relevant swept path assessment plans for a 19m semi-trailer are provided in **Appendix C**.

As discussed in great detail in TIA 2017, the desktop turn path assessment usually returns more conservative results compared to actual movement of trucks which was confirmed in this case. In 2017 ALDI has undertaken an actual on-site truck movement trial using a typical ALDI's 19m semi-trailer delivery vehicle, simulating service vehicle inbound and outbound movements to and from the site. The result of the test confirmed that there is no impact on the existing Tenth Avenue/Beaufort Street intersection and only a minor impact on the southern corner kerb of Eleventh Avenue at its intersection with Beaufort Street.

CONCLUSION

In conclusion, the latest development proposal entails almost identical floorspace as that of the approved 2017 DA but with a modified building footprint which no longer includes basement car parking (as associated access onto Tenth Avenue) due to site expansion which now allows for all parking to be at grade. Hence, the proposed scheme is expected to have the same traffic impact on local road network as that of the 2017 DA proposal which was assessed in detail in TIA 2017. Accordingly, no update to the TIA 2017 report is deemed necessary.

The on-site parking supply of 72 bays (inclusive of two ACROD bays) meets the parking requirement for the proposed development in line with the relevant parking policies.

The operation of the service vehicles, including access and egress routes to and from the site, is the same as that proposed for the 2017 DA. The turn path assessments undertaken and attached in this report confirm the same level of impact on adjacent roads and therefore no new issues are anticipated for this aspect of the development proposal.

I trust the information documented in this letter will assist in the current deliberations.

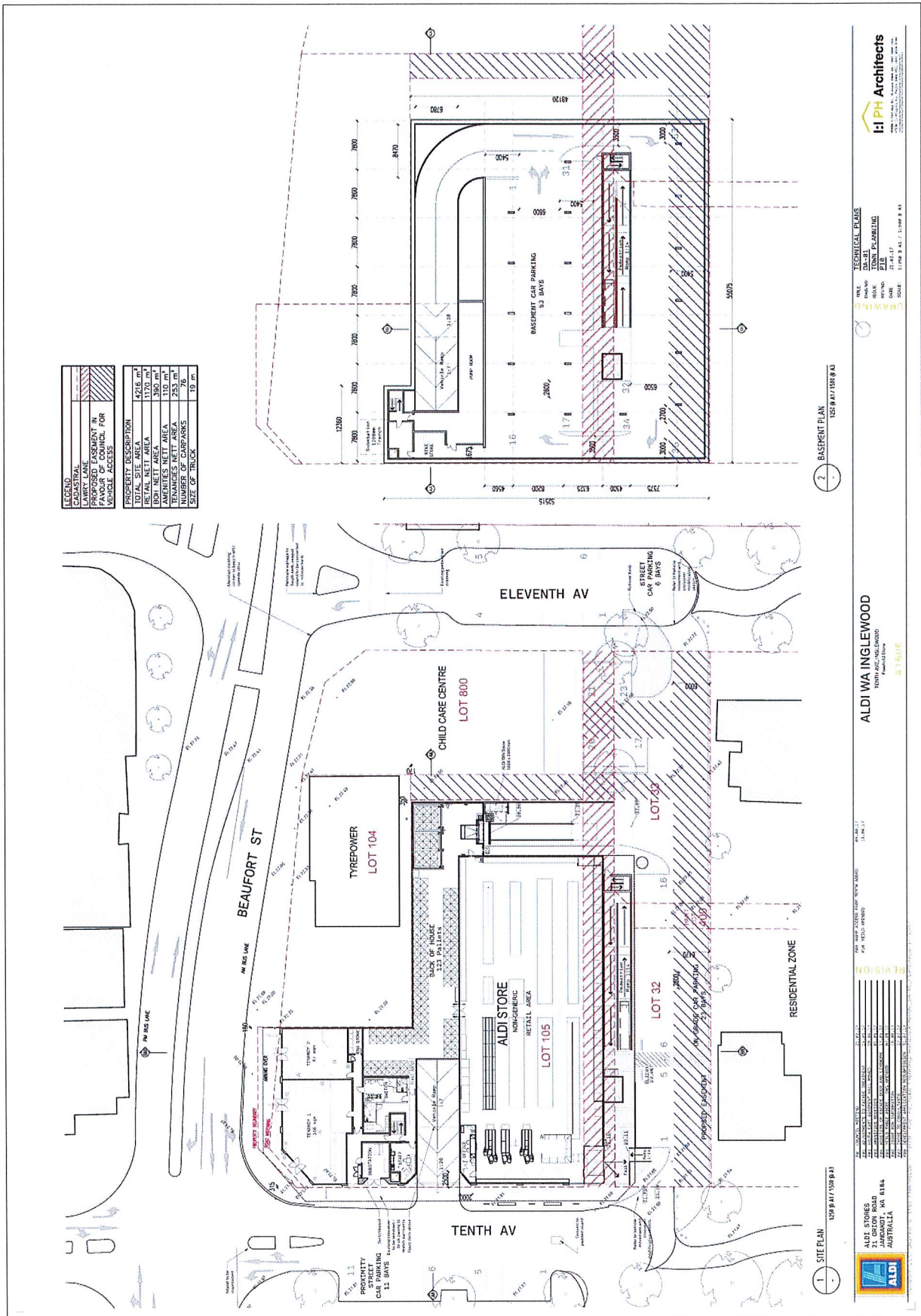
Yours truly,



Vladimir Baltić
Traffic and Transport Engineer

Appendix A

ORIGINAL 2017 DEVELOPMENT PLAN



Appendix B

LATEST DEVELOPMENT PLAN



ALDI WA INGLEWOOD
TENTH AVE, INGLEWOOD
Fresh2Go Store
A1903

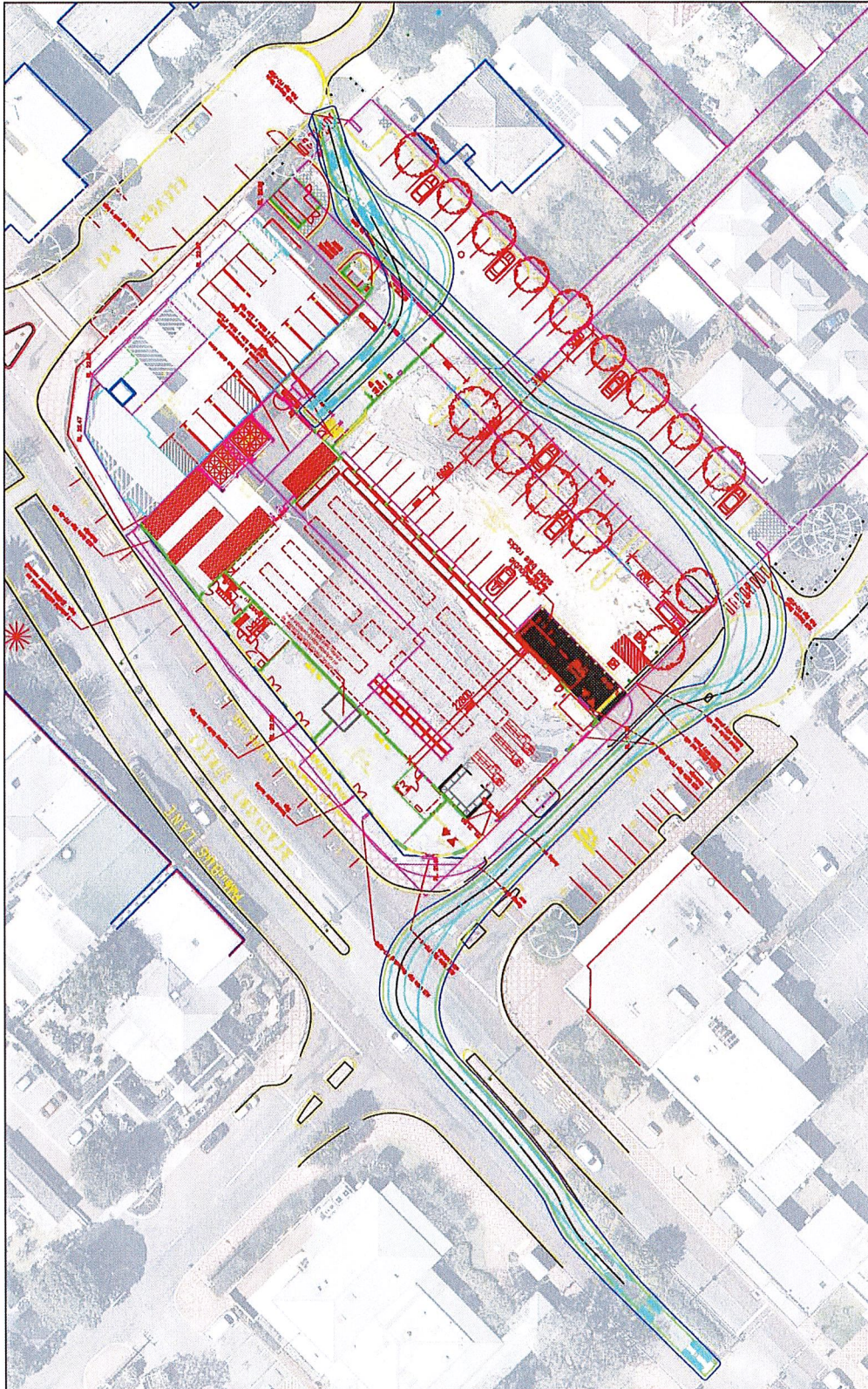


ALDI STORES
21 ORION ROAD
JANDAKOT, WA 6164
AUSTRALIA

[illegible]

Appendix C

SWEPT PATH ASSESSMENT PLANS



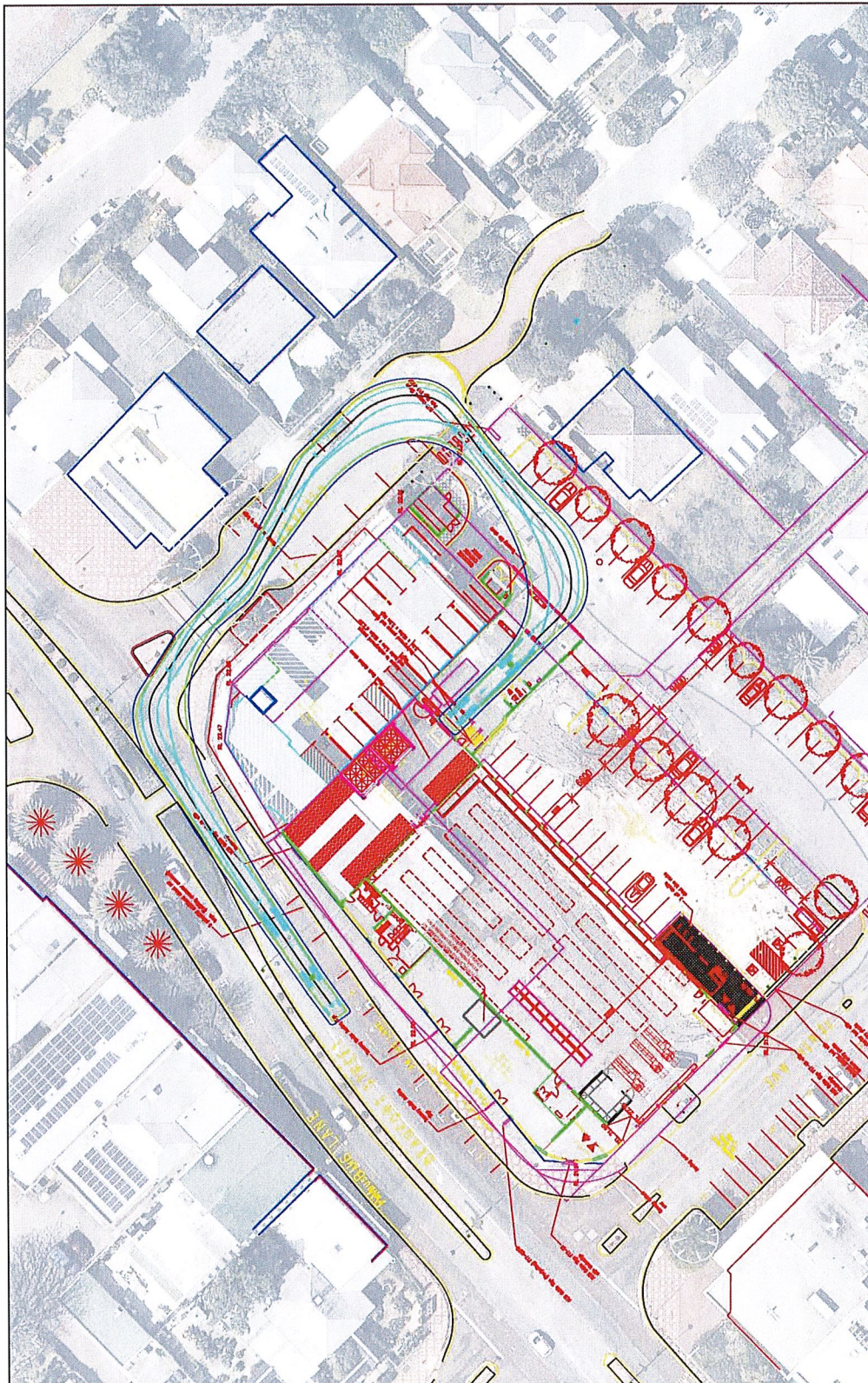
ALDI Ingleswood
Ausroads 2013: 19m semi-trailer
Truck Circulation

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t16.099B.sk29a
13/12/2019
Scale: 1:500 @ A3





ALDI Ingleswood
Ausroads 2013: 19m semi-trailer
Truck Circulation

LEGEND

Vehicle Body
Wheel Path
500mm Clearance

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13/12/2019
Scale: 1:500 @ A3





Proposed ALDI Store, Inglewood
Lot 105 Beaufort Street
Transport Impact Assessment

PREPARED FOR:
ALDI Stores

June 2017

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	19/05/2017	Draft
Vladimir Baltic	r01a	B Bordbar	30/05/2017	Final
Vladimir Baltic	r01b	B Bordbar	13/06/2017	1 st Revision

File name: t16.099b.vb.DA.r01b.docx

Author: Vladimir Baltic

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Client: ALDI Stores

Project: Lot 105 Beaufort Street

Document revision: r01b

Project number: t16.099b

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1.0 Summary

This Transport Impact Assessment (TIA) has been prepared with respect to the proposed ALDI store to be located at Lot 105 Beaufort Street in Inglewood, City of Stirling.

Even though the site has frontage onto Beaufort Street no crossovers are proposed for the development off this road on Beaufort Street and the development is proposed to take access from the two side roads – Tenth and Eleventh Avenues. The site also has good accessibility via the existing pedestrian network and public transport services available in the locality. The subject site previously accommodated an IGA supermarket which has ceased operation several years ago.

The aim of this TIA is to assess the traffic impact of the proposed development by estimating the traffic that will be generated by the proposal and evaluating the resultant traffic pattern on the surrounding road network. This evaluation includes capacity assessment of the intersections of Beaufort Street with Tenth Avenue and Eleventh Avenue, assessment of the operation of the site's crossovers, review of the proposed parking supply and review of access to the site by all modes of transport.

2.0 Introduction

This Transport Impact Assessment has been prepared by Transcore on behalf of ALDI Stores. The subject of this report is an ALDI store proposed to be located at the eastern side of Beaufort Street between Tenth and Eleventh Avenue intersections in Inglewood (refer **Figure 1**). The ALDI store is proposed to replace the previously operating IGA supermarket at the site.

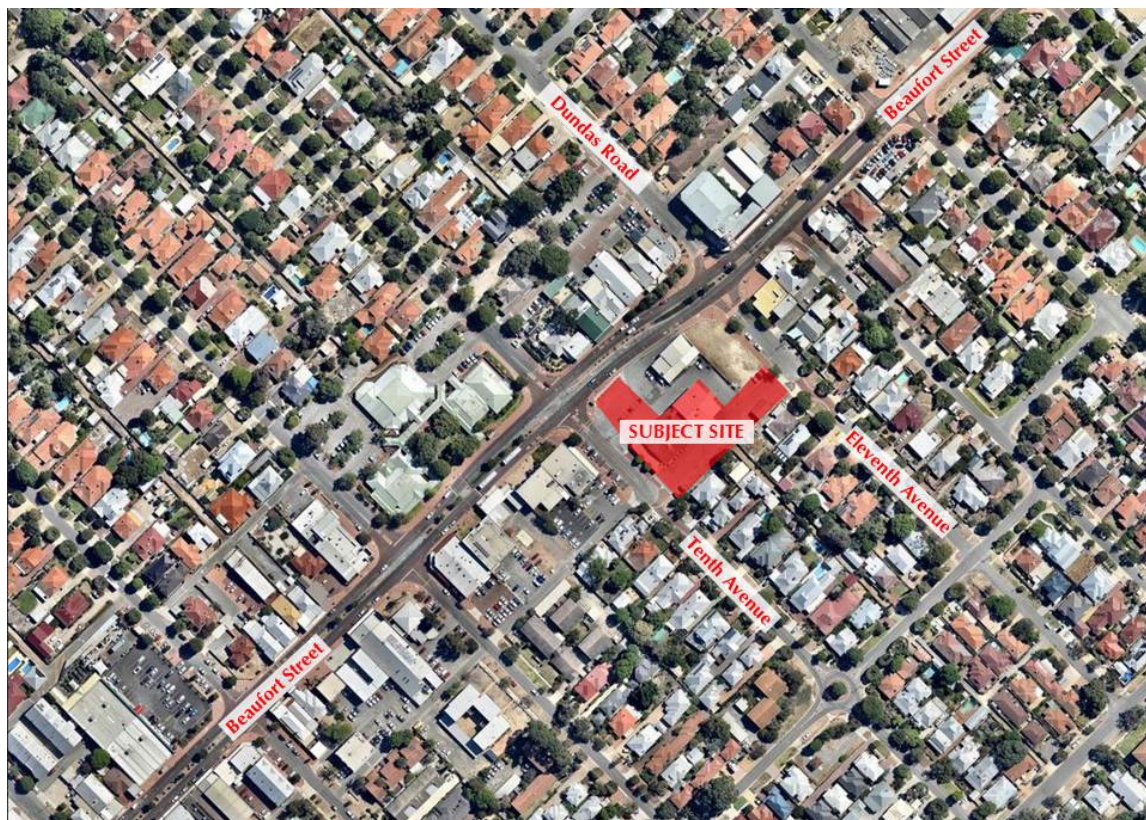


Figure 1: Location of the subject site

The site is bound by Beaufort Street to the northwest, Tenth Avenue to the southwest, Eleventh Avenue to the northeast and the existing residential developments to the immediate southeast. The subject site also forms part of a commercial/retail zone flanking Beaufort Street along both side in this locality. The immediate surrounding area comprises a mix of residential dwellings, commercial and retail land uses.

The location of the site within the Metropolitan Region Scheme is illustrated in **Figure 2**. The Metropolitan Regional Scheme also confirms that the subject site is fronting Beaufort Street which is classified as an *Other Regional Road (Blue Road)*.

Key issues that will be addressed in this report include capacity of adjacent local intersections on Beaufort Street to accommodate the development-generated traffic and the review of the proposed site access system. The parking provision for the store and access to the site by all modes of transport will also be considered.

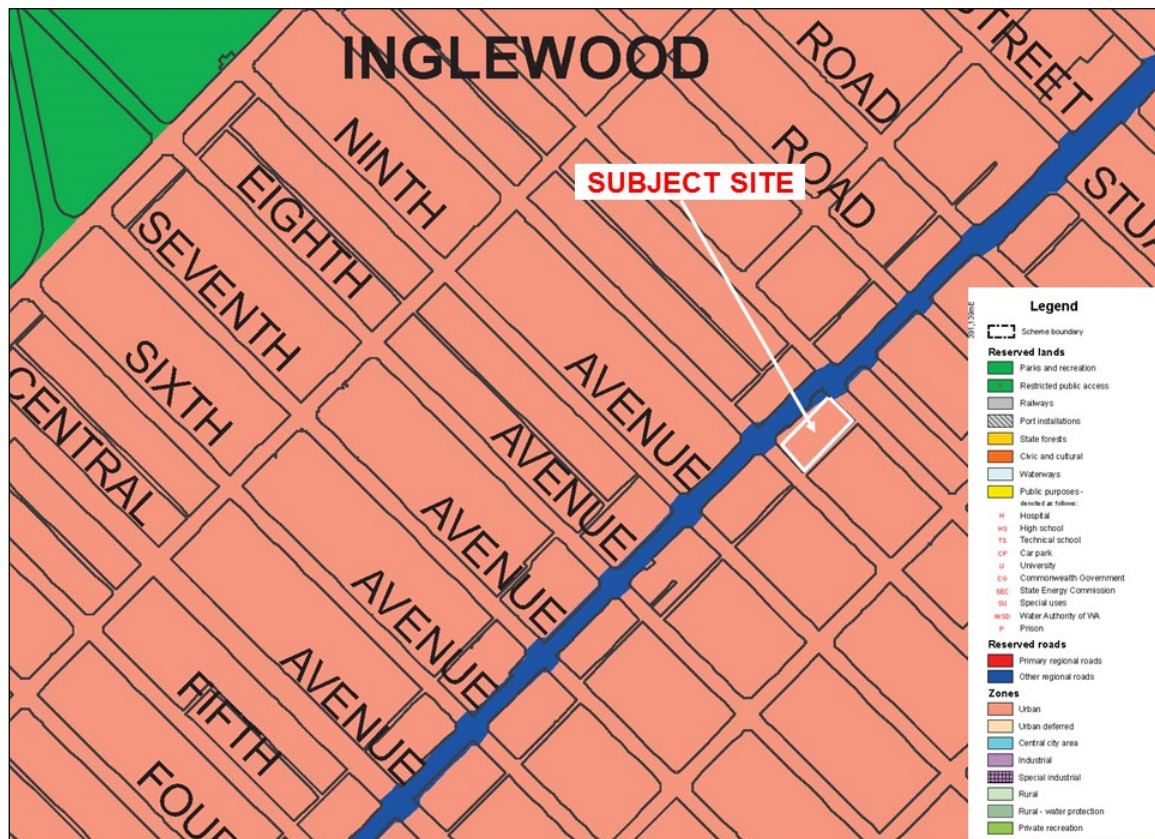


Figure 2. Site location within Metropolitan Region Scheme

3.0 Development Proposal

The development proposal entails replacement of the existing retail building with a new ALDI store and additional three small-scale retail/commercial tenancies at Lot 105 Beaufort Street in Inglewood. The combined area of the “L-shaped” subject site is approximately 4,025m².

The development proposal comprises the following components:

- ✚ ALDI retail outlet at ground level of approximately 1,804m² (GLA);
- ✚ Supporting amenities inclusive of produce storage areas, freezers, chillers and staff rooms;
- ✚ Loading dock for the 19m semi-trailer at the eastern side of the store;
- ✚ A 53-bay car park facility at the basement (directly below the store) accessed via Tenth Avenue two-way ramp;
- ✚ A total of three small-scale retail/commercial tenancies at the western side of the site fronting Beaufort Street; and,
- ✚ Open-air, ground level car park along the south-eastern site perimeter with accesses on both Tenth and Eleventh Avenue totalling 25 parking bays including two ACROD bays.

The L-shaped building with ALDI store at ground level and the car park facility at the basement are proposed to be situated centrally within the site with an addition for three tenancies at the western corner of the site. The loading dock is proposed at the eastern side of the store building.

As part of the development proposal the existing three crossovers to the subject site on Tenth Avenue would be rationalised. The northern pair of crossovers on Tenth Avenue will be replaced with one crossover which would provide access to the ramp leading to the basement car park facility. The southern crossover will be retained. The existing Eleventh Avenue crossover would be retained at its current location. All three Tenth and Eleventh Avenue crossovers are proposed to operate as full-movement access/egress crossovers.

The southern Tenth Avenue crossover and potentially Eleventh Avenue crossover would also serve as an access/egress point for delivery vehicles and waste collection trucks.

The on-site car parking provision of 78 bays comprises two components: basement parking facility totalling 53 bays and 25 bay open-air car park located at the south-eastern site perimeter of Lot 105. The open-air car park also includes two ACROD bays located adjacent to the store ground floor main entrance. A pedestrian ramp is proposed to connect the front of the shop with the basement car park.

Pedestrians will access the subject site from the existing footpaths abutting the site from three sides enabling easy access from each direction. The additional three small-scale tenancies will be directly accessible from Beaufort Street frontage.

ALDI typically provides bike racks as part of their developments to cater for patrons and employees arriving to the site by this mode of transport.

The proposed concept development is included for reference in **Appendix A**.

Turn path assessment was undertaken to ensure the suitability of the geometry of the Beaufort Street/Tenth Avenue and Beaufort Street/Eleventh Avenue intersections including respective crossovers on Tenth and Eleventh Avenues as well as internal site design to accommodate a standard 19m semi-trailer delivering goods to the site, which are typically used by ALDI stores.

The turn path plans are shown in **Appendix B**.

4.0 Existing Situation

The subject site (Lot 105 Beaufort Street) is located at the eastern side of Beaufort Street between the Tenth and Eleventh Avenue intersections comprising an area of approximately 4,025m². The immediate surrounding area comprises a mix of retail, commercial and residential developments. A tyre store and an empty lot occupy an area immediately northwest of the subject site and along Beaufort Street.

The site presently accommodates a former IGA supermarket with an open-air car park.

4.1 Existing Road Network

Beaufort Street, in the vicinity of the subject site, is a dual carriageway, undivided, four-lane road with approximately 4.5m wide solid median. Kerbside lanes in both directions are bus, taxi and bicycle priority lanes (7:00-9:30AM in the westbound direction and 4:00-6:30PM in the eastbound direction, Monday to Friday). The priority lane doubles up as on-street parking lane outside specified times at this locality. The road verges on both sides of this section of Beaufort Street are brick paved for their full width and are used as pedestrian paths. Refer **Figure 3** and **Figure 4** for more details.

Available traffic counts from Main Roads WA indicate that this section of Beaufort Street (north of Central Avenue) carried approximately 24,680vpd on average weekday during June 2016.



Figure 3: Westbound view along Beaufort Street in the vicinity of Eleventh Avenue intersection



Figure 4: Eastbound view along Beaufort Street in the vicinity of the site

Sign-posted speed-limit on Beaufort Street in this vicinity is 60km/h. Beaufort Street is classified as *Other Regional Road (Blue Road)* according to the *Metropolitan Region Scheme*. It is also classified as a *Distributor A* road in accordance with *Main Roads WA Functional Road Hierarchy*.

Tenth and **Eleventh Avenues**, south of the Beaufort Street, are both typical residential single-carriageway 6.2m wide roads. Adjacent to the site both roads entail a 9m wide, single carriageway standard with pedestrian footpaths on both sides and on-street parking (parallel on Eleventh Avenue and 90-degree on Tenth Avenue) adjacent to the site. The one-lane, zig-zag transition slow point between the two sections of both roads (north and south of subject site) is constructed to serve as a speed-control measure (refer **Figure 5**, **Figure 6** and **Figure 7**).

Both roads operate under a default built-up area speed limit of 50km/h. Both roads are also classified as *Access Roads* in *Main Roads WA Metropolitan Functional Road Hierarchy* document.

There are no available traffic counts for either of the two roads at present; however, site observation has confirmed that Eleventh Avenue carries very low level of traffic at present. Although Tenth Avenue records higher traffic activity than Eleventh Avenue this is predominantly associated with the operation of adjacent commercial outlets.

Overall daily traffic volume for Eleventh Avenue is estimated to be less than 500vpd while Tenth Avenue (section adjacent to the subject site) is estimated to carry traffic volume of up to 1,500vpd.



Figure 5: Northbound view along Tenth Avenue towards Beaufort Street intersection



Figure 6: Eastbound view along southern site perimeter from the Tenth Avenue site crossover



Figure 7: Northbound view along Eleventh Avenue towards Beaufort Street intersection

Tenth Avenue forms a stop-controlled four-way intersection with Beaufort Street at the northwest corner of the subject site. Beaufort Street features right-turn pockets on both approaches to this intersection.

Eleventh Avenue forms left-in/left-out intersections with Beaufort Street on both southern and northern approaches due to a solid median along Beaufort Street.

Information available on the Main Roads WA website indicates that the intersection of Beaufort Street/Eleventh Avenue recorded a total of 18 road crashes with one medical intervention during the five-year period ending in December 2016. For details on the crash records refer **Table 1**.

The intersection of Beaufort Street/Eleventh Avenue recorded one crash with no casualties each over the same period. For details on the crash records refer **Table 2**.

Table 1. Crash history for the Beaufort Street/Eleventh Avenue intersection

Intersection				Total Crashes	Casualty
Beaufort St/Tenth Ave				18	1
Rear End	Right Angle	Pedestrian	Cycle	Wet	Night
5	10	0	0	4	5

Table 2. Crash history for Beaufort Street/Tenth Avenue intersection

Intersection				Total Crashes	Casualty
Beaufort St/Eleventh Ave				1	0
Rear End	Right Angle	Pedestrian	Cycle	Wet	Night
0	1	0	0	0	0

4.2 Public Transport Access

The subject site is well served by a number of bus services operating along Beaufort Street (bus routes 66, 67, 68 and 950). The available bus services provide connectivity to Morley Bus Station, Mirrabooka Bus Station, QEII Medical Centre and Elizabeth Quay Bus Station which provides access to the greater rail network.

The nearest bus stops on Beaufort Street are located in the immediate vicinity of the site. Both bus stops are accessible via existing pedestrian paths.

The map of existing public transport services available in the vicinity of the subject site is provided in **Figure 8**.

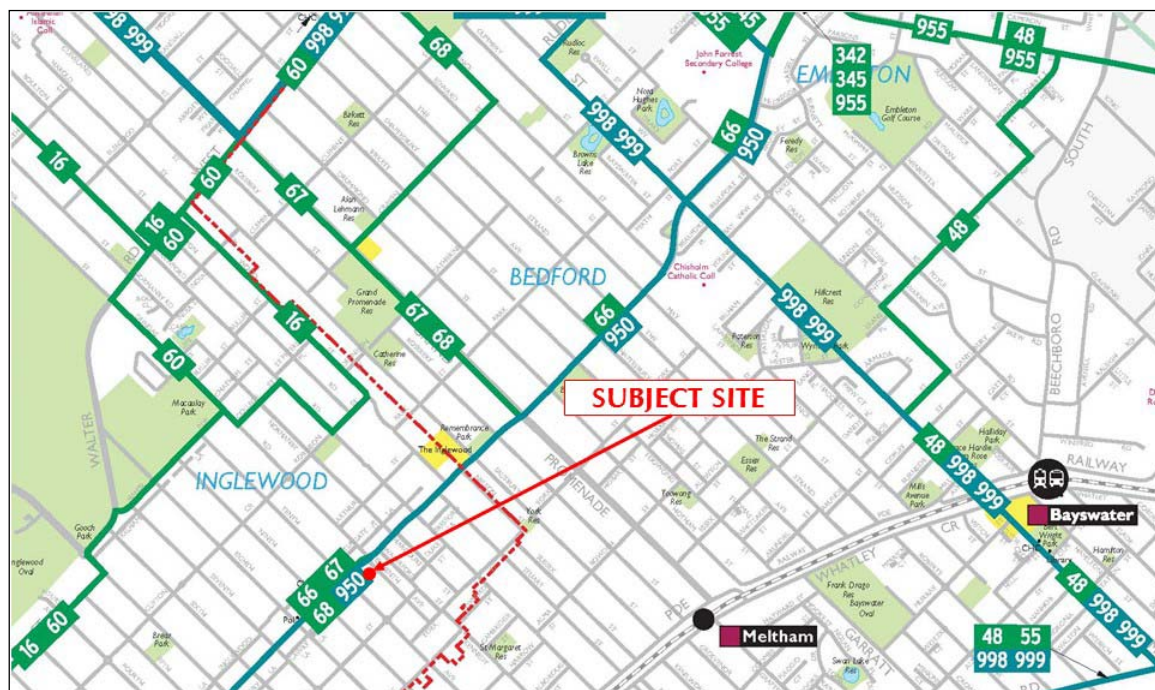


Figure 8: Public transport services (Transperth Maps)

4.3 Pedestrian and Cyclist Facilities

Pedestrian access to the subject site is available via existing footpaths which are in place along all streets abutting the site.

Pedestrian crossings on Tenth and Eleventh Avenues are located immediately adjacent to the subject site.

Signalised pedestrian crossing facilities which includes drop kerbs and median refuge islands are in place on Beaufort Street about 55m to the west and 250m to the east of the subject site .

The Perth Bicycle Network Map (see **Figure 9**) indicates poor cyclist connectivity to the subject site.

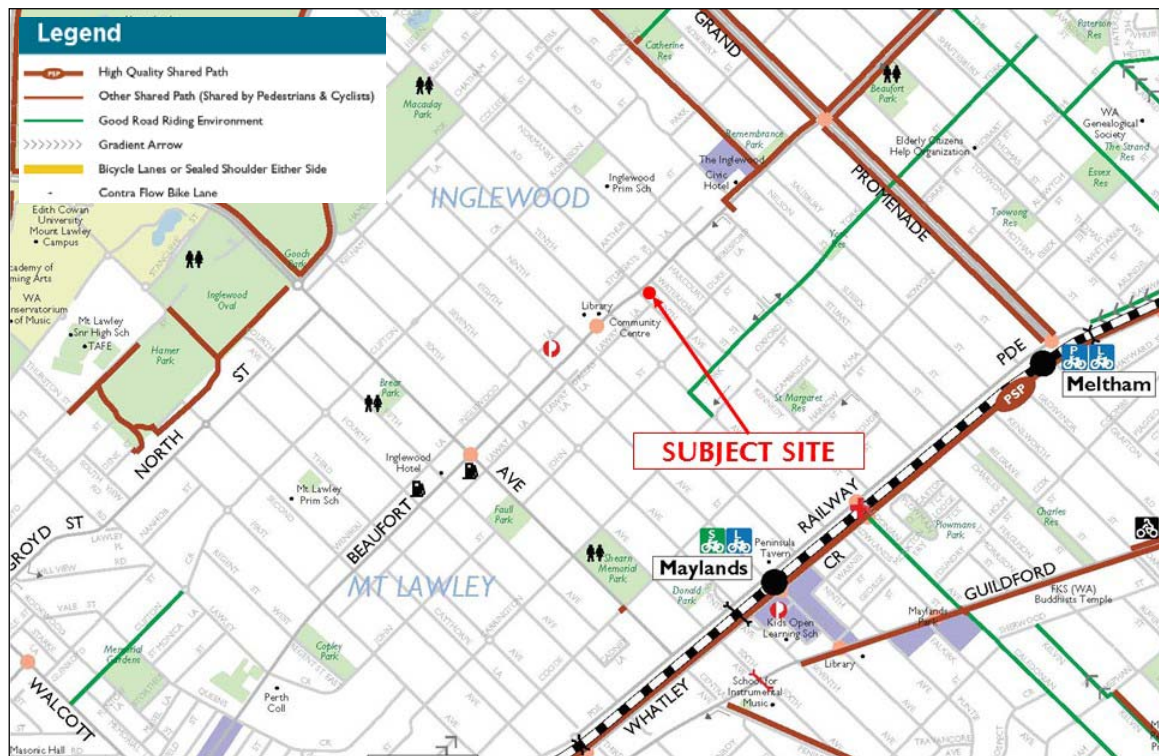


Figure 9: Extract from Perth Bicycle Network (Department of Transport)

5.0 Changes to Surrounding Transport Networks

No specific changes to the surrounding transport networks are proposed as part of the development proposal. However, modifications to the existing Beaufort Street/Tenth Avenue and/or Beaufort Street/Eleventh Avenue intersections may be required in order to accommodate the movement of the 19m semi-trailer which is the standard size ALDI delivery vehicle.

The turn path assessment plan shown in **Appendix B** shows the extent of the required kerb and splitter island modifications at the two intersections on Beaufort Street. The existing two on-street car parking bays at the eastern side of Eleventh Avenue and southernmost bay on western side would need to be removed as well.

6.0 Integration with Surrounding Area

The proposed development is of retail/commercial character and as such is in accordance with the former land use at the subject site as well as existing land uses in the immediate surroundings.

The site has reasonably good road accessibility by existing road network. The existing bus routes are only a short walk from the site and will service the proposed development well providing suitable travel alternatives, particularly for employees of the proposed development.

7.0 Traffic Assessment

7.1 Assessment Period

The proposed development is a retail outlet and will generate highest traffic movements during the weekday afternoon and Saturday midday periods, although ALDI stores generally trade seven days a week.

Review of the latest available traffic count data on abutting roads, sourced from Main Roads WA, indicates the highest peak traffic flows during Friday afternoon commuter peak hour. Therefore, the analysis in this report focuses on the Friday afternoon peak hour (4:45-5:45PM). As ALDI stores generate little or no traffic during the typical weekday morning peak hour, the traffic assessment for this period is not warranted.

It is anticipated that the proposed ALDI store will be fully developed and operating by year 2019. As such, the post-development scenario assumes the assessment year to be that of 2019.

Similarly, the 10-year time horizon assessment for this type of transport assessment is generally taken as 10 years after full development which in this case would be around 2029.

7.2 Trip Generation and Distribution

The traffic volume that will be generated by the proposed ALDI development has been estimated using trip generation rates derived from the Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments* (2002).

Although the additional three small-scale retail/commercial tenancies are also proposed as part of the development it is expected that due to their size these tenancies will have a limited potential to attract customers from afar and would mainly serve as incidental uses to the ALDI store or other retail/commercial outlets in the immediate area.

Accordingly, it is estimated that the proposed development would generate approximately 2,166 total Friday trips (both inbound and outbound) with approximately 228 trips (both inbound and outbound) during the 4:45-5:45PM peak hour period.

The directional split of inbound and outbound trips for the proposed development is estimated to be about 50/50 for inbound/outbound trips during the critical Friday afternoon peak period.

Trips associated with the proposed retail development also comprise passing-trade trips (i.e. trips already on the road network and not specifically generated by the

proposed development). However, in order to provide for a robust assessment a moderate passing trade discount of 15% for the proposed development has been assumed only for the Beaufort Street traffic.

The distribution of traffic to and from the proposed development has been evaluated by considering the catchment area served by the proposed ALDI store as well as the available practical access and egress routes to and from the site during peak periods.

Consequently, the directional split of inbound traffic to the site is assumed as follows:

- ✚ 40% of all traffic from Beaufort Street northeast direction;
- ✚ 30% of all traffic from Beaufort Street southwest south direction;
- ✚ 20% of all traffic from Tenth Avenue southeast direction; and,
- ✚ 10% of all traffic from Eleventh Avenue southeast direction.

And for the outbound traffic from the development:

- ✚ 50% of all traffic to Beaufort Street southwest direction;
- ✚ 30% of all traffic to Tenth Avenue southeast direction; and,
- ✚ 20% of all traffic to Eleventh Avenue southeast direction.

The resulting trip generation and distribution is detailed in Section 7.3 of the report.

7.3 Traffic Flows

The traffic movements generated by the proposed development have been manually assigned on the adjacent road network and the resulting traffic movements generated by ALDI store during typical Friday afternoon peak hour are shown in **Figure 10**.

In order to establish existing traffic flows and patterns on the abutting road network Transcore undertook traffic surveys at the two local intersections of Beaufort Street/Tenth Avenue and Beaufort Street/Eleventh Avenue. The survey was undertaken on Friday 4th May 2017 during the 4:45-5:45PM period. The surveyed traffic flows at the two local intersections are shown in **Figure 11**.



Figure 10: Estimated traffic flows generated by the proposed ALDI store – Friday afternoon peak hour



Figure 11. Existing traffic flows in the vicinity of subject site (Transcore survey results) – Friday 4 May 2017 4:45-5:45PM

7.4 Analysis of Intersections and Development Crossovers

The construction of the proposed ALDI store is expected to take about two years and the full completion is anticipated by 2019. In order to illustrate the anticipated year 2019 traffic volumes at relevant intersections the estimated development-generated traffic was added to the existing traffic flows with allowance for the passing trade discount to through traffic on Beaufort Street.

Typically some annual traffic growth is added to particular road to account for annual “background traffic” growth; however, in this particular case no traffic growth for the 2017-19 period was allowed for on Beaufort Street. Review of historical traffic data for this road showed relatively stable traffic volumes over recent few years with no overall growth suggesting traffic volumes have stabilised in recent years.





The existing Beaufort Street/Eleventh Avenue intersection is operating as a left-in/left-out only intersection due to median island on Beaufort Street and therefore capacity issues are not anticipated at this intersection and a detailed capacity assessment is not warranted.

The operation of the Beaufort Street intersection with Tenth Avenue has been reviewed for the existing and post-development scenarios.

The proposed development’s car park ramp crossover on Tenth Avenue has also been analysed for the post development (year 2019) scenario.

The open-air car park crossovers on Tenth and Eleventh Avenues have not been analysed in detail as anticipated traffic volumes at these two crossovers do not suggest capacity would be an issue.

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

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

The results of the SIDRA analysis are summarised in **Appendix C** and discussed in the following paragraphs.

Beaufort Street/Tenth Avenue Intersection

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 94% capacity during the Friday PM peak period. As expected, due to high traffic volumes along Beaufort Street, Tenth Avenue on both approaches experiences very long delays mainly associated with the through and right-turn out movements. Although most pronounced queues on Tenth Avenue southeast approach seldom exceed four vehicles the recorded delays are significant. Refer **Table 3** in **Appendix C** for more details.

The right-turners and through movements from Tenth Avenue typically rely on gaps in Beaufort Street traffic flow caused by adjacent signalised pedestrian crossing facility. However, pedestrian signal activation is a random event and therefore the right-turners cannot rely on gaps in Beaufort Street traffic flow on regular basis so queues vary from none to up to four vehicles at any one time. This situation was confirmed during the site visit.

The right-turns from Beaufort Street generally work satisfactorily with acceptable queues and delays though.

The simple addition of development-generated traffic would, as expected, result in increase in delays and queuing on Tenth Avenue approaches (for right-turners and through movements) and as such the outcome of the capacity assessment of such scenario will provide anticipated results.

It is expected that the right turn and through traffic from Tenth Avenue at this intersection including traffic from the proposed development would find alternative route options which would include:

- ✚ Performing left-turn movement from the Tenth Avenue and then opting for use of one of the Beaufort Street side roads to turn around and continue trip along Beaufort Street NE direction; and,
- ✚ Turning south on Tenth Avenue and Eleventh and finding alternative route to arrive to Beaufort Street traffic signals (e.g. Tenth Avenue SE/John Avenue SW/Central Avenue NW/Beaufort Street NE corridor).

It should be noted however that this driver behaviour and route alteration would only be practiced during peak weekday and Saturday mid-day periods while the Beaufort Street traffic is at its highest level. Once the Beaufort Street traffic flow subside the right-turn and through movements would again become feasible.

It is important to note the existing site has previously accommodated a high traffic – generating retail outlet of similar type (IGA Inglewood) which would have produced similar type of traffic pattern during its operation and in particular during peak road network periods. As such local residents and former patrons of the IGA are familiar

with the traffic operation of Tenth Avenue/Beaufort Street intersection and alternative routes available.

It is therefore concluded that the traffic from the proposed ALDI store would have no more detrimental impact on the operation of the Tenth Avenue/Beaufort Street intersection and the surrounding road network than at the time of IGA supermarket operation.

Proposed Tenth Avenue Car Park Ramp Crossovers

The result of the SIDRA analysis of Tenth Avenue car park ramp crossover indicates that the proposed crossover will operate at a very good level of service LoS A. No significant delays or queuing are indicated for the crossovers or through traffic on Tenth Avenue. Refer **Table 4** in **Appendix C** for more details.

7.5 Impact on Surrounding Roads

The WAPC Transport Assessment Guidelines for Developments (2006) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows anywhere near the 100vph per lane WAPC threshold to warrant further analysis. As detailed in **Figure 10**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact on the surrounding road network is considered to be insignificant.

It should also be noted that the proposed ALDI store replaces an IGA supermarket store. Although the IGA has not been operating for a number of years, the assessment of the impact of the ALDI traffic on surrounding roads should also consider the previous traffic generation of the IGA.

7.6 Impact on Neighbouring Areas

The traffic generated by the proposed retail development would have minimal impact on nearby residential areas as most of the approach routes to the site are on regional road such as Beaufort Street.

7.7 Traffic Noise and Vibration

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

The nature of the development is essentially retail and as such it will not generate significant traffic volumes late at night, so night time traffic noise and vibration are not anticipated to be an issue for this development either.

7.8 Road Safety

Refer discussion in Section 7.4 of the report with respect to the operation of Tenth Avenue and Beaufort Street during the weekday PM and Saturday mid-day peak periods.

8.0 Parking

The total on-site car parking provision for the proposed development comprises 78 parking bays inclusive of two ACROD bays. This parking provision includes 25 car bays at the ground level (open-air car park) accessed from both Tenth and Eleventh Avenue sides and the basement car park facility directly below the ALDI store totalling 53 bays.

A pair of ACROD bays is proposed at ground level car park directly across the main entry into the ALDI store to ensure easy access.

A separate service yard area including a loading dock is set aside and clearly marked for loading/unloading and waste collection operations at the eastern side of the ALDI building. The service yard is intended to be accessed via Tenth Avenue crossover.

According to the advice provided to Transcore, the parking provision for the proposed development meets the parking requirements for this type of land use set out in the relevant parking policies. According to the same advice the three additional tenancies will not require formal parking allocation.

9.0 Public Transport Access

The existing bus services in this area are operating along Beaufort Street with the bus stops in close proximity of the subject site. These bus routes provide connections to a number of key locations as noted in Section 4.2 of this report.

The existing paths on adjacent roads provide direct and legible access to the nearby bus stops. The paths are in good condition and well lit.

10.0 Pedestrian and Cyclist Access

Due to the type of retail store (weekly shopping and bulk purchases) the proposed ALDI outlet is not expected to attract a significant amount of walk-in customers or bicycle trips; however, the appropriate facilities will be provided for these modes of transport.

Pedestrian access to the subject site is available via existing footpaths along street frontages abutting the site. The signal-controlled pedestrian crossings on Beaufort Street west (55m distance) and east (250m distance) of the site facilitate safe pedestrian crossing of this busy road.

The subject site however has poor cyclist connectivity with no formal paths or road classified as “good road riding environment” connecting to the site.

Details of cycling and pedestrian facilities available within the locality are described in section **4.3** of the report.

11.0 Conclusions

This Transport Impact Assessment has been prepared for the ALDI store to be located at Lot 105 Beaufort Street in Inglewood, City of Stirling. The proposed development replaces the existing non-operational IGA store at the site.

The proposed development is expected to generate approximately 2,166 (inbound and outbound) total daily trips and about 228 trips (inbound and outbound) during the peak Friday afternoon which is anticipated to be the critical period for the surrounding road network.

The operation of the nearby intersections of Beaufort Street with Tenth Avenue and Eleventh Avenue was analysed to establish the existing operations. The intersections analysis confirmed that the existing intersection of Beaufort Street/Eleventh Avenue has the capacity to accommodate additional traffic.

The intersection of Beaufort Street/Tenth Avenue presently experiences delays on Tenth Avenue approaches during peak road network periods. It is expected that the right-turn and through traffic from Tenth Avenue at this intersection, including traffic from the proposed development, would find alternative route options to avoid excessive delays at this intersection during these periods.

It is therefore concluded that the traffic from the proposed ALDI store would have no more detrimental impact on the operation of the Tenth Avenue/Beaufort Street intersection and the surrounding road network than at the time of IGA supermarket operation.

The operation of the developments' full-movement car park ramp crossover on Tenth Avenue was also analysed during the critical peak hour and the result demonstrated satisfactory operation.

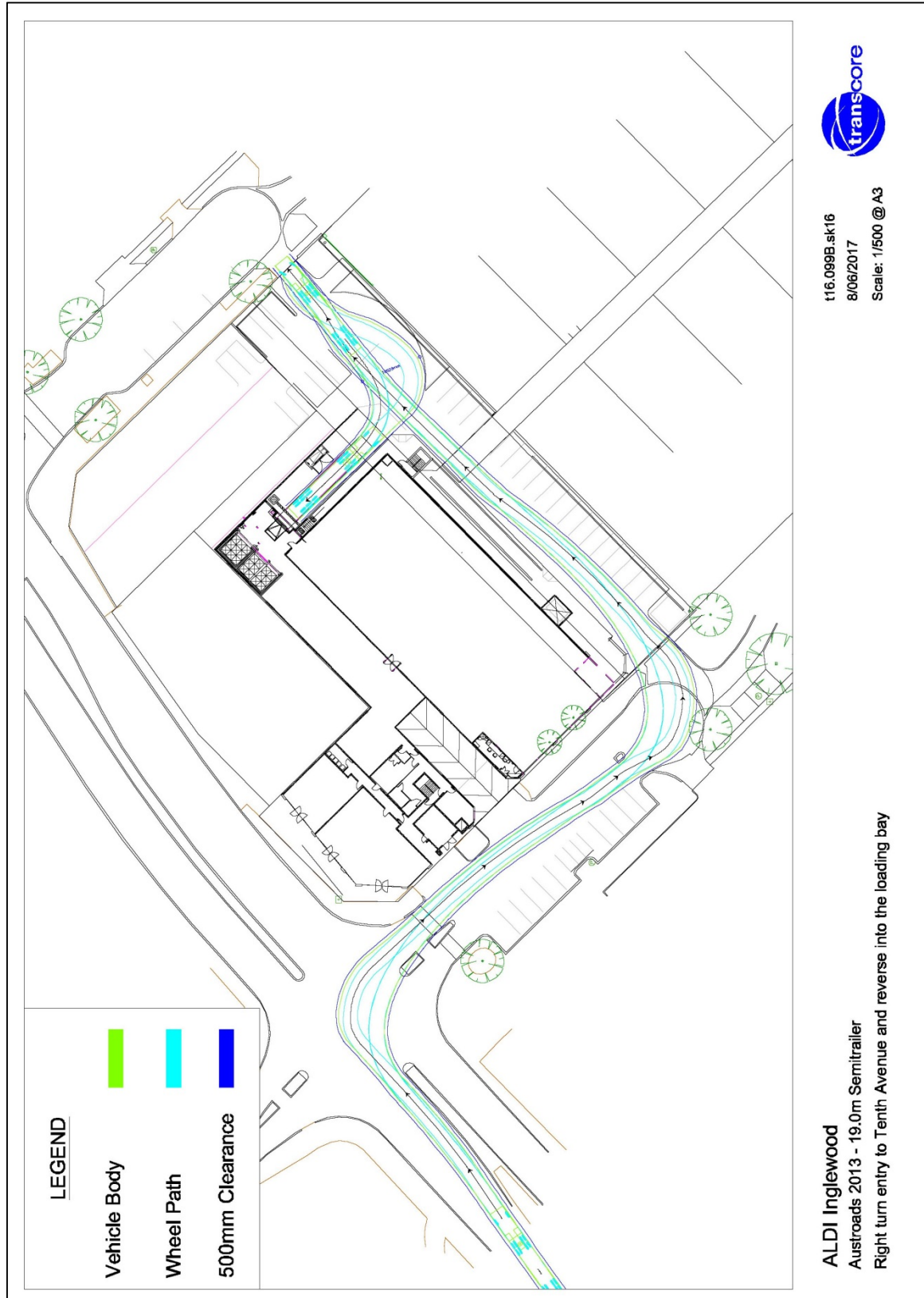
The site also enjoys good access to the existing pedestrian network at this locality and the existing public transport services in this area also provide for alternative mode of transport.

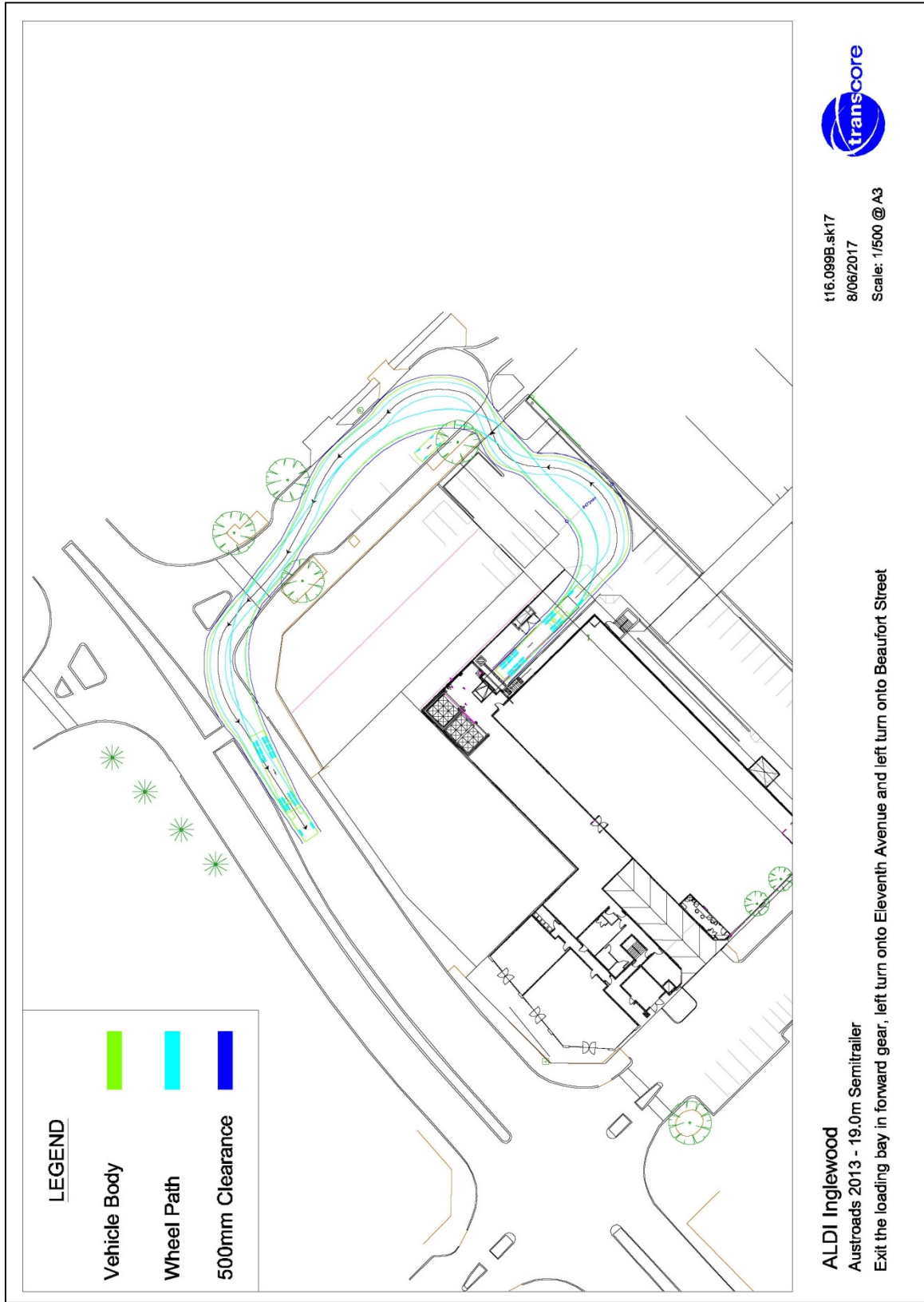
Appendix A

SITE PLAN

Appendix B

TURN PATH PLANS FOR 19m SEMI-TRAILER





Appendix C

SIDRA RESULTS

Table 3. SIDRA results for the Beaufort Street/Tenth Avenue intersection – Friday PM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Tenth Avenue											
1	L2	45	2.0	0.037	8.2	LOS A	0.2	1.1	0.29	0.86	40.7
2	T1	5	2.0	0.943	255.5	LOS F	4.1	29.2	1.00	1.24	10.3
3	R2	30	2.0	0.943	289.1	LOS F	4.1	29.2	1.00	1.24	9.1
Approach		80	2.0	0.943	129.0	LOS F	4.1	29.2	0.60	1.03	14.3
NorthEast: Beaufort Street											
4	L2	41	2.0	0.121	5.6	LOS A	0.0	0.0	0.00	0.11	56.8
5	T1	890	5.0	0.373	0.0	LOS A	0.0	0.0	0.00	0.02	59.4
6	R2	70	2.0	0.226	18.5	LOS C	0.8	5.4	0.82	0.94	40.4
Approach		1001	4.7	0.373	1.5	NA	0.8	5.4	0.06	0.09	55.8
NorthWest: Tenth Avenue											
7	L2	22	2.0	0.016	7.7	LOS A	0.1	0.5	0.15	0.89	46.3
8	T1	6	2.0	0.177	83.1	LOS F	0.5	3.6	0.97	1.01	22.4
9	R2	2	2.0	0.177	117.8	LOS F	0.5	3.6	0.97	1.01	13.1
Approach		30	2.0	0.177	30.1	LOS D	0.5	3.6	0.37	0.92	34.1
SouthWest: Beaufort Street											
10	L2	4	2.0	0.038	4.1	LOS A	0.0	0.0	0.00	0.05	55.5
11	T1	1189	5.0	0.593	0.0	LOS A	0.0	0.0	0.00	0.00	59.7
12	R2	29	2.0	0.059	10.4	LOS B	0.2	1.3	0.67	0.84	39.9
Approach		1222	4.9	0.593	0.3	NA	0.2	1.3	0.02	0.02	58.7
All Vehicles		2333	4.7	0.943	5.6	NA	4.1	29.2	0.06	0.10	48.7

Table 4. SIDRA results for the Tenth Avenue car park ramp crossover – Friday PM peak period (post-development)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Tenth Avenue											
11	T1	80	2.0	0.074	0.2	LOS A	0.3	2.0	0.18	0.23	55.2
12	R2	51	2.0	0.074	5.9	LOS A	0.3	2.0	0.18	0.23	55.1
Approach		131	2.0	0.074	2.4	NA	0.3	2.0	0.18	0.23	55.2
NorthEast: Car Park Crossover											
1	L2	48	2.0	0.082	8.4	LOS A	0.3	2.2	0.20	0.91	51.6
3	R2	42	2.0	0.082	8.6	LOS A	0.3	2.2	0.20	0.91	35.5
Approach		90	2.0	0.082	8.5	LOS A	0.3	2.2	0.20	0.91	45.1
NorthWest: Tenth Avenue											
4	L2	45	2.0	0.064	3.1	LOS A	0.0	0.0	0.00	0.21	55.0
5	T1	76	2.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.21	57.9
Approach		121	2.0	0.064	1.2	NA	0.0	0.0	0.00	0.21	56.8
All Vehicles		342	2.0	0.082	3.6	NA	0.3	2.2	0.12	0.40	52.0

URBIS

**ALDI STORE
INGLEWOOD**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

DECEMBER 2019

OUR REFERENCE: 25177-2-19347

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
ALDI STORE – INGLEWOOD

Job No: 19347

Document Reference: 25177-2-19347

FOR

URBIS

DOCUMENT INFORMATION				
Author:	George Watts	Checked By:	Tim Reynolds	
Date of Issue :	12 December 2019			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Revision following Urbis feedback	13/12/2019	GW	
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Urbis		✓
1	2	Urbis		✓

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APPENDICES

A	DEVELOPMENT PLANS
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1. INTRODUCTION

Herring Storer Acoustics were commissioned by Urbis to undertake an acoustic assessment of noise emissions associated with the proposed Aldi Store to be located in Inglewood, on the corner of Tenth Avenue and Beaufort Street.

The objective of this study was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment was undertaken to inform the design development team of the store and accompany the development application submission for the proposed development.

The site plan is attached in Appendix A.

2. SUMMARY

Noise emissions associated with the proposed Aldi store have been determined to comply with the *Environmental Protection (Noise) Regulations 1997*.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

The following locations have been determined to require an assessment of noise level emissions.

The receiver locations considered are shown below in Figure 3.1. It is noted that “R7” is understood to be a proposed child care centre and therefore has been considered as a noise sensitive premise in accordance with the Regulations. It is noted that whilst the child care centre is not in use, the premises could be considered as not “highly sensitive” and therefore have higher allowable noise levels in accordance with the Regulations. To ensure a conservative assessment, the child care centre has been considered as “highly sensitive” in this instance.

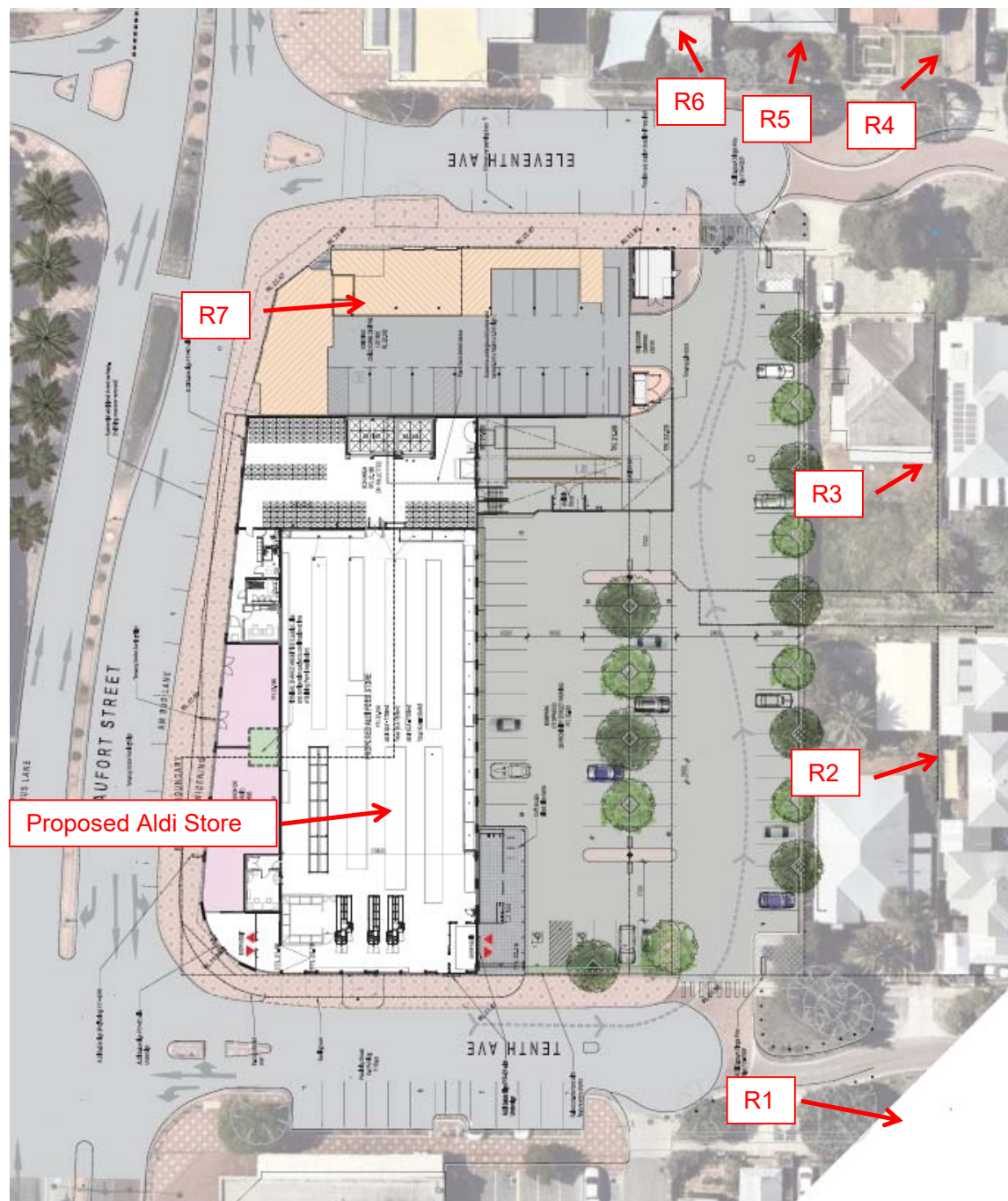


FIGURE 3.1 – RECEIVER POINTS

The influencing factor at the identified noise sensitive premises has been estimated as follows :

Major Road within the inner circle;

Beaufort Street + 6 dB

Commercial Premises within the inner circle;

40 % + 2 dB

Commercial Premises within the outer circle;

10 % + 0.5 dB

Hence, the influencing factor is estimated at 8 dB (rounded down).

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL FOR R1 TO R7

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	53	63	73
	0900 - 1900 hours Sunday and Public Holidays (Sundays)	48	58	73
	1900 - 2200 hours all days (Evening)	48	58	63
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	43	53	63

Note: L_A10 is the noise level exceeded for 10% of the time.
L_A1 is the noise level exceeded for 1% of the time.
L_Amax is the maximum noise level.

4. PROPOSED DELIVERIES

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks, and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries a bakery delivery occurring between 5am and 7am each morning has been assumed to be a 13m rigid truck.

The truck types assumed in our assessment have been determined through consultation with ALDI stores.

It is noted that the delivery dock is directly accessed via a public place (realigned Lawry Lane), hence we have only considered delivery truck noise levels as they enter the dock itself – outside of this space, the trucks are in a public area and therefore compliance with the Regulations are not applicable and hence have not been considered.

It is noted that the parapet wall associated with the child care centre has been included in our modelling (i.e. approximately 9 metre high wall as shown in Figure 4.1 below). This parapet wall acts as an effective loading dock wall to the proposed development.



FIGURE 4.1 – ADJACENT CHILD CARE CENTRE PARAPET WALL

5. MECHANICAL PLANT

Mechanical plant details have been based on information provided for previous Aldi stores and provided information are located on the roof as shown in the drawings in Appendix A, housed within a walled/louvred enclosure. Acoustic data is contained in Table 6.3.

It is noted that the louvres for the roof top plant room are notated as being inverted to block sight lines, with the acoustic effect of such an installation taken into account in our assessment.

6. METHODOLOGY

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, "SoundPlan". Single point calculations were undertaken.

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Table 6.2.

TABLE 6.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF DELIVERY VEHICLES

DESCRIPTION	dB(A)
19m articulated delivery truck with refrigeration unit	97
13m rigid delivery truck	85

TABLE 6.3 – NOISE LEVELS OF MECHANICAL PLANT

DESCRIPTION	dB(A)
Condenser Unit (Daikin RXYQ54TNY1A(E))	67 dB(A) @ 3m
Refrigeration Plant	61 dB(A) @ 3m
R134A Aldi Pack	61.8 dB(A) @ 3m

For the above sound power levels, single point calculations were undertaken for the following scenarios :

Scenario 1 : One large refrigerated truck delivery.

Scenario 2 : One 13m rigid truck delivery (bakery delivery).

Scenario 3 : Mechanical Plant.

Note : For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring.

7. RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 7.1.

TABLE 7.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))		
	Scenario 1	Scenario 2	Scenario 3
R1	44	32	36
R2	45	37	34
R3	48	37	34
R4	31	20	30
R5	32	20	26
R6	33	21	27
R7	43	31	21

Given the location and the nature of the noise emissions, noise received at the neighbouring residences are unlikely to be tonal. However, to be conservative, the +5 dB(A) penalty has been added to the assessable noise level. Therefore, Table 7.2 lists the assessable noise level for each scenario (including the adjustment for tonality).

TABLE 7.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Assessable Noise Level, (dB(A))		
	Scenario 1	Scenario 2	Scenario 3
R1	49	37	41
R2	50	42	39
R3	53	42	39
R4	36	25	35
R5	37	25	31
R6	38	26	32
R7	48	36	26

Tables 7.3 and 7.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.3 – ASSESSMENT OF NOISE LEVEL – SCENARIO 1 – LARGE TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L _{A1} dB	
R1	49	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R2	50	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R3	53	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R4	36	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R5	37	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R6	38	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R7	48	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies

TABLE 7.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 2 – SMALL TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A1} dB		Exceedance to Assigned Noise Level
	Scenario 2	Time of Day	L _{A1} dB	
R1	37	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R2	42	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R3	42	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R4	25	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R5	25	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R6	26	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies
R7	36	Day	63	Complies
		Sundays	58	Complies
		Evening	58	Complies
		Night	53	Complies

Table 7.5 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.5 – ASSESMENT OF NOISE LEVEL – SCENARIO 3 – MECHANICAL PLANT

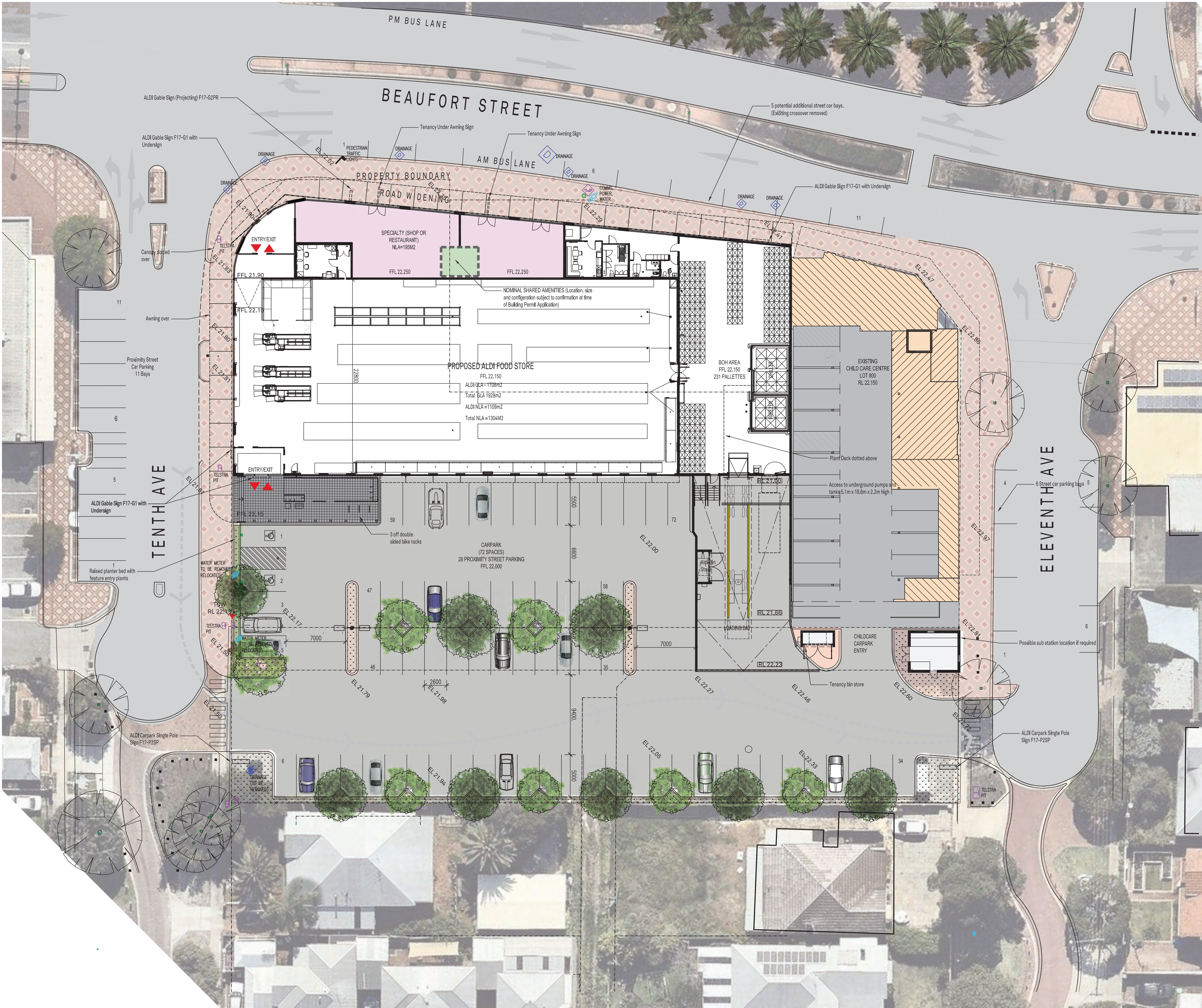
Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L _{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L _{A10} dB	
R1	41	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R2	39	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R3	39	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R4	35	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R5	31	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R6	32	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies
R7	26	Day	53	Complies
		Sundays	48	Complies
		Evening	48	Complies
		Night	43	Complies

Truck deliveries (both refrigerated and bakery delivery trucks) have been calculated to comply at all times.

Noise levels associated with the mechanical plant has also been calculated to comply at all times.

APPENDIX A

DEVELOPMENT PLANS



LARGE GABLE SIGN F17-G1

DESCRIPTION:
Three off, single sided illuminated flexface wall sign.
SIGN CASE SIZE:
2000mm(w) x 2400mm(h) x 292mm(d) with Undersign
2000mm(w) x 350mm (h).

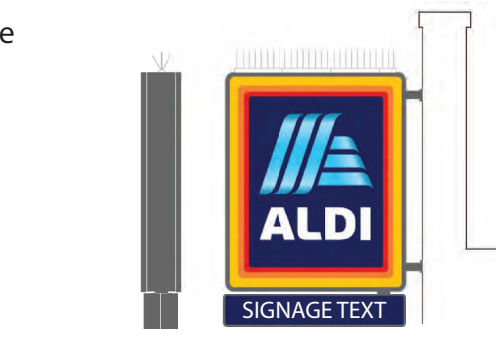
SINGLE POLE SIGN (CARPARK) F17-P2SP

DESCRIPTION:
Two off, 5.4m high pole with double sided illuminated flexface sign.
SIGN CASE SIZE:
2000mm(w) x 2400mm(h) x 503mm(d) with 2 off Undersigns



UNDER AWNING SIGN F17-UA

DESCRIPTION:
Two off, double sided illuminated polycarbonate face under awning sign.
SIGN CASE SIZE:
1830mm(w) x 305mm(h) x 150mm(d)



SMALL GABLE SIGN (PROJECTING) F17-G2PR

DESCRIPTION:
One off, double sided illuminated polycarbonate projecting sign.
SIGN CASE SIZE:
1200mm(w) x 1440mm(h) x 268mm(d) with Undersign

SIGNAGE TYPE

(Scale 1:50 at A1)



NEW TREES

LEGEND (EXISTING SERVICES)

- WATER METER
- STORM WATER MANHOLE
- GRATE
- SEWER MANHOLE
- POWER POLE
- POWER DOME
- TELSTRA PIT
- TELSTRA MANHOLE

ALDI WA INGLEWOOD

TENTH AVE, INGLEWOOD
Freehold Store

A1803

16Dec19	ISSUED FOR DA	Rev D

REVISION



ALDI STORES
21 ORION ROAD
JANDAKOT, WA 6164
AUSTRALIA

TITLE: FLOOR PLAN
DWG NO: DA-01
ISSUE: DA
REV NO: D
DATE: DECEMBER 2019
SCALE: 1:250@A1 1:500@A3



PERTH 5/266 Hay St, Subiaco 6008 WA, (08) 9388 1591
PERMIT DRAWINGS THE PRESENTED TO SCALE RECORDS. (OFFICIAL DRAWING OR SET)

WASTE MANAGEMENT PLAN

Store Name: INGLEWOOD

Address: 96 Tenth Avenue, Inglewood WA 6052

NLA: 1,109 m2

ABOUT ALDI

With a network of more than 9000 stores, ALDI is a leader in the international grocery industry, serving Europe, USA and Australia.

While ALDI has been operating internationally for over 50 years, the first Australian store opened its door in January 2001 and Australia now has over 530 Stores operating in the Australia and have a goal of opening approximately 60 to 70 stores within the Perth Metropolitan area and select regional locations in the near term.

The majority of products sold by ALDI Stores includes exclusive brands owned by ALDI. There are three main product ranges including;

1. Core Range – The main grocery lines include food, beverages, personal care and cleaning products. These products are generally sourced centrally for all stores across Australia.
2. Fresh Produce – products such as bread, milk, fruit and vegetables are mostly sourced locally in each region.
3. Special Buys – products that appear for only one or two weeks each year linked to a season or a theme. This range predominantly includes non-food general merchandise as well as seasonally relevant specialty foods.

ALDI has a constant focus on working as efficiently as possible, reducing their overheads and passing on savings to customers. ALDI also supports Australian growers and producers and works closely to nurture these relationships.

INTRODUCTION

ALDI's philosophy is that all people, wherever they live should have the opportunity to buy fantastic everyday groceries of the highest quality at the lowest possible price.

This is partly achieved through the distribution and presentation of the products in store. ALDI's products are delivered to the store on reusable plastic pallets, bottle trays, produce baskets, milk dollies and bread trays and are generally presented within the store on these pallets, trays, boxes etc. ALDI has a stated commitment to environmental sustainability and therefore waste management reduction.

ALDI is proud to be a signatory to the 'Australian Packaging Covenant' and is committed to reducing its environmental impacts.

WASTE GENERATED

The model of presenting products on pallets, trays, etc. minimises the need for packaging and significantly reduces the amount of waste generated on site. Given that there is no on-site preparation of food, waste is also reduced.

There are essentially three types of waste generated within an ALDI Store and they are removed from site as follows:

1. Food waste, glass and some plastic

These products are placed in a 1.5m³ bin. Collection is dependant on how busy the store is, with collections from 3 up to 5 times a week by ALDI's nominated garbage contractor. Frequency can be managed by using 2 x 1.5 m³ bins.

2. Cardboard and Paper

The store will have a 40 cubic metre cardboard compactor provided as standard. The transportable compactor is connected to the back of house (BOH) area store via a chute, allowing for easy access to manage cardboard and paper waste as it is produced in the store.

The compactor bails the cardboard and paper and stores it on pallets. These pallets are collected from the store by the ALDI delivery truck (following a delivery) and returned to the ALDI distribution centre for consolidation and then collection by ALDI's nominated contractor and sent for recycling.

A generic ALDI store produces approximately one pallet of cardboard waste per day using the compactor method of compaction.

3. **Empty pallets, bottle trays, milk dollies, produce baskets and some plastic**

Once used, these are collected from the store by the ALDI delivery truck (following a delivery) and returned to the ALDI distribution centre for reuse/recycling. The used bread trays are collected by the bread truck and returned to their warehouse for reuse.

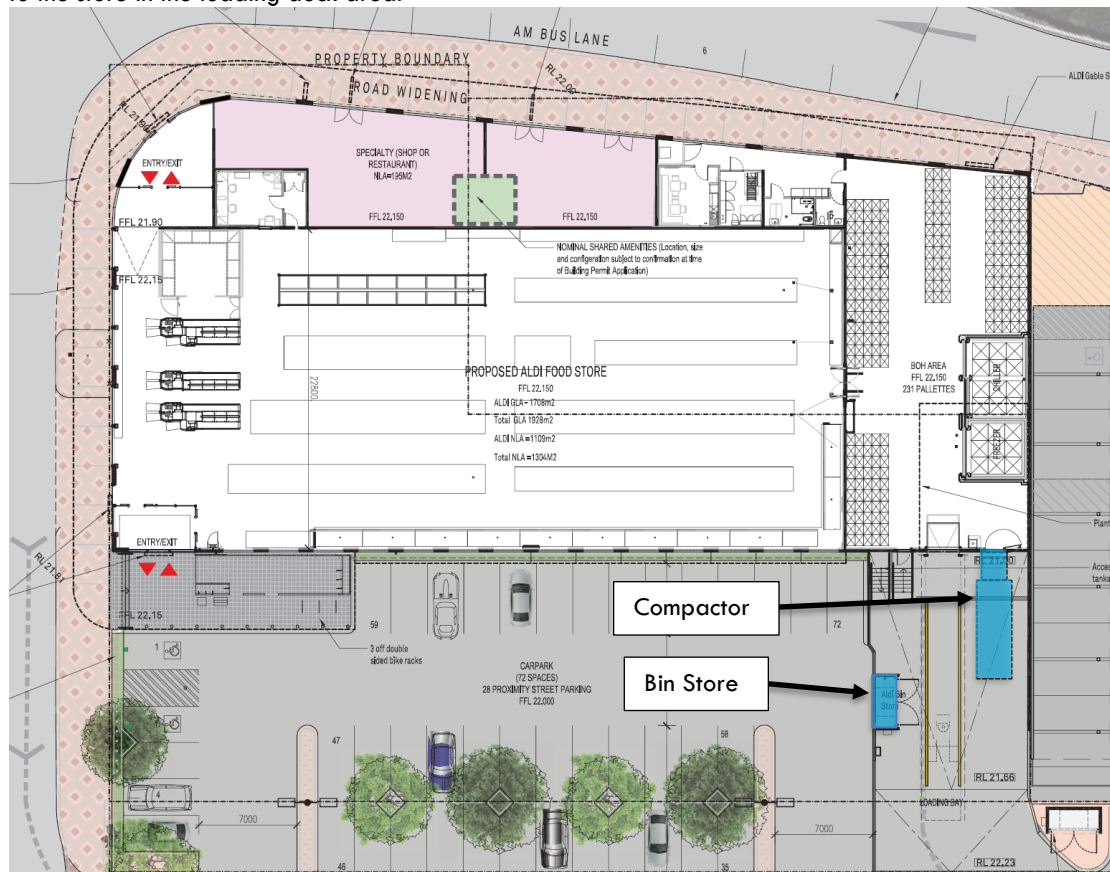
ALDI uses a new generation reusable plastic crate that allows for fresh produce to be delivered directly to the shop floors. This crate allows for products to be packed directly on farm/factory before being delivered to the distribution centre and then on to the stores. This reduces the amount of repacking and speeds up the process. The crate has a reduced fold down height by 25mm allowing for 29% more crates to fit into truck than previous generation crates have allowed resulting in fewer truck movements.

VOLUMES OF WASTE GENERATED

To ensure the diversion of waste from landfill, separation of waste will occur at the store and be undertaken by the ALDI Store staff, all of who are trained to do so. Empirical evidence from a typical ALDI Store suggests that approximately 5.0m³ of general waste and 3 to 4 tonnes of cardboard packaging are created each week. General waste is collected by a nominated ALDI contractor, who must adhere to the WA State Government legislation relating to being a transporter of waste.

LOCATION OF WASTE MANAGEMENT FACILITIES AND EQUIPMENT

As shown on the attached plan (Detail 1), the main waste management facilities are located externally to the store in the loading dock area.



Detail 1 – Plan of typical ALDI Store.

In order to facilitate an effective waste management service, provision must be made to address general garbage disposal together with recyclable materials and cardboard resources. As a result the store will have one (1) x 1.5m³ bin for general waste and (1) x 40 cubic metre cardboard compactor for recyclable paper and cardboard. The bin enclosure is a dedicated bin enclosure (photo 1 shows a typical design).



Photo 1 – Typical ALDI bin enclosure.



Photo 2 – Typical cardboard compactor provision.

A rubbish bin is located at the front entrance to the store for use by the general public. This bin and the general site (car park and landscaping) are regularly emptied/cleaned to ensure that the site presents to the high standard expected of a company of ALDI's standing.

CLEARANCE FREQUENCIES & TIMES

It is estimated that the ALDI store will produce 5.0m³ of general waste per week and 3-4 tonnes of cardboard waste per week. Typically, a compactor will be collected every 2 to 3 weeks and general waste bins will be emptied 3 to 5 times a week.

General waste bin will be emptied by a front lift vehicle, which will park in the loading dock area to load. The bin will be rolled from the bin enclosure and moved in front of the loading dock door in order to facilitate the clearances.

The collection frequency will be subject to the volume of waste generated and collection times will typically be between 7:00am and 8:00pm Monday to Friday. Should a weekend collection be required it is most likely that these services will be between 9:00am to 8:00pm.

ENVIRONMENTAL CONSIDERATIONS

The general waste bin for an ALDI store is located in the bin enclosure, which is roofed. The ground slab is graded with falls to a drain. A tap is provided within the enclosure to assist with cleaning. Bins are stored with the lids closed, coupled with the frequency of collections and natural air dispersion factors, fugitive odour emissions are not considered to be an issue for the immediate environment at this development. However, noting the above ALDI does engage an external contractor to clean and sanitise the bins on a regular basis.

Noise emissions from both the ALDI delivery trucks and garbage collection trucks will comply with Environmental Protection Authority requirements.

FOOD DONATIONS


ALDI proudly donates food that can no longer be sold (due to use by dates etc) to a variety of charities, including Foodbank, OzHarvest and Second Bite.

These companies collect the fresh food on a daily basis from the ALDI Store loading dock during trading hours and provide the food to charities supporting disadvantaged people living in at-risk communities.

ALDI ENVIRONMENTAL ENDORSEMENTS & IMPLEMENTATIONS

Since ALDI Stores commenced operations in Australia in 2001, the company has introduced a range of initiatives that have allowed the environmental impacts of its packaging to be minimised.

- In June 2010, ALDI became the first company to join Planet Ark's Carbon reduction Label (CRL) Program in Australia. The CRL informs customers of the total carbon footprint of a product, from raw material and manufacturing right through to disposal or recycling of the packaging. The label assists people to understand how they can reduce their own carbon footprint.
- ALDI, with support of Planet Ark, became the first supermarket in Australia to offer a free recycling service for household batteries in every store and combat the amount of battery waste ending up in landfill. The program allows ALDI customers to simply drop used household batteries, including AA, AAA, C, D and 9V into recycling bins located in their local store.
- ALDI is a participant in the Standardised Packaging Recyclability Labelling Reference Group (SPRLRG) governed by the Australian Food and Grocery Council (AFGC). The purpose of the SPRLRG is to reach agreement on a standardised packaging recyclability logo and label system to be used on Australian packaging.
- ALDI's outer carton strategy is currently implemented to ensure the shippers achieve a reduction in materials and cost, increasing their durability so as to reduce litter. ALDI will prioritise considerations in selecting its outer cartons according to the 5E's – Easy to identify, Easy to open, Easy to merchandise, Easy to shop, Easy to dispose of and recycle.
- ALDI's master artwork information guidelines continue to promote responsible disposal of packaging including the Tidyman logo/ Mobius loop on all products.
- ALDI has eliminated the use of Styrofoam boxes and packaging throughout its entire range. ALDI has also partnered with an asset recovery agent to re-use or recycle all damaged specials that would have otherwise gone to landfill. A recent six-month trial diverted 150 tonnes of waste from landfill.
- 100% of ALDI's toilet tissue, paper towels, facial tissues and paper napkins come from responsibly managed sources.
- ALDI continues to not offer free plastic bags to its shoppers. ALDI encourages its customers to bring their own shopping bags, or alternatively, they can purchase a reusable bag from the store. ALDI's heavy-duty plastic bags are made from 85% recycled materials.
- ALDI's warehouse and distribution centre is to be located at Jandakot Airport which is central to ALDI's proposed network of store locations. The placement of this facility assists in reducing truck delivery movements and therefore, impacts on the environment.

Design Review Report		
Local government	City of Stirling	
Item no.	Item 1 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood, DA19/1926	
Date	Thursday 23 January 2020	
Scheduled Time	2pm to 3pm	
Location	City of Stirling, 25 Cedric Street Stirling, Challenger Room	
Panel Members	Philip Gresley Lisa Shine Malcolm Mackay Peter Damen Stephen Carrick	Acting Chairperson
Local Government officers	Austin Donaghey Giovanna Lumbaca James Fletcher Chris Fudge Pauline Monaghan	Acting Manager Development Services Coordinator Planning Acting Coordinator Planning Senior Planning Officer DRP Support Officer
Proponent/s	Tim Dawkins Morgan O'Shea Lee-Anne Kho Harpreet Kaler Nathan Maas Owner	Urbis Pty Ltd (<i>Applicant</i>) Aldi PHA Aldi Urbis Aldi Foods Pty Ltd
Observer/s	Casimir Penheiro Monica Creek Van Phan	Senior Planning Officer - Compliance Planning Officer Planning Officer
Briefings		
Development assessment overview	Chris Fudge	Senior Planning Officer, City of Stirling
Technical issues	Chris Fudge	Senior Planning Officer, City of Stirling
Design Review		
Proposed development	904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood - DA19/1926	
Property address	904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Tim Dawkins Morgan O'Shea Lee-Anne Kho	Urbis Pty Ltd Aldi PHA
Key issues / recommendations	Refer to attached Design Quality Evaluation Report.	
Chair signature		

Design quality evaluation Item 1 – 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood - DA19/1926 DRP Meeting – Thursday 23 January 2020	
	Supported
	Pending further attention
	Not supported
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<p>1a. The Panel acknowledged the challenge of designing a contemporary development within a heritage protection area. There is a positive direction to the general site planning of the proposal including sleeving the supermarket with active tenancies, pushing the carpark to the rear of the property, and creating legible entry points. However the panel advises that additional design work is required to obtain the panels support of the proposal.</p> <p>1b. The Panel suggests that increasing the active tenancies along Beaufort Street to the north and relocating the back of house areas will improve the design and response to character. The panel asked if reducing the 9m wide carpark aisle is an opportunity to create additional space to create this opportunity.</p> <p>1c. The Panel suggested the elevational approach could be improved through employing a less literal interpretation of the City's LDP / Heritage policy requirements and suggested that a simpler and more sophisticated contemporary translation would bring improvement.</p> <p>1d. The Panel commented on the inappropriate scale of the building's appearance within its context of fine grained smaller tenancies. There is an opportunity to find a better balance between the desired branding of a single entity (Aldi) and the urban character and rhythm of the street by addressing the structure of the whole elevation to create additional breaking up of the form and considering in more detail the materiality.</p> <p>1e. The Panel recommends the applicant reviews the street interfaces and the selection and use of materials to produce a more sophisticated design outcome.</p>
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	<p>2a. The Panel stated there is an opportunity to improve the integration of the building with the streetscape and rear carpark through well considered landscaping.</p> <p>2b. The Panel commented the rear carpark would be improved with the addition of more trees, permeable paving and landscaping to the pedestrian access path.</p> <p>2c. The Panel commented the overall design would benefit from the addition of finer grain elements which might include soft landscaping to the Beaufort Street verge area to create an inviting space and improved pedestrian experience.</p> <p>2d. The Panel recommends more consideration is given to the sustainability and integration of the landscaping and requests more information regarding the landscaping strategy.</p>
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>

	<p>3a. The Panel supports the general massing and height of the development.</p> <p>3b. The Panel stated the elevation lacks sophistication and recommends the applicant review this to provide a more refined design outcome.</p> <p>3c. The Panel commented there is an opportunity to break up the elevation to Beaufort Street to create a point of difference in the tenancies and in so doing place the emphasis on the corner entry for Aldi.</p> <p>3d. The Panel stated the use of the vertical spears should be reviewed and encourages the applicant to consider the inclusion of an appropriate brickwork design to capture the finer grain heritage elements.</p> <p>3e. The Panel stated the continuous full height glazing along Tenth Avenue is a poor design outcome.</p> <p>3f. Refer comments under Principle 1</p> <p>3g. The Panel recommends the applicant revisit the use of full height glazing and considers incorporating dado height brickwork or tiling to provide a more sophisticated design outcome.</p>
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	<p>4a. The Panel recommends that extending the sleeved tenancies along Beaufort Street and reworking the back of house areas will improve the proposal.</p>
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	<p>5a. The Panel noted that the sustainability strategy was not addressed and requests more information be provided.</p>
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<p>6a. The Panel commented that the street interfaces to both Beaufort Street and Tenth Avenue do not yet explore opportunities to optimize the relationship of the building to the public realm and the pedestrian experience to create an attractive thoroughfare that is pleasing to both local residents and visitors.</p> <p>6b. The panel suggested that a finer grain consideration be undertaken including street furniture, bike racks, landscaping elements, treatments to alfresco areas, and a finer grain façade response (dado, breaks at entries, material changes, etc) to the ground level facades.</p> <p>6c. The Panel encouraged the applicant to consider additional amenity be included between the carpark and Tenth Avenue to improve the pedestrian experience. This might include a significant landscaped / seating zone and or the addition of a small pavilion in lieu of five car bays on Tenth Avenue. There is also an opportunity to integrate the Western power Sub-Station.</p> <p>6d. The Panel recommends the applicant gives more consideration to enhancing the pedestrian experience on Beaufort Street and Tenth Avenue. The provision of detailed sketch section drawings may be a useful design and communications tool.</p>
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	<p>7a. The Panel commented the entry ways are positive and will be improved with refinement of the materiality to capture the finer grain heritage elements.</p> <p>7b. The Panel commented that more sophisticated signage might be employed including suspended soffit signage and or awning fascia signage.</p> <p>7c. The Panel recommends the applicant review other signage examples to achieve better integration with the development.</p>

Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<p>8a. The Panel stated pedestrian access from Eleventh Avenue should be clearly defined and encourages the use of landscaping to assist in achieving this.</p> <p>8b. The Panel recommends more consideration is given to the integration and management of pedestrian access.</p>
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<p>9a. The Panel stated the opportunity to place the emphasis on Beaufort Street as a main pedestrian environment has been missed.</p> <p>9b. The Panel also suggested improvements should be made to the Tenth Avenue interface.</p> <p>9c. The Panel recommends the applicant gives consideration to emphasizing Beaufort Street as a main pedestrian area that benefits both local residents and visitors.</p>
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	10a. As stated in Design Principle 1c. The Panel recommends the applicant reviews the selection and use of materials and the overall façade design to produce a more sophisticated design outcome.

Conclusion:

The Panel acknowledged the challenge of designing a contemporary development within a heritage protection area. There is a positive direction to the general site planning of the proposal including sleeving the supermarket with active tenancies, pushing the carpark to the rear of the property, and creating legible entry points. However the panel concluded that additional work is required to enhance the quality of the pedestrian environment on Beaufort Street and Tenth Avenue. The panel also concluded that a simpler, more sophisticated contemporary translation of heritage elevational requirements is required to achieve the panels support.

Design Review progress			
Item 1 – 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood - DA19/1926			
DRP Meeting – Thursday 23 January 2020			
	Supported		
	Pending further attention		
	Not supported		
	DR1 23/01/2020	DR2 (Date)	DR3 (Date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary**Item 1 – 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane, Inglewood - DA19/1926**

DR1 – DRP Recommendations DRP Meeting – 23/01/2020	DR2 – Applicant Response DRP Meeting – (Date)	DR2 DRP Recommendations DRP Meeting – (Date)	DR2 – Applicant Response DRP Meeting – (Date)
1e. The Panel recommends the applicant reviews the street interfaces and the selection and use of materials to produce a more sophisticated design outcome.			
2d. The Panel recommends more consideration is given to the sustainability and integration of the landscaping and requests more information regarding the landscaping strategy.			
3g. The Panel recommends the applicant revisit the use of full height glazing and considers incorporating dado height brickwork or tiling to provide a more sophisticated design outcome.			
4a. The Panel recommends that extending the sleeved tenancies along Beaufort Street and reworking the back of house areas will improve the proposal.			
5a. The Panel noted that the sustainability strategy was not addressed and requests more information be provided.			

6d.	The Panel recommends the applicant gives more consideration to enhancing the pedestrian experience on Beaufort Street and Tenth Avenue. The provision of detailed sketch section drawings may be a useful design and communications tool.			
7c.	The Panel recommends the applicant review other signage examples to achieve better integration with the development.			
8b.	The Panel recommends more consideration is given to the integration and management of pedestrian access.			
9c.	The Panel recommends the applicant gives consideration to emphasizing Beaufort Street as a main pedestrian area that benefits both local residents and visitors.			
10a.	As stated in Design Principle 1c. The Panel recommends the applicant reviews the selection and use of materials and the overall façade design to produce a more sophisticated design outcome.			

Design Review Report		
Local government	City of Stirling	
Item no.	Item 1 - DA19/1926 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood Mixed Use Development (Shop & Two Restaurants)	
Date	Thursday 5 March 2020	
Scheduled Time	2pm to 3pm	
Location	City of Stirling, 25 Cedric Street Stirling, Challenger Room	
Panel Members	David Karotkin Emma Williams Philip Gresley Malcolm Mackay Lisa Shine	Chairperson
Local Government officers	Austin Donaghey Giovanna Lumbaca James Fletcher Chris Fudge Karina Bowater Pauline Monaghan	Acting Manager Development Services Coordinator Planning Acting Coordinator Planning Senior Planning Officer Senior Planning Officer DRP Support Officer
Proponent/s	Tim Dawkins Morgan O'Shea Andrew Baranowski Peter Hobbs Lee-Anne Kho Owner	Urbis Pty Ltd Aldi Plan E Peter Hobbs Architect Peter Hobbs Architect Aldi Foods Pty Ltd
Observer/s	Linda Hanna Van Phan	Senior Planning Officer - Heritage Planning Officer
Briefings		
Development assessment overview	Chris Fudge	Senior Planning Officer, City of Stirling
Technical issues	Chris Fudge	Senior Planning Officer, City of Stirling
Design Review		
Proposed development	DA19/1926 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood Mixed Use Development (Shop & Two Restaurants)	
Property address	904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Tim Dawkins	Urbis Pty Ltd
Key issues / recommendations	Refer to attached Design Quality Evaluation Report.	
Chair signature	David Karotkin.	

Design quality evaluation Item 1 - DA19/1926 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood DRP Meeting – Thursday 5 March 2020	
	Supported
	Pending further attention
	Not supported
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. The Panel commented the improvements to the design are positive and there is overall support for the design approach. However the Panel maintains additional design refinement is required to obtain unconditional support for the proposal. 1b. The Panel notes the inclusion of metal cladding to the façade and supports the scalloped form, but believes the applicant must carefully select the material (colour and profile) used and develop details to ensure a refined finish that reflects the finer grain of the heritage area.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. Supported
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	3a. Supported
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	4a. Supported
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	5a. Supported
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>

	<p>6a. The Panel commented the interface to the streetscape from both Beaufort Street and Tenth Avenue is improved and positive.</p> <p>6b. The Panel commented there is opportunity to further improve the bench seating and landscaped area on Tenth Avenue and recommends the applicant gives more consideration to creating a unique design that separates the vehicles from the seated area; is shaded; and compliments the design of the main building.</p> <p>6c. The Panel maintains that a finer grain façade response (dado, breaks at entries, material changes, etc) to the ground level facades is still required in order to individualize the tenancies.</p> <p>6d. The Panel commented the location of the Western Power Substation is improved; however there is some concern in relation to the impact the height of the structure will have on neighbours. Furthermore the elevations detailing the height of the substation were inconsistent.</p> <p>6e. The Panel requests the applicant provides more information in relation to the height of the substation and recommends the applicant considers additional landscaping to soften the impact on neighbours.</p> <p>6f. The Panel encourages the proponent to continue to negotiate with the City to incorporate street furniture including bike racks in the Beaufort Street footpath zone.</p> <p>6g. The Panel notes that detailing of the blank brick wall section at the north end of the Beaufort Street elevation is important to maintain consistent quality to the façade.</p>
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	7a. Supported
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	<p>8a. The Panel stated the design has improved with the narrowing of Tenth Avenue and noted that the removal of the parallel parking bays would result in further improvement due to the broadening of the pedestrian zone.</p> <p>8b. The Panel recommends the location of the car bays on Tenth Avenue is reviewed to ensure compliance with Australian Standards.</p>
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	<p>9a. Refer to Design Principle 6b</p> <p>9b. Refer to Design Principle 6f.</p>
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	<p>10a. Refer to Design Principle 1b.</p> <p>10b. Refer to Design Principle 6c.</p> <p>10c. The Panel stated the design would benefit from the inclusion of detailed brickwork, windowsills and glazed tiling that is more in context with the heritage area.</p> <p>10d. The Panel stated there is opportunity to further break down the length of the façade and personalize the tenancies and encourages the applicant to consider design options such as the use of glazed bricks on dado lines to the recessed entries of the tenancies to achieve this.</p> <p>10e. Furthermore, the Panel commented that it is important to ensure glazing is kept clear wherever possible to improve activation.</p> <p>10f. The Panel requested more information relating to the finer detail of the materials selections (such as metal cladding).</p>

Conclusion:

The Panel commends the design changes implemented following DRP review number 1 and thanks the proponents for their earnest engagement. The Panel broadly supports the design approach but considers there still needs to be some design refinement to give confidence that the detailed resolution will deliver an outcome that satisfies the qualitative aspirations of the heritage precinct.

Design Review progress Item 1 - DA19/1926 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood DRP Meeting – Thursday 5 March 2020			
	Supported		
	Pending further attention		
	Not supported		
	DR1 23/01/2020	DR2 05/03/2020	DR3 (Date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary**Item 1 - DA19/1926 - 904 Beaufort Street, 96 Tenth Avenue & Lawry Lane Inglewood**

DR1 – DRP Recommendations DRP Meeting – 23/01/2020	DR2 – Applicant Response DRP Meeting – 23/01/2020	DR2 DRP Recommendations DRP Meeting – 05/03/2020	DR2 – Applicant Response DRP Meeting – 05/03/2020
1e. The Panel recommends the applicant reviews the street interfaces and the selection and use of materials to produce a more sophisticated design outcome.	Following the advice and recommendations of the DRP, the design of the proposed development was reviewed and is now considered to offer a superior and contextual design outcome. The building now presents a more contemporary art deco interpretation, with a simpler rhythm, form and material palette. The back-of-house and internal amenities have been redesigned with a mezzanine floor added as to provide a continual extension of the Beaufort Street tenancies. The tenancy entrances have also been indented, in accordance with the surrounding built form – which provides variety and articulation to the building as it presents to Beaufort Street. Overall, the development establishes an enhanced built form, with an improved materiality and greater attention to detailing and finishes.	1b. The Panel notes the inclusion of metal cladding to the façade and supports the scalloped form, but believes the applicant must carefully select the material (colour and profile) used and develop details to ensure a refined finish that reflects the finer grain of the heritage area..	

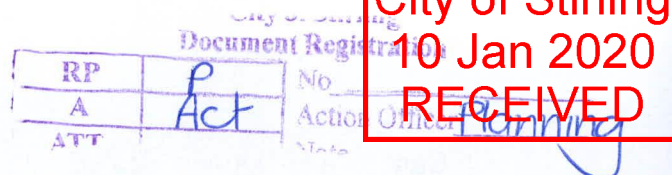
<p>2d. The Panel recommends more consideration is given to the sustainability and integration of the landscaping and requests more information regarding the landscaping strategy.</p>	<p>A revised landscaping plan has been prepared and is considered to significantly enhance the proposed landscaping treatment. Due to a minor reconfiguration to the car parking area, additional landscaping is now proposed to be provided along the south-eastern lot boundary as well as within the internal parking area. These landscaped beds will feature water sensitive urban design treatments, capturing storm water runoff and rain to promote better health and growth in the long term. Mature trees will also be provided, reducing the time required for an effective tree canopy to be established. An additional two street trees and increased landscaping will also be provided along the Tenth Street verge. A seating area is proposed with timber benches and low level vegetation and will provide the appointees for people to linger and remain in the area, which will hopefully act as a focal point for the local community.</p>	<p>Design Principle 2 Supported.</p>	
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<p>3g. The Panel recommends the applicant revisit the use of full height glazing and considers incorporating dado height brickwork or tiling to provide a more sophisticated design outcome.</p>	<p>Several amendments have been made to the elevations as to add sophistication to the proposed development. The northern (Tenth Avenue) elevation has been amended to replace the proposed full height glazing with the addition of dado height brickwork. The entrances to the retail tenancies have also been indented as to break up the length of the Beaufort Street façade. The form and scale of the proposed vertical spears have been redesigned with a revised material palette proposed. The palette now comprises glazed royal blue tiles, framed with metal ribbed paneling. The paneling comprises varying widths as to add interest to the façade.</p>	<p>Design Principle 3 Supported.</p>	
<p>4a. The Panel recommends that extending the sleeved tenancies along Beaufort Street and reworking the back of house areas will improve the proposal.</p>	<p>The internal back of house and amenities area has been redesigned with a mezzanine added as to allow the continuation of the Beaufort Street tenancies. In addition, the tenancies have been altered as to indent the doors, consistent with the urban form of the surrounding locality.</p>	<p>Design Principle 4 Supported.</p>	
<p>5a. The Panel noted that the sustainability strategy was not addressed and requests more information be provided.</p>	<p>The development proposes a 100kW PV Cell system on the roof, providing a significant amount of the required energy of the development. In addition, the proposed landscaping has been enhanced as to provide additional vegetation, including the provision of Water Sensitive Urban Design elements such as rain gardens.</p>	<p>Design Principle 5 Supported.</p>	

<p>6d. The Panel recommends the applicant gives more consideration to enhancing the pedestrian experience on Beaufort Street and Tenth Avenue. The provision of detailed sketch section drawings may be a useful design and communications tool.</p>	<p>A seating area to Tenth Avenue, comprising wood paneled benches and low-level landscaping is now proposed along Tenth Avenue. Acting as both a break to the car park as well as a continuation of the high quality experience along the Tenth Avenue, the park provides greater amenity to the surrounding locality.</p>	<p>6b. The Panel commented there is opportunity to further improve the bench seating and landscaped area on Tenth Avenue and recommends the applicant gives more consideration to creating a unique design that separates the vehicles from the seated area; is shaded; and compliments the design of the main building.</p> <p>6e. The Panel requests the applicant provides more information in relation to the height of the substation and recommends the applicant considers additional landscaping to soften the impact on neighbours.</p>	
<p>7c. The Panel recommends the applicant review other signage examples to achieve better integration with the development.</p>	<p>As part of the redesign of the form and material selection, the proposed signage has been redesigned as to ensure greater legibility. The proposed pylon signs have been removed and replaced with panel signs which are required as a wayfinding device for vehicles.</p>	<p>Design Principle 7 Supported.</p>	

8b. The Panel recommends more consideration is given to the integration and management of pedestrian access.	It is advised that the project team, in collaboration with the City's engineer, undertook various redesigns of the car parking area so as to provide separated pedestrian access. However, due to limitations due to space, a dedicated path could not be achieved in a safe manner. As such, a shared zone approach is preferred. As to ensure safety, signage will be provided limiting the speed limit within the site as well as to advise that the carpark is a shared zone. This is common place in shopping centre developments.	8b. The Panel recommends the location of the car bays is reviewed to ensure compliance with Australian Standards.	
9c. The Panel recommends the applicant gives consideration to emphasizing Beaufort Street as a main pedestrian area that benefits both local residents and visitors.	The redesigned building supports the designation of Beaufort Street as a high quality pedestrian area.	9a. Refer to Design Principle 6b. 9b. Refer to Design Principle 6f.	
10a. As stated in Design Principle 1c. The Panel recommends the applicant reviews the selection and use of materials and the overall façade design to produce a more sophisticated design outcome.	As discussed within this table, the proposed material palette and façade has been amended as to provide a more sophisticated design outcome. Refer above.	10f. The Panel requested more information relating to the finer detail of the materials selections.	

<p>Conclusion:</p> <p>The Panel acknowledged the challenge of designing a contemporary development within a heritage protection area. There is a positive direction to the general site planning of the proposal including sleeving the supermarket with active tenancies, pushing the carpark to the rear of the property, and creating legible entry points. However the panel concluded that additional work is required to enhance the quality of the pedestrian environment on Beaufort Street and Tenth Avenue. The panel also concluded that a simpler, more sophisticated contemporary translation of heritage elevational requirements is required to achieve the panels support.</p>		<p>Conclusion:</p> <p>The Panel commends the design changes implemented following DRP review number 1 and thanks the proponents for their earnest engagement. The Panel broadly supports the design approach but considers there still needs to be some design refinement to give confidence that the detailed resolution will deliver an outcome that satisfies the qualitative aspirations of the heritage precinct.</p>	
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City of Stirling
25 Cedric Street
Stirling WA 6021

Your ref: A10354768
Our ref: DP/11/02191
Enquiries: Simon Luscombe (Ph: 6551 9307)

10 January 2020

Attention: Chris Fudge

Dear Chris,

Re: Lots 32, 33, 105 & Pt Lot 400 Beaufort Street, Inglewood

I refer to your correspondence dated 9 January 2020. In accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 30 May 2017, the following comments are provided with respect to this proposal which seeks approval for a supermarket and restaurant. The Department previously provided comments (no objection in principle) regarding a previous Aldi supermarket proposal on the site on 28 September 2017.

Land Requirements

The site abuts Beaufort Street, an *Other Regional Road* (ORR) in the Metropolitan Region Scheme (MRS), reserved as Category 2 per Plan Number SP694/4. The site is affected by the ORR reservation for Beaufort Street. If required, the proponent can apply for a Clause 42 Certificate, which is a legal document that shows the exact dimensions of the road widening requirement. The application form can be downloaded from the following link: <https://www.dplh.wa.gov.au/information-and-services/mapping/region-scheme-certificates>

Access

The site will obtain access from local roads with no access from Beaufort Street. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1 which seeks to minimise the number of new crossovers onto regional roads.

Summary of Recommendations

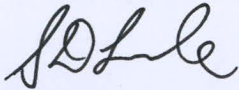
The Department of Planning, Lands and Heritage has no objection to the proposal on regional transport grounds and provides the following comments:

- The submitted Transport Impact Assessment prepared by Transcore, dated 16 December 2019, states that as the latest proposal represents an almost identical version of the previous proposal, the same traffic generation is applicable.

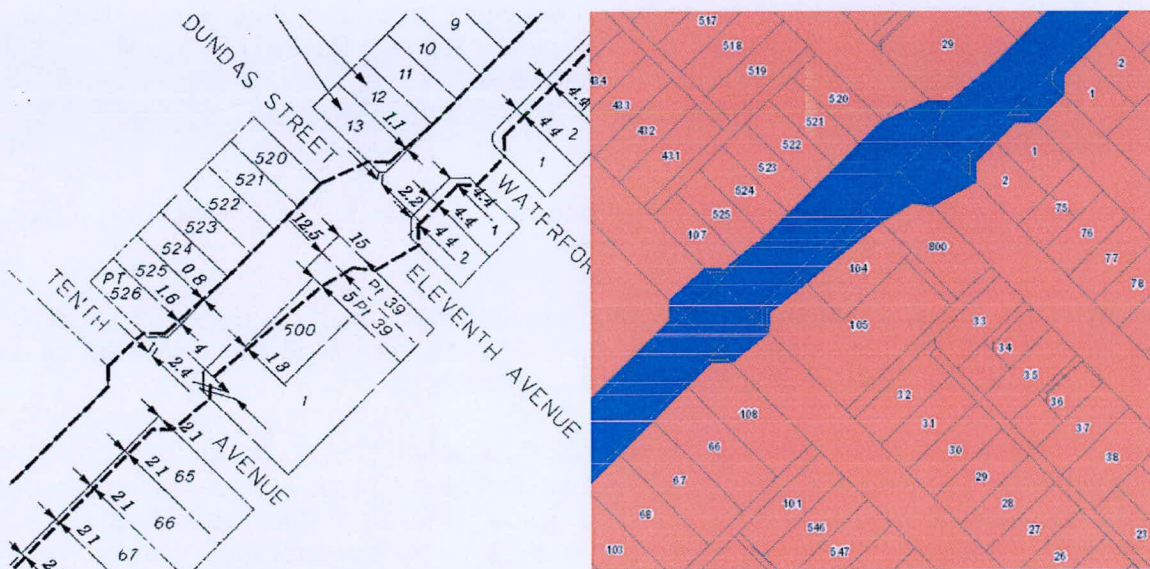
Previously submitted SIDRA analysis for the existing situation shows considerable delays for through and right turning movements for the Beaufort Street/Tenth Avenue intersection (up to 289 seconds, Level of Service F). This issue requires further consideration (e.g. intersection modification or upgrading) as it is likely to be exacerbated in future. WAPC *Transport Impact Assessment Guidelines* requires a 10 year performance horizon after full opening for assessment years, not only current situation or post-development;

- Canopy and signage located within the ORR reservation is to be removed at the time when the reserved land is required for the upgrading of Beaufort Street at the landowners' expense if required. No structures of a permanent nature (i.e. main supermarket building) are supported within the land set aside for future road widening;
- Access to the rear portion of the site is located away from Beaufort Street, which is supported;
- End of trip facilities for bicycle users are supported per previous recommendation (bicycle stands in paved area depicted within submitted plans);
- Swept path assessment plans for 19.0 metre delivery vehicles to be verified.

Yours sincerely



Simon Luscombe
Principal Planning Officer
Strategy and Engagement



Land Requirement Plan No. 1.3560/1

DWER Referral – DA19/1926 – DAP Form 1 – ALDI Inglewood – HN 904 Beaufort Street, HN 96 Tenth Avenue & Lawry Lane, INGLEWOOD

Good afternoon,

The Department of Water and Environmental Regulation has assessed application number DA19/1926 and has no comments to provide. Given the nature of the development it is unlikely to involve any significant disturbance of ASS through dewatering of large scale earthworks.

Kind regards,

[Diana Nussey](#)
Natural Resource Management Officer
Planning Advice Section
[Department of Water and Environmental Regulation](#)

Swan Avon Region
7 Ellam St, Victoria Park, WA 6100
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**GLENELG PLACE, 3. (LOT 407)
CONNOLLY –
MULTIPLE DWELLING DEVELOPMENT (27 NEW
APARTMENTS)**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro North-West JDAP
Local Government Area:	City of Joondalup
Applicant:	Dylan Wray, Resolve Group Pty Ltd
Owner:	Jowebo Investments Pty Ltd
Value of Development:	\$6 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)
Responsible Authority:	City of Joondalup
Authorising Officer:	Chris Leigh, Manager Planning Services
LG Reference:	DA19/1026
DAP File No:	DAP/19/01696
Application Received Date:	11 November 2019
Report Due Date:	20 March 2020
Application Statutory Process Timeframe:	90 Days with an additional 23 days agreed.
Attachment(s):	<ol style="list-style-type: none"> 1. Location plan 2. Development plans 3. Building perspectives 4. Solar access and cross ventilation diagrams 5. Landscaping plan 6. Waste management plan 7. Acoustic report 8. Traffic impact statement 9. Environmentally Sustainable Design checklist 10. Applicant planning report and additional justification provided through assessment 11. Applicant response to submissions 12. Summary of City's SPP7.3 assessment
Is the Responsible Authority Recommendation the same as the Officer recommendation?	Not applicable.

Responsible Authority Recommendation

1. **Accept** that the DAP Application reference DAP/19/01696 is appropriate for consideration as a "Multiple Dwelling" land use and compatible with the objectives of the zoning table in accordance with Clause 16 of the City of Joondalup Local Planning Scheme No. 3;

2. **Approve** DAP Application reference DAP/19/01696 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the *Metropolitan Region Scheme* and the *City of Joondalup Local Planning Scheme No.3* subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. This approval relates to the 27 multiple dwelling development and associated works only and development shall be in accordance with the approved plan(s), any other supporting information and conditions of approval. It does not relate to any other development on the lot.
4. A Construction Management Plan being submitted and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:

- all forward works for the site;
- the delivery of materials and equipment to the site;
- the storage of materials and equipment on the site;
- traffic, access and parking arrangements for the contractors and subcontractors;
- the management of noise, vibration and dust during the construction process; and
- other matters likely to impact on the surrounding properties.

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

5. A full schedule of colours and materials for all exterior parts of the building (including retaining walls and detail on the 'artwork panels' to the exterior of the lift shaft) is to be submitted to the City and approved prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
6. A detailed landscaping plan shall be submitted to, and approved, by the City prior to commencement of development. The landscaping plans are to indicate the proposed landscaping treatments of the subject site and adjoining road verges and shall:
 - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - provide all details relating to paving, treatment of verges and tree plantings, including treatment of rootable soil zones;

- provide plant species, mature height and spread, plant spacing, pot size and quantities and an irrigation design by a Certified Irrigation Designer;
 - include suitable tree species to the eastern boundary that minimise maintenance that could be required by adjoining residents to the east due to leaf fall;
 - be based on water sensitive urban design and designing out crime principles.
7. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the occupation of the development and thereafter maintained to the satisfaction of the City.
 8. An arborist report shall be submitted to and approved by the City prior to commencement of development. The arborist report shall include an assessment of all existing trees indicated for retention on the approved plans and appropriate methods to ensure their protection during and after construction.
 9. A Waste Management Plan indicating the method of rubbish collection is to be submitted and approved by the City prior to the commencement of development. Waste management shall be implemented in accordance with the approved Waste Management Plan.
 10. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City. A lighting plan shall be submitted to the City for approval prior to the commencement of development and lighting shall be installed in accordance with the approved lighting plan.
 11. Any proposed building plant and equipment, including air conditioning units, piping and ducting shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.
 12. Details of all units indicated as being designed to meet Silver Level requirements as defined in the *Liveable Housing Design Guidelines* (Liveable Housing Australia) shall be submitted to and approved by the City prior to commencement of development. Works shall be undertaken in accordance with these approved details.
 13. Detailed plans for modifications within the verge, including changes to kerbing, new pedestrian paths and landscaping, shall be submitted to and approved by the City prior to commencement of development. Works shall be undertaken in accordance with the approved drawings, at the developer's expense, to the satisfaction of the City.
 14. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the

development. These bays are to be thereafter maintained to the satisfaction of the City.

15. Walls, fences and other structures shall be no higher than 0.75 metres within 1.5 metres of where the driveway meets the front boundary, to provide adequate sightlines.
16. The five on-site visitor bays shall be marked and permanently made available for visitor parking and shall remain accessible to visitors.
17. Bicycle parking facilities provided shall be designed in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993). Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of development.
18. All development shall be contained within the property boundaries, unless otherwise approved by the City.
19. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
20. Prior to occupation of the dwellings, each dwelling shall be provided with an adequate area for clothes drying facilities that is screened from view from the street(s) to the satisfaction of the City. Clothes drying is not permitted on balconies or in courtyards;
21. Fencing and gates to the basement parking area entrance, the communal open space area and Unit 2 and 3 courtyards as shown on the approved plans, shall be visually permeable as defined by *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments*;
22. The 'privacy screens' for the balconies of Units 9, 16 and 23 shall comply with the definition of screening under *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments*. All screening shall be a minimum of 1.6 metres above the finished floor level, at least 75 percent obscure, permanently fixed, made of durable material, and restrict view in the direction of overlooking into any adjoining dwelling. All screening shall be installed to the satisfaction of the City prior to occupation of the dwellings.
23. The applicant/owner shall register an easement over the existing car parking bays in the south western corner of the site which are accessed via Lot 404 Glenelg Place in order to maintain their use by the Connolly Community Centre. The easement shall be at the developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of title, prior to occupation of the development.

Advice Notes

1. With respect to the schedule of colours and materials, the City encourages the developer to incorporate materials and colours to the external surface of the building and associated structures, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.

2. The development is to comply with the *Environmental Protection Act 1986*, the *Environmental Protection (Noise) Regulations 1997* and the recommendations made in the Acoustic Report by Herring Storer Acoustics dated September 2019 (reference number 24854-2-19254).
3. The bin store area is to be designed and equipped to the satisfaction of the City. It shall be provided with a hose cock and have a concrete floor graded to a floor waste connected to sewer.
4. All laundry areas to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.
5. Ventilation to toilets and any other room which contains a W/C must comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* and mechanical ventilation to the basement car park is to comply with the relevant Australian Standards.

Reasons for Responsible Authority Recommendation

As detailed below, the proposed development is considered to meet the intent and objectives of the planning framework.

The development is considered an appropriate land use and scale for this Mixed Use (R80) zoned site within a neighbourhood activity centre located adjacent to public transport and regional road networks.

Articulation and façade treatments enhance the streetscape and provide substantial street surveillance, while minimising the impact of bulk when viewed from adjoining properties. Landscaping and pedestrian paths provide a clear transition between the public and private realm and complement existing landscaping within the surrounding locality.

As a result, it is recommended that the JDAP approve the application subject to conditions.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	Local Planning Scheme No. 3
Local Planning Scheme Zone	Mixed Use
ACP/Structure Plan/Precinct Plan	N/A
ACP/Structure Plan/Precinct Plan Zone	N/A
Use Class (proposed) and permissibility:	Multiple Dwelling – Discretionary ('D') use.
Lot Size:	2,052m ²
Existing Land Use:	Residential Building (short stay accommodation)
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A

	<input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposed development consists of the following:

- Demolition of an existing single storey Residential Building and adjacent parking.
- 27 multiple dwellings within a four storey building with basement car park. Five dwellings contain one bedroom and the remaining 22 dwellings contain two bedrooms.
- Vehicular access from the existing access to the north-west of the lot
- Basement car park with 33 resident car parking bays and communal bicycle and motorcycle storage area.
- Five visitor car parking bays and a communal open space area are provided between the Glenelg Place road reserve and the entrance to the development. As part of the development, modifications to an existing car park and new landscaping are proposed within the Glenelg Place road reserve.
- The building façade incorporates elements of rendered brickwork, sandstone cladding, composite cement sheet cladding, timber look cladding, ceramic tiles, glass balustrading, aluminium louvre shade awnings and feature artwork panels to the lift shaft facing Glenelg Place.
- Four existing trees are proposed to be retained and nine new trees being planted across the site.

Background:

The subject site is zoned 'Mixed Use' under the City's *Local Planning Scheme No. 3* (LPS3) with an applicable density code of R80 in accordance with Clause 26 (2) of LPS3. A single storey building currently exists on the site which was originally approved as a Medical Centre, however was modified in 2004 to become a Residential Building (short stay accommodation) and is now presently approved for use as a Residential Building. The site is generally flat with existing retaining walls along the northern lot boundary and various small and medium sized trees across the site.

The site has frontage to the Glenelg Place road reserve, which takes access from Country Club Boulevard and provides access to the subject site and two adjoining properties. Glenelg Place is largely not visible from the adjacent local distributor road (Country Club Boulevard) due to the presence of thick screening vegetation within the road reserve. The configuration of the Glenelg Place road reserve comprises an access road for the subject site, and the adjoining shopping centre (zoned 'Commercial') and community centre (zoned 'Private Community Purposes') sites; as well as portions of car parking areas that are partially constructed within each of the adjoining lots.

The development proposes modifications to the existing car parking within the verge immediately in front of the lot, to provide for landscaping and improve pedestrian connections between the subject and adjoining sites. This car parking area within the Glenelg Place road reserve was constructed around the same time as the shopping centre, between 1987 and 1989. It is noted that both the shopping centre and community centre currently provide car parking on their respective lots in accordance with their approvals, and do not rely on the car parking within Glenelg Place to satisfy the car parking required under LPS3.

Existing parking bays on the south western corner of the subject site directly accessed via the adjoining community centre are proposed to be retained, with an easement proposed to formalise this arrangement. Should the development be approved, a condition is recommended requiring this easement prior to occupation of the development.

A retirement village comprising 26 single storey units adjoins the rear lot boundary (zoned 'Residential' with a density code of R40). The surrounding residential area is predominantly characterised by one and two-storey dwellings, with a density code of R20.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme.*
- *Planning and Development (Local Planning Schemes) Regulations 2015.*
- *City of Joondalup Local Planning Scheme No.3.*

State Government Policies

- *State Planning Policy 7.0: Design of the Built Environment.*
- *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments.*

Local Policies

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

Consultation:

Public Consultation

The application was advertised for a period of 29 days, commencing on 9 December 2019 and concluding on 6 January 2020. Additional time for consultation was provided (from the required 14 days) in recognition of the time of year in which consultation was undertaken.

Consultation was undertaken in the following manner:

- A letter was sent to owners and occupiers of 72 properties in the vicinity of the subject site.

- Two signs installed adjacent the site, within the road reserves of Glenelg Place and Fairway Circle (being a key entry to the adjoining shopping centre).
- Information made available for viewing on the City's website and at the City's Administration building.

A total of 32 submissions were received during the consultation period, being 29 objections and three non-objections. Submissions objecting to the proposal were largely from the residents of the adjoining retirement village to the east. A summary of the key issues raised in the submissions and officer comments are in the table below. The applicant's response to the feedback received during consultation is included in Attachment 11.

Issue Raised	Officer comments
<u>Building height</u> Excessive building height which does not respect neighbouring single-storey properties. Two storeys should be the maximum height.	The building height is considered in accordance with the site's R80 density coding and 'Mixed Use' zoning. Refer to planning assessment in the report.
<u>Side and rear setbacks</u> The building is unacceptably close to the rear boundary and will dominate the outlook of retirement village units and the communal hall which directly adjoin the rear boundary.	The side and rear setbacks are considered to meet the element objectives of SPP7.3. Refer to planning assessment in the report.
<u>Plot ratio</u> The density of the development is excessive for the size of the lot.	The development is considered to meet the element objectives of SPP7.3 with the overall bulk and scale of the development considered to be appropriate for this Mixed Use (R80) site. Refer to planning assessment in the report.
<u>Building separation</u> <ul style="list-style-type: none"> • Separation of the building from adjoining properties is not proportionate to the scale of the development and density of the lots. • Layout and design does not ensure that the amenity of neighbouring properties is not impacted. 	The layout and design of the development is considered to maximise surveillance of the street, shopping centre and community centre, and minimise direct overlooking into adjoining residences to the east. Refer to the planning assessment in the report.
<u>Orientation</u> <ul style="list-style-type: none"> • Development has been positioned to maximise use of the available land, with minimal consideration given for its effect on overshadowing or overlooking of neighbouring properties. 	The layout and design of the development is considered to maximise surveillance of the street, shopping centre and community centre, and minimise direct overlooking into adjoining residences. Given the orientation of the site, the shadow cast (as required to be calculated

Issue Raised	Officer comments
<ul style="list-style-type: none"> • Development should be realigned and located further away from the rear lot boundary. • Building height has significant impact on overshadowing and access to natural light. The adjoining units to the east are 2m to 3m below the existing finished ground level of the site, making the new development 17 to 18m higher. • Adjoining units will have to install skylights to compensate for lack of light caused by the shadow from the development, with some units being in shade for most of the day. 	<p>under SPP7.3) from the development predominantly falls over the Connolly Community Centre site to the south.</p> <p>Whilst it is acknowledged that the shadow cast at different parts of the day will fall over adjoining residences to the east, the development is deemed to meet the element objectives.</p> <p>Refer to planning assessment in the report.</p>
<p><u>Tree canopy and deep soil areas</u></p> <p>Proposed trees will grow to be too high, and deciduous trees losing leaves will impact on rear courtyards of adjoining units to the east.</p>	<p>The tree sizes indicated on the plans are located within appropriately sized deep soil areas as outlined in the planning assessment section in the report.</p> <p>The landscaping plan is a preliminary plan noting that should the application be approved it is a recommended condition that the applicant provide a detailed landscaping plan which must be approved by the City prior to commencement of development.</p>
<p><u>Visual privacy</u></p> <ul style="list-style-type: none"> • Development will have substantial impact on privacy of adjoining retirement village residents and their outdoor living areas. No balconies should face this direction. • Plans show screens to prevent overlooking but the functionality of these is questioned. 	<p>The development is considered to maximise the orientation of the dwellings towards Glenelg Place and the adjoining shopping centre and community centre sites, with the number of habitable rooms facing the rear/eastern lot boundary minimised or setback to reduce the impact of overlooking.</p> <p>The visual privacy for the development is considered to meet the element objectives as detailed in the planning assessment in the report.</p>
<p><u>Car and bicycle parking</u></p> <ul style="list-style-type: none"> • Five visitor parking bays is insufficient for a development of this size. • 22 of the 27 apartments are two-bedroom however only 27 parking bays are proposed. No consideration has been given to the parking needs of additional vehicles. 	<p>Following consultation, the applicant has increased the size of the basement car park to accommodate 33 resident parking bays as required under the acceptable outcomes of SPP7.3. Provision of five visitor parking bays is in accordance with the acceptable outcomes for a development of this scale.</p>

Issue Raised	Officer comments
	Refer to planning assessment in the report.
<p><u>Private open space and balconies</u></p> <ul style="list-style-type: none"> • Connolly's ratio of public open space is below Council guidelines and will be compounded if more residents are brought into the area by this development. • Private open space provided to the apartments is insufficient. 	<p>In regard to the amount of open space in Connolly, the State Government's <i>Development control policy 2.3 - Public open space in residential areas</i> requires public open space for an area to be determined on its gross subdivisible area rather than the number of dwellings/residents.</p> <p>The outdoor living areas provided to each dwelling and the communal open space area are considered to meet the element objective for communal open space, and private open space and balconies as outlined in the planning assessment section of this report.</p>
<p><u>Managing the impact of noise</u></p> <p>The noise generation from outdoor living areas and the concentration of the occupants of 27 apartments will impact on residents to the east whose living areas will be a few metres away from the development.</p>	<p>Concerns regarding potential future noise from outdoor living areas and the occupants of dwellings are subjective/speculative and unable to be considered as part of the planning process.</p> <p>Noise from utilities and services associated with the building (i.e. air conditioning units) are required to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p>
<p><u>Façade design</u></p> <p>The building is visually unattractive. At four storeys it will stand out and do little to add to the aesthetics of Connolly.</p>	<p>As part of the assessment, the development was considered by the Joondalup Design Reference Panel.</p> <p>The façade design is considered to meet the relevant element objectives.</p> <p>Refer to planning assessment section of the report.</p>
<p><u>Traffic</u></p> <ul style="list-style-type: none"> • The development will generate excessive traffic. Sufficient assessment of traffic movements has not been undertaken. • The development may create a very busy/dangerous intersection along Country Club Boulevard which is at present a quiet place. 	<p>The applicant has provided a Traffic Impact Statement in accordance with the requirements of DPLH's Transport Impact Assessment Guidelines Volume 4 – Individual developments. The applicant is not required to provide data on current traffic volumes.</p> <p>Country Club Boulevard is designated by Main Roads WA as a 'local distributor' roads in accordance with the Road</p>

Issue Raised	Officer comments
	Hierarchy for Western Australia which has a desirable traffic volume of up to 6,000 vehicles per day. There is adequate capacity within the surrounding road networks to support the development.
<p><u>Character of streetscape and surrounding area</u></p> <ul style="list-style-type: none"> • The development is out of character and does not integrate with the neighbourhood in relation to building height, building materials, landscape and fencing. • There has been no consultation or information from the City of Joondalup regarding any 'desired future scale of the area'. • The building height and bulk would be at odds with the tranquil greens, woodland setting and low-lying grounds of the nearby golf course and parks. • The development is of a disproportionate scale in a low-density residential area. Connolly is not zoned for high density housing and the building will loom over neighbouring one-storey residences and retirement villages. • Two storey units would be in keeping with the peace and beauty of Connolly. 	<p>The scale of development is considered consistent with the expectations for the Mixed Use (R80) coding which facilitates medium density development. It is noted the site is within a neighbourhood activity centre – being surrounded by a shopping centre and community centre as well as grouped dwelling developments on larger lots at an R40 coding which also have the ability to facilitate medium density and/or multiple dwelling development.</p> <p>The development provides an articulated façade with a mixture of materials, complementary to the area, and large areas of landscaping, including multiple deep soil areas to support a range of tree sizes.</p>
<p><u>Social impacts</u></p> <ul style="list-style-type: none"> • The development may have a high percentage of investment/rental units which will create unwanted issues for Connolly. • Natural light will be reduced in several units of the adjoining retirement village to the east. There is a danger of falls for elderly residents in poorly lit rooms and electricity bills will increase due to residents having to keep their lights on all day and night. 	<p>The future occupiers of the building are not a valid planning consideration.</p> <p>As outlined in the planning assessment below, the development is considered to meet the element objectives of SPP7.3 in relation to overshadowing and orientation.</p>
<p><u>Construction issues</u></p> <ul style="list-style-type: none"> • There is no evidence that engineers have undertaken tests to confirm the suitability of soil types for the planned 	<p>Matters relating to the construction practicalities will need to be addressed as part of a building permit application that will follow as a subsequent process if the development application is approved.</p>

Issue Raised	Officer comments
<p>structure. The lot is not suitable for a four-storey development.</p> <ul style="list-style-type: none"> • Construction issues have not been addressed such as excavation of the limestone bedrock for the basement car park and possible damage to adjoining properties. • Noise, vibration, pollutants and dust from construction will impact the health and lifestyle of neighbouring elderly residents, some of whom are house-bound and aged in their 80s and 90s. 	<p>Construction will need to be carried out in accordance with the relevant legislation, including requirements relating to noise and dust.</p> <p>Should the development be approved, a condition is recommended to provide a Construction Management Plan detailing how matters relating to construction will be managed.</p>
<p><u>General comments</u></p> <ul style="list-style-type: none"> • Apartments should not be located in residential suburbs. Connolly does not need more dwellings and instead needs more shops to service existing residents. • The development will devalue the area and adjoining residences. • The four-storey development will shield adjoining residences to the east from cooling south-westerly and westerly winds. The building will inhibit the through-flow of hot morning easterly winds, causing them to be reflected backwards and swirl around the retirement village. • The developer should engage with City of Joondalup and enter into an agreement for a lot reconfiguration so that the development can be located closer to Country Club Boulevard. 	<p>The development of multiple dwellings is considered appropriate in the Mixed Use (R80) zone as outlined in the planning assessment section of this report.</p> <p>The development is considered suitable in its proposed location and the City does not consider it necessary to reconfigure lot boundaries and modify the road reserve to site the development.</p> <p>The impact on property values is not a valid planning consideration.</p>

Referrals/consultation with Government/Service Agencies

Not applicable.

Design Review Panel Advice

The proposal was presented to the Joondalup Design Reference Panel (JDRP) at its meeting held on 18 December 2019. A summary of the JDRP comments, as well as the applicant and the City's response to these items are included below:

Issue raised	Summary of applicant comments	Officer comments
The Panel suggested that the applicant progresses conversations with the City in relation to the	The City of Joondalup has provided clarification on the above and we have amended the drawings to provide	Following the JDRP meeting, the City confirmed with the applicant the options with the road reserve.

Issue raised	Summary of applicant comments	Officer comments
future use of the road reserve, in order to provide direct path access for residents to traverse from the front entry to the road.	direct pedestrian access from the road reserve to the building entrance.	Amended plans were subsequently received converting the verge area immediately in front of the lot into landscaping, with a pedestrian path to improve pedestrian connectivity with the adjoining community centre and shopping centre.
The visual connection between the front entry and the street needs improvement.	The visual connections between the entry lobby, communal area and the public realm has been further enhanced by providing a more pedestrian friendly entrance with direct connection from the public realm. In addition, we have relocated the bin store to reduce potential impact on the streetscape.	Following the JDRP meeting, revised plans were provided to incorporate additional detail including: <ul style="list-style-type: none"> • A clearly delineated path leading directly to the street from the main entry to the development. • Greater detail on landscaping within the verge/road reserve area adjacent to the communal open space area. • The freestanding bin store which was previously located significantly forward of the development has been relocated further back and incorporated into the development.
The development presents well for cars but not people, and the crossover width needs to be broken down to present a more human-oriented street entry.	The development has been amended to improve pedestrian connection from the adjoining public realm and adjacent properties. The pedestrian entrance has been separated from the crossover to provide a more human orientated entry point. In addition, the internal driveway will be delineated from the waste collection area through the use of different surface materials. This further reduces the perceived	It is considered that the amended plans address the feedback from the JDRP.

Issue raised	Summary of applicant comments	Officer comments
	<p>impact of the driveway on the streetscape and public realm.</p> <p>The proposed development utilises the existing 8.5m wide crossover from Glenelg Place. The crossover width provides adequate manoeuvring area for waste vehicles to leave the site in a forward gear and exit onto Country Club Boulevard.</p>	
<p>The gate to the garage gives the development the appearance of a 'fenced compound'. The gate should be integrated with the building rather than attached to the bin store and fencing.</p>	<p>The gate has been deliberately located 1500mm forward of the apartments above and lines up with the portico and bin store parapets. We believe this is considered integrated with the overall development.</p> <p>The gate location provides security and safety for residents accessing the bin store area, particularly at night. Residents can access the bin store within secure grounds without the need to exit the through the front security gate. This is consistent with Design Principle 8 of SPP 7.0 and Element Objective 3.6.1 of SPP 7.3.</p>	<p>Amended plans and justification has been provided by the applicant.</p> <p>The amended plans have demonstrated the gate being better integrated with the development through the relocation of the bin store, resulting in a more cohesive appearance to the development.</p> <p>The fencing is visually permeable and considered to achieve an acceptable balance between the safety and security desires of the occupants of the development, and the streetscape appearance.</p>
<p>The Panel noted there was too much circulation space and wide, convoluted communal walkways within the building. The development could be designed to make more efficient use of space which</p>	<p>The circulation spaces and communal corridors have been designed in accordance with Part 4.5 Circulation and Common Spaces of SPP 7.3. Design Guidance Note DG 4.5.6 states that good design can greatly enhance the amenity of</p>	<p>Justification has been provided by the applicant.</p> <p>The development is considered to meet the relevant element objectives of SPP7.3.</p>

Issue raised	Summary of applicant comments	Officer comments
<p>then impacts on the aesthetics.</p>	<p>circulation and common spaces. Designs should consider incorporating additional width or height in corridors and at entry lobbies, lifts and dwelling entries to create a sense of spaciousness and enable the movement of furnishings and bulky goods.</p> <p>The corridors will be open to fresh air which allows improved natural ventilation throughout the communal corridors and the removal of stale air. The additional width maximises natural ventilation to the common corridors to improve the amenity and thermal performance and reduce operational costs.</p> <p>The additional width allows for improve access and manoeuvrability throughout the development which caters to a diverse range of future residents.</p>	
<p>Queried whether the windows on the southern elevation (Unit 9, 10, 16, 17, 23, 24) could be made larger to access more natural light.</p>	<p>The windows along the southern elevation to Units 9, 16 and 23 have increased in size to allow greater access to natural light and ventilation.</p> <p>The windows along the southern elevation to Units 10, 17 and 24 are unable to increase in size as it would limit the ability for a double bed to be used within these bedrooms.</p>	<p>Amended plans have been received, increasing the size of some windows.</p> <p>The windows comply with National Construction Code – Building Code of Australia and from a daylight access perspective are not required to be made larger. It is noted the rooms are bedrooms thus there is a general presumption that the rooms are unlikely to be occupied for most of the day.</p>

Issue raised	Summary of applicant comments	Officer comments
		<p>The City notes the applicant's comments regarding furnishing of the rooms and the need to provide a functional layout of dwellings and rooms in accordance with Element 4.3 of SPP7.3.</p> <p>It is considered this meets the element objectives for façade design as discussed in the planning assessment section below.</p>
<p>The Panel noted the developer should be mindful of the timber surrounds on the second floor and ensure quality materials are used that will not weather, as not all timber ages well and may require ongoing maintenance.</p>	<p>High quality and enduring materials will be used on the external building façade. The 'timber look cladding' will be an aluminium product similar to knot wood or the like.</p> <p>Final materials and finishes schedule will be provided prior to building permit as a condition of the development approval.</p>	<p>The elevations mark the surrounds to the Unit 14 and 16 living room windows as 'timber look cladding'. The proposed building design and finishes are considered appropriate as discussed in the planning assessment section below.</p> <p>Should the development be approved a schedule of colours and materials will be required to be submitted to the City for approval.</p>
<p>Concerns were raised regarding the gradient of the ramp down into the basement parking area – cars may 'bottom out' as a result of the steepness.</p>	<p>We have reviewed the gradient of the vehicle access ramp to the basement parking area and confirm it is compliant with Clause 2.5.3 of AS1890.1:2004.</p>	<p>The driveway gradient has been assessed by the City and considered appropriate, meeting Australian Standards.</p>

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report.

Local Planning Scheme No. 3

The site is zoned 'Mixed Use' under the City's LPS3. In accordance with clause 26 (2) of LPS3, as the site area is greater than 1,000m² a density code of R80 is applicable. The land use 'Multiple Dwelling' is a discretionary ('D') use in the 'Mixed Use' zone.

Under the City's *Local Commercial Strategy*, the Connolly commercial centre is identified as a neighbourhood centre, with an indicative retail floor-space of up to

3,500m². Whilst the commercial floor space is currently focused on the adjoining shopping centre site, a characteristic of a neighbourhood centre is to also provide for medium-density housing, such as multiple dwellings, with R80 and four storeys being consistent with this medium-density scale provided in SPP7.3.

SPP 7.3 Volume 2– Apartments

A summary of the City's assessment against SPP7.3 is included in Attachment 12. The key design elements and those relating to the primary concerns raised during consultation, are discussed in more detail below.

Building height

Element 2.2 Building height objectives state:

- O 2.2.1 The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.*
- O 2.2.2 The height of buildings within a development responds to changes in topography.*
- O 2.2.3 Development incorporates articulated roof design and/or roof top communal open space where appropriate.*
- O 2.2.4 The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.*

The height of the proposed four storey development is a maximum of 14.7 metres above natural ground level, which is less than the 15 metre indicative overall building height and maximum of four storeys suggested by the acceptable outcomes.

During community consultation, concerns were raised regarding the height of the development and the potential impact of the building on overshadowing to the adjoining residential properties. The proposed building height of four storeys is considered appropriate for the Mixed Use (R80) zoning noting the site is located within a neighbourhood activity centre at the intersection of a local distributor road (Country Club Boulevard) and a Distributor A road (Hodges Drive). Medium-density housing is considered a characteristic of a neighbourhood centre with the four storeys consistent with the contemplated scale of the R80 coding.

While the adjoining property to the east has been developed as a single storey retirement village it is noted this 9,493m² site has a density coding of R40 thus is effectively acting as a medium-density transition area into the broader R20 development which characterises much of Connolly. The setback of the proposed development to the eastern boundary is considered appropriate, with horizontal screening provided to minimise direct overlooking into sensitive areas of adjoining dwellings. An articulated facade and proposed landscaping (including retention of existing trees) assists in the building meeting what is capable of development under the applicable zoning while minimising the impact of bulk when viewed from the adjoining property.

Access to adequate daylight and solar access is provided for the subject site, with the shadow cast from the development during the winter solstice predominantly falling onto the Connolly Community Centre site to the south and not to the adjoining residences

to the east. Whilst acknowledging it was raised during community consultation that the shadow cast outside of midday 21 June will have an impact on the adjoining residences to the east, the orientation and minimum three metre setbacks of the building are still considered to provide access to northern light for these dwellings.

The proposed flat roof design further minimises the impact of the development as viewed from the adjacent sites and reduces the overall impact of building bulk, noting there is some change in height across the building façade to provide minor articulation within the roofline.

Given the above, the development is considered to achieve the element objectives pertaining to building height.

Street setbacks

Element 2.3 Street setback objectives state:

- O 2.3.1 The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.*
- O 2.3.2 The street setback provides a clear transition between the public and private realm.*
- O 2.3.3 The street setback assists in achieving visual privacy to apartments from the street.*
- O 2.3.4 The setback of the development enables passive surveillance and outlook to the street.*

The acceptable outcomes suggest that developments at the R80 density provide a minimum primary street setback of two metres. The main building is set back approximately 9.7 – 9.9 metres from the primary street (Glenelg Place) boundary, with a gazebo in the communal open space set back 2.1 metres.

The existing streetscape is characterised by single storey commercial development with large street setbacks and wide areas of car parking located between the buildings and the street. Furthermore, the existing development on the subject site has minimal visual connection with the street due to the presence of visually impermeable fencing.

The proposed development maintains the large street setback however is considered to enhance the streetscape with improved pedestrian connectivity provided through a network of pedestrian paths and landscaping which complements the high amount of existing vegetation within the adjacent Country Club Boulevard road reserve. The landscaping and visually permeable fencing assists in providing an appropriate transition between the public and private realm while surveillance of the street and both adjoining sites is provided through the balconies and major openings to habitable rooms which face all building elevations.

Given the above, the proposal is considered to achieve the element objectives for street setbacks.

Side and rear setbacks

Element 2.4 Side and rear setbacks objectives state:

- O 2.4.1 *Building boundary setbacks provide for adequate separation between neighbouring properties.*
- O 2.4.2 *Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.*
- O 2.4.3 *The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.*
- O 2.4.4 *The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.*

The acceptable outcomes suggest:

- The development should comply with the side and rear setbacks set out in Table 2.1, except where modified by the local planning framework and/or a greater setback is required to address 3.5 Visual Privacy (A2.4.1); and
- Development be set back to achieve element 2.7 *Building Separation*, 3.3 *Tree Canopy*, 3.5 *Visual Privacy* and 4.1 *Solar and daylight access* objectives (A2.4.2).

Table 2.1 suggests a three metre minimum setback and 3.5 metre average setback where the building length exceeds 16 metres. The development meets the suggested acceptable outcomes as depicted by the minimum/average setback lines marked on the development plans. The minimum setback to all floors is three metres, and achieves a minimum average of 3.5 metres.

The development is considered to provide an appropriate transition between the adjoining sites, noting its location on a 'Mixed Use' zone. The site is located between a community centre and an accessway/loading zone into the adjoining shopping centre, with the lot boundary setbacks considered to provide an appropriate separation between these sites. The side and rear boundary setbacks which have a minimum of three metre setback to all boundaries provide for appropriate deep soil areas to support tree growth and soft landscaping.

Concerns were raised during consultation regarding the setback of the development from the rear boundary and impact on adjoining residential properties. The setbacks to this boundary are between three and 8.19 metres, with an average setback of 4.8 metres, therefore meeting the setbacks suggested by the acceptable outcomes. The articulation provided with these setbacks and landscaping proposed along this boundary (including deep soil areas and retention of existing medium sized trees in the north-east corner) assists in softening any impact of the development, reinforces the landscape character of the area and provides a transition between the building and existing development.

As referenced in building height above, while the adjoining property to the east has been developed as a single storey retirement village it is noted this 9493m² site has a density coding of R40 thus effectively acts as a medium-density transition area into the broader R20 development which characterises much of Connolly. The four-storey development is considered appropriate on this R80 coded site and articulation and façade treatments are considered to minimise the impact of bulk.

In considering the above, the side and rear setbacks are considered to achieve the element objectives.

Plot ratio

Element 2.5 Plot ratio objective states:

- O 2.5.1 The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

A plot ratio of 1.0 is suggested under the acceptable outcomes, with the development proposing 1.05. The 1.0 plot ratio equates to 2,052m², with 2,167.5m² proposed (115.5m² over the acceptable outcome).

While the development does not meet the acceptable outcomes for plot ratio, the development allows for sufficient deep soil and open space areas around the site and meets the element objectives in relation to building height, side and rear setbacks, and visual privacy. In this regard the overall bulk and scale of the development is deemed appropriate for this Mixed Use (R80) site located as part of a neighbourhood activity centre.

As outlined above, the development is well set back from the street and provides substantial street surveillance from the numerous balconies which face Glenelg Place.

In considering the above, the plot ratio of the development is considered to achieve the element objective.

Building separation

Element 2.7 Building separation objectives state:

- O 2.7.1 New development supports the desired future streetscape character with spaces between buildings.*
- O 2.7.2 Building separation is in proportion to building height.*
- O 2.7.3 Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.*
- O 2.7.4 Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.*

The acceptable outcome suggests that building separation to adjoining sites should be in accordance with separation requirements set out within the acceptable outcomes for visual privacy and side and rear setbacks. The acceptable outcomes also suggest internal building separations as follows:

- 12m between habitable rooms/balconies;
- 7.5m between habitable and non-habitable rooms; and
- 4.5m between non-habitable rooms.

As outlined within the assessment the development provides building height, visual privacy and side and rear setbacks which are considered to meet the element objectives in respect to the adjoining properties and streetscape.

Building separations within the site are in accordance with the abovementioned figures with the exception of the following:

- A 7.95m separation is provided between the balcony and living room major opening to Units 7 and 8, 14 and 15, and 21 and 22. Acceptable outcomes suggest 12m separation.
- 8.1m separation provided between Unit 9 and 10, 16 and 17 and 23 and 24 balconies. Acceptable outcomes suggest 12m separation.

The impact of these separation distances is considered minimal in this instance given the narrow width of the portions of building in question, and the angle of the balconies/major openings in relation to each other resulting in any perception of overlooking being oblique rather than direct.

Overall the layout and design of the development is considered to maximise surveillance of the street and adjoining shopping centre and community centre sites and minimise direct overlooking into adjoining residences. As outlined in the assessment, sunlight and daylight access for adjoining residences to the east during winter solstice are not impacted by the development.

Given the above, the location of the development on the site is considered appropriate and is considered to achieve the element objectives for building separation.

Orientation

Element 3.2 Orientation objectives state:

- O 3.2.1 *Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.*
- O 3.2.2 *Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.*

The acceptable outcomes suggest:

- the building be oriented to the street and incorporate direct access from the street;
- the shadow cast at midday on 21 June should not exceed 35% of adjoining properties; and
- protect solar panels on adjoining sites.

Direct access to the street is provided through a network of pedestrian paths and landscaping features to a clearly defined entry which provide a positive streetscape appearance. The layout and design of the development is considered to maximise surveillance of the street, shopping centre and community centre, and minimise direct overlooking into adjoining residences.

A shadowing diagram is provided within the site plan in Attachment 2, demonstrating that the shadow cast on 21 June from the development predominantly falls over the Connolly Community Centre site to the south (zoned Private Community Purposes).

A key issue raised during community consultation relates to the impact of overshadowing and provision of natural light and ventilation to the adjoining single storey retirement village to the east of the site. While it is acknowledged that the shadow cast at different parts of the day will fall over adjoining residences to the east,

the development is considered to meet the element objectives given the east-west orientation of the site. In accordance with the assessment criteria, the shadow cast at midday on 21 June will cover 0.02% of the adjoining site to the east. Recent aerial photography shows there are no solar collectors on the adjoining site to the east. The position of the building in relation to the northern aspect for the adjoining site, and the setbacks proposed between three and 8.19 metres, all assist in maintaining northern access to sunlight for the adjoining dwellings.

Given the above, the development is considered to achieve the element objective.

Tree canopy, deep soil areas and landscape design

Element 3.3 Tree canopy and deep soil areas objectives state:

- O 3.3.1 Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.*
- O 3.3.2 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.*
- O 3.3.3 Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.*

Element 4.12 Landscape design objectives state:

- O 4.12.1 Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.*
- O 4.12.2 Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.*
- O 4.12.3 Landscape design includes water efficient irrigation systems and, where appropriate incorporates water harvesting or water re-use technologies.*
- O 4.12.4 Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.*

The acceptable outcomes suggest 10% deep soil area should be provided, or 7% if existing tree(s) are retained on site. For lots greater than 1,000m², one large tree and one medium tree for each additional 400m² in excess of 1000m² is required. For this site this equates to one large tree and three medium sized trees based on a lot size of 2,052m².

The proposed development provides 13.08% (268.5m²) deep soil area across the site, including provision for retention of four existing 'medium' sized trees (three WA Peppermint/*Agonis flexuosa* trees in the north-eastern corner and one Dwarf Sugar Gum/*Eucalyptus cladocalyx 'nana'* in the south-western corner). New trees proposed across the site include one new 'large' tree proposed within the communal open space area, and eight 'small' trees.

Four trees marked on the site survey which would meet the definition of trees for retention in accordance with the acceptable outcomes are proposed to be removed, being the trees currently located in the car park area. Notwithstanding that these trees

are being removed, it is considered that their loss is adequately offset by the additional tree planting proposed as part of the development.

The deep soil areas and landscaping provided are primarily located along the northern, eastern and southern boundaries, between the adjoining sites and the street. This provides an attractive outlook for residents, contribute to the visual appeal of the development when viewed from the street and adjoining sites and assists with reducing the impacts of building bulk.

The overall landscape design for the site, which includes large, medium and small trees is therefore considered to be acceptable, and the indicative species selected are considered to support long term canopy coverage within the site. Should the development be approved, a condition is recommended requiring an arborist report to detail the existing trees being retained and the way in which they will be protected during construction.

During consultation, concerns were raised in relation to the height at maturity of the proposed trees depicted on the plans, and the potential annual maintenance implications for adjoining residents when deciduous trees located close to the rear boundary lose their leaves in autumn.

The tree sizes indicated on the plans are located within appropriately sized deep soil areas as provided within SPP 3.7. It is noted that the landscaping plan in Attachment 5 is a concept plan noting that should the application be approved it is a recommended condition that the applicant provide a detailed landscaping plan which must be approved by the City prior to commencement of development. This condition includes the requirement for appropriate consideration of tree species to minimise the maintenance required by adjoining residents to the east.

Given the above, the proposal is considered to achieve the element objectives pertaining to tree canopy, deep soil areas and landscape design.

Communal open space

Element 3.4 Communal open space objectives state:

- O 3.4.1 Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.*
- O 3.4.2 Communal open space is safe, universally accessible and provides a high level of amenity for residents.*
- O 3.4.3 Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.*

The acceptable outcomes suggest communal open space be:

- Provided at a rate of 6m² per dwelling (in this instance an area of 162m²);
- Accessible from the primary street entry of the development;
- Co-located with deep soil areas;
- Oriented to maximise access to direct sunlight;
- Separated or screened from adverse amenity impacts such as bins, vents, noise sources and vehicle circulation areas;

- Well lit, minimise opportunities for concealment and open to passive surveillance from adjoining dwellings and/or the public realm; and
- Oriented to minimise the impacts of noise, odour, light spill and overlooking into the habitable rooms and private open spaces of adjoining dwellings.

A 146.5m² communal open space area is provided at the front of the development featuring paving, bench seating and a gazebo structure with table/seating, deep soil areas to accommodate a retained medium tree, one new large tree and associated landscaping. A ramp adjacent to the main pedestrian entry to the development provides universal access to the communal open space area.

Presently part of the subject site and road reserve is developed as a bitumen car park. As part of this development, modifications to the car parking are proposed, providing substantial verge landscaping and improving pedestrian connections between the subject and adjoining sites. This is considered to extend the useability of the communal open space, with direct access provided to the street via a pedestrian gate.

The communal open space is provided in a location where it can be utilised by all residents, being located immediately adjacent to the main pedestrian entrance to the building, maximising access to northern sunlight and away from sources of noise or odour

While the area of communal open space is less than that suggested by the acceptable outcomes, the space provided is considered well-designed and useable. It is also noted that some ground floor units have oversized courtyards including deep soil areas for tree planting. Unit 2, 3 and 5 have respective private open spaces areas of 93m², 118m² and 156m².

The communal open space is appropriately separated from the private courtyards to Unit 1 and 2 by visually permeable fencing and separation from the visitor car park and driveway is provided by similar fencing and soft landscaping. Its location forward of the development on the western/primary street boundary away from the neighbouring residential property to the east of the site minimises the impact on habitable rooms and private open space of neighbouring sites.

The communal open space, in conjunction with the verge landscaping is considered a positive contribution to the streetscape and will enhance the overall amenity of the area. Given the above, the development is considered to achieve the element objectives for communal open space.

Visual privacy

Element 3.5 Visual Privacy objective states:

- O 3.5.1 The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.*

The acceptable outcomes suggest that developments provide visual privacy setbacks to adjoining sites coded R50 or lower in accordance with the following requirements:

- Minimum 4.5m setback for major opening to bedroom, study and open access walkways.
- Minimum 6m setback for major openings to habitable rooms other than bedrooms and studies.
- Minimum 7.5m setback for unenclosed private outdoor spaces.

Visual privacy for the development is considered to meet the element objectives. The upper floors of the development (Units 10-12, 17-19 and 24-26) propose bedrooms and living rooms in accordance with the 4.5m and 6m acceptable outcome setbacks outlined above, and balconies exceed the acceptable outcome with a minimum setback of 8.19m to the eastern lot boundary.

To further improve direct overlooking to the adjoining properties to the east, horizontal screens are proposed at the base of upper floor windows. This prevents the line of sight looking down into the rear courtyards of these adjoining properties, with the resultant view being directed over the roof. The horizontal screens will also maintain daylight and solar access, ventilation and the external outlook from these windows.

The development is considered to maximise the orientation of the dwellings towards Glenelg Place and the adjoining shopping centre and community centre sites, with the number of habitable rooms and balconies facing the rear/eastern lot boundary and adjoining existing residences minimised.

Given the above, the development is considered to achieve the element objective pertaining to visual privacy.

Public domain interface

Element 3.6 Public domain interface objective states:

- O 3.6.1 The transition between the private and public domain enhances the privacy and safety of residents.*
- O 3.6.2 Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.*

The acceptable outcomes suggest:

- ground floor dwellings fronting onto the street or public open space have direct access via a private terrace, balcony or a courtyard;
- car parking not located within the street setback area and integrated with landscaping and the building façade;
- upper level balconies and/or windows to overlook the street and public domain;
- balustrading that provides residents with privacy while maintaining casual surveillance;
- level changes between private terraces, front gardens and building and the street level average 1m and not exceed 1.2m;
- front fencing to be visually permeable above 1.2m;
- bins not located within the primary street setback or visible from the primary street; and
- services and utilities located within the street setback area to be integrated into the design and not detract from the amenity or visual appearance of the dwelling.

The proposed development generally satisfies the acceptable outcomes with the exception of one visitor parking space partially encroaching into the two metre primary street setback area with a minimum setback of 0.9m. It is noted the street boundary has an unusual configuration, with Glenelg Place acting more akin to an access road for the subject and adjoining sites. The new landscaping proposed within the site and road reserve will largely obscure the view of the visitor parking being within the street setback.

When considering the location of the dwelling entries, the design guidance of SPP7.3 sets out that direct street access to terrace and balcony apartments is desirable where it can be achieved. Given the street setback of the development and location of the communal open space area forward of the building, direct street frontage to ground floor units in this instance would be impractical, with the street setback area better utilised for the landscaping and deep soil areas as proposed.

The consolidated entry point for the development results in a street setback area that can be better utilised for landscape design that softens the transition between the development and the street. The design is considered to have provided an effective public domain interface while allowing direct access to the communal open space area and main pedestrian entry through gates within the courtyards of ground floor apartments.

Substantial surveillance of the street is provided by the balconies and major openings to habitable rooms which face the street and overlook the communal open space area and main pedestrian entry. Balcony railings are predominantly clear glazing, with some apartments having solid balcony railings clad in sandstone and intended to be an architectural feature. The setbacks and balcony depth ensure that adequate privacy is provided for future occupants.

In response to feedback from the JDRP, the bin store has been relocated from a freestanding building and integrated into the development. The remainder of services and utilities are discreetly located within the basement parking area or screened by soft landscaping.

Given the above, the development is considered to achieve the element objective pertaining to public domain interface.

Vehicle Access

Element 3.8 Vehicle Access objectives state:

- O 3.8.1 Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.*
- O 3.8.2 Vehicle access points are designed and located to reduce visual impact on the streetscape.*

The acceptable outcomes suggest:

- Vehicle access be limited and have adequate separation from street intersections.
- Vehicle circulation areas should avoid headlights shining into habitable rooms of apartments.

- Driveway width is kept to a functional minimum, relative to traffic volumes and entry/egress requirements.
- Driveways are designed for two-way access to allow vehicles to enter in forward gear where there more than 10 dwellings, the distance to car parking on-site from the street is more than 15 metres or the driveway connects to a high order road.
- Vehicle sightlines are provided where the driveway meets the street boundary, with walls not being higher than 0.75m.

The development proposes to maintain the existing 8.5m wide crossover with the driveway widening to 10.5m within the site.

The development proposes modifications to the existing large bitumen car parking area immediately in front of the lot, replacing this with verge landscaping and improving pedestrian connections between the subject site and adjoining sites. Within the site a mixture of materials is proposed to be used for the main driveway/visitor parking and the waste collection area forward of the bin store. This, paired with additional soft landscaping will reduce the appearance of the crossover and driveway.

Overall, it is considered that both within the site and verge that the modifications proposed through this development improve the current access arrangements and provide a better pedestrian connection to the surrounds.

The crossover and driveway are unlikely to appear excessively wide when viewed from Country Club Boulevard given the setback from the street and presence of thick screening vegetation within the road reserve.

Given the above, the proposal is considered to achieve the element objectives relating to vehicle access.

Car and bicycle parking

Element 3.9 Car and bicycle parking objectives state:

- O 3.9.1 *Parking and facilities are provided for cyclists and other modes of transport.*
- O 3.9.2 *Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.*
- O 3.9.3 *Car parking is designed to be safe and accessible.*
- O 3.9.4 *The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.*

The table below compares the proposed provision of car and bicycle parking in relation to the acceptable outcomes:

Parking type	Acceptable outcome	Number of on-site bays proposed
Resident car parking bays	33 (32.5)	33
Resident bicycle parking bays	14	16

Resident motorcycle/scooter parking bays	2	3
Visitor car parking bays	5 (4.875)	5
Visitor bicycle parking bays	2	3

As outlined above, the number of bays provided for the dwellings and visitors is considered appropriate given it meets or exceeds the minimum suggested by the acceptable outcomes.

While the site is not located within a Location A area it is noted there are regular bus services along Hodges Drive and the nearest bus stop located only 50 metres from the site. The site is also located immediately adjacent to the Connolly Shopping Centre which provides access to local services/amenities and potential local employment opportunities.

The location of the resident car, motorcycle and bicycle parking bays within the basement parking area and behind security gates minimises any visual intrusion from the street or adjoining properties. The visitor parking is located at the entrance to the development site behind areas of landscaping and therefore is easily identifiable to visitors and has minimal impact on the streetscape.

During community consultation, concerns were raised that the number of resident and visitor car parking bays was insufficient for the scale of the development, noting originally 27 resident car parking bays were proposed. Following community consultation, the applicant has increased the size of the basement car park to accommodate 33 resident parking bays, consistent with the acceptable outcomes. In the context of the surrounds and requirements of SPP7.3, it is considered that sufficient car parking has been provided to service the needs of future residents and visitors.

Considering the above, the proposal achieves the element objectives relating to car and bicycle parking.

Solar and daylight access

Element 4.1 Solar and daylight access objectives state:

- O 4.1.1 In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.*
- O 4.1.2 Windows are designed and positioned to optimise daylight access for habitable rooms.*
- O 4.1.3 The development incorporates shading and glare control to minimise heat gain and glare:*
 - from mid-spring to autumn in climate zones 4, 5 and 6 AND*
 - year-round in climate zones 1 and 3.*

The acceptable outcome suggests a minimum of 70% of dwellings should have living rooms and private open space areas receiving at least two hours direct sunlight per day, and a maximum 15% of dwellings receiving no direct sunlight.

The development includes:

- 70.37% (19 dwellings) have an aspect that provides a minimum of two hours direct sunlight per day to both a living room and private open space.
- 14.82% (four dwellings – Unit 3, 10, 17 and 24) which receive no direct sunlight between 9am and 3pm on 21 June.

While Units 3, 10, 17 and 24 are oriented to the south, these units face the Connolly Community Centre and the outlook from these areas are likely to remain open and will not be affected by shadowing from future development. Unit 3 on the ground floor has a large 119m² courtyard, and the occupants of the upper floor units have access to north facing communal open space which provides an alternative area for passive and active recreation.

Eaves and shading devices have been provided to major openings to habitable rooms along the northern elevation which assist in reducing heat and glare to these windows. The living room to Unit 14 does not have a shading device however the exterior of this room is clad in timber-look cladding which is an important feature of the façade design thus considered acceptable in this instance.

Given the above, the proposal is considered to achieve the element objectives relating to solar and daylight access.

Natural ventilation

Element 4.2 Natural ventilation objectives state:

- O 4.2.1 Development maximises the number of apartments with natural ventilation.*
- O 4.2.2 Individual dwellings are designed to optimise natural ventilation of habitable rooms.*
- O 4.2.3 Single aspect apartments are designed to maximise and benefit from natural ventilation.*

The acceptable outcomes suggest:

- Habitable rooms have openings on at least two walls;
- A minimum of 60% of dwellings are capable of being naturally cross ventilated;
- Single aspect apartments have a room depth no greater than 3x ceiling height; and
- No habitable room relies on lightwells as the primary source of fresh air.

The development mostly meets the acceptable outcomes in relation to the above with 88% (24 dwellings) being capable of being naturally cross-ventilated. Bedroom 2 to Units 13, 20 and 27 do not provide an opening on at least two different walls, with the door and window being located on the same site. However, the dwellings are capable of being cross-ventilated and have a northern orientation to maximise solar access.

Unit 1 is the only single aspect apartment within the development and meets the room depth suggested by the acceptable outcomes as well as having openings oriented towards the cooling south-westerly wind direction. No habitable room within the development relies on lightwells as the primary source of fresh air.

Given the above, the proposal is considered to achieve the element objectives relating to natural ventilation.

Private open space and balconies

Element 4.4 Private open space and balconies objectives state:

- O 4.4.1 Dwellings have good access to appropriately sized private open space that enhances residential amenity.*
- O 4.4.2 Private open space is sited, oriented and designed to enhance liveability for residents.*
- O 4.4.3 Private open space and balconies are integrated into the overall architectural form and detail of the building.*

The acceptable outcome suggests that private and open space and balconies:

- Be accessed directly from a habitable room and have appropriate dimensions;
- Not be excessively screened or obscure outlook from adjacent habitable rooms;
- Incorporate detailing, materiality and landscaping that is integrated with the overall building design; and
- Where incorporating services and fixtures are not visible from the street or are integrated into the building design.

The size of all balconies/private open space areas are in accordance with the acceptable outcomes and do not obscure outlook from habitable rooms of the dwellings. Twelve upper floor balconies provide direct surveillance of the street.

All balconies are unscreened for at least 25% of their perimeter as suggested by the acceptable outcomes for visual privacy, with the exception of Unit 8 which is 23.8% unscreened. This is considered acceptable as the balcony has a north-western orientation to optimise access to sunlight and still provides an outlook from the living area. The additional screening results from a feature sandstone cladding support pier which is a significant architectural feature providing articulation and visual interest to the elevations.

The private open space areas are all designed to enhance liveability by being located adjacent to habitable rooms and being capable of use in conjunction with these spaces. Ground floor units provide large courtyards with landscaping and deep soil areas which contribute to the overall landscaping of the development.

The balconies are integrated into the overall architectural form and detail of the building by being highlighted as an architectural feature with the use of materials such as sandstone. The balconies assist in providing articulation to the building as well as providing substantial surveillance of the street and adjoining shopping centre and community centre.

Air conditioning condensers to ground floor units are discreetly positioned away from view of the street and useable areas of private open space, and condensers to all upper floor dwellings are located on the roof.

Given the above, the proposal is considered to achieve the element objectives relating to private open space and balconies.

Dwelling mix

Element 4.8 Dwelling mix objectives state:

O 4.8.1 A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.

The acceptable outcomes suggest that developments of greater than 10 dwellings should include at least 20% of apartments of differing bedroom numbers (in this instance, six dwellings), with different dwelling types distributed throughout the development and a mix dwelling types on each floor.

The proposed development contains 18.51% (five dwellings) have one bedroom and one bathroom. The remaining 22 dwellings (81.49%) have two bedrooms, with three dwellings having two bedrooms and one bathroom and 19 dwellings having two bedrooms and two bathrooms.

The development is considered to provide opportunities to attract a range of future occupants including singles, couples, unrelated adult sharers, families, multi-generational households, seniors ageing in place and people with disabilities. This is achieved through the following:

- Each floor of the development contains at least one one-bedroom apartment and all upper floors contain at least one 1x1, one 2x1 and one 2x2 apartment;
- The car park provides 21 apartments with one car bay and six with two bays in a tandem configuration;
- The six ground floor apartments have large courtyards, with Unit 5 proposing a 155m² courtyard which is larger than the communal open space area;
- Units 9, 16 and 23 have two balconies while the remaining 18 upper floor apartments have one; and
- The applicant has stated that all dwellings will be designed to achieve Silver Level requirements for universal design as defined in the *Liveable Housing Design Guidelines*.

Given the above, the proposal is considered to achieve the element objectives relating to dwelling mix.

Façade and roof design

Element 4.10 Façade and Element 4.11 Roof design objectives state:

O4.10.1 Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.

O4.10.2 Building façades express internal functions and provide visual interest when viewed from the public realm.

Element 4.11 Roof design:

O4.11.1 Roof forms are well integrated into the building design and respond positively to the street.

O4.11.2 Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.

The acceptable outcomes suggest the façade of the building should include elements of scaling, articulation and inclusion of design elements at lower levels which reflect the scale and character of the area; building fixtures that are integrated with the façade and are not visually intrusive; and a combination of building articulation, textures, colours and materials to create visual interest. The acceptable outcomes also suggest the roof form should complement the façade design and desired streetscape.

During community consultation, concerns were raised that the scale and appearance of the development is inconsistent with the surrounding area. The development includes textures, colours and materials to provide visual interest as viewed from the street. The building façade incorporates elements of rendered brickwork, sandstone, composite cement sheet and timber look cladding, ceramic tiles, glass balustrading, aluminium louvre shade awnings and feature artwork panels.

While the surrounding development is predominantly single and two storey residences, the above-mentioned building finishes are consistent with contemporary residential design and reflect other development undertaken in the area. The articulation of the development through inclusion of balconies and large major openings on all four elevations assists in reducing the perception of bulk as viewed from the street and adjoining sites.

The concealed roof element is considered to complement the existing streetscape with the breaking up of the roof form assisting in the overall articulation of the building. Solar generation has been incorporated into the proposal with solar panels and the proposed air-conditioning units to the upper floors located on the roof of the development, concealed from the street.

The adjoining shopping centre has a concealed roof design and the development is considered to complement a recently approved modification to the shopping centre redevelopment which is currently under construction. Skillion components to arbor features leading to the pedestrian entry and the gazebo within the communal open space area are also considered to complement the architectural style of the adjoining community centre.

Ultimately the development provides for a façade and roof design which is complementary to and consistent with the existing locality and other development in the area, particularly the neighbourhood activity centre which the subject site is located within. As such, the proposal is considered to achieve the relevant façade design and roof design element objectives.

Mixed use

Element 4.1 Mixed use objectives state:

- O 4.14.1 Mixed use development enhances the streetscape and activates the street.*
- O 4.14.2 A safe and secure living environment for residents is maintained through the design and management of non-residential uses such as noise, light, odour, traffic and waste.*

The acceptable outcome suggests that where development is located within a mixed-use area, ground floor units be designed for future adaptation to non-residential uses.

The proposed development is a multiple dwelling development with the six ground floor units not designed for future adaptation to non-residential uses.

The site is directly adjacent to a shopping centre on a Commercial zoned lot which is considered to sufficiently cater to the commercial needs of the locality and capable of being developed to support the retail floor space under the Local Commercial Strategy.

As a result it is not considered necessary for the development to incorporate design features enabling future adaptation to non-residential uses. The overall design of the development with its substantial street setback and communal open space area forward of the building clearly reflects this is intended to be a residential development.

One of the City's *Local Planning Scheme No. 3* objectives for the Mixed Use zone are:

- *"To encourage high quality, pedestrian friendly, street-orientated development that integrates with surrounding areas".*

The development is considered to be well-integrated with the surrounding Commercial and Private Community Purposes zoned sites that collectively make up the neighbourhood activity centre by providing substantial surveillance of the street and adjoining sites, and incorporating landscaping within the verge/road reserve which complements the communal open space area and landscaping within the site.

Given the above, the proposal is considered to achieve the element objectives relating to mixed use.

Conclusion:

As detailed above, the proposed development is considered to meet the intent, objectives and requirements of the City's *Local Planning Scheme No. 3*, Local Planning Policies and SPP7.3. The development is considered appropriate given the Mixed Use (R80) zoning of the site and surrounding land uses within this neighbourhood activity centre.

The height, scale and setbacks of the development are considered appropriate, with the provision of articulation, façade treatments, and deep soil areas for tree planting and landscaping complementing the proposal, subject to relevant conditions.

As a result, it is recommended that the JDAP approve the application subject to conditions.

Alternatives

In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application with or without conditions or refusing the application.

As a result, the JDAP can amend or delete the conditions of approval recommended by the City and/or include additional conditions of approval should they be considered necessary to ensure the proposal complies with the relevant planning framework.

Should the JDAP resolve to refuse the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and as set

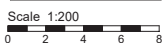
out in the *Development Assessment Panel Practice Notes: Making Good Planning Decisions*.

However, as outlined in the Planning Assessment and Officer's Comment sections above, the City considers that the development meets the relevant provisions and/or objectives of the applicable planning framework and the application is therefore recommended for approval.

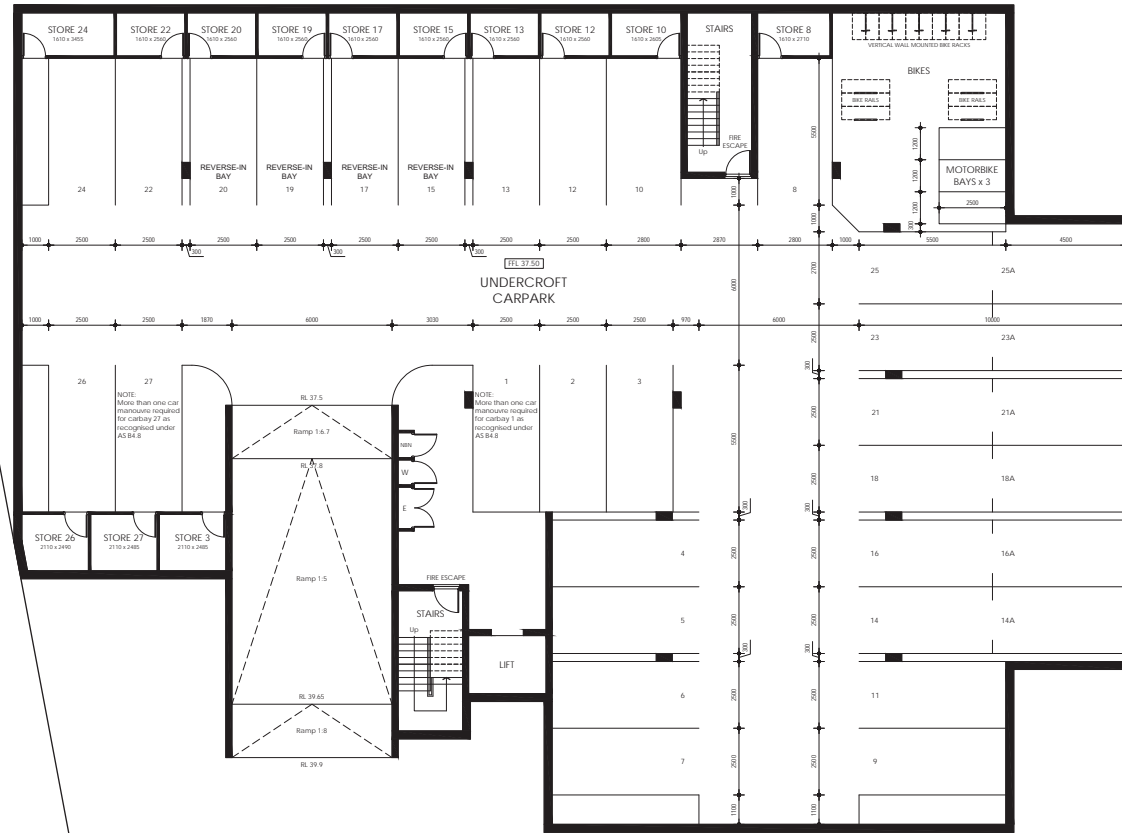
If the applicant is aggrieved by the decision or any aspect of the decision, the applicant has a right of review in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005*.



LEGEND		OLD AREA		SEC Dome
				Phone Pits
				Top Pillar/Post
				Top Retaining



NOTE:
PARKING BAYS 15, 17, 19 & 20
TO BE REVERSE-IN ONLY.



UNDERCROFT
FLOOR PLAN
SCALE 1:100



PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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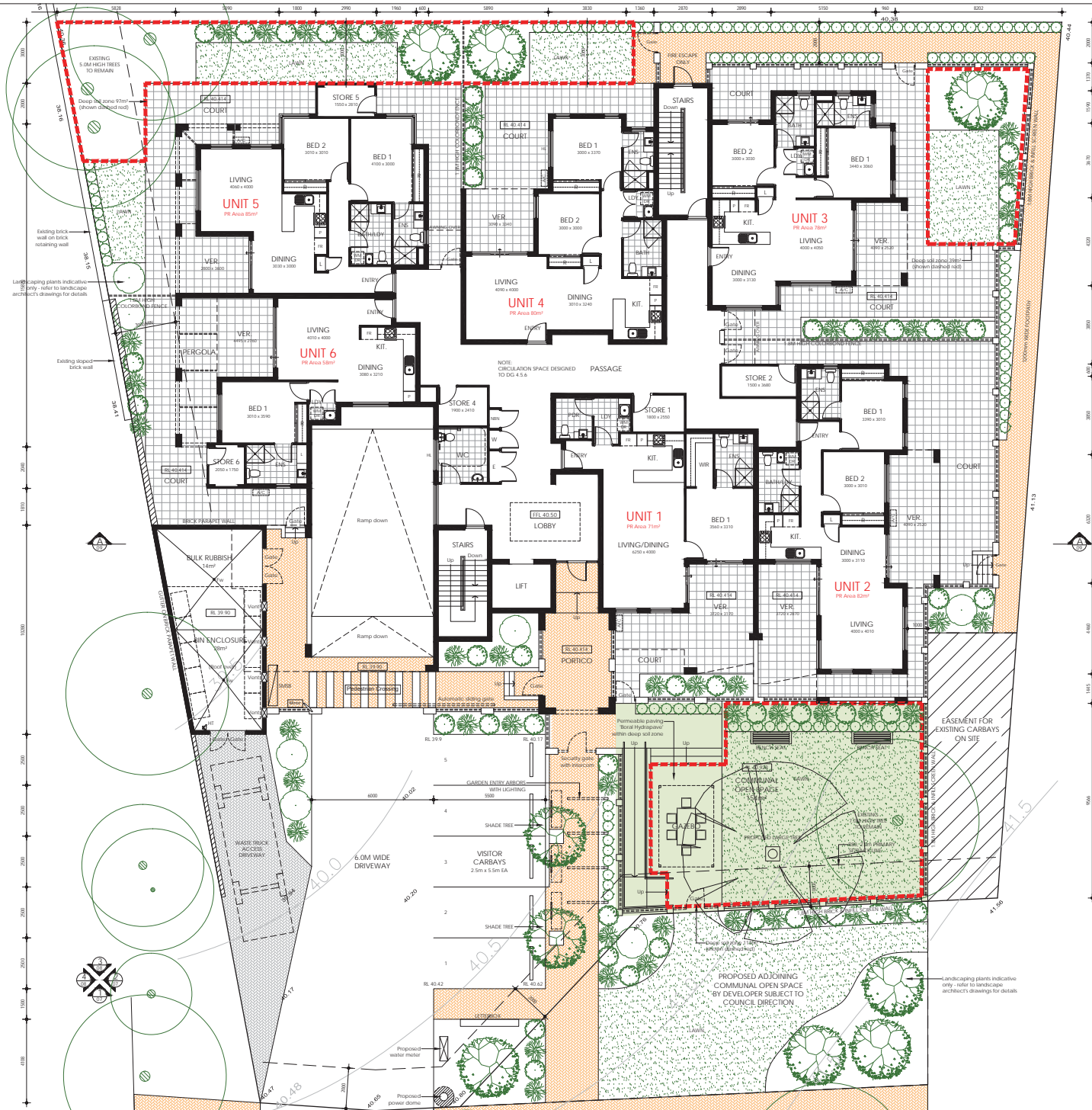
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GROUND
FLOOR PLAN
SCALE 1:100

DEVELOPMENT SUMMARY	
SITE AREA	2052m ²
ZONING	R80
27 APARTMENTS IN TOTAL	
5 OFF 1 BED X 1 BATH, 4 @ 55m ² , 1 @ 71m ²	
3 OFF 2 BED X 1 BATH @ 77m ² EA	
19 OFF 2 BED X 2 BATH, 4 @ 78m ² , 7 @ 80m ² , 4 @ 85m ²	
PLOT RATIO	1.0
2052m ² MAX. ALLOWED, 2056m ² SHOWN	
CARPARKING - LOCATION A	
33 CARBAYS SHOWN (1/22 CARBAYS PER DWELLING)	
5 VISITOR PARKING BAYS	
3 MOTORBIKE PARKING BAYS	
16 BICYCLE PARKING BAYS	
3 VISITOR BICYCLE PARKING BAYS	
COMMUNAL OPEN SPACE 5.7m ² PER UNIT ~ 154m ² SHOWN	
DEEP SOIL ZONE 7% OF SITE AS MAINTAINING EXISTING TREES	
2052m ² X 7% = 144m ² REQUIRED, 253m ² SHOWN	

AREAS SCHEDULE	
Site Area	2052 m ²
Proposed Building	650.26 m ²
Portico & Verandahs	148.65 m ²
Court/Terrace	232.65 m ²
Undercroft Ramp	74.75 m ²
Bins Store	48.00 m ²
Total	1154.31 m ²
Open Space	879.0 m ²
Site Cover	42.8%
Undercroft Carpark	1121.36 m ²
Ground Floor Level	873.66 m ²
First Floor Level	836.83 m ²
Second Floor Level	836.83 m ²
Third Floor Level	836.83 m ²
Total	4505.51 m ²

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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DWG: SK03



FIRST
FLOOR PLAN
SCALE 1:100

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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SECOND
FLOOR PLAN
SCALE 1:100



PROJECT : PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT : JOWEBO INVESTMENTS P/L



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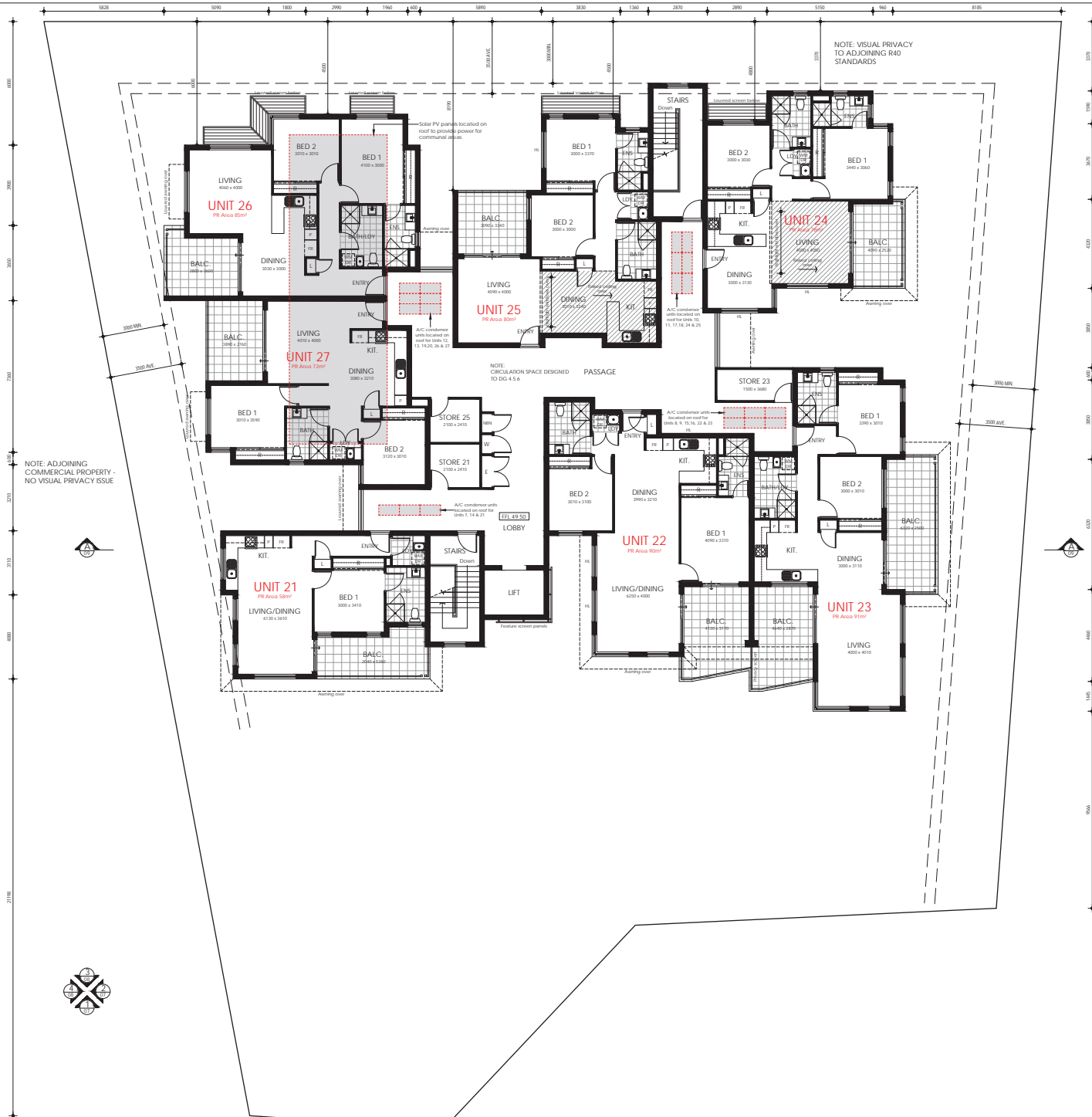
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THIRD
FLOOR PLAN
SCALE 1:100

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

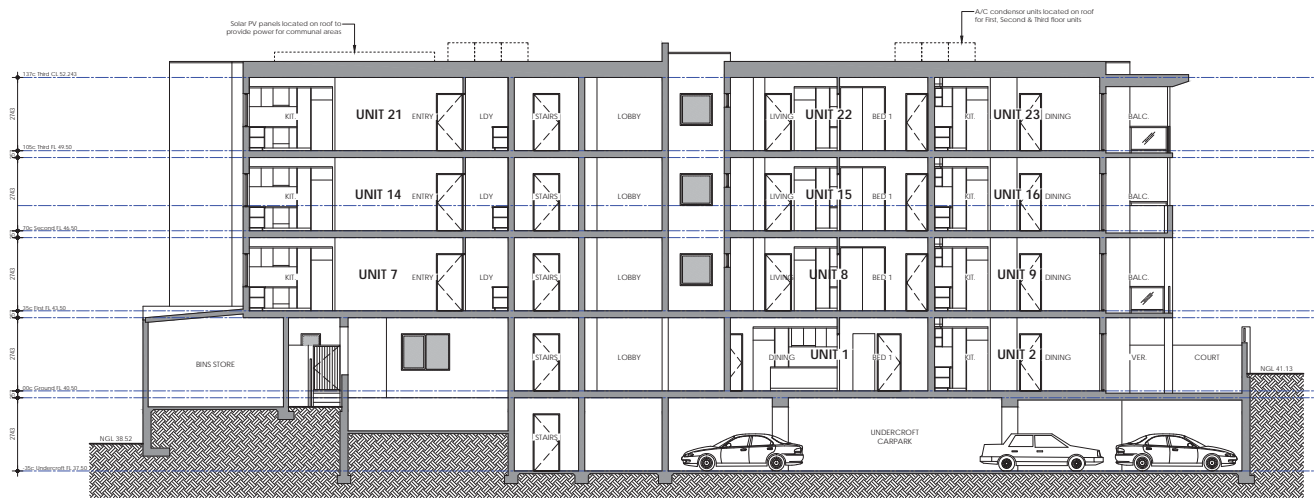
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SECTION A-A
SCALE 1:100

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L



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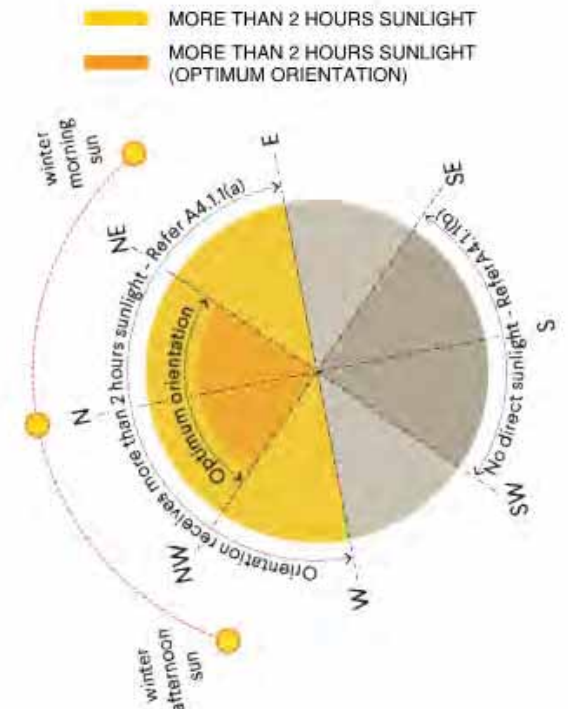


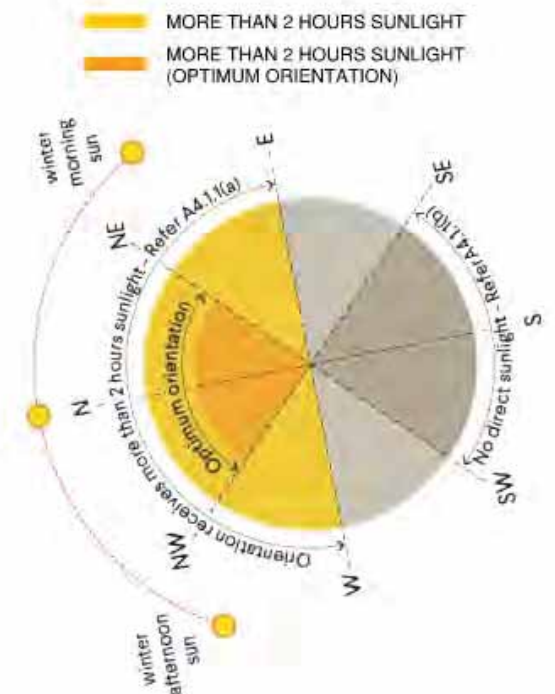


Appendix 5 – Natural Light Diagrams

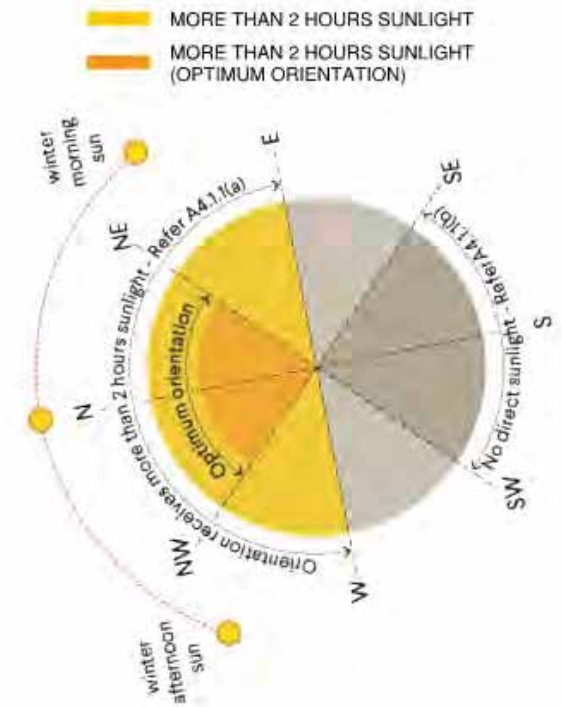


Natural Light Diagram – Ground Floor

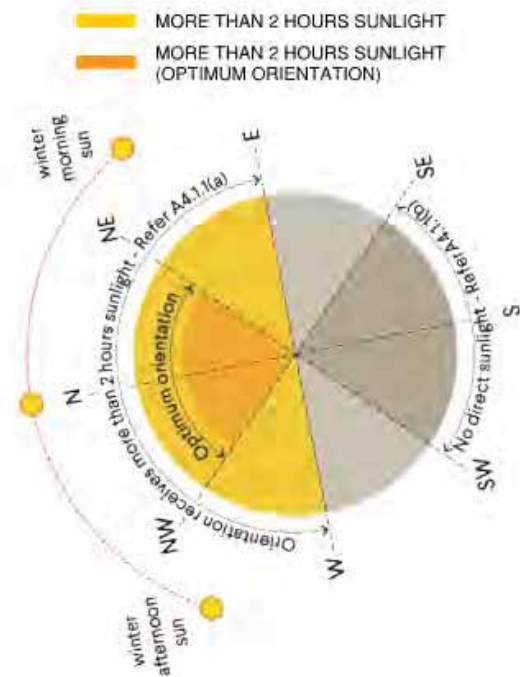




Natural Light Diagram – Level 1



Natural Light Diagram – Level 2



Natural Light Diagram – Level 3

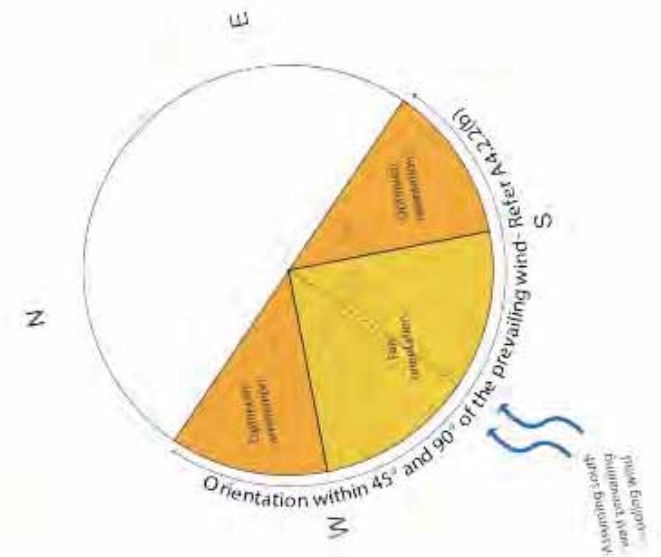
Appendix 6 – Natural Ventilation Diagrams



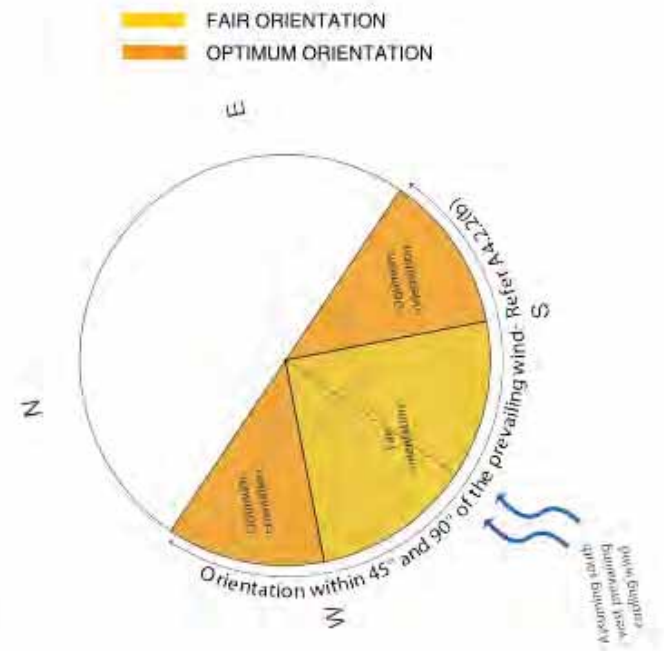
Natural Ventilation Diagram – Ground Floor



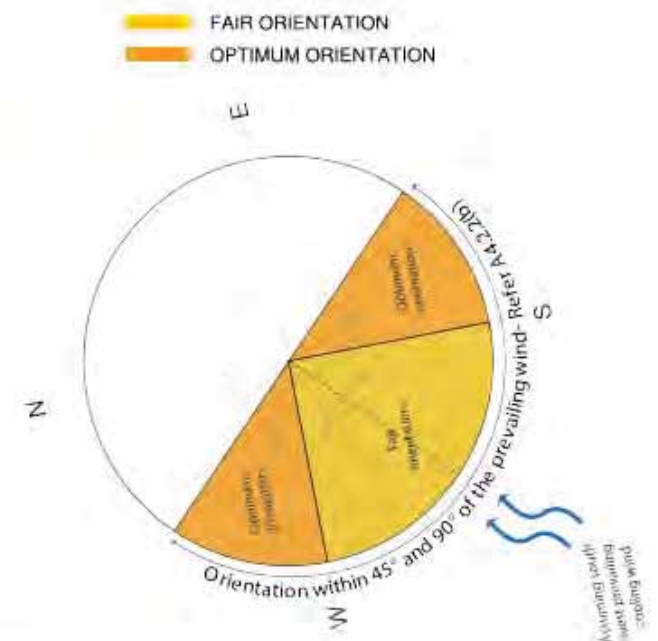
FAIR ORIENTATION
OPTIMUM ORIENTATION



Natural Ventilation Diagram – Level 1



Natural Ventilation Diagram – Level 2



Natural Ventilation Diagram – Level 3



**LOT 407 (NO. 3) GLENELG PLACE
CONNOLLY**

DEVELOPMENT APPLICATION PACKAGE
LANDSCAPE DESIGN CONCEPT

ISSUE FOR APPROVAL

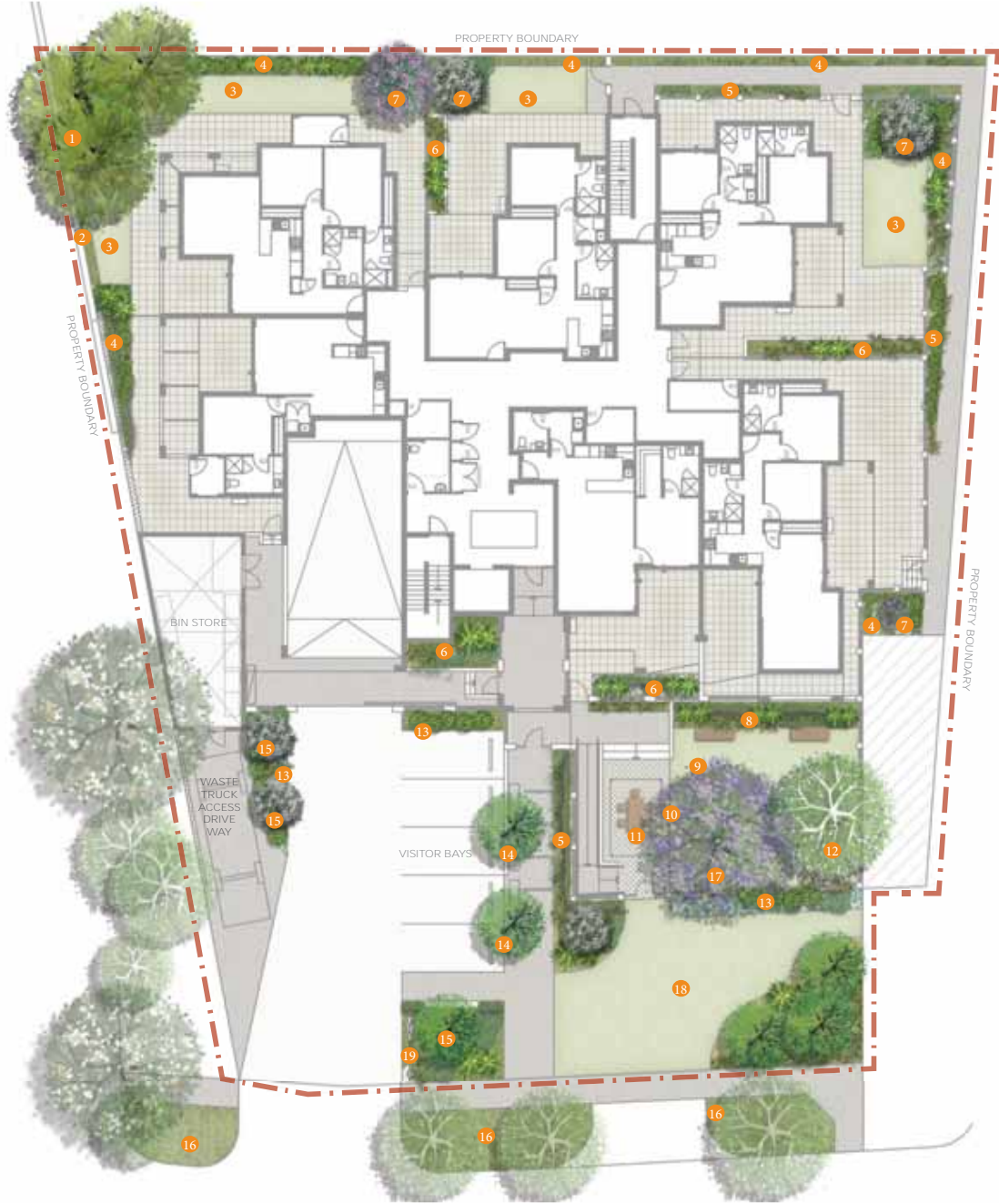
SK01	D	LANDSCAPE MASTERPLAN
SK02	D	LANDSCAPE COMPLIANCE

LANDSCAPE MASTERPLAN

LANDSCAPE DESIGN NOTES

- 1 Three large trees to be retained on the north-east boundary creating instant shade and day-one impact.
- 2 Understorey planting to be shade tolerant groundcovers and low shrubs.
- 3 Private lawn areas for residents to entertain and enjoy informal relaxation and play.
- 4 Native screening plants like Syzygium 'Resilience' to green the boundary layered with low shrubs and strappy plants.
- 5 Native flowering low shrubs and strappy plants to line walkways creating colour and interest.
- 6 Raised planter beds open to ground /free draining, filled with colourful low shrubs and architectural plants such as Cypripedium.
- 7 Small-medium deciduous courtyard trees providing height and bring seasonal interest to private gardens.
- 8 Terraced planters filled with a mix of low shrubs, strappy and cascading plants.
- 9 Flowering shrubs and groundcovers for seasonal colour and interest flanking the communal lawn.
- 10 Communal front lawn providing an informal place for residents to relax and mingle. Shade tolerant species such as Stenotaphrum secundatum.
- 11 Communal gazebo and dining area for residents to enjoy and host small gatherings.
- 12 Established Eucalyptus tree to be retained creating instant shade and a central focal point for the communal garden.
- 13 Feature planting of native colour and texture to flank main entrance creating interest and welcoming residents home.
- 14 Small in-paving trees flanking the visitor parking bays providing shade and protection.
- 15 Small deciduous trees flanking the entrance and driveway to create seasonal colour and interest.
- 16 Medium trees to be retained on verge area by Council or as agreed with developer.
- 17 A large deciduous tree to be located on the communal open space to create seasonal colour and shade.
- 18 Proposed adjoining communal open space by developer subject to council direction.
- 19 Low planting around service infrastructure to ensure their appearance will be limited.

INSPIRATIONAL IMAGERY



PRELIMINARY PLANT SELECTION LOW TO MEDIUM NATIVE SHRUBS



NATIVE STRAPPY LEAF PLANTS



CREEPERS AND GROUNDCOVERS



SCALE: 1:250 @ A3

0 1 2 4 6 10m

PROJECT NO: 11473

ISSUE FOR DEVELOPMENT APPROVAL

AUTHOR: AF APPROVED: RB

LOT 407 (NO. 3) GLENELG PLACE
CONNOLLY
LANDSCAPE DESIGN CONCEPT

SK01-D

LANDSCAPE STANDARDS

SPP7.3 COMPLIANCE CRITERIA

SITE AREA SPP7.3	MIN. DSA SPP 7.3	MIN. TREES SPP7.3
Less than 700m2	10%	1 medium tree plus small trees to suit area
700-1000m2		2 medium trees
Greater than 1000m2	OR 7% trees retained (% site area)	OR 1 large tree and small tress to suit area
		OR 1 large tree and 1 medium tree for each additional 400m2 in excess of 1000m2 OR 1 large tree for each additional 900m2 in excess of 1000m2 and small trees to suit area

DEVELOPMENT PROVISIONS

CRITERIA	SPP7.3 STANDARD	DEVELOPMENT PROPOSAL
Site Area	> 1000m2	2052m2
DSA	144m2 (7%)	463.2m2 (22%)
Min. Trees	3 large plus small trees to suit	3 large (retained) 1 medium (retained) 1 Large (proposed) 1 medium (proposed) 12 small (proposed)

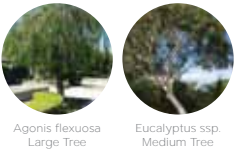
- All planting beds and turf areas are to be fully irrigated and operated off a timed controller with rain sensor shut-off.
- Irrigation design to comply with waterwise design principles and the City's tree policy. Detailed irrigation plan to be provided at building license stage but to include water efficient measures such as subsurface dripline and bubblers.
- Water efficient irrigation system to be installed to best WSUD practice, using hydro-zoning and water harvesting principals where appropriate.
- Additional waterwise design principles employed:
 - > Low water use plant selection suited to the local soil complex.
 - > Select use of water intensive turf areas.
 - > Water retention soil preparation.
 - > Reduction in soil water loss through prescribing course mulch.
- Proposed plant distribution rate 4 per m2.
- Proposed plant pot sizes:
 - > Small Tree 100L
 - > Medium 200L
 - > Large Tree 500L
 - > Shrubs/groundcovers 140mm-200mm

SITE AREA	MATURE CANOPY DIA.	MATURE HEIGHT	DSA PER TREE REQ.	MIN. DSA WIDTH	MIN. DSA WIDTH WITH ADDITIONAL RSZ	PLANTED POT SIZE
Small	4-6m	4-8m	9m2	2m	1.0m (DSA) + 1.0m (RSZ)	100L
Medium	6-9m	8-12m	36m2	3m	2.0m (DSA) + 1.0m (RSZ)	200L
Large	>9m	>12m	64m2	6m	4.5m (DSA) + 1.5m (RSZ)	500L

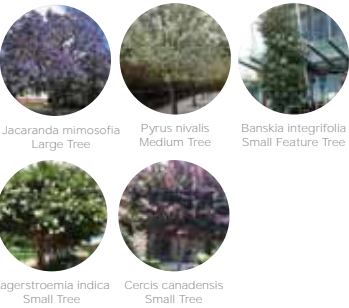
PROPOSED TREE LOCATION PLAN



EXISTING TREES TO BE RETAINED



PRELIMINARY TREE SELECTION



DEEP SOIL AREA



PROJECT NO: 11473

ISSUE FOR DEVELOPMENT APPROVAL

AUTHOR: AF

APPROVED: RB

LOT 407 (NO. 3) GLENELG PLACE
CONNOLLY
LANDSCAPE DESIGN CONCEPT

SK02-D



Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

Lot 407 (3) Glenelg Place, Connolly

Prepared for Jowebo Investments Pty Ltd

February 2020

Project Number: TW19091



DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer
0a	Internal Review	09/10/19	RH	JW
1a	Released to Client	14/10/19	RH	Client
1b	Released to Client	04/02/19	RH	Client

Approval for Release

Name	Position	File Reference
Ronan Cullen	Director and Waste Management Section Leader	TW19091 - Waste Management Plan.1b

Signature



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Executive Summary

Jowebo Investments Pty Ltd is seeking development approval for the proposed residential development located at Lot 407(3) Glenelg Place, Connolly (the Proposal).

To satisfy the conditions of the development application the City of Joondalup (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Jowebo Investments Pty Ltd has engaged Talis Consultants (Talis) to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	3,920	660	6	Once each week	City of Joondalup
Recycling	980	660	3	Fortnightly	City of Joondalup
Greenwaste	Nominal	660	1	Fortnightly	City of Joondalup

The City's rear loader collection vehicle will reverse into the Proposal from Glenelg Place for servicing. Once servicing is complete the City's rear loader rear loader collection vehicle will exit the Proposal in forward gear via Glenelg Place.

A strata manager will oversee the relevant aspects of waste management at the Proposal.



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Table 2-1: Estimated Waste Generation

Table 3-1: Typical Bin Dimensions

Table 3-2: Bin Requirements for Bin Storage Area



Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area

Figure 3: Bulk Waste Collection Area



1 Introduction

Jowebo Investments Pty Ltd is seeking development approval for the proposed residential development located at Lot 407(3) Glenelg Place, Connolly (the Proposal).

To satisfy the conditions of the development application the City of Joondalup (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Jowebo Investments Pty Ltd has engaged Talis Consultants (Talis) to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by commercial developments to the north, residential developments to the east, Connolly Community Centre to the south and carpark to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage all waste (refuse, recyclables and greenwaste) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated quantities of waste to be generated;
- Provide suitable Bin Storage Area including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.



2 Waste Generation

The following sections show the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables to be generated is based on the number of residential apartments at the Proposal. The Proposal consists of the following:

- One Bedroom Apartments – 5; and
- Two Bedroom Apartments – 22.

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal is based on the Western Australian Local Government Association's (WALGA) *Multiple Dwelling Waste Management Guidelines* (2014).

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-1. It is estimated that the residential apartments at the Proposal will generate 3,920L of refuse and 980L of recyclables each week.

Table 2-1: Estimated Waste Generation

Residential Apartments	Number of Apartments	Waste Generation Rate (L/week)	Waste Generation (L/Week)
Refuse			
One bedroom apartments	5	80	400
Two bedroom apartments	22	160	3,520
Total			3,920
Recyclables			
One bedroom apartments	5	20	100
Two bedroom apartments	22	40	880
Total			980



3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Area. The procedures and bins to be used at the Proposal are described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will have two bins within each residential apartment for the separate disposal of refuse and recyclables. Waste from these internal bins will be transferred by the resident, or their authorised representative, to the Bin Storage Area and deposited into the appropriate refuse and recycling bins.

3.2 Bin Storage Area

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area shown in Figure 2.

3.2.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	240L	360L	660L	1,100L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300
Area (mm ²)	427	577	983	1,327

Reference: SULO Bin Specification Data Sheets

3.2.2 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the bin sizes in Table 3-1 and assuming collection of refuse once each week and recyclables fortnightly from the Proposal.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Six 660L refuse bins; and
- Three 660L recyclable bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	3,920	17	11	6	4
Recycling	980	9	6	3	2



In addition, as the Proposal is likely to generate less than average volumes of greenwaste, space for an additional 660L greenwaste bin has been accommodated within the Bin Storage Area.

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming one collection each week of refuse and fortnightly collections each week of recyclables. Increased collection frequencies would reduce the required number of bins.

3.2.3 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the strata manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.



4 Waste Collection

The City will service the Proposal and provide the residential apartments with six 660L bins for refuse, three 660L bins for recycling and one 660L bin for green waste.

The City will collect refuse once each week and recyclables and green waste fortnightly utilising the City's rear loader waste collection vehicle.

The City's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The City's rear loader waste collection vehicle will travel down Glenelg Place and reverse directly up to the Bin Storage Area for servicing.

During servicing there will be sufficient clearance behind the City's rear loader waste collection vehicle to ensure there is adequate operating clearance for manoeuvring bins behind the vehicle. The City's waste collection staff will ferry bins to and from the City's rear loader waste collection vehicle and the Bin Storage Area during servicing. The City will be provided with key/PIN code access to the Bin Storage Areas and security access gates to facilitate servicing, if required.

Once servicing is complete the City's rear loader waste collection vehicle will exit in a forward motion, turning onto Glenelg Place moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection.

4.1 Bulk Hard Waste Collection

The City provides the following on-request bulk hard waste collection service for each household annually:

- White goods collection up to four items;
- Mattress collection for up to six items;
- 3m³ skip bin or lounge suite collection service; and
- An additional skip bin at a reduced City rate.

Details of the dedicated waste services provided by the City can be found on the City's website.

Each apartment has an allocated storage room at the Proposal and an additional area of 13m² on the ground floor has been allowed for temporary storage of bulk hard waste. This will assist with the reduction of illegal dumping of bulky wastes at the Proposal.

Adequate space on the verge has been provide for the ad-hoc use of temporary placement of a 3m³ skip bin for the collection of bulky wastes such as fridge units and mattresses, as required.

The strata manger will be responsible for managing the bulk waste and will notify the City when a bulk waste skip bin is required. The 3m³ skip bin is to be positioned in the laydown area to the front of the site, refer Figure 3, with bulk waste transported from the bulk waste storage area to the skip bin.



5 Waste Management

A strata manager will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ensure all residents at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident behaviour and identify requirements for further education and/or signage;
- Monitor bulk hard waste and liaise with the City when the skip bin service is required;
- Regularly engage with residents to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City and any appointed private contractors to ensure efficient and effective waste service is maintained.



6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation and a suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Six 660L refuse bins, collected once each week;
- Three 660L recycling bins, collected fortnightly; and
- One 660L green waste bin, collected fortnightly.

The City's rear loader collection vehicle will reverse into the Proposal from Glenelg Place for servicing. Once servicing is complete the City's rear loader rear loader collection vehicle will exit the Proposal in forward gear via Glenelg Place.

A strata manager will oversee the relevant aspects of waste management at the Proposal.



Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area

Figure 3: Bulk Waste Collection Area



LEGEND

- Site Boundary
- Cadastre

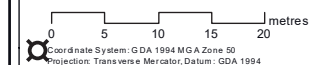
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LOCALITY

Waste Management Plan

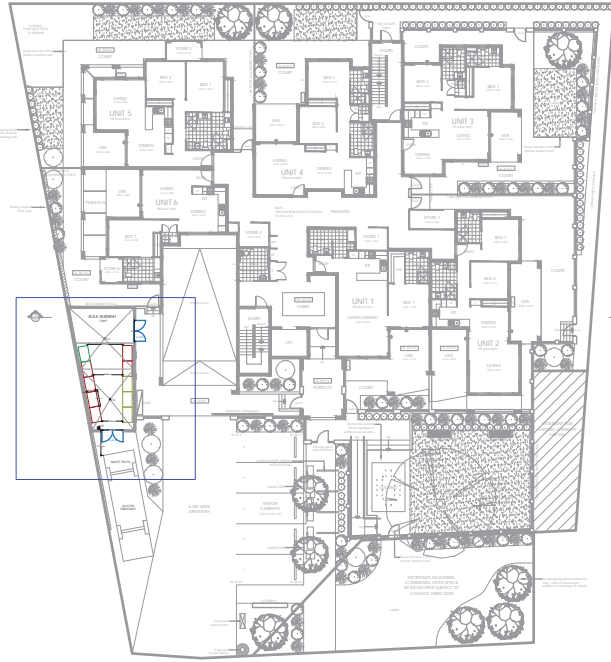
3 Glenelg Place
Connolly WA 6027



Prepared: K Du Date: 7/10/2019
Checked: J Wroe Project No: TW19091
Reviewed: R Hayton Revision: A



Figure 01



Ground Floor Plan

Glenelg Place

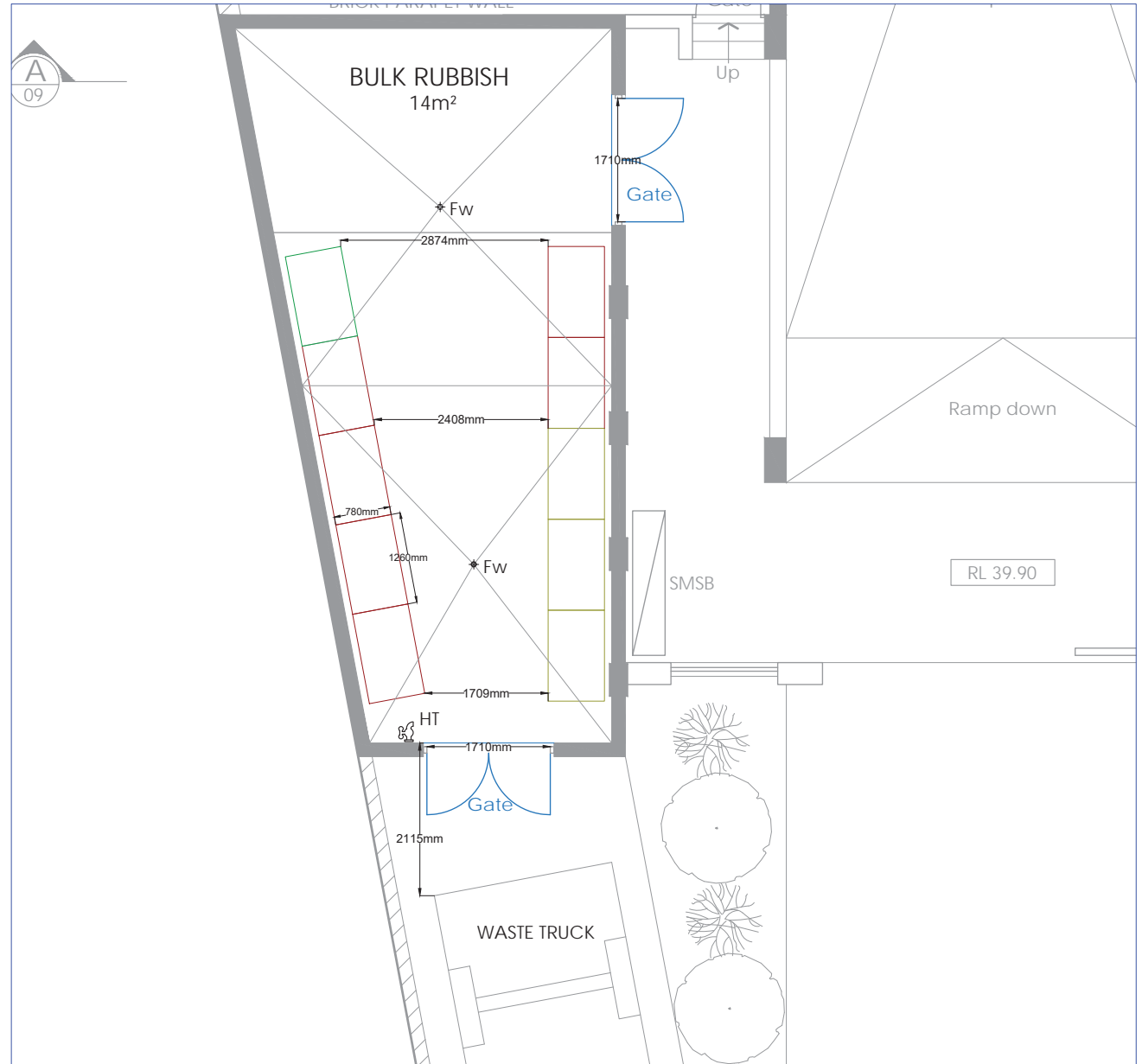


Legend:

Bin Storage Area

- 6 x 660L refuse (780mm x 1260mm)
- 3 x 660L recycling (780mm x 1260mm)
- 1 x 660L greenwaste (780mm x 1260mm)

BIN STORAGE AREA



NOTES

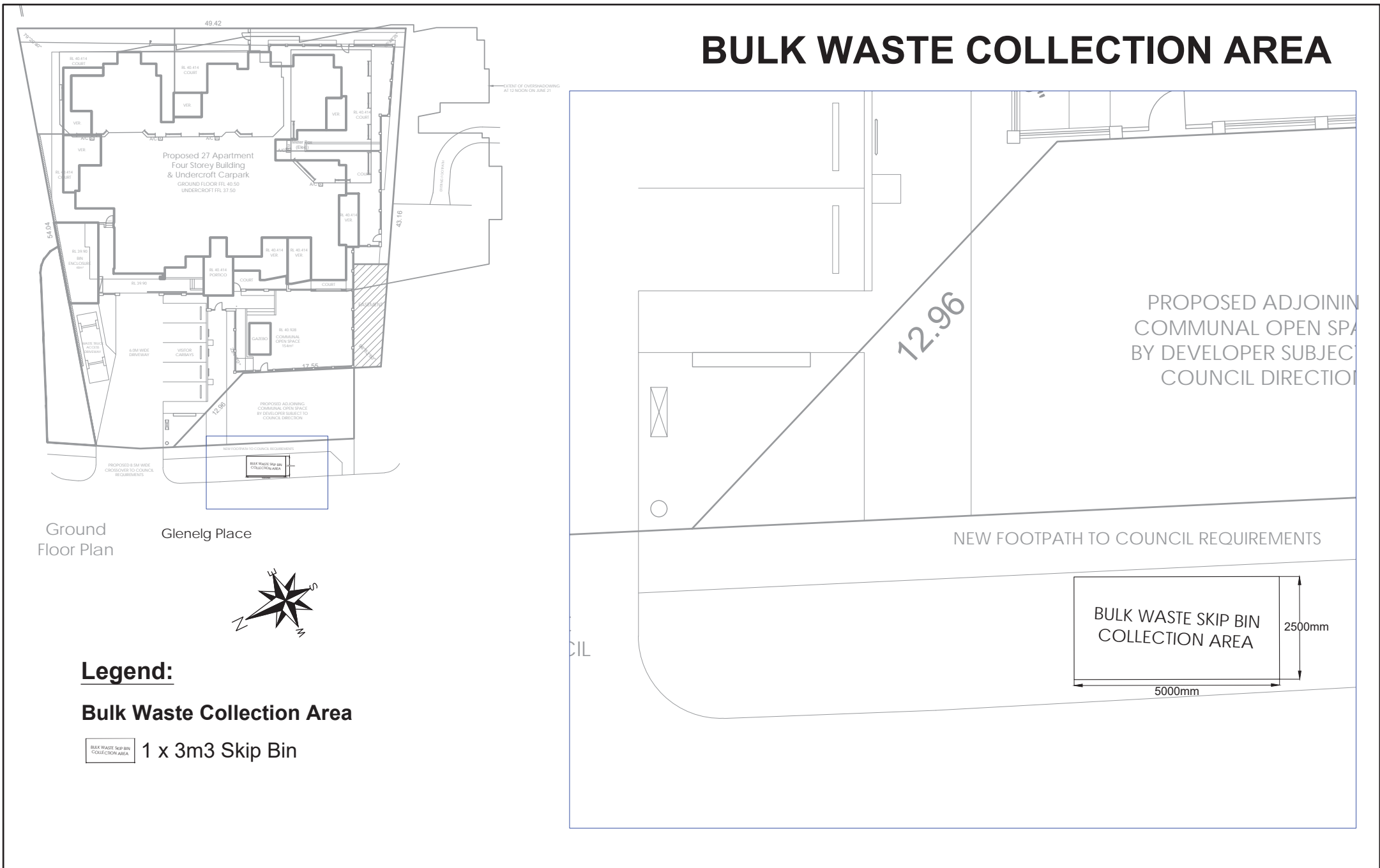
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No.	Date	Rev	Amendment / Issue	App.
B	03/02/20	REV 02	SECOND ISSUE	JW
A	11/10/19	REV 01	FIRST ISSUE	JW

Project:
**Lot 407 (3) Glenelg Place,
Connolly**

Title:
Bin Storage Area

Drawn by:	RH	Job No:	TW19091
Checked by:	JW	File No:	TW19091DWG001
Approved by:	JW	Fig No:	002
Scale:	NTS	Rev:	B
Date:	03/02/20		



 <p>www.talisconsultants.com.au</p>		<p>ASSET MANAGEMENT CIVIL ENGINEERING ENVIRONMENTAL SERVICES SPATIAL INTELLIGENCE WASTE MANAGEMENT NOISE MANAGEMENT</p> <p>Client: Jowebo Investments Pty Ltd</p>		<p>NOTES</p> <p>1. This drawing is the property of Talis Consultants Pty Ltd. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent.</p> <p>2. All levels refer to Australian Height Datum.</p> <p>3. DO NOT SCALE, use figured dimensions only, if in doubt please contact Talis Consultants.</p>		<p>Project: Lot 407 (3) Glenelg Place, Connolly</p>		<p>Title: Bulk Waste Collection Area</p>		<p>Drawn by: RH</p> <p>Checked by: JW</p> <p>Approved by: JW</p> <p>Scale: NTS</p> <p>Date: 03/02/20</p>		<p>Job No: TW19091</p> <p>File No: TW19091DWG002</p> <p>Fig No: 003</p> <p>Rev: A</p>	
				<p>No. Date</p>		<p>Amendment / Issue</p>		<p>App.</p>					

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RESOLVE GROUP

**3 GLENELG PLACE
CONNOLLY**

**DEVELOPMENT APPLICATION
ACOUSTIC REPORT**

SEPTEMBER 2019

OUR REFERENCE: 24854-2-19254



DOCUMENT CONTROL PAGE

DA ACOUSTIC REPORT
3 GLENELG PLACE
CONNOLLY

Job No: 19254

Document Reference : 24854-2-19254

FOR

RESOLVE GROUP

DOCUMENT INFORMATION				
Author:	George Watts	Checked :	Paul Daly	
Date of Issue :	26 September 2019			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Revision following feedback from Resolve Group	7/10/2019	GW	PLD
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Resolve Group Attn: Dylan Wray Email: Dylan.wray@resolvegroup.com.au		✓
1	2	Resolve Group Attn: Dylan Wray Email: Dylan.wray@resolvegroup.com.au		✓

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APPENDICIES

A	Development Application Plans
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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Profacc, Public Accountants, care of Resolve Group to conduct a preliminary review of the proposed development at 3 Glenelg Place, Connolly.

This report has been based on the Development Application drawings provided.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located at 3 Glenelg Place, Connolly, near the corner of Hodges Drive and Country Club Boulevard.

The development consists of 4 floors of apartments with under-croft level car parking. 27 apartments are included in the development.

The following summarises the development:

Undercroft Level

Parking.

Ground Floor

Residential Apartments.

Lobby.

Communal Open Space.

Levels 01 and 02 and 03

Residential Apartments

3.0 CRITERIA

3.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments. The following summarises the acoustic criteria:

3.1.1 Walls

Wet to wet	$R_w + C_{tr}$ not less than 50 dB.
Living to living	$R_w + C_{tr}$ not less than 50 dB.
Wet to living construction.	$R_w + C_{tr}$ not less than 50 dB plus discontinuous
Kitchens to living construction.	$R_w + C_{tr}$ not less than 50 dB plus discontinuous
SOU to Lobby	R_w not less than 50 dB.

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

3.1.2 Floors

Floors $R_w + C_{tr}$ not less than 50 dB.

Impact Isolation $L_{n,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{n,w}$ of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic Consultants, (AAAC) we recommend a criteria of an $L_{n,w}$ of not more than 55 dB be adopted for a development of this type.

3.1.3 Service Risers

to Habitable Rooms $R_w + C_{tr}$ not less than 40 dB.

to Non-Habitable Rooms $R_w + C_{tr}$ not less than 25 dB.

3.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

3.1.5 Doors

Door (Connecting to a lobby) R_w not less than 30 dB.

The development will be designed to comply with the requirements of Part F5 of the BCA.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
		0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
		1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

- “impulsiveness”** means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;
- “modulation”** means a variation in the emission of noise that –
- (a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
 - (b) is present for more at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible;
- “tonality”** means the presence in the noise emission of tonal characteristics where the difference between –
- (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,
- is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

From a review of the development, the influencing factor for this development would be 3 dB, based on the following :

Secondary Roads within inner circle;	
Hodges Drive	+ 2 dB
Commercial Premises within the inner circle;	
20 %	+ 1 dB
Total IF	+3 dB

Hence the influencing factor would be +3 dB and the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	48	58	68
		0900 - 1900 hours Sunday and Public Holidays	43	53	68
		1900 - 2200 hours all days	43	53	58
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	38	48	58

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This primarily consists of mechanical services associated with the development.

3.3 NOISE INGRESS

Inbound Noise Levels

Traffic noise impact for the proposed development will need to be assessed in accordance with WAPC State Planning Policy 5.4.

The aim of the planning policy is to design the residential building façade to achieve the following internal sound levels :

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

4.0 BCA REQUIREMENTS

The proposed development will be constructed to comply with the requirements of Part F5 of the NCC.

5.0 NOISE INGRESS

5.1 NOISE SOURCE IDENTIFICATION

Noise levels were recorded during peak hour traffic conditions to ascertain the critical noise level for the design of the development.

Traffic noise is considered to be the significant noise source in terms of noise impact based on noise level measurements undertaken during what is understood to be representative of the 'worst case' noise levels associated with the restaurant in the area, compared to traffic noise measurements.

5.2 MEASUREMENTS

Noise level measurements were recorded on the 23rd September 2019 at approximately 4:00pm, which was considered to be representative of peak hour traffic conditions on the surrounding road network.

No other noise sources – other than traffic – was evident such that they require consideration in a noise ingress assessment.

The measured traffic noise levels, including octave band data, are listed below in Table 5.2.1.

Table 5.2.1 – Measured Noise level Data

Noise Source	Octave Band Centre Frequency (Hz) / Noise Level dB							
	63	125	250	500	1K	2K	4K	8K
Traffic	59	55	50	41	44	41	40	40

The noise levels recorded were typical of the area, being noise associated with peak hour traffic.

Based on the measured noise levels, the traffic noise during peak hour dictates the acoustic design of the façade.

The criteria used for noise ingress, in accordance with WAPC State Planning Policy 5.4 is:

Bedrooms	-	L _{Aeq} of 35 dB(A)
Living and work spaces	-	L _{Aeq} of 40 dB(A)

Additional to the above, SPP 5.4 specifies the following external noise levels :

Day Period	-	L _{Aeq,day} 55 dB(A)
Night Period	-	L _{Aeq,night} 50 dB(A)

Given the noise levels measured, construction measures to ameliorate traffic noise from the surrounding road network are considered unlikely to be onerous, with standard glazing construction considered highly likely to be sufficient.

A more detailed assessment of façade requirements would be undertaken during the design development phase of the project.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant and perhaps carpark ventilation fans. Noise received at neighbouring premises, and premises within the development, from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

6.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of car-park ventilation fans and air-conditioning plant. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 38 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 33 L_{A10} dB.

6.1.1 Apartments

The air conditioning for the apartments is understood to consist of condensing units located on the roof of the building. Given the location and the surrounds, compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997* is considered likely to be achievable with minimal noise mitigation.

Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*.

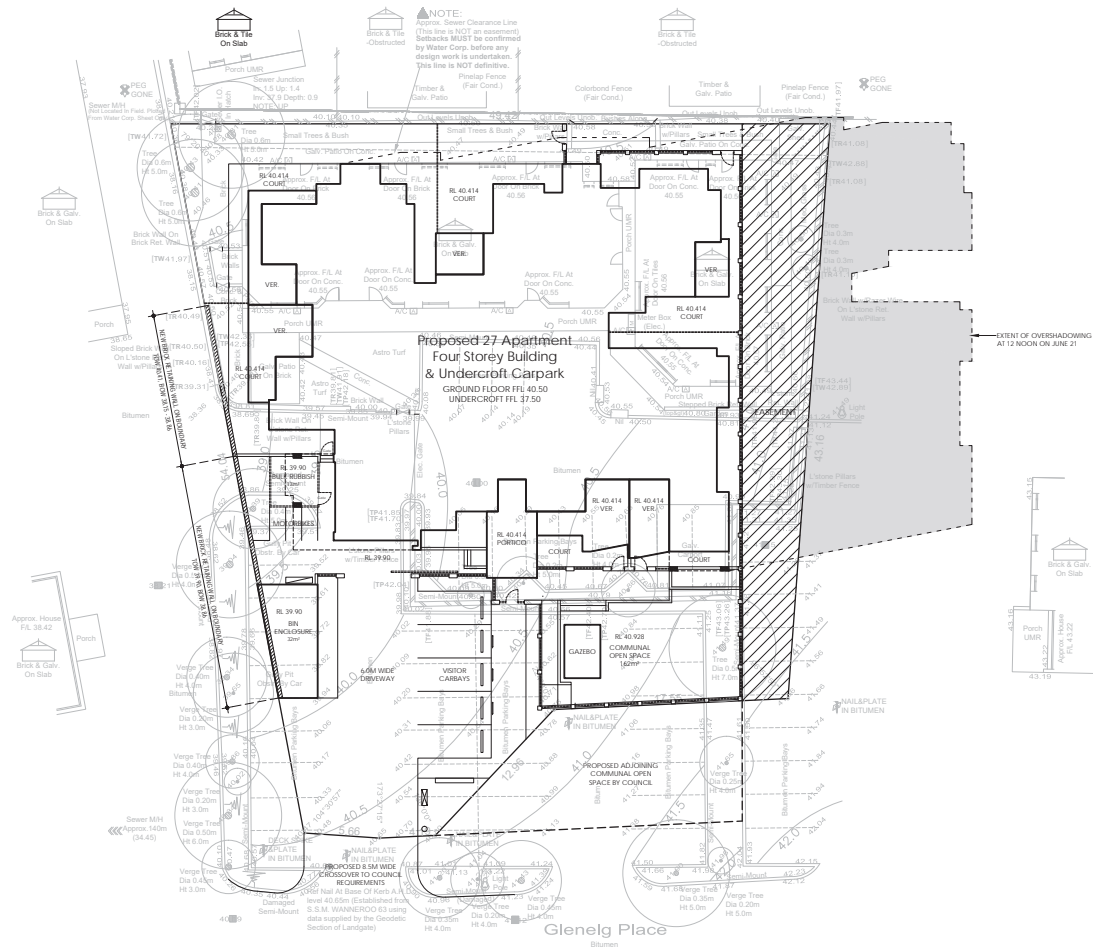
6.1.2 Car Park Exhaust Fan

Noise emissions from carpark exhaust fans, or indeed if any mechanical ventilation is required, will also need to comply with the Regulatory requirements. From previous projects, we believe that with careful fan selection and the incorporation of either 1D or 2D unpodded silencers, compliance with the *Environmental Protection (Noise) Regulations 1997* is normally achieved.

An assessment of noise emissions will be carried out once equipment has been selected and submitted for approval.

APPENDIX A

DEVELOPMENT APPLICATION PLANS



SITE PLAN
 SCALE 1:200



PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
 LOT 407 (#3) GLENELG PLACE, CONNOLLY
 CLIENT: JOWEBO INVESTMENTS P/L

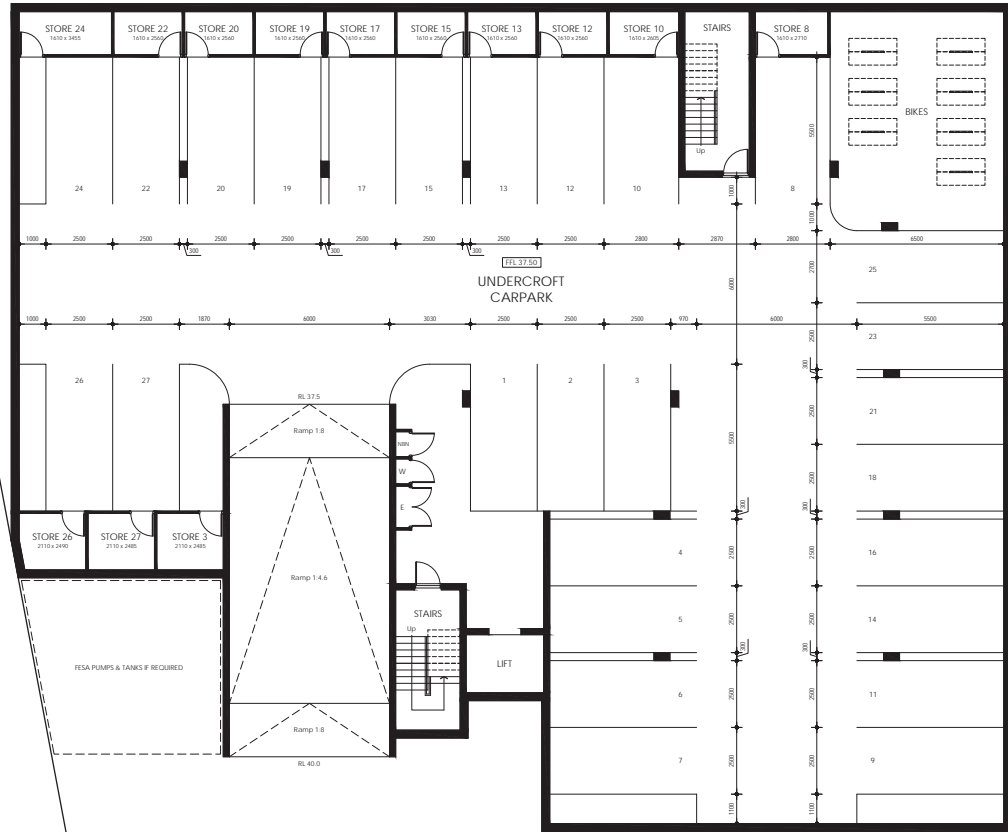
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REVISIONS:		SCALE:	1:200 (A1)	DWG:	SK01

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UNDERCROFT
FLOOR PLAN
SCALE 1:100



PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L



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DRAWING: UNDERCROFT FLOOR PLAN
REVISIONS:

DATE: MAY 2019
SCALE: 1:100 (A1)

JOB REF: 494/19
DWG: SK02

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GROUND FLOOR PLAN SCALE 1:100

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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DRAWING: GROUND FLOOR PLAN
REVISIONS:

DATE: MAY 2019
SCALE: 1:100 (A1)
JOB REF: 494/19
DWG: SK03

DEVELOPMENT SUMMARY

SITE AREA 2052m²
ZONING R80
27 APARTMENTS IN TOTAL
5 OFF 1 BED X 1 BATH, 4 @ 58m², 1 @ 71m²
3 OFF 2 BED X 1 BATH @ 71m² EA
19 OFF 2 BED X 2 BATH, 4 @ 78m², 7 @ 80m², 4 @ 85m²
PLOT RATIO 1.0
2052m² MAX. ALLOWED, 2056m² SHOWN
CARPARKING - LOCATION A
27 CARBAYS SHOWN (1 PER DWELLING)
1 VISITOR PARKING BAYS
3 MOTORBIKE PARKING BAYS
14 BICYCLE PARKING BAYS
3 VISITOR BICYCLE PARKING BAYS
COMMUNAL OPEN SPACE 5m² PER UNIT - 162m² SHOWN
DEEP SOIL ZONE 7% OF SITE AS MAINTAINING EXISTING TREE
2052m² X 7% = 144m² SHOWN

AREAS SCHEDULE

Site Area	2052 m ²
Proposed Building	650.26 m ²
Portico & Verandahs	132.12 m ²
Court/Terrace	190.03 m ²
Undercroft Ramp	74.75 m ²
Bins Store	31.68 m ²
Total	1078.84 m ²

Open Space	971.84 m ²
Site Cover	52.5%

Undercroft Carpark	1044.86 m ²
Ground Floor Level	857.13 m ²
First Floor Level	820.29 m ²
Second Floor Level	820.29 m ²
Third Floor Level	820.29 m ²
Total	4362.86 m ²



FIRST
FLOOR PLAN
SCALE 1:100

PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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DRAWING: FIRST FLOOR PLAN
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SECOND
FLOOR PLAN
SCALE 1:100



PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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DRAWING: SECOND FLOOR PLAN
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DATE: MAY 2019
SCALE: 1:100 (A1)
JOB REF: 494/19
DWG: SK05

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THIRD
FLOOR PLAN
SCALE 1:100



PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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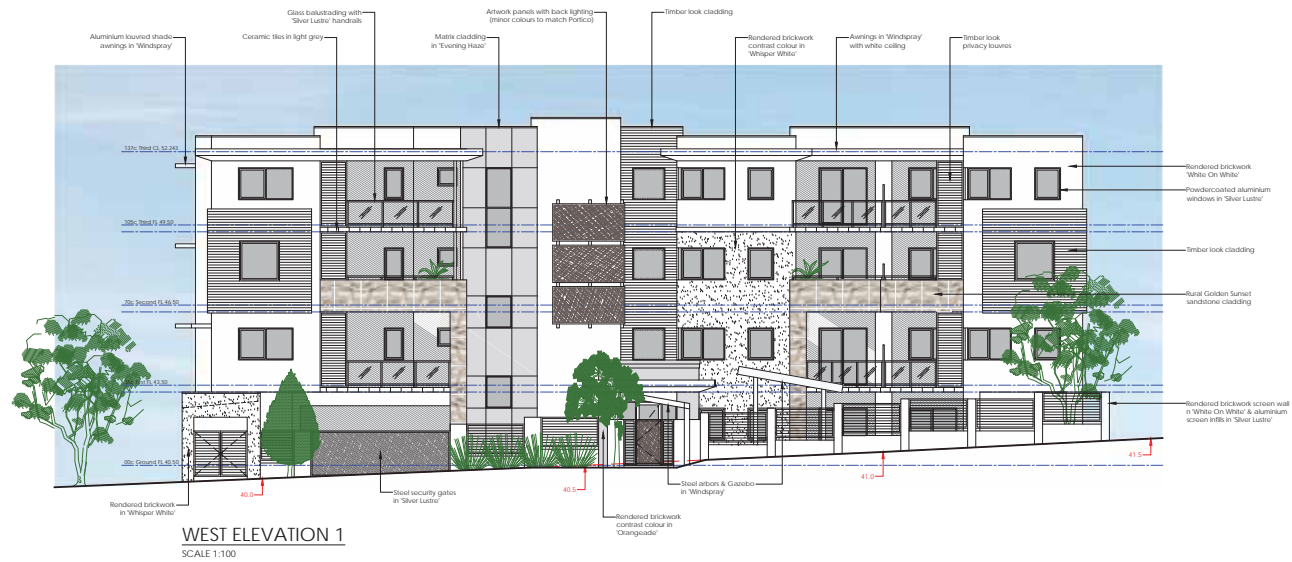
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DRAWING: THIRD FLOOR PLAN
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PROJECT: PROPOSED 27 MULTIPLE DWELLINGS
LOT 407 (#3) GLENELG PLACE, CONNOLLY
CLIENT: JOWEBO INVESTMENTS P/L

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SCALE: 1:200 (A1)
JOB REF: 494/19
DWG: SK08



Appendix 7 - Transport Impact Statement

Transport Impact Statement prepared in accordance with Appendix AI of the WAPC TIA Guidelines Volume 4.

Item	Comments/ Proposal
Proposed Development	
Existing Land Use	Short stay accommodation
Proposed Land Use	27 residential apartments (multiple dwellings)
Context with Surrounds	
Vehicular Access and Parking	
Access arrangements	Access via 8.5m wide crossover to Glenelg Place.
Public, private, disabled parking, set down/ pick up	27 residential parking spaces. 5 visitor parking spaces. 3 motorcycle parking spaces.
Service Vehicles	
Access arrangements	Waste collection vehicles will reverse into the site for collection. There is adequate room to manoeuvre the site.
On/off site loading facilities	Waste will be collected on site directly from the bin store via a rear loader waste collection vehicle. Waste collection details are provided in the WMP.
Traffic Volumes	
Daily or peak traffic volumes	Daily vehicle volumes: 108 – 135 vehicle trips (4 - 5 trips per dwelling). Weekday peak hour: 11 – 14 vehicle trips (0.4 – 0.5 trips per dwelling). *Source: RTA Guide to Traffic Generating Developments
Type of vehicles	Standard passenger car.
Traffic Management on Frontage Streets	
Traffic Management	Glenelg Place is a local road and does not require dedicated traffic management measures.
Public Transport Access	
Nearest bus/ train routes	Bus Route 462: This bus route services the south western suburbs of Joondalup connects the site to Joondalup and Padbury Train Stations. The bus route is located within 350m of the subject site. Joondalup Train Service: Located approximately 3km from the subject site.
Nearest bus/ train stations	Bus Stop: A bus stop (Stop No. 17923) is provided approximately 350m from the subject site. Train Station: Joondalup Train Station is located 3km north-east of the subject site.
Pedestrian/ cycle links to bus stops/ train stations	A pedestrian footpath is provided along Country Club Boulevard which is within close proximity to the subject site. The existing pedestrian footpath network directly connects the subject site to the nearby bus stop and the nearby shopping centre. The City of Joondalup Bike Plan 2016 – 2021 has identified the Hodges Drive Shared Path as a propriety project for infrastructure improvements. Improvements of the Hodges Drive Share Path will ensure the subject site is well connected to the Perth Bicycle Network.

Item	Comments/ Proposal
Pedestrian Access/ Facilities	
Existing pedestrian facilities within the development (if any)	Pedestrian footpath is provided to the building lobby, and to the ground floor units.
Proposed pedestrian facilities within development	Direct pedestrian footpath is provided to the building entrance and lift lobby. A direct connection is also provided to the ground floor units fronting Glenelg Place.
Existing pedestrian facilities on surrounding roads	North/South pedestrian footpath exists along Country Club Boulevard. East/West pedestrian footpath exists along Hodges Drive.
Proposals to improve pedestrian access	High quality pedestrian entrance has been provided to the proposed building which includes weather protection and assists with wayfinding for visitors.
Cycle Access/ Facilities	
Existing cycle facilities within the development (if any)	No dedicated cycling facilities currently provided.
Proposed cycle facilities within development	14 resident bicycle bays are provided in the undercroft car park. 3 visitor bicycle bays are provided on the ground floor adjacent the visitor car bays.
Existing cycle facilities on surrounding roads	Shared bicycle lanes existing along Hodges Drive which connects to the wider Perth Bicycle Network.
Proposals to improve pedestrian access	Further improvements to the Hodges Drive Shared Path is earmarked as part of the City of Joondalup Bike Plan 2016 – 2021.
Site Specific Issues	
Site Specific Issues	No issues identified.

Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

Energy efficiency

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

Do you intend to incorporate into your development:

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

Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

Materials efficiency

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

Does your development make use of:

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

Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

‘Green’ Rating

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

- ☐ Yes
- ☒ No

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

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

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

N/A

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

The development has incorporated aspects of environmentally sustainable design to improve the performance of the building.

The building orientation and design of the internal apartment layout will minimised energy consumption for heating, cooling and lighting. Each dwelling is capable of being naturally ventilated, reducing reliance on mechanical ventilation.

The communal area will be powered by roof mounted solar panels and the landscaping will use water irrigation systems.

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

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

Applicant's Full Name: Dylan Wray Contact Number: 9364 3395

Applicant's Signature:  Date Submitted: 04 November 2019

Accepting Officer's Signature: _____

Checklist Issued: March 2011

Local Planning Policies

Environmentally Sustainable Design Policy

The City of Joondalup Environmentally Sustainable Design Policy aims to encourage the integration of environmentally sustainable design principles into the siting, design and construction of new residential buildings.

Requirements	Provided	Compliance
4.1 Design Principles		
Designing and constructing buildings to preserve the natural features of the site.	All significant vegetation has been retained on site with the proposed development preserving the natural features of the site.	✓
Designing and constructing buildings to include passive solar design.	The proposed development has been designed to take advantage of the northern aspect of the subject site to assist with passive solar heating.	✓
Increasing the energy efficiency of buildings by using low energy technologies for lighting, heating and cooling, appliances and equipment.	The development retains significant trees which can reduce air conditioning needs, increasing the energy performance of the building.	✓
Using renewable energy technologies.	Solar panels will be installed on the roof as an energy efficiency initiative. The solar panels will be used to meet the energy demands of the communal area.	✓
Increasing water efficiency and encouraging water reuse and water recycling for buildings and landscaping.	Irrigation will be designed and installed to best Water Sensitive Urban Design practices.	✓
Selecting sustainable building materials, such as locally sourced and recycled content.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval. There will be emphasis on the use of locally appropriate materials.	TBC
Reducing the amount of waste that is created through the construction process by implementing waste management practices on site.	Waste management practices during the construction process will be detailed in the Construction Management Plan. This will be provided prior to submission of the building permit by the appointed contractor.	TBC
Encouraging adaptability in the design and construction to ensure longevity of the building.	The open plan living area in each apartment allows for flexibility in use for various demographics.	✓
Increasing the indoor air quality of buildings by using low allergic and low volatile organic compound (VOC) fittings, furniture, paints and adhesives.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval.	TBC
Utilising water wise and native gardening techniques.	Irrigation will be designed and installed to best Water Sensitive Urban Design practices. Native species have been used throughout the landscaping design.	✓
Designing buildings so materials can be easily recycled if in the future the building is to be demolished.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval.	TBC

Table 6 - Environmentally Sustainable Design Policy

PLANNING APPLICATION REPORT

3 Glenelg Place, Connolly WA 6027
27 Multiple Dwelling Development

Submitted by Resolve Group Pty Ltd
Dated 19 November 2019



RESOLVE
RESOLVE GROUP PTY LTD

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Document Control

Report version	Purpose	Author	Reviewer	Date submitted
V1.0	Development Application submission.	Dylan Wray	Kieran Hunt	04 th November 2019
V2.0	Additional information in accordance with SPP7.3	Dylan Wray	Kieran Hunt	19 th November 2019

Introduction

Resolve Group Pty Ltd has been engaged by Jowebo Investments Pty Ltd, the current registered owner of Lot 407 (No. 3) Glenelg Place, Connolly.

This report has been prepared in support of an application for development approval for a proposed four storey 27 multiple dwelling development on the subject site.

Development Assessment Panel

The proposed development has an estimated value of \$6 million and is eligible to be determined by the Metro North West Joint Development Assessment Panel (JDAP).

Site Description

Location

The subject site is located within the local government area of the City of Joondalup approximately 4 kilometres south west of the Joondalup town centre. The subject site has a total land area of 2052 square meters with a 36.17 meter frontage to Glenelg Place.

The subject site is located in the northern suburb of Connolly and bound by Glenelg Place to the west, Connolly Community Centre to the south, grouped housing to the east and Connolly Shopping Centre to the north (Appendix 1 Location Plan).

Existing Site Conditions

The subject site currently contains the Pelicans Nest short stay apartments which will be demolished as part of the initial site works.

Cadastral Information

The site is defined as Lot 407 on Deposited Plan 15630 (Certificate of Title Volume 1739, Folio 729 (Appendix 2 Certificate of Title and Appendix 3 Survey Plan)).

Proposal Description

The development application seeks approval of a four storey multiple dwelling development. Table 1 below provides a floor by floor summary of the proposal.

Level	Proposed Development
Undercroft Carpark	<ul style="list-style-type: none"> • Twenty seven (27) residential car parking bays; • Thirteen (13) store rooms; • Fourteen (14) bicycle bays; • Services; and • Stairs and lift access.
Ground Floor	<ul style="list-style-type: none"> • Two (2) one bedroom apartments; • Four (4) two bedroom apartment; • Five (5) store rooms; • Building lobby and communal sanitary facility; • Five (5) visitor car parking bays; • Three (3) visitor bicycle bays; • Three (3) motorcycle/ scooter bays; • Outdoor communal area and landscaping; • Bin store compound; and • Bulk rubbish compound.
First Floor	<ul style="list-style-type: none"> • One (1) one bedroom apartment; • Six (6) two bedroom apartments; and • Three (3) store rooms.
Second Floor	<ul style="list-style-type: none"> • One (1) one bedroom apartment; • Six (6) two bedroom apartments; and • Three (3) store rooms.
Third Floor	<ul style="list-style-type: none"> • One (1) one bedroom apartment; • Six (6) two bedroom apartments; • Three (3) store rooms.

Table 1 – Project Summary

Residential Apartments

The proposed development includes 27 sole occupancy residential dwellings (Multiple Dwellings) with a combination of housing options including one and two bedroom dwellings.

Communal Space

The proposal includes a ground floor communal area to encourage social interaction between residents and guests. The communal area includes a gazebo and seating, along with soft landscaping and shade trees.

The adjacent road reserve is intended to be used as public open space (POS) with the landscaping design to be developed in consultation with the City of Joondalup. The POS will be used in conjunction with the private communal area and will maintain a continuous tree canopy.

Proposed Easement

The existing parking area of the adjacent Community Centre encroaches into the subject site along the southern boundary. In order to resolve this matter and reduce potential impact on the Community Centre, it is proposed to leave a portion of the subject site undeveloped with the car parking to remain through an easement.

Planning and Development Framework

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS). The proposed development is deemed consistent with the MRS Zoning applicable to the subject site.

City of Joondalup Local Planning Scheme No 3

The subject site is zoned 'Mixed Use' under the City of Joondalup Local Planning Scheme No 3 (LPS 3) however has not been assigned a residential coding. Clause 26, Sub-clause 2 of LPS 3 states unless a density code is specified on the Scheme Map, for lots with a land area of 1,000 square meters or more within the Commercial or Mixed Use zone on the Scheme Map the applicable density code is R80.

In light of the above, the proposed development has been assessed against the Mixed Use and R80 zoning requirements. The objectives of the 'Mixed Use' zone is to achieve the following:

- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels;
- To allow for the development of a mix of varied but compatible land uses which do not generate nuisance detrimental to the amenity of the district or to the health, welfare and safety of its residents; and
- To encourage high quality, pedestrian friendly, street-orientated development that integrates with surrounding areas.

The proposed four storey multiple dwelling development is deemed consistent with the objectives of the mixed use zone and will compliment surrounding residential and commercial land uses without being detrimental to the amenity of the locality.

Land Use Permissibility

The proposed development meets the definition of Multiple Dwelling under LPS 3 which is defined as *"a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:*

- *Does not include a grouped dwelling; and*
- *Includes any dwelling above the ground floor in a mixed use development."*

The Zoning Table of LPS 3 considers the use of Multiple Dwellings as a 'D' use within the Mixed Use zone. This means the use is not permitted unless the local government has exercised its discretion by granting development approval.

Planning Framework and Guidelines

The proposed development has been assessed against the following State and Local Government planning policies and guidelines, as applicable:

1. State Planning Policy 7.0 – Design of the Built Environment;
2. State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments;
3. City of Joondalup Local Planning Scheme No 3 (LPS 3);
4. City of Joondalup Environmentally Sustainable Design Policy;
5. Subdivision and Dwelling Development Adjoining Areas of Public Open Space Policy; and
6. Liveable Housing Design Guidelines.

Planning Assessment

State Planning Policy 7.0 Design of the Built Environment

The proposed development has adopted Design WA philosophy to further demonstrate superior design standards. Accordingly, the ten design principles of State Planning Policy 7.0 Design of the Built Environment have been addressed.

Context and Character

The proposal responds to its context well, particular in relation to Element 3.6 Public Domain Interface of SPP7.3. The development is considered appropriate for the Mixed Use zoning by providing a medium density apartment building within a walkable catchment of the Connolly Shopping Centre. The proposed development is the first building of this scale in the Connolly locality and will provide a sound example of higher density infill development within the area.

The proposed development is considered to achieve the intent of Design Principle Context and Character.

Landscape Quality

The proposal includes significant amount of native landscaping and the retention of existing trees on the subject site. The communal open space combined with the public open space provides a large landscaped area to achieve the desired amenity outcome. The landscaping design prepared by Tim Davis Landscaping drives the delivery of SPP7.3 Elements *3.3 Tree Canopy and Deep Soil Areas* and *4.12 Landscape Design*.

The landscape design emphasises the use of low maintenance native vegetation with water efficient irrigation systems. Deep soil areas have been provided for the planting of shade trees which will contribute to the urban tree canopy and soften the appearance of the proposed development when viewed from the street and surrounding properties.

The proposed development is considered to achieve the intent of Design Principle Landscape Quality.

Built Form and Scale

The bulk and scale of the development is considered appropriate for the Mixed Use zoning and is consistent with the future built form outcome for the locality. The development has incorporated fenestration and articulation throughout to improve the appearance of the building from the adjoining properties and the public realm. Through considered, efficient planning, the proposal has reduced impacts on adjoining properties including the effect of building bulk, overshadowing and overlooking.

The proposed development is considered to achieve the intent of Design Principle Built Form and Scale.

Functionality and Build Quality

The apartments have been designed to deliver functional open plan living to all dwellings which allows flexibility with furniture layout for all planned uses. The development provides a desirable combination of internal and external areas with suitably sized living areas and bedrooms with access to major openings for the infiltration of natural light and ventilation.

Each apartment has been designed to provide an enhanced living experience for future residents, including:

- Open plan living, kitchen and dining areas with a minimum dimension of 4m and a combined area in excess of 25sqm;
- Every bedroom will have a minimum dimension of 3m with the main bedrooms being not less than 10sqm in area. All bedrooms have been provided with a built-in robe for additional storage;
- Every habitable room will have a floor to ceiling height of 2.7m; and
- Each dwelling is provided with a storeroom, car parking bay and balcony.

The development will respond to its intended occupants by providing accessible and inviting communal areas and a positive, functional relationship to Glenelg Place and the wider locality. Facilities and amenities for residents have been provided within the outdoor communal area which includes an alfresco dining area and seating.

The lift lobby is located within close proximity to the main entry with a clear line of sight maintained for efficient wayfinding. All communal corridors will be open for natural ventilation and will be wide enough for universal access.

The proposed development is considered to achieve the intent of Design Principle Functionality and Build Quality.

Sustainability

The proposed development has incorporated environmentally sustainable design principles to ensure improved building performance. The building orientation and internal apartment layouts have been designed to minimise energy consumption for heating, cooling and artificial light.

The proposed development has included solar panels which will be used to power the ground floor communal area and reduce unnecessary energy consumption. The landscape design emphasises the use of low maintenance native vegetation with water efficient irrigation systems

The location of the development also provides opportunity for active and sustainable methods of transport via the public transport network and cycling. This is key to reducing greenhouse gas emissions from private vehicle usage.

The development will utilise sustainable building construction materials and methods where applicable including double glazing, natural ventilation, water sensitive vegetation and water efficient technologies.

The proposed development is considered to achieve the intent of Design Principle Sustainability.

Amenity

The proposed development seeks to maximise amenity for residents and visitors through a number of design features. All bedrooms have direct access to natural light, with the number of southern orientated dwellings kept to a minimum. To assist people with a variety of needs, a minimum of 20% of dwellings achieving a Silver Level under the Livable Housing Design Guidelines.

The proposal has been designed to gain maximum benefits from the site without significantly impacting the amenity of adjoining properties. The development does not result in excessive overshadowing or any overlooking to habitable areas of the neighbouring properties.

The development includes accessible, well vegetated communal areas which provides opportunities for social interaction between residents and guests.

The proposed development is considered to achieve the intent of Design Principle Amenity.

Legibility

The proposed development is considered to have a strong connection and interface with the public realm, with a strong approach to the main entrance. The main building entrance has been clearly defined through the use of architectural features and landscaping. Pedestrian access from Glenelg Place to the building has been provided with a direct line of sight to the lobby for effective navigation and wayfinding.

The vehicular entry point is clearly defined with a separate travel path provided for pedestrians, improving safety and reducing potential user conflicts.

The proposed development is considered to achieve the intent of Design Principle Legibility.

Safety

The proposed development promotes passive surveillance to Glenelg Place and the adjoining public realm. The building entry will be well lit and easily identifiable from Glenelg Place, assisting in wayfinding and providing a sense of security for all users.

The undercroft parking area will be well lit and signed posted (where required) with direct access to the lift lobby and the street. Vehicle sightlines will not be obstructed by signs, fencing or any other obstacles to maintain pedestrian safety at all times.

The proposed development is considered to achieve the intent of Design Principle Safety.

Community

The proposed development will aim to provide an affordable housing option to a diverse range of residents, with emphasis on functional dwellings for all ages and abilities. The development has incorporated aspects of the Living Housing Design Guidelines to achieve universal access through superior design outcomes.

The proposal has provided an outdoor communal area which includes seating and dining facilities to facilitate social interaction between residents and guests. The communal area will be used in conjunction with the proposed public open space which can be used by the local community.

The location of the proposed development allows future residents to integrate with the Connolly community, utilising nearby infrastructure and services. The existing businesses at the Connolly Shopping Centre will directly benefit from the proposed development.

The proposed development is considered to achieve the intent of Design Principle Community.

Aesthetics

The proposed development provides a high quality and enduring external façade with opportunities for external artwork to the front elevation. The building elements, materials and high-quality landscaping positively contribute to the prevailing streetscape and integrate with the surrounding built form.

Servicing requirements have been carefully considered to minimise their impact on the public realm and private, habitable spaces.

The proposed development is considered to achieve the intent of Design Principle Aesthetics.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments

The proposed development is consistent with the Element Objectives of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartment. Each of the below tables demonstrate how the proposal meets each of the Element Objectives.

Element Objectives		Acceptable Outcomes		Comment
2.2 Building Height				
O 2.2.1	The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	A 2.2.1	Development complies with the building height limit set out in Table 2.1 of SPP7.3.	The proposal is considered to meet the Element Objectives for Building Height as follows: <ul style="list-style-type: none">• The proposed 4 storey development will have an effective height of 15m above natural ground level which is consistent with the Acceptable Outcomes of SPP7.3.• The building height responds to the desired future scale of the area which is reflected by the R80 zoning and the location being close to areas of amenity (Connolly Shopping Centre/ Joondalup Golf Course);• The concealed roof design has been articulated to provide visual interest and reduce the appearance of building bulk.• The height of the building respects neighbouring properties within limited impact in respect to overshadowing and access to natural light.
O 2.2.2	The height of buildings within a development responds to changes in topography.		The acceptable height limit for an R80 zoned site is four storeys.	
O 2.2.3	Development incorporates articulated roof design and/or roof top communal open space where appropriate.			
O 2.2.4	The height of the development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.			
2.3 Street Setbacks				
O 2.3.1	The setback of the development from the street reinforces and/or compliments the existing or proposed landscape character.	A 2.3.1	Development complies with the street setback set out in Table 2.1 of SPP7.3.	The proposal is considered to meet the Element Objectives for Street Setback as follows: <ul style="list-style-type: none">• The proposed building has been setback approximately 19m from Glenelg Place which compliments the existing streetscape character of the area. The setback, as well as the use of front fences and landscaping, helps distinguish the private and public realm.• The primary street setback reduces any potential for overlooking from the public realm while allowing passive surveillance from the dwellings.
O 2.3.2	The street setback provides a clear transition between the public and private realm.		The acceptable primary street setback for an R80 zoned site is 2m.	
O 2.3.3	The street setback assists in achieving visual privacy to apartments from the street.			
O 2.3.4	The setback of the development enables passive surveillance and outlook to the street.			

Element Objectives		Acceptable Outcomes		Comment
2.4 Side and Rear Setbacks				
O 2.4.1	Building boundary setbacks provide for adequate separation between neighbouring properties.	A 2.4.1	Development complies with the side and rear setback set out in Table 2.1, except where a) Modified by the local planning framework; or b) A greater setback is required to address 3.5 visual privacy. The acceptable side and rear setbacks for an R80 zoned site is a minimum 3m and an average of 3.5m.	The proposal is considered to meet the Element Objectives for Side and Rear Setbacks as follows: <ul style="list-style-type: none">The lot boundary setbacks provide adequate separation between the proposed building and adjoining properties. Articulation and a variation of setbacks has been used along the rear boundary to further reduce the impact of building bulk to the adjoining residential site.The development has been positioned on site so to take advantage of the northern aspect of the site while respecting the rear adjoining dwellings and their associated outdoor living areas. The proposal does not impact the adjoining property in respect to overshadowing or overlooking.The setbacks allow for the retention and planting of significant vegetation along the lot boundaries.The setbacks comply with the Acceptable Outcomes with a minimum 3m and average of 3.5m to all lot boundaries.Development complies with the Acceptable Outcomes 2.7 Building separation, 3.3 Tree canopy and deep soil areas, 3.5 Visual privacy and 4.1 Solar and daylight access.
O 2.4.2	Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.			
O 2.4.3	The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soils areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.			
O 2.4.4	The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	A 2.4.2	Setback to comply with 2.7 Building separation, 3.3 Tree canopy and deep soil areas, 3.5 Visual privacy and 4.1 Solar and daylight access.	
2.5 Plot Ratio				
O 2.5.1	The overall bulk and scale of development is appropriate for the existing or planned character for the area.	A 2.5.1	Development complies with the plot ratio requirements set out in Table 2.1 of SPP7.3. The acceptable plot ratio for an R80 zoned site is 1.0 (2052m ² of plot ratio area).	The proposal is considered to meet the Element Objectives for Plot Ratio as follows: <ul style="list-style-type: none">The street and lot boundary setbacks are considered appropriate with significant landscaping retained and proposed to further reduce the impact of bulk and scale.The building will be a high-quality design and include articulation, quality materials and a variety of colours and finishes.The footprint of the building allows for increased access to the northern aspect of the subject site. (Refer to Alternative Solutions below for further explanation)

Element Objectives		Acceptable Outcomes		Comment
2.6 Building Depth				
O 2.6.1	Building depth supports apartments layouts that optimise daylight and solar access and natural ventilation.	A 2.6.1	Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposal will be assessed on their merits with particular consideration to 4.1 Solar and daylight access and 4.2 Natural ventilation.	<p>The proposal is considered to meet the Element Objectives for Building Depth as follows:</p> <ul style="list-style-type: none">• The depth and height of each habitable room has been designed for improved access to direct sunlight and natural ventilation.• The depth of each apartment does not exceed 20m to meet the Acceptable Outcome requirements.• The built form has been articulated to allow adequate light infiltration and natural ventilation.
O 2.6.2	Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.			
O 2.6.3	Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.			
2.7 Building Separation				
O 2.7.1	New development supports the desired future streetscape character with spaces between buildings.	A 2.7.1	<p>Development complies with the separation requirements set out in Table 2.7 of SPP7.3.</p> <p>The acceptable separation for a 4-storey building shall be in accordance with 2.4 Side and rear setbacks and 3.5 Visual privacy.</p>	<p>The proposal is considered to meet the Element Objectives for Building Separation as follows:</p> <ul style="list-style-type: none">• The proposed development supports the desired streetscape character with sufficient space between buildings on adjoining sites.• The separation between the proposed building and existing buildings on adjoining sites is deemed acceptable and proportionate to the overall scale of the development.• The layout and design of the building ensures the residential amenity of neighbouring properties is not impacted.• Suitable areas have been provided on site for the provision of communal areas, outdoor living areas and landscaping areas.
O 2.7.2	Building separation is in proportion to building height.			
O 2.7.3	Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.			
O 3.7.4	Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.			
2.8 Development Incentives for Community Benefits				
	Development incentives should be compatible with the objectives of SPP7.3, the local planning scheme, applicable structure plans, local development plans and local planning policies.	A 2.8	Development incentives for community benefits may be considered in exchange for additional development potential or flexibility.	<p>The proposal is considered to meet the Element Objectives for Development Incentives for Community Benefits as follows:</p> <ul style="list-style-type: none">• The proposal involves the development of public open space in conjunction with the City of Joondalup. The public open space will directly benefit the local community and can be used in conjunction with surrounding land uses.

Element Objectives		Acceptable Outcomes		Comment
	<p>Incentives should be chosen and weighted to reflect local priorities.</p> <p>Incentive-based provisions should provide clearly defined and measurable outcomes required to satisfy community benefit criteria.</p> <p>Incentives should be weighted so that the community outcomes are balanced with the benefit the developer achieves from the additional development allowed through varying the relevant development standard.</p> <p>Application of incentives should not result in adverse impacts on adjoining properties or the existing or desired streetscape character.</p>			

Table 3 – Section 2 Primary Controls

Element Objectives		Acceptable Outcomes		Comments
3.1 Site Analysis and Design Response				
N/A	A detailed site analysis should be provided.		A written and illustrated site analysis should be provided that demonstrates how the design response is informed by the site analysis and responds to surrounding context.	A site analysis has been provided in Appendix 4.
3.2 Orientation				
O 3.2.1	Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	A 3.2.1	Buildings on street or public realm frontages are orientated to face the public realm and incorporate direct access from the street.	The proposal is considered to meet the Element Objectives for Orientation as follows: <ul style="list-style-type: none">• The building has been orientated to take full advantage of the northern solar aspect of the site while positively addressing the streetscape.• The orientation results in improved access to light and natural ventilation to habitable rooms.• The building form and orientation has been designed to ensure that overshadowing only impacts the carpark of the adjoining Community Centre.• The orientation will not impact existing solar collectors of neighbouring sites.
O 3.2.2	Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	A 3.2.2	Buildings that do not have frontages to streets or public realm are orientated to maximise northern solar access to living areas.	
		A 3.2.3	Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21 st June onto any adjoining property does not exceed 25% to adjoining property coded R40.	
		A 3.2.4	Where adjoining sites are coded R40 or less, buildings are orientated to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.	
3.3 Tree Canopy and Deep Soil Areas				
O 3.3.1	Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.	A 3.3.1	Retention of existing trees on the site that meet the following criteria: <ul style="list-style-type: none">• Healthy specimens with ongoing viability; and• Species is not included on a State or local area weed register; and• Height of at least 4m; and/or• Trunk diameter of at least 160mm, measured 1m from the ground; and/or• Average canopy diameter of 4m.	The proposal is considered to meet the Element Objectives for Tree Canopy and Deep Soil Areas as follows: <ul style="list-style-type: none">• The layout and orientation of the proposed development allows for the retention of all significant trees on site and protects the viability of adjoining trees to ensure no loss in tree canopy.• The proposal provides deep soil areas in excess of the Acceptable Outcome requirements. The deep soil areas provided is considered acceptable in the context of the subject site and neighbourhood.

Element Objectives		Acceptable Outcomes		Comments
0 3.3.2	Adequate measures taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development conditions.	A 3.3.2	The removal of existing trees that meet any of the criteria in A 3.3.1 is supported by an arboriculture report.	<ul style="list-style-type: none">Landscaping areas have included areas for substantial shade trees which will improve the overall tree canopy within the immediate area.Development includes adequately sized planter boxes for the provision of small shrubs to complement the existing and proposed trees.
O 3.3.3	Development includes deep soil areas, or other infrastructure to support planting on structures with sufficient area and volume to sustain healthy plan and tree growth.	A 3.3.3	The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.	
		A 3.3.4	Deep soils areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing tree for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.	
		A 3.3.5	Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.	
		A 3.3.6	The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.	
		A 3.3.7	Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.	
3.4 Communal Open Space				
O 3.4.1	Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	A 3.4.1	Developments include communal open space in accordance with Table 3.4.	<p>The proposal is considered to meet the Element Objectives for Communal Open Space as follows:</p> <ul style="list-style-type: none">The development provides a comfortable amount of communal open space with the central facilities accessible to users of all abilities.The ground floor communal area will have access to direct northern sunlight.
O 3.4.2	Communal open space is safe, universally accessible and provides a high level of amenity for residents.	A 3.4.2	Communal open space located on the ground floor or on floor services by lifts must be accessible from the primary street entry of the development.	

Element Objectives		Acceptable Outcomes		Comments
O 3.4.3	Communal open space is designed and orientated to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	A 3.4.3	There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.	<ul style="list-style-type: none">• The communal open space is co-located with deep soil areas and will retain existing shade trees for improved user amenity.• The communal open space can be used in conjunction with the proposed public open space, providing a large area for outdoor pursuits.• The communal open space is located away from opening or private open spaces and will not impact residents due to the use of landscaping and physical barriers.• The communal open space will include lighting for increased safety and security. The lighting design will be detailed at building permit stage.• The communal open space is separated and screened by fencing from the bin store and external noise sources.
		A 3.4.4	Communal open space is co-located with deep soil areas and/or planning on structure areas and/ or co-indoor communal spaces.	
		A 3.4.5	Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.	
		A3.4.6	Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.	
		A3.4.7	Communal open space is designed and orientated to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open space within the site and of neighbouring properties.	
3.5 Visual Privacy				
O 3.5.1	The orientation and design of buildings, windows and balconies minimise direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	A3.5.1	Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.	<p>The proposal is considered to meet the Element Objectives for Visual Privacy as follows:</p> <ul style="list-style-type: none">• The orientation and design of the proposed building reduces any potential for overlooking of habitable rooms and private outdoor living areas within the site and of neighbour properties.• Compliant visual privacy setbacks have been provided in accordance with SPP7.3 while still maintaining daylight and solar access and natural ventilation.
		A3.5.2	Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).	
		A3.5.3	Living rooms have an external outlook from at least one major opening that is not obscured by a screen.	
		A3.5.4	Windows and balconies are sited, orientated, offset or articulated to restrict direct	

Element Objectives		Acceptable Outcomes		Comments
			overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.	<ul style="list-style-type: none"> All balconies will be capable of being unscreened and all living rooms have an unobstructed major opening for improved access to direct sunlight and natural ventilation. All balconies and windows are designed to remove the reliance on screening. Highlight windows have been used sparingly throughout the development. Privacy louvers have been incorporated along the balconies of the western fronting dwellings for additional privacy.
3.6 Public Domain Interface				
O 3.6.1	The transition between the private and public domain enhances the privacy and safety of residents.	A3.6.1	The majority of ground floor dwelling fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.	<p>The proposal is considered to meet the Element Objectives for Public Domain Interface as follows:</p> <ul style="list-style-type: none"> There are no negative impacts associated with privacy or safety in respect to the fencing component of the development. The proposed fencing provides a balance of surveillance and interaction with the street, along with maintaining privacy and security for residents. Adequate soft landscaping within the front setback area provides an attractive setting which fronts the public domain. In addition, the proposed gazebo provides shade and enhances the amenity of the communal open space and the streetscape. The street fronting ground floor dwellings have direct access via the private open space areas. The change in levels between the private open space areas, the communal areas, parking areas and the public realm provides clear delineation between each area. The upper floor units include balconies and windows directly overlooking Glenelg Place, Country Club Boulevard and the public domain. The development has been designed to reduce opportunities for concealment with passive surveillance being available to all areas.
O 3.6.2	Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	A3.6.2	Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building)	
		A3.6.3	Upper level balconies and/or windows overlook the street and public domain areas.	
		A3.6.4	Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.	
		A3.6.5	Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.	
		A3.6.6	Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.	

Element Objectives		Acceptable Outcomes		Comments
		A3.6.7	Fencing, landscaping and other elements on the frontage and designed to eliminate opportunities for concealment.	
		A3.6.8	Bins are not located within the primary street setback or in locations visible from the primary street.	
		A3.6.9	Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.	
3.7 Pedestrian Access and Entries				
O 3.7.1	Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	A3.7.1	Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.	<p>The proposal is considered to meet the Element Objectives for Pedestrian Access and Entries as follows:</p> <ul style="list-style-type: none">• The pedestrian entry is well defined and has a continuous, universal path of travel from the public realm and the visitor car bays to the lift lobby.• Garden entry arbors and portico assists with wayfinding and provides cover to the entry for weather protection.• Pedestrian and vehicle access paths will be separate and delineated through the use of building materials.• The vehicle entry has been maintained to a functional minimum to ensure minimal impact on the streetscape.
O 3.7.2	Entries to the development connect to and address the public domain with an attractive street presence.	A3.7.2	Pedestrian entries are protected from the weather.	
		A3.7.3	Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.	
		A3.7.4	Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	
		A3.7.5	Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.	
		A3.7.6	Bins are not located at the primary pedestrian entry.	

Element Objectives		Acceptable Outcomes		Comments
3.8 Vehicle Access				
O 3.8.1	Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	A3.8.1	Vehicle access is limited to one opening per 20m street frontage that is visible from the street.	<p>The proposal is considered to meet the Element Objectives for Vehicle Access as follows:</p> <ul style="list-style-type: none">• The proposed vehicle access has been maintained to a functional minimum while still being identifiable from Glenelg Place and Country Club Boulevard.• The vehicle access point is located to provide safe access and egress to and from the proposed development. There will be no obstruction to restrict sightlines.• The proposed development has provided sufficient area within the site to allow vehicles to safely manoeuvre and navigate the site.
O 3.8.2	Vehicle access points are designed and located to reduce visual impact on the streetscape.	A3.8.2	Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.	
		A3.8.3	Vehicle entries have adequate separation from street intersections.	
		A3.8.4	Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.	
		A3.8.5	Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/ egress requirements.	
		A3.8.6	Driveways designed for two way access to allow vehicles to enter the street in forward gear where: <ul style="list-style-type: none">• the driveway serves more than 10 dwellings;• the distance from an on-site car parking to the street is 15m or more; or• the public street to which it connects to is designed as a primary distributor, district distributor or integrated arterial road.	
		A3.8.7	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 street intersect.	

Element Objectives		Acceptable Outcomes		Comments
3.9 Car and Bicycle Parking				
O 3.9.1	Parking and facilities are provided for cycling and other modes of transport.	A3.9.1	Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.	<p>The proposal is considered to meet the Element Objectives for Car and Bicycle Parking as follows:</p> <ul style="list-style-type: none">• The 14 secure resident bicycle spaces and 3 visitor spaces is deemed sufficient in the context of the development. Additional space for the storage of bicycles is available in each residential store room.• The development has provided 27 resident car bays, 5 visitor car bays and 3 motorcycle bays in accordance with the Acceptable Outcomes. The amount of parking allows for each dwelling to have one dedicated parking bay.• The development does not provide excessive amount of parking as it would deter residents from using the proposed bicycle infrastructure.• Residents and visitors will also have access to public transport along Hodges Drive.• The design and location of the car parking has been designed to minimise any negative visual impacts on the amenity and the streetscape. All resident bicycle and car parking will be located as to not be visible from the street.• Proposed landscaping has been integrated with the car parking to provide additional shade cover and reduce impact on the public domain/ adjoining properties.• Car parking will be designed and constructed in accordance with the relevant standards.
O 3.9.2	Car parking provision is appropriate for the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment.	A3.9.2	Parking is provided for cars and motorcycles in accordance with Table 3.9.	
O 3.9.3	Car parking is designed to be safe and accessible.	A3.9.3	Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9.	
O 3.9.4	The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	A3.9.4	Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.	
		A3.9.5	Car parking areas are not located within the street setback and are not visually prominent from the street.	
		A3.9.6	Car parking is design, landscaped or screened to mitigate visual impacts when viewed from dwelling and private outdoor spaces.	
		A3.9.7	Visitor parking is clearly visible from the driveway, is signed ‘Visitor Parking’ and is accessible from the primary entry or entries.	
		A3.9.8	Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.	
		A3.9.9	Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.	

Element Objectives		Acceptable Outcomes		Comments
		A3.9.10	Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.	

Table 4 - Section 3 Sitting and Development

Element Objectives		Acceptable Outcomes		Comments
4.1 Solar and Daylight Access				
O 4.1.1	In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	A4.1.1	In climate zones 4, 5 and 6 only: a) Dwellings with a northern aspect are maximised, with minimum 70 per cent of dwelling having living rooms and private open space to obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June; and b) A maximum of 15 per cent of dwelling in a building receiving no direct sunlight between 9am and 3pm on 21 June.	<p>The proposal is considered to meet the Element Objectives for Pedestrian Solar and Daylight Access as follows:</p> <ul style="list-style-type: none">• The proposed development has been orientated to optimise the number of dwelling that have access to winter sun to private open spaces and major openings to habitable rooms.• The proposal takes full advantage of the northern aspect of the site with optimal access to direct sunlight.• The number of dwellings receiving limited direct sunlight has been kept to a minimum.• Every habitable room has access to an external window which is visible from all parts of the room.• The dwellings do not rely solely on highlight windows or skylights to achieve access to natural light.• Louvered awnings will be installed over north facing windows to minimise direct sunlight and glare during summer months.
O 4.1.2	Windows are designed and positioned to optimise daylight access for habitable rooms.	A4.1.2	Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum 50 per cent of clear glazing.	
O 4.1.3	The development incorporates shading and glare control to minimise heat gain and glare: <ul style="list-style-type: none">• from mid-spring to autumn in climate zones 4, 5 and 6; and• year-round in climate zones 1 and 3.	A4.1.3	Lightwells and/or skylights do not form the primary source of daylight to any habitable room.	
		A4.1.4	The building orientated and incorporates external shading devices in order to: <ul style="list-style-type: none">• minimise direct sunlight to habitable rooms:<ul style="list-style-type: none">○ between late September and early march in climate zones 4, 5 and 6 only; and○ in all seasons in climate zones 1 and 3.• permit winter sun to habitable rooms in accordance with A4.1.1(a).	
4.2 Natural Ventilation				
O 3.2.1	Development maximises the number of apartments with natural ventilation.	A4.2.1	Habitable rooms have opening on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.	<p>The proposal is considered to meet the Element Objectives for Natural Ventilation as follows:</p> <ul style="list-style-type: none">• The proposed development maximises the number of dwellings that are capable of being naturally ventilated.
O 3.2.2	Individual dwellings are designed to optimise natural ventilation of habitable rooms.	A4.2.2	a) a minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building.	

Element Objectives		Acceptable Outcomes		Comments
			<p>b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:</p> <ul style="list-style-type: none">• Ventilation openings orientated between 45° – 90° of the prevailing cooling wind direction; and• Room depth no greater than 3 x ceiling height. <p>c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.</p>	<ul style="list-style-type: none">• All habitable rooms have a minimum one major opening in an external wall.• Each dwelling is capable of being naturally cross ventilated.• The development has included highlight windows along the wall fronting the open-air communal passage. This further improve the ability for the apartments to be naturally ventilated.• Each apartment has been designed to ensure the depth does not limit the ability to be naturally ventilated. The depth of each apartment is deemed appropriate in order to achieve the element objectives. <p>(Refer to Alternative Solutions below for further explanation)</p>
O 3.2.3	Single aspect apartments are designed to maximise and benefit from natural ventilation.	A4.2.3	The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	
		A4.2.4	No habitable room relies on lightwells as the primary source of fresh-air.	
4.3 Size and Layout of Dwellings				
O 4.3.1	The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	A4.3.1	Dwellings have a minimum internal floor area in accordance with Table 4.3a.	<p>The proposal is considered to meet the Element Objectives for Size and Layout of Dwellings as follows:</p> <ul style="list-style-type: none">• The proposed development provides multiple dwelling types, sizes and configurations.• All dwellings are well proportioned and comply with the dimensions detailed under the Acceptable Outcomes.• The size and layout of the dwellings can accommodate a variety of furniture arrangements by providing open style living spaces.• Each dwelling has been designed for open plan living to allow flexibility with furniture layout to meet the requirements of future residents.• Ceiling heights within habitable rooms facilitate good natural ventilation and daylight access. Each habitable room will have a minimum floor to ceiling height of 2.7m in accordance with the Acceptable Outcomes.
O 4.3.2	Ceiling height and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	A4.3.2	Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.	
		A4.3.3	<p>Measured from the finished floor level to finished ceiling level, minimum ceiling height are:</p> <ul style="list-style-type: none">• Habitable rooms – 2.7m; and• Non-habitable rooms – 2.4m. <p>All other ceilings meet or exceed the requirements of the NCC.</p>	
		A4.3.4	The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be	

Element Objectives		Acceptable Outcomes		Comments
			provided for kitchen, where kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.	
4.4 Private Open Space and Balconies				
O 4.4.1	Dwellings have good access to appropriately sized private open space that enhances residential amenity.	A4.4.1	Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.	<p>The proposal is considered to meet the Element Objectives for Private Open Space and Balconies as follows:</p> <ul style="list-style-type: none">Each dwelling has been provided with a comfortably sized private open space to enhance residential amenity.The private open space has been designed to take advantage of the northern aspect of the site and will be setback to reduce the reliance on screening. The open balconies allow for increased access to light infiltration and natural ventilation.The ground floor terraces and upper floor balconies have been designed to integrate with the overall building form and typology. The setbacks and design of the balconies assist with breaking up the façade and reducing the perception of building bulk.The private open space provides sufficient area for the provision of non-fixed landscaping to compliment the building design.The air-conditioner units to the ground floor dwelling have been discretely located. The upper floor apartments will be serviced by roof mounted air-conditioner units.
O 4.4.2	Private open space is sited, orientated and designed to enhance liveability for residents.	A4.4.2	Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and screening is designed to not obscure the outlook of adjacent living rooms.	
O 4.4.3	Private open space and balconies are integrated into the overall architectural form and detail of the building.	A4.4.3	Design detailing, materiality and landscaping of the private open space is integrated with or compliments the building design.	
		A4.4.4	Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.	
4.5 Circulation and Common Spaces				
O 4.5.1	Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	A4.5.1	Circulation corridors are a minimum 1.5m in width.	<p>The proposal is considered to meet the Element Objectives for Circulation and Common Spaces as follows:</p> <ul style="list-style-type: none">The proposed development has provided adequate circulation spaces throughout to provide safe and convenient access for all residents and visitors.Compliant ramps and landings have been provided to all common spaces for improved access for all abilities.The development has been designed for universal access in accordance with the BCA and Livable Housing Design Guidelines.
O 4.5.2	Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	A4.5.2	Circulation and common spaces are designed for universal access.	
		A4.5.3	Circulation and common spaces are capable of passive surveillance, including good sightlines and avoid opportunities for concealment.	

Element Objectives		Acceptable Outcomes		Comments
		A4.5.4	Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.	<ul style="list-style-type: none">• Circulation corridors and common spaces will be capable of passive surveillance to the street and public realm.• Circulation corridors and common spaces will include lighting for improved wayfinding and safety at night. Lighting design to be confirmed at detailed design stage.• No major openings directly open onto circulation corridors or common spaces. Highlight windows have been provided in the common corridors for improved ventilation.• The circulation and access to common spaces allows for improved social interaction and does not discriminate between users.
		A4.5.5	Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.	
4.6 Storage				
O 4.6.1	Well-designed, functional and conveniently located storage is provided for each dwelling.	A4.6.1	Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.	<p>The proposal is considered to meet the Element Objectives for Storage as follows:</p> <ul style="list-style-type: none">• All stores are in a location and of an approximate size and dimension which is suitable for each dwelling. This is consistent with the Acceptable Outcomes.• All stores have been integrated with the building design.• The location of the stores in the undercroft carpark and on each level is convenient and can be readily accessed via the lift.• The proposed stores are located to ensure no impact on the streetscape.
		A4.6.2	Bulky good stores that are not directly accessible from the dwelling/ private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.	
		A4.6.3	Storage provided separately from dwellings or within or adjacent to private open space, is integrated into the design of the building or open space and is not readily accessible from the public domain.	
4.7 Managing the Impact of Noise				
O 4.7.1	The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	A4.7.1	Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guidelines for Apartment and Townhouse Acoustic Rating (or equivalent).	<p>The proposal is considered to meet the Element Objectives for Managing the Impact of Noise as follows:</p> <ul style="list-style-type: none">• The siting and layout of the development minimises the impact of external noise source with acoustic treatments to be determined at the detailed design stage.• No external noises sources have been identified to have significant impact on the proposed dwellings.
O 4.7.2	Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce	A4.7.2	Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active	

Element Objectives		Acceptable Outcomes		Comments
	noise transmission from external noise sources.		communal open space, and refuse bin are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.	<ul style="list-style-type: none">The private open spaces fronting the communal area have been fitted with a louvered screen to provide additional shielding from noise.Soft landscaping throughout the development will assist with providing additional shielding of external noise.
		A4.7.3	Major openings to habitable rooms are orientated away or shielded from external noise sources.	
4.8 Dwelling Mix				
O 4.8.1	A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	A4.8.1	a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument; or b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.	The proposal is considered to meet the Element Objectives for Energy Efficiency as follows: <ul style="list-style-type: none">A range of dwelling types, sizes and configurations have been provided across all levels.The dwelling mix caters for diverse household types and is reflective of the Connolly demographic. The two bedroom dwelling are preferred option as they can be marketed to a larger demographic of potential residents (couples, families, seniors, persons with disabilities, etc.).The two bedroom dwellings can be used as a single bedroom dwelling with the second bedroom being used as a study or home office. (Refer to Alternative Solutions below for further explanation)
		A4.8.2	Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	
4.9 Universal Design				
O 4.9.1	Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or facilitate ageing in place.	A4.9.1	a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Livable Housing Design Guidelines (Livable Housing Australia); or b) 5 per cent of dwellings are designed to Platinum Level as defined in the Livable Housing Design Guidelines (Livable Housing Australia).	The proposal is considered to meet the Element Objectives for Universal Design as follows: <ul style="list-style-type: none">The proposed development includes dwellings which meet the Silver Level requirements of the Livable Housing Design Guidelines (Refer to Appendix 8).The proposed development provides options for people living with disabilities or limited mobility and/or facilitate ageing in place. The development has been designed to allow dwellings to be retrofitted with grabrails in the showers and toilets.

Element Objectives		Acceptable Outcomes		Comments
4.10 Façade Design				
O 4.10.1	Building facades incorporate proportions, materials and design elements that respect and reference the character of the local area.	A4.10.1	Façade design includes: <ul style="list-style-type: none">• Scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm;• Rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.	<p>The proposal is considered to meet the Element Objectives for Façade Design as follows:</p> <ul style="list-style-type: none">• The façade of the proposed development has been articulated appropriately in the context of the site. The building has responded positively to the public realm through the use of high-quality building materials and visually appealing finishes and textures.• This is the first 4 storey building within the Connolly locality and will provide an excellent example of infill development for future developments to relate.• The finishes and colour pallet is sympathetic to the character of the immediate area. The changes in finishes and textures provide visual interest and rhythm along all elevations.• The building façade has incorporated artistic features to provide visual interest when viewed from the public realm.• The street setback is appropriate given the scale of the proposed development and allows for additional landscaping to the front of the site. <p>(Refer to Alternative Solutions below for further explanation)</p>
O 4.10.2	Building facades express internal functions and provide visual interest when viewed from the public realm.	A4.10.2	In buildings with height greater than four storeys, facades include a defined base, middle and top of the building.	
		A4.10.3	The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings and colonnade heights.	
		A4.10.4	Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.	
		A4.10.5	Development with a primary setback of 1m or less to street includes awnings that: <ul style="list-style-type: none">• Define and provide weather protection to entries;• Are integrated into the façade design; and• Are consistent with the streetscape character.	
		A4.10.6	Where provided, signage integrated into façade design and is consistent with the desired streetscape character.	

Element Objectives		Acceptable Outcomes		Comments
4.11 Roof Design				
O 4.11.1	Roof forms are well integrated into the building design and respond positively to the street.	A4.11.1	The roof form or top of building complements the façade design and desired streetscape character.	The proposal is considered to meet the Element Objectives for Roof Design as follows: <ul style="list-style-type: none">• The concealed roof form integrates with the building design as to not impact the streetscape or adjoining properties.• The roof space will be used for solar panels and services. All roof mounted services and solar panels will be located to not be visually obtrusive.
O 4.11.2	Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	A4.11.2	Building services located on the roof are not visually obtrusive when viewed from the street.	
		A4.11.3	Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.	
4.12 Landscape Design				
O 4.12.1	Landscape designed enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	A4.12.1	Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.	The proposal is considered to meet the Element Objectives for Landscape Design as follows: <ul style="list-style-type: none">• The landscaping design enhances pedestrian amenity throughout with deep soil areas provided for the retention of existing shade trees.• The landscape design is reflective of the existing vegetation within the immediate area. The proposed trees will extend the existing tree canopy.• The landscape design improves the comfort of the ground floor private open space and the communal area, with enhanced outlook from habitable rooms.• Plant selection is appropriate for the proposed dwelling and has been selected based on site conditions and climate.• The irrigation system will be designed and installed to best Water Sensitive Urban Design practices.• The planter boxes have been integrated into the design are intended for low shrubs and small plants.• The landscaping design assists to screen services and the bin storage area, reducing any potential impact on the public realm.
O 4.12.2	Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	A4.12.2	Landscape areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.	
O 4.12.3	Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.	A4.12.3	Planting on building structures meets the requirements of Table 4.12.	
O 4.12.4	Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	A4.12.4	Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.	

Element Objectives		Acceptable Outcomes		Comments
4.13 Adaptive Reuse				
O 4.13.1	New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	A4.13.1	New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.	The proposed development does not include adaptive reuse of existing buildings. The Element Objectives are not applicable.
O 4.13.2	Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of SPP 7.3.	A4.13.2	New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.	
4.14 Mixed Use				
O 4.14.1	Mixed use development enhances the streetscape and activates the street.	A4.14.1	Where the development is located in a mixed use area design within the local planning framework, ground floor units are designed for future adaptation to non-residential uses.	The proposed development does not include a mixed use component. The Element Objectives are not applicable.
O 4.14.2	A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light odour, traffic and waste.	A4.14.2	Ground floor uses include non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address enhance and active the street.	
		A4.14.3	Non-residential space in mixed use development is accessed via the street frontage and/ or primary entry as applicable.	
		A4.14.4	Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management and amenities to accommodate a range of retail and commercial uses in accordance with the requirements of the local planning framework.	
		A4.14.5	Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.	

Element Objectives		Acceptable Outcomes		Comments
4.15 Energy Efficiency				
O 4.15.1	Reduce energy consumption and greenhouse gas emissions from the development.	A4.15.1	a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice; or b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.	The proposal is considered to meet the Element Objectives for Energy Efficiency as follows: <ul style="list-style-type: none">• The proposed development has included roof mounted solar panels which will be used to supply the communal open space. This will reduce energy consumption of the communal area and improve the overall performance of the building.• The irrigation system will be designed and installed to best Water Sensitive Urban Design practices.• The proposed bicycle facilities and connection to existing bicycle infrastructure reduces car dependency and emissions.
4.16 Water Management and Conservation				
O 4.16.1	Minimise potable water consumption throughout the development.	A4.16.1	Dwellings are individually metered for water use.	The proposal is considered to meet the Element Objectives for Waste Management and Conservation as follows: <ul style="list-style-type: none">• The proposed building will be connected to a main water meter with the dwellings individually water metered.• All stormwater from rainfall events will be retained on site and discharged via in ground soak wells. The wastewater system will be designed at building permit stage by the appointed civil engineer.• The soak wells will be sized to accommodate a 1 in 100 year storm event. System to be designed by appointed civil engineer.
O 4.16.2	Stormwater runoff from small rainfall events is managed on-site, wherever practical.	A4.16.2	Stormwater runoff generated from small rainfall events is managed on-site.	
O 4.16.3	Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	A4.16.3	Provision of overland flow path for safe conveyance of run off from major rainfall events to local stormwater drainage system.	
4.17 Waste Management				
O 4.17.1	Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	A4.17.1	Waste storage facilities are provided in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines.	The proposal is considered to meet the Element Objectives for Waste Management as follows: <ul style="list-style-type: none">• The location and design of the waste storage facilities allows for the efficient collection of receptacles within the site. Removing the need for verge pick up ensures limited impact on the streetscape during collection days.• The bin store has been located alongside the services area of the adjoining shopping centre. This location reduces any potential impact on the two other adjoining lots.• The bin storage area has been designed in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines.
O 4.17.2	Waste to landfill is minimised by providing safe and convenient bins and information for separation and recycling of waste.	A4.17.2	A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines – Appendix 4A.	
		A4.17.3	Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the WALGA Multiple	

Element Objectives		Acceptable Outcomes		Comments
			Dwelling Waste Management Plan Guidelines – Level 1 Waste Management Plan (Design Phase).	<ul style="list-style-type: none">The proposed development has included an area for bulk rubbish which will be collected periodically. This provides residents with an additional facility for improved amenity. The bulk rubbish area has been located to not be visible from the street.
		A4.17.4	Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	
4.18 Utilities				
O 4.18.1	The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/ broadband services that are fit for purpose and meet current performances and access requirements of service providers.	A4.18.1	Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.	<p>The proposal is considered to meet the Element Objectives for Utilities as follows:</p> <ul style="list-style-type: none">The proposed development has been designed to ensure all services are integrated within the built form or the landscaping design. All services will meet current performance and access requirements.The location of services will not impact the movement of vehicles or pedestrians throughout the site.Services will not be visually obtrusive and located to not impact habitable rooms or private open spaces.The air-conditioner units to the ground floor dwelling have been discretely located. The upper floor apartments will be serviced by roof mounted air-conditioner units.Laundry areas are conveniently located and capable of ventilation with adequate circulation space provided.
O 4.18.2	All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	A4.18.2	Developments are fibre-to-premise ready, including provision for installation of fibre throughout the site and to every dwelling.	
O 4.18.3	Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	A4.18.3	Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.	
O 4.18.4	Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	A4.18.4	Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and of an overall size and dimension that is appropriate to the size of the dwelling.	

Table 5 - Section 4 Designing the Building

Local Planning Policies

Environmentally Sustainable Design Policy

The City of Joondalup Environmentally Sustainable Design Policy aims to encourage the integration of environmentally sustainable design principles into the siting, design and construction of new residential buildings.

Requirements	Provided	Compliance
4.1 Design Principles		
Designing and constructing buildings to preserve the natural features of the site.	All significant vegetation has been retained on site with the proposed development preserving the natural features of the site.	✓
Designing and constructing buildings to include passive solar design.	The proposed development has been designed to take advantage of the northern aspect of the subject site to assist with passive solar heating.	✓
Increasing the energy efficiency of buildings by using low energy technologies for lighting, heating and cooling, appliances and equipment.	The development retains significant trees which can reduce air conditioning needs, increasing the energy performance of the building.	✓
Using renewable energy technologies.	Solar panels will be installed on the roof as an energy efficiency initiative. The solar panels will be used to meet the energy demands of the communal area.	✓
Increasing water efficiency and encouraging water reuse and water recycling for buildings and landscaping.	Irrigation will be designed and installed to best Water Sensitive Urban Design practices.	✓
Selecting sustainable building materials, such as locally sourced and recycled content.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval. There will be emphasis on the use of locally appropriate materials.	TBC
Reducing the amount of waste that is created through the construction process by implementing waste management practices on site.	Waste management practices during the construction process will be detailed in the Construction Management Plan. This will be provided prior to submission of the building permit by the appointed contractor.	TBC
Encouraging adaptability in the design and construction to ensure longevity of the building.	The open plan living area in each apartment allows for flexibility in use for various demographics.	✓
Increasing the indoor air quality of buildings by using low allergic and low volatile organic compound (VOC) fittings, furniture, paints and adhesives.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval.	TBC
Utilising water wise and native gardening techniques.	Irrigation will be designed and installed to best Water Sensitive Urban Design practices. Native species have been used throughout the landscaping design.	✓
Designing buildings so materials can be easily recycled if in the future the building is to be demolished.	Building materials will be confirmed prior to submission of the building permit. This will be detailed in the final materials, colours and finishes schedule as a condition of the development approval.	TBC

Table 6 - Environmentally Sustainable Design Policy

Subdivision and Dwelling Development Adjoining Areas of Public Open Space Policy

The proposal involves the redevelopment of the adjoining road reserve into dedicated public open space. Due regard has been given to the City of Joondalup Subdivision and Dwelling Development Adjoining Areas of Public Open Space Policy.

Requirements	Provided	Compliance
5.2.1 Dwelling Layout		
Dwellings should be designed so that areas of public space are overlooked by major openings. Large expanses of blank walls should be avoided.	The dwellings have been designed to ensure dwellings overlooking the private communal open space and the proposed public open space.	✓
For lots abutting public open space, outdoor living areas should be located to ensure that views of the public open space are maximised.	Views of the proposed public open space will be available for the western facing dwellings.	✓
Dwellings adjoining pedestrian accessways which are greater than one storey should provide a minimum of one major opening or unenclosed active habitable space on an upper storey to provide surveillance to the pedestrian accessway.	No pedestrian access ways adjoin the site or are proposed as part of the development.	N/A
5.2.2 Fencing		
Fencing between public space and private property should be: <ul style="list-style-type: none"> • A maximum height of 1.8m; • Visually permeable above 1.2m, as measured from NGL for a minimum of 50% of the boundary length; and • Allow surveillance for an outdoor living area and/or major opening. 	The proposed fencing between the private communal open space and the public open space will be a maximum 1.8m high with visually permeable screen infills above 1.2m. Casual surveillance of the public open space will be achieved from the western facing dwellings.	✓
Fencing along common boundaries with pedestrian accessways should be: <ul style="list-style-type: none"> • A maximum height of 1.8m; and • Visually permeable above 1.2m, as measured from NGL, the greater of the street setback area. 	No pedestrian access ways adjoin the site or are proposed as part of the development.	N/A
Uniform fencing along road reserves, with the exception of a primary street, should be: <ul style="list-style-type: none"> • Impermeable (solid); • Constructed to a maximum height of 1.8m above NGL; • Constructed of materials or finished treatments to give a long-lasting, aesthetically pleasing appearance; • Low maintenance; and • Complemented, where appropriate, with landscaping native to the locality. 	No fencing proposed along the road reserve.	N/A

Table 7 - Subdivision and Dwelling Development Adjoining Areas of Public Open Space Policy

Residential Development Local Planning Policy

The specific provisions of the Residential Development Local Planning Policy are not applicable to this development given the recent introduction of State Planning Policy 7.3. The overall objectives of the Residential Development Local Planning Policy are addressed through the various provisions of SPP7.3.

Performance Solutions

Proposals that do not meet the sizes as outlined in the Acceptable Outcome may be assessed through a performance solution in order to meet the Element Objective. The below elements do not meet the Acceptable Outcomes however are deemed consistent with the Element Objectives, as follows:

Plot Ratio

The proposed development seeks to vary the plot ratio provisions by 4sqm which is a minor variation in the context of the overall development. Reduction in the current plot ratio will not necessarily result in a better or superior design outcome of the proposed development.

The primary function of plot ratio is to manage building bulk however this can be achieved through other building controls including setbacks, articulations, fenestration and landscaping. Further reducing the plot ratio will adversely impact on the performance and function of the proposed dwellings, in particular the size of living rooms and bedrooms, and northern orientation. The current design, while in excess of the plot ratio requirements, has provided sufficient area within each apartment for enhanced comfort, use and performance. This minor non-compliance has been addressed as follows:

- All habitable rooms within the proposed development have direct access to a major opening, providing access to natural light (Appendix 5) and natural ventilation (Appendix 6). As a result, the minor variation to the plot ratio provisions has not resulted in a loss of light infiltration or cross ventilation opportunities;
- The proposed development does not overshadow any habitable areas of the adjoining sites and will only impact the existing parking area of the adjoining Community Centre;
- The development is compliant with the visual privacy provisions of State Planning Policy 7.3 and will not result in overlooking to adjoining properties; and
- The additional plot ratio allows for comfortable sized habitable rooms within all dwellings which improves the amenity and functionality of each dwelling.

Despite the variation to the plot ratio provisions of State Planning Policy 7.3, the proposed development complies with the visual privacy and overshadowing provisions, and maintains opportunity for infiltration of natural light and ventilation. The development has been designed to reduce the impact of bulk on adjoining properties through the use of setbacks, articulated facades and high quality landscaping. The additional plot ratio area of the proposed development will not compromise the amenity of neighbouring properties and will provide comfortable living experience for future residents.

Dwelling Mix

SPP7.3 requires developments greater than 10 dwellings to provide at least 20% of the apartments with different bedroom numbers. The proposed development includes five (5) one bedroom dwellings (18.5%) and twenty two (22) two bedroom dwellings (81.5%) which seeks to vary the minimum requirement by 1.5%. This minor non-compliance has been addressed as follows:

- The proposed development provides a range of dwelling types, sizes and configurations including:
 - Five (5) x one bedroom, one bathroom apartments (4 at 58m² and 1 at 71m²);
 - Three (3) x two bedroom, one bathroom apartments (3 at 71m²); and
 - Nineteen (19) x two bedroom, two bathroom apartments (4 at 78m², 7 at 80m², 4 at 82m² and 4 at 85m²).
- The proposed two bedroom dwellings can be used as a single bedroom dwelling with the second bedroom being used as a study or home office;
- Two bedroom dwellings are deemed the preferred option based on the demographic of the Connolly locality. The two bedroom dwellings will be an affordable living option marketed towards couples, young families, seniors and people with disabilities; and

- The predominate dwelling type within the Connolly locality consists of single dwellings and grouped housing. The proposed development provides an alternative housing option with emphasis on infill development and increased density focused around local amenities.

Natural Ventilation

SPP7.3 requires habitable rooms to have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m. The proposed development includes 3 bedrooms (bedroom 2 in units 13, 20 and 27) that do not have openings on at least two walls with a straight line distance between them. This minor non-compliance has been addressed as follows:

- The bedrooms identified above have access to a northern facing major opening which will provide direct ventilation. In addition, the internal doorway can be left open to provide additional ventilation via the living room which will flush out hot or stale air (Figure 1);
- The 3.0m depth of the bedrooms improves the ability for habitable room to be naturally ventilated, similar to a single aspect apartment; and
- All main bedrooms (Bed 1) will be capable of being naturally ventilated in accordance with SPP7.3.



Figure 1 - Natural Ventilation to Bedroom 2 of Apartments 13, 20 and 27

Façade Design

SPP7.3 requires the façade to include design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. This will be the first four storey residential building within the Connolly locality and therefore does not correlate to key datum lines of adjacent buildings.

We believe this non-compliance can be considered acceptable in the context of the development and the subject site, on the basis that the majority of the development complies with the provisions of SPP7.3. The proposed development will provide an excellent example of medium density infill development which is permitted by the Mixed Use (R80) zoning.

Additional Considerations

Transport Impact

The Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines Volume 4 (TIA Guidelines) details the required content for a Traffic Impact Statement (TIS). As detailed with the TIA Guidelines, the intent of a TIS is to provide an informal, non-technical statement of the transport aspects of the development. Appendix 7 details the specific requirements for a TIS, as required by Appendix AI of the TIA Guidelines.

Stormwater Disposal

All stormwater will be retained on site and discharged to the in-ground soakwells located in the undercroft car park. Detailed design of stormwater management will be provided prior to building permit as a condition of the development approval.

Waste Management

Talis Consulting have prepared a Waste Management Plan in accordance with the Western Australian Local Government Association's (WALGA) Multiple Dwelling Waste Management Guidelines (2014). The bin store and collection arrangements are deemed acceptable in the context of the development and will not adversely impact future residents or surrounding properties.

On completion of the development, the strata manager will be responsible for ensuring the requirements of the Waste Management Plan are complied with at all times.

Acoustic Report

Herring Storer Acoustics have undertaken an assessment of the subject site and prepared an Acoustic Report. The proposed development will be designed to comply with the acoustic criteria of Part F5 of the National Construction Code.

All noise emissions from the premises will need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Livable Housing Design Guidelines

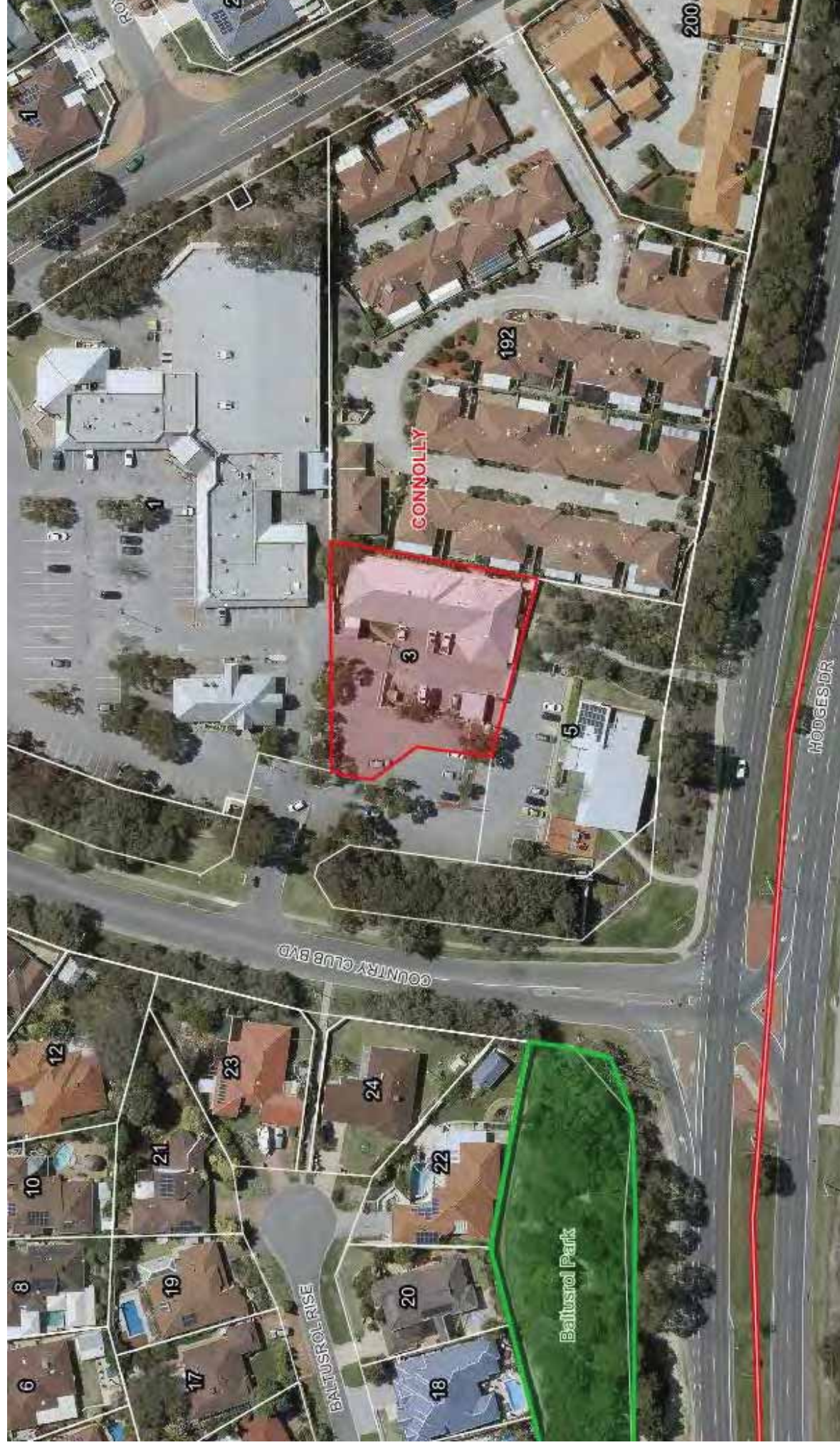
In accordance with SPP7.3, the proposed development has been designed to achieve a Silver Level rating for majority of the apartments. Appendix 8 details the specific requirements for the Livable Housing Design Guidelines.

Conclusion


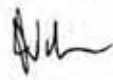

This development application seeks approval to construct 27 residential dwellings, comprising of five (5) one bedroom and twenty-two (22) two bedroom apartments. The information and the supporting documentation provided has demonstrated that the proposed development should be supported by the City of Joondalup and approved by the Metro North West Joint Development Assessment Panel.

The proposed development will positively contribute to the locality by providing a thoughtfully designed quality-built form outcome that will be sympathetic to the existing and desired character of the area. The development has been designed to provide a comfortable and functional living experience for future residents without jeopardising the amenity of adjoining properties.

Appendix 1 – Location Plan

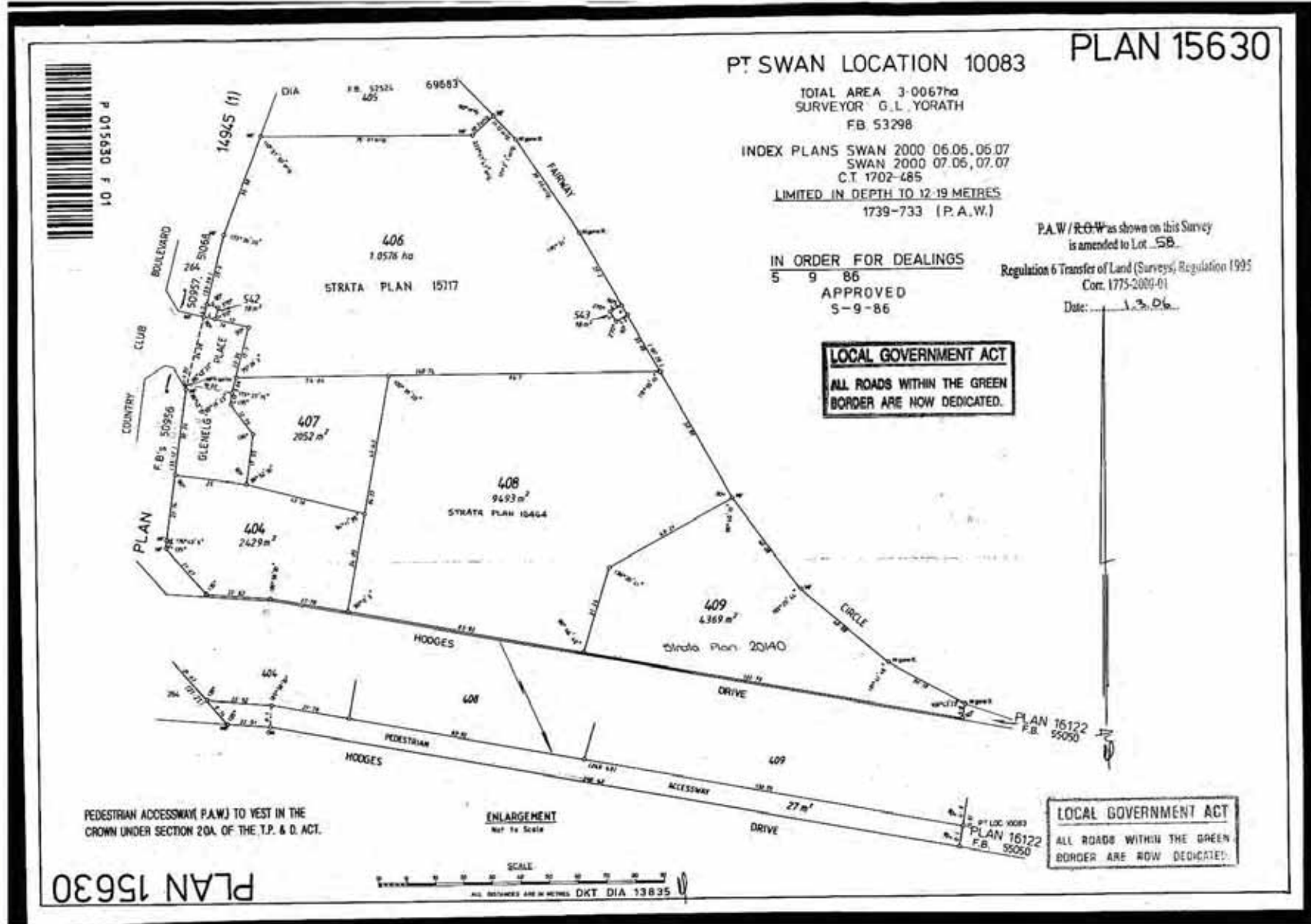


Appendix 2 – Certificate of Title

WESTERN  AUSTRALIA	<table border="1" style="border-collapse: collapse; width: 100%;"><tr><td colspan="2" style="text-align: center; font-size: small;">REGISTER NUMBER:</td></tr><tr><td colspan="2" style="text-align: center; font-weight: bold;">407/P15630</td></tr><tr><td style="text-align: center; font-size: x-small;">DUPLICATE EDITION</td><td style="text-align: center; font-size: x-small;">DATE DUPLICATE ISSUED</td></tr><tr><td style="text-align: center; font-weight: bold;">2</td><td style="text-align: center; font-weight: bold;">8/9/2005</td></tr><tr><td style="text-align: center; font-size: x-small;">VOLUME</td><td style="text-align: center; font-size: x-small;">PAGE</td></tr><tr><td style="text-align: center; font-weight: bold;">1739</td><td style="text-align: center; font-weight: bold;">729</td></tr></table>	REGISTER NUMBER:		407/P15630		DUPLICATE EDITION	DATE DUPLICATE ISSUED	2	8/9/2005	VOLUME	PAGE	1739	729
REGISTER NUMBER:													
407/P15630													
DUPLICATE EDITION	DATE DUPLICATE ISSUED												
2	8/9/2005												
VOLUME	PAGE												
1739	729												
RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893													
<p>The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.</p>													
  REGISTRAR OF TITLES													
LAND DESCRIPTION:													
LOT 407 ON PLAN 15630													
REGISTERED PROPRIETOR: (FIRST SCHEDULE)													
JOWEBO INVESTMENTS PTY LTD OF UNIT 3, 15 VANDEN WAY, JOONDALUP (T J003208) REGISTERED 30/8/2004													
LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)													
1. *L035058 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 7/8/2009.													
Warning:	<p>A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.</p> <p>* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.</p> <p>Lot as described in the land description may be a lot or location.</p>												
-----END OF CERTIFICATE OF TITLE-----													
STATEMENTS:													
<p>The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.</p>													
SKETCH OF LAND:	1739-729 (407/P15630)												
PREVIOUS TITLE:	1702-485												
PROPERTY STREET ADDRESS:	3 GLENELG PL, CONNOLLY.												
LOCAL GOVERNMENT AUTHORITY:	CITY OF JOONDALUP												
NOTE 1:	DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L035058												

Appendix 3 – Survey Plan

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Apr 2 10:55:01 2019 JOB 58996008



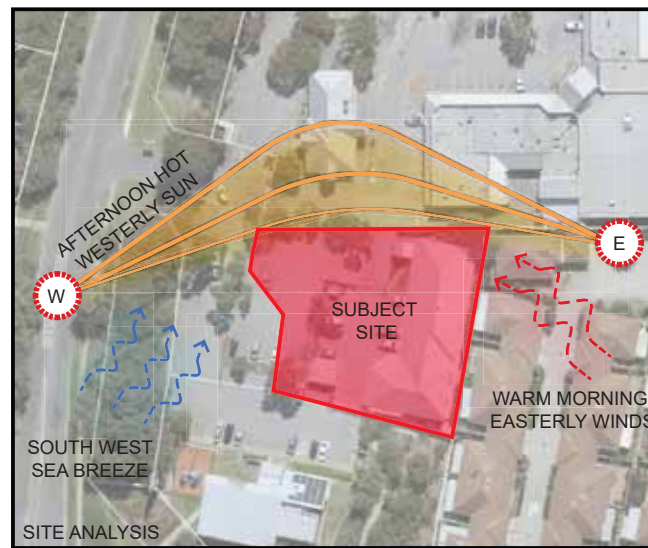
SITE ANALYSIS & CONTEXT PLAN

LOT 407 (3) GLENELG PLACE, CONNOLLY WA 6027

Detailed research and analysis of the subject site has enabled use to understand the natural and urban context of the site.

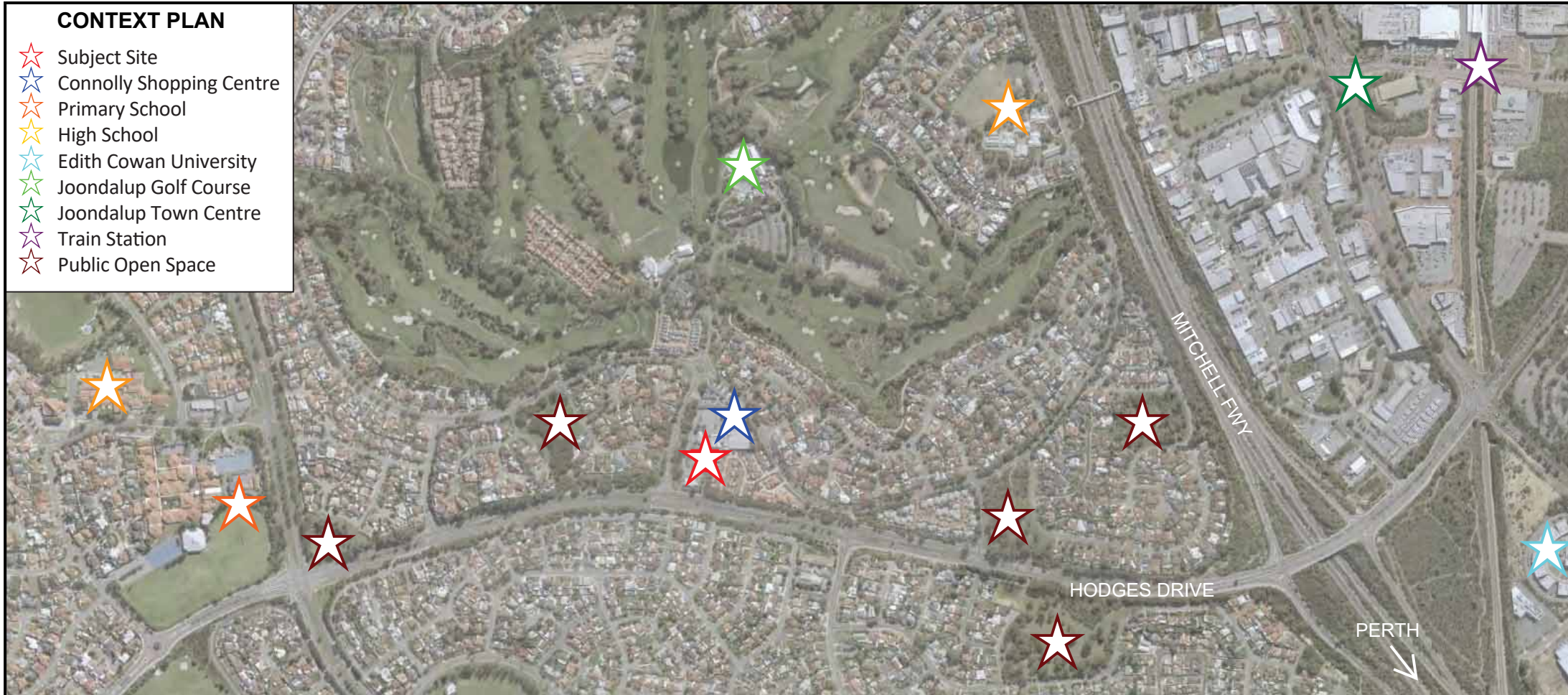
The following has been identified to enable a considered, site specific design response:

1. The subject site is located in close proximity to established community services and facilities (shopping centres, schools, universities, public open space, etc.).
2. The site has excellent transport connections, serviced by the existing road, public transport, footpath and bicycle networks.
3. The subject site has a significant northern facing lot boundary which provides opportunities for solar access.
4. The orientation of the subject site provides opportunities for natural ventilation.
5. There are opportunities for the retention of existing trees on site and within the road reserve.
6. Existing crossover can be retained for use of future development.

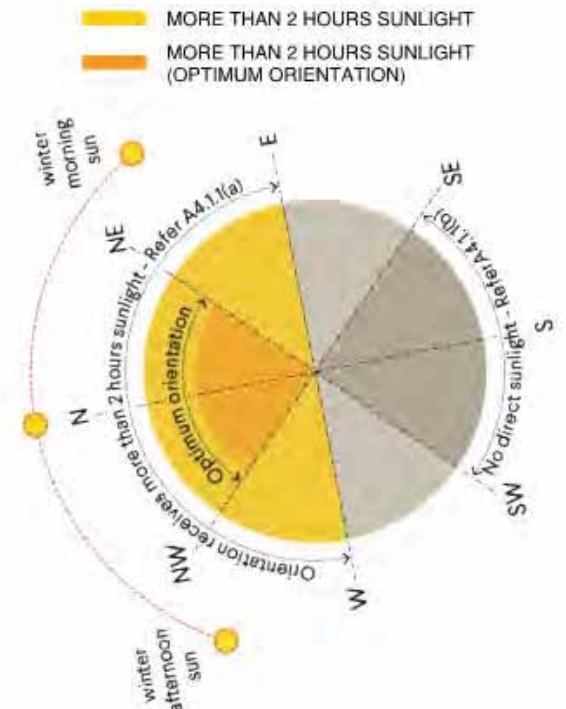


CONTEXT PLAN

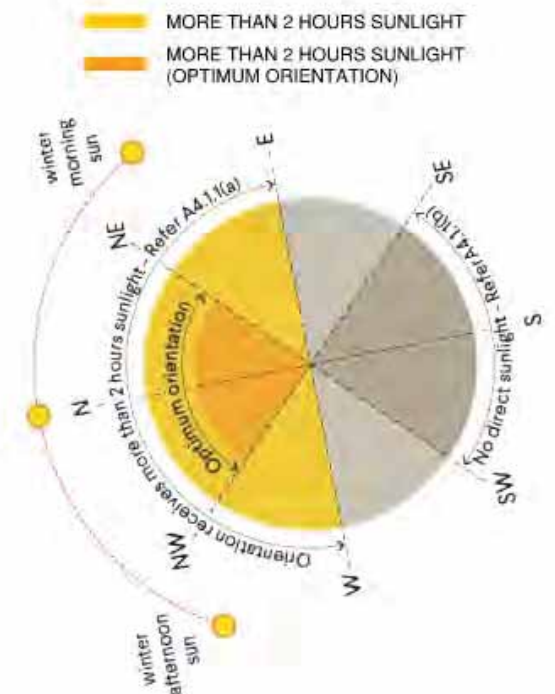
- ★ Subject Site
- ★ Connolly Shopping Centre
- ★ Primary School
- ★ High School
- ★ Edith Cowan University
- ★ Joondalup Golf Course
- ★ Joondalup Town Centre
- ★ Train Station
- ★ Public Open Space



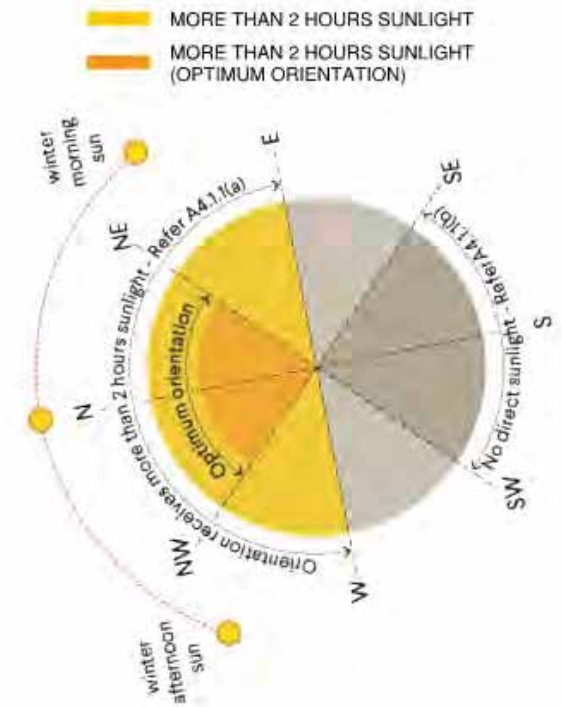
Appendix 5 – Natural Light Diagrams



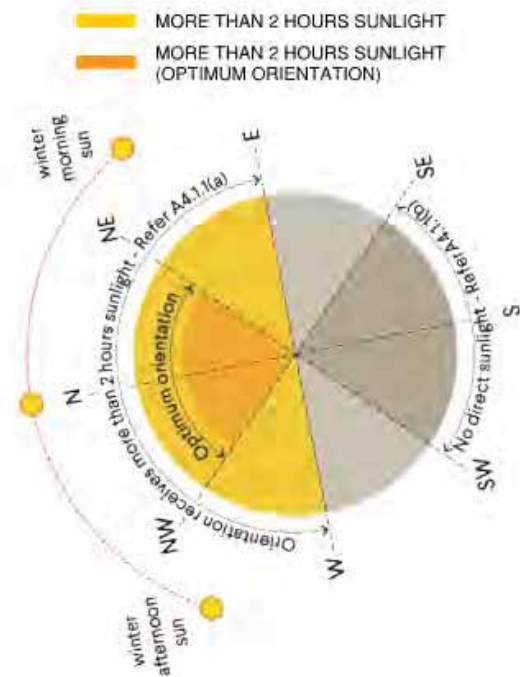
Natural Light Diagram – Ground Floor



Natural Light Diagram – Level 1



Natural Light Diagram – Level 2



Natural Light Diagram – Level 3

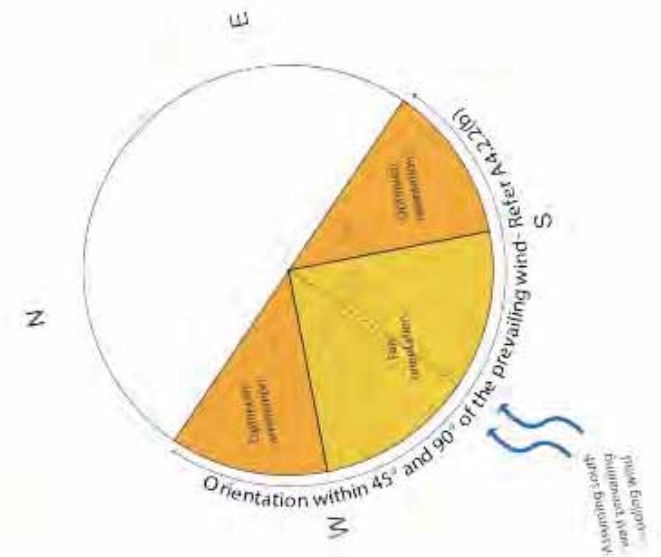
Appendix 6 – Natural Ventilation Diagrams



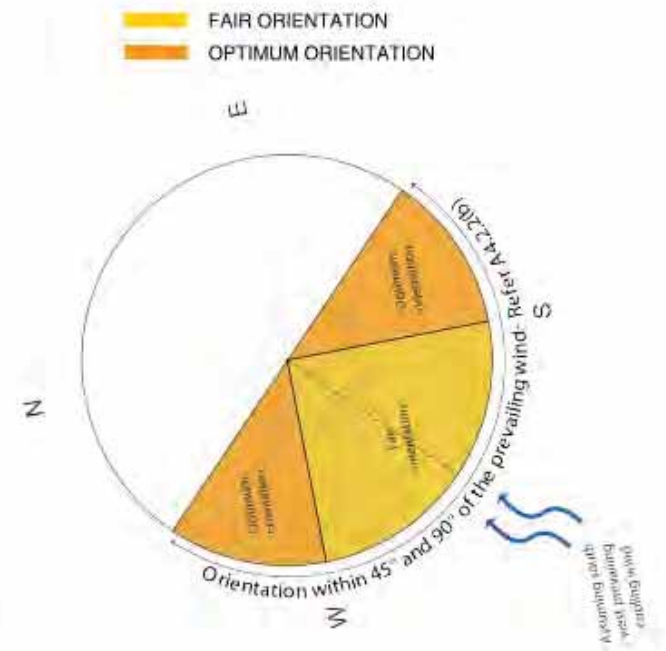
Natural Ventilation Diagram – Ground Floor



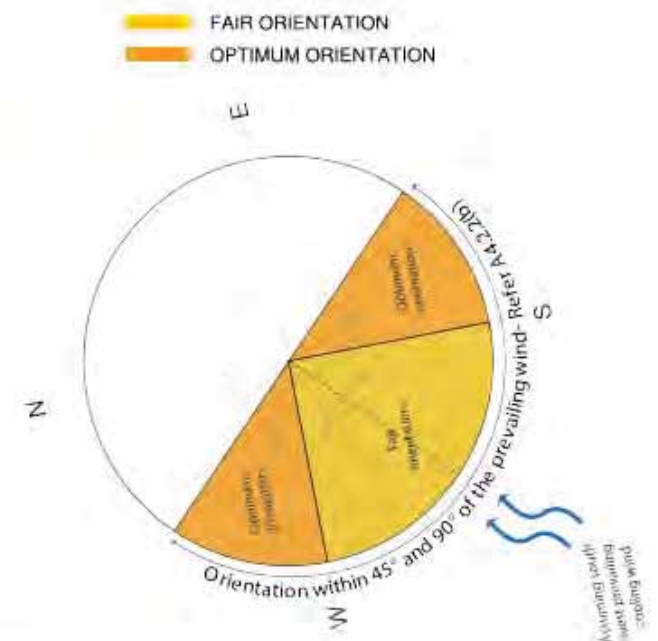
FAIR ORIENTATION
OPTIMUM ORIENTATION



Natural Ventilation Diagram – Level 1



Natural Ventilation Diagram – Level 2



Natural Ventilation Diagram – Level 3

Appendix 7 - Transport Impact Statement

Transport Impact Statement prepared in accordance with Appendix AI of the WAPC TIA Guidelines Volume 4.

Item	Comments/ Proposal
Proposed Development	
Existing Land Use	Short stay accommodation
Proposed Land Use	27 residential apartments (multiple dwellings)
Context with Surrounds	
Vehicular Access and Parking	
Access arrangements	Access via 8.5m wide crossover to Glenelg Place.
Public, private, disabled parking, set down/ pick up	27 residential parking spaces. 5 visitor parking spaces. 3 motorcycle parking spaces.
Service Vehicles	
Access arrangements	Waste collection vehicles will reverse into the site for collection. There is adequate room to manoeuvre the site.
On/off site loading facilities	Waste will be collected on site directly from the bin store via a rear loader waste collection vehicle. Waste collection details are provided in the WMP.
Traffic Volumes	
Daily or peak traffic volumes	Daily vehicle volumes: 108 – 135 vehicle trips (4 - 5 trips per dwelling). Weekday peak hour: 11 – 14 vehicle trips (0.4 – 0.5 trips per dwelling). *Source: RTA Guide to Traffic Generating Developments
Type of vehicles	Standard passenger car.
Traffic Management on Frontage Streets	
Traffic Management	Glenelg Place is a local road and does not require dedicated traffic management measures.
Public Transport Access	
Nearest bus/ train routes	Bus Route 462: This bus route services the south western suburbs of Joondalup connects the site to Joondalup and Padbury Train Stations. The bus route is located within 350m of the subject site. Joondalup Train Service: Located approximately 3km from the subject site.
Nearest bus/ train stations	Bus Stop: A bus stop (Stop No. 17923) is provided approximately 350m from the subject site. Train Station: Joondalup Train Station is located 3km north-east of the subject site.
Pedestrian/ cycle links to bus stops/ train stations	A pedestrian footpath is provided along Country Club Boulevard which is within close proximity to the subject site. The existing pedestrian footpath network directly connects the subject site to the nearby bus stop and the nearby shopping centre. The City of Joondalup Bike Plan 2016 – 2021 has identified the Hodges Drive Shared Path as a propriety project for infrastructure improvements. Improvements of the Hodges Drive Share Path will ensure the subject site is well connected to the Perth Bicycle Network.

Item	Comments/ Proposal
Pedestrian Access/ Facilities	
Existing pedestrian facilities within the development (if any)	Pedestrian footpath is provided to the building lobby, and to the ground floor units.
Proposed pedestrian facilities within development	Direct pedestrian footpath is provided to the building entrance and lift lobby. A direct connection is also provided to the ground floor units fronting Glenelg Place.
Existing pedestrian facilities on surrounding roads	North/South pedestrian footpath exists along Country Club Boulevard. East/West pedestrian footpath exists along Hodges Drive.
Proposals to improve pedestrian access	High quality pedestrian entrance has been provided to the proposed building which includes weather protection and assists with wayfinding for visitors.
Cycle Access/ Facilities	
Existing cycle facilities within the development (if any)	No dedicated cycling facilities currently provided.
Proposed cycle facilities within development	14 resident bicycle bays are provided in the undercroft car park. 3 visitor bicycle bays are provided on the ground floor adjacent the visitor car bays.
Existing cycle facilities on surrounding roads	Shared bicycle lanes existing along Hodges Drive which connects to the wider Perth Bicycle Network.
Proposals to improve pedestrian access	Further improvements to the Hodges Drive Shared Path is earmarked as part of the City of Joondalup Bike Plan 2016 – 2021.
Site Specific Issues	
Site Specific Issues	No issues identified.

Appendix 8 - Livable Housing Design Guidelines

The proposed development has been designed in accordance with the Silver Level requirements of the Livable Housing Design Guidelines (Fourth Edition).

Silver Level Requirements	Provided	Compliance
Dwelling Access		
Provide a safe, continuous step-free pathway from the front boundary of the property to an entry door to the dwelling. This provision does not apply where the average slope of the ground where the path would feature is steeper than 1:14.	Continuous step-free pathway has been provided to the lobby and lift which enables access to all dwellings.	✓
<p>The path of travel should have a minimum clear width of 1000mm and have:</p> <ul style="list-style-type: none"> i. no steps; ii. an even, firm, slip resistant surface; iii. a crossfall of not more than 1:40; iv. a maximum pathway slope of 1:14 <p>Where ramps are required, they should have landings provided at no greater than 9m for a 1:14 ramp and no greater than 15m for ramps steeper than 1:20. Landings should be no less than 1200mm in length.</p>	<p>The path of travel from the front of the site to each dwelling does not include steps, will be constructed of an even, firm, slip resistant surface.</p> <p>The ramp at the building entry has provided compliant landings.</p>	✓
<p>The path of travel may be provided via an associated car parking space for the dwelling. Where a car parking space is relied upon as the safe and continuous pathway to the dwelling entrance, the space should incorporate:</p> <ul style="list-style-type: none"> i. minimum dimensions of at least 3200mm (width) x 5400mm (length); ii. an even, firm and slip resistant surface; and iii. a level surface (1:40 maximum gradient, 1:33 maximum gradient for bitumen). 	The path of travel is not provided via an associated car parking space.	N/A
<p>A step ramp may be incorporated at an entrance doorway where there is a change in height of 190mm or less. The step ramp should provide:</p> <ul style="list-style-type: none"> i. a maximum gradient of 1:10; ii. a minimum clear width of 1000mm (please note: width should reflect the pathway width); iii. a maximum length of 1900mm 	No step ramps proposed.	N/A
Where a ramp is part of the pathway, level landings no less than 1200mm in length, exclusive of the swing of the door or gate than opens onto them, must be provided at the head and foot of the ramp.	The ramp at the building entry has provided complaint landings.	✓
Dwelling Entrance		
<p>The dwelling should provide an entrance door with -</p> <ul style="list-style-type: none"> i. a minimum clear opening width of 820mm; ii. a level (step-free) transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled); and iii. reasonable shelter from the weather. 	<p>The entry door to each apartment is 820mm wide with a level transition.</p> <p>All primary entrance doors are internally located to ensure shelter from the weather.</p>	✓
A level landing area of at least 1200mm x 1200mm should be provided at the level (step free) entrance door. A level landing area at the entrance door should be provided on the arrival side of the door (i.e. the external side of the door) to allow a person to safely stand and then open the door.	Each apartment has provided a 1.2m x 1.2m level landing area external to the entrance door.	✓

Silver Level Requirements	Provided	Compliance
Where the threshold at the entrance exceeds 5mm and is less than 56mm, a ramped threshold may be provided	Compliant door thresholds will be provided.	✓
The level (step-free) entrance should be connected to the safe and continuous pathway.	The step free entrance is connected to the safe and continuous pathway via the internal lift.	✓
Internal Doors & Corridors		
Doorways to rooms on the entry level used for living, dining, bedroom, bathroom, kitchen, laundry and sanitary compartment purposes should provide: <ul style="list-style-type: none"> i. a minimum clear opening width of 820mm; and ii. a level transition and threshold (maximum vertical tolerance of 5mm between abutting surfaces is allowable provided the lip is rounded or beveled). 	Internal doors to all apartments will be minimum 820mm wide with compliant thresholds.	
Internal corridors/passageways to the doorways should provide a minimum clear width of 1000mm.	All internal corridors/ passageways have a minimum clear width of 1.0m.	✓
Toilet		
Dwellings should have a toilet on the ground (or entry) level that provides: <ul style="list-style-type: none"> i. a minimum clear width of 900mm between the walls of the bathroom if located in a separate room; and ii. a minimum 1200mm clear circulation space forward of the toilet pan exclusive of the swing of the door. iii. The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date. 	<p>Toilets will be combined with the main bathrooms and ensuite bathrooms of all apartment.</p> <p>All main bathrooms have provided 1200mm clear circulation space forward of the toilet pan.</p> <p>The toilet pan will be located in the corner of the bathrooms for future adaptation.</p>	✓
Shower		
One bathroom should feature a slip resistant, hobless shower recess. Shower screens are permitted provided they can be easily removed at a later date.	All showers will be provided with level threshold.	✓
The shower recess should be located in the corner of the room to enable the installation of grabrails at a future date.	All showers are located in the corner of the bathrooms for future adaptation.	✓
Reinforcement of Bathroom and Toilet Walls		
Except for walls constructed of solid masonry or concrete, the walls around the shower, bath (if provided) and toilet should be reinforced to provide a fixing surface for the safe installation of grabrails.	All walls will be constructed to allow future adaptation.	✓
The walls around the toilet are to be reinforced by installing: <ul style="list-style-type: none"> i. noggings with a thickness of at least 25mm; or ii. sheeting with a thickness of at least 12mm. 	25mm thick noggins will be installed to allow the installation of hand rails.	✓
The walls around the bath are to be reinforced by installing: <ul style="list-style-type: none"> i. noggings with a thickness of at least 25mm; or ii. sheeting with a thickness of at least 12mm. 	25mm thick noggins will be installed to allow the installation of hand rails.	✓
The walls around the hobless shower recess are to be reinforced by installing: <ul style="list-style-type: none"> i. noggings with a thickness of at least 25mm; or ii. sheeting with a thickness of at least 12mm. 	25mm thick noggins will be installed to allow the installation of hand rails.	✓
Internal Stairways		
Stairways in dwellings must feature: <ul style="list-style-type: none"> i. a continuous handrail on one side of the stairway where there is a rise of more than 1m. 	No internal stairways are proposed.	N/A

Silver Level Requirements	Provided	Compliance
Kitchen Space		
No silver level requirements for Kitchen Space.		N/A
Laundry Space		
No silver level requirements for Laundry Space.		N/A
Ground (or entry level) bedroom space		
No silver level requirements for Ground or Entry Level Bedroom Space.		N/A
Switches and Powerpoints		
No silver level requirements for Switches and Powerpoints.		N/A
Door and Tap Hardware		
No silver level requirements for Door and Tap Hardware.		N/A
Family/ Living Room Space		
No silver level requirements for Family/ Living Room Space.		N/A
Window Sills		
No silver level requirements for Window Sills.		N/A
Flooring		
No silver level requirements for Flooring.		N/A



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PROPERTY CONSTRUCTION MINING | APPROVALS COMPLIANCE CERTIFICATION



RESOLVE
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12th February 2020

Jonathan Creedon
Urban Planner
City of Joondalup
90 Boas Avenue
Joondalup WA 6027

Dear Jonathan,

Further to your email dated the 09th January 2020, please find our response below to each item raised in your preliminary assessment of the proposed multiple dwelling development at 3 Glenelg Place, Connolly.

1. Treatment of Glenelg Place Road Reserve and Proposed Easement Area

It has been determined that the parking bays located within the Glenelg Place road reserve are surplus to the City's needs. As this would technically be considered verge the expectation is that this would be developed as landscaping by the developer, which will integrate with the communal open space, noting structures such as walls/fences, bench seats, barbecues etc. cannot be installed within the verge. A footpath within this area should also be provided to better connect with the proposed development, the existing pedestrian connection on the community centre site (which links with the bus stop on Hodges Drive) and the shopping centre. You may also need to liaise with the owners of the adjoining shopping centre to determine treatment options for the additional parking spaces along the northern lot boundary which will be impacted by the development.

The Glenelg Place road reserve will be redeveloped in conjunction with the City of Joondalup and the developer. Please refer to the update drawings which detail the following improvements:

- Direct access from the Glenelg Place road reserve to the main entrance of the proposed development. This improves the pedestrian connection from the public realm to the development, as suggested by the Design Reference Panel;
- Additional footpaths within the road reserve have been provided to improve the connection with the adjoining shopping centre and community centre. The footpaths improve the pedestrian network, providing a direct connection to the bus stop along Hodges Drive;
- The area on the adjoining site (1 Glenelg Place, Connolly) which currently contains a portion of the car bays to be removed will be landscaped and provide opportunity for pedestrian connection to the adjoining shopping centre. This is consistent with the plans that were submitted for the proposed redevelopment of the Connolly Shopping Centre which identified these car bays as landscaping (Refer to Site Plan extract on Page 2); and
- We have attempted to make contact with the Strata Manager of 1 Glenelg Place, Connolly however have been unsuccessful to date. Given they have identified the area in question as landscaping on the approved plans for the redevelopment of the shopping centre, we do not believe they would have any objections (Refer Site Plan extract on Page 2). We also acknowledge that the Strata Manager has issued their support of the proposed development during the public consultation period.



Approved Site Plan for the Connolly Shopping Centre Redevelopment (No. 1 Glenelg Place, Connolly)

In relation to the proposed easement along the southern boundary, at this stage the City would require an easement to protect access to the five parking bays in the south-west corner of the site which encroach into the boundaries of 3 Glenelg Place, however the additional easement space is not seen as necessary. It would seem more appropriate that this area be developed as part of the multiple dwelling proposal i.e. as additional communal deep soil area or private open space for Units 2 and 3.

The extent of the proposed easement has been reduced to only cover the five (5) car bays of the adjoining Community Centre. The outdoor living areas of Unit 2 and 3 have increased which has provided an opportunity for an additional Deep Soil Area along the southern boundary. This provides enhanced residential amenity to the southern facing dwellings.

The additional footpath along the southern boundary provides safe egress from the basement carpark and enhances the connection to the existing footpath network on the adjoining community centre site.

Additional balconies have been provided to Units 9, 16 and 23 which directly overlook the existing and proposed footpaths which connect the site to the bus stop on Hodges Drive. This provides greater opportunities for casual surveillance of the public realm and improved safety for pedestrians and residents alike.

2. Planning Assessment

Element 2.5 – Plot Ratio
<p>City of Joondalup Comment: A 2.5.1 – Planning Services have calculated a plot ratio area of 1.05 or 2,167.5m² (exceeding the plot ratio area of 1.0 outlined in Table 2.1 by approximately 115.5m²).</p>
<p>Applicant Response: The plot ratio variation is only minor in the context of the overall development and is not considered to be detrimental to the amenity of surrounding residential properties. Reduction of the plot ratio to comply with the Acceptable Outcomes would not necessarily result in a better overall design or reduce potential impacts on the adjoining properties. The primary function of plot ratio is to manage building bulk however this can be achieved through other building controls including setback, articulations, fenestration and landscaping. We believe the development, as a whole, achieves the Element Objectives for Plot Ratio through the use of the abovementioned building controls.</p> <p>Furthermore, the additional plot ratio area improves the residential amenity of the proposed development without jeopardising the amenity of surrounding properties, as follows:</p> <ul style="list-style-type: none">- All habitable rooms within the proposed development have direct access to a major opening, providing exposure to direct sunlight and natural ventilation in accordance with the Acceptable Outcome requirements. The variation to the plot ratio provisions has not resulted in a loss of light infiltration or cross ventilation throughout the proposed development;- The proposed development does not overshadow any habitable areas of the adjoining sites when calculated in accordance with SPP7.3. As demonstrated on the site plan, the shadow will only impact the existing car parking area of the adjoining Community Centre;- The development is compliant with the visual privacy provisions of State Planning Policy 7.3 and will not result in overlooking to adjoining residential properties. Furthermore, the number of outdoor living areas and major openings fronting the rear retirement village has been maintained to a functional minimum, with horizontal privacy screens incorporated into the design to further reduce overlooking; and- The additional plot ratio allows for comfortable sized habitable rooms within all dwellings which improves the amenity and functionality of each dwelling. The open plan design allows for a variety of layout options to cater for a variety of users. <p>It is also worth noting that during the preliminary discussions with the City of Joondalup, it was suggested to extend Units 9, 16 and 23 towards the western boundary to increase access to northern light into these dwellings. This incremental change has resulted in additional plot ratio area.</p>

Element 3.3 – Tree Canopy and Deep Soil Areas
<p>City of Joondalup Comment: A 3.3.1 – The basement car park comes to within 1.8m of the retained trees in the north-east corner. Supporting arboricultural detail is needed to confirm these trees are capable of being retained given the proximity to the development and able to appropriately protected during construction.</p>
<p>Applicant Response: An arboricultural report will be submitted to the City of Joondalup prior to submission of the building permit. Given we are retaining up to four (4) trees and proposing ten (10) trees, the development will still comply with A3.3.1 in the event the trees in the north east corner require replacement. This will be documented on a final landscaping plan to submitted to the City of Joondalup prior to building permit.</p>
<p>City of Joondalup Comment: The deep soil area marked over the communal open space area encroaches outside the property boundaries. Areas outside the property boundary cannot be treated as rootable soil zone and specific treatment to the soil is required to meet this requirement.</p>

<p>Applicant Response:</p> <p>Please refer to the revised drawings showing the Deep Soil Areas contained solely within the property boundary. It is also worth noting that the Acceptable Outcomes only require a minimum of 144m² whereas the proposed development has provided 263m² of DSA. The increased amount of DSA will directly contribute to the urban tree canopy of the Connolly area.</p>
<p>City of Joondalup Comment:</p> <p>A 3.3.6 – Further detail is required on the paving type proposed within the communal open space and marked as deep soil area to demonstrate that this is permeable paving.</p>
<p>Applicant Response:</p> <p>Boral Hydrapave will be used in the communal area to allow water to drain through the pavers. The permeable paving only occupies 23m² (19.6%) of the deep soil area within the communal area which is consistent with the Acceptable Outcomes of SPP7.3.</p>
<p>City of Joondalup Comment:</p> <p>Three trees are proposed to be retained in the north-east corner which meet the definition of a ‘medium’ tree. The Eucalyptus tree proposed to be retained in the south-west corner has been identified by the City’s Tree Services officers as a Dwarf Sugar Gum (Eucalyptus cladocalyx ‘nana’). From a desktop review these trees grow to a maximum height of approximately 8m, on the borderline of the definition of a ‘small’ and ‘medium’ tree. SPP7.3 indicates that where medium trees are provided, at least one large tree should be provided for the development. Where only small trees are being provided, two large trees are required.</p>
<p>Applicant Response:</p> <p>Please refer to the updated architectural and landscaping drawings which includes an additional ‘Large Tree’ as requested by the City. The proposed development will retain up to four (4) trees and proposes ten (10) trees which is in excess of the minimum requirements of SPP7.3.</p> <p>In addition, our Landscape Architect has advised that the three Agnonis trees in the north west corner should be considered ‘Large Trees’ as they reach 10m wide canopy and 10-15m in height.</p>

Element 3.4 – Communal Open Space
<p>City of Joondalup Comment:</p> <p>A 3.4.1 – 162m² area required per Table 3.4. Approximately 146.7m² of communal open space is proposed.</p>
<p>Applicant Response:</p> <p>The proposed development has increased the amount of communal open space with a total of 154m² provided to the front of the subject site. While the proposed development seeks to vary the Acceptable Outcome requirements for communal open space by 8m², we believe it should be supported on the basis that it is located alongside the proposed POS within the Glenelg Place road reserve. An access gate has been included within the front fence that allows direct access to the adjoining POS which will encourage greater use and integration.</p> <p>The definition of Communal Open Space under Appendix A of SPP7.3 states that covered communal facilities connected to open space, <u>publicly accessible open space</u> and public open space within the development site (if provided) can contribute to communal open space requirements. As such, the proposed COS and POS result in a combined 300m² of open space which can be used for outdoor pursuits.</p> <p>Please note: The landscaping and public infrastructure for the adjoining POS and road reserve is to be determined in consultation with the City of Joondalup and the developer. Prior to works commencing in the road reserve, detailed plans relating to the landscaping and public infrastructure will be provided to the City of Joondalup for approval.</p>

Element 3.5 – Visual Privacy

City of Joondalup Comment:

A 3.5.2 – Balconies to the following units have less than 25% unscreened perimeter:

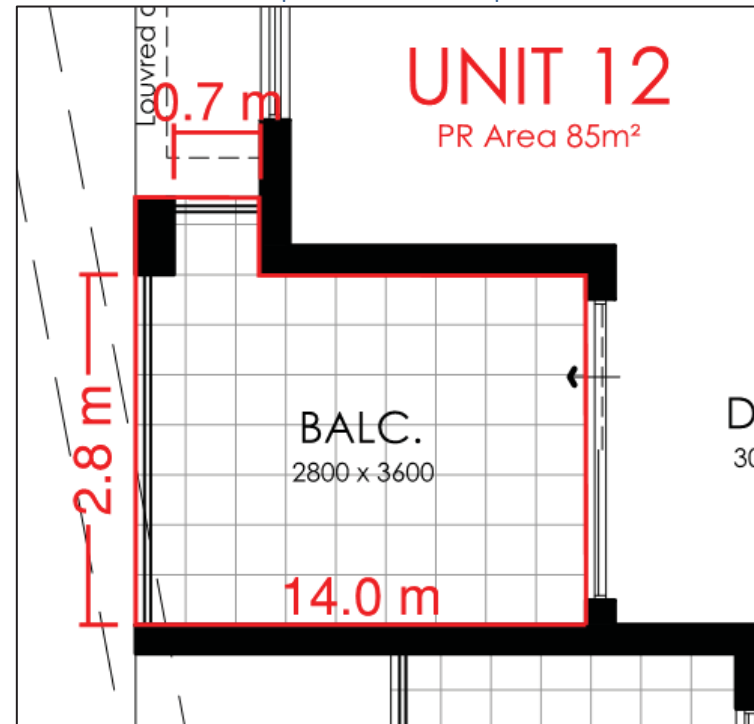
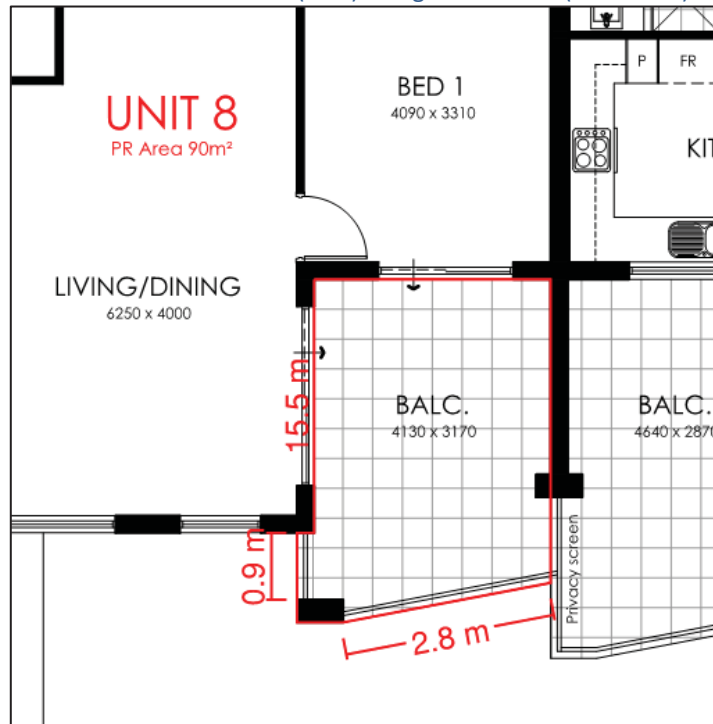
- Unit 9, 16, 23 – 20.28%, with a 'timber look privacy louvre' further enclosing the balconies. These screens are depicted on the elevations but not on the floor plans.
- Unit 8 – 22.8%
- Unit 12 – 24.5%

Applicant Response:

Please refer to the revised drawings which include an additional balcony to Units 9, 16 and 23 along the southern façade. The combined perimeter of both balconies equates to 34.7m with 12.3m (35.4%) of the perimeter being unscreened. These units have provided in excess of the minimum requirements for unscreened balconies.

Unit 8 has a perimeter of 15.5m with 3.7m (23.9%) being unscreened (see calculation below). The balcony to Unit 8 varies the Acceptable Outcome requirements of SPP 7.3 as a result of the proposed feature column that wraps around the balcony above. The variation is only minor with the balcony maintaining access to light infiltration and natural ventilation to the apartment. The removal of the feature cladding would be disappointing as it would reduce the visual aesthetics of the primary façade.

Unit 12 has a perimeter of 14m with 3.5m (25%) being unscreened (see below). This is consistent with the Acceptable Outcome requirements of SPP7.3.



Element 3.7 – Pedestrian Access and Entries

City of Joondalup Comment:

A 3.7.4 – The proposed pedestrian path requires pedestrians to enter the subject site via the vehicle driveway. The path is reduced to 0.91m in the corner adjacent to the visitor parking bays. As outlined above, and in the feedback from the JDRP there is an opportunity to provide better pedestrian connections with the surrounding area.

Applicant Response:

The proposed pedestrian path has been amended to provide direct access from the road reserve to the entrance of the proposed building. This provides excellent pedestrian connection from the development to the public realm and adjoining sites.

Element 3.8 – Vehicle Access

City of Joondalup Comment:

A 3.8.5 – Driveway is 8.5m wide, increasing to 10.5m wide at the entry to the bin store. This appears excessive given the scale of the development and does not provide a clearly delineated crossover.

Applicant Response:

The proposed 8.5m wide crossover is consistent with the existing crossover that services the subject site. Given the proposed development results in the retention of the existing crossover and the removal of the second crossover, we don't believe the proposed vehicle access to be excessive when compared to existing arrangements.

The proposed crossover will be delineated from the waste vehicle loading area through the use of the different surface materials. The proposed driveway is likely to be asphalt while the waste collection area is likely to be paving.

The proposed layout allows waste vehicles to safely collect the 660L receptacles while maintaining a 6.0m wide driveway for two-way vehicle access. This ensures minimal disruption on ingress and egress from the development while waste is being collected. It also reduces the reliance on verge waste collection which is not feasible for 660L receptacles.

Element 3.9 – Car and Bicycle Parking

City of Joondalup Comment:

A 3.9.2 – 27 resident car parking spaces provided. Table 3.9 requires 33 bays (1.25 bays per 2+ bedroom dwelling).

Applicant Response:

Please refer to the revised drawings to include a total of 33 car bays. The tandem car bays will be allocated to a single apartment only and will not be shared between apartments.

Element 4.7 – Managing the impact of noise

City of Joondalup Comment:

A 4.7.2 – The lift shaft is located 1.7m from bedrooms in Unit 8, 15 and 22. Further detail is required on how noise impacts have been addressed.

Applicant Response:

Herring Storer Acoustics have advised that the location of the lift is such that it is representative of good design to minimise any potential noise impact upon the apartments. The location and proximity of the lift to Units 8, 15 and 22 is such that no further analysis/ concern, in terms of noise impact, is considered warranted.

Element 4.12 – Landscape Design
<p>City of Joondalup Comment: A 4.12.1 – Details on irrigation concept have not been details in the landscaping plan.</p>
<p>Applicant Response: Irrigation and reticulation plans will be provided prior to submission of the building permit as a condition of the Development Approval. Additional details have been included on the updated Landscaping Plans however the specifics are relatively unknown at DA stage.</p>
<p>City of Joondalup Comment: A 4.12.4 – Further detail is needed on the proposed landscaping around the water meters and power dome to ensure their appearance is limited when viewed from the street given their location within the street setback area.</p>
<p>Applicant Response: Please refer to Note 19 on the revised Landscaping Plans.</p>
Element 4.18 – Utilities
<p>City of Joondalup Comment: A 4.18.1 – Further detail is needed on the proposed landscaping around the water meters and power dome to ensure their appearance is softened when viewed from the street given their location within the street setback area.</p>
<p>Applicant Response: Please refer to Note 19 on the revised Landscaping Plans.</p>
<p>City of Joondalup Comment: A 4.18.3 – Clothes drying facilities – it is unclear whether dryers will be provided within laundries or whether external clothes drying areas are required.</p>
<p>Applicant Response: Please refer to the revised drawings. Dryers will be provided above the washing machines.</p>
<p>City of Joondalup Comment: A 4.18.3 – No detail has been provided on where the hot water unit for each apartment will be located</p>
<p>Applicant Response: Internal hot water units will be provided in the laundry areas of all apartments. This will be a wall mounted unit with the specific design to be confirmed at building permit stage.</p>

3. Internal Referrals

Building Services
City of Joondalup Comment: Details of car parking bays and accessible bays needs to be provided in accordance with Part D3.5 of the NCC-BCA. An accessible car bay is required given an accessible toilet is provided on the ground floor and there is an area of communal open space.
Applicant Response: Our Building Survey has advised that an accessible car bay is not required for the Class 2 development, in accordance with Part D3.5.
City of Joondalup Comment: Two fire exits are required from the basement car parking area with the exit door(s) required to open in the direction of travel. The front door and access gates on the Ground Floor are required to open in the direction of travel. Confirmation that the rear fire exit leads to open space and finally to the road is required.
Applicant Response: Please refer to the revised plans which demonstrate two emergency exits from the basement car parking area. The doors have been amended to swing in the direction of egress. The rear fire exit leads to the parking area of the adjoining community centre. A performance-based solution will be developed by the appointed Fire Engineer at building permit stage.
City of Joondalup Comment: Ensure natural light is available to all habitable rooms to Unit 4 as per the BCA Part F4.
Response: Our Building Surveyor has reviewed Unit 4 and confirms more than 10% of the floor area will have access to natural light.

Landscape Architect
City of Joondalup Comment: The existing Agonis flexuosa trees in the north-east corner may need corrective pruning.
Applicant Response: Noted. Corrective pruning will occur if required which will be determined by arborist prior to works commencing.
City of Joondalup Comment: Lawn areas may be in too much shade to grow successfully depending on the height of the adjacent walls, trees and buildings. It is recommended the developer use shade tolerant species such as Stenotaphrum secundatum.
Applicant Response: Please refer to Note 10 on the revised Landscaping Plans.
City of Joondalup Comment: Syzygium hedges typically become infested with Waxy Scale. It is recommended a resistant species and not 'austral' is used.
Applicant Response: Please refer to Note 4 on the revised Landscaping Plans.

<p>City of Joondalup Comment: It is recommended that adequate root zone soil preparation for new trees and to protect adjacent hardstands (compaction of edges/acromastic layer) is provided, especially in-paving.</p>
<p>Applicant Response: Trees that are within close proximity to the property boundary will include adequate root protection to ensure limited impact on adjacent paving, footpaths and asphalt. This will be detailed in the final landscaping plan submitted to the City prior to building permit stage.</p>
<p>City of Joondalup Comment: It is recommended the incorporation of bentonite (Watheroo) clay to planting holes is provided to improve water-holding capacity of the soil and water-wise design.</p>
<p>Applicant Response: Noted – No action required.</p>
<p>City of Joondalup Comment: The irrigation system is to incorporate a rain-sensor shut-off to the controller.</p>
<p>Applicant Response: Noted – Please refer to revised Landscaping Plans.</p>

Waste Management
<p>City of Joondalup Comment: The proposed bin capacity appears to be lower than required.</p>
<p>Applicant Response: The bin store capacity is correct. Please refer to the revised plans and Waste Management Plan.</p>
<p>City of Joondalup Comment: Green waste is now provided by the City and no green bins have been proposed. Given ground floor units will have courtyards, space should be provided within the bin store to accommodate green bin(s).</p>
<p>Applicant Response: An additional 660L bin has been provided for green waste. Please refer to the revised plans and Waste Management Plan.</p>
<p>City of Joondalup Comment: The current design does not appear to provide sufficient manoeuvring for a waste collection truck. As outlined above, the location of the bin store to better integrate with the development should be considered.</p>
<p>Applicant Response: The bin store has been pushed back to better integrate with the development and provide additional manoeuvring area for waste vehicles. The City's waste vehicles can reverse up to the bin store and exit in a forward gear via Glenelg Place. Waste tracks can exit onto Country Club Boulevard or via the adjoining shopping centre onto Fairway Circle (subject to adjoining owners' consent).</p>
<p>City of Joondalup Comment: Access to bulk waste is potentially an issue as it is located behind the bin enclosure with a small entry and narrow/restricted access.</p>
<p>Applicant Response: The bin store and bulk waste store have been combined to allow improved access and circulation. Double swing gates provide sufficient space for waste disposal and collection by the City of Joondalup. An area within the road reserve has been provided for a 3 cubic meter skip bin which will be provided by the City for bulk waste. Please refer to the revised plans and Waste Management Plan.</p>

<p>City of Joondalup Comment: Further information is required on the intended use for the bulk rubbish area – what will be stored here and how will odour be managed?</p>
<p>Applicant Response: Strata Management will be responsible for managing the bin store and bulk waste compound. They will liaise with the City of Joondalup to arrange a 3 cubic meter skip bin which will be dropped off out the front of the site in the designated area. Strata Management will be responsible for transporting the bulk waste from the compound to the skip bin for collection by the City.</p> <p>The bin store and bulk waste compound will be maintained by Strata Management with routine inspections to ensure it is clean and tidy at all times, free from odour. The bulk waste compound is intended for larger items such as furniture and white goods.</p>

Infrastructure Services
<p>City of Joondalup Comment: There is little to no detail of how the existing parking module surrounding the proposed development will be altered/modified and how it will interact with the apartment complex. The parking bays will now become redundant as they will not be able to utilised due to the entrance of the development. Infrastructure such as the kerbing, islands, asphalt and etc will need to be modified.</p>
<p>Applicant Response: The existing parking bays to the north of the site which partially fall within the site boundaries will be removed. Due to the lot boundary arrangement, these bays also fall within the adjoining shopping centre site however are solely used by the existing short stay accommodation development on the subject site.</p> <p>The vacant areas will be used for landscaping and footpaths, developed in conjunction with the City of Joondalup and the neighbouring land owner. This arrangement is consistent with the approved plans for the Connolly Shopping Centre redevelopment.</p>
<p>City of Joondalup Comment: The grade of the visitor parking bays for the development appear non-compliant with Australian Standards. They are proposed to be approximately 12.7% which is a variation from the maximum allowable grade of 5.0%. The applicant is to amend accordingly.</p>
<p>Applicant Response: We have calculated the gradient to be less than 5.0% measured the length of the bays. Additional RL's have been added to the ground floor plan for additional clarity.</p> <p>The maximum level change from one end of a visitor car bay to another is 0.27m which, for a distance of 5.5m, results in a gradient of 4.91%.</p>
<p>City of Joondalup Comment: Residential car bays 15, 17, 19 and 20 will need to be marked as 'reverse-in only' bays due to their location in relation to the entrance of the parking module. Vehicles within these bays can only leave the site appropriately if they reverse into these bays as they are restricted by the surrounding bays and the entry to the underground parking module. Whilst some additional bays are a bit tight in terms of manoeuvrability (i.e. bays 26 and 27), they technically comply with the Australian Standards.</p>
<p>Applicant Response: All car bays are compliant with AS2890.1:2004.</p> <p>We are not aware of any requirements of AS2890.1:2004 where car bays 15, 17, 19 and 20 are required to be 'reverse-in only' bays. Please elaborate.</p> <p>Car bays 26 and 27 can have multiple turns when entering or exiting the development, in accordance with Clause B4.8 of AS2890.1:2004.</p>

<p>City of Joondalup Comment:</p> <p>There are inconsistencies in terms of levels on the site plans at the top of the ramp leading to the underground parking area. DWG SK02 – Undercroft Floor Plan indicates that the level before the ramp leading down is 40.0, whilst DWG SK03 – Ground Floor Plan has the level as 39.90. Applicant to review and amend accordingly.</p>
<p>Applicant Response:</p> <p>Please refer to the revised drawings. Consistent levels have been documented on all drawings.</p>
<p>City of Joondalup Comment:</p> <p>The applicant needs to review the proposed entry to the lot and how that interacts with the road reserve and surrounding infrastructure (i.e. will a defined crossover be provided).</p>
<p>Applicant Response:</p> <p>The proposed development utilises the existing 8.5m wide crossover from Glenelg Place. The crossover width provides adequate manoeuvring area for waste vehicles to leave the site in a forward gear and exit onto Country Club Boulevard.</p> <p>The internal driveway will be delineated from the waste collection area through the use of different surface materials. This will provide a defined driveway with direct connection from the street to the undercroft parking area. In addition, the proposed footpaths along the Glenelg Place road reserve assist to further define the existing crossover.</p>

Infrastructure Services
<p>City of Joondalup Comment:</p> <p>Bin store area to be provided with a hose cock and have a concrete floor graded to a floor waste connected to sewer.</p>
<p>Applicant Response:</p> <p>This has been detailed in the Waste Management Plan.</p>
<p>City of Joondalup Comment:</p> <p>All laundry areas are to be provided with a floor waste in accordance with the City's Local Laws. In addition to having mechanical ventilation it is recommended that laundry areas be provided with condensation dryers to minimise the likelihood of mould occurring.</p>
<p>Applicant Response:</p> <p>Noted – floor waste is a requirement of the NCC and will be documented at building permit stage.</p>
<p>City of Joondalup Comment:</p> <p>Ventilation to toilets and any other room which contains a w/c must comply with the Sewerage (Lighting, Ventilation and Construction) Regulations 1971 and mechanical ventilation to the undercroft carparking is to comply with the relevant Australian Standards</p>
<p>Applicant Response:</p> <p>Noted.</p>

4. Design Reference Panel

Joondalup Design Reference Panel	
DRP Comment:	The Panel suggested that the applicant progresses conversations with the City in relation to the future use of the road reserve, in order to provide direct path access for residents to traverse from the front entry to the road.
Applicant Response:	The City of Joondalup has provided clarification on the above and we have amended the drawings to provide direct pedestrian access from the road reserve to the building entrance.
DRP Comment:	The visual connection between the front entry and the street needs improvement.
Applicant Response:	The visual connections between the entry lobby, communal area and the public realm has been further enhanced by providing a more pedestrian friendly entrance with direct connection from the public realm. In addition, we have relocated the bin store to reduce potential impact on the streetscape.
DRP Comment:	The development presents well for cars but not people, and the crossover width needs to be broken down to present a more human-oriented street entry.
Applicant Response:	<p>The proposed development utilises the existing 8.5m wide crossover from Glenelg Place. The crossover width provides adequate manoeuvring area for waste vehicles to leave the site in a forward gear and exit onto Country Club Boulevard.</p> <p>The development has been amended to improve pedestrian connection from the adjoining public realm and adjacent properties. The pedestrian entrance has been separated from the crossover to provide a more human orientated entry point.</p> <p>In addition, the internal driveway will be delineated from the waste collection area through the use of different surface materials. This further reduces the perceived impact of the driveway on the streetscape and public realm.</p>
DRP Comment:	The gate to the garage gives the development the appearance of a 'fenced compound'. The gate should be integrated with the building rather than attached to the bin store and fencing.
Applicant Response:	<p>The gate has been deliberately located 1500mm forward of the apartments above and lines up with the portico and bin store parapets. We believe this is considered integrated with the overall development.</p> <p>The gate location provides security and safety for residents accessing the bin store area, particularly at night. Residents can access the bin store within secure grounds without the need to exit the through the front security gate. This is consistent with Design Principle 8 of SPP 7.0 and Element Objective 3.6.1 of SPP 7.3.</p>

DRP Comment:

The Panel noted there was too much circulation space and wide, convoluted communal walkways. The development could be designed to make more efficient use of space which then impacts on the aesthetics.

Applicant Response:

The circulation spaces and communal corridors have been designed in accordance with Part 4.5 Circulation and Common Spaces of SPP 7.3. Design Guidance Note DG 4.5.6 states that good design can greatly enhance the amenity of circulation and common spaces. Designs should consider incorporating additional width or height in corridors and at entry lobbies, lifts and dwelling entries to create a sense of spaciousness and enable the movement of furnishings and bulky goods.

The corridors will be open to fresh air which allows improved natural ventilation throughout the communal corridors and the removal of stale air. The additional width maximises natural ventilation to the common corridors to improve the amenity and thermal performance, and reduce operational costs.

The additional width allows for improve access and maneuverability throughout the development which caters to a diverse range of future residents.

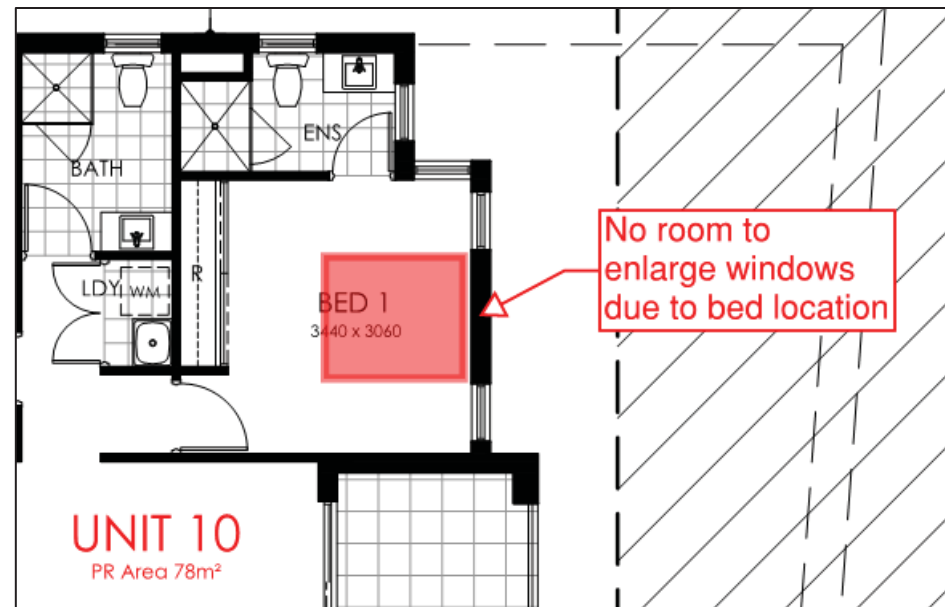
DRP Comment:

Queried whether the windows on the southern elevation (Unit 9, 10, 16, 17, 23, 24) could be made larger to access more natural light.

Applicant Response:

The windows along the southern elevation to Units 9, 16 and 23 have increased in size to allow greater access to natural light and ventilation.

The windows along the southern elevation to Units 10, 17 and 24 are unable to increase in size as it would limit the ability for a double bed to be used within these bedrooms (see mark-up).



DRP Comment:

The Panel noted the developer should be mindful of the timber surrounds on the second floor and ensure quality materials are used that won't weather, as not all timber ages well and may require ongoing maintenance.

Applicant Response:

High quality and enduring materials will be used on the external building façade. The 'timber look cladding' will be an aluminium product similar to knot wood or the like.

Final materials and finishes schedule will be provided prior to building permit as a condition of the Development Approval.

DRP Comment:

Concerns were raised regarding the gradient of the ramp down into the basement parking area – cars may 'bottom out' as a result of the steepness.

Applicant Response:

We have reviewed the gradient of the vehicle access ramp to the basement parking area and confirm it is compliant with Clause 2.5.3 of AS1890.1:2004.

I trust that this information will meet your requirements and the development application can be further processed. In the event you require additional information or you would like to arrange a meeting to discuss feel free to give me a call me on (08) 9364 3395 or via email at dylan.wray@resolvegroup.com.au

Yours sincerely,



DYLAN WRAY
Town Planner

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
2.2 Building height	<ul style="list-style-type: none"> Excessive building height which does not respect neighbouring single-storey properties. Two storeys should be the maximum height. 	The building height is consistent with the Mixed Use (R80) zoning for the subject site. We acknowledge that the predominant dwelling types within the Connolly area are single houses and grouped dwellings however the location of the subject site and associated zoning encourages higher density infill development.
2.4 Side and rear setbacks	<ul style="list-style-type: none"> The building is unacceptably close to the rear boundary and will dominate the outlook of retirement village units and the communal hall which directly adjoin the rear boundary. 	<p>The proposed development has been setback in excess of the Acceptable Outcome requirements of SPP7.3 with the outlook from residential apartments to the rear retirement village being limited to a functional minimum. SPP7.3 requires an average setback of 3.5m whereas the proposed development has provided an average setback of 4.8m to the rear retirement village.</p> <p>In addition, only 3 balconies are fronting the rear boundary which have been setback 8.19m instead of 7.5m as required by SPP7.3. Any potential overlooking from the proposed development has been further reduced through the use of horizontal privacy screens which limit the overlooking the roof of the adjoining buildings only.</p>
2.5 Plot ratio	<ul style="list-style-type: none"> The density of the development is excessive for the size of the lot. 	<p>The density is consistent with the Mixed Use (R80) zoning for the subject site with the infill development concentrated around an existing activity centre and the public transport network.</p> <p>The plot ratio associated with the proposed development allows for 27 high quality residential apartments to be provided within an existing built up area and will assist with meeting infill targets set by the State Government.</p>
2.6 Building depth	No specific comments received.	
2.7 Building separation	<ul style="list-style-type: none"> Separation of the building from adjoining properties is not proportionate to the scale of the development and density of the lots. Layout and design does not ensure that the 	<p>We believe the separation to adjoining properties is deemed acceptable based on the layout, setbacks and façade articulation of the proposal.</p> <p>As detailed above, the separation to the rear residential property has been</p>

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
	amenity of neighbouring properties is not impacted.	<p>setback in excess of the Acceptable Outcomes of SPP7.3.</p> <p>The layout and design of the proposed development has been considered extensively throughout the design phase to ensure there is limited impact on the amenity of nearby residents.</p> <p>As detailed above, the separation to adjoining properties is deemed acceptable based on the layout, setbacks and façade articulation of the proposal.</p>
3.2 Orientation	<ul style="list-style-type: none"> Development has been positioned to maximise use of the available land, with minimal consideration given for its effect on overshadowing or overlooking of neighbouring properties. Development should be realigned and located further away from the rear lot boundary. Building height has significant impact on overshadowing and access to natural light. The adjoining units to the east are 2m to 3m below the existing finished ground level of the site, making the new development 17 to 18m higher. Adjoining units will have to install skylights to compensate for lack of light caused by the shadow from the development, with some units being in shade for most of the day. 	<p>The development has been positioned and designed to take advantage of the northern aspect of the site while reducing any impacts on the adjoining properties relating to overshadowing, overlooking and the perceived impact of building bulk.</p> <p>The orientation of the development allows dual aspect apartments to be provided, increasing light infiltration and natural ventilation to the habitable rooms of the dwellings.</p> <p>Relocating the development central to the subject site will limit the ability to provide communal open space, deep soil area for a large tree (64m² required), sufficient area for visitor parking and adequate manoeuvring areas for waste vehicles. The most appropriate location has been determined based on existing site constraints and the need to comply with the Element Objectives of SPP7.3.</p> <p>The development has been deliberately designed to reduce potential impacts on the rear property through setting back the building in excess of the Acceptable Outcomes requirements, compliant visual privacy setbacks, reduction in the number of balconies fronting the rear boundary and articulation along the façade to reduce the perceived impact of building bulk.</p>

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
		As detailed above, we have demonstrated that the proposed development will have minimal impact in respect to overshadowing when calculated in accordance with SPP7.3.
3.3 Tree canopy and deep soil areas	<ul style="list-style-type: none"> Proposed trees will grow to be too high, and deciduous trees losing leaves will impact on rear courtyards of adjoining units to the east. 	The proposed landscaping design is considered appropriate and will contribute to the Connolly urban forest. The City of Joondalup have requested an even larger tree to be provided in order to comply with the Acceptable Outcome of SPP7.3 which is contradictory to this concern.
3.4 Communal open space	No specific comments received.	
3.5 Visual privacy	<ul style="list-style-type: none"> Development will have substantial impact on privacy of adjoining retirement village residents and their outdoor living areas. No balconies should face this direction. Plans show screens to prevent overlooking but the functionality of these is questioned. 	<p>The proposal has been located and designed to reduce any potential overlooking to the rear retirement village. Compliant visual privacy setbacks have been provided with the number of balconies facing the rear boundary limited to only 3 dwellings. In addition, horizontal privacy screens further reduce the potential for overlooking (Refer to elevation drawings).</p> <p>The horizontal screens will prevent direct overlooking below, providing privacy to the adjoining properties. This is a common approach for multiple dwelling developments to increase the privacy of adjoining properties.</p>
3.6 Public domain interface	No specific comments received.	
3.7 Pedestrian access and entries	No specific comments received.	
3.8 Vehicle access	No specific comments received.	

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
3.9 Car and bicycle parking	<ul style="list-style-type: none"> Five visitor parking bays is insufficient for a development of this size. 22 of the 27 apartments are two-bedroom however only 27 parking bays are proposed. No consideration has been given to the parking needs of additional vehicles. 	<p>The visitor bays are sufficient for the proposed development and meet the Acceptable Outcomes of SPP7.3.</p> <p>The amended plans include additional residential car bays. A total of 33 cars bays have been provided in accordance with the Acceptable Outcomes of SPP7.3.</p> <p>The carparking provided has been kept to a functional minimum given the proximity to public transport routes and local amenities.</p>
4.1 Solar and daylight access	No specific comments received.	
4.2 Natural ventilation	No specific comments received.	
4.3 Size and layout of dwellings	No specific comments received.	
4.4 Private open space and balconies	<ul style="list-style-type: none"> Connolly's ratio of public open space is below Council guidelines and will be compounded if more residents are brought into the area by this development. Private open space provided to the apartments is insufficient. 	<p>The proposed development contributes to the public open space within the Connolly area by redeveloping the Glenelg Place road reserve into a space that will directly benefit the community.</p> <p>The size of the ground floor terraces and upper floor balconies all comply with the Acceptable Outcome requirement of SPP7.3.</p>
4.5 Circulation and common spaces	No specific comments received.	

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
4.6 Storage	No specific comments received.	
4.7 Managing the impact of noise	<ul style="list-style-type: none"> The noise generation from outdoor living areas and the concentration of the occupants of 27 apartments will impact on residents to the east whose living areas will be a few metres away from the development. 	<p>The noise generated from proposed development will comply with the <i>Environmental Protection (Noise) Regulations 1997</i>. As identified in the Acoustic Report prepared by Herring Storer Acoustics, the main source of noise from the proposed development will be the mechanical services, not the outdoor living areas. The mechanical services will be designed to ensure noise emissions are compliant.</p> <p>The number of outdoor living areas fronting the rear boundary has been maintained to a functional minimum to reduce impact on the adjacent retirement village.</p>
4.8 Dwelling mix	No specific comments received.	
4.9 Universal design	No specific comments received.	
4.10 Façade design	<ul style="list-style-type: none"> The building is visually unattractive. At four storeys it will stand out and do little to add to the aesthetics of Connolly. 	<p>We disagree with this comment and believe the building is an excellent example of high-quality infill development that, on completion, will be aesthetically pleasing and positively contribute to the Connolly area.</p> <p>The proposal will include high quality, enduring external materials and finishes with feature elements to provide visual interest to the building façade.</p> <p>The development has provided in excess of the landscaping required under SPP7.3 in order to integrate and be sympathetic to the Connolly area.</p>
4.11 Roof design	No specific comments received.	
4.12	No specific comments received.	

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
Landscape design		
4.13 Adaptive reuse		No specific comments received.
4.14 Mixed use		No specific comments received.
4.15 Energy efficiency		No specific comments received.
4.16 Water management and conservation		No specific comments received.
4.17 Waste management		No specific comments received.
4.18 Utilities		No specific comments received.
State Planning Policy 7.0		
Traffic	<ul style="list-style-type: none"> The development will generate excessive traffic. Sufficient assessment of traffic movements has not been undertaken. The development may create a very busy/dangerous intersection along Country Club Boulevard which is at present a quiet place. 	<p>The traffic generated from the proposed development will be minimal in comparison to the adjoining shopping centre which contains over 100 car bays. The 38 car bays associated with the proposed development is less than the number of existing car bays on site and within the Glenelg Place road reserve. As such, the traffic generated from the proposed development will have limited impact on the existing road network.</p> <p>Similar to the above, the existing shopping centre generates far greater</p>

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
		amount of traffic in comparison to the proposed development. The intersections along Country Club Boulevard are sufficient for the potential increase in vehicle movements expected from the proposed development.
Character of streetscape and surrounding area	<ul style="list-style-type: none"> • The development is out of character and does not integrate with the neighbourhood in relation to building height, building materials, landscape and fencing. • There has been no consultation or information from the City of Joondalup regarding any 'desired future scale of the area'. • The building height and bulk would be at odds with the tranquil greens, woodland setting and low-lying grounds of the nearby golf course and parks. • The development is of a disproportionate scale in a low-density residential area. Connolly is not zoned for high density housing and the building will loom over neighbouring one-storey residences and retirement villages. • Two storey units would be in keeping with the peace and beauty of Connolly. 	<p>We acknowledge that this is the first 4 storey building within the Connolly area however the proposed development is representative of the Mixed Use (R80) zoning and the close proximity to commercial activity centre and public transport infrastructure is deemed appropriate for higher density housing.</p> <p>The desired future scale of the area is reflected by the zoning of the land which is determined by the City of Joondalup in consultation with the Department of Planning, Lands and Heritage. If the desired future scale of the area was intended to be two storey dwellings, the site would be assigned a lower density code.</p> <p>As per the above, we acknowledge that this is the first 4 storey building within the Connolly area however it is reflective of the zoning and has provided in excess of the amount of landscaping and shade trees to be sympathetic with the neighbourhood character.</p> <p>As per the above, the site is zoned Mixed Use (R80) which allows higher density and scale of residential housing. As such, areas of Connolly are zoned for higher density housing.</p> <p>Two storey dwellings on the subject site would not be reflective of the Mixed Use (R80) zoning. It would be a wasted opportunity to provide high quality infill development within close proximity to an existing activity centre and transport corridors.</p>
Overall development		No specific comments noted.
Local		No specific comments noted.

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
Planning Policies		
Social impacts	<ul style="list-style-type: none"> The development may have a high percentage of investment/rental units which will create unwanted issues for Connolly. Natural light will be reduced in several units of the adjoining retirement village to the east. There is a danger of falls for elderly residents in poorly lit rooms and electricity bills will increase due to residents having to keep their lights on all day and night. 	<p>Comment is noted however the assumption that the proposed development will create unwanted issues cannot be substantiated. We believe the proposal will assist with the revitalisation of the Connolly shopping centre activity area.</p> <p>Comment is noted however the assumption that the proposed development will result in injuries to elderly residents and increase electricity bills cannot be substantiated.</p>
Construction issues	<ul style="list-style-type: none"> There is no evidence that engineers have undertaken tests to confirm the suitability of soil types for the planned structure. The lot is not suitable for a four-storey development. Construction issues have not been addressed such as excavation of the limestone bedrock for the basement car park and possible damage to adjoining properties. Noise, vibration, pollutants and dust from construction will impact the health and lifestyle of neighbouring elderly residents, some of whom are house-bound and aged in their 80s and 90s. 	<p>Geotechnical and soil classification report will be provided at the building permit stage. Recent developments with a height greater than 4 storeys have been constructed within the area on similar soil types.</p> <p>These concerns will be addressed prior to building permit stage through geotechnical and soil assessments. The adjoining properties will be protected through standard construction methods such as shoring or piling.</p> <p>Noise, vibration, pollutants and dust will all be addressed in the construction management plan to be provided by the appointed builder, prior to submission of the building permit.</p>
General	<ul style="list-style-type: none"> Apartments should not be located in residential suburbs. Connolly does not need more dwellings and instead needs more shops to service existing residents. The development will devalue the area and adjoining residences. The four-storey development will shield 	<p>The Mixed Use (R80) zoning for the site caters for higher density residential buildings within close proximity to existing activity centres. The subject site has been identified as an ideal location for infill development given the close proximity to the Connolly Shopping Centre and existing transport networks.</p> <p>Comment is noted however decreased property value is not a valid planning</p>

SUBMISSIONS AGAINST THE PROPOSAL		
Design Element	Issue raised	Applicant response
	<p>adjoining residences to the east from cooling south-westerly and westerly winds. The building will inhibit the through-flow of hot morning easterly winds, causing them to be reflected backwards and swirl around the retirement village.</p> <ul style="list-style-type: none"> The developer should engage with City of Joondalup and enter into an agreement for a lot reconfiguration so that the development can be located closer to Country Club Boulevard. 	<p>concern. We do not believe the proposed development will contribute to a decrease in property value.</p> <p>Comment is noted however we do not believe the proposed development will impact the ability for the adjoining residents to be naturally ventilated. There is sufficient separation between the proposal and the rear retirement village to allow access to south westerly cooling breeze.</p> <p>Comment is noted however the development is confined to the current property boundary. No lot reconfiguration will be proposed to located the development closer to Country Club Boulevard.</p>

SUBMISSIONS FOR THE PROPOSAL		
Comment received	Applicant response	City comment
No comments received. Three submitters ticked 'non-objection' on the submission form.	Noted.	Noted.

City of Joondalup

SPP 7.3 assessment summary

The detail highlighted in red has been identified as not achieving the suggested requirements under the acceptable outcome.

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
2.2 Building height	Achieved.	4 storeys (15m)	4 storeys (<15m – highest point 14.7m)	No design guidance provided in SPP7.3.
2.3 Street setbacks	Achieved.	2m minimum	<p>>2m average achieved for all buildings and incidental structures.</p> <p>Ground floor</p> <ul style="list-style-type: none"> Minimum setback 2.1m to freestanding gazebo within the communal open space area. Minimum setback 9.9m to portico. Minimum setback 18m to bin store. <p>Upper floors</p> <ul style="list-style-type: none"> Minimum street setback 9.7m to Unit 9, 16 and 23. 	No design guidance provided in SPP7.3.
		1.5m to secondary street	N/A – no secondary street.	
		1.5m to corner truncation	N/A – no corner truncation.	
2.4 Side and rear setbacks	Achieved.	Side: 2m minimum 2.4m average	The minimum side setback to all floors of the building is 3m. The average setback to all floors exceeds 3.5m.	No design guidance provided in SPP7.3.
		Rear: 3m minimum	The minimum rear setback provided to all floors is 3m.	
		Where a boundary wall is proposed (as per RDLPP): 11.01m length 3.5m maximum height 3.0m average height	Boundary wall (proposed on northern side boundary adjoining shopping centre site): 10.46m length 4.42m max. height 4m av. height	
		And/or		

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		Greater setback required for visual privacy. (A2.4.1)	Visual privacy setbacks achieved with exception of northern lot boundary to Connolly Shopping Centre – refer 3.5.	
		Achieve objectives of 2.7, 3.3, 3.5 and 4.1. (A2.4.2)	Objectives of 2.7, 3.3, 3.5 and 4.1 are achieved	
2.5 Plot ratio	Achieved	1.0 (2,052m ²) (A2.5.1)	1.05 (2,167.5m ²)	No design guidance provided in SPP7.3.
2.6 Building depth	Achieved	20m for single aspect apartments on each side of a central circulation corridor (A2.6.1)	Not applicable as only one single aspect apartment is proposed (Unit 1). Refer comments below.	No design guidance provided in SPP7.3.
		Other proposals assessed on merits having regard to solar and daylight access, and natural ventilation.	Solar and daylight access, and natural ventilation achieves element objectives.	
2.7 Building separation	Achieved	Meets side and rear setbacks and visual privacy	<p>Meets element objectives for side, rear and visual privacy setbacks.</p> <p>Internal setbacks comply with exception of the following:</p> <p>7.95m separation between the balcony and living room major opening to Units 7 and 8, 14 and 15, and 21 and 22. Acceptable outcomes suggest 12m separation.</p> <p>8.1m separation provided between Unit 9 and 10, 16 and 17 and 23 and 24 balconies. Acceptable outcomes suggest 12m separation.</p>	No design guidance provided in SPP7.3.
3.2 Orientation	Achieved	Buildings on street orientated to face public realm and incorporate direct access from the street	Building is orientated to the public realm and incorporates direct street access	Satisfied
		Shadow cast at midday on 21 st June onto any adjoining property	14% of the adjoining site to the south will be shadowed by the	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		does not exceed 35% (A3.2.3)	development. Adjoining site to the east will be shadowed by 0.02%.	
		Buildings orientated to maintain 4 hours per day for existing solar collectors on neighbouring site.	No solar collectors on adjoining sites.	
3.3 Tree canopy and deep soil areas	Achieved	Retention of trees	Three five metre high trees to be retained in north east corner of site. One seven metre high tree to be retained in south west corner of site. Both meet the criteria under the acceptable outcomes. Four other trees depicted on site survey which meet the criteria and are proposed to be removed.	Satisfied
		No detrimental impacts on canopy of adjoining trees	Canopy of one tree adjoining the bin enclosure unlikely to be detrimentally affected.	
		Deep soil area of 7% (143.64m ²) and provided conducive to tree growth and suitable for communal open space	Deep soil area of 13.08% (268.5m ²) and provided conducive to tree growth and portion suitable for communal open space.	
		Two medium trees or one large tree and small trees to suit area	Four medium trees to be retained. One large tree is proposed within the communal open space area, and eight additional small trees to suit.	
		Large trees require 64m ² deep soil area (A3.3.5)	Large tree deep soil area >64m ² and >6m dimension.	
		Permeable paving or decking within deep soil not exceed 20% of its area and not inhibit trees	'Boral Hydrapave' permeable paving within deep soil area.	
3.4 Communal	Achieved.	Communal open space area provided in	162m² area required. 146.5m² is proposed, a	No design guidance

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
open space		accordance with Table 3.4.	shortfall of 15.5m². Achieves the minimum required accessible/hard landscape area of 54m ² by 3m ² . Wheelchair accessible ramp provided.	provided.
		Informal seating associated with deep soil or landscaped areas	Informal seating provided within deep soil area adjacent to the retained tree.	
		Located on ground floor	Located on ground floor	
		50% direct sun	>50% direct sun	
		Co-located with deep soil areas	Co-located with deep soil areas	
		Separated or screened from adverse amenity impacts (A3.4.5)	Located adjacent to visitor carparking area however 1.8m high wall with infill screening is provided.	
		Well lit, minimises concealment and open passive surveillance	Design has minimised concealment and open passive surveillance. A condition of approval is recommended should it the application be approved to require lighting to driveways, pedestrian pathways and common service areas.	
		Designed and oriented to minimise impacts of noise, odour, light-spill and overlooking on habitable rooms and private open space within the site and neighbouring properties.	Communal open space area is adjacent to private open space and living rooms of Units 1 and 2, however privacy screening, landscaping and a small level change separates these areas.	
3.5 Visual privacy	Achieved.	Visual privacy setbacks (A3.5.1)	Setbacks in accordance with Table 3.5 are provided with the exception of the following: Northern boundary adjoining Connolly Shopping Centre: <ul style="list-style-type: none"> Unit 7, 14, 21: Major 	No design guidance provided

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
			<p>openings to living/dining/kitchen minimum setback 3.28m, 3.63m, 3.43m in lieu of 4.5m.</p> <ul style="list-style-type: none"> Unit 13, 20, 27: Balcony minimum setback 4.53m in lieu of 6m. Unit 12, 19, 26: Balcony minimum setback 3.26m in lieu of 6m. 	
		Balconies unscreened at least 25%	All balconies \geq 25% unscreened with the exception of the Unit 8 balcony which is 23.8% unscreened.	
		Living rooms have external outlook	All living rooms have major opening with external outlook	
		Windows and balconies restrict direct overlooking, without reliance on high sill windows or permanent screening. (A3.5.4)	<p>The development does not rely on high sill windows or permanent screening to windows and balconies.</p> <p>Highlight windows are provided to openings facing passages. Screening devices on upper floor windows to restrict direct overlooking down into ground floor units and adjoining properties, however still enables a horizontal outlook and inland views.</p>	
3.6 Public domain interface	Achieved	Ground floor dwellings direct access from street	Access from street is possible from three ground floor units (Units 1, 2 and 6) noting access is behind security gates given the substantial street setback to the development.	Satisfied
		Car-parking not located within primary street setback area	One visitor parking space partially encroaches into the 2m	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		(A3.6.2)	<p>primary street setback area, with a minimum setback of 0.9m. Screened by proposed letterbox and landscaping.</p> <p>Resident parking is located within a basement parking area.</p>	
		Balconies and/or windows overlook public domain	Balconies and windows to 12 apartments overlook the public domain.	
		Balustrading provides privacy for residents and surveillance of adjoining public domain	Balustrading achieves privacy for residents and surveillance of public domain, with balustrades largely open.	
		Level changes to the street: 1m average 1.2m maximum	Level changes to the street: <1m <1.2m	
		Front fencing visually permeable above 1.2m	<p>All fencing to the primary street is visually permeable from 0.7m above natural ground level.</p> <p>No secondary street.</p> <p>Fencing along the southern lot boundary is visually permeable in accordance with the requirements of the <i>City's Subdivision and Dwelling Development Adjoining Areas of Public Space Policy</i>.</p>	
		Elements on frontage eliminate opportunities for concealment	<p>Elements on frontage eliminate opportunities for concealment.</p> <p>Outdoor living areas and major openings to seven units provide surveillance of the portico/entry to the development.</p> <p>Possible concealment opportunities around the bin enclosure/bulk rubbish area and Unit 6 courtyard however this is separated from the</p>	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
			street by security gates.	
		Bins not located within primary street setback area	Bins located outside the primary street setback area within an enclosed structure integrated with the main development.	
		Services and utilities located within primary street setback area integrated into the development	Power dome and water meters located within street setback area however appear to be integrated into the landscaping elements. Other utilities are located within the basement or positioned discreetly behind the bin storage area away from public view.	
3.7 Pedestrian access and entries	Achieved	Pedestrian entries connected	Pedestrian entries are connected	Satisfied
		Pedestrian entries protected from weather	Covered portico provided.	
		Pedestrian entries well-lit, visible from public domain and enable casual surveillance	Pedestrian entry is visible from public domain and enables casual surveillance.	
		Pedestrian access via shared zone, path is clearly delineated and/or incorporated to prioritise pedestrian and constrain vehicle speed	Clearly delineated pedestrian path leading from the pedestrian entry to the street. Separated from driveway/crossover.	
		Services and utilities located at pedestrian entry are screened from view	No services and utilities located at pedestrian entry.	
		Bins not located at primary pedestrian entry	Bins located to the side of the development away from the pedestrian entry. Integrated into the main building within an enclosed building.	
3.8 Vehicle access	Achieved	Vehicle access - one opening per 20m	One vehicle access point.	No design guidance provided.
		Vehicle entries identifiable from the street, integrated with	Vehicle entry is identifiable and suitably integrated with the	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		façade and/or located behind primary building line	overall façade (upper floors are overhanging).	
		Vehicle entries have adequate separation from street intersection	Adequate separation provided	
		Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties	Vehicle circulation areas appropriate – basement parking area.	
		Driveway width minimum for functionality	Existing driveway being retained, 8.5m wide (increasing to 10.5m wide at the entry to the bin store).	
		Driveway designed for two-way access	Driveway permits two-way access.	
		Replaced by City's RDLPP clause 6.2.3. Pillars/structures in truncation area to be no greater than 350mm in dimension and solid walls no greater than 750mm in truncation area	No structures adjacent to driveway.	
3.9 Car and bicycle parking	Achieved.	14 secure, undercover resident bicycle parking spaces and 2 visitor bicycle parking spaces accessed via a continuous path of travel from the entry	16 resident bicycle parking spaces available within basement parking area, adjacent to resident parking and in close proximity to the pedestrian entry to the development. 3 uncovered visitor bicycle parking spaces available adjacent to the visitor vehicle parking spaces and pedestrian entry to the development.	No design guidance provided.
		33 (32.5) resident car parking bays, 2 resident motorcycle/scooter parking bays; and 5 (4.875) visitor car-parking bays (A3.9.2)	33 resident car parking bays, 3 resident motorcycle/scooter parking bays and 5 visitor parking bays provided.	
		Maximum parking	Less than double the	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		provision does not exceed double the minimum (16)	minimum	
		Car parking areas and vehicle circulation areas designed in accordance with AS2890.1	Car parking and circulation as per AS2890.1	
		Carparking areas not located within street setback and not visually prominent from the street (A3.9.5)	One visitor parking space partially encroaches into the 2m primary street setback area, with a minimum setback of 0.9m. Screened by proposed letterbox and landscaping.	
		Car parking designed, landscaped or screened to mitigate visual impacts when viewed from the dwellings and private outdoor spaces (A3.9.6)	Visitor parking bays are screened from dwellings and private outdoor spaces.	
		Visitor parking clearly visible from driveway, signed and accessible	Visitor parking is visible and accessible.	
4.1 Solar and daylight access	Achieved	Minimum 70% dwellings having living rooms and private open space obtaining at least 2 hours direct sunlight; and maximum 15% receiving no direct sunlight (A4.1.1)	70.37% of dwellings (19 units) obtaining 2 hours direct sunlight; and four dwellings (14.82%) receiving no direct sunlight.	Satisfied
		Habitable rooms - one window in external wall, visible from all parts of room, glazed area not less than 10% of floor area and minimum 50% clear glazing	Windows provided >10% of floor area with minimum 50% clear glazing	
		Light wells and/or skylights not primary source of daylight to any habitable room	Light wells are not the primary source of daylight for habitable rooms in any dwelling.	
		Building orientated and incorporates external shading devices	Shading devices provided. Awnings/eaves provided to parts of Units 21, 22 and 24.	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
4.2 Natural ventilation	Achieved	Habitable rooms have openings on at least two walls with straight line distance 2.1m	Bedroom 2 in Units 13, 20 and 27 does not have openings on at least two separate walls (window and door located on the same wall). All other habitable rooms meet acceptable outcome.	No design guidance provided.
		Minimum 60% of dwellings are naturally cross ventilated; and single aspect apartments included must have ventilation openings oriented to prevailing cooling winds; and room depth no greater than 3* ceiling height.	88% (24 out of 27) of units have cross-ventilation. Unit 1 is oriented towards cooling south-westerly winds. Living room meets room depth requirements for a single aspect apartment per acceptable outcome A 4.3.4.	
		Depth of cross-over and cross-through apartments with openings either side not exceed 20m	All units <20m	
		No habitable room relies on light wells	No reliance solely on lightwells.	
4.3 Size and layout of dwellings	Achieved	Dwellings internal floor areas as per Table 4.3a.	Adequate internal floor areas and dimensions provided.	Satisfied
		Habitable room floor areas as per Table 4.3b	Minimum room floor areas provided	
		Floor to ceiling height 2.7m for habitable rooms, 2.4m for non-habitable rooms, and other as per National Construction Code	Minimum ceiling height of 2.7m to all dwellings.	
		Maximum length of single aspect open plan living area 9m (A4.3.4)	Unit 1 is a single aspect apartment. Open plan living area <9m.	
4.4 Private open space and balconies	Achieved	Private open space to each dwelling as per Table 4.4	Each unit meets or exceeds the requirements of Table 4.4	Design guidance not provided
		Entire open space not screened, and screening does not obscure outlook	Balconies to all units meet the minimum requirement for 25% unscreened perimeter	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
			with the exception of Unit 8 which is 23.8%.	
		Design detailing, materiality and landscaping of the private open space integrate with/compliments building. Services and fixtures located within private open space not visible from street/integrated into building design	Design complements building. Air conditioning units for upper floor apartments are located on the roof. Units for ground floor apartments are located away from the main covered entertaining areas.	
4.5 Circulation and common spaces	Achieved	Circulation corridor 1.5m minimum	Greater than 1.5m provided.	Satisfied.
		Circulation and common space capable of passive surveillance	Passive surveillance of circulation space is achieved from entry doors to all units and highlight windows to living rooms/kitchens.	
		Circulation and common spaces lit without light spill to habitable rooms.	No major openings to habitable areas face circulation and common spaces	
4.6 Storage	Achieved	Store sizes as per Table 4.6. Minimum dimension 1.5m and 4m ² .	All store sizes/dimensions meet or exceed the requirements outlined in the acceptable outcome.	Satisfied
		Stores conveniently located, safe, well-lit, secure and subject to passive surveillance	Store locations are acceptable. Store located in the secure basement parking area will have permanent lighting.	
		Stores provided separately from dwellings or within or adjacent to private open spaces (A4.6.3)	Stores to all dwellings are provided separately from the dwellings. Stores to Units 5 and 6 are located within the private open space areas however are integrated into the building and not visible from the public domain.	
4.7 Managing the impact of	Achieved	Exceed National Construction Code requirements	The development is required to comply with NCC-BCA requirements and the applicant has	Satisfied.

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
noise			confirmed detailed acoustic treatments will be determined as part of the building permit application. Applicant has not demonstrated that they will be exceeding these requirements.	
		Potential noise sources not adjacent external wall habitable room or within 3m of bedroom (A4.7.2)	Noise sources generally set back from external walls to habitable room and >3m from bedrooms. Lift shaft is a minimum of 1.7m from bedrooms in Unit 8, 15 and 22 however is not directly adjacent.	
		Major openings oriented away/shielded from external noise sources	Major openings are generally located away from air conditioning units, bin stores and parking area.	
4.8 Dwelling mix	Achieved	Developments of greater than 10 dwellings include at least 20 percent of apartments of differing bedroom numbers.	Five dwellings (18.51%) have one bedroom and one bathroom. The remaining 22 dwellings (81.49%) have two bedrooms, with three dwellings having two bedrooms and one bathroom and 19 dwellings having two bedrooms and two bathrooms.	No design guidance provided.
		Differing dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	A minimum of one one-bedroom dwelling is located on each floor of the development. Two one-bedroom dwellings are located on the ground floor, and at least one two-bedroom one-bathroom dwelling is located on the upper floors.	
4.9 Universal design	Achieved.	20% of dwellings achieve Silver Level requirements as defined in the <i>Liveable Housing Design Guidelines</i> , or 5% achieve Gold Level requirements	Applicant has indicated in Appendix 8 that all units will be designed to achieve Silver Level requirements.	Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
4.10 Façade design	Achieved	Façade design includes scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm. The façade design provides rhythm and interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.	The building design incorporates articulation at all levels, and façade finishes incorporate elements of rendered brickwork, sandstone cladding, composite cement sheet cladding, timber-look cladding and louvre screens, glass balustrading, and feature artwork panels to the lift shaft facing Glenelg Place. The use of different elements such as sandstone and timber-look cladding at Level 3 assist in defining a base, middle and top for the building.	Satisfied
		Façade includes elements that relate to key datum lines of adjacent buildings.	<p>While the scale of the development is different to the surrounding single storey development, the façade is considered to relate to the adjoining shopping centre site which has a parapet roof and cream coloured brickwork.</p> <p>The garden entry arbors and entry Portico to the development are considered to include design elements which relate to the entry of the adjacent Connolly Community Centre which has feature coloured render and a skillion awning.</p>	
		Building services fixtures integrated in design and not visually intrusive from public realm.	The building services are integrated into the development and are not intrusive to the public realm.	
4.11 Roof design	Achieved	Roof form or top of building complements façade design and desired streetscape character	Concealed/parapet roof form acceptable.	Satisfied

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		Building services located on roof not visually obtrusive from street	Air conditioning units and solar panels located on the roof, screened by the parapet roof profile.	
4.12 Landscape design	Achieved	Landscaping plan required to be prepared by competent landscape designer demonstrating plant species and irrigation plan demonstrating achievement of Waterwise design principles	Landscaping information provided by TDL and prepared by landscape designer.	Satisfied
		Landscaping areas located and designed to support trees and improve outlook and amenity	Landscaping areas designed to support trees and contributes to amenity of the development as viewed from the street and proposed dwellings, noting existing trees are proposed to be retained. Deep soil areas are a sufficient size for the tree sizes proposed.	
		Building services integrated with landscaping and not visually obtrusive	Utilities and services are located within the basement parking area, with electricity services positioned discreetly away from public view behind the bin enclosure. The water meters and power dome are indicated as being located within an area of soft landscaping. Revised landscaping plan notes that low planting around service infrastructure to ensure their appearance will be limited.	
4.13 Adaptive reuse	N/A	Not applicable as development is a new building on a site which has no heritage-listed structures and is proposed to be cleared.	N/A	N/A
4.14	Achieved.	Where development is located within a mixed	The development is zoned Mixed Use	No design guidance provided.

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
Mixed use		use area designated within the local planning framework, ground floor units are designed for future adaptation to non-residential uses.	however a mixed-use development is not proposed. Ground floor units are not designed for future adaptation to non-residential uses.	
4.15 Energy efficiency	Achieved	Incorporate at least one significant energy efficiency initiative; or all dwellings exceed minimum NATHERS requirements for apartments by 0.5 stars.	Solar panels indicated on the roof to power the communal open space area. Also refer to the City's Environmental Sustainable Design Checklist (Attachment 9).	Satisfied
4.16 Water management and conservation	Achieved	Dwellings are individually metered for water usage	Applicant advised that development will be connected to a main water meter with the dwellings individually metered.	Satisfied
		Storm water runoff is managed on-site	Applicant advised that development will have stormwater retained on-site and discharged via soakwells to a future design approved by an engineer.	
4.17 Waste management	Achieved	Waste storage facilities provided in accordance with WALGA waste management guidelines.	Waste Management Plan provided demonstrating compliance with WALGA waste guidelines.	Satisfied
		Sufficient area for storage of green waste, recycling and general waste (separate)	Sufficient area provided for green waste, recycling and general waste.	
		Communal waste storage sited and	Waste storage provided within a communal bin	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		designed to be screened from view from the street, open space and private dwellings.	store building which is visible from the street however integrated with the main development.	
4.18 Utilities	Achieved	Utilities located within front setback or on visible parts of rooms are integrated into design.	Utilities and services are located within the basement parking area, with electricity services positioned discreetly away from public view behind the bin enclosure. The water meters and power dome are located within the street setback area within an area of soft landscaping. Revised landscaping plan notes that low planting around service infrastructure to ensure their appearance will be limited.	Satisfied
		Hot water units, AC condenser units and clotheslines not visually obtrusive	<p>Air conditioning units to ground floor units are not visible from the street and will not impact the functionality of outdoor living areas.</p> <p>Air conditioning units to the three upper floors are located on the roof and screened from view by the parapet roof design.</p> <p>Dryer located above washing machine within Laundry.</p> <p>Applicant has advised that internal hot water units will be provided in the laundry areas of all apartments. This will be a wall mounted unit with the specific design to be confirmed at building permit stage.</p>	
		Laundries are designed and located to be convenient, weather protected and	Laundries provided within each dwelling. Dryer located above washing machine.	

Element	Objectives	Acceptable Outcome	Proposed	Design guidance
		well ventilated and size appropriate.		

Please note that the acceptable outcomes stated above is a summary only and when considering compliance with these requirements, please refer to the full requirement as detailed in *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments*.