

#### 14.6 Metro West JDAP Application – (Lot 684) No. 135 Broadway, Nedlands – Serviced Apartment and cafe

<b>Council</b>	22 October 2019
<b>Applicant</b>	Urbanista Town Planning, Peter Mrdja
<b>Landowner</b>	Cedar Cove PTY LTD
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Employee Disclosure under section 5.70 Local Government Act 1995</b>	Nil.
<b>Report Type</b>	
Information Purposes	Item provided to Council for information purposes only and does not require a decision of Council (i.e. - for 'noting').
<b>Reference</b>	DA19/38621 DAP/19/01655
<b>Previous Item</b>	Nil.
<b>Attachments</b>	1. Responsible Authority Report and attachments 2. Submissions Received - CONFIDENTIAL

### Executive Summary

In accordance with the Planning and Development (Development Assessment Panels) Regulations 2011, Administration is required to provide a Responsible Authority Report (RAR) to the Joint Development Assessment Panel (JDAP). Council views can also be submitted as a separate submission. The purpose of this report is to obtain Council's submission.

The development consists of the following:

#### Ground Floor

- Café (75.8m<sup>2</sup>)
- Lobby, reception and office.
- 5 car parking bays
- 4 visitor bicycle bays
- Bin store area
- Transformer room
- Other building services

#### First floor

- 16 car parking bays
- 1 motorcycle parking bay
- 12 bicycle parking bays

#### Second floor

- 6 x 1-bedroom serviced apartment units; 1 of which is noted as having universal access, and 4 of which are 'dual key' (which allows single or dual occupancy depending on the needs of the guests).
- Gym
- Lounge
- Courtyard

#### Third to Fifth Floor

- 2 x 2-bedroom serviced apartment units
- 4 x 1-bedroom serviced apartment units, all of which are 'dual key'.

#### Sixth Floor

- 2 x 2-bedroom apartments
- Roof terrace

The RAR and supporting attachments outline the proposal in detail (see Attachment 1)

Following a Request for Further information sent by Administration on 18 September 2019, amended plans were received at 5:00pm on Thursday 3 October 2019. Due to the reporting timelines, the City has not finalised the RAR and supporting attachments. However, Administration does not foresee any material changes to the RAR report or the RAR recommendation.

### **Recommendation to Council**

**Council recommends to the Metropolitan West Joint Development Assessment Panel that the application (reference DAP/19/01655) for Serviced apartments and cafe at (Lot 684) No. 135 Broadway, Nedlands, be refused for the reasons contained in the Responsible Authority Report (dated 11 October 2019).**

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Government of **Western Australia**  
Development Assessment Panels

### Form 1 – Responsible Authority Report (Regulation 12)

<b>Property Location:</b>	135 (Lot 684) Broadway, Nedlands
<b>Development Description:</b>	Mixed Use Development (26 Serviced Apartments and Café)
<b>DAP Name:</b>	Metro West Joint Development Assessment Panel
<b>Applicant:</b>	Ben Carter, Pinnacle Planning.
<b>Owner:</b>	Cedar Grove PTY LTD
<b>Value of Development:</b>	\$ 8 Million
<b>LG Reference:</b>	DA19-38621
<b>Responsible Authority:</b>	City of Nedlands
<b>Authorising Officer:</b>	Peter Mickleson
<b>DAP File No:</b>	DAP/19/01655
<b>Report Due Date:</b>	30 October 2019
<b>Application Received Date:</b>	14 August 2019
<b>Application Process Days:</b>	90 Days
<b>Attachment(s):</b>	<ul style="list-style-type: none"> <li>1: Location Plan</li> <li>2: Development Plans and Elevations</li> <li>3: Applicant’s Planning Report</li> <li>4: Traffic Impact Assessment</li> <li>5: Landscaping Plan</li> <li>6: Acoustic Report</li> <li>7: Waste Management Plan</li> <li>8: City’s Assessment against SPP 7.0</li> <li>9: City’s Assessment against SPP 7.3 (to be finalised)</li> <li>10: Summary of Submissions with City’s Responses</li> <li>11: Applicant’s Response to submissions</li> <li>12: Response from PTA</li> <li>13: Local Planning Policy – Consultation of Planning Proposals</li> <li>14: Draft Local Planning Policy – Parking</li> <li>15: Draft Local Planning Policy – Short Term Accommodation</li> <li>16: Council Minutes (October Meeting; to be confirmed)</li> <li>17: Development Plans dated 14 August 2019</li> <li>18: Internal Referral</li> </ul>

**Officer Recommendation:**

That the Metro West JDAP resolves to:

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1. Refuse DAP Application reference DAP/19/01655 and accompanying plans dated received 3 October 2019 (DA-1 – Location Plan; DA-2 – 3D View Entry; DA-3 – Streetscape Section and Elevation; Landscape Development Application; DA-4 – Site Plan; DA5 – Ground Floor Plan; DA-6 – First Floor Plan; DA-7 – Second Floor Plan; DA-8 – Third Floor Plan; DA-9 – Fourth Floor Plan; DA-10 – Fifth Floor Plan; DA11 – Sixth Floor Plan; DA-12 – Roof Plan; DA-13 – Front Elevation; DA-14 – South Elevation; DA-15 – West Elevations; DA-16 – North Elevation; DA-20 – Overshadowing and DA-22 Overlooking Diagrams) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Nedlands Local Planning Scheme No. 3, and pursuant to clause 24(1) and 26 of the Metropolitan Region Scheme for the following reasons:

### Reasons

#### Local Planning Scheme No. 3

1. The development does not satisfy the aims of the City's Local Planning Scheme No. 3 with respect to clause 9(a) – Protect and enhance local character and amenity due to the bulk associated with the side setbacks, the impact the nil setbacks will have on the streetscape and the potential for adverse impacts associated with the parking shortfall.
2. Having regard to clause 67(a) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015, the development does not satisfy the objectives of the Mixed-Use zone within the City's Local Planning Scheme No. 3 as the development does not provide for a significant residential component as part of the development. Further to this, the applicant has not adequately addressed the ability to provide multiple dwellings on the site in the future. The development was found to have material amenity impact on the adjoining properties.
3. Having regard to Clause 67(b) of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the setbacks provided to the north and south side boundaries are considered to set an undesirable precedent and compromise the future planning of the locality by allowing an attached streetscape form of development without planning framework to support as such – contrary to orderly and proper planning.
4. Having regard to Clause 67(s) of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the applicant has not demonstrated that the car parking is appropriate for the proposed development.

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5. Having regard to Clause 67(m)(n) of Schedule 2 (Deemed Provisions) the development does not achieve the element objectives for element 2.4 - Side and rear setback of State Planning Policy 7.3 – Vol. 2 of Residential Design Codes, with respect to the north and south side setbacks. The development was found to have a material amenity impact on the adjoining properties to the north and south and by default does not meet the discretionary provisions of clause 34 in Local Planning Scheme No.3.
6. Having regard to Clause 67(m)(n) of Schedule 2 (Deemed Provisions) the development does not achieve the element objectives for element 2.7 – Building Separation and by default does not satisfy the discretionary criteria of clause 34 in Local Planning Scheme No.3.
7. The amended plans have increased the plot ratio from approximately 2.78 to 3. The default plot ratio for R-AC3 is 2, so the applicant is seeking further discretion which would trigger the need for further advertising, which has not been undertaken.

### Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Mixed Use
Use Class:		Serviced apartments (D) Restaurant/café (P)
Strategy Policy:		City of Nedlands Local Planning Strategy
Development Scheme:		City of Nedlands Local Planning Scheme No. 3
Lot Size:		880.2m <sup>2</sup>
Existing Land Use:		Residential – Single House

Development approval is sought for the demolition of a single house and the construction of a Mixed-Use development at No. 135 (lot 684) Broadway, Nedlands (the site) within the Mixed-Use zone (R-AC3). The development includes the following:

#### Ground Floor

- Café (75.8m<sup>2</sup>)
- Lobby, reception and office.
- 5 car parking bays
- 4 visitor bicycle bays
- Bin store area
- Transformer room
- Other building services

#### First floor

- 16 car parking bays
- 1 motorcycle parking bay

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- 12 bicycle parking bays

### Second floor

- 6 x 1-bedroom serviced apartment units; 1 of which is noted as having universal access, and 4 of which are 'dual key' (which allows single or dual occupancy depending on the needs of the guests).
- Gym
- Lounge
- Courtyard

### Third to Fifth Floor

- 2 x 2-bedroom serviced apartment units
- 4 x 1-bedroom serviced apartment units, all of which are 'dual key'.

### Sixth Floor

- 2 x 2-bedroom apartments
- Roof terrace

The development plans are contained in **Attachment 2** and the applicant's reports are contained in **Attachment 3**.

### **Background:**

#### Site Description, Development Context and Landscape Features

The site is located within the street block bounded by Princess Road to the north, Broadway to the east, Hillway to the south-east, Melvista Avenue to the south and Kingsway to the west. Broadway forms one of the boundaries between the City of Nedlands and the City of Perth.

The site is 880.2m<sup>2</sup> in area, is oriented east-west, and has its sole street frontage to Broadway. The site experiences a fall in natural ground level of approximately 7m from the rear boundary to the primary street.

The site and all properties located on the western side of Broadway were rezoned from Residential R12.5 to Mixed Use R-AC3 following the gazettal of Local Planning Scheme No. 3 (LPS 3) on 16 April 2019. The properties to the rear that have frontage to Kingsway have been recoded from Residential R12.5 to Residential R60 to transition the built form down from Broadway to the western side of Kingsway which remains Residential R12.5. The properties on the eastern side of Broadway, located within the City of Perth, are zoned Residential R80. A location plan, aerial and contour map are contained in **Attachment 1**.

The proposal is the first application to respond to the Mixed Use RAC-3 code within the City. The properties to the rear, north and south are characterised by single and two storey dwellings. The properties located on the eastern side of Broadway have been redeveloped as multiple dwellings and grouped dwellings, the most recent approved redevelopment being the 6-storey multiple dwelling development comprising 29 apartments at 150 Broadway.

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Various commercial development lies to the north of Princess Road and south of Hillway.

### Planning History

Beyond the recent zoning changes from Residential R12.5 to Mixed Use R-AC3, there have been no planning approvals granted to the site that are pertinent to the subject application. The City is currently in the early stages of developing a precinct plan for Broadway to create a local planning framework which will respond to localised issues as a result of rezoning and redevelopment in this area

### Development Application

The applicant submitted a request for pre-lodgement assessment on 14 June 2019. The City provided its preliminary assessment of the R-Codes Volume 2 on 27 June 2019 which included an assessment against State Planning Policy 7.3 - vol. 2 of Residential Design Codes and comment from other relevant internal departments (Environmental Health, Building, Waste and Engineering). This service (preliminary assessment) aims to address key design issues before lodgement, in lieu of the formal Design Review Panel process.

The City advised the applicant that modifications were required with respect to the side setbacks, specifically in relation to the building up to boundary for the ground to fifth floor (600mm or less) and suggested an increased setback above the second floor to provide a detached form of development. The subject development application was lodged with the City on 14 August 2019 (see **Attachment 17**). In response to the City's Request for Further Information dated 18 September 2019, the City were provided with amended plans on 3 October 2019 and a justification letter from the Applicant. The table below outlines the changes made to the development:

<b>Element</b>	<b>Development Plans dated 14 August 2019</b>	<b>Development Plans dated 3 October 2019</b>	<b>Change</b>
<b>Rear Setback (2<sup>nd</sup> floor to 5<sup>th</sup>)</b>	5.5m	7.1m	1.6m
<b>Primary Street Setback (Ground to fifth)</b>	1.4m	Nil	1.4m
<b>Primary Street setback (6<sup>th</sup> floor)</b>	4.2m	2.9m	1.3m
<b>Roof Terrace location</b>	Roof terrace facing west	Roof terrace addressing Broadway	Relocation from the rear of the development to face the primary street
<b>Landscaping</b>	65m <sup>2</sup> of	103m <sup>2</sup> of	38m <sup>2</sup>

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<b>Area</b>	landscaping at the rear. 3 medium sized trees	landscaping at the rear, 5 mature medium sized trees.	additional landscaping area and 5 additional medium, mature trees proposed to provide additional screening.
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### **Legislation and Policy:**

#### Legislation

- *Planning and Development Act 2005 (P&D Act);*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations);*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- Metropolitan Region Scheme
- City of Nedlands Local Planning Scheme no. 3 – clauses 9, 16, 18, 32 and 34

#### State Government Policies

- *State Planning Policy 7.0 – Design of the Built Environment*
- *State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2)*

#### Local Policies

- Local Planning Policy – Consultation of Planning Proposals
- Draft Local Planning Policy – Parking (Adopted by Council September 24<sup>th</sup> 2019, soon to be referred to the WAPC); and
- Draft Local Planning Policy – Short Term Accommodation .(Scheduled to be determined by Council at its November Council meeting)

#### Strategy

- City of Nedlands Local Planning Strategy

#### Framework

- Western Australian Planning Commission Central Sub-Regional Planning Framework



City of Nedlands Local Planning Scheme No. 3

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

*Clause 9 – The aims of this Scheme are –*

- a) Protect and enhance local character and amenity;*
- b) Respect the community vision for the development of the district;*
- c) Achieve quality residential built form outcomes for the growing population;*
- d) To develop and support a hierarchy of activity centres;*
- e) To integrate land use and transport systems;*
- f) Facilitate improved multi-modal access into and around the district;*
- g) Maintain and enhance the network of open space;*
- h) Facilitate good public health outcomes;*
- i) Facilitate a high-quality provision of community services and facilities;*
- j) Encourage local economic development and employment opportunities;*
- k) To maintain and enhance natural resources;*
- l) Respond to the physical and climatic conditions; and*
- m) Facilitate efficient supply and use of essential infrastructure.*

Clause 16 – Objectives of the Mixed-Use zone

The objectives are listed later in the report.

Clause 32 – Additional site and development requirements

The provisions are listed later in the report.

Clause 34 - Variations to site and development requirements

- 1. “In this clause – additional site and development requirements means requirements set out in clauses 32 and 33.*
- 2. The local government may approve an application for a development approval that does not comply with an additional site and development requirements.*
- 3. An approval under subclause (2) may be unconditional or subject to any conditions the local government considers appropriate.*
- 4. If the local government is of the opinion that the non-compliance with an additional site and development requirement will mean that the development is likely to adversely affect any owners or occupiers in the general locality or in an area adjoining the site of the development the local government must –*

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- a) *consult the affected owners or occupiers by following one or more of the provisions for advertising applications for development approval under clause 64 of the deemed provisions; and*
  - b) *have regard to any expressed views prior to making its determination to grant development approval under this clause.*
5. *The local government may only approve an application for development approval under this clause if the local government is satisfied that -*
- a) *approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and*
  - b) *the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.”*

### **Consultation:**

#### Public Consultation

The City's Local Planning Policy – Consultation of Planning Proposals states that the development is classified as a Complex Application. In accordance with the policy the City advertised the application for three weeks, commencing on 23 August 2019 and concluding on 13 September 2019, and carried out the following:

- Letter sent to all City of Nedlands landowners and occupiers within a 200m radius of the site (191 letters);
- Letter sent to all City of Perth landowners and occupiers as required by the City of Perth's Local Planning Policy – Consultation (84 letters);
- A sign on site was installed on the frontage of the site for the advertising period;
- An advertisement was uploaded to the City's website with all documents relevant to the application made available for viewing during the advertising period;
- An advertisement was placed in the Post newspaper on the 31 August 2019;
- Social media post made on one of the City's Social Media platforms on the 31 August 2019;
- A notice was affixed to the City's Noticeboard at the City's Administration Offices; and
- A community information session was held by City officers on the 2 September 2019, where approximately 40 residents and elected members were present.

The City received a total of 144 submissions during the public consultation period and six late submissions. One submitter supported the application, the remaining 143 objected.

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**Attachment 10** summarises the submissions in terms of the issues raised, notes the total number of residents who commented on each concern and provides a response to each by the City. **Attachment 11** contains the Applicant's response to each key concern. The main issues raised are as follows:

- Parking/traffic
- Building height
- Side setbacks
- Land
- Bulk/Scale
- Visual Privacy

All of the submissions received within the submission period have been given due regard in accordance with Clause 67(y) of the Deemed Provisions of the Regulations.

### Internal Department Referrals- City of Nedlands

The application was referred to the following internal departments of the City:

- Technical services
- Waste Services
- Building Services
- Health and Environmental Services

A copy of the internal referral comments provided by each department is contained as Attachment 18.

### Consultation with other Agencies or Consultants

The City consulted with the Public Transport Authority as a Transperth bus stop lies directly to the south of the site. The City's Technical Services requested comment from the PTA with regard to the proposed vehicle access which impacts the bus route. The PTA has advised no objection to the development (see **Attachment 12**).

### Design Review Panel

At the time of writing the report, the City does not have a Design Review Panel. At its April meeting Council considered item PD14.19 - Establishment of a Design Review Panel and resolved as follows:

*"...Council did not believe that establishing a Design Review Panel was appropriate at this point in time and that it imposed on property rights."*

Following feedback received at the Community Information Session, the City, in accordance with the City's procurement procedure, engaged the services of James Christou of Christou Design Group to review the application. The feedback below was received on 10 September 2019 and forwarded to the applicant to consider as part of the Request for Further Information.

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*The applicant has provided a well-considered design proposal; however, the applicant should consider the following refinements:*

*Alternative parking solution located on ground level only (possibly stackers) to reduce the height of building. This height reduction will reduce impact to the adjacent properties, west of the site as well as providing benefits to sites (north and south).*

The City supports the above recommendation; however, the applicant elected to retain the current car parking configuration. Should the application be approved, an advice note is recommended that outlines the City's support for further modifications to the car parking areas, in order to provide an appropriate number of parking bays. This modification could also provide an opportunity for the applicant to resolve the issue of land use, and current inability for the building to be adapted for multiple dwellings (residential) land use.

- 1. Relocating the lifts and entry lobby (the latter brought closer to the street) to be parallel to the proposed driveway will result in a dedicated courtyard for the Cafe. This relocation will also provide natural light and ventilation to the lobbies on the various levels from the north as well as providing a courtyard for the Café that will enjoy northerly light. The current indentation of the lobby from the street may present an alcove, a recess area of entrapment.*

The City supports the above recommendation, however, the applicant elected to retain the lifts and entry lobby in their current location as shown in **Attachment 2**. Relocation of the lifts and lobby would allow for appropriate side setbacks above the second floor.

- 2. The roof top in its current location may present disturbance to residential properties to the west. Applicant should relocate the roof away terrace from the current location or accept a condition that the roof top cannot be used beyond 9PM (Note: City to nominated hours of use).*

The applicant modified the plans by relocating the roof terrace to the front of the building, thereby addressing the above recommendation.

- 3. At its current height the applicant should consider stepping the upper two levels further back from the street façade as well as the sides, to reduce the vertical impact onto Broadway.*

The City recognises the merit of this recommendation, however, the City is of the view that pushing the bulk of development toward Broadway will provide a better amenity outcome for the residents to the rear and will provide an appropriate built form transition between the Mixed use and Residential R60 zones which permit a height difference and stepping between 6 down to 2-3 storeys to the rear.

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Whilst the City acknowledges that an individual architectural review is not a substitute for a Design Review Panel, the comments provided have assisted the City in the assessment of the application against State Planning Policy 7.0 – Design of the Building Environment (see **Attachment 8**).

### Planning Assessment:

#### Local Planning Scheme No. 3

Item	Requirement	Proposal	Compliance
16.2 – Land Use	Not applicable	Serviced apartments  Café	D – Discretionary  P - Permitted
32.1(1) - Parking	Except for development to which the R-Codes apply, every development shall provide on-site car parking spaces in accordance with any applicable local planning policy adopted by the local government.	The City has an adopted car parking policy, however, it requires WAPC approval as Clause 1.2.3 Sections that may be amended or replaced with WAPC approval of R Codes V2 applies. An assessment of draft LPP – Parking is provided later in this report.	N/A
32.1(2-6) - Parking	Cash-in-lieu of parking	None	N/A the City does not have a Car Parking Strategy, to guide cash-in-lieu. Therefore, these scheme provisions cannot be applied.
32.4(2) – Land use on the ground floor	Residential uses are not permitted on the ground floor facing primary or secondary streets, except where the use faces a right-of-way	Café proposed on the ground floor, no residential dwellings.	Yes
32.4(3) – Active Frontage	Buildings are to have active frontages to the primary and/or	Café proposed on the ground floor; café land use is considered an	Yes

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s	secondary street, except where a use faces a right-of-way or laneway.	active use.	
32.4(4) – Tenancy Depth	Minimum tenancy depth facing a street is 10m	The depth of the proposed café is 10.9m	Yes
32.4(5) – Development Standards	In relation to developments that are not subject to the R-Codes, where development standards are not specified in an approved structure plan, local development plan, and/or activity centre plan, the development standards are subject to the applicable R-Code.	The application has been assessed in accordance with the relevant provisions of the R-Codes Vol. 2.	No, see Officer Comments

All variations noted above, including the development standards of the R-Codes Vol. 2, must be considered against the discretionary provisions of clause 34 LPS 3.

### Local Planning Strategy

Under the Local Planning Strategy, the site falls in an Urban Growth Area which is described as:

*‘Urban growth areas will contain the most intense development in the City of Nedlands. Multiple dwellings(apartments), commercial and mixed-use developments will be the predominant development types in these areas. Development is not necessarily expected to be homogenous between Urban Growth Areas or even within Urban Growth Areas’.*

City considers the development to be consistent with the intent of the Local Planning Strategy.

### State Planning Policy 7.3 –Residential Design Codes Volume 2 – Apartments (SPP 7.3 – Vol. 2)

An assessment of SPP 7.3 – Vol. 2 has been conducted. The City considers that, except for side setbacks, all remaining element objectives have been achieved or are capable of being satisfied by way of conditions of approval.

### Local Planning Policy – Parking

Item	Requirement	Proposal	Compliance
Draft LPP – Parking	All development shall provide car parking	21 car parking bays provided	Does not comply –

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	<p>on-site in accordance with Table 1, which is as follows:            Café: 1 bay per 2.6m<sup>2</sup> Serviced Apartment &amp; 1 bay per 2 staff.</p> <p>Total: 50 Bays</p>		shortfall of 29 bays.
LPP – Short Stay Accommodation	<p>Car parking:            As per Draft LPP – Parking</p>	See above	See above.
	<p>Signage:            Limited to one name plate and wall signs and one portable sign, and is to be in accordance with <i>Local Planning Policy - Signs (LPP - Signs)</i></p>	None proposed	N/A
	<p>Management Plan:            Shall include the following:</p> <ul style="list-style-type: none"> <li>• Maximum number of guests</li> <li>• Establishing a code of conduct</li> <li>• Complaint management</li> <li>• Check-in and check-out procedures</li> <li>• Landowner details</li> <li>• Car parking</li> <li>• Maintenance expectations</li> <li>• Pets procedure</li> <li>• Waste disposal</li> </ul>	<p>A management plan has been provided with the following:</p> <ul style="list-style-type: none"> <li>• Maximum number of guests</li> <li>• Establishing a code of conduct</li> <li>• Complaint management</li> <li>• Check-in and check-out procedures</li> <li>• Landowner details</li> <li>• Car parking booking</li> <li>• Maintenance expectations</li> <li>• Pets procedure</li> <li>• Waste disposal</li> </ul>	Yes

Planning and Development (Local Planning Schemes) Regulations 2015

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The City has assessed the application in accordance with the Regulations, the assessment of which is provided in the table below against the relevant provisions:

Provision	Assessment
<p><i>(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i></p> <ul style="list-style-type: none"> <li>• <i>(a) Protect and enhance local character and amenity;</i></li>   <li>• <i>(c) Achieve quality residential built form outcomes for the growing population;</i></li> </ul>	<p>The proposed development is not considered to be consistent with the following aims of LPS 3 as follows:</p> <p>(a) Not satisfied – this report has found that the development’s side setbacks, building separation, and overshadowing will have an impact on the amenity of the adjoining landowners to the north and south. The applicant has not demonstrated that the number of parking bays is appropriate for a development of this type and scale.</p> <p>(c) Partially Achieved – with the exception of side setbacks and building separation, the built form is supported.</p>
<p><i>(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i></p>	<p>Should the development be approved, the development would prejudice the future planning of Broadway by pre-empting the desired built form and setting an undesirable precedent by proposing a purely commercial development, which runs counter to the objectives of the mixed-use zone. Additionally, the development will create an attached streetscape which will further prejudice the future planning of the locality without an appropriate planning framework to support this built form.</p>
<p><i>(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;</i></p>	<p>The bulk associated with the north and south elevations is not considered compatible with either the existing or potential future development on Broadway. The development is considered to have an adverse impact on the streetscape.</p>
<p><i>(n) the amenity of the locality</i></p>	<p>The proposed side setbacks will</p>



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<p><i>including the following —</i></p> <ul style="list-style-type: none"> <li><i>(i) environmental impacts of the development;</i></li> <li><i>(ii) the character of the locality;</i></li> <li><i>(iii) social impacts of the development;</i></li> </ul>	<p>potentially compromise the future streetscape character of Broadway, by permitting an attached form of development, prior to the consideration of a developing local planning framework for the area. Approval of the current side setbacks is considered premature in this regard as the local community has not provided its input on the development of a local planning policy (precinct plan) for the Broadway Precinct which may or may not consider wider building separation. and will set an undesirable precedent.</p>
<p><i>(s) the adequacy of —</i></p> <ul style="list-style-type: none"> <li><i>(i) the proposed means of access to and egress from the site; and</i></li> <li><i>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></li> </ul>	<p>The applicant has not adequately demonstrated that the car parking provided onsite is appropriate for a development of this land use and scale.</p> <p>The development is considered to provide safe access and egress, with appropriate manoeuvring areas.</p>
<p><i>(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;</i></p>	<p>The applicant has provided a Transport Impact Statement (TIS) which concluded that the trip generation from a development of this type and size is unlikely to materially impact the local road network. The City supports the findings of the Transport Impact Statement.</p>

### Officer Comments

This report has assessed the development in accordance with LPS 3. Pursuant to clause 32.4(5) – Development Standards of LPS 3, relevant R-Codes Volume 2 elements are to be read as part of LPS 3. Elements that refer to dwelling requirements have not been included. Where standards apply to habitable rooms, an assessment has been undertaken.

It is noted that each element of the R-Codes Volume 2 does include Acceptable Outcomes, however, these are not to be read as prescribed standards as they do not necessarily guarantee a positive design outcome. Rather than Deemed-to-comply criteria, each element includes performance-based objectives, and additional design guidance which the City must consider. The assessment of SPP 7.3 is contained in Attachment 9, however the following elements of the application are considered worthy of further discussion.

Land Use

The application is for serviced apartment units and a cafe. LPS 3 defines the proposed land uses as:

*Serviced apartment: means a group of units or apartments providing –*  
*(a) Self-contained short-stay accommodation for guests; and*  
*(b) Any associated reception or recreational facilities.*

*Restaurant/Café: means a premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988.*

The land use permissibility for a café in the Mixed-Use Zone is 'P' under Table 3 – Zoning Table of LPS 3; meaning the land use is permitted if it complies with all relevant development standards and requirements of the Scheme. While the land use itself does not involve an exercise of discretion, it does present a car parking shortfall which is discussed later in this report.

The land use permissibility for Serviced Apartment in the Mixed-Use Zone is 'D' in Table 3 - Zoning Table of LPS 3; meaning that the use is not permitted unless the local government, or in this case the JDAP, has exercised its discretion by granting approval. In exercising its discretion, the City must consider the provisions of LPS 3 and have regard to clause 67 of the Deemed Provisions of the Regulations.

Table 2 – Mixed Use Zone Objectives

*To provide for a significant residential component as part of any new development.*

The development currently does not include a significant residential component. Whilst the City notes the applicant's justification, it does not agree with the assertion that the development is capable of being converted to multiple dwellings. In its current form the development is not afforded with the requisite number of car parking bays, storerooms and is not able to accommodate the City's Waste disposal trucks, which would be in breach of the City Waste Management Guidelines. If approved, the development would encourage other wholly non-residential development, which will not conform with the objective of the Mixed-Use zone. Cumulatively, the development was found to have material amenity impact on the adjoining properties and by default does not achieve the discretionary provisions in Local Planning Scheme No. 3.

*To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.*

## Item 14.6 - Attachment 1

Overall, the administration considers that the development is well-designed, which is supported by the City's independent architectural review. In terms of bulk and scale, the administration is of the view that there are improvements that can be made to the side setbacks above the second floor that would provide manifold amenity benefits to the occupants, adjoining residents and streetscape. The administration supports the bulk of the building being located toward Broadway, away from the rear boundary.

*To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*

The R-Codes Vol. 2 does not exhaustively list which land uses are considered active, it does, however, note café as being an active land use in 4.14 – Mixed Use. Thus, the proposed café is considered an active land use, one that will activate the streetscape. In terms of the compatibility of the cafe, it is separated from the residential uses on the upper floor by a car park, minimising conflict between the active and non-active uses. Further to this, vehicle access points and blank walls are minimised.

*To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

The development proposes a mix of uses, namely serviced apartments and a café, which are considered compatible with one another, as the short-term residents will be able to utilise the ground floor café, as will the wider community. Given that Broadway features manifold examples of commercial development, including restaurants, cafés, shop, office, laundromat, and various buildings associated with the University of Western Australia, both the café and service apartment land uses are considered suitable additions to the established business mix and is considered compatible with the area. In the event that the application is approved it is recommended that a condition be imposed that requires a management plan be prepared and updated as required for the serviced apartment use and that unit owners adhere to the management plan, or face compliance action. The management plan is considered to ameliorate the amenity impacts caused by the serviced apartment use.

### Parking

At the time of writing this report, the City's draft LPP – Parking is considered to be a seriously entertained planning proposal as it has been adopted by Council and sent to the WAPC for approval. As such, the City must have due regard to the provisions of the policy in this report. The policy requires approval by the WAPC in accordance with Clause 1.2.3 of R Codes V2 as it seeks to vary Acceptable Outcomes. It is further noted that the draft LPP – Short Term Accommodation also includes parking provisions consistent with

## Item 14.6 - Attachment 1

draft LPP – Parking, which is currently being advertised and will be considered by Council for adoption later this year.

Pursuant to clause 67(b) of the Deemed Provisions, the City can have due regard to the provisions of the draft policy in this report. It is further noted that the draft LPP – Short Term Accommodation also includes parking provisions consistent with draft LPP – Parking, which is currently being advertised.

In accordance with LPP – Parking, the serviced apartment use comprising 26 units, requires 27 Car parking bays while the café's 59m<sup>2</sup> eating and drinking area requires 23 bays. As a whole the development requires 50-car parking bays, presenting a 29-bay shortfall. The site is not located in close proximity to either a high-frequency bus route or a train station. After the City requested further justification of the shortfall, the applicant provided a draft Short-Term Accommodation Management Plan, which states:

*“Parking at the serviced apartments is only available via the reservation process, and is on an availability, and as needed basis. Specifically, if a car parking bay is not booked, one will not be available on arrival without prior booking.*

*Parking in surrounding residential localities is forbidden, and guests are encouraged to utilise public transport or ride sharing/taxi services in the event in an unavailability of parking, to reduce parking and traffic demand in the area”.*

The above statement does not adequately address the City's concern regarding parking. The applicant's Traffic Impact Assessment (TIA) notes a 15-car parking bay shortfall based on the R-Codes Vol. 2 and a previous version of draft LPP – Parking (See **Attachment 4**). The TIA does not provide any modelling or justification of the development's shortfall instead, refers to the justification in the Applicant's planning report. The applicant's report justifies the shortfall asserting public transport, non-vehicle based transport and reservation system, will make up the shortfall. However further justification provided in response to the Request for Further Information, also states that the development can be converted to multiple dwellings, in which case, the development would present a deficit in parking overall. Based on the proposed uses, the City has undertaken a comparison of other local governments' parking policies which is summarised in the table below:

Local Government	Café ratio	Café Required bays	Serviced apartment ratio	Serviced Apartment required bays	Total	Shortfall
Nedlands	1 bay per 2.6 eating and drinking	Approx. 59m <sup>2</sup> 23 bays	1 bay per unit & 1 bay per 2 staff member	27 bays+	50 bays	29 bays

## Item 14.6 - Attachment 1

	area					
<b>Fremantle</b>	1:5 seats or 1:5m <sup>2</sup> of eating drinking lounge area	Approx. 59m <sup>2</sup> 12 bays	(Tourist Accommodation being the closest land use) 1 bay per unit or 1 bay per bedroom.	34 bays	46 bays	25 bays
<b>Subiaco</b>	1 bay per 4m <sup>2</sup> of eating drinking lounge area	Approx. 59m <sup>2</sup> 15 bays	1 bay per unit	26 bays	41 bays	20 bays
<b>Claremont</b>	1 bay per 12.5m <sup>2</sup> of leasable area or 1 bay per four seats	Approx. 81.6m <sup>2</sup> 7 bays	(Hotel being the closest land use) 1 bay per bedroom.	34 bays	41 bays	20 bays

The table above demonstrates that similar local governments would require a similar number of bays. Notwithstanding, discretion is provided to vary the provisions of the draft policy where it meets the following objective:

*Policy Objective: To facilitate the development of sufficient parking facilities for cars.*

Administration does not consider this objective to be satisfied as the applicant has not demonstrated, by means of a technical report prepared by a suitably qualified professional, that the number of parking bays is sufficient for a development of this type and scale.

Clause 67(s) of the Deemed Provisions sets out the need for adequate parking for development applications, and in light of the assessment above, the City does not support this element of the application.

### Side boundary setbacks

Table 2.1 of the R-Codes Volume 2 shows a minimum nil setback to the side boundaries subject to the requirements of building separation, visual privacy, solar and daylight access. In this instance, the administration is of the view that an increased setback is required for the north and south side setbacks, above the second floor, to achieve the element objectives. The development

## Item 14.6 - Attachment 1

does not meet the intent of Element 2.4 with respect to maintaining the amenity of the adjoining property to the north and south, due to the excessive bulk above the second floor. For the reasons outlined below, administration is of the view that the proposed side setbacks will compromise the future streetscape character of Broadway, by permitting an attached form of development, prior to the proper planning of the area. Approval of the current side setbacks is considered premature, as it will set an undesirable precedent of an attached streetscape that may be repeated until the local planning framework has been approved.

The element objectives that have not been achieved are listed below.

### O2.4.1 – Adequate separation between neighbouring properties

The central spine of the building proposes walls up to the boundary (nil-500mm) for five storeys. For the first 6-storeys of the north elevation, over 50% of the building will be set back 0.85m or less. Similarly, for the first 6-storeys on the southern elevation just over 43% of the building will be set back 1m or less. If this development pattern was repeated, this may result in little acoustic or visual privacy concerns and impede ventilation and view corridors from properties to the rear facing east (River views).

The applicant's planning report asserts that the building is capable of being converted to multiple dwellings. This report considers this eventuality and notes that the current setback does not achieve a satisfactory amenity outcome for occupants or possible future residents of the building or the adjoining properties.

### O2.4.2 – Consistency of development with existing streetscape pattern or the desired streetscape pattern

The development would not be able to achieve consistency with the existing streetscape pattern, and wouldn't be expected to do so, given that the area was previously coded R12.5 and is largely characterised by single dwellings. Administration would support a contiguous podium development up to the second floor (3 storeys of boundary wall development permitted in the acceptable development criteria) as it creates pedestrian friendly frontages. However, the upper floor boundary walls are not considered to achieve the intent of the Mid-Rise Urban Centre as described and illustrated in Appendix 2 of the R-Codes Vol. 2, which shows a 3-storey podium built up to the boundary with a tower above; having a small but consistent setback to provide a pedestrian scale.

### Planning Guidance

The R-Codes Vol. 2 provides further planning guidance for the decision maker, of which the following is pertinent to the assessment.

#### PG2.4.4

Regarding whether the extent of boundary wall development is appropriate, the City considers the 5-storey boundary wall on both the north and south elevation to be excessive as it pre-empts an attached form of development. If

## Item 14.6 - Attachment 1

repeated along Broadway, the lack of appropriate upper floor separation will result in an attached form of development, which has not yet been articulated by the City.

### Building Separation

Multiple residents objected to the proposed separation between the rear (west) elevation and the adjoining property to the west. It is noted that as the rear elevation is only 4-storeys high, the 2<sup>nd</sup> floor to 5<sup>th</sup> floor balconies and major openings which are setback 7.4m or more exceed the default 6m separation standard. The sixth-floor balcony and habitable rooms on the western elevation are set back 14.4m from the rear boundary exceeds the default 12m separation standard. Administration support the proposed separation proposed to the rear lot boundary as being sufficient.

Notwithstanding the above, the City is of the view that in this instance, the default separation standards satisfy the element objectives listed below.

### O2.7.1

Regarding the desired streetscape character, in the absence of an adopted policy framework specific to the Broadway precinct, the City must defer to the streetscape character illustrated and described in Appendix 2 of the R-Codes Volume 2, and consider the submissions received which overwhelmingly requested a more detached form of development, with increased setback from the side boundaries. Considering the above, the development does not achieve this element objective.

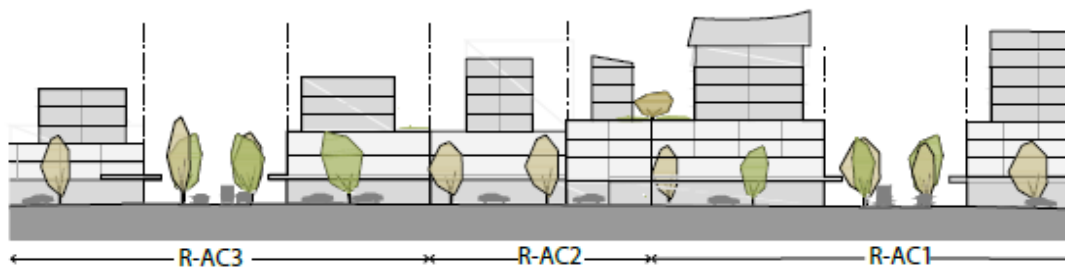


Figure 1 – illustration of streetscape character for the different density codes.

### O2.7.2

For the first 6-storeys of the north elevation, over 50% of the building will be setback 0.85m or less. Similarly, for the first 6-storeys on the southern elevation just over 43% of the building will be set back 1m or less. An increased side setback above the second floor, would help ameliorate the bulk associated with development on the adjoining properties, provide view corridors for the properties to the rear and provide a more proportional streetscape presentation. In its current form, the development is not considered to achieve this element objective.

### O2.7.3

## Item 14.6 - Attachment 1

Having regard to PG2.7.3, and the assessment of Element 2.4 – Side and rear setbacks, if the proposed side setbacks were replicated along Broadway, the separation between buildings would not be sufficient for the general amenity of occupants, or potential future residents. It is noted that the separation between the building and the rear boundary is considered adequate to maintain the amenity of both the serviced apartment units and adjoining properties to the rear. On balance however, the development is not considered to achieve this element objective. An attached streetscape should not be supported without a local planning mechanism to mandate as such, otherwise, requiring further community consultation and built form modelling to aid in forming that planning instrument the attached form as currently proposed could create an undesirable precedent of development and compromise future planning for the locality.

### Building height

The R-Codes Building height acceptable development criteria specify 6-storeys or 21m from natural ground level in the R-AC3 density code. When taking into account the natural ground level, the development is consistent with both the intended number of storeys and measured maximum building height. Administration supports the building height as it responds to the natural topography and shifts the bulk of the building towards Broadway, thereby resulting in a 4-storey interface with the Residential R60 zone to the rear (where a 3-storey height is permitted for multiple dwelling developments). It is noted that a compliant development would result in a 6-storey interface at the rear which would have a much higher impact than what is currently proposed. It is also noted that although the properties to the rear are substantial single houses, LPS3 has rezoned these properties to Residential R60 which can allow three storey multiple dwellings. This therefore needs to be taken into consideration when analysing the context of the proposed development and the future context of this precinct.

In terms of the impact of the building height on the amenity of the surrounding properties, the City acknowledges that the development is very different from the current built form permitted under the previous Residential R12.5 code and that there are different amenity expectations under each zone. Notwithstanding, the City is of the view that the development successfully transitions the built down form the R-AC3 zone on Broadway to the R60 zone located to the rear, which if redeveloped will take advantage of the 3-storey height limits.

The development is considered to achieve all the element objectives relating to building height and is therefore supported.

### Visual Privacy

The proposal is considered to balance the need for outlook without unreasonably overlooking the adjoining properties. The north facing balconies



## Item 14.6 - Attachment 1

are, however, problematic as they overlook a significant portion of the adjoining property to the north. Should the application be approved, it is recommended that a screening condition be imposed to the north elevation of the balconies to units 4b, 8b and 12b.

Following feedback from the community, the plans were amended by adding mature trees along the rear boundary to mitigate the impact of the west facing balconies. Further to this, the applicant modified the plans by increasing the rear setback by relocating the sixth-floor terrace so that it addressed the primary street. All other visual privacy incursions are relatively minor in nature and are supported. It is noted that the cone of vision from the terrace now extends into the property to the south by 0.9m, however, the plans used for consultation had a similar visual privacy incursion.

In light of the above the development is considered to achieve Element Objective O3.6.1.

### Plot Ratio

The development has an assessed plot ratio of approximately 2.88 or 2539m<sup>2</sup>. An element objective assessment is provided below, as the default Acceptable Outcome is not met.

### O2.5.1

Having regard to PG2.5.4, the development is considered to achieve this element objective. Had the development been for multiple dwellings, the assessed plot ratio is closer to 2.4:1. However, as it is a commercial development all circulation areas are included in the plot ratio. In addition to this, almost half of the first-floor parking area, has had to be included as plot ratio as it is above the natural ground level. In terms of scale, the development is considered consistent with the intended building form of the R-AC3 density code.

### **Options/Alternatives:**

To be confirmed.

### **Council Recommendation:**

To be confirmed.

### **Conclusion:**

On balance, despite the development having design merit, the proposal in its current form is not considered capable of support, as:

- Pursuant to clause 67(a) of the Deemed Provisions:
  - the serviced apartment land use does not meet the objectives of the Mixed Use zone as a significant portion of the development is not residential;
  - the aims of the LPS 3;

## Item 14.6 - Attachment 1

- the applicant has not demonstrated that the number of parking bays provided is sufficient for a development of this type and scale;
- Pursuant to Vol. 2 of the R-Codes, the proposed side setbacks and building separation is not considered to satisfy the element objectives and pursuant to clause 67(m)(n) will impact the amenity of the adjoining properties and streetscape.

By not complying with the above, the development is required to be assessed against the discretionary criteria in clause 34 of LPS 3 and is deemed to have an adverse impact on the amenity of the locality.

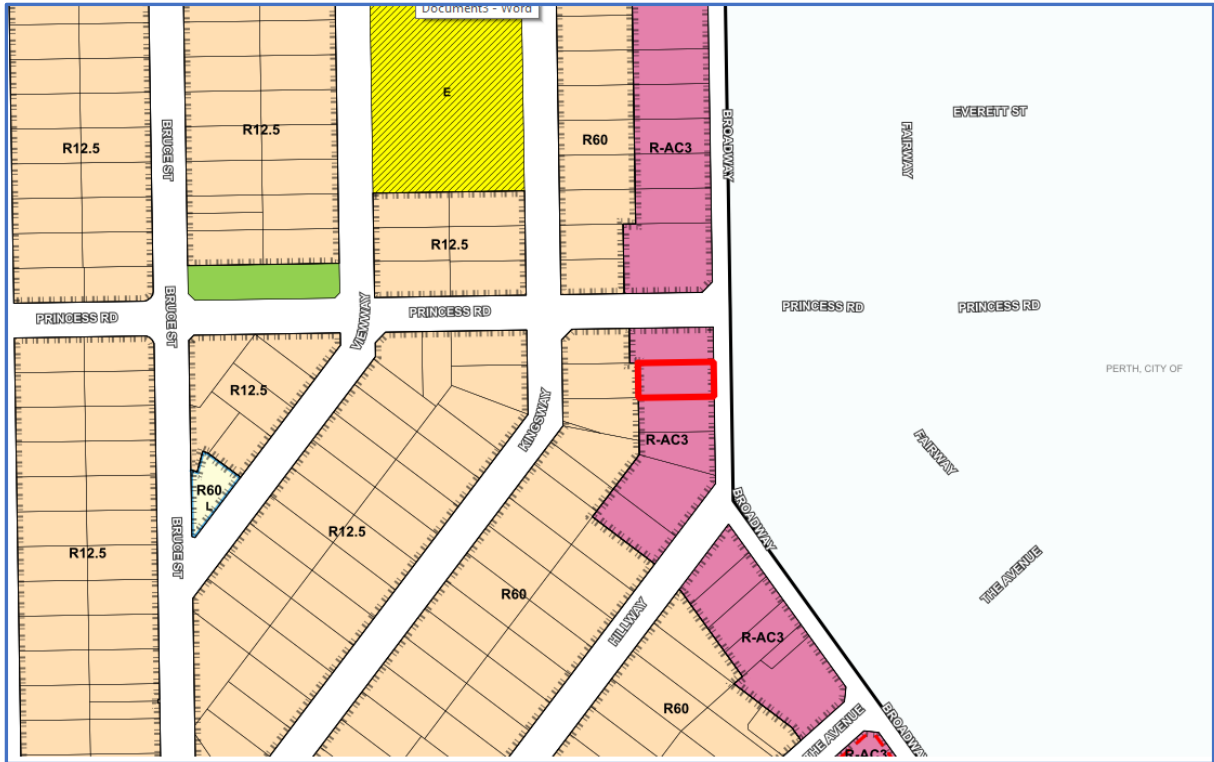


Figure 1. Planning context



Figure 2 – Aerial

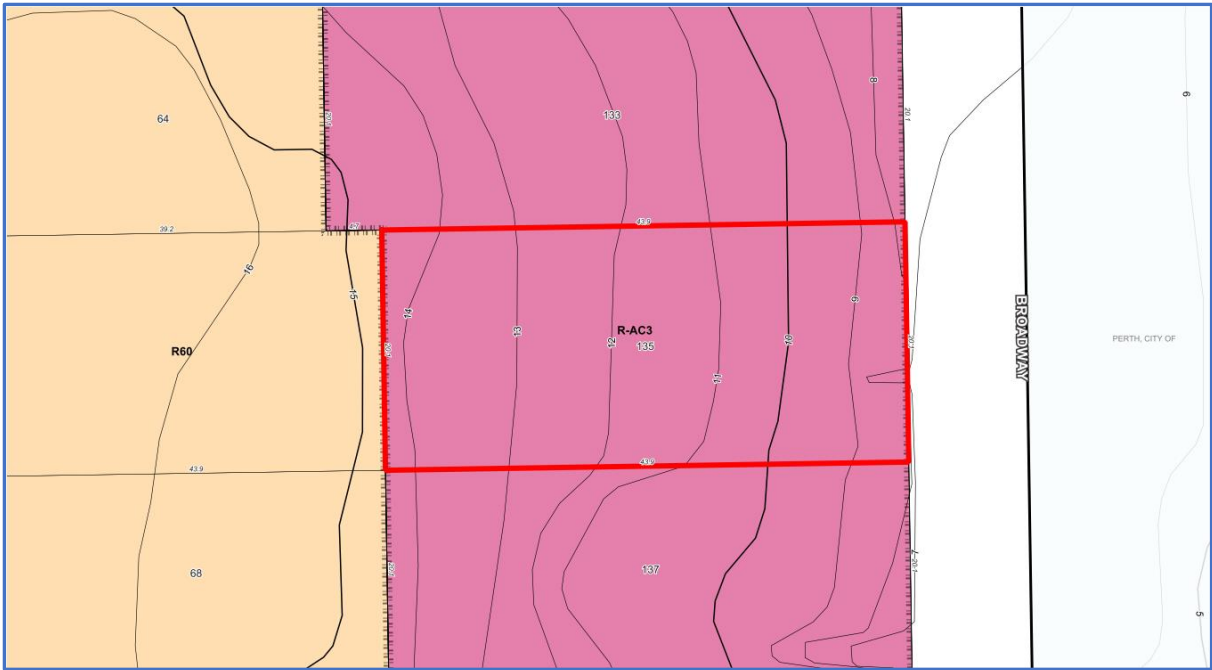


Figure 3 – Site Contours

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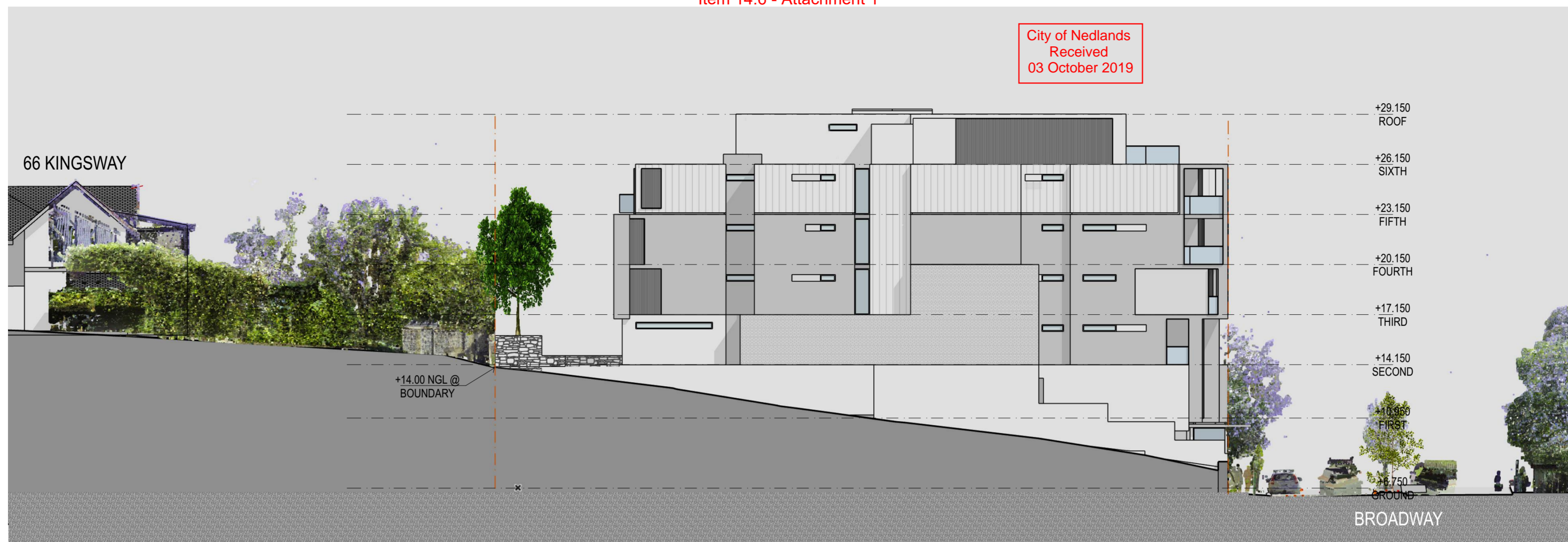
**BROADWAY APARTMENTS**  
135 BROADWAY PERTH 3/10/19

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03 October 2019



**3** LOCATION PLAN  
Scale 1:250





1 **STREETSCAPE ELEVATION (SOUTH)**  
Scale 1:200



12 **SECTION 2**  
Scale 1:200

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**LEGEND**

**TYPICAL MATERIAL SELECTIONS**

**PUBLIC PAVING**  
red brick interlocking pavers to match existing footprint

**CONCRETE PAVING**  
exposed aggregate coloured concrete

**PERMEABLE GRAVEL PAVING**  
consolidated summerstone fines | ferricrete fines

**FEATURE TILED PAVING**  
stone | ceramic tiles

**TIMBER DECKING**  
composite planks on light-weight substructure

**EXISTING | PROPOSED TREE**  
to be retained and protected

**MASS PLANTING | SHADE**  
groundcovers with feature shrubs

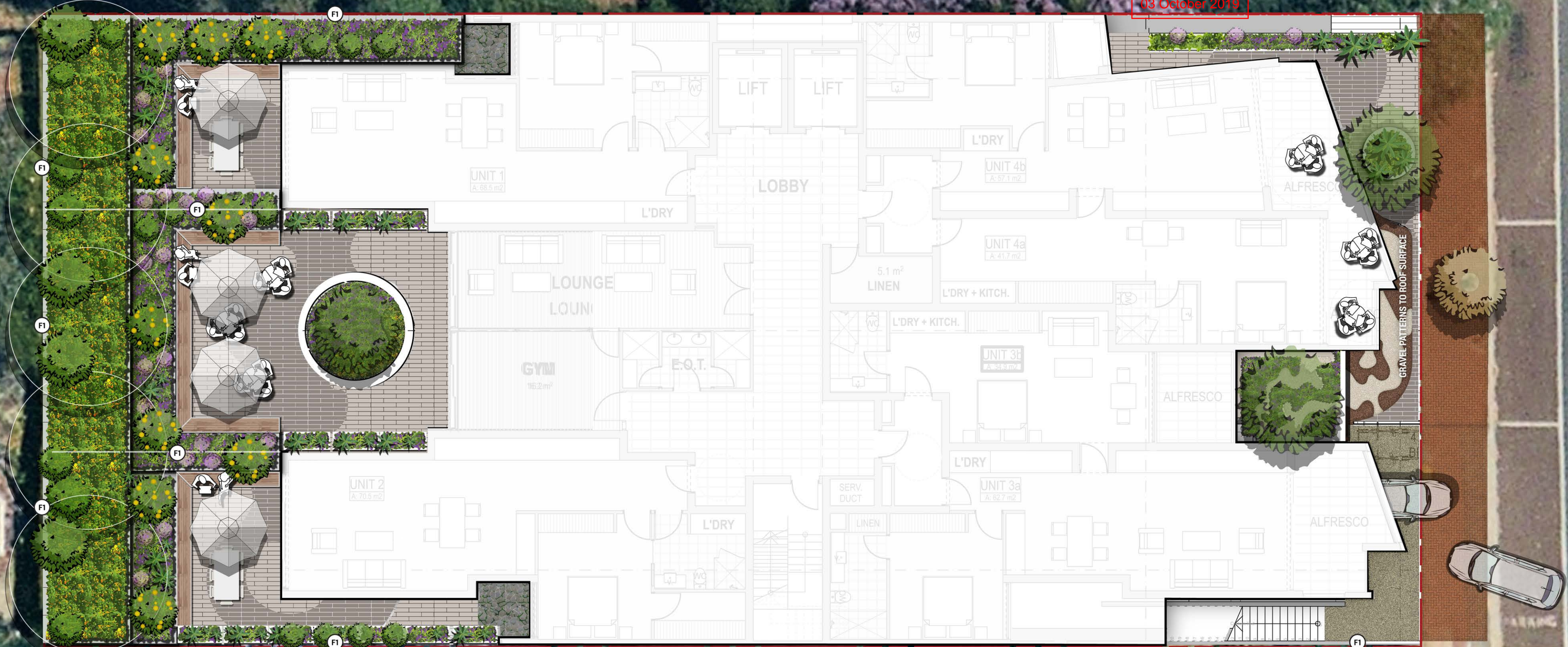
**MASS PLANTING | PART SHADE**  
groundcovers with feature shrubs

**MASS PLANTING | FULL SUN**  
groundcovers with feature shrubs



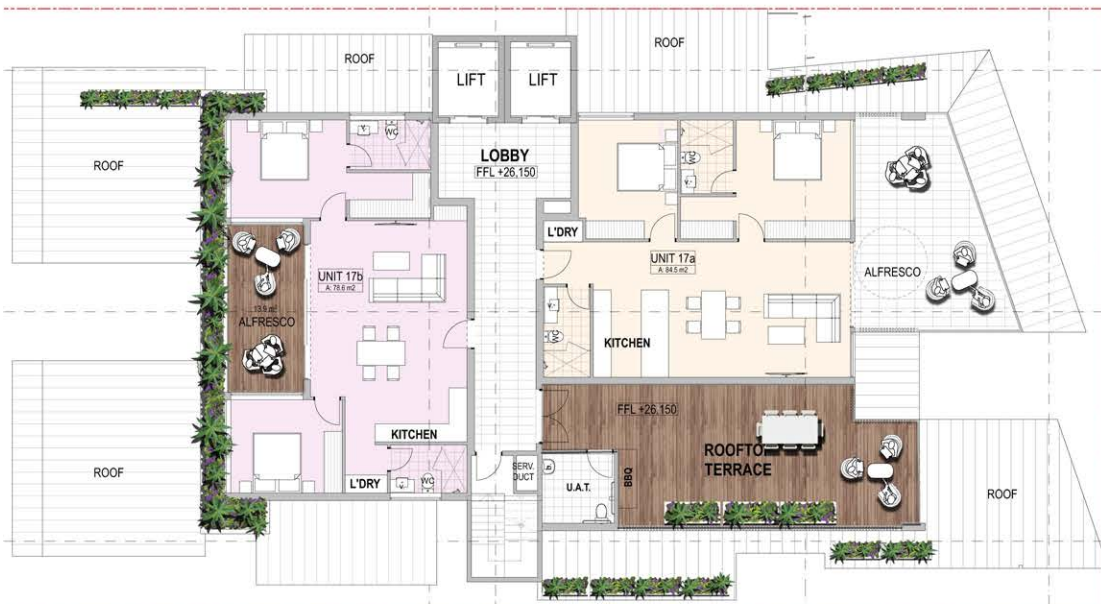
**TYPICAL PLANTING PALETTE**

Species Name	Pot Size	Density	Mature Size
<b>Full Sun Mix</b>			
<i>Acacia Limelight</i>	130mm	2/sqm	0.6m
<i>Carobrotus virescens</i>	130mm	4/sqm	0.2m
<i>Casuarina glauca</i>	130mm	4/sqm	0.5m
<i>Conostylis candidans</i>	130mm	4/sqm	0.3m
<i>Dianella 'Little Rev'</i>	130mm	4/sqm	0.4m
<i>Eremophila glabra</i>	130mm	4/sqm	0.3m
<i>Lomandra longifolia Lime Jet</i>	12L	4/sqm	1m
<i>Pimelea ferruginea</i>	130mm	4/sqm	0.4m
<b>Sun / Shade Mix</b>			
<i>Banksia spinulosa</i>	130mm	4/sqm	0.6m
<i>Calothamnus quadrifidus</i>	130mm	2/sqm	0.8m
<i>Dichondra 'Silver Falls'</i>	130mm	4/sqm	0.1m
<i>Hibbertia scandens</i>	130mm	4/sqm	0.3m
<i>Liriope muscari 'Evergreen Giant'</i>	130mm	4/sqm	0.5m
<i>Myoporum parvifolium</i>	130mm	4/sqm	0.1m
<i>Thymus citriodora</i>	130mm	4/sqm	0.3m
<i>Strelitzia reginae</i>	12L	2/sqm	1.2m
<b>Full Shade Mix</b>			
<i>Cordylina frutescens</i>	12L	4/sqm	1.5m
<i>Crinum pedunculatum</i>	130mm	2/sqm	1.5m
<i>Dichondra repens</i>	seeded	20g/sqm	0.1m
<i>Dracena fragrans</i>	130mm	2/sqm	1.2m
<i>Viola hederacea</i>	130mm	4/sqm	0.1m
<i>Ophiopogon japonicus variegata</i>	130mm	4/sqm	0.3m
<i>Zamia furfuracea</i>	12L	1/sqm	1.5m

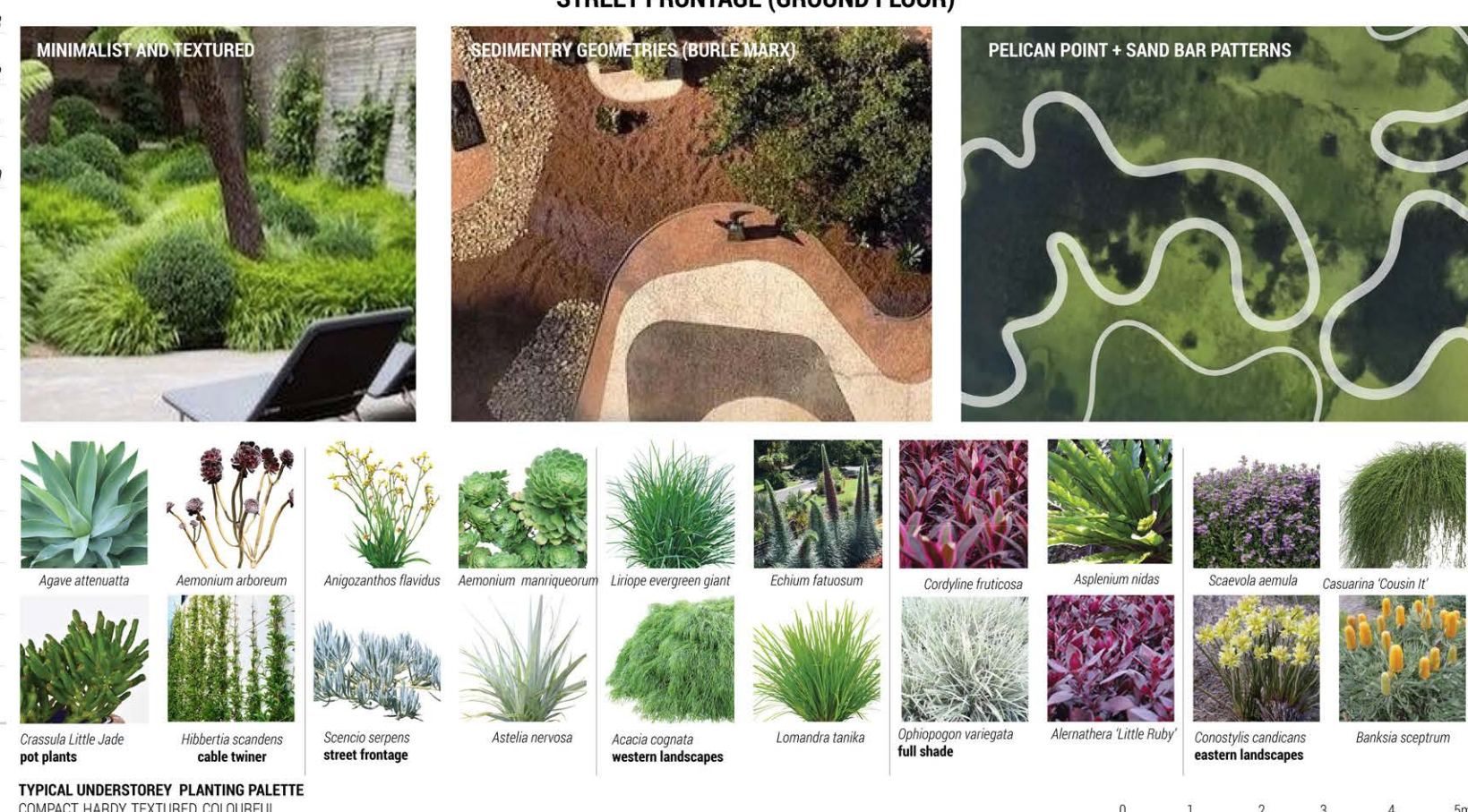


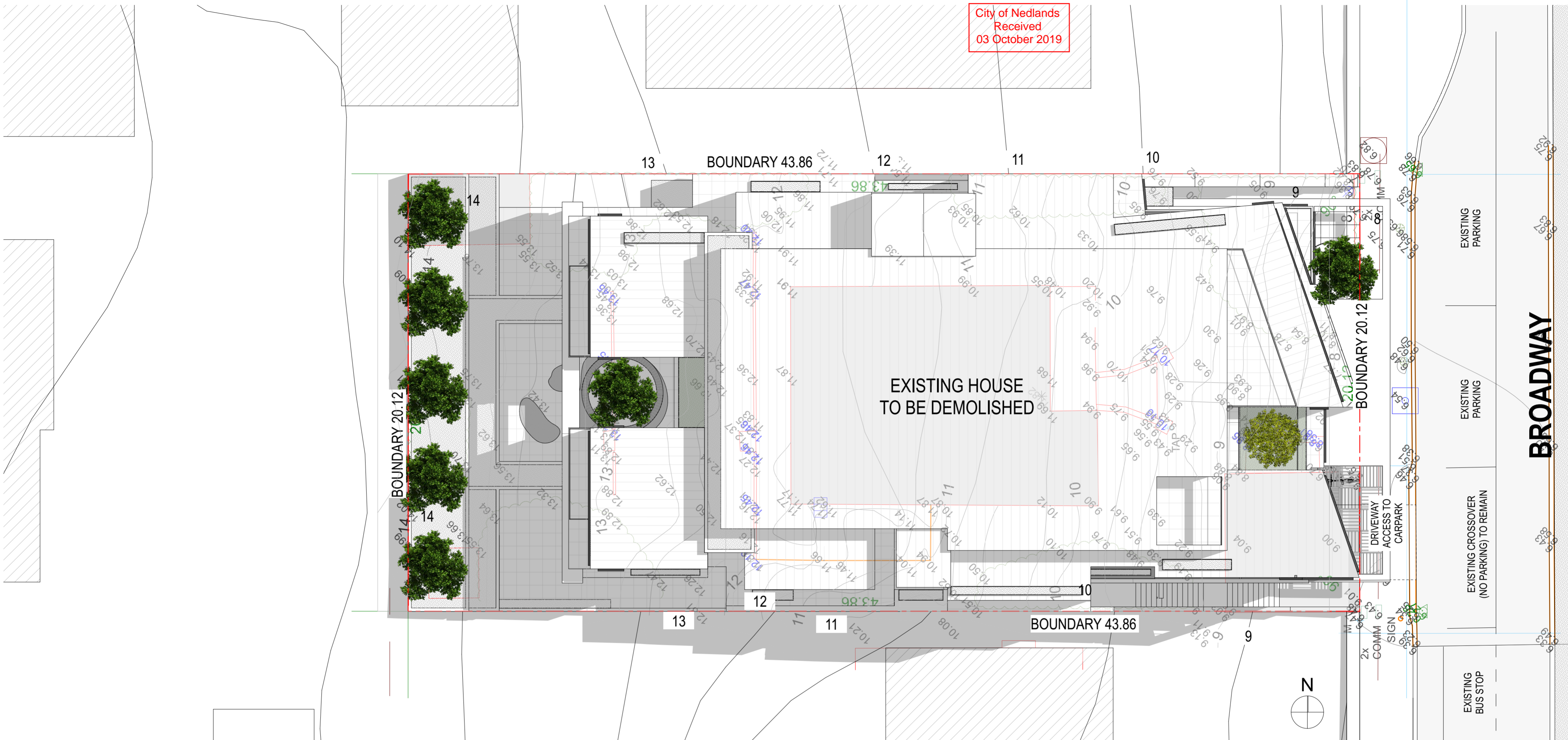
REAR TERRACE (LEVEL 1)

STREET FRONTAGE (GROUND FLOOR)



ROOFTOP TERRACE (LEVEL 6)  
scale 1:200@A2





**10 SITE PLAN**  
Scale 1:125

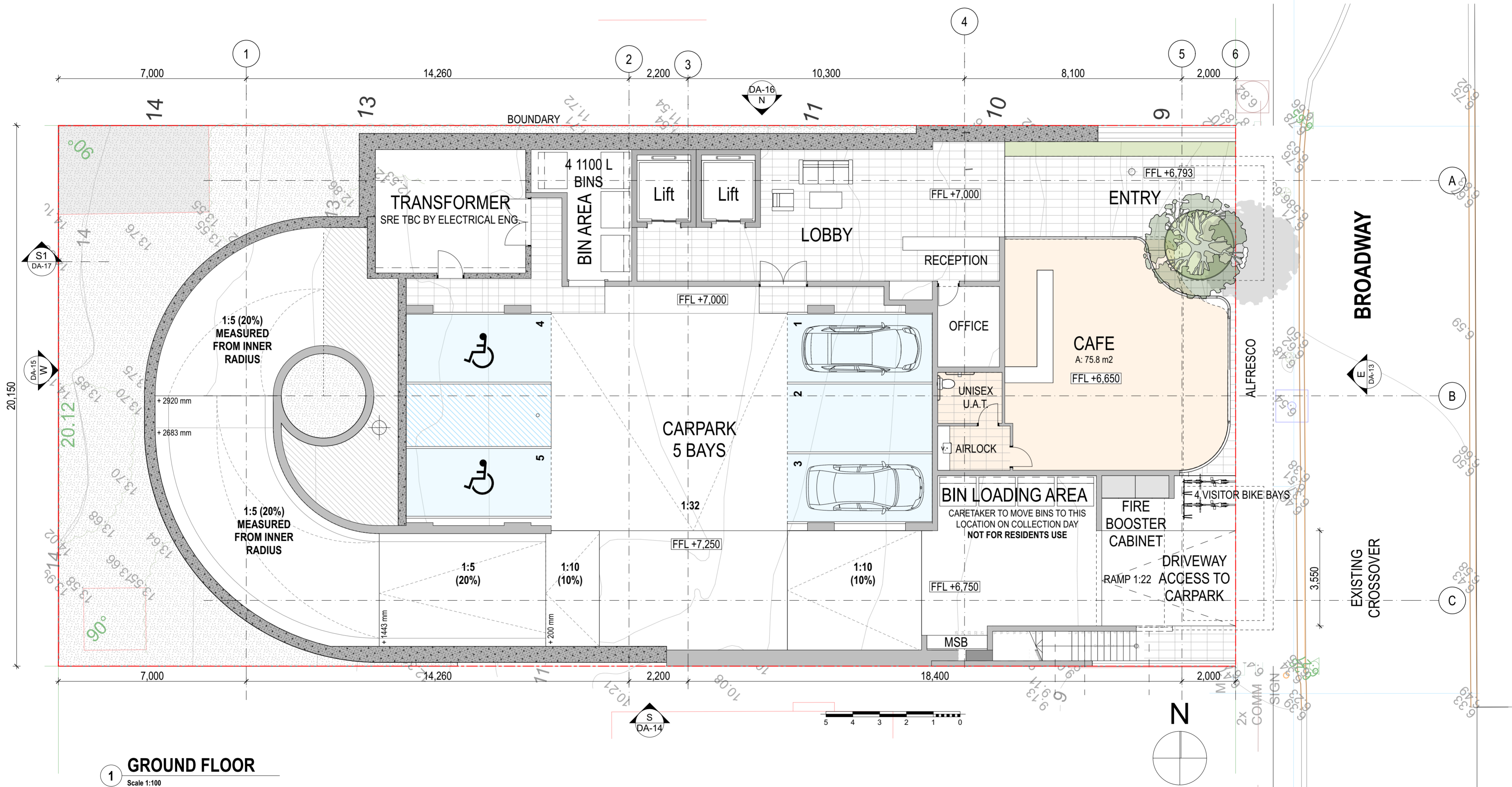
PROJECT CONSTRAINS	
AREA	884.40
RZONE	R-AC 3
PLOT RATIO	2.0
BUILDING HEIGHT	6 STOREYS
BOUNDARY WALL H	3 STOREYS
MIN PRIMARY ST SETBACK	2M OR NIL
MIN SIDE SETBACK	NIL
MIN REAR SETBACK	NIL

PLOT RATIO AREA BY FLOOR	
FLOOR	PLOT RATIO AREA
SECOND	384
THIRD	403
FOURTH	403
FIFTH	396
SIXTH	182
	1,768 m <sup>2</sup>

APPROXIMATE AREAS	
UNIT	AREA
UNIT 1	68
UNIT 2	70
UNIT 3a	62
UNIT 3b	34
UNIT 4a	40
UNIT 4b	58
UNIT 5	80
UNIT 6	80
UNIT 7a	63
UNIT 7b	35
UNIT 8a	40
UNIT 8b	58
UNIT 9	80
UNIT 10	80

APPROXIMATE AREAS	
UNIT	AREA
UNIT 11a	61
UNIT 11b	35
UNIT 12a	42
UNIT 12b	58
UNIT 13	80
UNIT 14	80
UNIT 15a	61
UNIT 15b	35
UNIT 16a	39
UNIT 16b	55
UNIT 17a	84
UNIT 17b	79
	1,557 m <sup>2</sup>

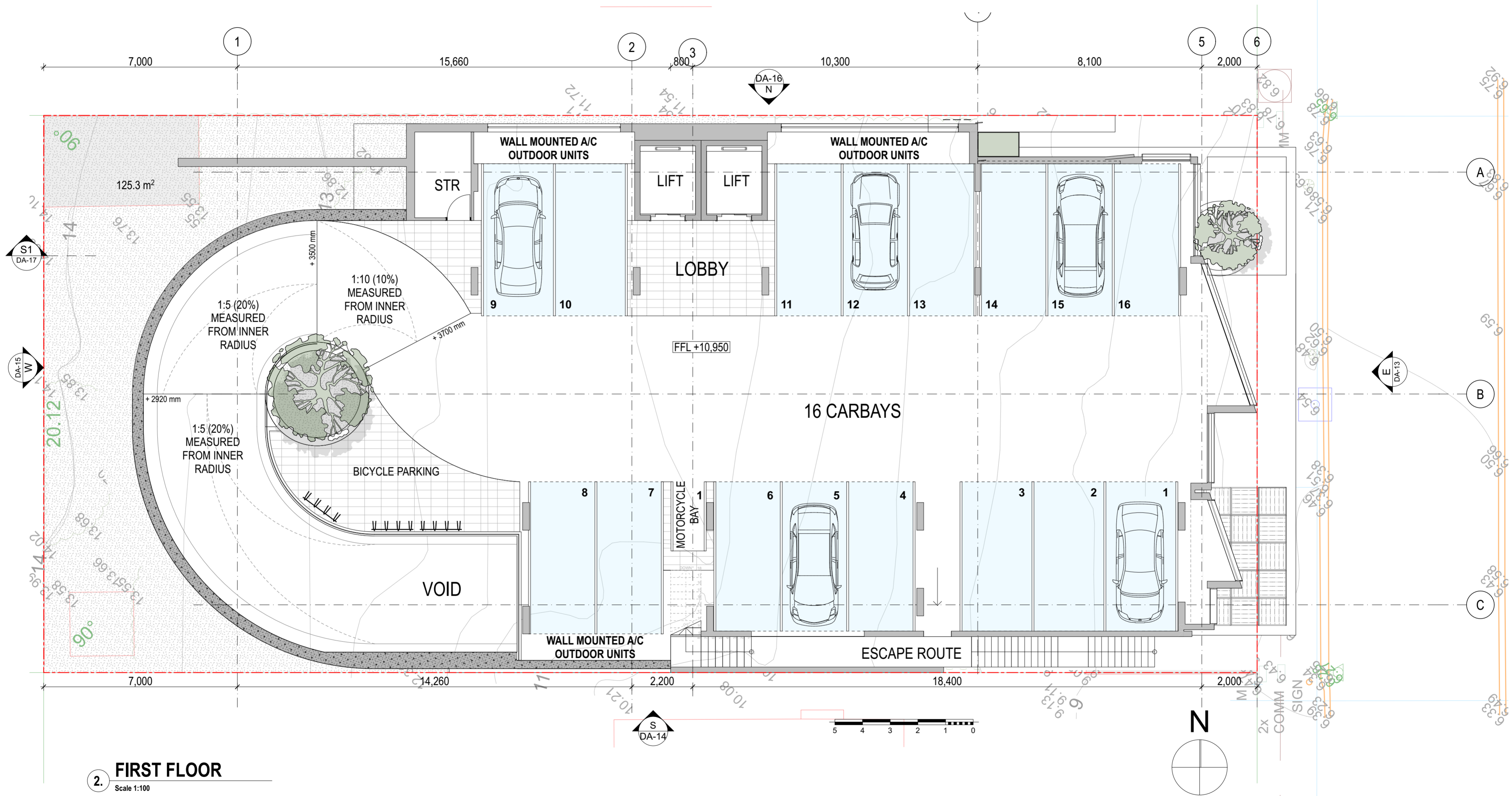
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03 October 2019



1 **GROUND FLOOR**  
Scale 1:100

<b>maarch*</b> <small>MARK ARONSON ARCHITECTURE</small> <small>L1, 41 Hampden Road, Nedlands, WA 6009</small> <small>E: info@maarch.net.au • T: +61 8 6262 8169</small>	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>GROUND FLOOR PLAN</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-5</b>

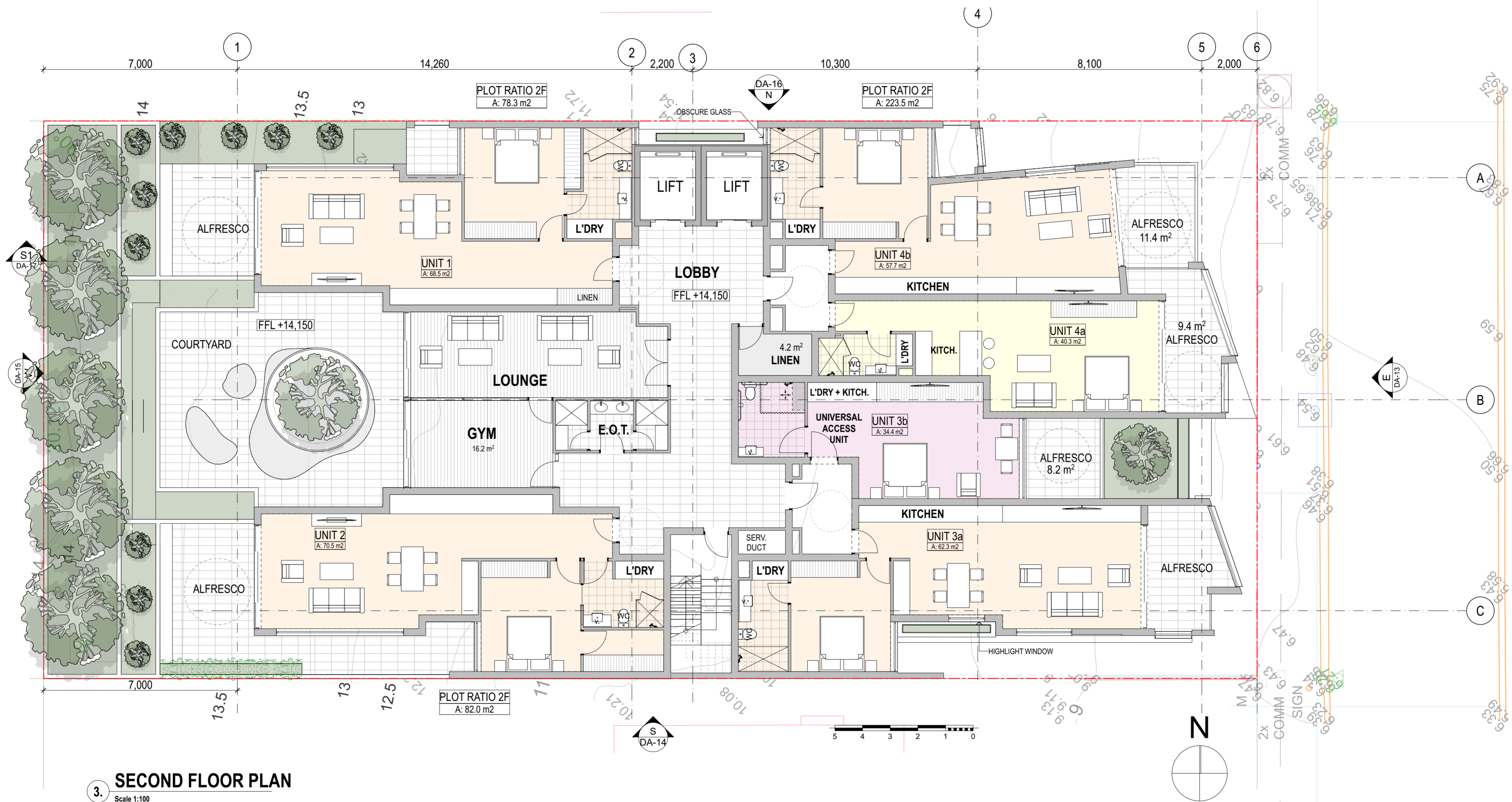
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**2. FIRST FLOOR**  
Scale 1:100

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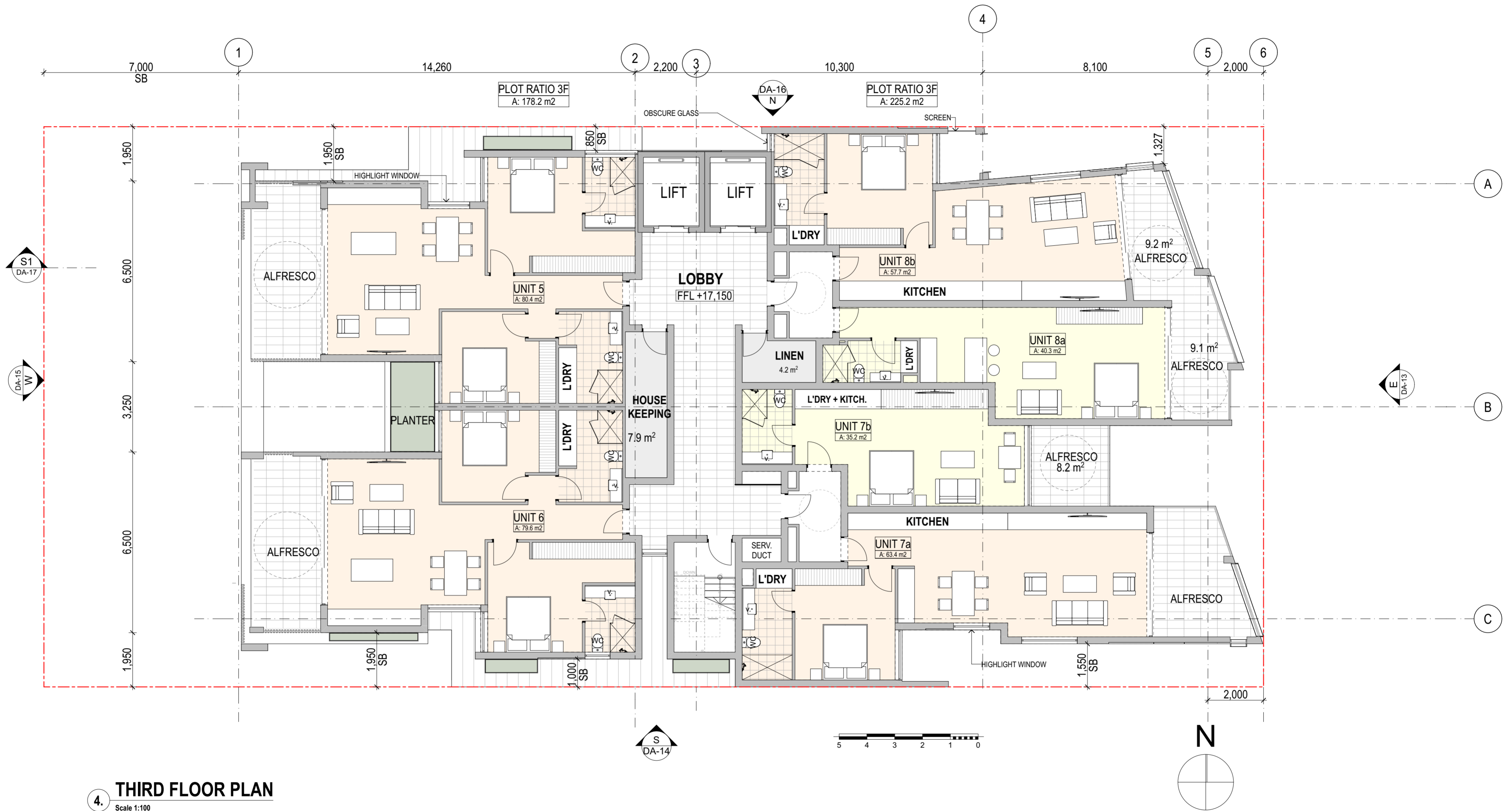
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3. SECOND FLOOR PLAN  
Scale 1:100

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	BROADWAY APARTMENTS	CLIENT	135 BROADWAY PERTH	3/10/19	1:100@A2	MC/JM/MA	SECOND FLOOR PLAN	A	19006	DA-7

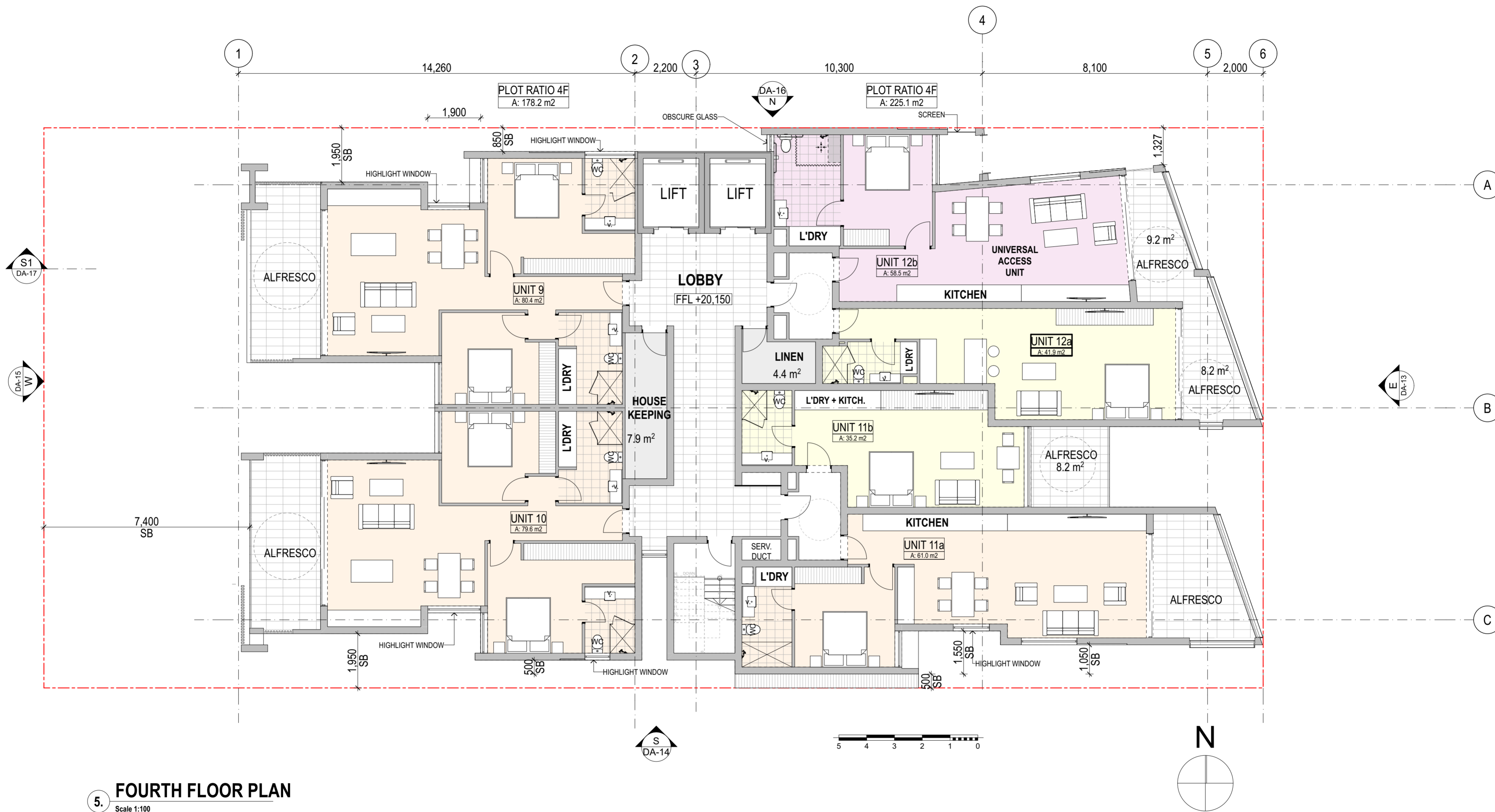
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03 October 2019



4. **THIRD FLOOR PLAN**  
Scale 1:100

<b>maarch*</b> <small>MARK ARONSON ARCHITECTURE</small> <small>L1, 41 Hampden Road, Nedlands, WA 6009</small> <small>E: info@maarch.net.au • T: +61 8 6262 8169</small>	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>THIRD FLOOR PLAN</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-8</b>
	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169									

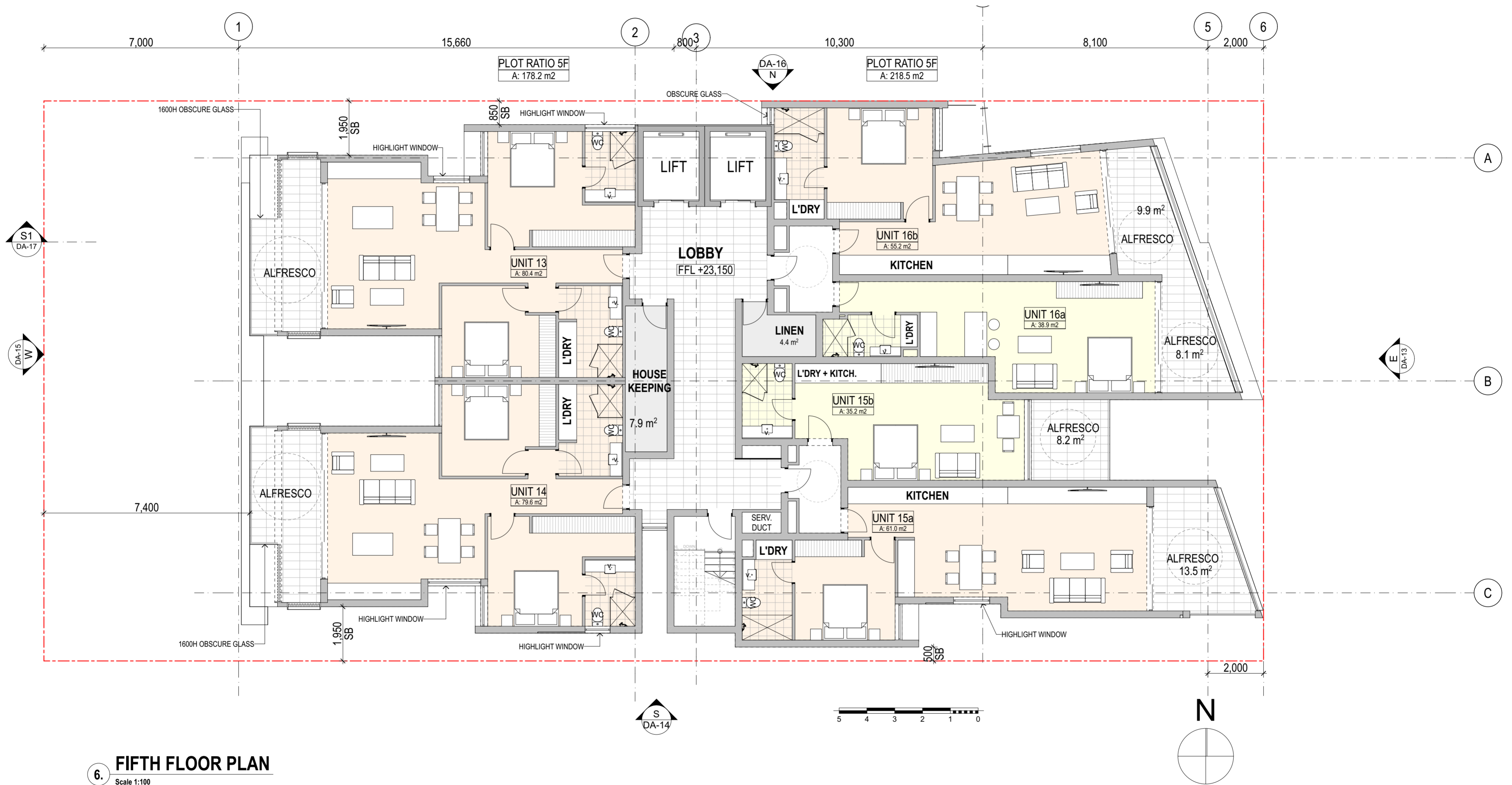
City of Nedlands  
Received  
03 October 2019



5. **FOURTH FLOOR PLAN**  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>FOURTH FLOOR PLAN</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-9</b>
	Additional project information and notes.										

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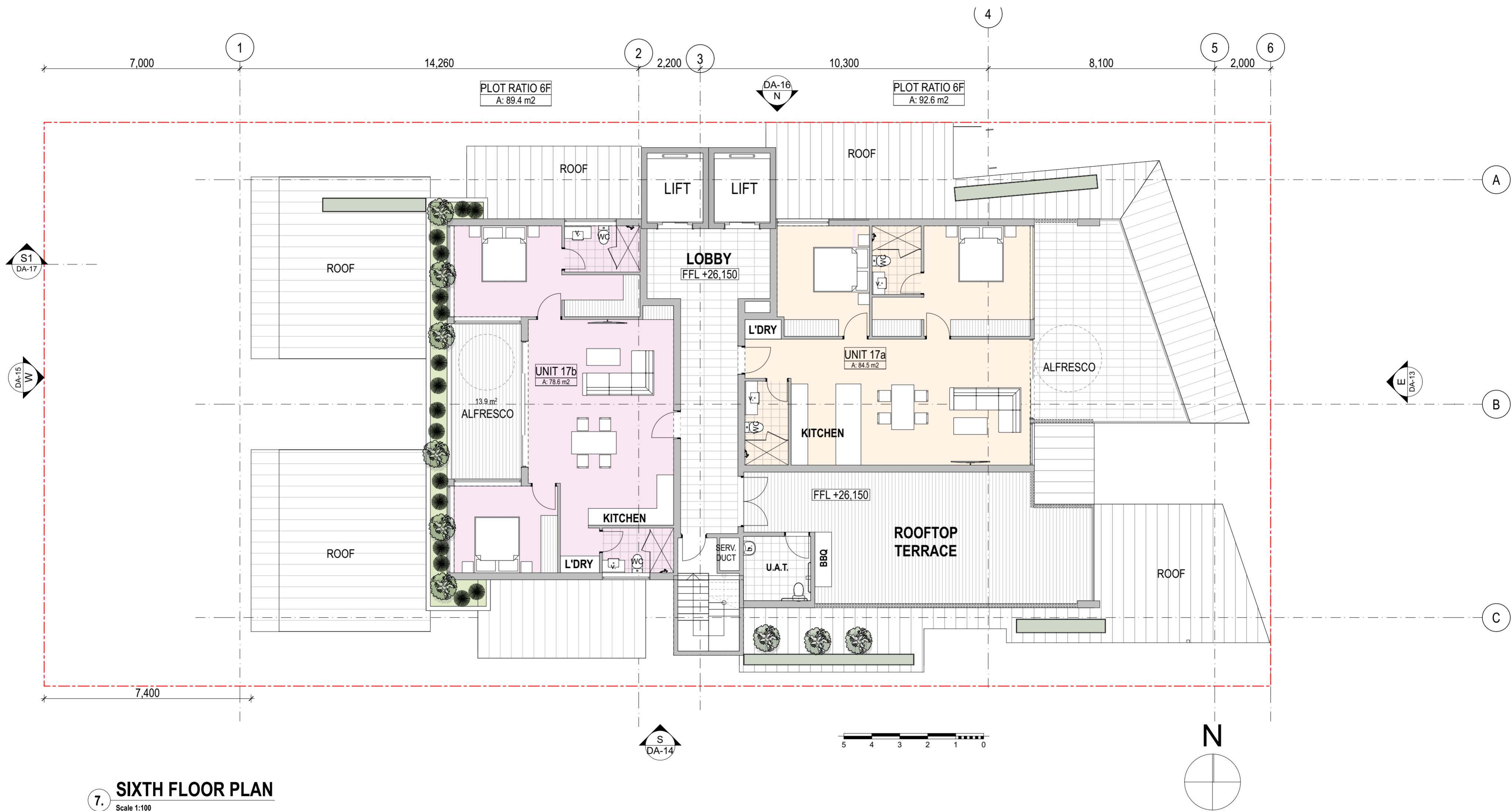


6. FIFTH FLOOR PLAN  
Scale 1:100

<b>maarch*</b> <small>MARK ARONSON ARCHITECTURE</small> <small>L1, 41 Hampden Road, Nedlands, WA 6009</small> <small>E: info@maarch.net.au • T: +61 8 6262 8169</small>	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>FIFTH FLOOR PLAN</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-10</b>



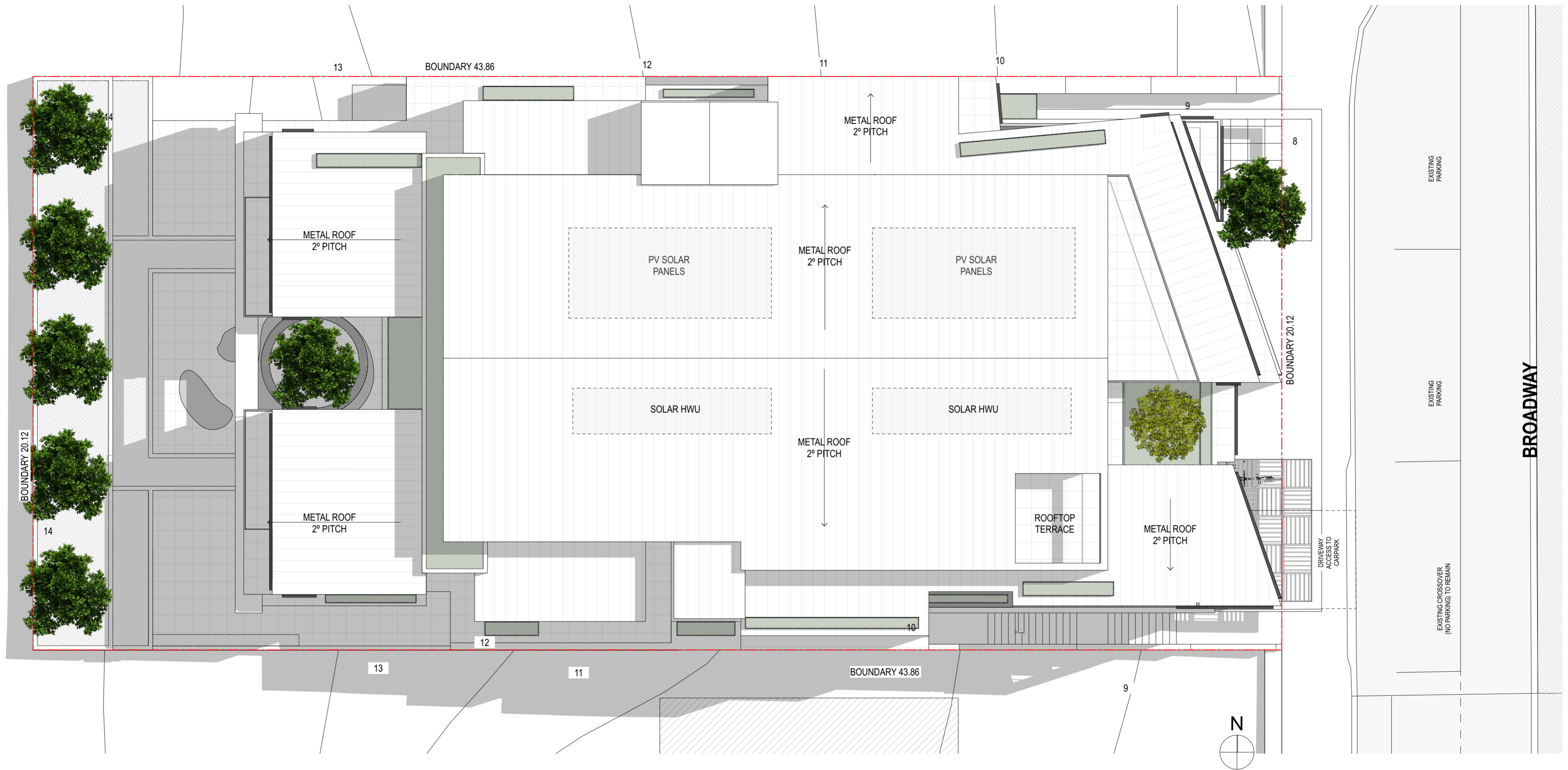
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03 October 2019



7. SIXTH FLOOR PLAN  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT BROADWAY APARTMENTS	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING SIXTH FLOOR PLAN	REV A	PROJECT NO. 19006	DRAWING ID DA-11
	maarch* MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169										

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Painted White  
Render

Metal Cladding to  
architect's selection  
Colorbond Matt Finish

Limestone Wall  
Tiles



**E FRONT ELEVATION**  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>FRONT ELEVATION</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-13</b>



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Painted White  
Render

Metal Cladding to  
architect's selection  
Colorbond Matt Finish

Limestone Wall  
Tiles



**S** SOUTH ELEVATION  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:200, 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>SOUTH ELEVATIONS</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-14</b>
	This drawing is the property of Mark Aronson Architecture. It is not to be used, copied, or reproduced in any form without the written consent of Mark Aronson Architecture.										



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Render

Metal Cladding to  
architect's selection  
Colorbond Matt Finish

Limestone Wall  
Tiles



**W WEST ELEVATION**  
Scale 1:100

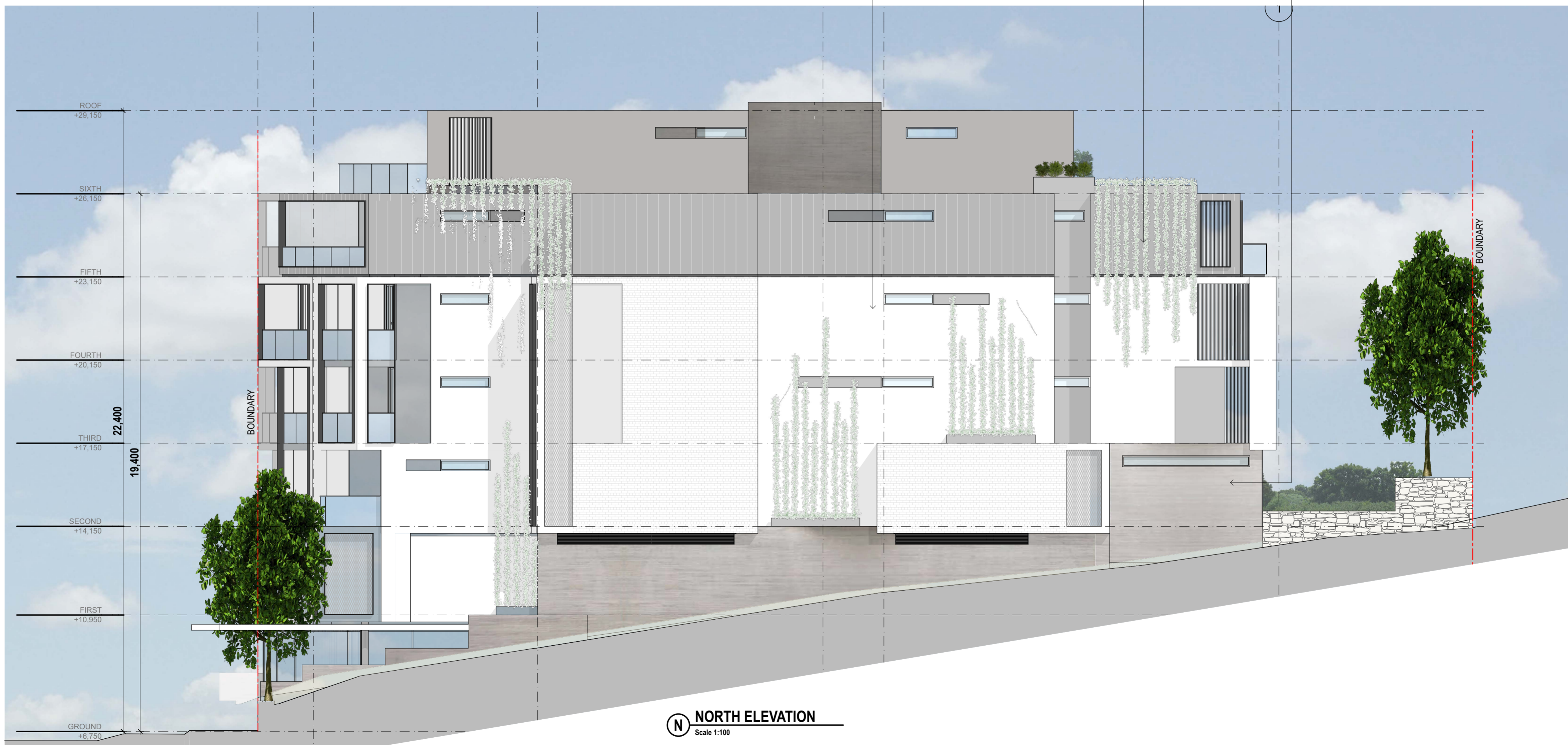


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Painted White  
Render

Metal Cladding to  
architect's selection  
Colorbond Matt Finish

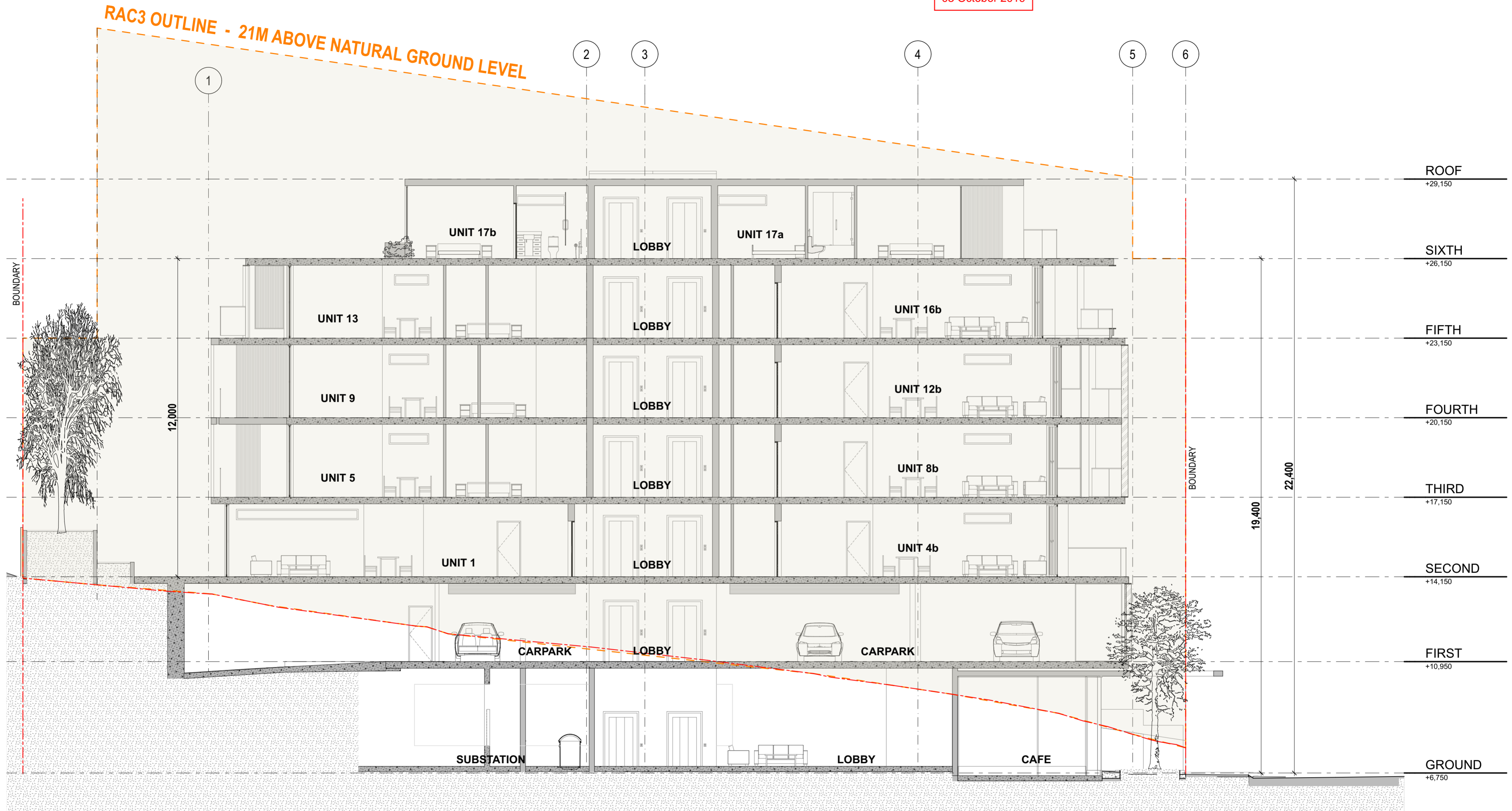
Limestone Wall  
Tiles



**N** NORTH ELEVATION  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT <b>BROADWAY APARTMENTS</b>	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING <b>NORTH ELEVATION</b>	REV A	PROJECT NO. 19006	DRAWING ID <b>DA-16</b>

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**S1** SECTION 1  
Scale 1:100

	MARK ARONSON ARCHITECTURE L1, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: +61 8 6262 8169	PROJECT BROADWAY APARTMENTS	CLIENT CLIENT	ADDRESS 135 BROADWAY PERTH	DATE 3/10/19	SCALE: 1:100@A2	DRAWN MC/JM/MA	DRAWING SECTION 1	REV A	PROJECT NO. 19006	DRAWING ID DA-17

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**POINT CLOUD VIEW FROM 66 KINGSWAY  
SHOWING SOFTENING BUILDING WITH  
MATURE LANDSCAPING**



**VIEW FROM 66 KINGSWAY AT BALCONY (1ST FLOOR)**

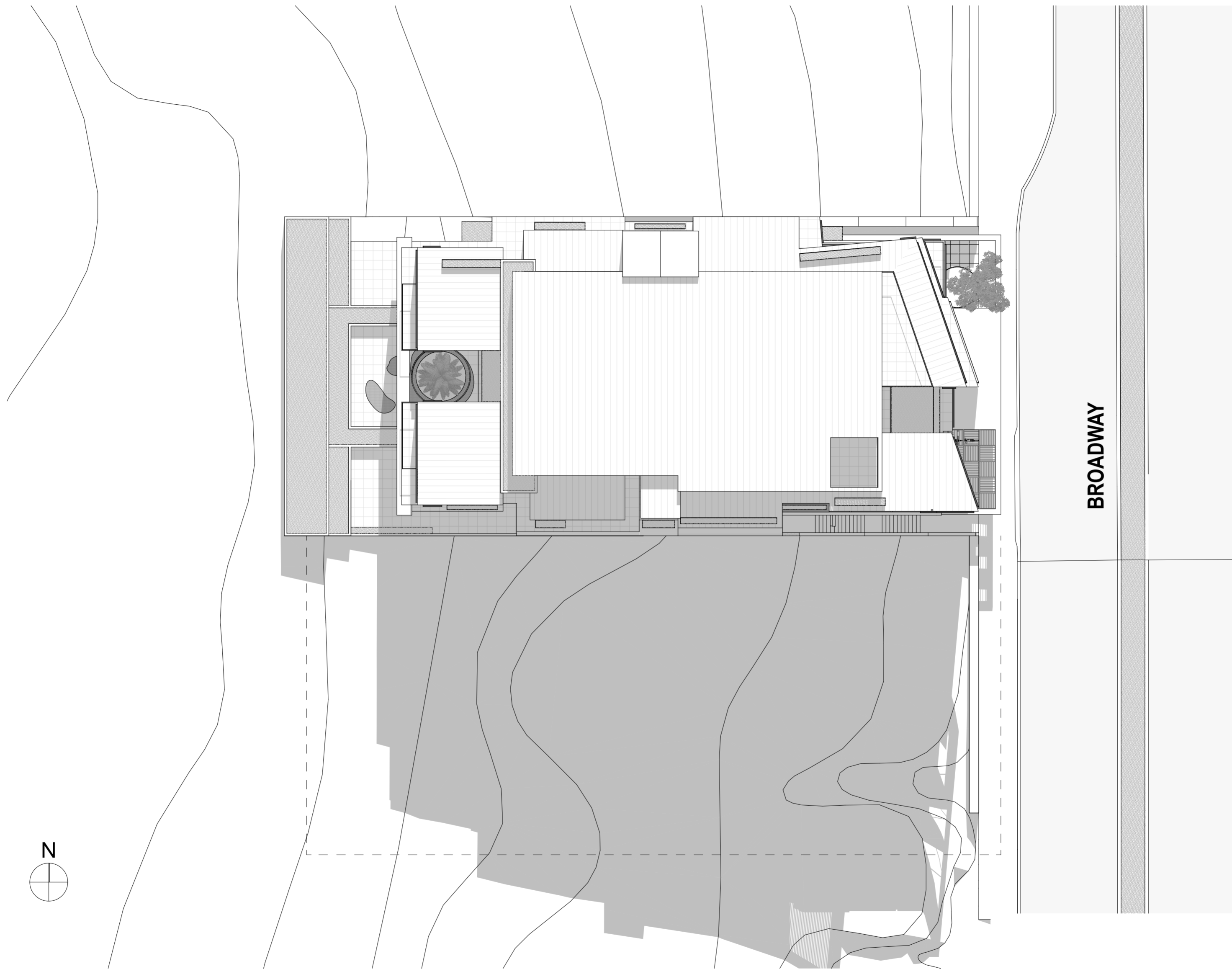


**VIEW FROM 66 KINGSWAY AT GROUND LEVEL**

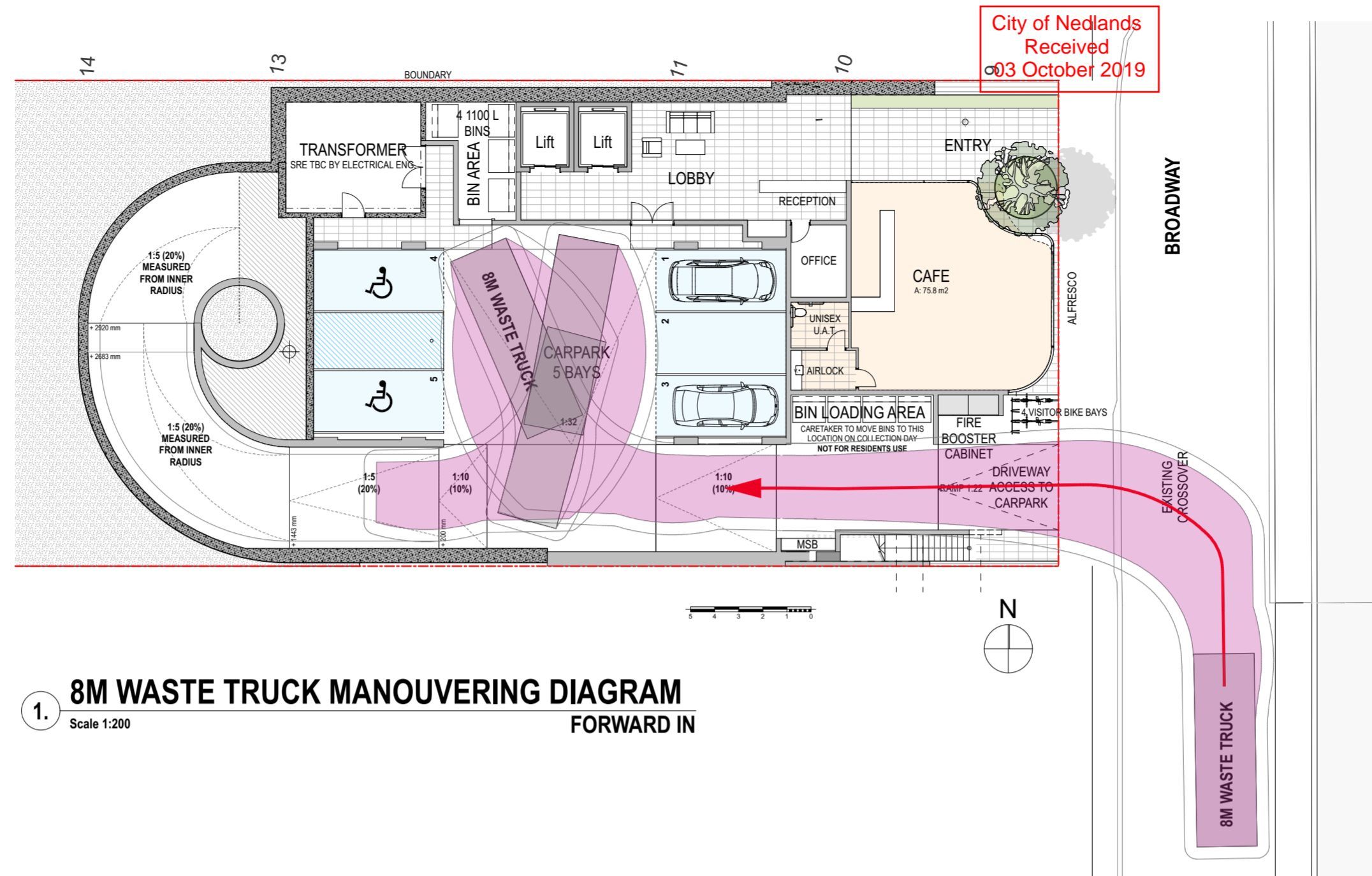




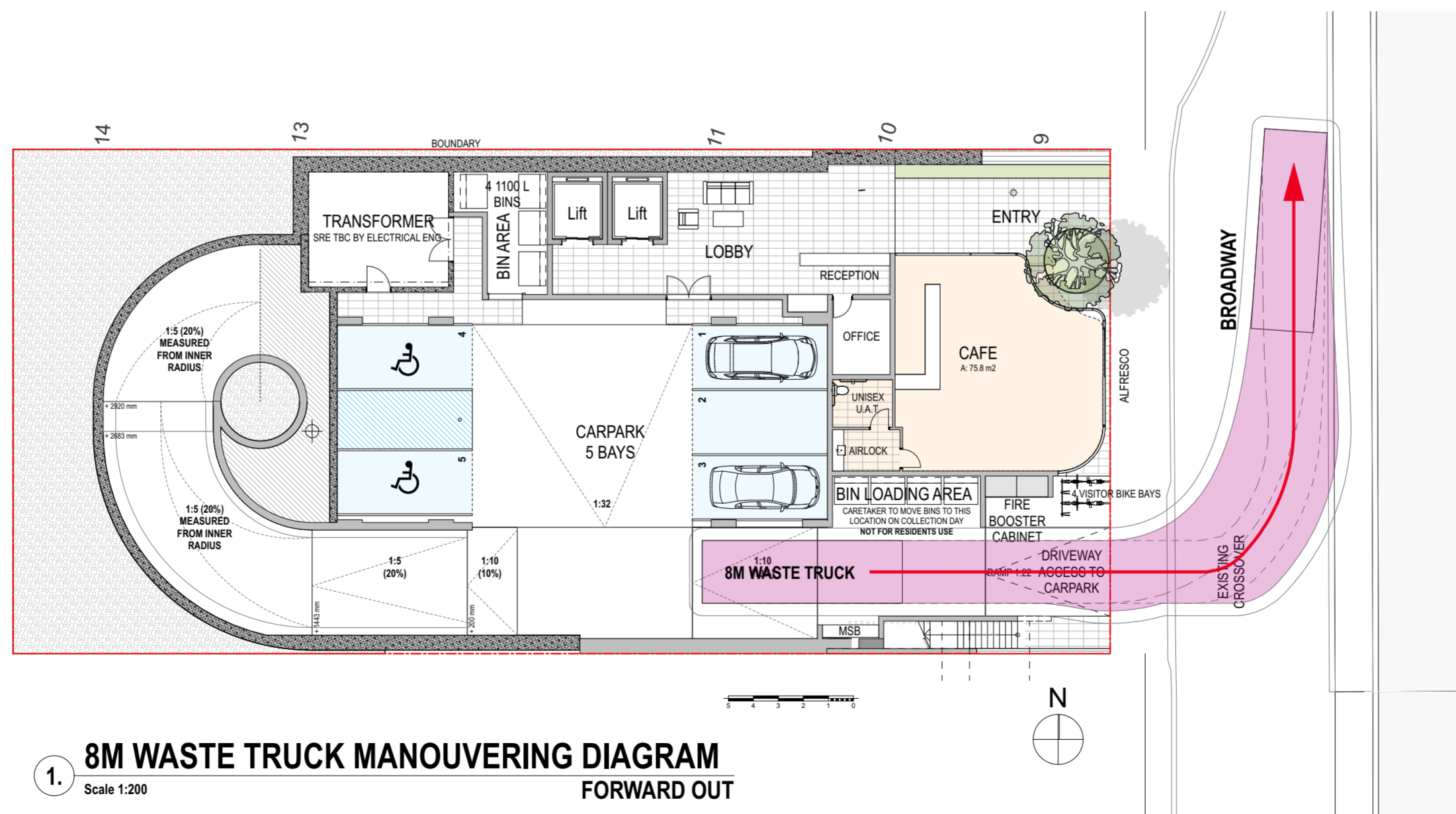
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03 October 2019



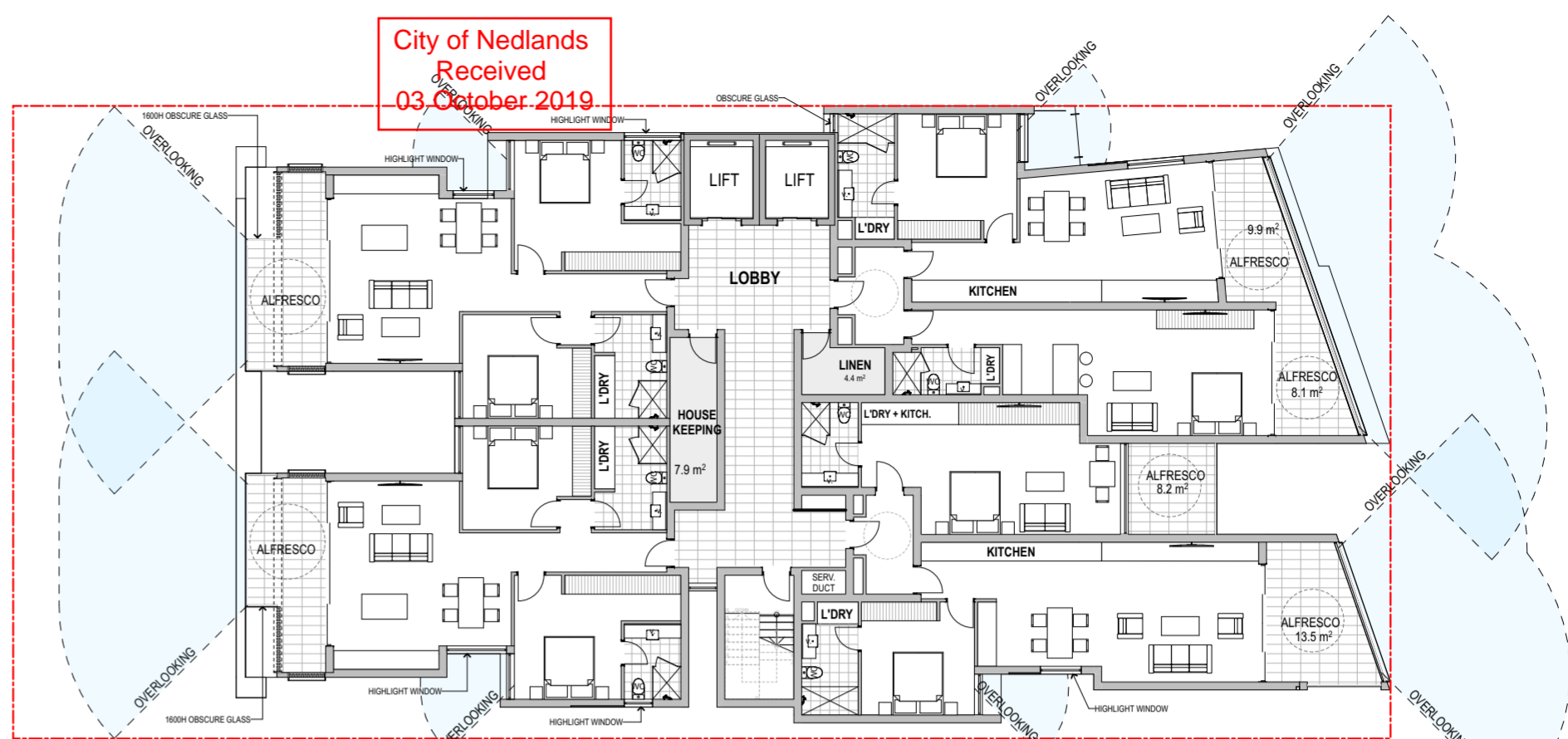
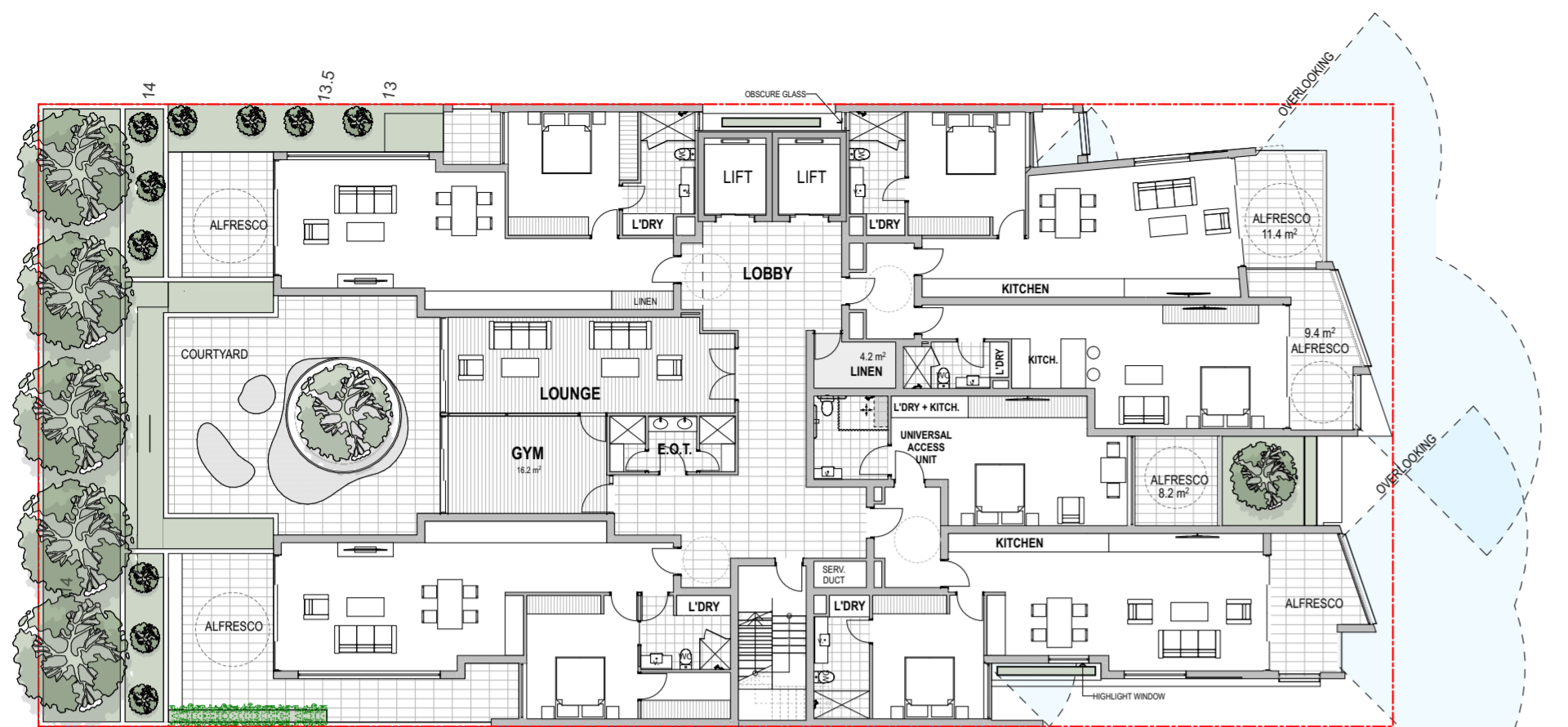
11 **OVERSHADOWING 21 JUNE 12 NOON**  
Scale 1:200



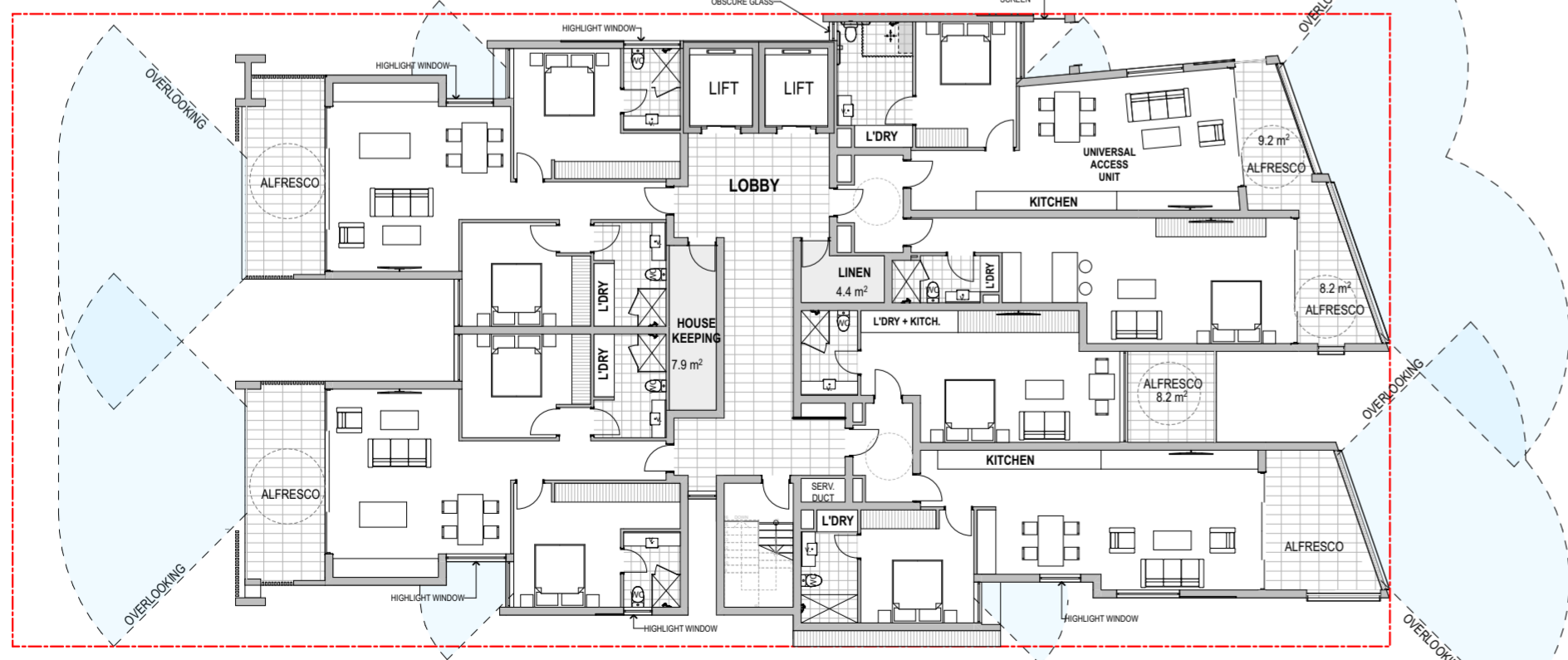
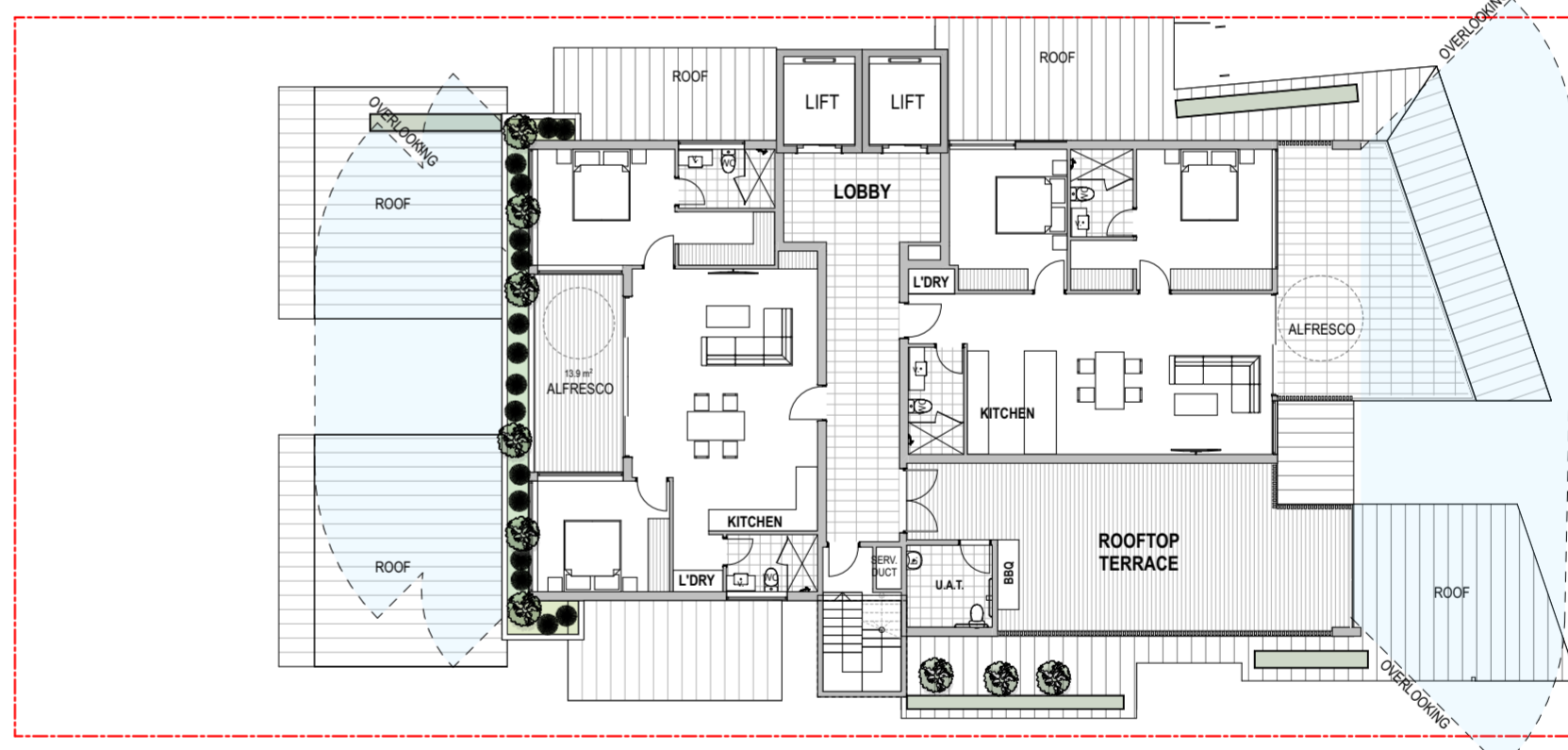
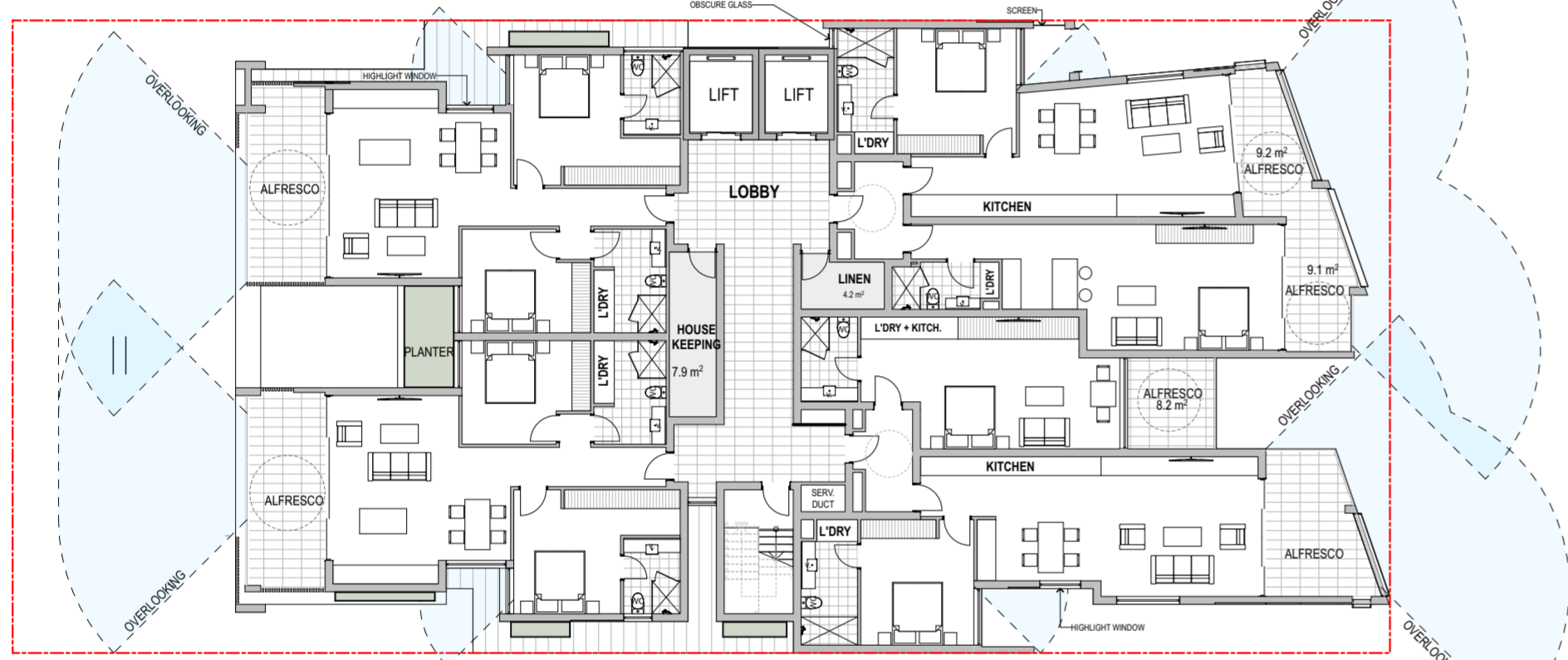
1. **8M WASTE TRUCK MANOEUVERING DIAGRAM**  
Scale 1:200 **FORWARD IN**



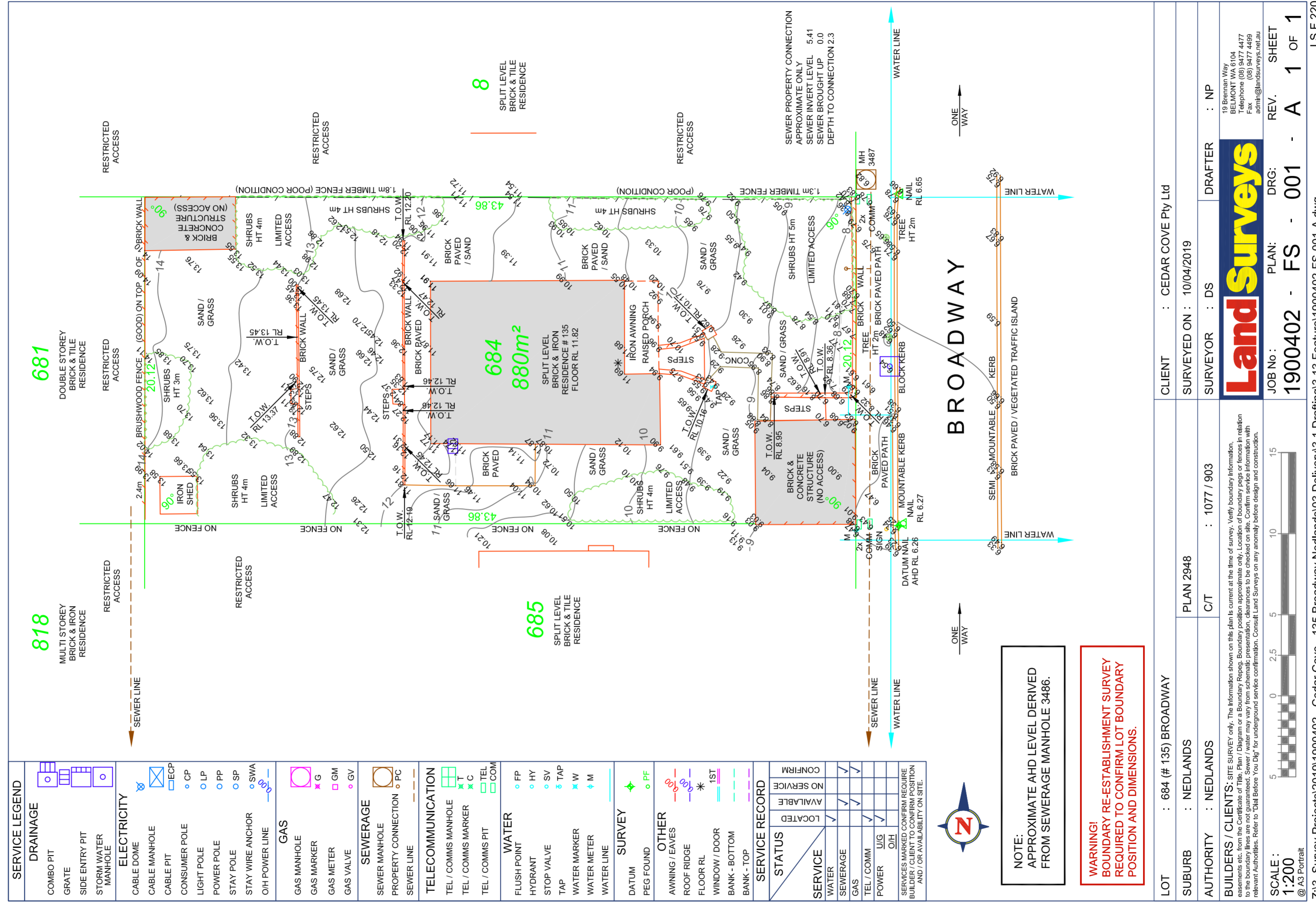
1. **8M WASTE TRUCK MANOEUVERING DIAGRAM**  
Scale 1:200 **FORWARD OUT**



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NOTE:  
APPROXIMATE AHD LEVEL DERIVED  
FROM SEWERAGE MANHOLE 3486.

WARNING!  
BOUNDARY RE-ESTABLISHMENT SURVEY  
REQUIRED TO CONFIRM LOT BOUNDARY  
POSITION AND DIMENSIONS.

LOT : 684 (# 135) BROADWAY	CLIENT : CEDAR COVE Pty Ltd
SUBURB : NEDLANDS	SURVEYED ON : 10/04/2019
AUTHORITY : NEDLANDS	SURVEYOR : DS
BUILDERS / CLIENTS: SITE SURVEY ONLY. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Report. Boundary position approximates only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation, clearances to be checked on site. Confirm service information with relevant Authorities. Refer to 'Data Before You Dig' for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.	
SCALE : 1:200 @ A3 Portrait	JOB No : PLAN: 1900402 - FS - 001 - A 1 OF 1
	DRG: REV. SHEET

Z:\3. Survey Projects\2019\1900402 - Cedar Cove - 135 Broadway Nedlands\03 Delivery\3.1 Drafting\3.13 Feature\1900402-FS-001-A.dwg LS F 220