



City of Nedlands

Minutes

Special Council Meeting

19 October 2021

Attention

These Minutes are subject to confirmation.

Prior to acting on any resolution of the Council contained in these minutes, a check should be made of the Ordinary Meeting of Council following this meeting to ensure that there has not been a correction made to any resolution.

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City of Nedlands

Minutes of a special meeting of Council to be held in the Council chambers, Nedlands on Tuesday 19 October 2021 at 7pm for the purpose of:

1. Election of Deputy Mayor.
 2. Establishment & Appointment of Council Members to Audit & Risk Committee and the Committee of the Whole of Council.
 3. Consideration of Responsible Authority Report for Child Care Premises and 6 Aged and Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont.
 4. Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands.
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Declaration of Opening

The Presiding Member declared the meeting open at 7pm and drew attention to the disclaimer below.

Present and Apologies and Leave of Absence (Previously Approved)

Councillors	Mayor F E M Argyle	(Presiding Member)
	Councillor B Brackenridge	Melvista Ward
	Councillor R A Coghlan	Melvista Ward
	Councillor R Senathirajah	Melvista Ward
	Councillor H Amiry	Coastal Districts Ward
	Councillor L J McManus	Coastal Districts Ward
	Councillor K A Smyth	Coastal Districts Ward
	Councillor F J O Bennett	Dalkeith Ward
	Councillor A W Mangano	Dalkeith Ward
	Councillor N R Youngman	Dalkeith Ward
	Councillor O Combes	Hollywood Ward
	Councillor B G Hodsdon	Hollywood Ward
	Councillor J D Wetherall	Hollywood Ward

Staff	Mr W R Parker	Chief Executive Officer
	Mr E K Herne	Director Corporate & Strategy
	Mr T G Free	Director Planning & Development
	Mr A D Melville	Acting Technical Services
	Ms M E Granich	Executive Manager Community
	Mrs N M Ceric	Executive Officer

Public There were 4 members of the public present and 3 online.

Press The Post Newspaper representative.

Leave of Absence Nil.
(Previously Approved)

Apologies Nil

Disclaimer

Members of the public who attend Council meetings should not act immediately on anything they hear at the meetings, without first seeking clarification of Council's position. For example, by reference to the confirmed Minutes of Council meeting. Members of the public are also advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

Any plans or documents in agendas and minutes may be subject to copyright. The express permission of the copyright owner must be obtained before copying any copyright material.

1. Public Question Time

A member of the public wishing to ask a question should register that interest by notification in writing to the CEO in advance, setting out the text or substance of the question. The order in which the CEO receives registrations of interest shall determine the order of questions unless the Mayor determines otherwise. Questions must relate to a matter affecting the City of Nedlands.

Nil.

2. Addresses by Members of the Public

Addresses by members of the public who have completed Public Address Session Forms to be made at this point.

Mr Brendan O'Toole, Dalkeith Item 9
(spoke in opposition to the recommendation)

Mrs Martina Bovell Item 9
(spoke in opposition to the recommendation)

Mr Alessandro Stagno Item 9
(spoke in support of the recommendation)

3. Disclosures of Financial Interest

The Presiding Member reminded Council Members and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter is discussed.

There were no disclosures of financial interest.

4. Disclosures of Interests Affecting Impartiality

The Presiding Member reminded Council Members and Staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the *Local Government Act*.

4.1 Councillor Coghlan – Item 9 - Consideration Responsible Authority Report for Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont

Councillor Coghlan disclosed an impartiality interest in Item 9 - Consideration Responsible Authority Report for Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont. Councillor Coghlan disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Coghlan advised that she would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate she intended to listen to Public Questions and Addresses as she believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

4.2 Councillor Coghlan – 10 - Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands

Councillor Coghlan disclosed an impartiality interest in Item 10 - Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands. Councillor Coghlan disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Coghlan advised that she would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate she intended to listen to Public Questions and Addresses as she believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

4.3 Councillor Bennett – Item 9 - Consideration Responsible Authority Report for Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont

Councillor Bennett disclosed an impartiality interest in Item 9 - Consideration Responsible Authority Report for Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont Councillor Bennett disclosed that he is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that his impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Bennett advised that he would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate he intended to listen to Public Questions and Addresses as he believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

4.4 Councillor Bennett – 10 - Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands

Councillor Bennett disclosed an impartiality interest in Item 10 - Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands Councillor Bennett disclosed that he is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that his impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Bennett advised that he would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate he intended to listen to Public Questions and Addresses as he believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

5. Declarations by Members That They Have Not Given Due Consideration to Papers

Nil.

6. Election of the Deputy Mayor

Council	19 October 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil.
Officer	Nicole Ceric – Executive Officer
CEO	Bill Parker
Attachments	Nil.

Please Note: Council Members wishing to nominate for the position of Deputy Mayor will be given 5 minutes to promote themselves to their fellow Council Members prior to the vote.

The election of a Deputy Mayor is based on First Past the Post and is to be conducted in accordance with the Local Government Act 1995, section 2.15, schedule 2.3 clauses 4, 7 and 8 of the Local Government Act 1995 and voting will be by secret ballot. NOTE: There is no provision for proxy voting. The Chief Executive Officer (CEO) will be the Returning Officer for this election.

Local Government Act 1995, Schedule 2.3 states:

8. How deputy mayor or deputy president is elected

- (1) The council is to elect a councillor (other than the mayor or president) to fill the office.
- (2) The election is to be conducted in accordance with the procedure prescribed by the mayor or president, or if he or she is not present, by the CEO.
- (3) Nominations for the office are to be given to the person conducting the election in writing before the meeting or during the meeting before the close of nominations.
- (3a) Nominations close at the meeting at a time announced by the person conducting the election, which is to be a sufficient time after the announcement by that person that nominations are about to close to allow for any nominations made to be dealt with.
- (4) If a councillor is nominated by another councillor the person conducting the election is not to accept the nomination unless the nominee has advised the person conducting the election, orally or in writing, that he or she is willing to be nominated for the office.

- (5) The council members are to vote on the matter by secret ballot as if they were electors voting at an election.
- (6) Subject to clause 9(1) the votes cast under subclause (5) are to be counted, and the successful candidate determined, in accordance with Schedule 4.1 as if those votes were votes cast at an election.
- (7) As soon as is practicable after the result of the election is known, the person conducting the election is to declare and give notice of the result in accordance with regulations, if any.

9. Votes may be cast a second time

- (1) If, when the votes cast under clause 8(5) are counted, there is an equality of votes between 2 or more candidates who are the only candidates in, or remaining in, the count, the count is to be discontinued and, not more than 7 days later, a special meeting of the council is to be held.
- (2) Any nomination for the office may be withdrawn, and further nominations may be made, before or when the special meeting is held.
- (3) When the special meeting is held the council members are to vote again on the matter by secret ballot as if they were voting at an election.
- (4) The votes cast under subclause (3) are to be counted, and the successful candidate determined, under Schedule 4.1 as if those votes were votes cast at an election.

Ballot Result

Following the ballot result, the successful Councillor will be appointed and sworn into the position of Deputy Mayor for a term ending immediately prior to the next Local Government Election in October 2023.

The Mayor appointed Chief Executive Bill Parker as the Returning Officer for the Election of the Deputy Mayor.

The Chief Executive Officer received Councillor Smyth's nomination via email prior to the meeting.

The Chief Executive Officer received Councillor Bennett's nomination via email prior to the meeting. Councillor Bennett withdrew his nomination at the meeting.

Councillor McManus was nominated by Councillor Hodsdon and Councillor McManus accepted the nomination.

Councillor Bennett left the meeting at 7.19pm and returned at 7.21pm.

Moved – Councillor Wetherall
Seconded – Councillor Hodsdon

That standing order 9.5 be suspended to allow Deputy Mayor Candidates 5 minutes to promote themselves to their fellow Council Members prior to voting.

**CARRIED 12/1
(Against: Cr. Mangano)**

Councillor Smyth followed by Councillor McManus gave a speech to present themselves to their fellow Council Members as to why they should vote for them as Deputy Mayor.

Following speeches, the Mayor called for the vote.

Councillor Mangano left the meeting at 7.31pm.

A secret ballot was conducted and following counting of the votes the Returning Officer, Bill Parker, CEO declared Councillor McManus the Councillor elected as the Deputy mayor for a two-year term ending 14 October 2023.

Councillor McManus was sworn in by the Presiding Member.

Moved – Councillor Hodsdon
Seconded – Councillor Wetherall

That Standing Order 9.5 now resume.

CARRIED UNANIMOUSLY 12/-

7. Committee of the Whole of Council (Council Committee) – Appointment of Members

Council	19 October 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil.
Officer	Nicole Ceric – Executive Officer
CEO	Bill Parker
Attachments	Nil.

Councillor Mangano returned to the meeting at 7.28 pm.

Regulation 11(da) – Not Applicable – Minor addition to clause 1.

Moved – Councillor Wetherall
 Seconded – Councillor Hodsdon

That the Recommendation to Council be adopted subject to the words “or earlier, when Council adopts a new Governance Framework” being added to clause 1 after the “2023”.

Amendment

Moved - Councillor Smyth
 Seconded - Councillor Youngman

That the words “Deputy Mayor” be removed from clause 1; and

Amends the Terms of Reference to remove the paragraph titled “Delegations”.

The AMENDMENT was PUT and was

Lost 9/4

(Against: Mayor Argyle Crs. Brackenridge Senathirajah Amiry McManus
 Mangano Combes Hodsdon Wetherall)

The Substantive was PUT and was

CARRIED 10/3

(Against: Crs. Smyth Bennett & Mangano

Council Resolution

Council:

- 1. appoints the Mayor, Deputy Mayor and all Councillors to the Committee of the Whole of Council (Council Committee) for a period ending immediately prior to the next Local Government Elections in 2023.**
- 2. adopts the Terms of Reference of the Committee of the whole Council (Council Committee) as below.**

Recommendation to Council

Council:

1. appoints the Mayor, Deputy Mayor and all Councillors to the Committee of the Whole of Council (Council Committee) for a period ending immediately prior to the next Local Government Elections in 2023.
2. adopts the Terms of Reference of the Committee of the whole Council (Council Committee) as below.

Executive Summary

The purpose of this Report is to appoint members of the Committee of the Whole of Council (Council Committee) and adopt the terms of reference.

Voting Requirements

Absolute Majority Required.

Discussion/Overview

Background

The committee of the Whole of Council (Council Committee) consists of all Councillors and meetings on the Second Tuesday of every Month.

The Council resolved in September 2021 to review the City's Governance Framework. This was set as one of 5 Key Responsibility Areas (KRAs) for the Interim Chief Executive Officer.

The Chief Executive Officer is currently reviewing the existing framework that includes this committee. Should Council decide on a new Governance Framework, this committee may be removed in preference of a more contemporary model.

It is not anticipated that any changes will occur to the existing structure until 2022.

Terms of Reference for the Committee of the Whole of Council (Council Committee)

Purpose

The Committee of the Whole of Council will consider matters presented to it by the Council administration and only make recommendations to Council to enable the necessary or convenient proper management of the Council functions of the Local Government Act 1995, the Planning and Development Act 2005 and other relevant legislation as amended from time to time.

Scope

1. This Committee is established by Council in accordance with the Local Government Act 1995, section 5.8.
2. Clause 3.2(4) of Council's Standing Orders further states:

“Unless stated otherwise in the Terms of Reference of that Committee, the procedure for meetings of Committees and the order of business shall be the same as the procedure and the order of business for Council meetings”.

Under these Terms of Reference

1. The Presiding Member may invite any members of the public who have prior to the meeting commencing requested, as required under Clause 3.4 of Council's Standing Orders, to address the Committee on a particular item just prior to the item being considered by Committee. If the Presiding Member invites the speaker/s forward to address the Committee, then it must also be before the item has been moved and seconded.
2. Committee members and Staff are not required to rise when speaking in a Committee meeting; and
3. A Committee member may speak more than once on a matter, but no more than twice on a matter, unless so agreed to by the Presiding member.

Membership

1. The Mayor, Deputy Mayor and all Councillors will be members of the Council Committee.
2. Meetings of the Committee shall be open to the public, except where the Committee decides by resolution to conduct its business or any specified part thereof behind closed doors, in which case provisions of clause 3.12 inclusive of Council Standing Orders apply.

Meetings

1. The Council Committee operates under Council's Standing Orders Local Law.
2. The Council Committee will meet on the second Tuesday of each month, except for December when the meeting will be held on the first Tuesday of the month, in January when no meeting will be held, or as otherwise determined by Council.
3. The quorum for a meeting will be 50% of the offices of the Council Committee as per section 5.19 of the Local Government Act 1995.

Delegations

1. Council Committee is delegated decision making to determine:
 - a. The Council position on development applications to a Joint Development Assessment Panel;
 - b. Representation and presentation to a Joint Development Assessment Panel on Council's position, where the Mayor and Deputy Mayor decide not to speak for Council;
 - c. The need for professional support for preparation and representation to a Joint Development Assessment Panel and expenditure within existing budget in relation to performance of this delegation.

8. Audit & Risk Committee – Appointment of Members

Council	19 October 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil.
Officer	Nicole Ceric – Executive Officer
CEO	Bill Parker
Attachments	Nil.

Regulation 11(da) – Not Applicable – Minor addition to appoint Deputy voting members as per the Terms of Reference.

Moved – Councillor Hodsdon
 Seconded – Councillor McManus

Council:

1. **appoints the Mayor and Councillors Combes, Senathirajah, McManus and Mangano to the Audit & Risk Committee for the period ending immediately prior to the next Local Government elections in 2023;**
2. **appoints the following Councillors Amiry, Hodsdon, Bennett and Brackenridge as Deputies to the Audit & Risk Committee for the period ending immediately prior to the next Local Government elections in 2023;**
3. **instructs the CEO to call for expressions of interest from the Community for the Community Member; and**
4. **adopts the Terms of Reference of the Audit & Risk Committee per as below.**

Amendment

Moved - Councillor Smyth
 Seconded - Councillor Wetherall

That the Terms of Reference be amended as follows:

Under “Membership” that a new clause 4 be added as follows:

- (4) **The ward deputy will be invited to attend the Committee as a voting member if the primary ward member is absent, an apology, on leave or has resigned.**

The AMENDMENT was PUT and was

CARRIED UNANIMOUSLY 13/-

The Substantive Motion was PUT and was

CARRIED UNANIMOUSLY 13/-

Council Resolution

Council:

- 1. appoints the Mayor and Councillors Combes, Senathirajah, McManus and Mangano to the Audit & Risk Committee for the period ending immediately prior to the next Local Government elections in 2023;**
- 2. appoints the following Councillors Amiry, Hodsdon, Bennett and Brackenridge as Deputies to the Audit & Risk Committee for the period ending immediately prior to the next Local Government elections in 2023;**
- 3. instructs the CEO to call for expressions of interest from the Community for the Community Member;**
- 4. adopts the Terms of Reference of the Audit & Risk Committee per as below; and**
- 5. That the Terms of Reference be amended as follows:**

Under “Membership” that a new clause 4 be added as follows:

- (4) The ward deputy will be invited to attend the Committee as a voting member if the primary ward member is absent, an apology, on leave or has resigned.**

Recommendation to Council

Council:

- 1. appoints the Mayor and Councillors (four - one from each Ward) to the Audit & Risk Committee for the period ending immediately prior to the next Local Government elections in 2023;**
- 2. instructs the CEO to call for expressions of interest from the Community for the Community Member; and**

3. adopts the Terms of Reference of the Audit & Risk Committee per as below.

Executive Summary

The purpose of this report is to appoint Council members to the Audit and Risk Committee and adopt the terms of reference. Nominations for Community Members will be advertised and will be presented to the Committee and Council for consideration.

Voting Requirement

Absolute majority required.

Discussion/Overview

Background

The Audit & Risk Committee meets from time to time on an as required basis. Previous members for the period ending October 2020 were the Mayor and Councillors McManus, Mangano, Poliwka and Senathirajah with Councillors Smyth, Bennett, and Wetherall as deputies.

Mr Paul Setchell and Mr Stephen Foley and were appointed as Community Members, with Mr Setchell retiring from the Committee during 2021.

Terms of Reference of Audit & Risk Management Committee

Purpose

This Committee is established by Council in accordance with the Local Government Act 1995, part 7, to assist the Council under Regulation 16 of the Local Government (Audit) Regulations 1995 to discharge its responsibilities with regard to the exercise of due care, diligence and skill in relation to:

- The reporting of financial information, the application of accounting policies, and the management of the financial affairs of the City,
- The assessment of the adequacy of the management of Risk.

Scope

Local Government (Audit) Regulations 1995

Regulation 16 - Functions of audit committee

An audit committee has the following functions —

- (a) to guide and assist the local government in carrying out —
 - (i) its functions under Part 6 of the Act; and
 - (ii) its functions relating to other audits and other matters related to financial management;
- (b) to guide and assist the local government in carrying out the local government's functions in relation to audits conducted under Part 7 of the Act;
- (c) to review a report given to it by the CEO under regulation 17(3) (the **CEO's Report**) and is to —
 - (i) report to the council the results of that review; and
 - (ii) give a copy of the CEO's report to the council;
- (d) to monitor and advise the CEO when the CEO is carrying out functions in relation to a review under —
 - (i) regulation 17(1); and
 - (ii) the *Local Government (Financial Management) Regulations 1996* regulation 5(2)(c);
- (e) to support the auditor of the local government to conduct an audit and carry out the auditor's other duties under the Act in respect of the local government;
- (f) to oversee the implementation of any action that the local government —
 - (i) is required to take by section 7.12A(3); and
 - (ii) has stated it has taken or intends to take in a report prepared under section 7.12A(4)(a); and
 - (iii) has accepted should be taken following receipt of a report of a review conducted under regulation 17(1); and
 - (iv) has accepted should be taken following receipt of a report of a review conducted under the *Local Government (Financial Management) Regulations 1996* regulation 5(2)(c);
- (g) to perform any other function conferred on the audit committee by these regulations or another written law.

The committee shall have as its primary duties and responsibilities the following tasks:

Audit

1. To consider and approve the brief for the provision of audit services;

2. To evaluate the responses to the request for the provision of audit services and to make a recommendation to Council on the appointment of an auditor;
3. To meet with Council's external auditors and review the Audit Plan prior to the conduct of the interim audit each year;
4. To ensure that the audit is being conducted in accordance with the brief and the terms of appointment and that matters of concern to the Council and/or the Committee are being addressed;
5. Ensure that the Council's financial affairs and systems and processes are being managed and reported in accordance with statutory requirements and Australian Accounting Standards;
6. Ensure that relevant financial information is reported to Council in a form that meets the needs and expectations of Council, clearly setting out the key relevant financial data, such that the Council can confidently understand the financial performance of the Council's affairs;
7. Review the audit report and make appropriate recommendations to Council; and
8. Where appropriate and with the approval of Council seek advice and/or assistance in relation to matters pertaining to the audit or financial affairs of the City.
9. Monitor the implementation of the Audit Management Plan.

Risk Management

1. Twice yearly consider a report in relation to the management of risk within the City of Nedlands and satisfy itself that appropriate controls and processes are in operation and are adequate for dealing with the risks that impact on the City.
2. To address any specific requests referred to it from Council in relation to issues of risk and risk management.
3. Monitor the implementation of the Strategic Risk Management Plan.

Membership

1. The membership of the committee shall comprise the Mayor and one Councillor from each ward with the Councillors being determined by nomination and if necessary, a ballot conducted at a Council Meeting and up to two non-Councillor Members, being residents of The City of Nedlands.

2. Council will appoint one Councillor from each ward as deputy members of the committee.
3. If a vacancy on the committee occurs for whatever reason, then Council shall appoint a replacement in accordance with the same arrangements as for the original appointment.
4. The term of the presiding member and committee members will expire immediately prior to the next ordinary Council election.
5. The presiding member shall be determined by election amongst the members of the committee. The election will take place at the first meeting following the reconstitution of the committee after each ordinary Council election. The Mayor is eligible to vote for a presiding member but is not eligible to sit as the presiding member.
6. Should the elected presiding member not be present during a meeting of the committee then a temporary presiding member shall be elected in accordance with 5 above.
7. Community members shall have appropriate qualifications in Audit and / or Risk Management.
8. If a Committee member is unable to attend a meeting, an apology or an approved leave of absence is required. The Committee may resolve to relinquish membership after three or more unexcused absences.

Staff

The following staff will attend committee meetings to provide technical support and advice:

- Chief Executive Officer
- Director of Corporate & Strategy
- Manager Financial Services

Other staff may attend committee meetings when requested by the Committee through the Chief Executive Officer.

Invitees/Attendees

The Committee may invite relevant persons to attend and address or advise the committee, within the ambit of its scope and where necessary with the approval of Council (e.g., if authorisation of funding is required), as it sees fit including but not limited to:

- The external auditor or his/her representative
- Internal auditors
- Relevant consultants

Meetings

1. The Council Committee operates under the Council's Standing Orders Local Law.
2. The Committee shall formally meet at least quarterly. A schedule of meetings will be developed and agreed to by the members. Additional meetings may be called by the Presiding member. It is the responsibility of the presiding member to call the meetings of the committee.
3. The quorum for a meeting will be 50% of the offices of the Audit & Risk Committee as per section 5.19 of the Local Government Act 1995.

Reporting

The Committee shall report quarterly to the Council summarising its activities during the previous financial year.

Delegated Authority

The Audit and Risk Committee will have delegated authority to meet with the auditor in accordance with Section 7.12A(2) of the Local Government Act 1995.

9. Consideration Responsible Authority Report for Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt Claremont

Council	19 October 2021 – Special Council Meeting
Applicant	Apex Planning
Employee Disclosure under section 5.70 Local Government Act 1995	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.
Director	Tony Free, Director Planning & Development
Attachments	1. Responsible Authority Report and Attachments

Councillor Coghlan – Impartiality Interest

Councillor Coghlan disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Coghlan advised that she would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate she intended to listen to Public Questions and Addresses as she believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

Councillor Bennett – Impartiality Interest

Councillor Bennett disclosed that he is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that his impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Bennett advised that he would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate he intended to listen to Public Questions and Addresses as he believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

Councillor Coghlan and Councillor Bennett left the meeting at 7.50pm.

Moved – Councillor McManus

Seconded – Councillor Wetherall

Council:

1. adopts as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont; included at Attachment 1;
2. subject to all statutory environmental approvals being obtained prior to any work being undertaken on the site;
3. instructs the CEO to incorporate Council's Responsible Authority recommendation into the Responsible Authority Report for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont; and
4. appoints Councillor McManus to coordinate Council's submission and presentation to the Metro Inner-North JDAP for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont.

Amendment

Moved - Councillor Smyth

Seconded - Councillor Youngman

That an additional clause be added as follows:

Council requests the MINJDAP, should they approve the application, to:

MINJDAP defer their decision for 60 days to allow for:

- (a) Formation of a condition on the re-location of vegetation that is part of the endangered and protected bushland.
- (b) An independent traffic report on the introduction of driveways on the otherwise restricted access carriageway along Montgomery Avenue.

The AMENDMENT was PUT and was

Lost 4/7
(Against: Mayor Argyle Crs. Senathirajah Amiry McManus Combes Hodsdon
& Wetherall)

The Original Motion was PUT and was

Lost 5/6
(Against: Mayor Argyle Crs. Brackenridge Amiry
Smyth Mangano & Youngman)

Regulation 11(da) – Reasons as listed in the resolution.

Moved – Mayor Argyle

Seconded – Councillor Amiry

Council Resolution

Council:

- 1. notes as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt. Claremont, included at Attachment 1;**
- 2. instructs the CEO to incorporate Council’s Responsible Authority recommendation and rationale into the Responsible Authority Report for the development of the Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt. Claremont being;**

That the Metro Inner-North Joint Development Assessment Panel resolves to:

- i. Defer DAP Application reference DAP/21/02052 and accompanying plans date stamped 12 October 2021 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause No.16 of the City of Nedlands Local Planning Scheme No. 3, for the proposed Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt. Claremont on the basis of;**
 - a) The development should receive Federal environmental approval under the Environmental Protection and Biodiversity Conservation Act prior to the planning approval being granted to ensure that a full assessment of the flora on the site is undertaken and assessed against the Federal environmental criteria.**

3. **appoints Mayor Argyle and Councillor Smyth to coordinate Council's submission and presentation to the Metro Inner-North JDAP for the proposed Child Care Premises and 6 Aged or Dependent Persons Dwellings at 100 Montgomery Avenue, Mt. Claremont.**

The basis for the deferral is that:

The application can be deferred until the Commonwealth Department reviews the proposal and vegetation on the site. The vegetation may be of national significant thus a Federal review is warranted. Once the Federal environmental process is finalised the proposal can then be reviewed and modified if necessarily. It could be argued that it is more appropriate that this occur prior to the development application being determined.

CARRIED 7/4

(Against: Crs. McManus Combes Hodsdon & Wetherall)

Recommendation to Council

Council:

1. adopts as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont; included at Attachment 1;
2. instructs the CEO to incorporate Council's Responsible Authority recommendation into the Responsible Authority Report for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont; and
3. appoints Councillor (insert name) and Councillor (insert name) to coordinate Council's submission and presentation to the Metro Inner-North JDAP for the development of a child care premises and 6 aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont.

1.0 Executive Summary

The purpose of this report is for Council to consider a Joint Development Assessment Panel application at 100 Montgomery Avenue, Mt Claremont. Council is requested to make its recommendation to the Metro Inner-North Joint Development Assessment Panel as the Responsible Authority. Council's recommendation will be incorporated into the Responsible Authority Report (RAR) and lodged with the DAP Secretariat on 21 October 2021.

The application seeks development approval for a two-storey Child Care Premises (Early Learning Centre) and six (6) aged or dependent persons dwellings. The two storey child care premises will be located on the southern half of the site and will accommodate up to 93 children and 17 staff. The aged or dependent persons dwellings will be single storey and located on the northern half of the site. Separate access/egress points are proposed for both elements of the development.

2.0 Background

History

The aged or dependent persons dwellings component of this application was initially lodged for Council determination. Whilst the proposal was considered by the Council Committee on 13 July 2021, the application was withdrawn by the Applicant prior to determination by Council. The aged or dependent persons dwellings component of the application has been incorporated into the JDAP application alongside the child care premises. No significant changes to the aged or dependent persons dwellings have been undertaken between the two applications.

Site Description

The site is located north of the Mt Claremont Library and Community Centre. The site is zoned Residential R30 by Council's Local Planning Scheme No.3 (the Scheme). The site is currently undeveloped and contains remnant vegetation with evidence of parkland clearing and firebreak construction. To the north of the site is land zoned Residential R30. To the west of the site is a residential lot located within the Town of Cambridge that is zoned Residential R30, beyond which is a remnant bushland reserve.

The site is 3,306m² in area and is currently subject to a subdivision to create two lots of 1,152m² and 1,154m² in area. The smaller lot will contain the aged or dependent persons dwellings and the second lot the child care premises. Access is only available to the site from Montgomery Avenue, as approved by the Western Australian Planning Commission.

3.0 Application Details

The development proposal is outlined in a series of attachments to the RAR (Attachment 1). There are two main components:

Aged or dependent persons dwellings:

A total of 6 single storey dwellings to be constructed in accordance with the aged or dependent persons dwellings design principles of the Residential Design Codes Volume 1 (R-Codes). These will be served by a central common property driveway with three dwellings on each side. Due to the slope of the site downwards from the road to the north western corner of the site, the finishes

levels of the dwellings will be stepped downwards using both cut and fill. The dwellings are consistent with the majority of deemed-to-comply provisions of the R-Codes. However, assessment against the design principle pathway of approval is required for open space, siteworks and the aged or dependent persons dwellings elements of the R-Codes.

Childcare premises:

A two storey childcare premises building is proposed for the southern portion of the site. This will take the form of a contemporary 'upside-down' childcare premises with car parking contained in an undercroft area with the majority of the care space located on the upper floor. The centre will accommodate up to 93 children 0-5 years and 17 staff. A total of 32 car parking spaces are proposed, which is a shortfall of 4 based on Council's Parking Local Planning Policy. The proposal has been assessed against Council's Child Care Premises Local Planning Policy. Discretion is required for hours of operation, noise and side and rear setbacks.

4.0 Consultation

Public Consultation

The application was advertised from 6 September 2021 until 11 October 2021. Advertising was conducted in accordance with Council's Consultation of Planning Proposals Local Planning Policy.

At the close of advertising a total of 10 submissions were received, 7 being objections, 1 in support and 2 neither objecting or supporting. The issues raised in the submissions included:

- The area is primarily residential in nature with the proposed childcare centre inconsistent with this zoning.
- Remnant vegetation will be destroyed by the development, affecting federally protected banksia woodland and habitat to endangered fauna, including bees.
- Environmental approvals processes not being followed.
- Traffic impact on Montgomery Avenue.
- Operational concerns with the childcare centre.
- The childcare premises is better suited for non-residential sites.
- Parking during special events will impact on the adjacent community centre.

Further detail on each of these issues and how they are proposed to be addressed is included in the RAR. The concerns raised regarding environmental concerns are examined in the RAR. The conclusion is that the current development application is unfettered by any requirement for approval under environmental legislation. There is no impediment for the JDAP to consider this application, although the Applicant is advised to ensure all other relevant approvals have been obtained, including any necessary environmental approval.

In addition to the above submissions, the submissions received during the first round of advertising of the aged or dependent persons dwellings has been also considered.

5.0 Recommendation to JDAP

Council's recommendation will be incorporated into the Responsible Authority Report (RAR) and lodged with the DAP Secretariat on 21 October 2021. The following is the officer recommendation that is included in the RAR. In the event that Council does not adopt the officer recommendation, Council's recommendation will be located at the front of the RAR as the Responsible Authority Recommendation. The officer recommendation will be contained in the rear of the report.

Officer Recommendation

That the Metro Inner-North Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/21/02052 and accompanying plans date stamped 12 October 2021 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 subject to the following conditions:

Conditions

Conditions relating to the entire development

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 four 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. Prior to the occupation of the development, the car parking designated for visitors shall be clearly marked or signage provided to the specification and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.
4. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Nedlands.

5. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1 in 100-year storm event. No stormwater will be permitted to enter the City of Nedlands's stormwater drainage system unless otherwise approved.
6. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.
7. Prior to the issue of a Building Permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City. Adjoining landowners shall be notified in writing no less than 14 days prior to construction.
8. The boundary to Reserve 43379 shall be fenced or otherwise demarcated prior to works commencing to prevent the clearing or use of the reserve during construction to the satisfaction of the City of Nedlands.
9. The submitted landscaping plans are to be implemented prior to occupation and maintained at all times with all species selections approved by the City of Nedlands are suitable in close proximity to native bushland.

Conditions relating to the aged or dependent persons dwellings component

10. Prior to occupation, the owner must execute and provide to the City a notification pursuant to Section 70A of the *Transfer of Land Act 1893* (as amended) to be registered on the Certificate of Title(s) advising prospective purchasers that the use of the land is subject to an Aged or Dependent Persons' restriction. The notification shall read as follows:

“This property is approved for use as an Aged or Dependent Persons’ Dwelling. The dwelling is restricted to be occupied by at least one person who:

 - i. Is aged 55 years or more; or*
 - ii. Has a recognised form of disability requiring special accommodation for independent living or special care.”*
11. The Aged Persons' dwelling internal design, external paths and car parking areas shall be constructed in accordance with Clause 5.5.2 of the Residential Design Codes and Australian Standard AS4299 – Adaptable Housing.
12. Prior to occupation of the development the finish of the parapet walls is to be finished externally to the same standard as the rest of the development or in:
 - a. Face brick;

- b. Painted render;
- c. Painted brickwork; or
- d. Other clean material as specified on the approved plans and maintained thereafter to the satisfaction of the City.

Conditions relating to the childcare premises component

- 13. The maximum occupancy of the facility shall be 93 children and 17 staff at any one time.
- 14. The hours of operation of the facility shall be Weekdays 6:30am to 6:30pm and Weekends and Public Holidays 8:00am to 6:00pm.
- 15. Outdoor play shall not be permitted before 7:00am on weekdays.
- 16. The recommendations of sections 5.1 and 5.3 of the Environmental Noise Assessment prepared by Lloyd George Acoustics and dated 9 July 2021 are to be implemented to the satisfaction of the City of Nedlands prior to occupation.
- 17. A Noise Management Plan based on the recommended 'best practices' outlined in section 6 of the Environmental Noise Assessment prepared by Lloyd George Acoustics and dated 9 July 2021 is to be prepared and approved by the City of Nedlands prior to occupation and thereafter implemented at all times.
- 18. The Waste Management Plan prepared by Talis Consultants dated 9 July 2021 forms part of this development approval and shall be complied with at all times to the satisfaction of the City of Nedlands.
- 19. Suitable arrangements being made prior to issue of a building permit to ensure on-site rubbish collection by a 7.5m waste truck is provided, including sufficient manoeuvring space to enable forward-in, forward out travel and space to allow collection of bins.
- 20. Prior to occupation of the development, the applicant or landowner shall enter into a Deed of Indemnity with the City, which indemnifies both the City and its waste collection contractors from claims relating to damage caused through the collection process.
- 21. A Parking Management Plan is to be prepared and approved by the City of Nedlands prior to occupation. The plan will address parking management matters raised in the relevant transport impact statement, environmental noise assessment and waste management plan as appropriate to ensure the effective management of parking on the site.
- 22. Prior to occupation, all bicycle parking spaces shall be provided in accordance with Australian Standard 2890.3 - Bicycle parking to the satisfaction of the City of Nedlands. The bicycle parking spaces shall be installed and remain in place for the duration of the development.

23. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, crossovers and driveways shall comply with Australian Standard 2890.1 - Off-street car parking and Australian Standard 2890.6 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.
24. Prior to the lodgement of a Building Permit, the materials, finishes and colours (as shown and annotated on the approved plans) shall be shown on the Building Permit plans (unless otherwise approved by the City), enacted prior to practical completion of the development and thereafter remain in place for the life of the development to the satisfaction of the City.
25. External lighting shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting.

Advice Notes:

General Advice

1. The applicant is advised that:
 - a. The granting of development approval is not to be construed as approval under any relevant state or federal environmental legislation. The onus is on the applicant / landowner to ascertain whether further approvals are required prior to works commencing on the site.
 - b. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard. (Building)
 - c. Any public spaces within the development which are proposed for activities (temporary or permanent) that are deemed to be a public building under the Health (Public Buildings) Regulations 1992, will need to comply fully with those Regulations. (Environmental Health)

Landscaping Advice

2. The applicant is advised that:
 - a. The site is located in close proximity to remnant native bushland contained on Crown Land and unlikely to be developed. Species selection for the landscaping plans are recommended to be endemic species that will not introduce weed species into these reserves. Further assistance in this regard can be provided by the City of Nedlands.

- b. The contractor/developer shall protect the City's street and public open space trees from any damage that may be caused by the scope of works covered by this contract for the duration of the contract. All work carried out under this contract is to comply with the City's policies, guidelines and Australian Standards relating to the protection of trees on or adjacent to development sites (AS 4870-2009). (Parks Services)
- c. Prior to commencing landscaping of the nature strip / verge, refer to the City of Nedlands' Nature Strip Improvement Guidelines to ascertain if there is a requirement to obtain a Nature Strip Improvement Permit. (Parks Services)

Construction Management Advice

- 3. In relation to the Construction Management Plan, the applicant is advised that the plan is to address but is not limited to the following matters:
 - a. hours of construction;
 - b. traffic management;
 - c. parking management;
 - d. access management;
 - e. management of loading and unloading of vehicles;
 - f. heavy vehicle access;
 - g. dust management;
 - h. waste management (where applicable);
 - i. protection of infrastructure and trees within the road and public open space reserve;
 - j. the need for a dilapidation report of adjoining properties;
 - k. if required, details of and reasons for construction work on the construction site that is likely to be carried out other than between 7.00 am and 7.00 pm on any day which is not a Sunday or public holiday;
 - l. if required, details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997;
 - m. predictions of noise emission on the construction site;
 - n. use of City car parking bays for construction related activities;
 - o. security fencing around construction sites;
 - p. gantries;
 - q. dewatering management plan;
 - r. contact details;
 - s. site offices;
 - t. details of measures to be implemented to control noise (including vibration) emissions;
 - u. complaint response procedure to be adopted;

- v. details of how dust will be suppressed (e.g. by use of water tanker, independently powered water pumps, high volume hoses) or whether an approval from the Water Corporation for hydrant standpipe has been granted;
 - w. details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time;
 - x. any other relevant matters. (Building / Environmental Health / Waste / Technical Services)
4. The applicant is advised that dust control measures are to be applied during construction in accordance with City of Nedlands Health Local Laws 2017 and Department of Water and Environmental Regulation requirements. (Environmental Health Services)

Noise Management Advice

5. The applicant is advised to consult the City's Acoustic Advisory Information in relation to locating any mechanical equipment (e.g. air-conditioner, swimming pool or spa) such that noise, vibration impacts on neighbours are mitigated. The City does not recommend installing any equipment near a property boundary where it is likely that noise will intrude upon neighbours. Prior to selecting a location for an air-conditioner, the applicant the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as a guide to prevent noise affecting neighbouring properties. (Environmental Health Services)

Vehicle Access, Car and Bicycle Parking Advice

6. The applicant is advised that:
- a. All works within the adjacent thoroughfare, i.e. road, kerbs, footpath, verge, crossover or right of way, also require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)
 - b. A new crossover or modification to an existing crossover will require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)
 - c. All redundant crossovers to be removed and the verge and kerbing reinstated prior to occupation of the development to the satisfaction of the City of Nedlands. (Technical Services)

Waste Management Advice

7. The applicant is advised that the responsible entity (strata/corporate body) shall be liable for all bin replacement costs and/or repair costs relating to damage caused as a result of the bin compaction process. (Waste Services)

Materials and Services Advice

8. The applicant is advised that:
 - a. All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, are to be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres / second.
 - b. Laundry facilities are to be provided in accordance with the Building Code of Australia, and adequately ventilated to reduce condensation, in accordance with AS1668.2 The use of mechanical ventilation and Airconditioning in buildings. (Environmental Health Services)

Stormwater Advice

9. The applicant is advised that:
 - a. All downpipes from guttering are to be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 100- year recurrent storm event. Soak-wells are to be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development. (Technical Services)
 - b. A sewage treatment and effluent disposal system or greywater reuse or treatment system is not to be installed unless an Approval to Construct or Install an Apparatus for the Treatment of Sewage has been issued by the City beforehand. (Technical Services)

Telecommunications Advice

10. The applicant is advised by the City's Planning Services that developers are responsible for providing telecommunications infrastructure in their developments. To provide this infrastructure, they need to contract a carrier to install telecommunications infrastructure in their new development. If you choose National Broadband Network (NBN) to service your development, you will need to enter into a developer agreement with NBN. The first step is to register the development via <http://www.NBNco.com.au/develop-or-plan-with-the-NBN/newdevelopments.html>, once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least six months before the required service date. All telecommunications infrastructure should be built to NBN guidelines found at <http://www.NBNco.com.au/develop-or-plan-withthe-NBN/new-developments/builders-designers.html>.

Other Advice

11. The applicant is advised that the child care premises operator is to liaise with the City of Nedlands Community Services and Community Development sections when arranging special events where visitation to the facility may exceed car parking provision. This will ensure coordination with any events planned for the adjoining community centre to avoid parking and other conflicts.
12. The applicant is advised that the City will liaise with the developer over a contribution to the upgrade of the footpath abutting the development site. The purpose of this upgrade is to link the development with the surrounding footpath network.

6.0 Conclusion

The application for 6 Aged or Dependant Persons' Dwellings on 1,652m² and an Early Learning Centre (Child Care Premises) accommodating up to 93 children and 17 staff, on the southern 1,654m² portion of the site, has been presented for consideration.

The proposed Aged Persons Dwellings is considered to meet the key amenity related elements of R-Codes Volume 1 and as such is unlikely to have a significant adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the Residential Design Codes.

The proposed Early Learning Centre (Child Care Premises) is considered to comply with the City's Child Care Premises Local Planning Policy and other relevant policies and is unlikely to have a significant adverse impact on the local amenity of the area.

Concerns raised in the submissions related primarily to the inappropriateness of approval on environmental grounds. Submissions raised concerns with remnant vegetation and native animal and insect habitat. The need for environmental consideration of the development is enshrined in state and federal legislation that sits outside of the scope of this planning assessment. The site has the appropriate zonings at regional and local level to warrant consideration of this application. Any development approval does not obviate the need for any other approval under any other legislation relevant to the site. Further, the issue of a development approval does not fetter any other authority acting under its legislation. The onus will remain on the landowner / developer to ensure all relevant approvals are in place prior to development taking place.

Accordingly, it is recommended that the application be approved, subject to recommended conditions.

100 MONTGOMERY AVENUE, MT CLAREMONT – CHILD CARE PREMISES AND 6 AGED OR DEPENDENT PERSONS DWELLINGS

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner-North Joint Development Assessment Panel	
Local Government Area:	City of Nedlands	
Applicant:	Apex Planning	
Owner:	Powerstar Pty Ltd	
Value of Development:	\$3.7 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Nedlands	
Authorising Officer:	Tony Free – Director Planning & Development	
LG Reference:	DA21-67069	
DAP File No:	DAP/21/0252	
Application Received Date:	5 August 2021	
Report Due Date:	21 October 2021	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Development Plans dated 12 October 2021 3. Applicant's Planning Report & Supporting Documentation 4. City of Nedlands' Design Review Panel Minutes 5. Landscaping Plans 6. Traffic Impact Statement 7. Waste Management Plan 8. Environmental Noise Assessment 9. 3D Renders	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

To be completed after Council consideration on 19 October 2021.

Reasons for Responsible Authority Recommendation

To be completed after Council consideration on 19 October 2021.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Nedlands Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Residential R30
Use Class and permissibility:	Residential (Aged or Dependent Persons Dwelling) "P" Child Care Premises "A"
Lot Size:	3,306m ²
Existing Land Use:	Vacant
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 application seeks development approval for a two-storey Child Care Premises (Early Learning Centre) and six (6) aged or dependent persons dwellings at 100 Montgomery Avenue, Mt Claremont. The two storey Early Learning Centre will be located on the southern half of the site and will accommodate up to 93 children and 17 staff. The aged or dependent persons dwellings will be single storey and located on the northern half of the site. Separate access/egress points are proposed for both elements of the development.

The following information has been provided for the proposal:

- Development Plans **Attachment 2**
- Applicant's Planning Report **Attachment 3**
- Landscaping Plans **Attachment 5**
- Traffic Impact Statement **Attachment 6**
- Waste Management Plan **Attachment 7**
- Environmental Noise Assessment **Attachment 8**
- 3D Renders **Attachment 9**

The development plans submitted for consideration are date stamped 12 October 2021. These differ from the advertised plans by modification of the material of portion of the southern boundary fence. The full-length brick wall has been replaced in part by a 'Colorbond' steel fence.

Background:

Site Description

The subject site is 3,306m² in area and zoned Residential with a density of R30. The site is undeveloped and contains remnant vegetation, albeit with evidence of limited clearing having taken place.

There are five two-storey houses that directly abut the site to the north and north-west and are also zoned 'Residential' R30. To the west is a managed bushland reserve located within the Town of Cambridge. To the south is land vested with the City of Nedlands for the purposes of recreation (Mt Claremont Library and Community Centre, Haldane House and sporting facilities). Refer to Attachment 1 – Locality Plan and zoning below.



Background

The site was originally set aside for electricity purposes as part of the development of the St John's Wood estate. The land appears to be zoned 'Urban' by the Metropolitan Region Scheme when it was gazetted in 1963, although a portion of the site may have been located within a 'Controlled Access Highway' reserve that was removed in the c.1980s and converted to Urban zone. The land was reserved by the City's former Town Planning Scheme No.2 as a 'Public Purposes' local scheme reserve. At this time the land was managed by Western Power Corporation. During preparation of Local Planning Scheme No.3, the land was reclassified to the Residential Zone and a density of R30 applied. This zoning became effective upon gazettal of Scheme No.3 in April 2019.

Draft Local Planning Scheme No.3, which included the proposed zoning change to the subject site was considered by the Environmental Protection Authority (EPA) in accordance with section 81 of the *Planning and Development Act 2005*. The EPA determined in October 2017 that the Scheme was not to be assessed under Part IV of the *Environmental Protection Act 1986*. This indicates that there were no environmental matters that prevented the Scheme from progressing without formal environmental assessment.

The land was sold by Western Power Corporation to the current landowner in 2020. An application to subdivide the site into two lots of 1,652m² and 1,154m² has been approved by

the Western Australian Planning Commission (WAPC) and is currently being acted on. The necessary services are currently being installed to allow the subdivision to be completed. The current development proposes for each of these new lots to respectively house the aged or dependent persons dwellings and child care premises.

In approving the new lots, the WAPC has determined that gazetted public road access to the site will be from Montgomery Avenue. The majority of properties abutting Montgomery Avenue do not have direct frontage. However, there is no other road access available to the site.

On 27 April 2021 an application for the 6 aged or dependent persons dwellings on the northern portion of the site was lodged. This was subsequently superseded by the current application for both the aged persons dwellings and the child care premises.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- Metropolitan Region Scheme
- City of Nedlands 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 1 (Aged and Dependent Persons Dwellings component only)

Local Policies

- Local Planning Policy – Consultation of Planning Proposals
- Local Planning Policy – Parking
- Local Planning Policy – Waste Management
- Local Planning Policy – Child Care Premises
- Local Planning Policy - Signage

Strategies

- City of Nedlands Local Planning Strategy

Consultation:

Public Consultation

Two separate period of public advertising have taken place for this site. The first related to the aged or dependent persons dwellings only as part of the subsequently superseded first application. The second advertising period took place for the current application, which included the child care premises in addition to the aged or dependent persons dwellings.

Stage 1 - Aged Persons Dwellings

The application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to five (5) adjoining landowners and occupiers. The application was advertised for a period of 14 days from 4 June 2021 to 18 June 2021. At the close of the advertising period two (2) submissions were received. The main concerns raised within the submissions were:

- Request that the western dividing fence be constructed of 1.8m rendered brick in lieu of colorbond fencing.
- The development site is bushfire prone and inadequate separation distance is provided from the adjoining reserve.
- Request for a dilapidation report be prepared for all properties located to the north of the subject site.

Stage 2 - Child Care Premises and Aged Persons Dwellings.

The updated proposal contained both the Aged Persons Dwellings and the Child Care Premises for the whole site.

In accordance with the City's Local Planning Policy – Consultation of Planning Proposals, the development was advertised from 6 September 2021 to 11 October 2021 in the following manner:

- Letters sent to all City of Nedlands and Town of Cambridge landowners and occupiers within a 200m radius of the site;
- A sign on site was installed at the site's street frontage for the duration of the advertising period;
- An advertisement was published on 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 published on 11 September 2021;
- A Social media post was made on one of the City's Social Media platforms;
- A community information session was held by City Officers on 22 September 2021.

At the close of the advertising period, the City received a total of ten (10) submissions. A total of seven (7) objections and one (1) submission in support were received. Two (2) submissions identified as neither supporting nor objecting to the proposal, but listing a number of comments or concerns. The table below outlines the main comments and concerns raised in the submissions.

Issue Raised	Officer's comments
<u>Aged Persons Dwellings</u>	
Request for brick dividing fence.	<p>Noted</p> <p>Dividing fencing is governed by the <i>Dividing Fences Act 1961</i>. It does not form part of the planning approval and is a civil matter between adjoining landowners. The applicant has been advised of the request.</p>
The development site is bushfire prone.	<p>Not supported</p> <p>The subject site was previously identified as 'bushfire prone' under <i>State Planning Policy</i></p>

Issue Raised	Officer's comments
	<p>3.7: <i>Planning in Bushfire Prone Areas</i> prior to 2019. The 2019 review of the bushfire prone area mapping completed by the Department of Fire and Emergency Services reclassified the subject site as 'not-bushfire prone'. As a result, the subject site is not currently classified as bushfire prone and is not subject to any fire management requirements.</p>
<p>Request for a dilapidation report to be prepared.</p>	<p>Noted</p> <p>The City has applied these conditions for development where substantial excavation works, such as basement construction are proposed. In the case of this application, no excavation is proposed. The applicant has been advised of the request for a dilapidation report.</p>
<p><u>Child Care Premises</u></p>	
<p>Area is primarily residential and non-residential land uses such as community centre are well setback and camouflaged by landscaping and trees. The development is out of keeping with the surrounding area.</p> <p>The location of the childcare centre next to the residential lots seems inconsistent with the amenity of the area and will result in the limited community centre parking becoming overrun.</p>	<p>Noted</p> <p>Child Care Premises are a contemplated use in the Residential zone. The development has been designed to conform with Council Policies and will have minimal impact on the surrounding area. Of note there are no adjoining existing residences and as such the site is ideal for the proposed use.</p> <p>A street setback of 8.8 – 12.3m is proposed, which is 2-3 times greater than the minimum of 4m required under the R30 coding. Four trees are proposed to be planted along the Montgomery Avenue frontage which will assist in screening the development.</p>
<p>Destruction of reserve/bushland and invaluable Banksia Woodland and other environmental qualities and habitats, including bees.</p>	<p>Not supported</p> <p>The site is zoned Urban in the MRS and Residential R30 in LPS3 and as such is suitable for development.</p> <p>The vegetation on the site is not afforded any planning framework protection, such as through a Bush Forever listing or reservation under the region or local planning schemes.</p> <p>The Department of Water and Environmental Regulation advises that the developer should consider their responsibilities under Part IV and Part V of the <i>Environmental Protection Act 1986</i>, and to refer the proposal to the Commonwealth Department of Agriculture, Water and the Environment. The applicant has been advised of this and an advice note is recommended.</p>

Issue Raised	Officer's comments
	<p>It is proposed that the adjoining bushland/reserves will be protected during construction with a temporary fence as part of a Construction Management Plan.</p>
<p>Montgomery Avenue is busy and there is no controlled crossing for pedestrians</p>	<p>Not supported</p> <p>The Traffic Impact Statement shows the development will not impact on the overall level of service for Montgomery Avenue and does not generate the need for a pedestrian crossing.</p>
<p>Montgomery Avenue serves as a primary road linking to Stephenson Avenue and the volume of traffic peaks at certain times of the day affecting residents in the surrounding estate that have no alternative routes out. In addition, the road doesn't support cyclists, particularly with the nature strip areas in the middle of the road. The entry to this area will increase traffic and cause further issues at the Stephenson Avenue intersection which has had 3 accidents in the past few months since its recent upgrade.</p>	<p>Noted</p> <p>The Traffic Impact Statement shows the development will not impact on the overall level of service for Montgomery Avenue. The operation of intersections will be monitored in the normal manner to identify any need for modification as traffic volumes rise due to natural growth in traffic.</p>
<p>Investigating whether proper process has occurred with regard to environmental assessment</p>	<p>Noted</p> <p>The land has been zoned Urban by the MRS since 1963. Since April 2019, the land has been zoned Residential by LPS 3. As part of the preparation of LPS 3, the EPA considered the draft Scheme in accordance with section 81 of the <i>Planning and Development Act 2005</i>. It determined that formal environmental approval of the draft Scheme (including the proposed zoning of the subject land) was not required under Part IV of the <i>Environmental Protection Act 1986</i>.</p> <p>The City is satisfied that the correct procedure has been followed under the relevant planning and environmental protection legislation at the state level. It is noted that there is Federal environmental protection legislation that may affect development of the site. Critically, the onus is on the landowner/ developer of the site and not a planning decision maker to ascertain if there are any Federal obligations affecting the site.</p> <p>There are no legislative limitations in place that will prevent the Joint Development Assessment Panel from determining this application under the <i>Planning and Development Act 2005</i>. Approval or refusal of a planning application does not obviate the need to obtain any other relevant approval under other legislation. Further, approval of a</p>

Issue Raised	Officer's comments
	development application does not fetter any other legislative process.
Landscaping plans do not contain endemic species that support the local ecology as was required by Council.	Noted The application for the Aged Persons Dwellings was considered by Committee with a recommendation that the landscape plan be modified to contain endemic species that support the local ecology. No formal decision was made as the application was withdrawn by the applicant prior to the Council meeting.
Various comments on detailed design and child/staff numbers of Child Care Premises	Noted The developer and/or operator is required to comply with the <i>Child Care Services Act 2007</i> , <i>Child Care Services Regulations 2007</i> and <i>Child Care Services (Child Care) Regulations 2006</i> in terms of design. As this assessment is limited to planning matters only, reference will be made to these other requirements in the advice notes in the event of approval.
Fencing on the southern and western side of the Child Care Premises will cut off connection with the ecology of the adjoining land.	Noted It is recommended that fencing of surrounding bushland areas takes place during construction to ensure against inadvertent damage to these areas.
This development is best located on another site, such as Graylands Hospital.	Not supported The Joint Development Assessment Panel is not able to consider whether a development could or should be located on another location. It must limit its assessment to the merits of the site proposed.
Parking is inadequate to cater for special events with impacts on the parking at the community centre likely.	Noted It is recommended that an advice note be included on any approval advising of the need to coordinate special event days with the City of Nedlands Community Services to prevent conflict.

All submissions on this proposal have been given due regard in this assessment in accordance with clause 67(y) of *Planning and Development (Local Planning Schemes) Regulations 2015*.

Design Review

The child care premises component of the application was considered by the City of Nedlands Design Review Panel on 9 June 2021. The design review was assessed in accordance with *State Planning Policy 7.0 – Design of the Built Environment* and is summarised in the Table below. The full assessment is contained as Attachment 4. In response to the initial design review, the applicant made changes to the plans to address the key issues.

2	<i>Supported with conditions / Further Information required</i>
1	<i>Not supported</i>
	<i>No information provided</i>
Principle 1 – Context & Character	
Principle 2 – Landscape Quality	
Principle 3 – Built Form & Scale	
Principle 4 – Functionality & Build Quality	
Principle 5 - Sustainability	
Principle 6 – Amenity	
Principle 7 - Legibility	
Principle 8 – Safety	
Principle 9 – Community	
Principle 10 – Aesthetics	

The Child Care Premises were considered by the Design Review Panel on 9 June 2021, prior to formal lodgement of the application. The Panel concluded the following:

- It was a well-presented design presentation;
- The suitability of the Child Care Centre use in this location is appropriate;
- The development generally offers good streetscape appearance – a mix of permeable and non-permeable material;
- The bulk and scale were considered appropriate for the site and the location – and the emerging “upside down” Child Care design;
- The air-conditioning units are screened from view; and
- Overall, the proposal is relatively compliant.

The Panel made a number of recommendations and these are addressed in the current proposal as follows:

- A Landscape Plan has been submitted for both the Aged Persons Dwellings and the Child Care Premises;
- Extension of the entry ‘arbour’ from the front pedestrian entry gate;
- Enhanced entry experience for vehicles from Montgomery Avenue through the provision of a rendered brickwork entry feature adjacent the vehicle entry which includes signage. The feature also serves to more effectively screen the car park;
- Increase access to natural light within internal activity spaces through the provision of additional skylights;
- A traffic assessment which also considers parking considerations forms part of this planning application; and
- An Environmental Sustainability Report (ESD) can be provided at detailed design stage in accordance with standard practice.

A copy of the Panel’s Evaluation is contained in Attachment 4.

The aged or dependent persons dwellings portion of the development was not assessed by the Panel. This is due to this component having been previously subject to a standalone application which did not qualify for design review. The child care premises was considered by the Design Review Panel prior to consolidation of the previous aged or dependent persons dwellings application into the child care application.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report. A full assessment of the proposal against the *Planning and Development (Local Planning Scheme) Regulations 2015*, State Planning Policy 7.3 - Residential Design Codes Volume 1 (R-Codes), Local Planning Scheme No.3 and City of Nedlands Local Planning Strategy. Below are the key considerations in the assessment of this proposal.

Aged or Dependent Persons Dwellings

State Planning Policy 7.3 – Residential Design Codes Volume 1

The aged or dependent persons dwellings has been assessed against all relevant Elements of the Residential Design Codes Volume 1 – Apartments (R-Codes) which provides a comprehensive basis for the control of residential development.

The development meets the deemed-to-comply approval pathway for the majority of elements. Design principle assessment is required for the following elements:

- Open Space
- Site Works and Retaining
- Aged or Dependent Persons Dwellings

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An assessment under the R-Codes can be undertaken in one of two ways. This is by either meeting the deemed-to-comply provisions or via a Design Principle assessment pathway. The applicants are seeking a Design Principle assessment pathway for a part of this proposal. An assessment is sought under the Design Principles for the R-Codes for Open Space, Site Works & Retaining, and Aged or Dependent Persons Dwellings. All other areas are fully compliant with the deemed-to-comply provisions.

Clause 5.1.4 Open Space

The open space provided for the aged or dependent persons dwellings requires consideration against the design principles in lieu of the deemed-to-comply pathway. The design principles require suitable open space be provided to:

- Reflect the streetscape character;
- Provide access to natural sunlight;
- Reduce building bulk;
- Provide an attractive setting;
- Provide opportunities for residents to use space external to the dwelling; and
- Provide space for external fixtures and essential facilities.

The streetscape character in the immediate vicinity of the site constitutes residences that side or back onto Montgomery Avenue. To the south is the City's Mt Claremont Library and Community Centre which are well set back from the road and landscaped.

The subject site naturally has a distinct streetscape because the streetscape to the south is predominantly open space reserve and does not include any dwellings on the same side of the street, while the dwellings across Montgomery Avenue do not front Montgomery Avenue. Similarly, the dwellings to the north do not front Montgomery Avenue. This lack of a consistent existing streetscape provides an opportunity for the development to create its own attractive

setting, one which is, nevertheless, generally consistent with the residential streetscape character expected to occur within the locality.

All relevant deemed-to-comply setbacks are provided for the aged or dependent persons dwellings, which ensures appropriate separation to adjoining properties.

Sunlight to each dwelling is provided, with solar access to living rooms and/or outdoor living areas. Building bulk is reduced in proportion to the open space provided due to the limitation of the development to a single storey design. Bulk is also ameliorated by the employment of a central common property open space area that separates the six dwellings when viewed from the street.

Each unit is provided with an outdoor living area that acts as an extension of the main living areas of the dwelling. Landscaping of private and common open areas is incorporated into the design.

The open space provided to each dwelling meets the design principles outlined above and can be supported.

Clause 5.3.7 – Site Works & Retaining

The site works proposed for the aged or dependent persons dwellings require consideration against the design principles for site works and retaining in lieu of the deemed-to-comply pathway. The design principles require the following:

- Development to consider and respond to the natural features of the site and requires minimal excavation / fill;
- Where excavation / fill is necessary, all finished levels respect the natural ground level at the lot boundary; and
- Retaining walls allow for effective use of the land and do not detrimentally affect adjoining properties, with particular consideration of visual privacy.

The portion of the site that includes the aged or dependent persons dwellings has a fall from the front to the rear of 2-2.5m. This is proposed to be responded to by graduating the height of the finished floor levels between each dwelling and stepping down the development moving towards the rear of the site adjoining the existing residential interface. This reduces the finished levels when compared to natural ground level over 90% of the aged or dependent persons site.

The finished floor levels of the two front units (Units 1 and 4) will be 11.7m and 11.9m respectively, compared to the rear units (Units 3 and 6) which are proposed to have a finished level of 10.9m and 11.1m respectively. This stepping of the development is accommodated by filling in the north western corner of the site where there is a sharper ground level drop (approximately 10% of the total aged or dependant persons site area) and cutting in the remaining parts of the site. The result is the effective reduction in development height over most of the site when compared to building at natural ground level.

The proposed site works have been calculated to reduce the height of retaining at boundaries to approximately 0.3-0.5m above natural ground level. This height is located adjoining the outdoor living areas of Units 2 and 3 and will not create a visual privacy concern due to the presence of the existing brick wall along the northern boundary.

In addition to the above considerations, it is noted that level ground and finished floor levels are required for each unit to eliminate steps. This is a requirement of aged or dependent

persons dwellings. Instead of steps, the site will be ramped to achieve the desired levels. This is considered appropriate given the site's characteristics, and the intended use of the development.

The design principles for site works and retaining have therefore been adequately addressed by this development.

Clause 5.5.2 – Aged or Dependant Person's Dwellings

As aged or dependent persons dwellings are proposed, the design principles of clause 5.5.2 of the R-Codes apply. The design principles require dwellings for aged or dependent persons to meet their needs and the following criteria:

- Reduce car dependence by being in close proximity to public transport;
- Have due regard to the topography of the locality in respect to access and mobility;
- Have due regard to the availability of community facilities;
- Do not impinge on neighbour amenity; and
- Respond to a demand for aged or dependent persons accommodation in the locality.

The site is located on Transperth Route 28, a day-a-week service linking Claremont with Perth Busport via Mt Claremont. A minimum hourly off-peak service is provided each day until approximately 6pm.

The proposed development will accommodate the fall on the site as discussed above. This will provide ease of access into and within each unit. The central driveway will be gently ramped to meet relevant standards.

The site is well located for access to community facilities and public open space. The Mt Claremont Library and Community Centre is situated immediately south of the site, and these facilities include services for the aged.

Neighbour amenity is maintained through employment of single storey dwellings that are predominately cut below natural ground level. All deemed-to-comply setbacks are provided to external properties, which together with the relatively low building height will ensure no detrimental impacts on neighbours.

It is understood that the demographic in the locality is aging consistent with national trends. The provision of quality housing suitable for 'aging in place' is identified by local and state housing strategies. This development is consistent with the expectations of catering for an aging community. The proposed internal areas of the dwellings reflects the general desire for larger dwellings in the locality to meet resident's needs. The larger than deemed-to-comply plot ratio areas will provide 3 bedrooms to accommodate aging in place principles of allowing space for additional family members or carers, as well as study or hobby space.

The design principles for aged or dependent persons dwellings have been met for this development and can be supported.

Child Care Premises

City of Nedlands Local Planning Scheme

Child Care Premises are an "A" discretionary land use in the Residential Zone, meaning the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed

provisions (i.e. public advertising). The proposed land use is considered appropriate for the subject site. The potential impacts of parking, traffic, noise etc., are all addressed by the proposal so as to minimise any impact on the amenity of the locality. In addition, the Design Review Panel supports the proposal.

The objectives for the Residential zone are:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development*
- *To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks.*

The proposal is consistent with the Residential zone's objectives in the following manner:

- The proposal will deliver six Aged Persons Dwellings, which will increase the choice and diversity of housing in the Mount Claremont locality to meet the needs of the ageing population. The dwellings will be entirely compatible with their surroundings by virtue of being single storey, and consistent with the Residential Design Codes;
- The proposed Child Care Premises features a responsive architectural design approach which integrates with the residential character of the local area. The design approach has been supported by the City's Design Review Panel, and will offer a positive contribution to the Montgomery Avenue streetscape;
- Child Care Premises is a non-residential use commonly established in residential areas. The service is one which provides for the care of young children within a purpose-designed building, to the benefit of local families, co-located with existing community facilities and near the local primary school;
- The justification provided demonstrates that the amenity of the surrounding area will not be unacceptably affected; and
- The proposal is consistent with the local planning framework, including the City's Child Care Premises Local Planning Policy.

City of Nedlands Child Care Premises Local Planning Policy

The application has been assessed against the City's Child Care Premises Policy. The areas of discretion are discussed below.

Hours of Operation

There is a minor variation to the Policy's hours of operation, with weekday opening being 6.30am instead of 7.00am. The closing hours are earlier than the policy provides (6.30pm instead of 7.00pm).

The minor variation is considered acceptable given that all other hours of operation are met and no more than 12 hours opening on weekdays is proposed. The applicant advises that 6.30am is now the norm for childcare services.

The development backs onto only 3 proposed aged or dependent persons dwellings to the north and one single dwelling to the north-west. In addition, the car park is fully enclosed and child's play does not commence prior to 7.00am. The acoustic report covers the proposed hours and addresses possible noise impacts (see below).

Noise

An Environmental Noise Assessment is provided by Lloyd George Acoustics. A number of noise attenuation measures are incorporated into the development which will allow the facility to achieve noise levels and reduce impacts to adjoining properties.

The proposed development is designed in a manner which minimises noise impacts, noting:

- The facility's main outdoor play area has been deliberately positioned at the southern side of the upper level, concentrating noise towards the adjoining public open space area.
- The smaller outdoor play area at ground level has minimal interface with the aged or dependent persons dwellings site, and is enclosed with a solid render brick fence to achieve compliant noise levels.
- At ground floor, air conditioning units are located within the undercroft car park where they are out of sight and buffered from adjoining properties. At the upper floor, air conditioning units are within a dedicated yard which will be screened with a 1.9m high solid wall. Units which can operate on 'low noise mode' will be selected at detailed design stage.

The Environmental Noise Assessment notes that outdoor play will need to be restricted to after 7.00am to ensure compliance. Further, all acoustic fencing is to be solid, free of gaps and built from material achieving at least 8kg/m² surface mass.

The measures outlined in sections 5.1-5.3 of the report are to be implemented via an appropriate condition in the event of approval.

The Environmental Noise Assessment also recommends the following "best practices" be implemented where practicable to preserve amenity:

- The behaviour and "style of play" of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
- Favour soft furnishes in the outdoor play area to minimize impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or glass,
- Favour soft balls and rubber wheeled toys,
- Crying children should be taken inside to be comforted,
- No amplified music to be played outside,
- External doors and windows to be closed during indoor activity/play,
- Any music played within the internal activity areas to be "light" music with no significant bass content and played at a relatively low level,
- Staff arriving prior to 7am should be encouraged to park in the southern most bays, away from the Over 55s residences,
- Line carpark ceiling (underside of slab) with acoustically absorptive soffit lining to reduce reverberation.
- Carpark floor
 - Shall be constructed so that there are no significant gaps in construction or where these exist, are to be filled with non-hardening mastic.
 - Drainage grates to be plastic or metal with rubber gasket, and secured to avoid excess banging.
 - Brushed concrete finish to avoid tyre squeal. Where the concrete is to be sealed, a product such as Aquaron 1000 by Markham is understood to be suitable and not contribute to tyre squeal.

It is recommended that a noise management plan based on the findings of the noise assessment be required as a condition in the event of approval.

Side and Rear Setbacks

The Child Care Premises Policy requires building setbacks to be in accordance with Part 5 of the R Codes Volume 1. The proposed development meets the deemed-to-comply setbacks to the west (rear). Assessment against the design principles pathway is required for the south and north (side) elevations. The design principles require buildings to be setback in order to:

- Reduce impacts on adjoining properties;
- Provide adequate direct sun and ventilation; and
- Minimise the extent of overlooking.

It is noted that to the south of the site is land reserved for recreation and vested with the City of Nedlands for this purpose. Notwithstanding this, the zoning of the property is Residential R30. This zoning appears to be the result of boundary realignments that took place to allow for the subject site to be sold as a development lot. Given the land is vested as a recreation reserve, it does not have development potential notwithstanding the zoning. Consequently, the setback to the southern boundary can take into account the intended use of the land to the south being recreation.

The southern lot setback is proposed at 1.6m minimum with parts of the elevation setback to 2.1m to provide articulation. Whilst this elevation is a nominally two storeys in height, there is no roof close to the boundary, with the upper floor presenting more as an open balcony. The upper floor on this elevation will be an open play area.

Overshadowing of the development is into the recreation reserve, thereby removing any impact on residential amenity caused by the proposed setback. The proposed southern setback is appropriate given the use of the land to the south. There are no visual privacy concerns caused by the reduced setback. The bulk of the building will be reduced by a combination of articulation, materiality and landscaping. The proposed southern setback is supported.

The northern lot setback is proposed at 1.5m minimum with a 3m setback towards the rear of the building. No major openings are proposed in the northern elevation, thereby eliminating any potential for overlooking into the adjoining aged or dependent persons dwellings. Further, the aged or dependent persons dwellings have been designed to accommodate the height and bulk of the child care premises in a coordinated manner. The proposed northern setback is considered to be appropriate given that it does not create any overshadowing impact to the north. Matters associated with the noise from utilities on the northern elevation have been addressed by the noise assessment outlined above.

Signs Local Planning Policy

The proposed Child Care Premises includes three wall signs in the following locations:

- A 3m x 0.9m (2.7m²) wall sign containing simple "Summerland Early Learning Centre" lettering integrated into the facility's Montgomery Avenue feature element.
- A 2.4 x 0.7m (1.68m²) wall sign containing simple "Summerland Early Learning Centre" lettering integrated into the front fence next to the main car park entry of the facility

- A 2m x 0.5m (1m²) wall sign containing simple “Welcome” lettering above the pedestrian entry.

The 3 signs measure 5.38m² and as such comply with the maximum area for wall signs. The Policy specifies a maximum of 2 signs however the third “welcome” sign is considered acceptable due to it being directional rather than advertising and the overall area of the 3 signs is well below the maximum 10m² specified for wall signs.

Parking Local Planning Policy

The proposed Child Care Premises on-site car parking does not meet the requirements of the Council’s Local Planning Policy - Parking. The deficiencies are discussed as follows.

Employee parking: 1 car bay per employee – 17 bays are required and only 16 bays are proposed, a deficiency of 1 bay. 2 bike racks are proposed to provide for alternative modes of transport to the site.

Visitor parking: 1 car bay per 6 children in attendance – 16 bays are required and 16 are proposed (no shortfall).

Drop off / pick up bays: 1 bay is required per 30 children. The 93 children generates the need to 3 drop off/pick up bays with no such bays provided.

A total shortfall of 4 car parking bays is proposed for the child care premises.

The Traffic Impact Statement prepared by Transcore (see Attachment 6) addresses the above deficiencies:

- The “core” parking requirements for visitors and staff are achieved, albeit with a marginal 0.5 bay variance which is clearly minor and unlikely to create an adverse impact to the operation of the car park as demonstrated by the parking demand assessment;
- In relation to the pick-up/drop-off component, it is necessary to consider the realistic operation of these bays. For obvious reasons, parents will not allow their child of 0-5 years to travel between the car park and the centre alone. In light of this, it is realistically expected parents would promptly accompany a child to/from the centre after parking their vehicle. Given the typical “length of stay” for visitor bays is up to 10 minutes, there is no difference between pick-up/drop-off bays and visitor bays. Therefore, the pick-up/drop-off bays are appropriately absorbed into the visitor bays for the purpose of assessment; and
- Various parking reduction factors specific to the site also warrant consideration. These include:
 - The site’s proximity to a bus stop which provides a public transit link between Claremont train station and Perth Busport, particularly for employees.
 - The provision of bike racks which provide staff with the ability to bike to work if desired; and
 - The possibility of staff car-pooling.

Due to the minor variation to the 1 staff car bay and 3 drop-off/pick-up bays, and the reliance on tandem staff car bays and alternative modes of transport, it is recommended that a Parking Management Plan be required as a condition of approval.

Community Services advise there may be conflicts during special events held at either the Child Care Premises or at the adjoining Community Centre. It is recommended that in the

event of approval, advice is provided advising of potential conflicts and that any special events over and above normal operation and hours may require special approval.

Waste Management Local Planning Policy

The City's Waste Management LPP requires applications involving 5 or more grouped dwellings and non-residential development that will generate waste to be accompanied by a Waste Management Plan. A Waste Management Plan has been prepared by Talis and is contained in Attachment 7.

Aged or Dependent Persons Dwellings

Clause 3.1.5 of the Waste Management Guidelines recommends a maximum of 4 x 240L waste bins and 4 x 240L recycling bins to be placed on the verge for kerbside collection, in which more than 8 bins would require internal service arrangements. The intent of this provision is to preserve the amenity of the streetscape and avoid a proliferation of bins on collection day. The development proposes a maximum of 12 bins to be placed on the verge for collection.

Although the proposal includes an additional 4 bins, it is considered on the merits of this application to be acceptable. This is because the site has an area of 3,306m² (1653m² post subdivision), which provides in excess of 55m in frontage allowing for the proportional distribution of bin placement.

Engineering and Waste Management advise that the bins will need to be located so as to not affect sight lines for traffic exiting this site. This will be subject to further consideration in the event of approval.

On balance, waste management is considered consistent with the intent of the Policy and is supported. It is further noted that there is sufficient capacity on the verge to accommodate the maximum number of bins.

Child Care Premises

The Child Care Premises proposes 1 x 240L and 1 x 660L waste bin and 1 x 240L and 1 x 660L recycling bin to be serviced on site. A bin storage area is provided that will accommodate the proposed 4 bins. The City's smaller rear loader waste collection vehicle will enter and exit the site in forward gear via Montgomery Avenue.

The Refuse Store is located adjacent the reversing bay and rubbish collection will mean car bay 21 may be blocked during collection. This can be accommodated in the proposed car parking management plan.

On balance, waste management is considered consistent with the intent of the Policy and has been supported by Technical Services.

Landscaping Local Planning Policy

Landscape planting plans have been produced for both development components, contained in Attachment 5.

The Child Care Centre landscape plan prepared by Ecoscape depicts the following:

- The planting of four *Melaleuca* trees with low shrub and groundcover species within the front setback area, complementing the street edge response;
- The planting of shade species, ground covers and *Melaleuca* trees along side/rear boundaries, with species selection based on areas with access to sunlight and viability of growth;
- Retention and celebration of existing trees on the verge; and
- The landscape plan does not include play space areas. The arrangements for these areas are not typically determined until the detailed design phase.

The Aged Persons Dwellings landscape plan, prepared by Instant Gardens depicts the following:

- Native species which correlate with those selected for the Child Care Premises;
- Landscape planning beds framing units 1, 2, 4 and 5 within the communal driveway to provide an engaging and attractive communal streetscape;
- Boundary planting within the outdoor living areas of each dwelling which includes two trees for each dwelling; and
- Landscape planting within the Montgomery Avenue verge and setback area, comprised of trees, shrubs and other planting to enhance views of the development from the street.

It is recommended that the *Hibbertia scandens* be removed from the landscaping plan as it may spread to the adjacent bushland areas. To accommodate this, an advice note is recommended in the event of approval.

Conclusion:

The application for 6 Aged or Dependant Persons' Dwellings on 1,652m² and an Early Learning Centre (Child Care Premises) accommodating up to 93 children and 17 staff, on the southern 1,654m² portion of the site, has been presented for consideration.

The proposed Aged Persons Dwellings is considered to meet the key amenity related elements of R-Codes Volume 1 and as such is unlikely to have a significant adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the Residential Design Codes.

The proposed Early Learning Centre (Child Care Premises) is considered to comply with the City's Child Care Premises Local Planning Policy and other relevant policies, and is unlikely to have a significant adverse impact on the local amenity of the area.

Concerns raised in the submissions related primarily to the inappropriateness of approval on environmental grounds. Submissions raised concerns with remnant vegetation and native animal and insect habitat. The need for environmental consideration of the development is enshrined in state and federal legislation that sits outside of the scope of this planning assessment. The site has the appropriate zonings at regional and local level to warrant consideration of this application.

Any development approval does not obviate the need for any other approval under any other legislation relevant to the site. Further, the issue of a development approval does not fetter any other authority acting under its legislation. The onus will remain on the landowner / developer to ensure all relevant approvals are in place prior to development taking place.

Accordingly, it is recommended that the application be approved, subject to recommended conditions.

Officer Recommendation

That the Metro Inner-North Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP/21/02052 and accompanying plans date stamped 12 October 2021 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 subject to the following conditions:

Conditions

Conditions relating to the entire development

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 four 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. Prior to the occupation of the development, the car parking designated for visitors shall be clearly marked or signage provided to the specification and maintained thereafter by the landowner to the satisfaction of the City of Nedlands.
4. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Nedlands.
5. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for a 1 in 100-year storm event. No stormwater will be permitted to enter the City of Nedlands's stormwater drainage system unless otherwise approved.
6. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.
7. Prior to the issue of a Building Permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City. Adjoining landowners shall be notified in writing no less than 14 days prior to construction.
8. The boundary to Reserve 43379 shall be fenced or otherwise demarcated prior to works commencing to prevent the clearing or use of the reserve during construction to the satisfaction of the City of Nedlands.
9. Prior to the issue of a building permit, a revised landscaping plan is to be submitted and approved by the City of Nedlands. The approved landscaping plan is to be implemented prior to occupation of the development and maintained for the life of the development to the satisfaction of the City of Nedlands.

Conditions relating to the aged or dependent persons dwellings component

10. Prior to occupation, the owner must execute and provide to the City a notification pursuant to Section 70A of the *Transfer of Land Act 1893* (as amended) to be registered on the Certificate of Title(s) advising prospective purchasers that the use of the land is subject to an Aged or Dependent Persons' restriction. The notification shall read as follows:

"This property is approved for use as an Aged or Dependent Persons' Dwelling. The dwelling is restricted to be occupied by at least one person who:

- i. Is aged 55 years or more; or*
 - ii. Has a recognised form of disability requiring special accommodation for independent living or special care."*
11. The Aged Persons' dwelling internal design, external paths and car parking areas shall be constructed in accordance with Clause 5.5.2 of the Residential Design Codes and Australian Standard AS4299 – Adaptable Housing.
 12. Prior to occupation of the development the finish of the parapet walls is to be finished externally to the same standard as the rest of the development or in:
 - a. Face brick;
 - b. Painted render;
 - c. Painted brickwork; or
 - d. Other clean material as specified on the approved plans and maintained thereafter to the satisfaction of the City.

Conditions relating to the childcare premises component

13. The maximum occupancy of the facility shall be 93 children and 17 staff at any one time.
14. The hours of operation of the facility shall be Weekdays 6:30am to 6:30pm and Weekends and Public Holidays 8:00am to 6:00pm.
15. Outdoor play shall not be permitted before 7:00am on weekdays.
16. Prior to occupation of the development, the recommendations of sections 5.1 and 5.3 of the Environmental Noise Assessment prepared by Lloyd George Acoustics and dated 9 July 2021 are to be implemented to the satisfaction of the City of Nedlands.
17. A Noise Management Plan based on the recommended 'best practices' outlined in section 6 of the Environmental Noise Assessment prepared by Lloyd George Acoustics and dated 9 July 2021 is to be prepared and approved by the City of Nedlands prior to occupation and thereafter implemented at all times.
18. The Waste Management Plan prepared by Talis Consultants dated 9 July 2021 forms part of this development approval and shall be complied with at all times to the satisfaction of the City of Nedlands.
19. Prior to issue of a building permit, suitable arrangements being made to ensure on-site rubbish collection by a 7.5m waste truck is provided, including sufficient manoeuvring space to enable forward-in, forward out travel and space to allow collection of bins.

20. Prior to occupation of the development, the applicant or landowner shall enter into a Deed of Indemnity with the City, which indemnifies both the City and its waste collection contractors from claims relating to damage caused through the collection process.
21. A Parking Management Plan is to be prepared and approved by the City of Nedlands prior to occupation. The plan will address parking management matters raised in the relevant transport impact statement, environmental noise assessment and waste management plan as appropriate to ensure the effective management of parking on the site.
22. Prior to occupation, all bicycle parking spaces shall be provided in accordance with Australian Standard 2890.3 - Bicycle parking to the satisfaction of the City of Nedlands. The bicycle parking spaces shall be installed and remain in place for the duration of the development.
23. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, crossovers and driveways shall comply with Australian Standard 2890.1 - Off-street car parking and Australian Standard 2890.6 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.
24. Prior to the lodgement of a Building Permit, the materials, finishes and colours (as shown and annotated on the approved plans) shall be shown on the Building Permit plans (unless otherwise approved by the City), enacted prior to practical completion of the development and thereafter remain in place for the life of the development to the satisfaction of the City of Nedlands.
25. External lighting shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting.

Advice Notes:

General Advice

1. The applicant is advised that:
 - a. The granting of development approval is not to be construed as approval under any relevant state or federal environmental legislation. The onus is on the applicant / landowner to ascertain whether further approvals are required prior to works commencing on the site.
 - b. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard. (Building)
 - c. Any public spaces within the development which are proposed for activities (temporary or permanent) that are deemed to be a public building under the Health (Public Buildings) Regulations 1992, will need to comply fully with those Regulations. (Environmental Health)

Landscaping Advice

2. The applicant is advised that:

- a. The site is located in close proximity to remnant native bushland contained on Crown Land and unlikely to be developed. The *Hibbertia scandens* within the submitted landscaping plan is to be deleted and replaced with more appropriate species. Species selection for the landscaping plans are recommended to be endemic species that will not introduce weed species into these reserves. Further assistance in this regard can be provided by the City of Nedlands.
- b. The contractor/developer shall protect the City's street and public open space trees from any damage that may be caused by the scope of works covered by this contract for the duration of the contract. All work carried out under this contract is to comply with the City's policies, guidelines and Australian Standards relating to the protection of trees on or adjacent to development sites (AS 4870- 2009). (Parks Services)
- c. Prior to commencing landscaping of the nature strip / verge, refer to the City of Nedlands' Nature Strip Improvement Guidelines to ascertain if there is a requirement to obtain a Nature Strip Improvement Permit. (Parks Services)

Construction Management Advice

3. In relation to the Construction Management Plan, the applicant is advised that the plan is to address but is not limited to the following matters:
 - a. hours of construction;
 - b. traffic management;
 - c. parking management;
 - d. access management;
 - e. management of loading and unloading of vehicles;
 - f. heavy vehicle access;
 - g. dust management;
 - h. waste management (where applicable);
 - i. protection of infrastructure and trees within the road and public open space reserve;
 - j. the need for a dilapidation report of adjoining properties;
 - k. if required, details of and reasons for construction work on the construction site that is likely to be carried out other than between 7.00 am and 7.00 pm on any day which is not a Sunday or public holiday;
 - l. if required, details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997;
 - m. predictions of noise emission on the construction site;
 - n. use of City car parking bays for construction related activities;
 - o. security fencing around construction sites;
 - p. gantries;
 - q. dewatering management plan;
 - r. contact details;
 - s. site offices;
 - t. details of measures to be implemented to control noise (including vibration) emissions;
 - u. complaint response procedure to be adopted;
 - v. details of how dust will be suppressed (e.g. by use of water tanker, independently powered water pumps, high volume hoses) or whether an approval from the Water Corporation for hydrant standpipe has been granted;
 - w. details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time;

- x. any other relevant matters. (Building / Environmental Health / Waste / Technical Services)
4. The applicant is advised that dust control measures are to be applied during construction in accordance with City of Nedlands Health Local Laws 2017 and Department of Water and Environmental Regulation requirements. (Environmental Health Services)

Noise Management Advice

5. The applicant is advised to consult the City's Acoustic Advisory Information in relation to locating any mechanical equipment (e.g. air-conditioner, swimming pool or spa) such that noise, vibration impacts on neighbours are mitigated. The City does not recommend installing any equipment near a property boundary where it is likely that noise will intrude upon neighbours. Prior to selecting a location for an air-conditioner, the applicant the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as a guide to prevent noise affecting neighbouring properties. (Environmental Health Services)

Vehicle Access, Car and Bicycle Parking Advice

6. The applicant is advised that:
- a. All works within the adjacent thoroughfare, i.e. road, kerbs, footpath, verge, crossover or right of way, also require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)
 - b. A new crossover or modification to an existing crossover will require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)
 - c. All redundant crossovers to be removed and the verge and kerbing reinstated prior to occupation of the development to the satisfaction of the City of Nedlands. (Technical Services)

Waste Management Advice

7. The applicant is advised that the responsible entity (strata/corporate body) shall be liable for all bin replacement costs and/or repair costs relating to damage caused as a result of the bin compaction process. (Waste Services)

Materials and Services Advice

8. The applicant is advised that:
- a. All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, are to be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres / second.
 - b. Laundry facilities are to be provided in accordance with the Building Code of Australia, and adequately ventilated to reduce condensation, in accordance with AS1668.2 The use of mechanical ventilation and Airconditioning in buildings. (Environmental Health Services)

Stormwater Advice

9. The applicant is advised that:

- a. All downpipes from guttering are to be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 100- year recurrent storm event. Soak-wells are to be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development. (Technical Services)
- b. A sewage treatment and effluent disposal system or greywater reuse or treatment system is not to be installed unless an Approval to Construct or Install an Apparatus for the Treatment of Sewage has been issued by the City beforehand. (Technical Services)

Telecommunications Advice

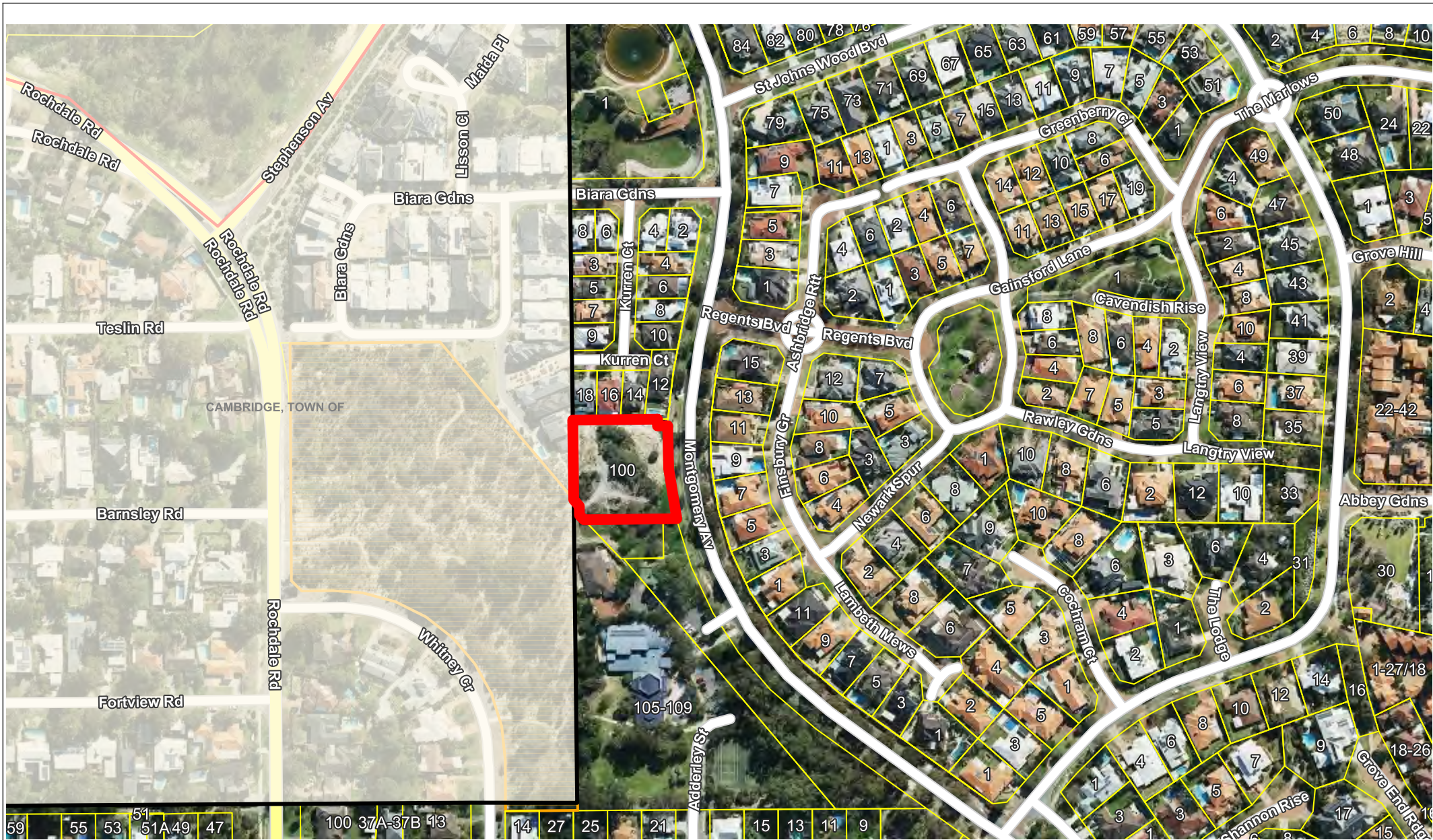
10. The applicant is advised by the City's Planning Services that developers are responsible for providing telecommunications infrastructure in their developments. To provide this infrastructure, they need to contract a carrier to install telecommunications infrastructure in their new development. If you choose National Broadband Network (NBN) to service your development, you will need to enter into a developer agreement with NBN. The first step is to register the development via <http://www.NBNco.com.au/develop-or-plan-with-the-NBN/newdevelopments.html>, once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least six months before the required service date. All telecommunications infrastructure should be built to NBN guidelines found at <http://www.NBNco.com.au/develop-or-plan-withthe-NBN/new-developments/builders-designers.html>.

Other Advice

11. The applicant is advised that the child care premises operator is to liaise with the City of Nedlands Community Services and Community Development sections when arranging special events where visitation to the facility may exceed car parking provision. This will ensure coordination with any events planned for the adjoining community centre to avoid parking and other conflicts.
12. The applicant is advised that the City will liaise with the developer over a contribution to the upgrade of the footpath abutting the development site. The purpose of this upgrade is to link the development with the surrounding footpath network.

Reasons for Officer Recommendation

The proposed development has been assessed against the relevant local planning scheme and policies, as well as relevant state planning policies. The aged or dependent persons dwellings have been assessed as consistent with the design principles of the R-Codes. The child care premises has been assessed as generally consistent with the provisions of the City's Child Care Premises Local Planning Policy. Departures from the policy provisions are considered relatively minor and will not adversely affect neighbouring properties. Given the above, the proposal is recommended for approval with conditions.



City of Nedlands

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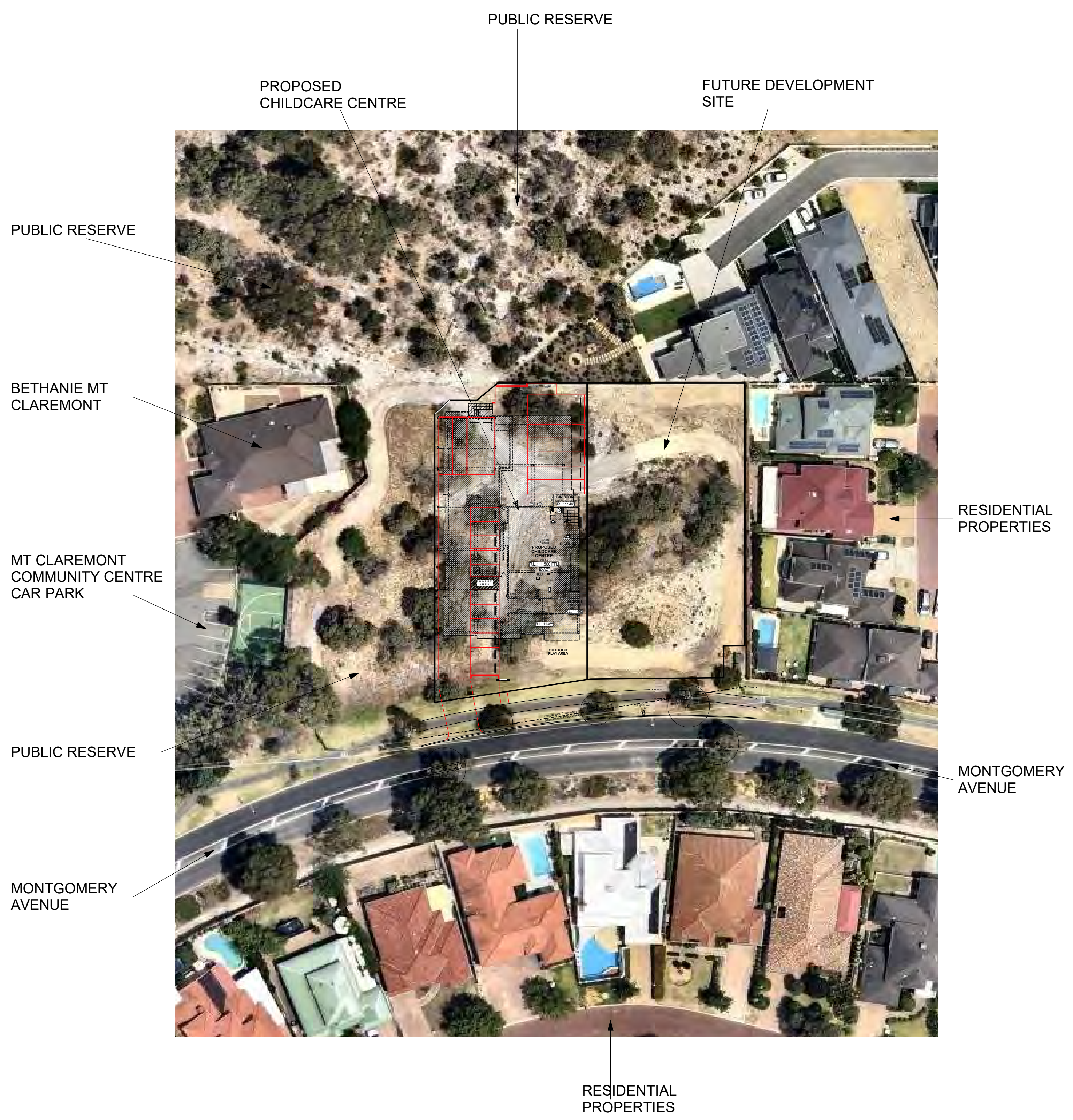
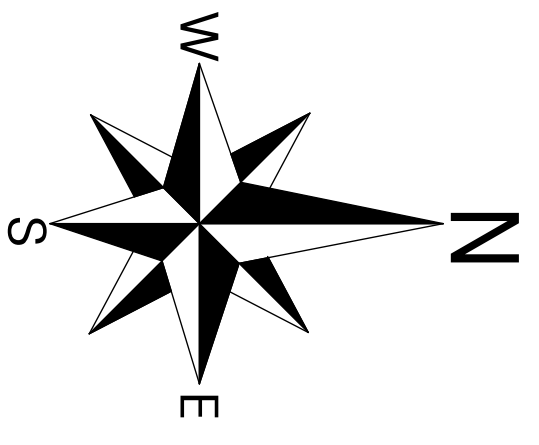
100 Montgomery Avenue, Mt Claremont
- Locality Plan

14/10/2021

1:3000



City of Nedlands
Amended Plans Received
12 October 2021



LOCALITY PLAN
1:500

<p>AVELING DEVELOPMENTS STAND BY WITH STRONG MEASURES BUILDING CONTRACTOR N° 12788 Level 1, 42 Cadric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2021 AVELING DEVELOPMENTS</p>	Draw: LOCALITY PLAN Client: POWERSTAR P/L Site: LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	CHILDCARE CENTRE Rev: 01 Date: 05/05/21 Rev: 02 Date: 07/07/21 Rev: 03 Date: 07/07/21 Rev: 04 Date: 07/07/21 Rev: 05 Date: 07/07/21 Rev: 06 Date: 07/07/21 Rev: 07 Date: 07/07/21 Rev: 08 Date: 07/07/21 Rev: 09 Date: 07/07/21 Rev: 10 Date: 07/07/21 Amended: Revised/Minor Changes ISSUED FOR PLANNING APPLICATION	Local Authority: NEDLANDS Job No: G1404 Date Dm: 00/00/00 Dm By: TM Check: XX Sales: MA Scale: 1:100, 1:500 Sheet # 01 Rev: 02	NOTE: TO SCALE ON ANY SHEET
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SEC Dome	11.10
Power Pole	11.10
Phone Pole	11.10
Water Conn.	11.10
Top Filter/Post	11.10
Top Wall	11.10
Top Retaining	11.10
Top Fence	11.10

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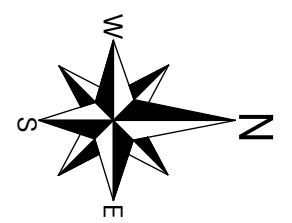
**City of Nedlands
Amended Plans Received
12 October 2021**

DISCLAIMER:
Lot boundaries drawn on survey are based on landscape plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

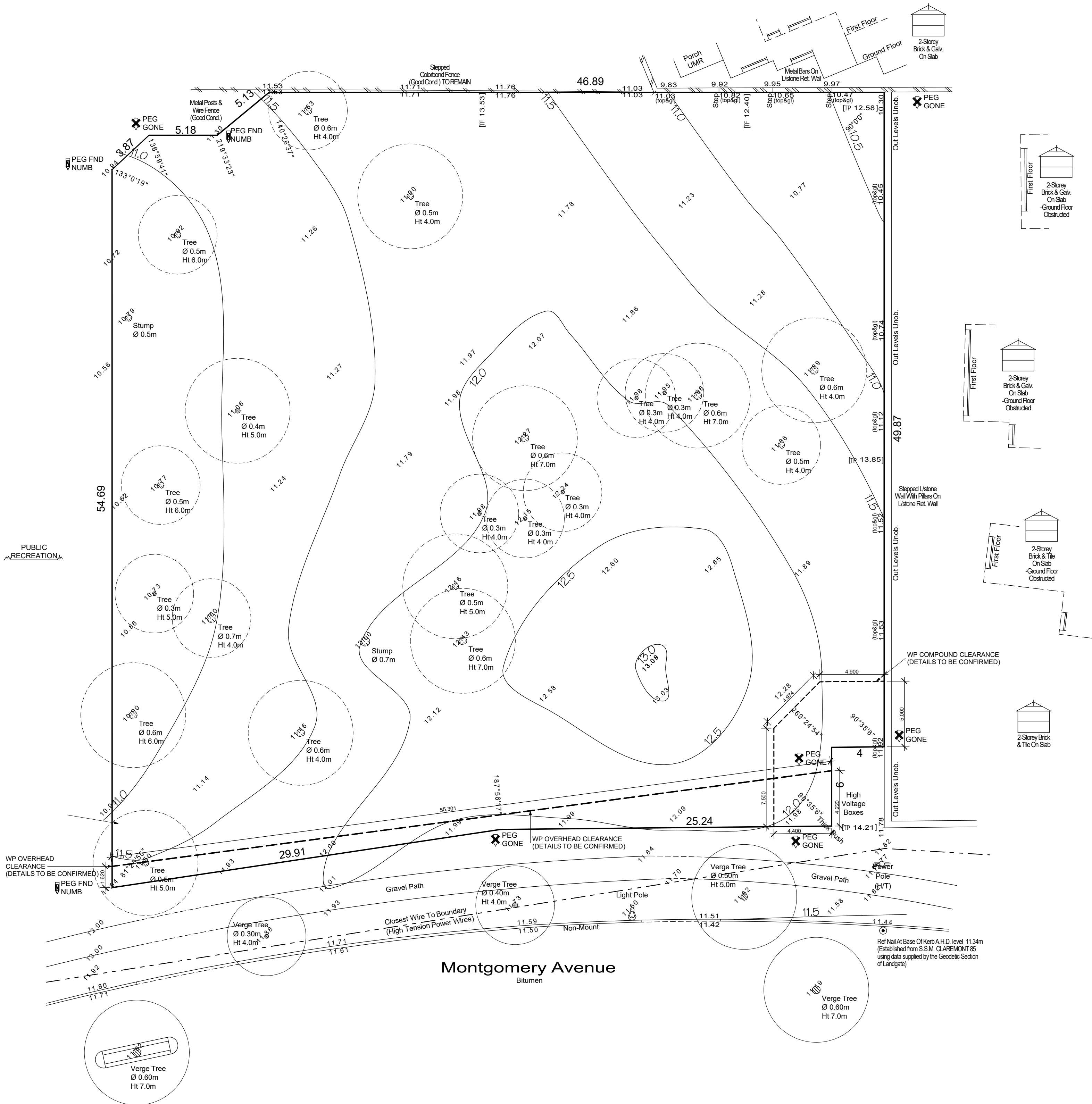
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DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.



WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.



NOTE: BEWARE: ADVISE TRADES
High Tension Power Lines. Check title for easements and Western Power for set-backs.

BEWARE: POSSIBLE SERVICE RUN IN & COST

NOTE:
Easements, not located adjacent to lot at time of survey. Verify availability with relevant authority.

SOIL DESCRIPTION
Sand
Light Green/Scrub Cover

LOT MISCLOSE
0.032 m

Scale 1:200
0 2 4 6 8

<p>AVELING DEVELOPMENTS 14/1500 MOUNTAIN VIEW DRIVE, WEST PERTH WA 6150 Phone: (08) 9446 1000 Fax: (08) 9446 1004 © Copyright 2021 AVELING DEVELOPMENTS</p>	Draw: DEMO PLAN Client: POWERSTAR P/L Site: LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Local Authority: NEDLANDS Job No: G1404 Date: 00/00/00 Drawn By: TM Check: XX Sales: MA Scale: 1:200 Sheet # 02 Rev: 02	Rev: _____ Date: _____ Issued For: PLANNING APPLICATION
	CHILDCARE CENTRE	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Local Authority: NEDLANDS Job No: G1404 Date: 00/00/00 Drawn By: TM Check: XX Sales: MA Scale: 1:200 Sheet # 02 Rev: 02	Rev: _____ Date: _____ Issued For: PLANNING APPLICATION
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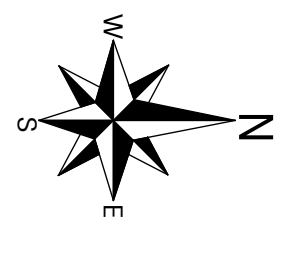
NOTE: TO SCALE ON ANY SHEET

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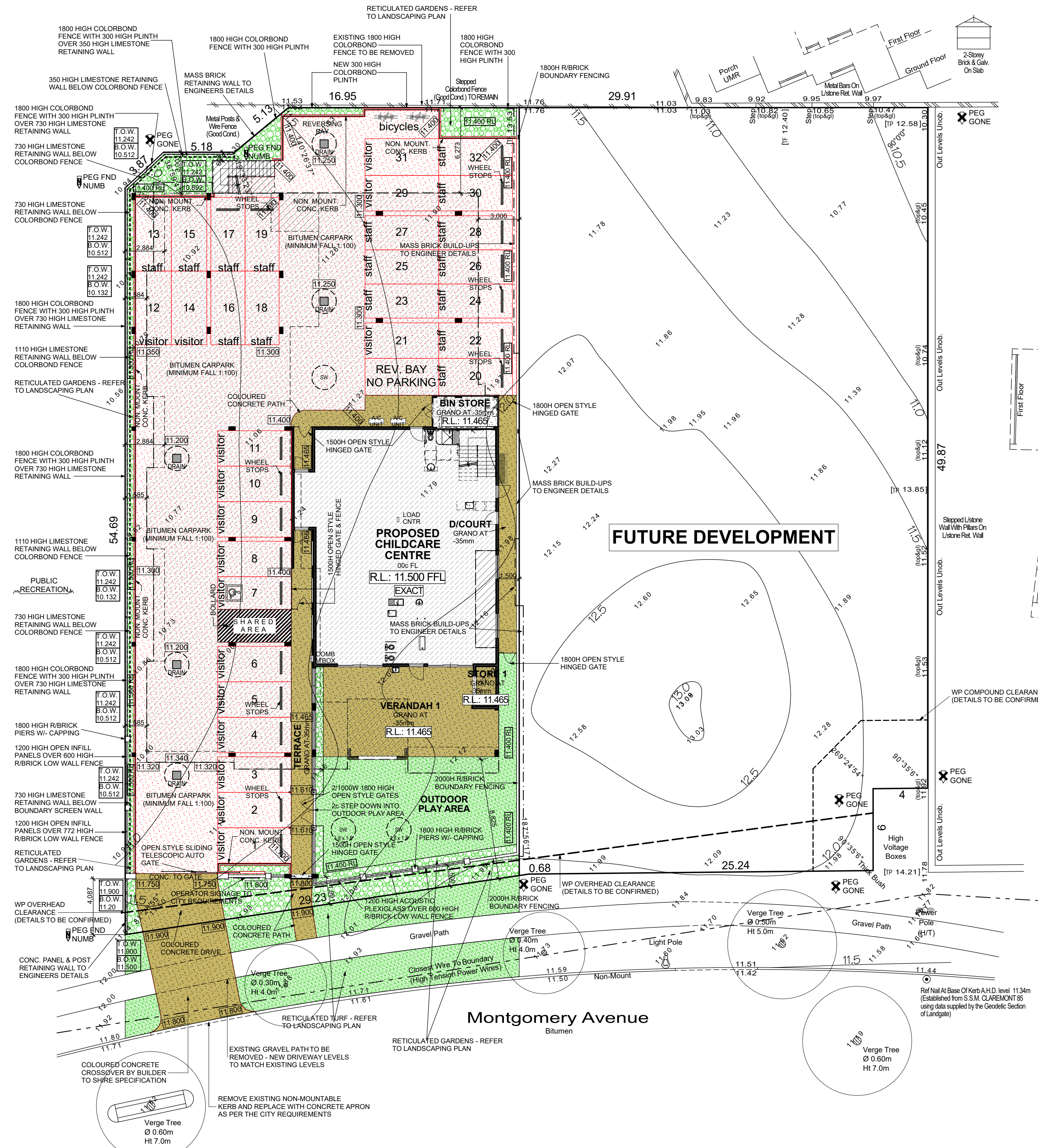
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WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.

City of Nedlands
Amended Plans Received
12 October 2021



NOTE: BEWARE: ADVISE TRADES
High Tension Power Lines. Check title for easements and Western Power for set-backs.

BEWARE: POSSIBLE SERVICE RUN IN & COST

NOTE:
Easements, not notated adjacent to lot of survey. Verify availability with relevant authority.

SOIL DESCRIPTION
Sand
Light Green/Scrub Cover

LOT MISCLOSE
0.032 m

Scale 1:200
0 2 4 6 8

NOTE: REFER ALSO TO SEPARATE LANDSCAPING PLAN

NOTE: REFER ALSO TO SEPARATE SHADOW DIAGRAM

NOTE: REFER ALSO TO SEPARATE CCC CAPACITY PLAN



Draw: **SITE PLAN**
Client: **POWERSTAR P/L**
Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**

CONTRACTS
OWNER: DATE: _____
OWNER: DATE: _____
BUILDER: DATE: _____

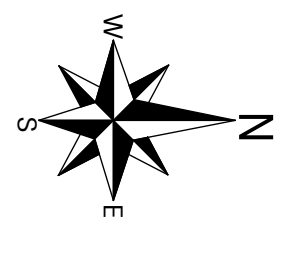
Local Authority: **NEDLANDS**
Job No: **G1404**
Date: **09/08/2021**
Dm By: **TJM**
Check: **XX**
Sales: **MA**
Scale: **1:200**
Sheet # **03** Rev: **02**

PAVING & GRANO AREA	
BITUMEN CARPARK	907.84
GRANO - BICYCLE	21.62
GRANO - BIN STORE	11.09
GRANO - DRIVE	23.55
GRANO - DRYING	24.76
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	37.95
GRANO - XOVER	43.14
GRANO - VERANDAH 1	89.28
TYPE B-1 KERB	11.57
TOTAL	1,181.70 m²

ENERGY EFFICIENCY 6 STAR REQUIREMENTS	
CAVITY WALL INSULATION:	NIL
LIVING CEILING INSULATION:	R3.0
GARAGE CEILING INSULATION:	NIL
ROOF INSULATION:	NIL or BAL SPEC.
DESIGN CHANGES:	NIL
WINDOW GLAZING:	SINGLE CLEAR
ENERGY RATING COMPLETE:	YES/NO

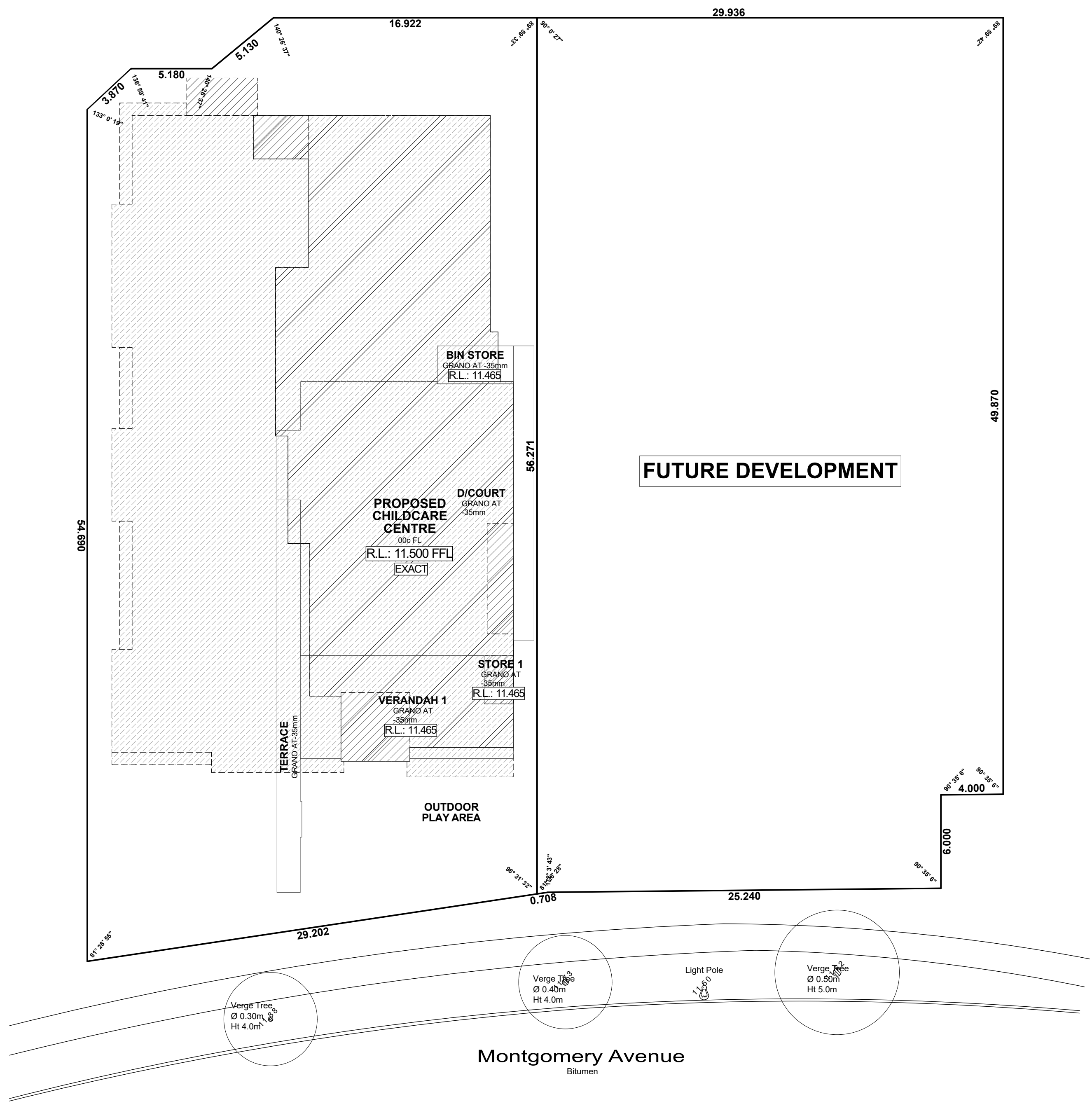
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Amended Plans Received
12 October 2021



C/CARE SITE COVERAGE	
ZONED	R30
% ALLOWED	55%
SITE AREA	1,651.41m ²
SITE COV. AREA	548.85m ²
OPEN SPACE =66.8%	

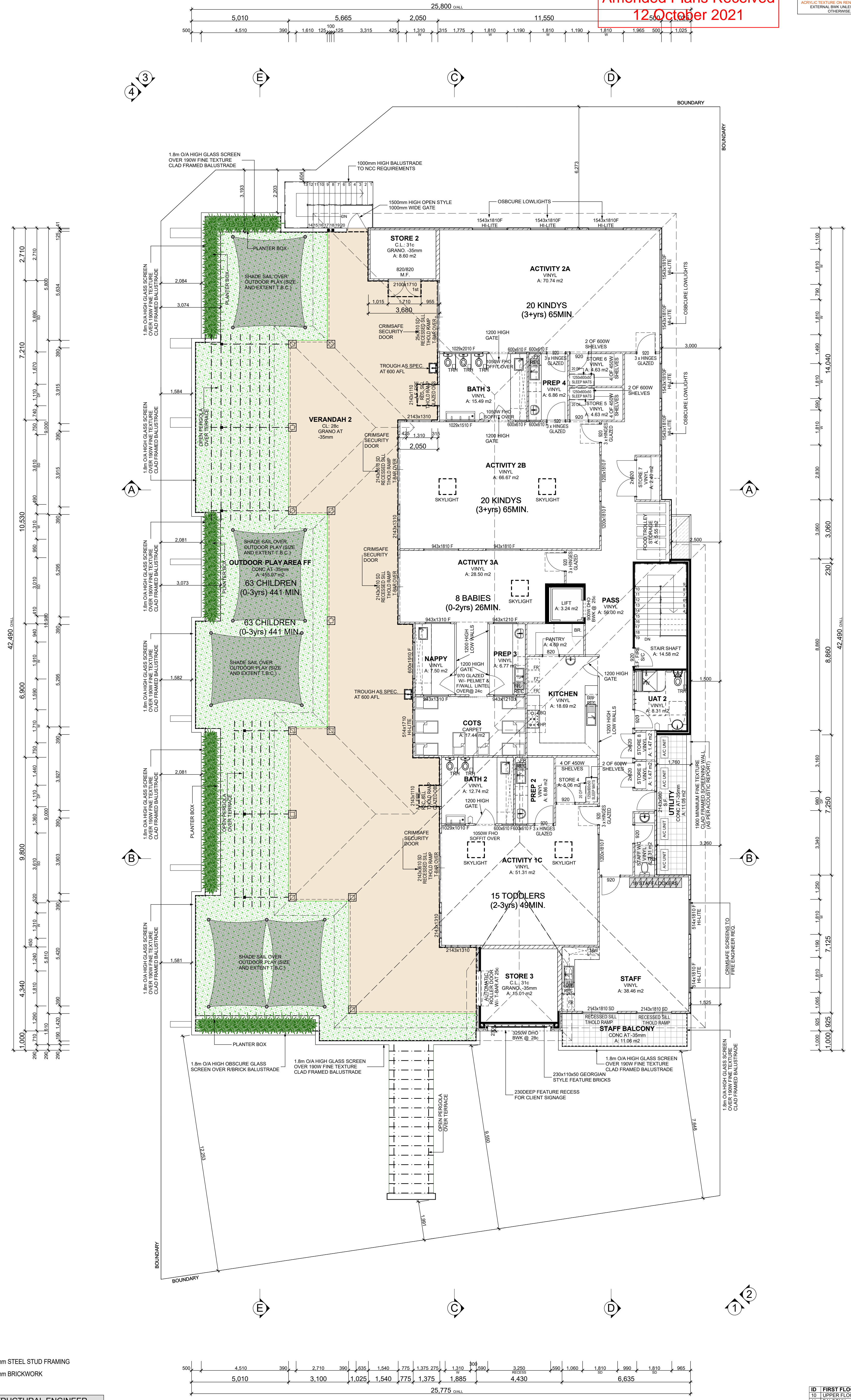
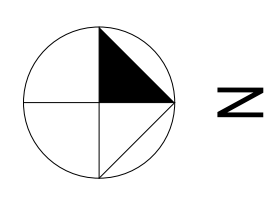
GROUP SITE COVERAGE	
ZONED	R30
% ALLOWED	55%
SITE AREA	1,653.19m ²
SITE COV. AREA	0.00m ²
SITE COV. =0.0%	



City of Nedlands
Amended Plans Received
12 October 2021

NOTE:
G/F CEILING 31c U/S SLAB
F/F CEILING 31c + WP
UNLESS NOTED OTHERWISE
METAL DECK ROOF
G/F 20° PITCH W/ 60MM EAIVE
F/F 20° PITCH W/ 740MM EAIVE
ACRYLIC TEXTURE ON RENDER FINISH TO
EXTERNAL BRK LINES UNLESS NOTED
OTHERWISE

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(U.N.D.) UNLESS NOTED OTHERWISE
ON PLAN THE FOLLOWING SHALL
APPLY

BRICKLAYER NOTE
#00 ROOF 3" OF LONGRICH
BRICK TO TOP OF INTERNAL WALLS
BETWEEN Z.Z.
EXTENT OF RENDER BETWEEN R.R.
REFER TO CONSTRUCTION DETAIL
SHEET & ENGINEER CERTIFIED
DETAILS.
REFER TO ENGINEERS TIE DOWN
DETAILS.

ROOF CARPENTER NOTE
REFER TO ENGINEERS TIE DOWN
DETAILS.
REFER TO BUILDERS ROOF
FIXING CARPENTER NOTE

FIXING CARPENTER NOTE
PROVIDE GULLY/DRIP BRACKET
SUPPORT TO SHELVES OVER
1800" LONG (MAX. 1800")
ALL SHELVES 450 DEEP (U.N.D.)
HANG RAIL CENTRE TO BE 250"
OFF WALL BACK OF SHELF.
WHERE
SHELF IS RAIL AT 1800" A.F.L.
PANTRY 4 SHELVES
TOP SHELF AT 1800" A.F.L.
BOTTOM SHELF AT 1000" A.F.L.
EQ. SPACE SHELVES BETWEEN
LINEN 4 SHELVES
TOP SHELF AT 1800" A.F.L.
EQ. SPECIAL SHELVES TO F.F.L.
BROOM
1x SHELF AT 1800" A.F.L.
PROVIDE DRAFTPROOF SEAL TO
ENTRY GARAGE/ENTRY & LAUNDRY
EXTERNAL DOORS WHERE
APPLICABLE
TOWEL RAILS FIXED AT 1000" A.F.L.

CLIENT NOTE
NOTED DIMENSIONS WILL TAKE
PREFERENCE TO SCALE.
DIMENSIONS SHOWN ON PLANS
ARE TO BRICKWORK. INTERNAL
SPACES WILL ALTER IN SIZE TO
ACCOMMODATE WALL FINISHES
H/FLEX TO ALL EXTERNAL
CEILING & BAVE LININGS U.N.D.
NUMBER AND SPACING OF RAIN
WATER PIPES APPROXIMATE &
GOVERNED BY ROOF STRUCTURE
& THE PLUMBERS DISCRETION.
ALL STRUCTURAL BEAMS IN
ACCORDANCE WITH THE
ENGINEERS SIGNED DETAILS
AND SPECIFICATIONS

LEGEND

90mm STEEL STUD FRAMING

90mm BRICKWORK

**NOTE! STRUCTURAL ENGINEER
TO CONFIRM BUILDING
MATERIALS COMPLY WITH
CLASS 9b, TYPE B FRL REQUIREMENTS**

ENERGY EFFICIENCY 6 STAR REQUIREMENTS
CAVITY WALL INSULATION: NIL
(Exempt between markers X10)
LIVING CEILING INSULATION: R3.0
GARAGE CEILING INSULATION: NIL or BAL SPEC.
ROOF INSULATION: NIL
DESIGN CHANGES: NIL
WINDOW GLAZING: SINGLE CLEAR
ENERGY RATING COMPLETE: YES/NO

NOTE:
REFER ALSO TO SEPARATE
LANDSCAPING PLAN

NOTE:
REFER ALSO TO SEPARATE
SHADOW DIAGRAM

NOTE:
REFER ALSO TO SEPARATE
CCC CAPACITY PLAN



Dwg: **FLOOR PLAN FF**
Client: **POWERSTAR P/L**
Site: **LOT 100 #101 MONTGOMERY AVE,
MT CLAREMONT**
Map Ref: **Sheet#109 - 371 A4**

CONTRACTS
OWNER: _____ DATE: _____
OWNER: _____ DATE: _____
BUILDER: _____ DATE: _____

**CHILD CARE CENTRE
NEDLANDS**
Local Authority

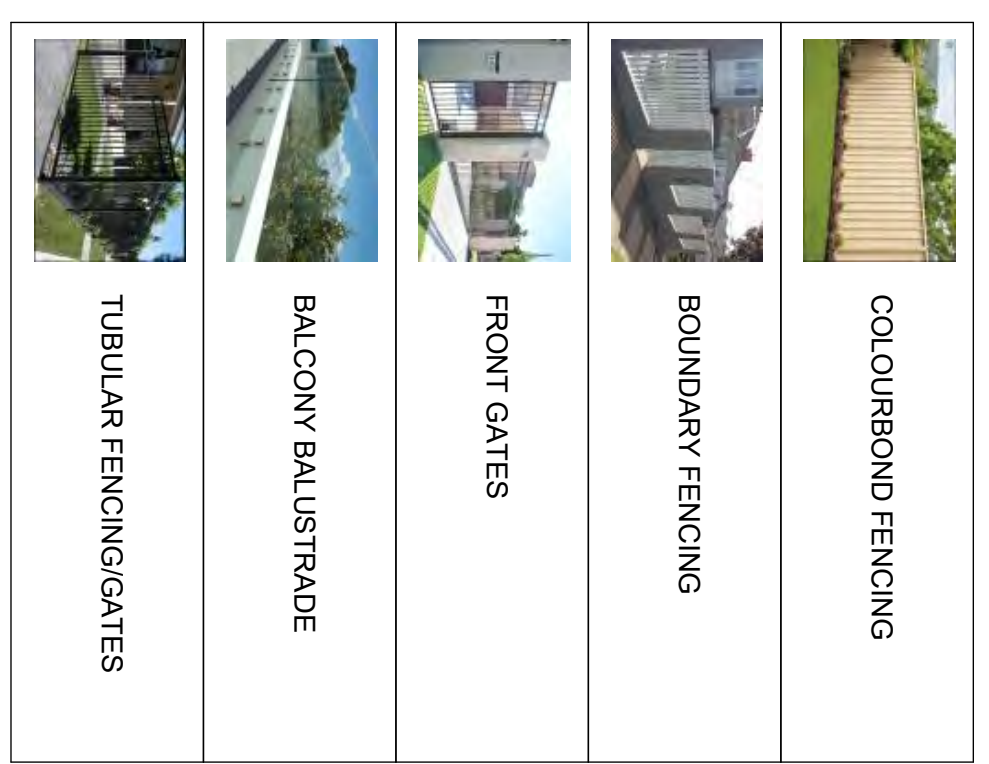
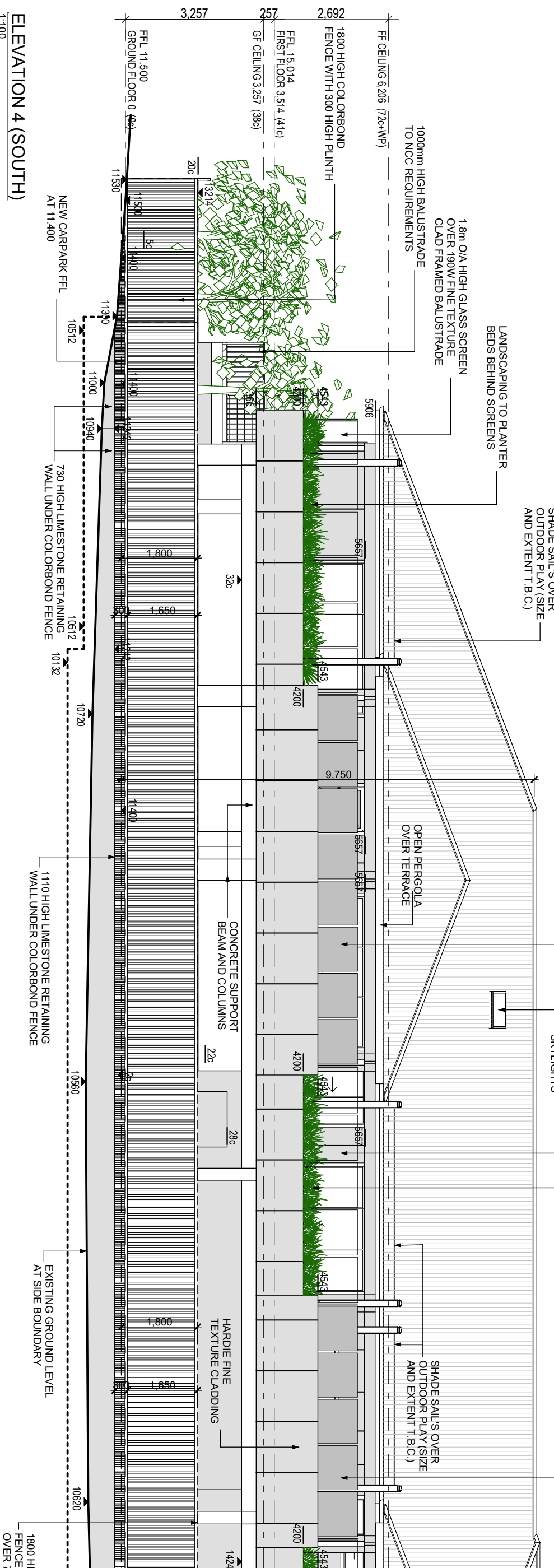
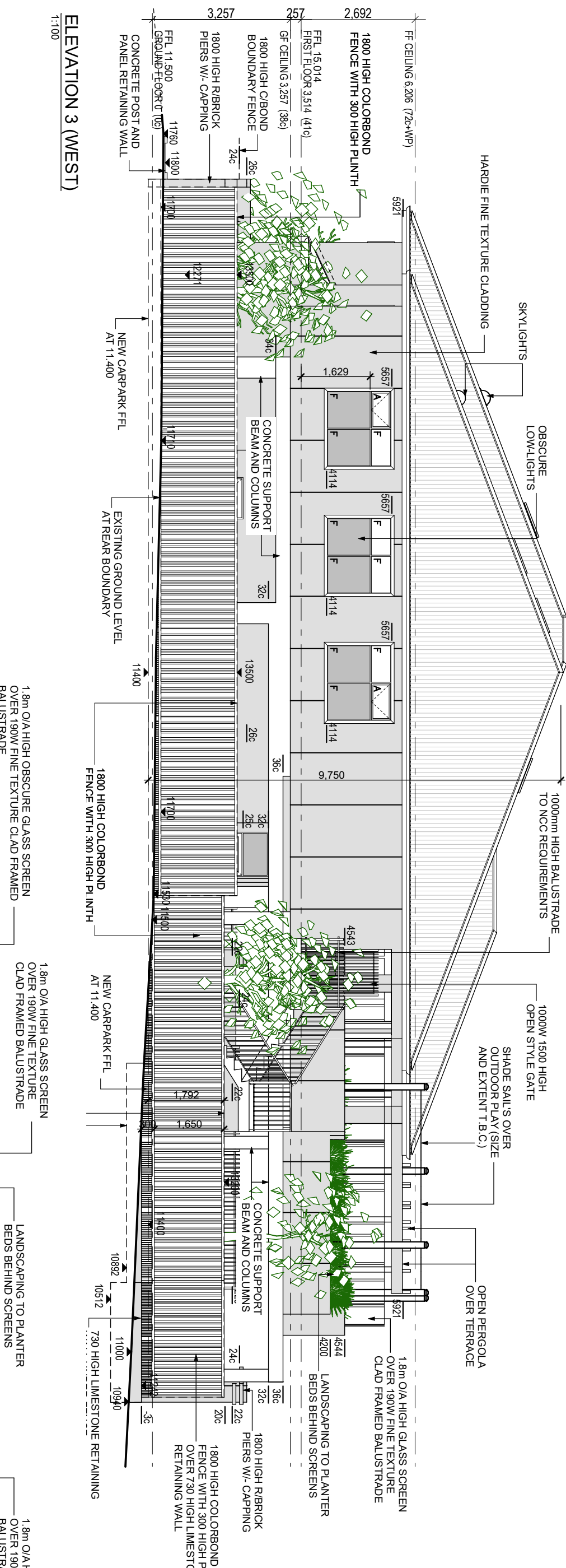
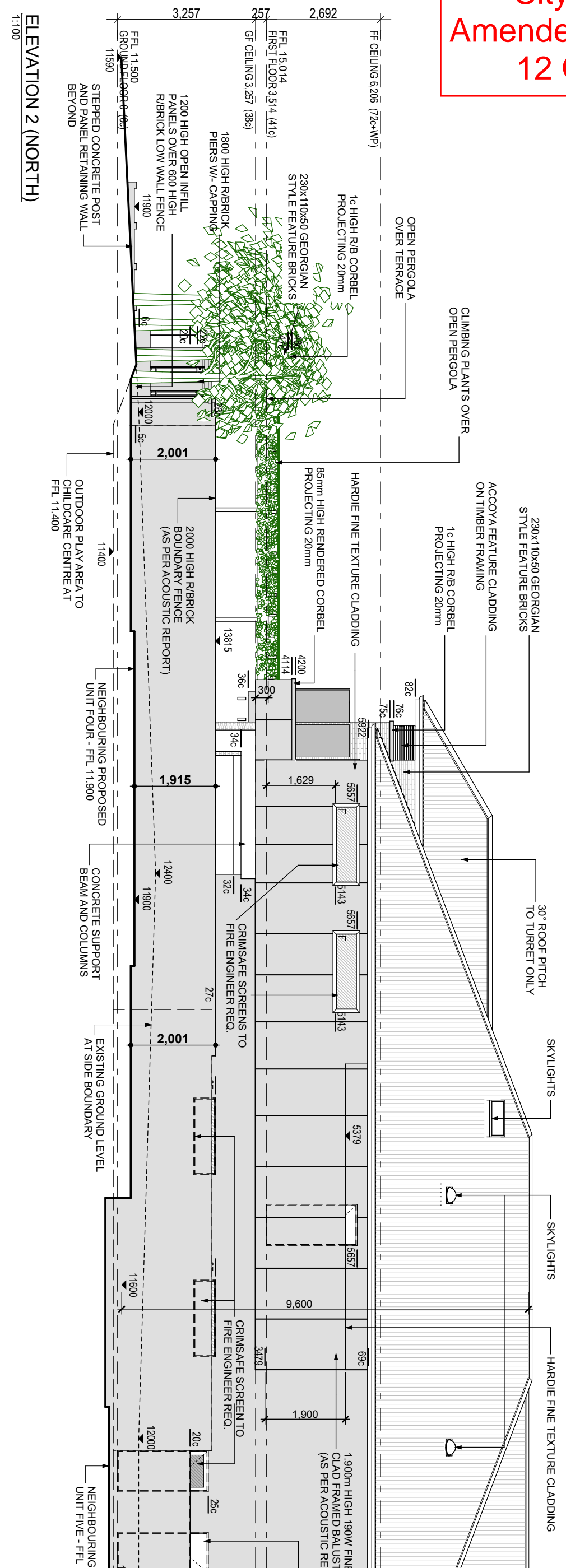
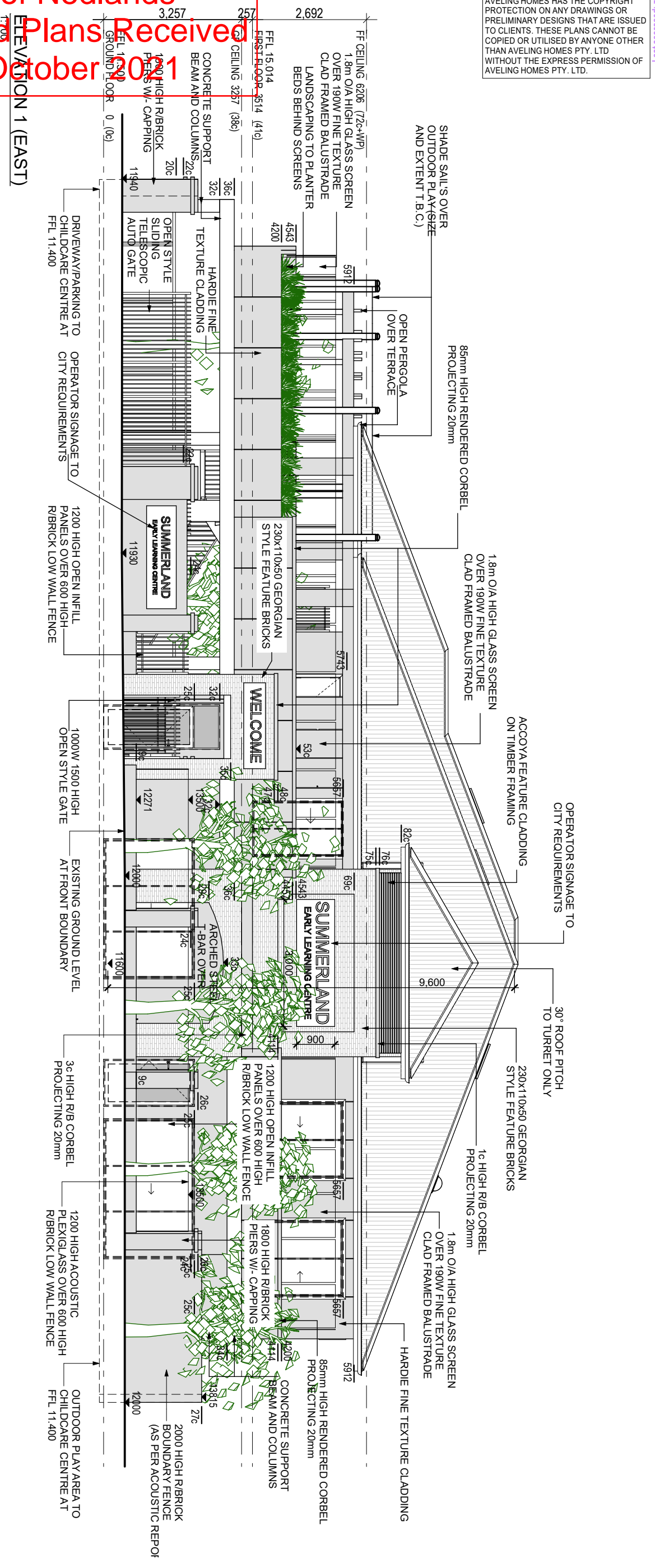
Job No: **G1404**
Date: **00/00/00**
Dm By: **TM**
Check: **XX**
Sales: **MA**
Scale: **1:100**
Sheet # **06** Rev: **02**

ID	FIRST FLOOR	M ²	PERIM.
10	UPPER FLOOR	507.37	115.62
11	BALCONY	468.93	123.60
12	STORE 2	9.76	12.98
13	STORE 3	19.82	17.72
14	STAIRS EXT.	10.94	13.92
15	UTILITY	12.59	17.82
16	STAFF BALCONY	12.84	17.86
17	PLANTER	8.01	21.62
17	PLANTER	6.58	18.06
17	PLANTER	5.12	14.40
17	PLANTER	4.17	12.02
17	PLANTER	1.085.43	384.68
ID	ROOF AREA FF	866.43	134.53
ID	ROOF AREA GF	2.30	6.60

NOTE:
TO SCALE ON
A4 SHEET

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**City of Nedlands
Amended Plans Received
12 October 2021**



NOTE! STRUCTURAL ENGINEER TO CONFIRM BUILDING MATERIALS COMPLY WITH CLASS 9b, TYPE B FRL REQUIREMENTS

AVELING DEVELOPMENTS
 1000 MONTGOMERY AVE, MT CLAREMONT
 Level 1, 42 Cadogan Street, Stirling WA 6021
 Phone (08) 9314 1000 Fax (08) 9314 1004
 © Copyright 2021 AVELING DEVELOPMENTS

Draw: **FENCE ELEVATIONS**
 Client: **POWERSTAR P/L**
 Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: SheetSmart® - 371 A4

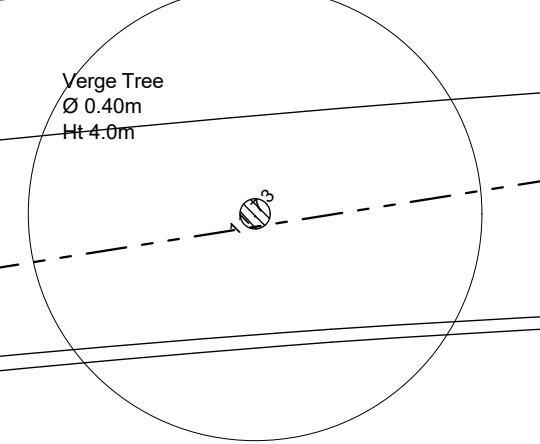
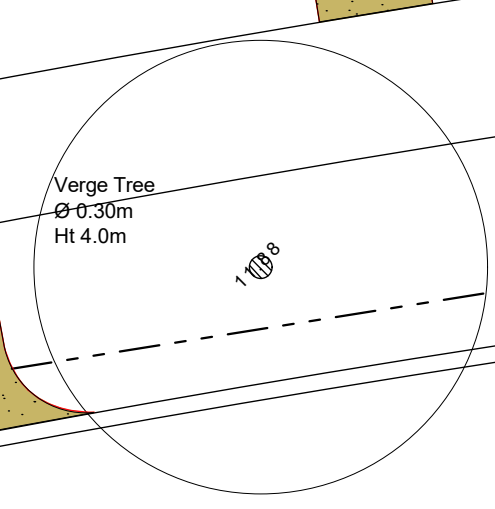
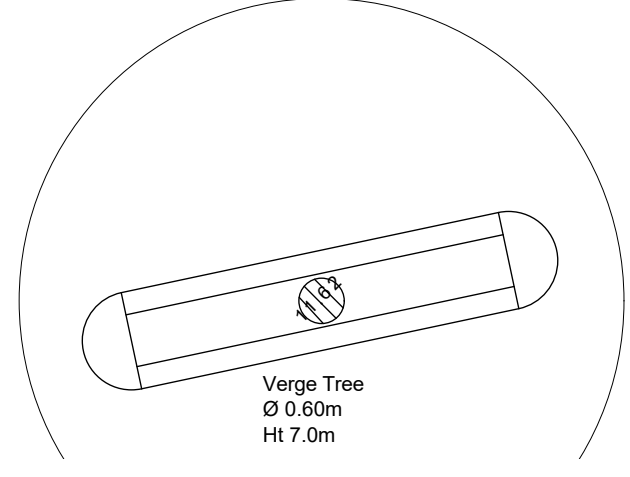
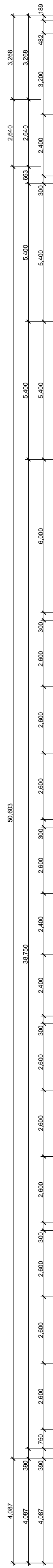
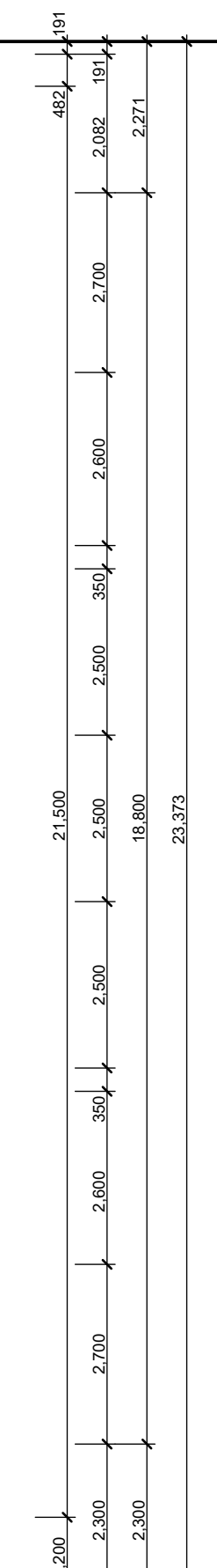
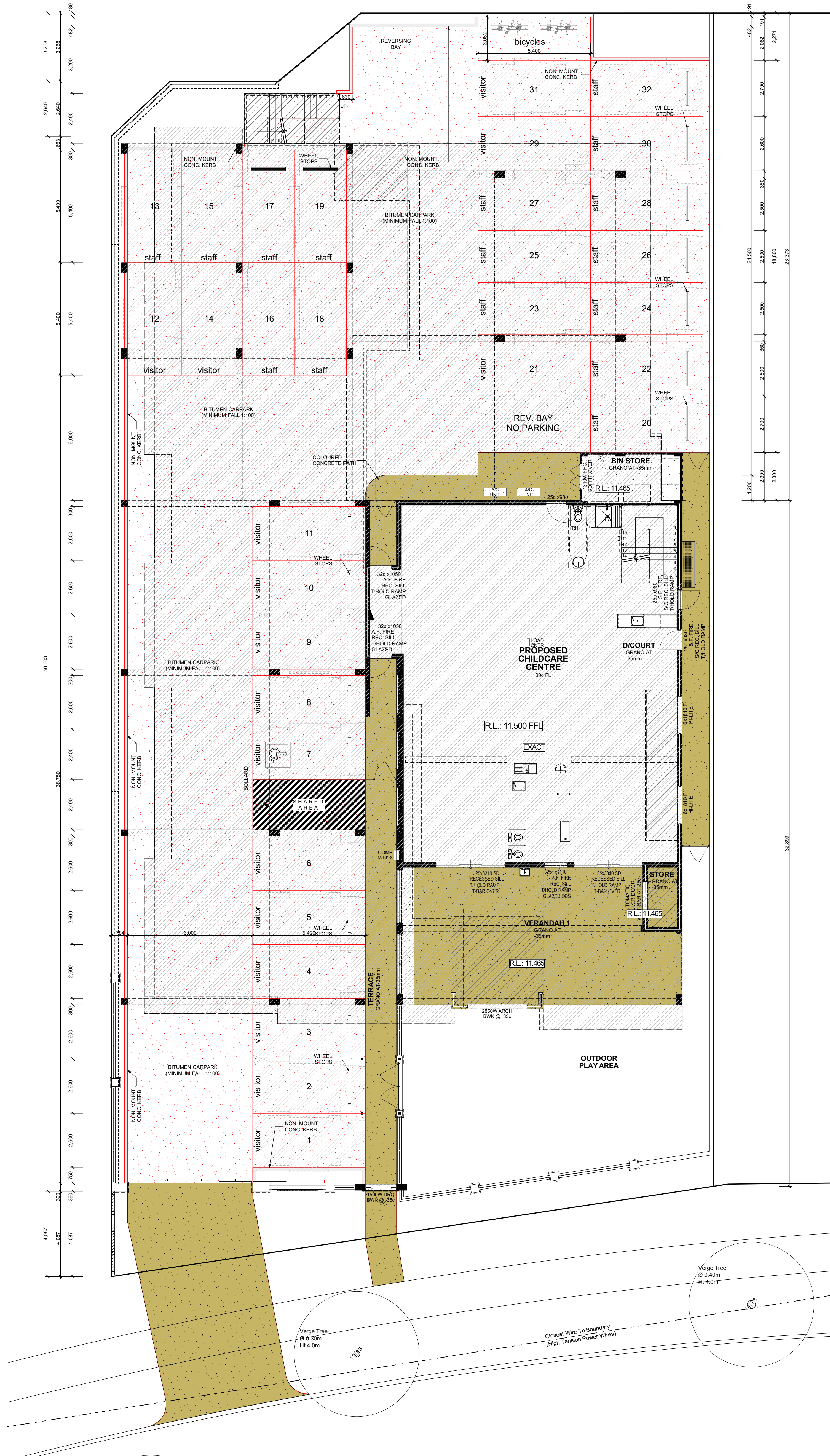
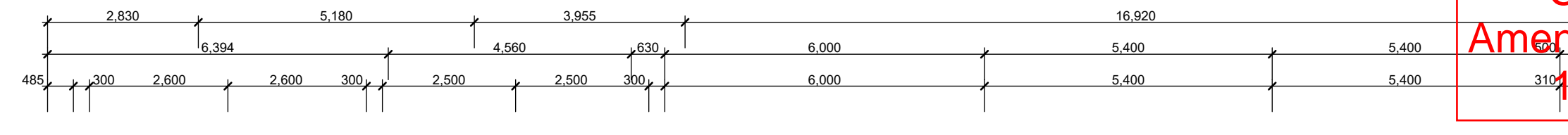
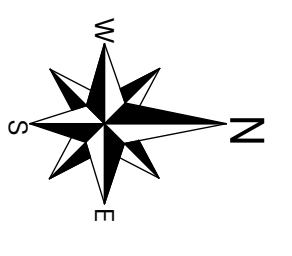
CONTRACTS
 OWNER: DATE: _____
 OWNER: DATE: _____
 BUILDER: DATE: _____

CHILD CARE CENTRE
 Local Authority: **NEDLANDS**
 Rev: _____ Date: _____
 Approved: _____
 Issued for PLANNING APPLICATION

Job No: **G1404**
 Date: **00/00/00**
 Drawn By: **MM**
 Check: **XX**
 Sales: **MA**
 Scale: **1:100, 1:25**
 Sheet # **08** Rev: **02**

NOTE:
 GF CEILING 300 US SLAB
 METAL DECK ROOF
 PFR 20 PITCH W/ 7.0MM EAVE
 EXTERNAL BRICK WALLS NOTED OTHERWISE

City of Nedlands
Amended Plans Received
12 October 2021



PAVING & GRANO AREA	
BITUMEN CARPARK	907.84
GRANO - BICYCLE	21.62
GRANO - BIN STORE	11.09
GRANO - DRIVE	23.55
GRANO - DRYING	24.76
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	37.95
GRANO - X-OVER	43.14
GRANO - VERANDAH 1	89.28
TYPE B-1 KERB	11.57
TOTAL	1,181.70 m²

AVELING DEVELOPMENTS
 1100 W. DUNDAS ST. W. #1000
 VANCOUVER, BC V6E 2K6
 Phone: (604) 681-1000 Fax: (604) 681-1004
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Draw: **CARPARK PLAN**
 Client: **POWERSTAR P/L**
 Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: StreetSmart® - 371 A4

CONTRACTS
 OWNER: _____ DATE: _____
 OWNER: _____ DATE: _____
 BUILDER: _____ DATE: _____

CHILD CARE CENTRE
 Local Authority: **NEDLANDS**
 Job No: **G1404**
 Date: **00/00/00**
 Drawn By: **TM**
 Check: **XX**
 Sales: **MA**
 Scale: **1:100, 1:200**
 Sheet # **09** Rev: **02**

NOTE: ON TO SCALE ON AT SHEET

SEC Dome
Power Pole
Phone Pole
Water Conn.
Top Filter/Post
Top Wall
Top Retaining
Top Fence

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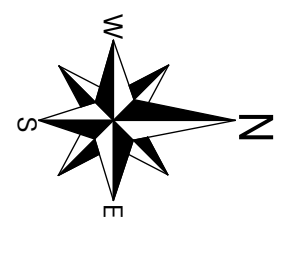
**City of Nedlands
Amended Plans Received
12 October 2021**

DISCLAIMER:
Lot boundaries drawn on survey are based on landscape plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any design based or dependent on the location of existing features should have those features location verified in relation to the true boundary.

DISCLAIMER:
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DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All sewer details plotted from information supplied by Water Corporation.



WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.

NOTE: NEW DEVELOPMENT SHADOW'S NEIGHBOURING PUBLIC RESERVE BY 325.18m²



NOTE: BEWARE: ADVISE TRADES
High Tension Power Lines

DISCLAIMER:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

BEWARE: POSSIBLE SERVICE RUN IN & COST

NOTE:
EASEMENTS, NOT LOCATED ADJACENT TO LOT AT TIME OF SURVEY. VERIFY AVAILABILITY WITH RELEVANT.

SOIL DESCRIPTION
Sand
Light Green/Scrub Cover

LOT MISCLOSE
0.032 m

Scale 1:200
0 2 4 6 8

AVELING DEVELOPMENTS
BUILDING CONTRACTOR N° 127788
Level 1, 42 Cadogan Street, Stirling WA 6021
Phone (08) 9144 1000 Fax (08) 9144 1004
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Draw: **SHADOW DIAGRAM**
Client: **POWERSTAR P/L**
Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

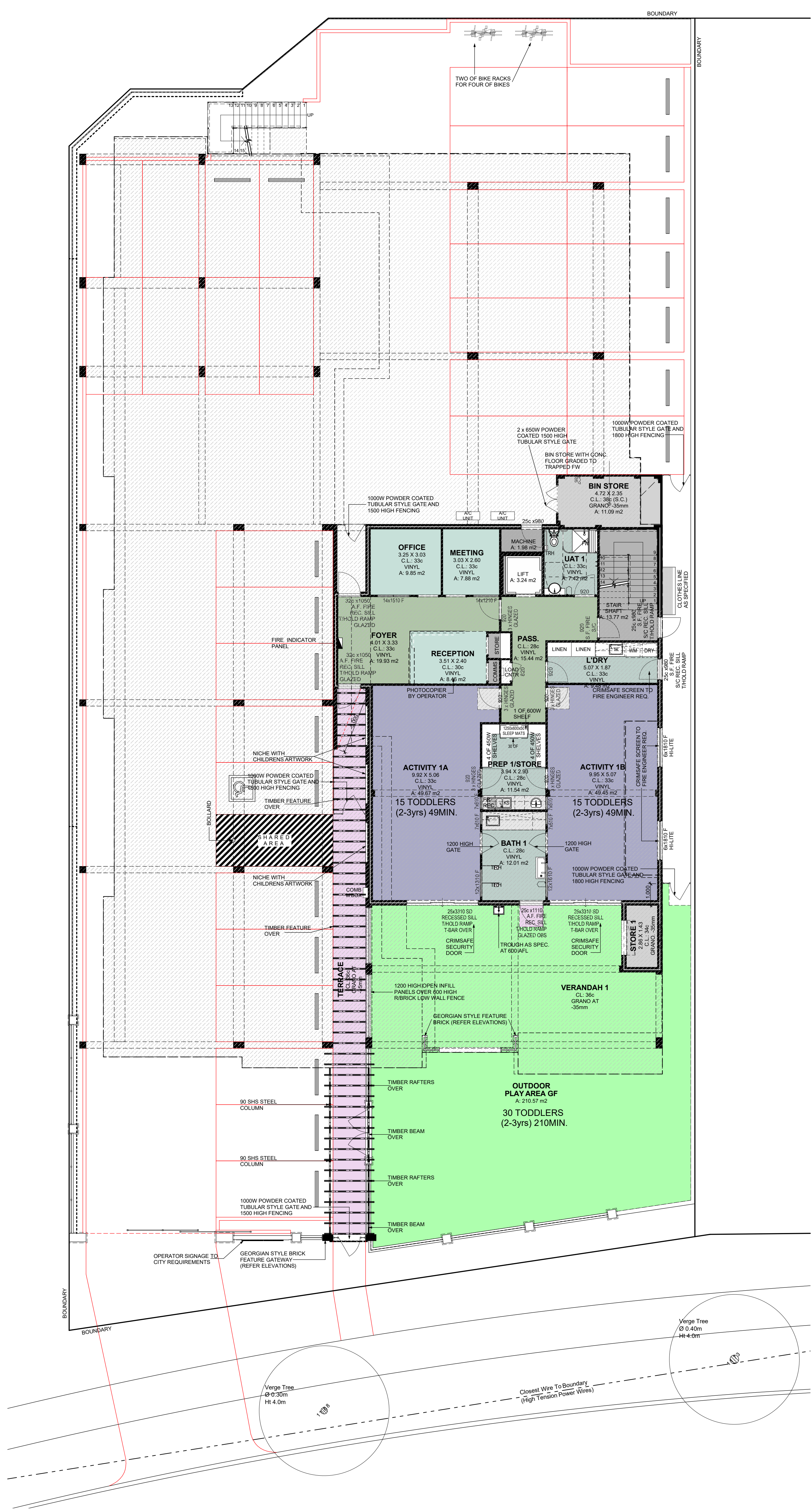
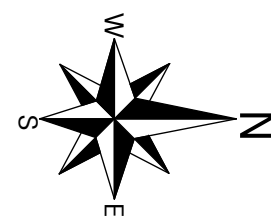
CONTRACTS
OWNER: DATE: _____
OWNER: DATE: _____
BUILDER: DATE: _____

CHILDCARE CENTRE
Local Authority: **NEDLANDS**
Rev: 00/00/00
Date: 00/00/00
Dwn By: TM
Check: XX
Sales: MA
Scale: 1:200
Sheet #10 Rev: 02

Job No: **G1404**
Date: 00/00/00
Dwn By: TM
Check: XX
Sales: MA
Scale: 1:200
Sheet #10 Rev: 02

NOTE: TO SCALE ON AT SHEET

**City of Nedlands
Amended Plans Received
12 October 2021**



Building and Site Criteria

Activity Area:
Indoor:-
Required: 302.25m²
Provided: 315.20m²

Outdoor:-
Required: 651.00m²
Provided: 666.54m²

Capacity:
8 Babies 0-2 years (2 Staff)
45 Toddlers 2-3 years (9 Staff)
40 children over 3 years (4 Staff)
Total: 93
Total staff: 17
(15 Educators + 2 Admin)

CHILD CARE CAPACITY PLAN	
ACTIVITY 1A	49.67
ACTIVITY 1B	49.45
ACTIVITY 1C	51.31
ACTIVITY 2A	70.74
ACTIVITY 2B	66.67
ACTIVITY 3A	28.50
OUTDOOR PLAY AREA FF	455.97
OUTDOOR PLAY AREA GF	210.57
TOTAL	982.88 m²

AVELING DEVELOPMENTS
 12/14 MONTGOMERY AVENUE
 LEVEL 1, 42 CADRIC STREET, STIRLING WA 6021
 Phone (08) 9144 1000 Fax (08) 9144 1004
 © Copyright 2021 AVELING DEVELOPMENTS

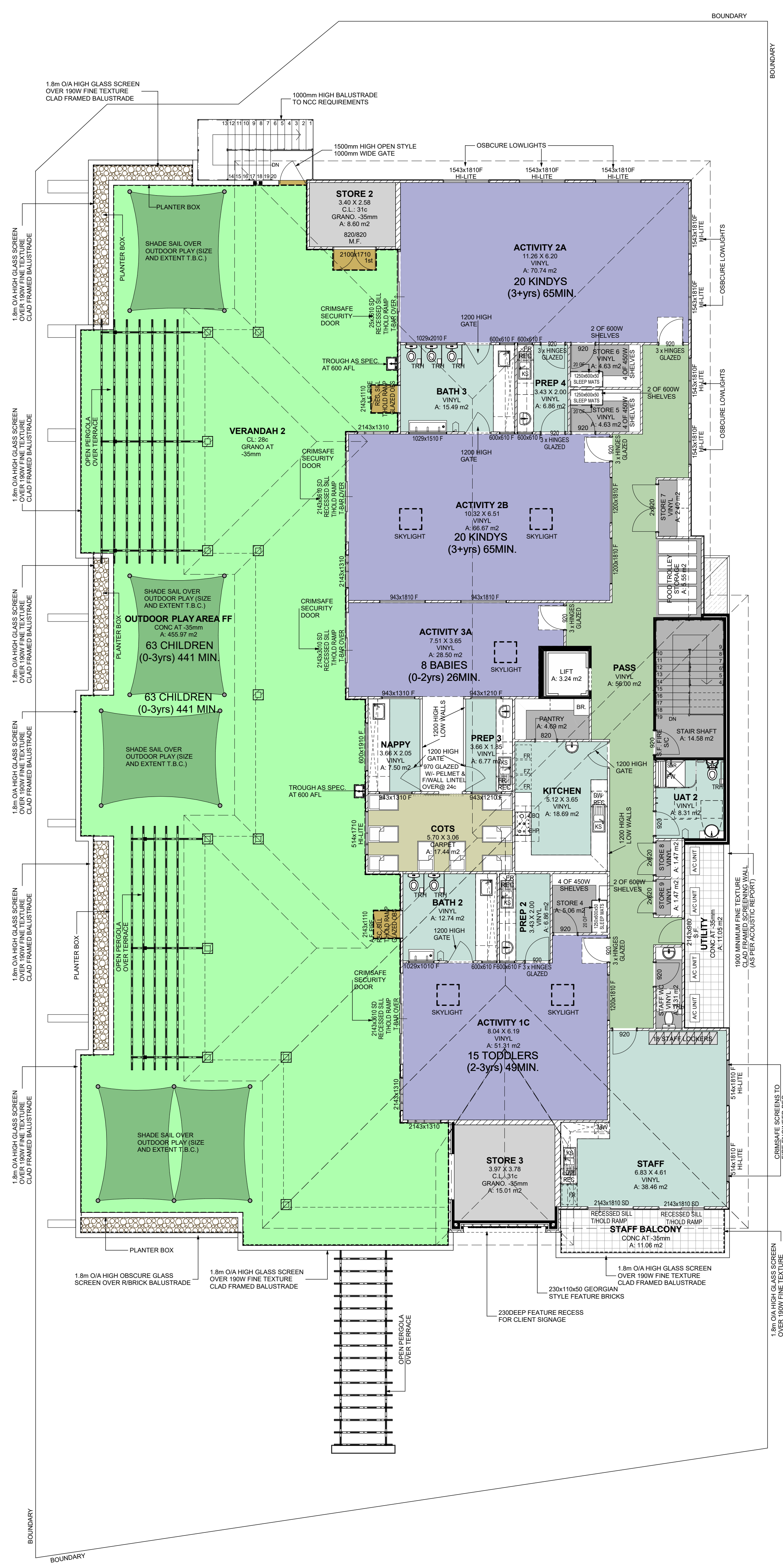
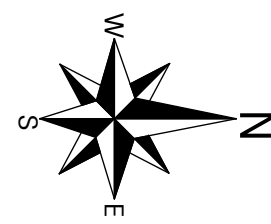
Draw: **CHILD CARE CAPACITY PLAN GF**
 Client: **POWERSTAR P/L**
 Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: StreetSmart® - 371 A4

CONTRACTS
 OWNER: _____ DATE: _____
 OWNER: _____ DATE: _____
 BUILDER: _____ DATE: _____

CHILD CARE CENTRE
 Local Authority: **NEDLANDS**
 Job No: **G1404**
 Rev: 04/2021
 Amendment: Revised Version Changes ISSUED FOR PLANNING APPLICATION
 Date Dm: 00/00/00
 Dm By: TM
 Check: XX
 Sales: MA
 Scale: 1:100, 1:200
 Sheet #12 Rev: 02

NOTE:
TO SCALE ON AT SHEET

**City of Nedlands
Amended Plans Received
12 October 2021**



Building and Site Criteria

Activity Area:
Indoor:-
Required: 302.25m²
Provided: 315.20m²

Outdoor:-
Required: 651.00m²
Provided: 666.54m²

Capacity:
8 Babies 0-2 years (2 Staff)
45 Toddlers 2-3 years (9 Staff)
40 children over 3 years (4 Staff)
Total: 93
Total staff: 17
(15 Educators + 2 Admin)

CHILD CARE CAPACITY PLAN	
ACTIVITY 1A	49.67
ACTIVITY 1B	49.45
ACTIVITY 1C	51.31
ACTIVITY 2A	70.74
ACTIVITY 2B	66.67
ACTIVITY 3A	28.50
OUTDOOR PLAY AREA FF	455.97
OUTDOOR PLAY AREA GF	210.57
TOTAL	982.88 m²

AVELING DEVELOPMENTS
 15/150 SOUTH STREET, PERTH WA 6000
 BUILDING CONTRACTOR N° 12788
 Level 1, 42 Cadric Street, Stirling WA 6021
 Phone (08) 9144 1000 Fax (08) 9144 1004
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Draw: **CHILD CARE CAPACITY PLAN FF**
 Client: **POWERSTAR P/L**
 Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: SheetSmart® - 371 A4

CONTRACTS

OWNER: _____ DATE: _____
 OWNER: _____ DATE: _____
 BUILDER: _____ DATE: _____

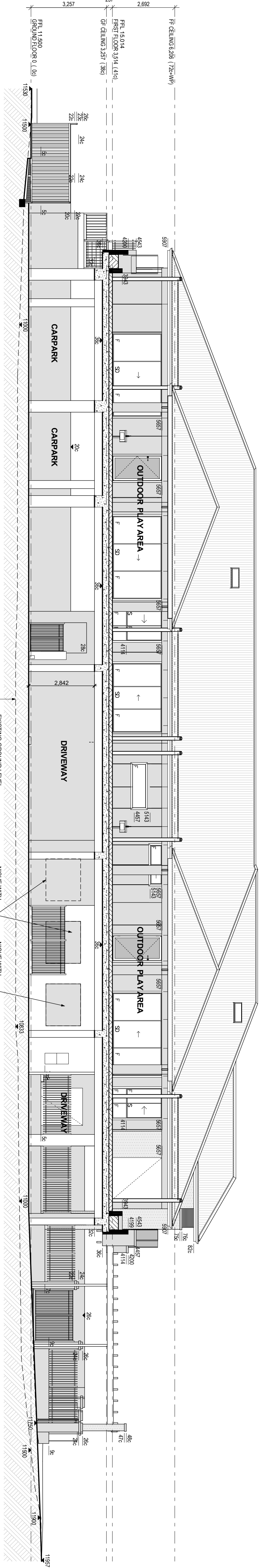
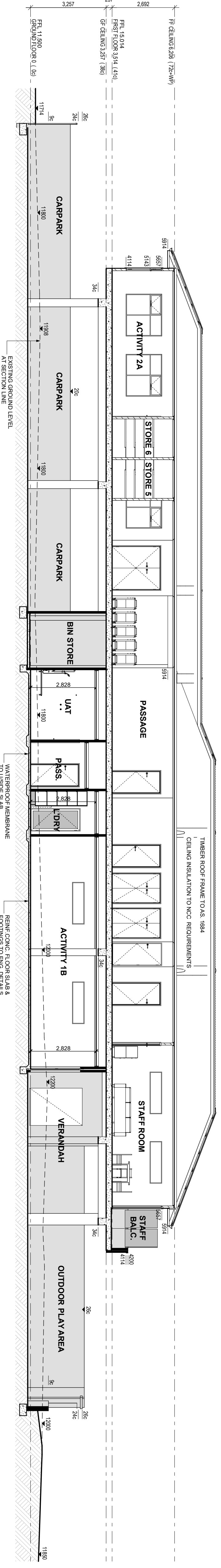
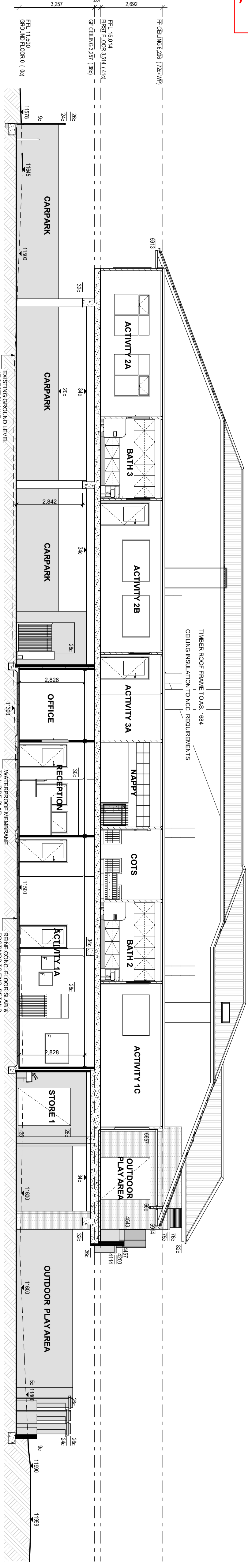
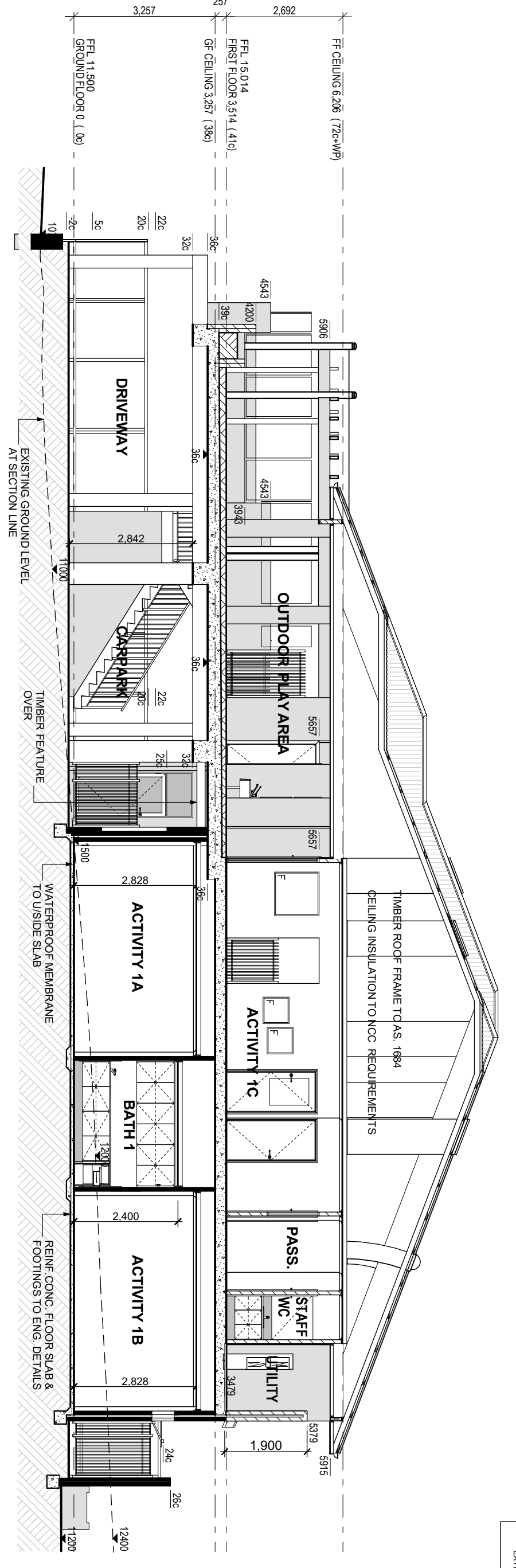
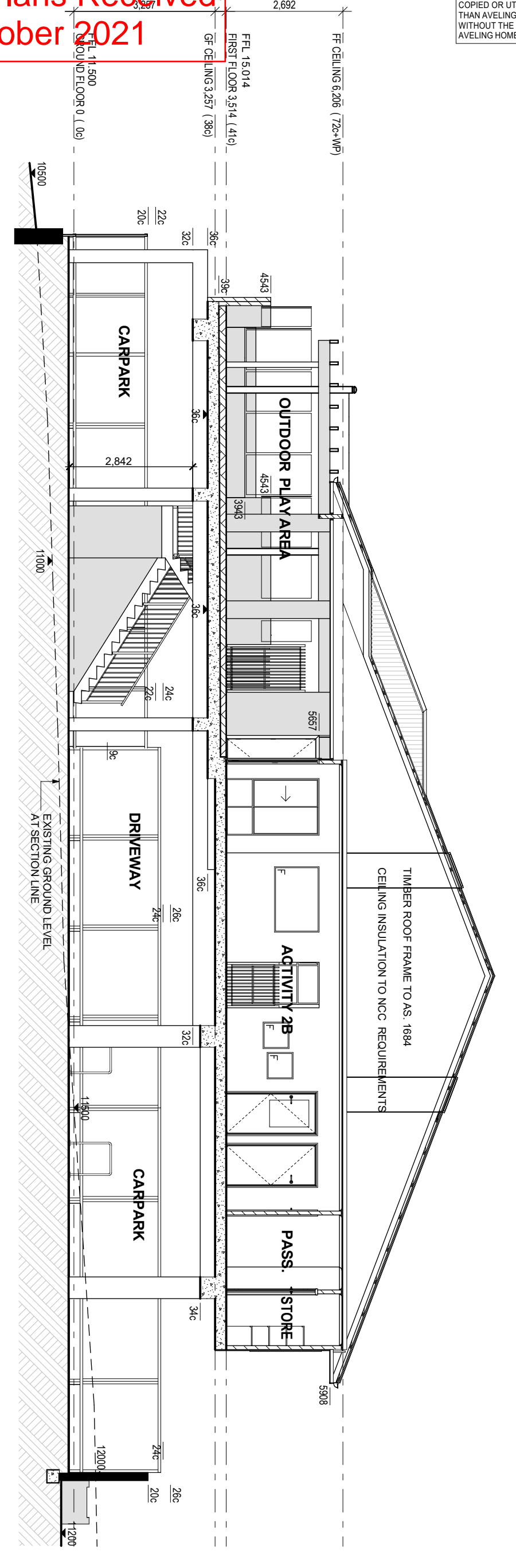
CHILD CARE CENTRE

Local Authority: **NEDLANDS**
 Job No: **G1404**
 Date: **00/00/00**
 Drawn By: **TM**
 Check: **XX**
 Sales: **MA**
 Scale: **1:100, 1:200**
 Sheet # **13** Rev: **02**

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**City of Nedlands
Amended Plans Received
12 October 2021**



NOTE:
GF CEILING 300 US SLAB
F1 CEILING 300 US SLAB
METAL DECK ROOF
GF 20 PITCH W/ 0.0MM EAVE
F1 20 PITCH W/ 0.0MM EAVE
KNOX EXTERNAL BRICK WALLS NOTED OTHERWISE

SCALE ON SHEET
1:100

<p>AVELING DEVELOPMENTS BUILDING CONTRACTOR N° 12788 Level 1, 42 Cadric Street, Stirling WA 6021 Phone (08) 9144 1000 Fax (08) 9144 1004 © Copyright 2021 AVELING DEVELOPMENTS</p>	Draw: SECTIONS Client: POWERSTAR P/L Site: LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Local Authority: NEDLANDS Job No: G1404 Date Dm: 00/00/00 Dm By: TJM Check: KK Sales: MA Scale: 1:100 Sheet #16 Rev: 02	
	CONTRACTS CHILDREAN CENTRE	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____
	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____
	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Job No: _____ Date Dm: _____ Dm By: _____ Check: _____ Sales: _____ Scale: _____ Sheet #16 Rev: _____

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WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.

**City of Nedlands
Amended Plans Received
12 October 2021**

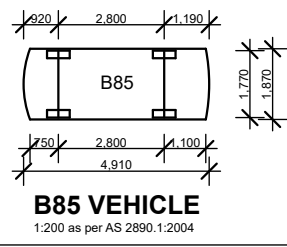


NOTE: REFER ALSO TO SEPARATE LANDSCAPING PLAN

NOTE: REFER ALSO TO SEPARATE SHADOW DIAGRAM

NOTE: REFER ALSO TO SEPARATE CCC CAPACITY PLAN

PAVING & GRANO AREA	
BITUMEN CARPARK	906.43
GRANO - BICYCLE	21.62
GRANO - BIN STORE	11.09
GRANO - DRIVE	23.55
GRANO - DRYING	24.76
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	37.95
GRANO - XOVER	43.14
GRANO - VERANDAH 1	85.72
TYPE B-1 KERB	12.44
TOTAL	1,177.60 m²



NOTE/BEWARE: ADVISE TRADES
D/Head power lines

DISCLAIMER:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

BEWARE: POSSIBLE SERVICE RUN IN & COST

NOTE:
TELSTRA COMMS. PITS NOT LOCATED ADJACENT TO LOT AT TIME OF SURVEY. VERIFY AVAILABILITY WITH TELSTRA.

SOIL DESCRIPTION
Sand
Light Grass/Scrub Cover

LOT MISCLOSE
0.032 m

Scale 1:200

AD PAVING & GRANO AREA

Item	Area (m ²)
CP GRANO - APRON	2.37
CP GRANO - BIN PAD LHS	7.78
CP GRANO - BIN PAD RHS	7.94
CP GRANO - CROSSOVER	29.63
CP GRANO - DRIVE	265.39
U1 GRANO - ALFRESCO	313.01
U1 GRANO - DICOURT	15.20
U1 GRANO - DRIVE	15.57
U1 GRANO - DRIVE	6.97
U1 GRANO - GARAGE	69.33

AD PAVING & GRANO AREA

Item	Area (m ²)
U1 GRANO - PATH	1.39
U1 GRANO - PORCH	1.33
U2 GRANO - ALFRESCO	109.79
U2 GRANO - DICOURT	18.48
U2 GRANO - DRIVE	11.15
U2 GRANO - PATH	1.31
U2 GRANO - PORCH	1.33
U3 GRANO - ALFRESCO	80.45
U3 GRANO - ALFRESCO	16.50

AD PAVING & GRANO AREA

Item	Area (m ²)
U3 GRANO - DICOURT	9.68
U3 GRANO - DRIVE	11.55
U3 GRANO - GARAGE	34.56
U3 GRANO - PATH	0.94
U3 GRANO - PATH LHS	8.70
U3 GRANO - PATH RHS	16.49
U3 GRANO - PORCH	1.33
U4 GRANO - ALFRESCO	99.75
U4 GRANO - ALFRESCO	15.87
U4 GRANO - DICOURT	3.73

AD PAVING & GRANO AREA

Item	Area (m ²)
U4 GRANO - DRIVE	6.17
U4 GRANO - GARAGE	34.64
U4 GRANO - PATH	1.39
U4 GRANO - PORCH	1.33
U5 GRANO - ALFRESCO	63.13
U5 GRANO - DRIVE	16.68
U5 GRANO - DICOURT	12.64
U5 GRANO - DRIVE	11.23
U5 GRANO - GARAGE	34.38
U5 GRANO - PATH	1.48

AD PAVING & GRANO AREA

Item	Area (m ²)
U5 GRANO - PORCH	1.45
U6 GRANO - ALFRESCO	77.86
U6 GRANO - DICOURT	15.32
U6 GRANO - DRIVE	31.80
U6 GRANO - GARAGE	36.05
U6 GRANO - PATH	2.79
U6 GRANO - PATH RHS	17.57
U6 GRANO - PORCH	1.44
TOTAL	103.97 m²

AD PAVING & GRANO AREA

Item	Area (m ²)
U6 GRANO - PORCH	817.96

AD PAVING & GRANO AREA

Item	Area (m ²)
U6 GRANO - ALFRESCO	15.00
U6 GRANO - DRIVE	15.32
U6 GRANO - DRIVE	11.80
U6 GRANO - GARAGE	36.05
U6 GRANO - PATH	2.79
U6 GRANO - PATH RHS	17.57
U6 GRANO - PORCH	1.44
TOTAL	103.97 m²

AD PAVING & GRANO AREA

Item	Area (m ²)
U6 GRANO - PORCH	817.96

AD PAVING & GRANO AREA

Item	Area (m ²)
U6 GRANO - ALFRESCO	15.00
U6 GRANO - DRIVE	15.32
U6 GRANO - DRIVE	11.80
U6 GRANO - GARAGE	36.05
U6 GRANO - PATH	2.79
U6 GRANO - PATH RHS	17.57
U6 GRANO - PORCH	1.44
TOTAL	103.97 m²

ENERGY EFFICIENCY & STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**

External between markers X-X): **NIL**

LIVING CEILING INSULATION: **R.3.0**

ROOF CEILING INSULATION: **NIL**

GARAGE CEILING INSULATION: **NIL**

ROOF INSULATION: **NIL or BAL SPEC.**

DESIGN CHANGES: **NIL**

WINDOW GLAZING: **SINGLE CLEAR**

ENERGY RATING COMPLETE: **YES/NO**

CONTRACTS

OWNER: DATE:

OWNER: DATE:

BUILDER: DATE:

AGED DWELLINGS

Local Authority: **NEDLANDS**

Job No: **G1402**

Date: **03/03/21**

Drn By: **TIM**

Check: **XX**

Sales: **MA**

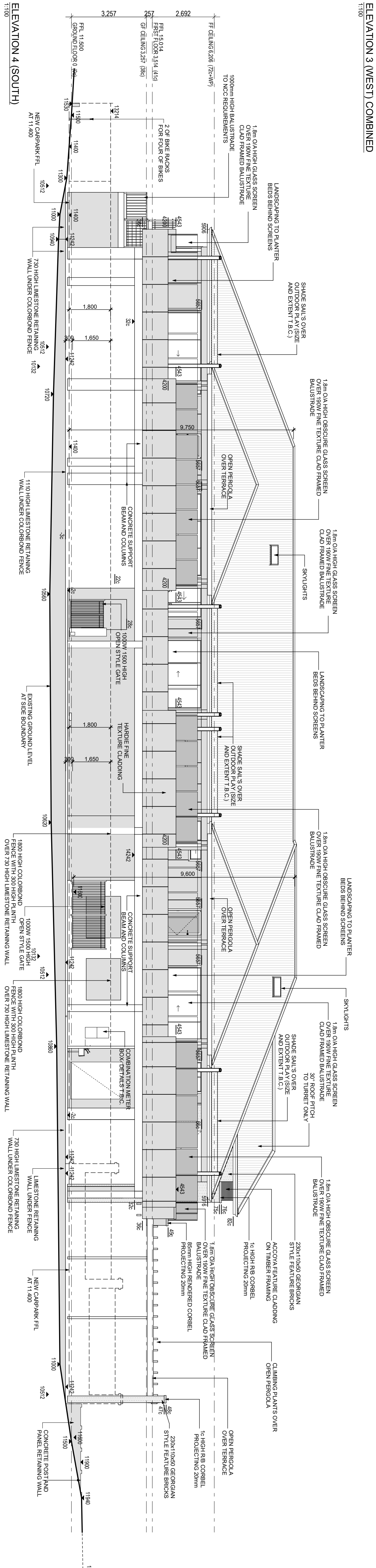
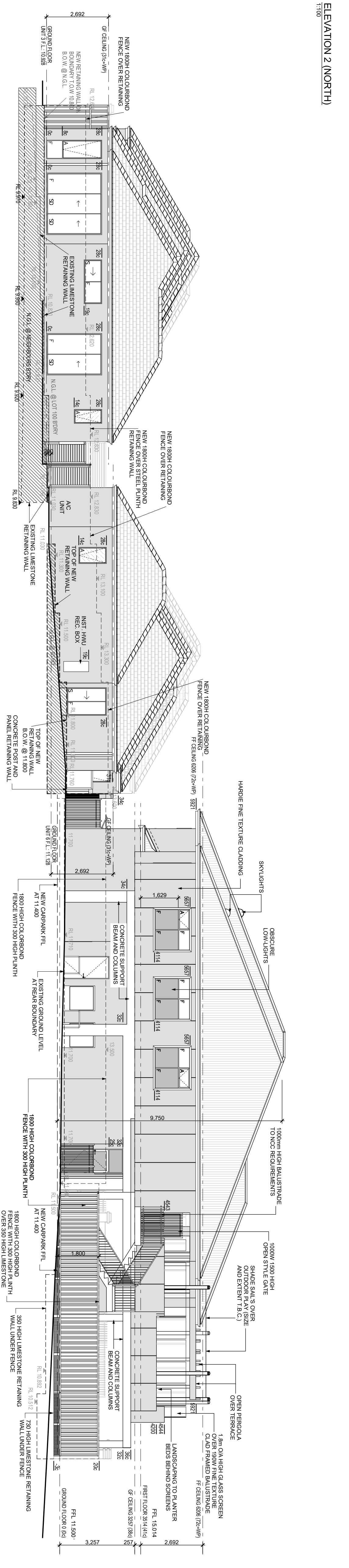
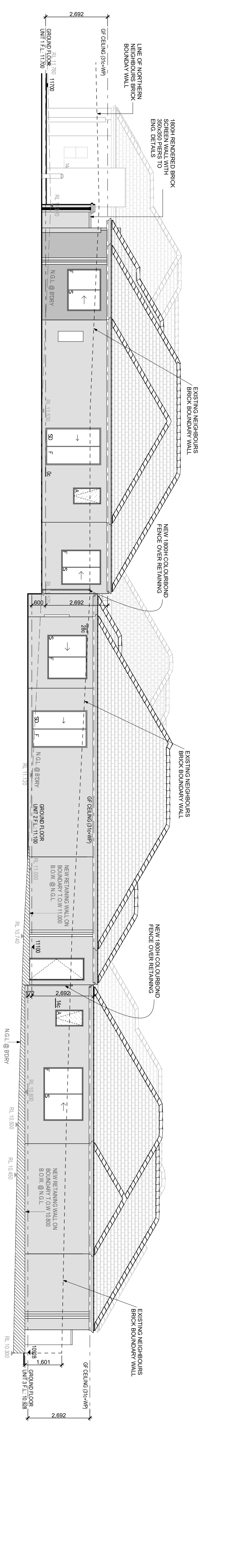
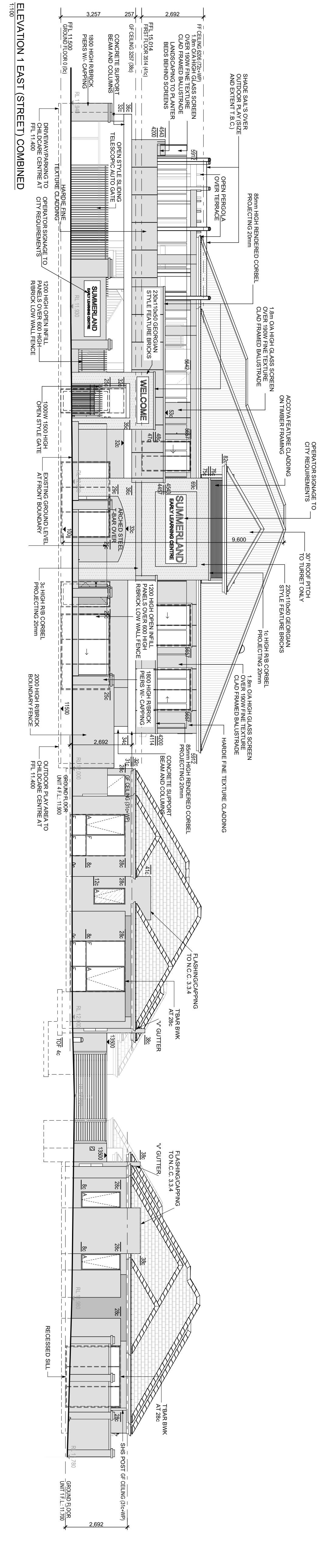
Scale: **1:200, 1:154**

Sheet #: **03**

Rev: **03**

NOTE: TO SCALE ON A2 SHEET

City of Nedlands
Amended Plans Received
12 October 2021



<p>AVELING DEVELOPMENTS STYLISH. SMART. PROVEN. REAL ESTATE. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cadric Street, Stirling WA 6021 Phone (08) 9314 1000 Fax (08) 9314 1004 © Copyright 2020 AVELING DEVELOPMENTS</p>	Draw: COMBINED ELEVATIONS A1 Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: SheetSmart® - 371 A4	OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	Local Authority: NEDLANDS Job No: G1402 Date: 03/03/21 Drawn By: TM Check: KK Sales: MA Scale: 1:100 Sheet #: _____ Rev: 03	NOTE: TO SCALE ON A1 SHEET	
	Agreed Dwelling: _____ Date: _____ Approved: _____ Date: _____ Planning Changes: _____ Approved: _____ Date: _____ Approved: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____
	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____
	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____	Date: _____ Date: _____ Date: _____

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City of Nedlands
Amended Plans Received
12 October 2021

NOTE:
CEILING 31c + WALL PLATE
UNLESS NOTED OTHERWISE.
TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

(U.N.O.) UNLESS NOTED OTHERWISE ON PLAN THE FOLLOWING SHALL APPLY:

BRICKLAYER NOTE

6^{mm} RODS & 3° OF LONGREACH BRICK TO TOP OF INTERNAL WALLS BETWEEN Z-Z.

EXTENT OF RENDER BETWEEN R-R.

REFER TO CONSTRUCTION DETAIL SHEET & ENGINEER CERTIFIED DETAILS

REFER TO ENGINEERS TIE DOWN DETAILS

ROOF CARPENTER NOTE

REFER TO ENGINEERS TIE DOWN DETAILS

REFER TO BUILDERS ROOF CARPENTER SPECIFICATION.

FIXING CARPENTER NOTE

PROVIDE GALLOW'S BRACKET SUPPORT TO SHELVES OVER 1800^{mm} LONG (MAX. 1800^{mm})

ALL SHELVES 450 DEEP (U.N.O.)

HANG RAIL CENTRE TO BE 250^{mm} OFF WALL/ BACK OF SHELF.

WIR/ROBE: SHELF & RAIL AT 1800^{mm} A.F.L.

PANTRY: 4 SHELVES TOP SHELF AT 1800^{mm} A.F.L. BOTTOM SHELF AT 600^{mm} A.F.L. EQ. SPACE SHELVES BETWEEN

LINEN: 4 SHELVES TOP SHELF AT 1800^{mm} A.F.L. EQ. SPACE ALL SHELVES TO F.F.L.

BROOM: 1 x SHELF AT 1800^{mm} A.F.L.

PROVIDE DRAFTPROOF SEAL TO ENTRY, GARAGE/ENTRY & LAUNDRY EXTERNAL DOORS WHERE APPLICABLE

TOWEL RAILS FIXED AT 1100^{mm} A.F.L.

CLIENT NOTE

NOTED DIMENSIONS WILL TAKE PREFERENCE TO SCALE.

DIMENSIONS SHOWN ON PLANS ARE TO BRICKWORK. INTERNAL SPACES WILL ALTER IN SIZE TO ACCOMMODATE WALL FINISHES

H/FLEX TO ALL EXTERNAL CEILINGS & EAVE LININGS U.N.O.

NUMBER AND SPACING OF RAIN WATER PIPES IS APPROXIMATE & GOVERNED BY ROOF STRUCTURE & AT THE PLUMBERS DISCRETION.

ALL STRUCTURAL BEAMS IN ACCORDANCE WITH THE ENGINEERS SIGNED DETAILS AND SPECIFICATIONS

LEGEND:

- RL REDUCED LEVEL
- FFL FINISHED FLOOR LEVEL
- AFL ABOVE FLOOR LEVEL
- NGL NATURAL GROUND LEVEL
- GF GROUND FLOOR
- FF FIRST FLOOR
- SF SECOND FLOOR
- FL FLOOR LEVEL
- CL CEILING LEVEL
- PD PLUMBING DUCT
- WP WALL PLATE

- AF ALUMINIUM FRAME
- MF METAL FRAME
- TF TIMBER FRAME
- CSD CAVITY SLIDING DOOR
- PL PRIVACY LOCK
- OBS OBSCURE GLASS
- DG DOUBLE GLAZING
- DR DOUBLE REBATE
- GB GLAZING BARS

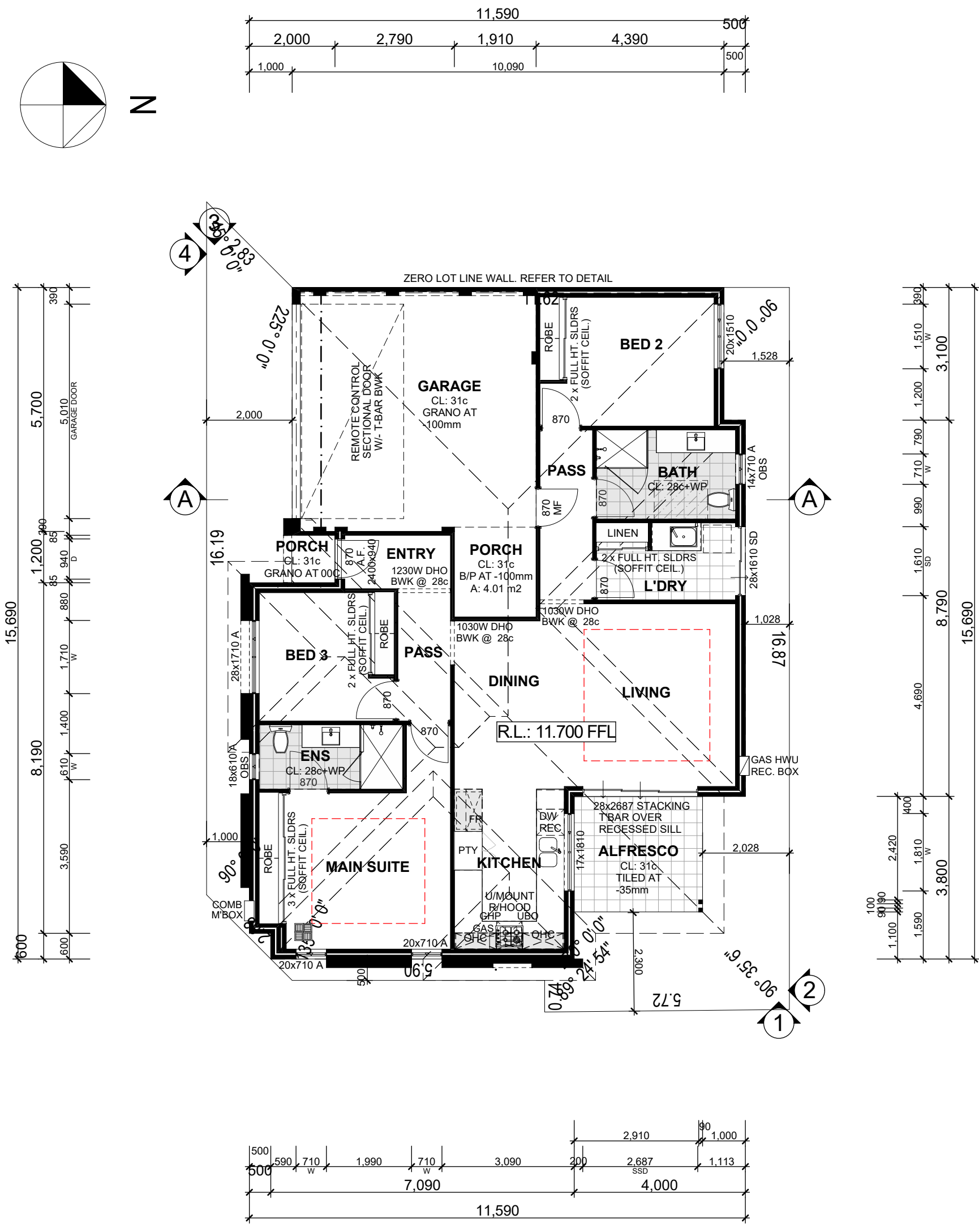
- PB PLASTERBOARD
- FC FIBRE CEMENT
- SC SKIM COAT (PLASTER)
- PF PAINT FINISH
- PFR PAINT FINISH RENDER
- AT ACRYLIC TEXTURE
- EPS EXPANDED POLYSTYRENE

- DP DOWNPIPE
- SPRDR SPREADER
- RWH RAIN WATER HEAD

- NTB NOT TO BOND
- FW FLOOR WASTE

ENERGY EFFICIENCY 6 STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**
(Extent between markers X-X)
LIVING CEILING INSULATION: **R3.0**
GARAGE CEILING INSULATION: **NIL**
ROOF INSULATION: **NIL or BAL SPEC.**
DESIGN CHANGES: **NIL**
WINDOW GLAZING: **SINGLE CLEAR**
ENERGY RATING COMPLETE: **YES/NO**



AVELING DEVELOPMENTS
STRATA, DUPLEX, TRIPLEX, MULTI-UNITS.
BUILDING CONTRACTOR N° 12788
Level 1, 42 Cedric Street, Stirling WA 6021
Phone (08) 6144 1000 Fax (08) 6144 1004
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Drwg: **U1_FLOOR PLAN**
Client: **POWERSTAR P/L**
Site: **LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

CONTRACTS
OWNER..... DATE.....
OWNER..... DATE.....
BUILDER..... DATE.....

AGED DWELLINGS
Local Authority: **NEDLANDS**
Job No: **G1402**
Date Dm: **03/03/21**
Dm By: **TIM**
Check: **XX**
Sales: **MA**
Scale: **1:100**
Sheet #05 Rev: **03**

ID	FLOOR PLAN	M ²	PERIM.
01	PROPOSED UNIT 1	120.39	58.56
02	GARAGE	32.37	22.98
03	STORE	4.01	8.02
04	PORCH	1.33	4.62
05	ALFRESCO	8.10	11.40
		166.20 m²	105.58 m
ID	ROOF	M ²	PERIM.
01	ROOF AREA GF	172.89	56.31

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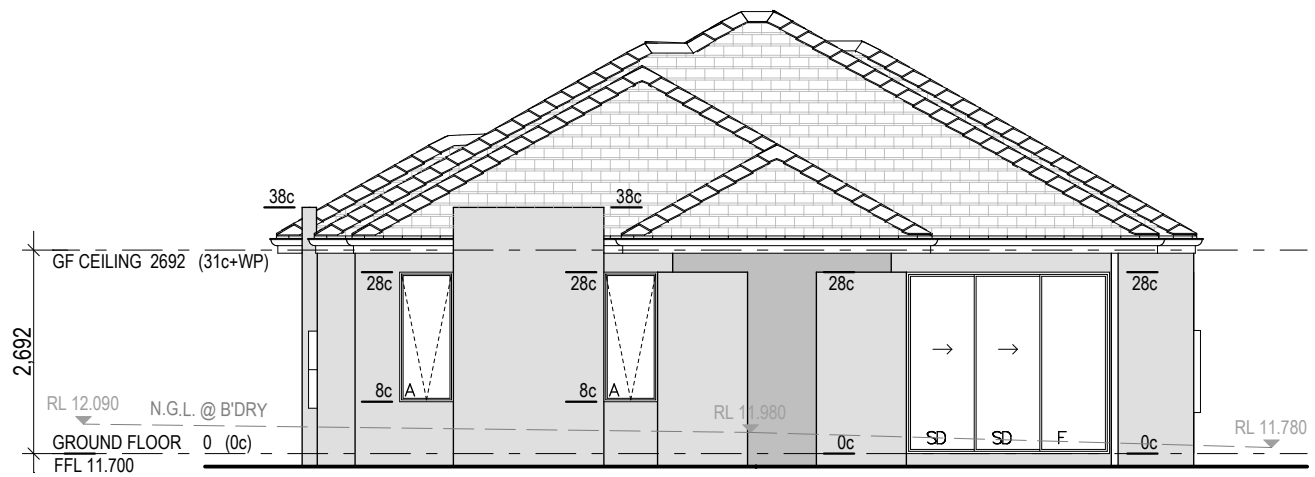
NOTE:
LIGHT GREY SHADING TO RENDER INDICATES PRIMARY COLOUR

NOTE:
DARK GREY SHADING TO RENDER INDICATES SECONDARY COLOUR

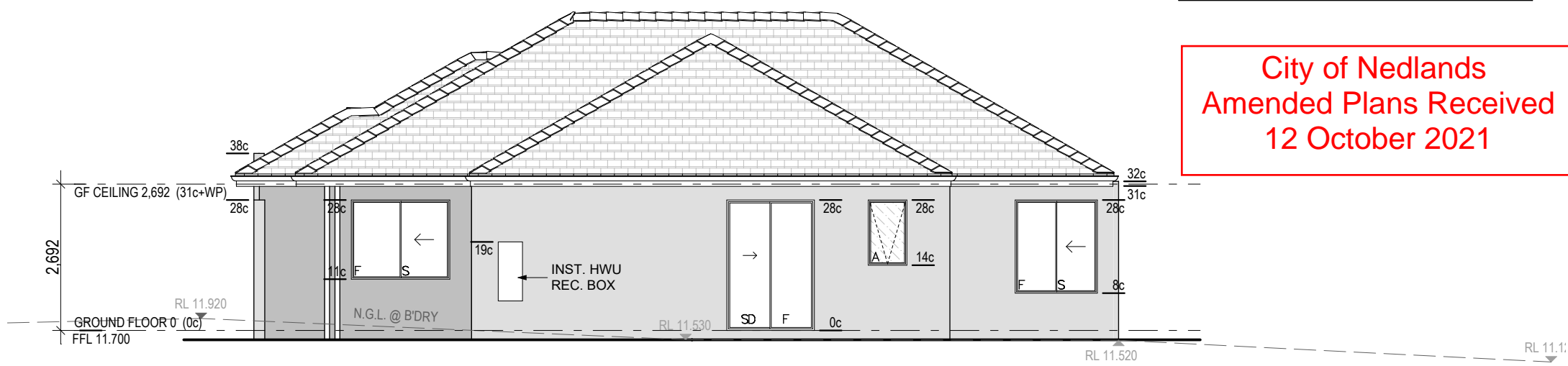
NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

NOTE:
CEILING 31c + WALL PLATE UNLESS NOTED OTHERWISE.
TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

ROOF COVER		BRISTILE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
ACRYLIC TEXTURE COAT (FEATURE COLOUR)		NAMADJI (DULUX)
DOWN PIPES AND COLUMNS		COLOURBOND EVENING HAZE
GUTTER AND FASCIA		COLOURBOND MONUMENT
COLORBOND BOUNDARY FENCE		COLOURBOND EVENING HAZE
WINDOW FRAMES		JASONS CHARCOAL LUSTRE
COLORBOND GATES		COLOURBOND EVENING HAZE
VEHICLE GATES		COLOURBOND MONUMENT
GARAGE DOOR		COLOURBOND EVENING HAZE

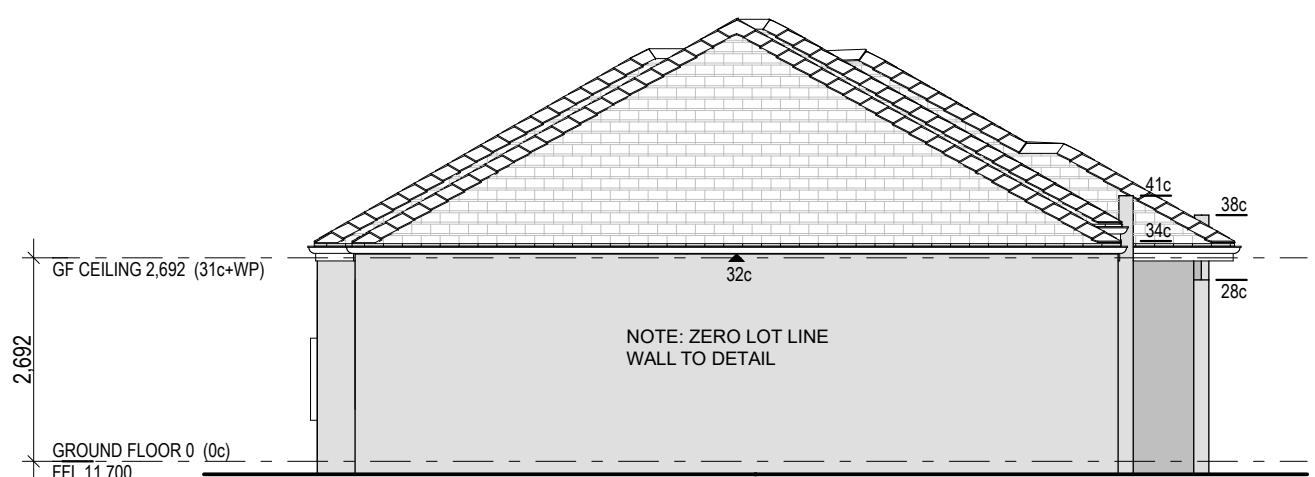


ELEVATION 1 (EAST)
1:100

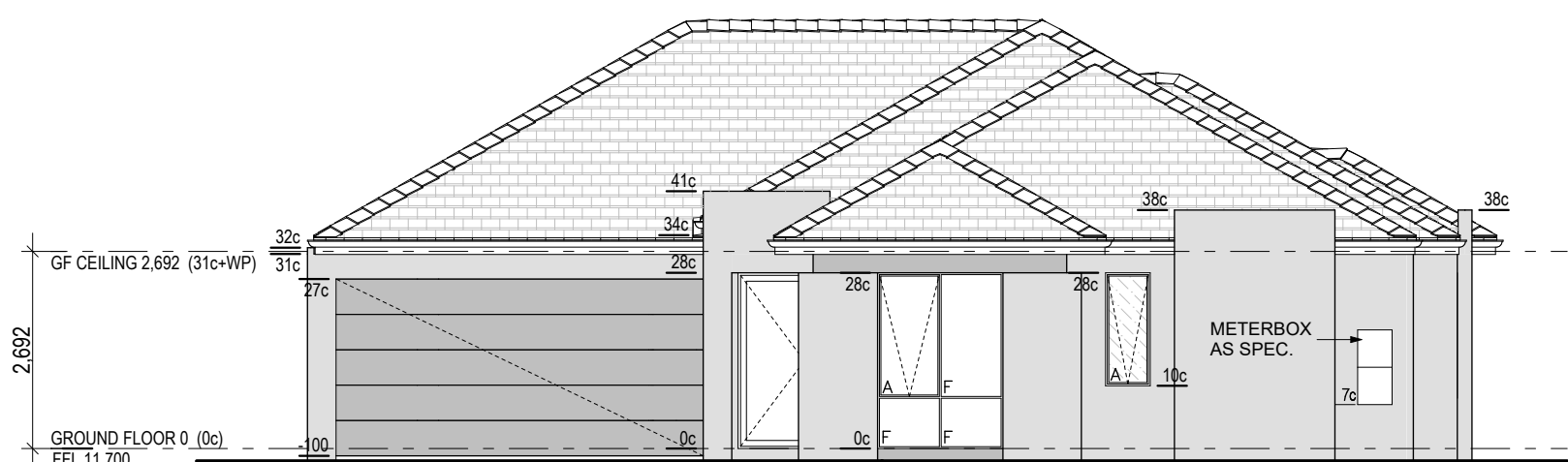


City of Nedlands
Amended Plans Received
12 October 2021

ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100



ELEVATION 4 (SOUTH)
1:100

 AVELING DEVELOPMENTS STRATA, DUPLEX, TRIPLEX, MULTI-UNITS. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS	Drwg: U1_ELEVATIONS Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	AGED DWELLINGS Rev: 01 Date: 03/03/21 02 06/08/21 03 21/07/21 04 05 06 07	Local Authority: NEDLANDS Amendment: ELEVATIONS UPDATED AND A/C UNITS RELOCATED PLANNING CHANGES DRIVEWAY CHANGED TO 4.5m WIDE	Job No: G1402 Date Dm: 03/03/21 Dm By: TIM Check: XX Sales: MA Scale: 1:100, 1:20 Sheet # 06 Rev: 03
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PLANNING DRAWINGS

NOTE:
LIGHT GREY SHADING TO RENDER INDICATES PRIMARY COLOUR

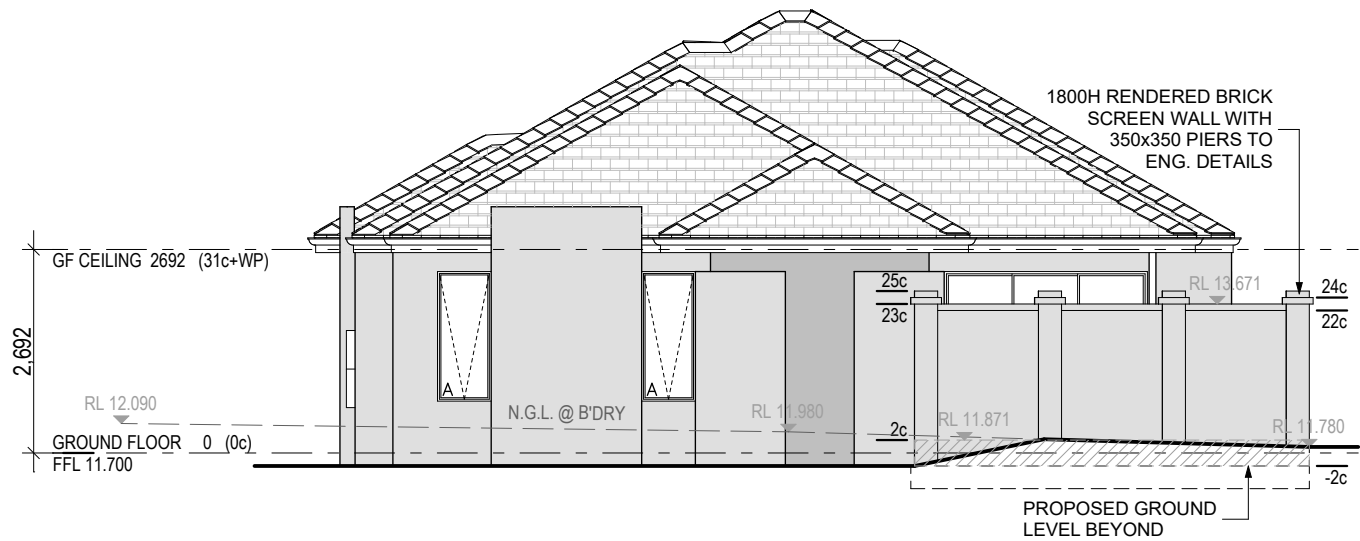
NOTE:
DARK GREY SHADING TO RENDER INDICATES SECONDARY COLOUR

NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

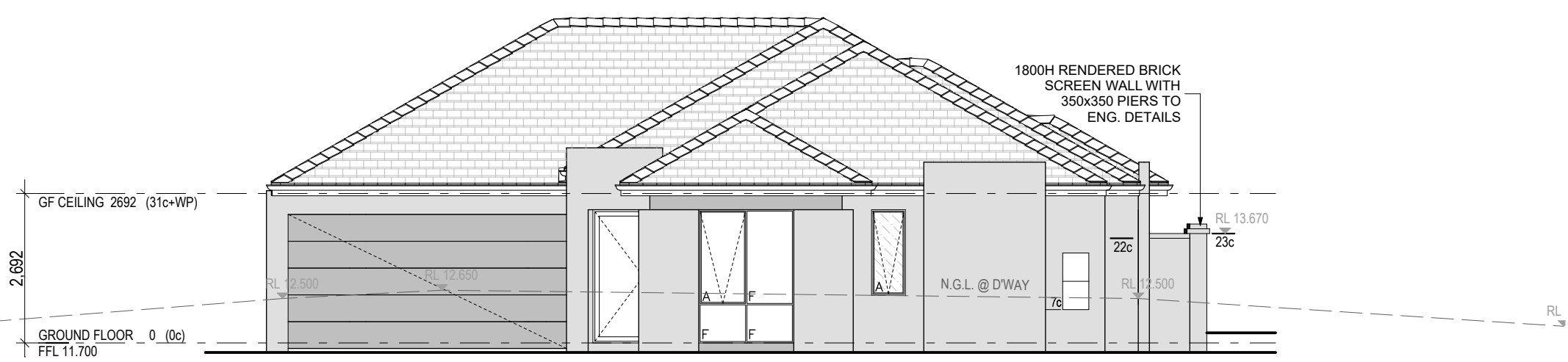
NOTE:
CEILING 31c + WALL PLATE UNLESS NOTED OTHERWISE.
TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

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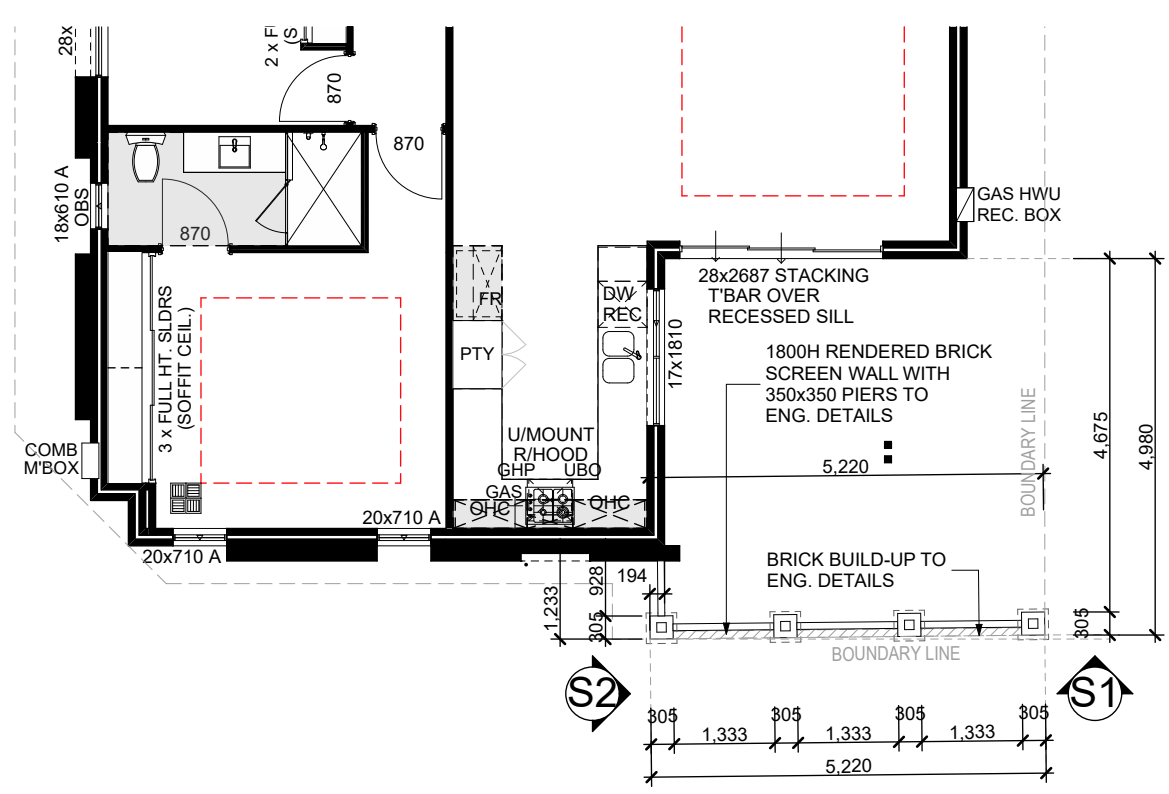
City of Nedlands
Amended Plans Received
12 October 2021



S1 U1_SCREENWALL (EAST)
1:100



S2 U1_SCREENWALL (SOUTH)
1:100



SCREENWALL PLAN
1:100

<p>AVELING DEVELOPMENTS STRATA, DUPLEX, TRIPLEX, MULTI-UNITS. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS</p>	Drwg: U1_SCREEN WALL Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	AGED DWELLINGS Rev: 01 Date: 03/03/21 02 Date: 06/08/21 03 Date: 21/07/21 04 05 06 07	Local Authority: NEDLANDS Amendment: ELEVATIONS UPDATED AND A/C UNITS RELOCATED PLANNING CHANGES DRIVEWAY CHANGED TO 4.5m WIDE	Job No: G1402 Date Dm: 03/03/21 Dm By: TIM Check: XX Sales: MA Scale: 1:100 Sheet # 07 Rev: 03
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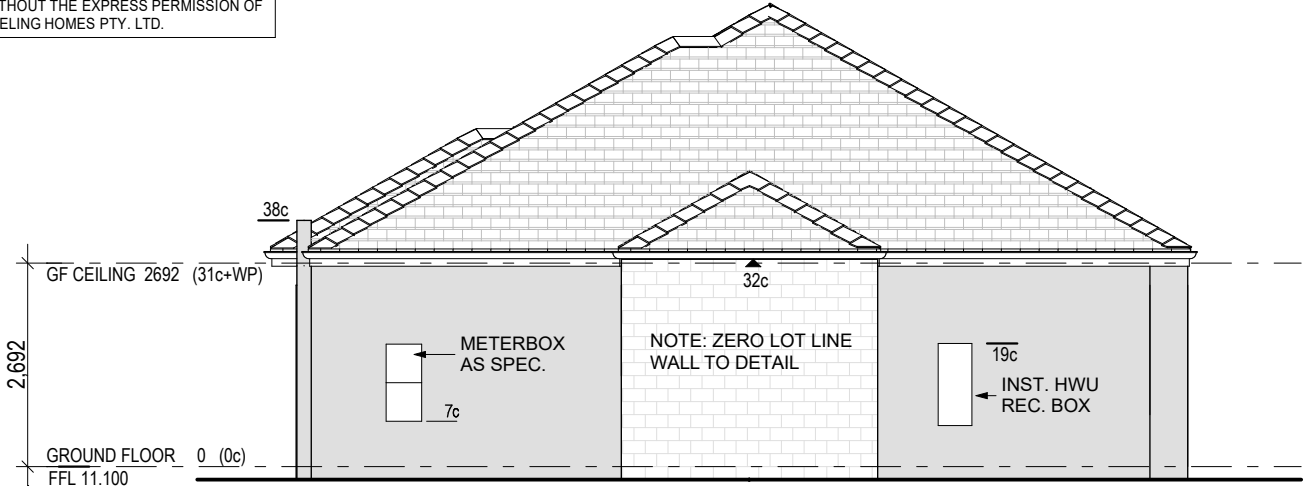
NOTE:
LIGHT GREY SHADING TO RENDER INDICATES PRIMARY COLOUR

NOTE:
DARK GREY SHADING TO RENDER INDICATES SECONDARY COLOUR

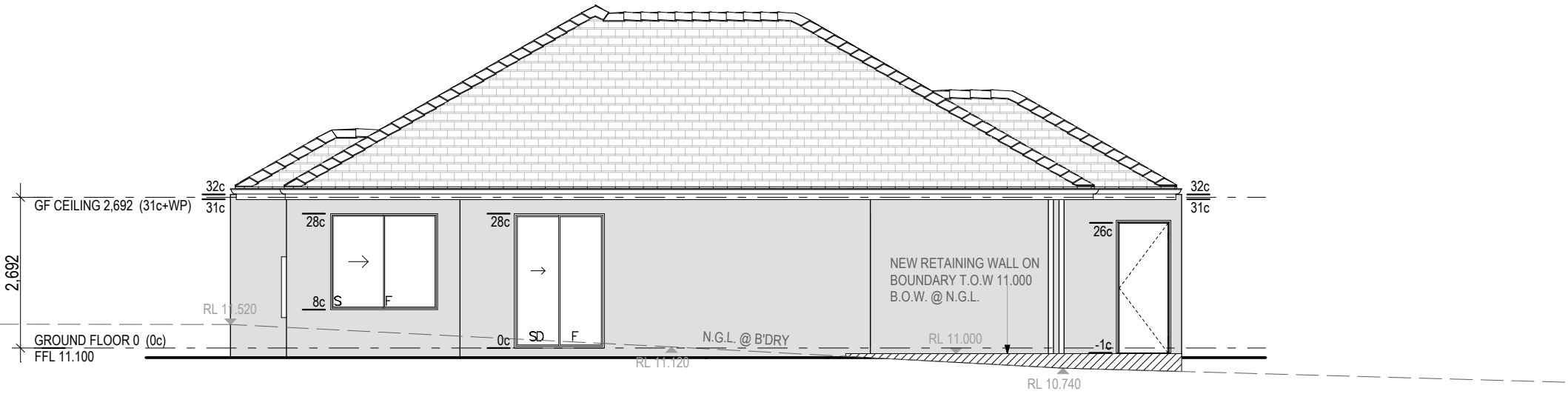
NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

NOTE:
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TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

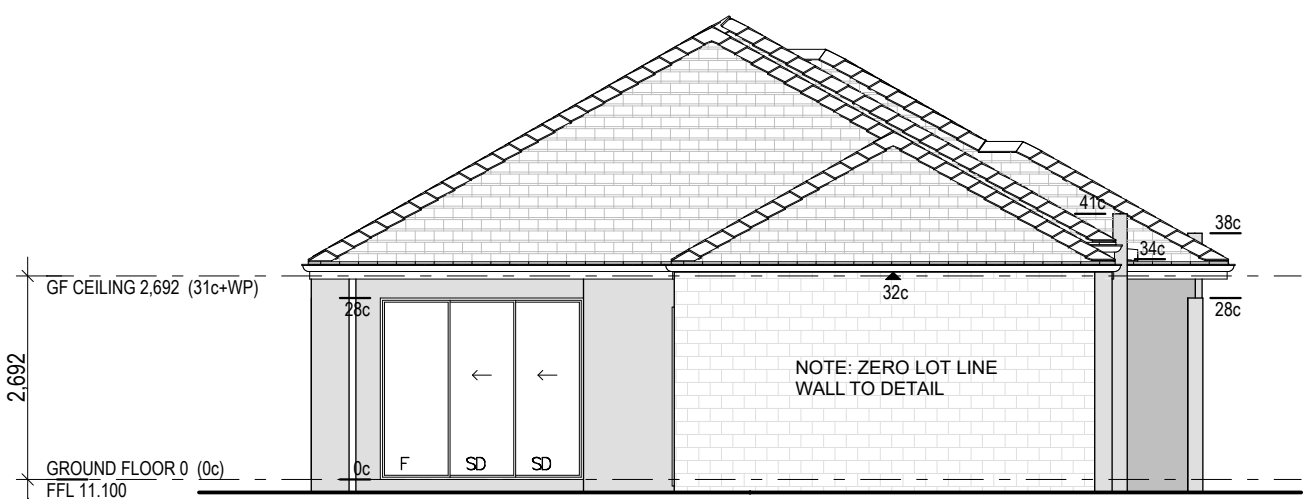
City of Nedlands
Amended Plans Received
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ELEVATION 1 (EAST)
1:100

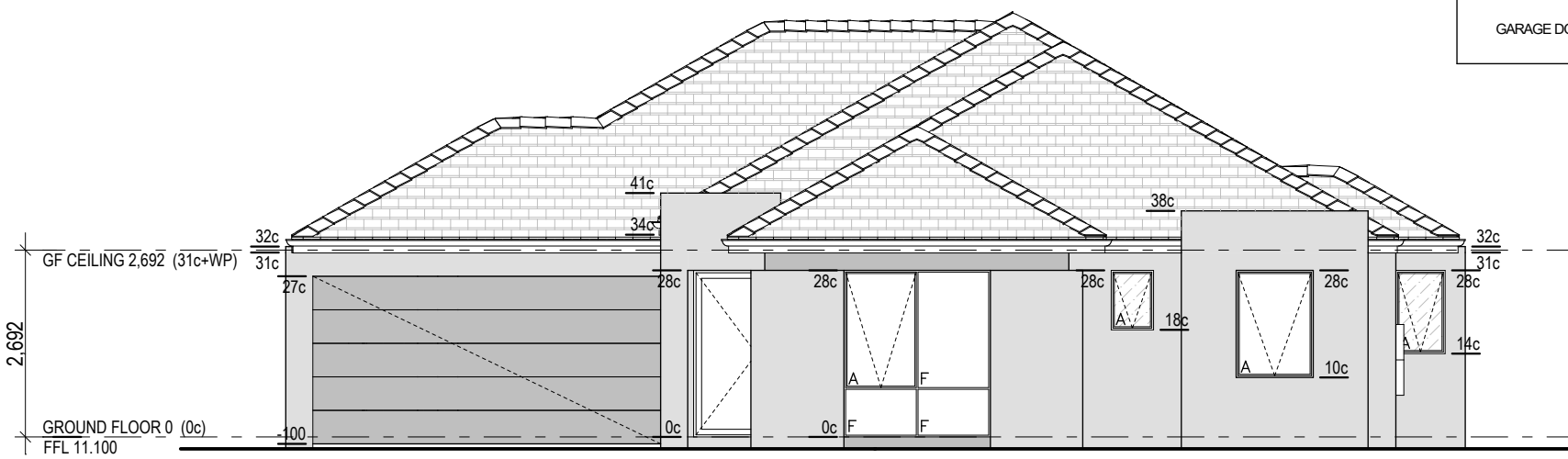


ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100

ROOF COVER		BRISTLE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
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WINDOW FRAMES		JASONS CHARCOAL LUSTRE
COLORBOND GATES		COLOURBOND EVENING HAZE
VEHICLE GATES		COLOURBOND MONUMENT
GARAGE DOOR		COLOURBOND EVENING HAZE



ELEVATION 4 (SOUTH)
1:100

<p>AVELING DEVELOPMENTS STRATA, DUPLEX, TRIPLEX, MULTI-UNITS. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS</p>	Drwg: U2_ELEVATIONS Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	AGED DWELLINGS Rev: 01 Date: 03/03/21 02 06/08/21 03 21/07/21 04 05 06 07	Local Authority: NEDLANDS Job No: G1402 Date Dm: 03/03/21 Dm By: TIM Check: XX Sales: MA Scale: 1:100, 1:20 Sheet # 09 Rev: 03
	Amendment: ELEVATIONS UPDATED AND A/C UNITS RELOCATED PLANNING CHANGES DRIVEWAY CHANGED TO 4.5m WIDE		Inlt: TIM ZH	

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BRICKLAYER NOTE
6mm RODS & 3° OF LONGREACH BRICK TO TOP OF INTERNAL WALLS BETWEEN Z-Z.

EXTENT OF RENDER BETWEEN R-R.
REFER TO CONSTRUCTION DETAIL SHEET & ENGINEER CERTIFIED DETAILS

REFER TO ENGINEERS TIE DOWN DETAILS

ROOF CARPENTER NOTE
REFER TO ENGINEERS TIE DOWN DETAILS

REFER TO BUILDERS ROOF CARPENTER SPECIFICATION.

FIXING CARPENTER NOTE
PROVIDE GALLOW'S BRACKET SUPPORT TO SHELVES OVER 1800mm LONG (MAX. 1800mm).

ALL SHELVES 450 DEEP (U.N.O.)
HANG RAIL CENTRE TO BE 250mm OFF WALL/ BACK OF SHELF.

WIR/ROBE: SHELF & RAIL AT 1800mm A.F.L.

PANTRY: 4 SHELVES
TOP SHELF AT 1800mm A.F.L.
BOTTOM SHELF AT 600mm A.F.L.
EQ. SPACE SHELVES BETWEEN

LINEN: 4 SHELVES
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TOWEL RAILS FIXED AT 1100mm A.F.L.

CLIENT NOTE
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DIMENSIONS SHOWN ON PLANS ARE TO BRICKWORK. INTERNAL SPACES WILL ALTER IN SIZE TO ACCOMMODATE WALL FINISHES

HIFLEX TO ALL EXTERNAL CEILINGS & EAVE LININGS U.N.O.

NUMBER AND SPACING OF RAIN WATER PIPES IS APPROXIMATE & GOVERNED BY ROOF STRUCTURE & AT THE PLUMBERS DISCRETION.

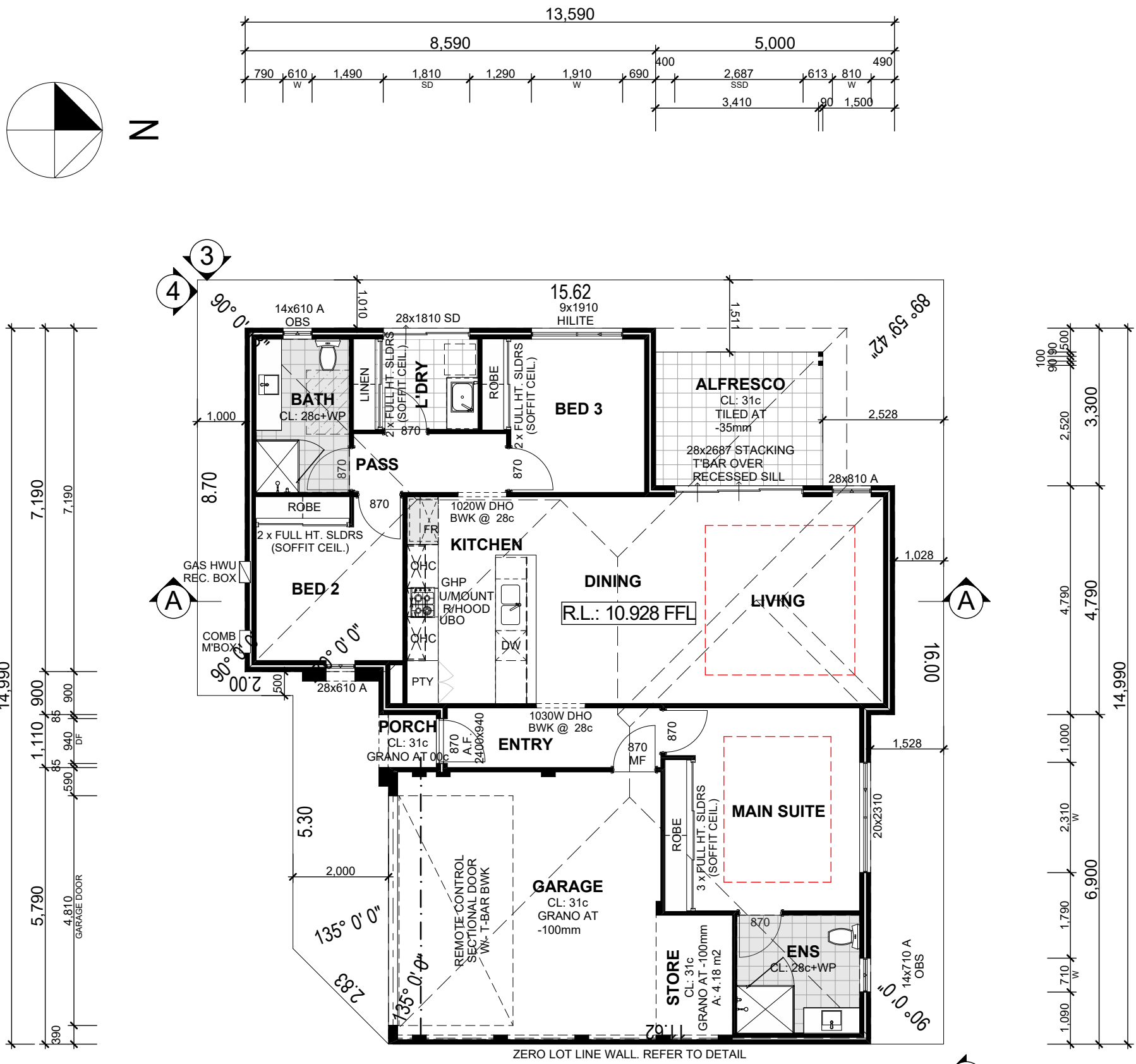
ALL STRUCTURAL BEAMS IN ACCORDANCE WITH THE ENGINEERS SIGNED DETAILS AND SPECIFICATIONS

LEGEND:

- RL REDUCED LEVEL
- FFL FINISHED FLOOR LEVEL
- AFL ABOVE FLOOR LEVEL
- NGL NATURAL GROUND LEVEL
- GF GROUND FLOOR
- FF FIRST FLOOR
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- PL PRIVACY LOCK
- OBS OBSCURE GLASS
- DG DOUBLE GLAZING
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- AT ACRYLIC TEXTURE
- EPS EXPANDED POLYSTYRENE
- DP DOWNPIPE
- SPRDR SPREADER
- RWH RAIN WATER HEAD
- NTB NOT TO BOND
- FW FLOOR WASTE

ENERGY EFFICIENCY 6 STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**
(Extent between markers X-X)
LIVING CEILING INSULATION: **R3.0**
GARAGE CEILING INSULATION: **NIL**
ROOF INSULATION: **NIL or BAL SPEC.**
DESIGN CHANGES: **NIL**
WINDOW GLAZING: **SINGLE CLEAR**
ENERGY RATING COMPLETE: **YES/NO**



AVELING DEVELOPMENTS
STRATA, DUPLEX, TRIPLEX, MULTI-UNITS.
BUILDING CONTRACTOR N° 12788
Level 1, 42 Cedric Street, Stirling WA 6021
Phone (08) 6144 1000 Fax (08) 6144 1004
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Drwg: **U3_FLOOR PLAN**
Client: **POWERSTAR P/L**
Site: **LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

CONTRACTS
OWNER..... DATE.....
OWNER..... DATE.....
BUILDER..... DATE.....

AGED DWELLINGS
Local Authority: **NEDLANDS**
Job No: **G1402**
Date Dm: **03/03/21**
Dm By: **TIM**
Check: **XX**
Sales: **MA**
Scale: **1:100**
Sheet #10 Rev: **03**

ID	FLOOR PLAN	M ²	PERIM.
01	PROPOSED UNIT 3	122.80	57.16
02	GARAGE	32.31	22.98
03	STORE	4.32	8.60
04	PORCH	1.33	4.62
05	ALFRESCO	9.80	12.60
		170.56 m²	105.96 m
ID	ROOF	M ²	PERIM.
01	ROOF AREA GF	172.30	56.91

Last accessed: zariff on 15/07/2021

PLANNING DRAWINGS

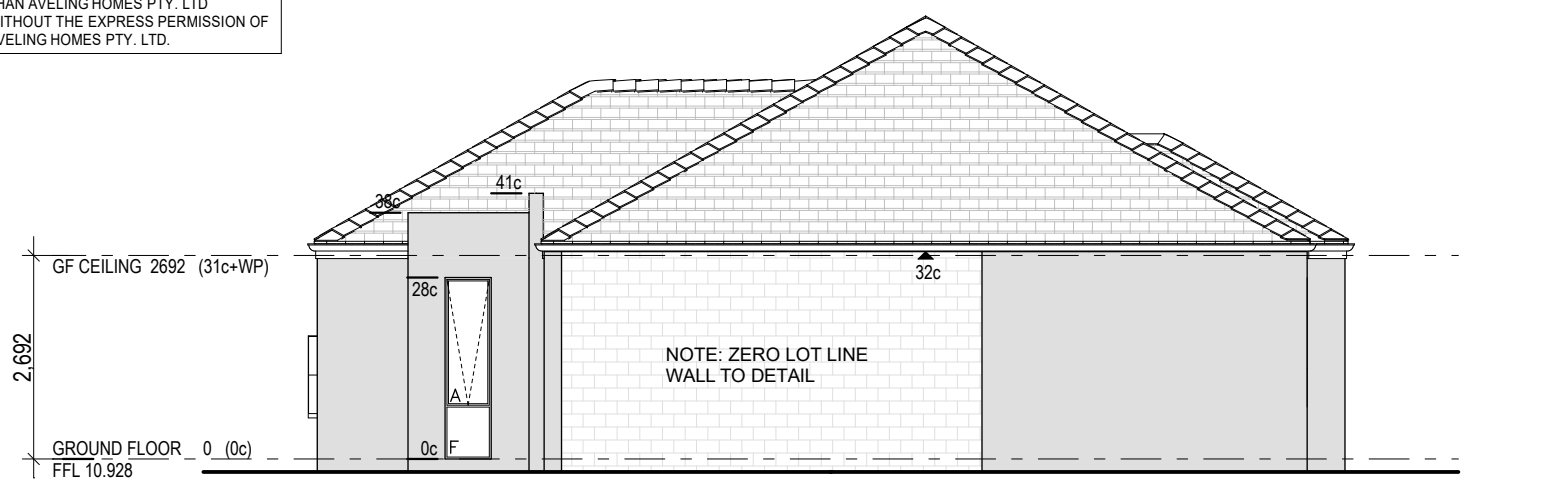
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NOTE:
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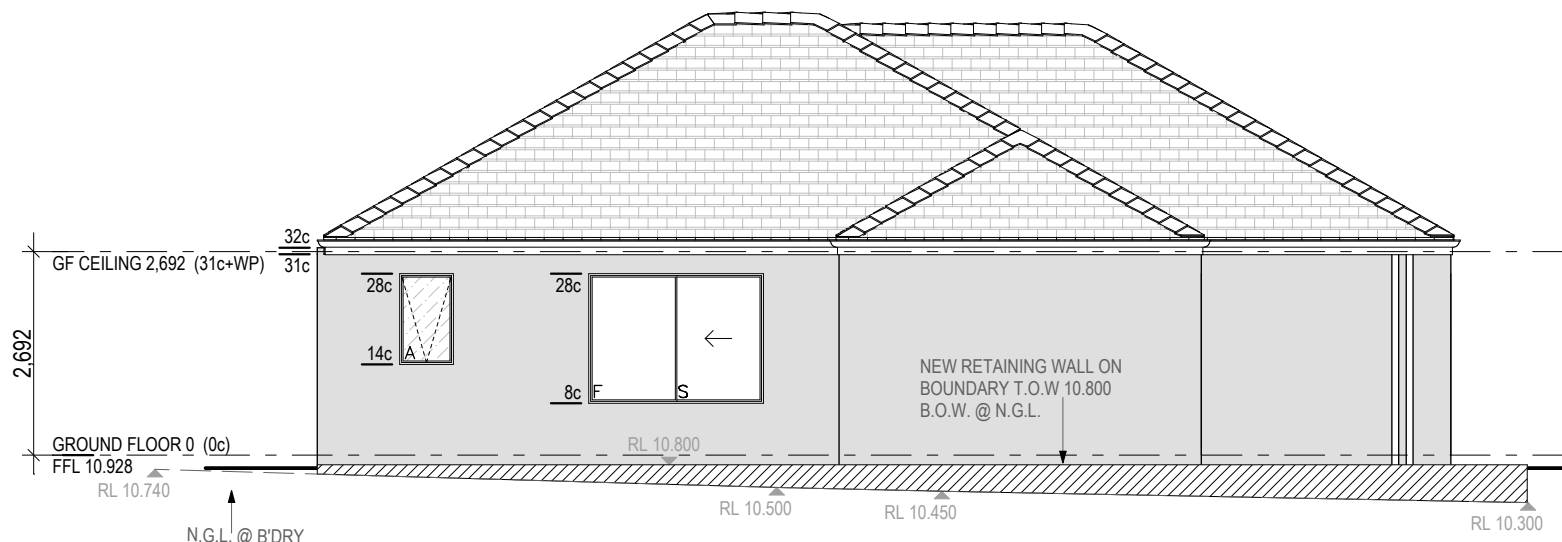
NOTE:
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NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

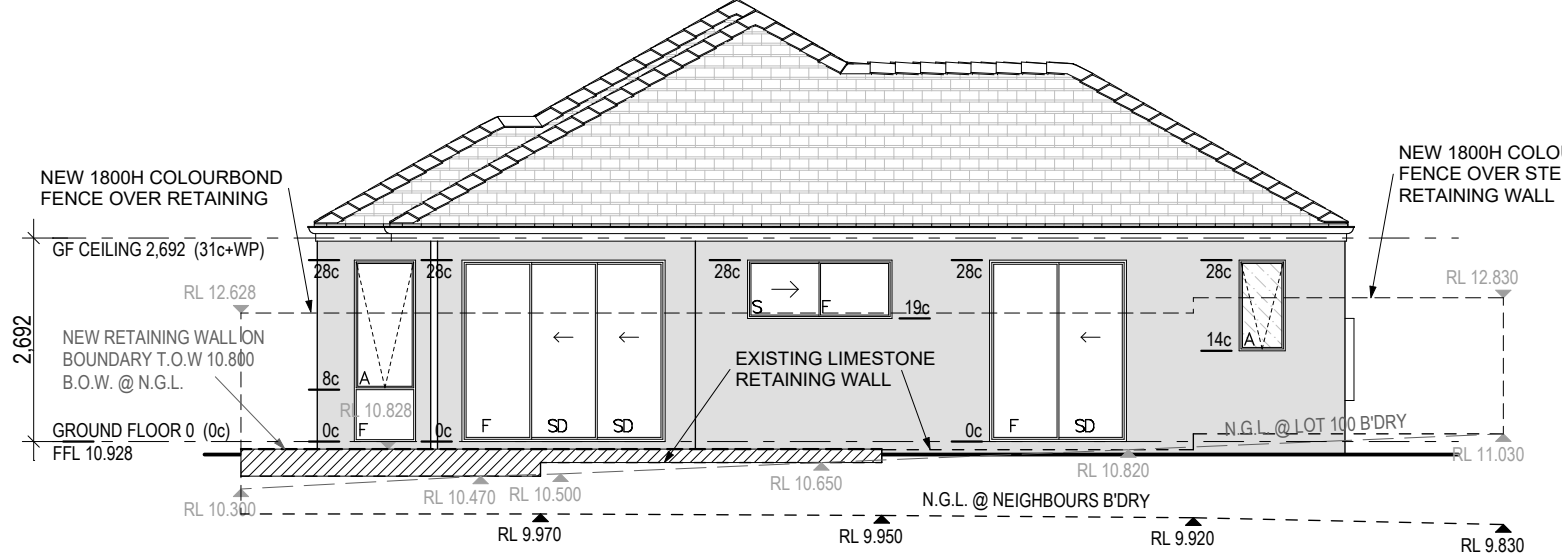
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TILE ROOF
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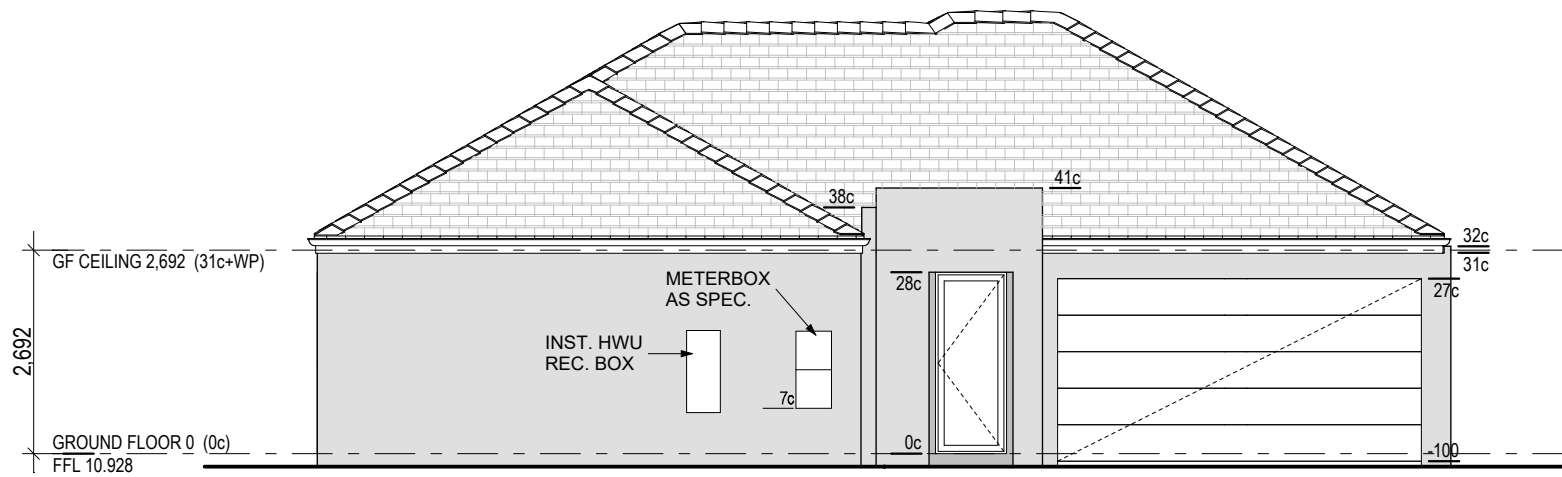
ELEVATION 1 (EAST)
1:100



ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100



ELEVATION 4 (SOUTH)
1:100

ROOF COVER		BRISTLE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
ACRYLIC TEXTURE COAT (FEATURE COLOUR)		NAMADJI (DULUX)
DOWN PIPES AND COLUMNS		COLOURBOND EVENING HAZE
GUTTER AND FASCIA		COLOURBOND MONUMENT
COLORBOND BOUNDARY FENCE		COLOURBOND EVENING HAZE
WINDOW FRAMES		JASONS CHARCOAL LUSTRE
COLORBOND GATES		COLOURBOND EVENING HAZE
VEHICLE GATES		COLOURBOND MONUMENT
GARAGE DOOR		COLOURBOND EVENING HAZE

**City of Nedlands
Amended Plans Received
12 October 2021**

AVELING DEVELOPMENTS
STRATA, DUPLEX, TRIPLEX, MULTI-UNITS.
BUILDING CONTRACTOR N° 12788
Level 1, 42 Cedric Street, Stirling WA 6021
Phone (08) 6144 1000 Fax (08) 6144 1004
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Drwg: **U3_ELEVATIONS**
Client: **POWERSTAR P/L**
Site: **LOT 2000 (FUTURE LOT 100)
MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

CONTRACTS

OWNER..... DATE.....
OWNER..... DATE.....
BUILDER..... DATE.....

AGED DWELLINGS

Rev:	Date:	Amendment:
01	03/03/21	ELEVATIONS UPDATED AND A/C UNITS RELOCATED
02	06/08/21	PLANNING CHANGES
03	21/07/21	DRIVEWAY CHANGED TO 4.5m WIDE
04		
05		
06		
07		

Local Authority: **NEDLANDS**

Job No: **G1402**

Date Dm:	03/03/21
Dm By:	TIM
Check:	XX
Sales:	MA
Scale:	1:100, 1:20
Sheet #11	Rev: 03

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NOTE:
CEILING 31c + WALL PLATE
 UNLESS NOTED OTHERWISE.
TILE ROOF
AT 30°, EAVE 500MM
 ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

BRICKLAYER NOTE

6^{MM} RODS & 3° OF LONGREACH BRICK TO TOP OF INTERNAL WALLS BETWEEN Z-Z.

EXTENT OF RENDER BETWEEN R-R.

REFER TO CONSTRUCTION DETAIL SHEET & ENGINEER CERTIFIED DETAILS

REFER TO ENGINEERS TIE DOWN DETAILS

ROOF CARPENTER NOTE

REFER TO ENGINEERS TIE DOWN DETAILS

REFER TO BUILDERS ROOF CARPENTER SPECIFICATION.

FIXING CARPENTER NOTE

PROVIDE GALLOW'S BRACKET SUPPORT TO SHELVES OVER 1800^{MM} LONG (MAX. 1800^{CTS})

ALL SHELVES 450 DEEP (U.N.O.)

HANG RAIL CENTRE TO BE 250^{MM} OFF WALL/BACK OF SHELF.

WIR/ROBE: SHELF & RAIL AT 1800^{MM} A.F.L.

PANTRY: 4 SHELVES TOP SHELF AT 1800^{MM} A.F.L. BOTTOM SHELF AT 600^{MM} A.F.L. EQ. SPACE SHELVES BETWEEN

LINEN: 4 SHELVES TOP SHELF AT 1800^{MM} A.F.L. EQ. SPACE ALL SHELVES TO F.F.L.

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TOWEL RAILS FIXED AT 1100^{MM} A.F.L.

CLIENT NOTE

NOTED DIMENSIONS WILL TAKE PREFERENCE TO SCALE.

DIMENSIONS SHOWN ON PLANS ARE TO BRICKWORK. INTERNAL SPACES WILL ALTER IN SIZE TO ACCOMMODATE WALL FINISHES

HIFLEX TO ALL EXTERNAL CEILINGS & EAVE LININGS U.N.O.

NUMBER AND SPACING OF RAIN WATER PIPES IS APPROXIMATE & GOVERNED BY ROOF STRUCTURE & AT THE PLUMBERS DISCRETION.

ALL STRUCTURAL BEAMS IN ACCORDANCE WITH THE ENGINEERS SIGNED DETAILS AND SPECIFICATIONS

LEGEND:

- RL REDUCED LEVEL
- FFL FINISHED FLOOR LEVEL
- AFL ABOVE FLOOR LEVEL
- NGL NATURAL GROUND LEVEL
- GF GROUND FLOOR
- FF FIRST FLOOR
- SF SECOND FLOOR
- FL FLOOR LEVEL
- CL CEILING LEVEL
- PD PLUMBING DUCT
- WP WALL PLATE

- AF ALUMINIUM FRAME
- MF METAL FRAME
- TF TIMBER FRAME
- CSD CAVITY SLIDING DOOR
- PL PRIVACY LOCK
- OBS OBSCURE GLASS
- DG DOUBLE GLAZING
- DR DOUBLE REBATE
- GB GLAZING BARS

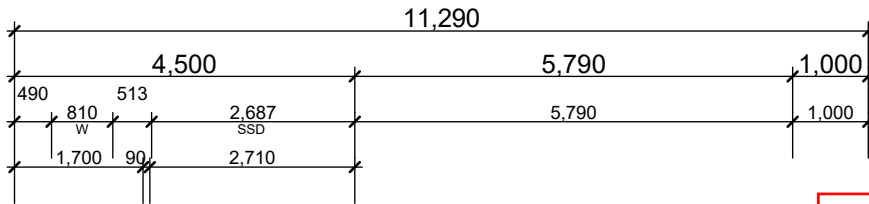
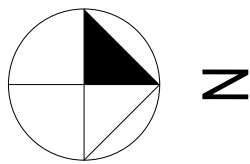
- PB PLASTERBOARD
- FC FIBRE CEMENT
- SC SKIM COAT (PLASTER)
- PF PAINT FINISH
- PFR PAINT FINISH RENDER
- AT ACRYLIC TEXTURE
- EPS EXPANDED POLYSTYRENE

- DP DOWNPIPE
- SPRDR SPREADER
- RWH RAIN WATER HEAD

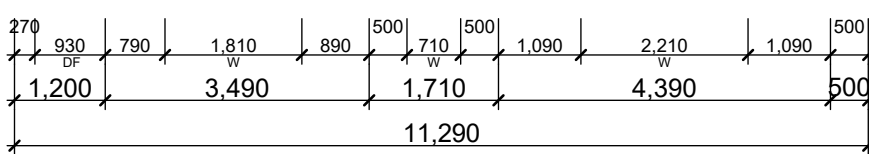
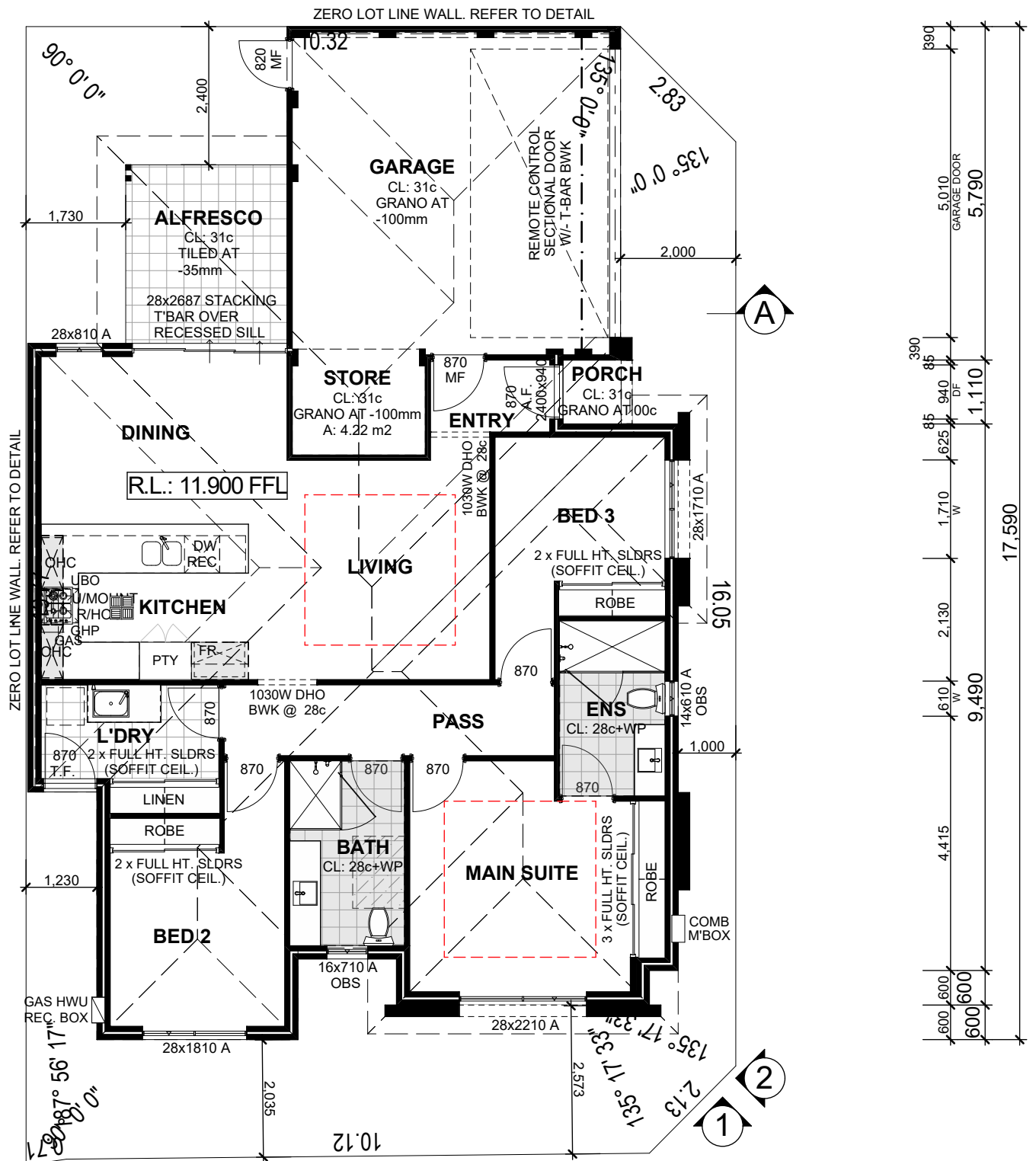
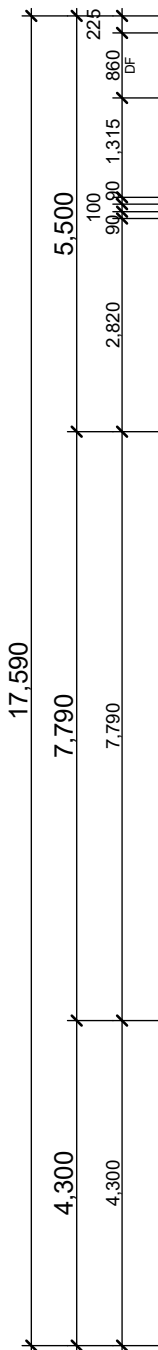
- NTB NOT TO BOND
- FW FLOOR WASTE

ENERGY EFFICIENCY 6 STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**
 (Extent between markers X-X)
 LIVING CEILING INSULATION: **R3.0**
 GARAGE CEILING INSULATION: **NIL**
 ROOF INSULATION: **NIL or BAL SPEC.**
 DESIGN CHANGES: **NIL**
 WINDOW GLAZING: **SINGLE CLEAR**
 ENERGY RATING COMPLETE: **YES/NO**



City of Nedlands
Amended Plans Received
12 October 2021



ID	FLOOR PLAN	M ²	PERIM.
01	PROPOSED UNIT 4	117.95	51.84
02	GARAGE	32.83	23.16
03	STORE	4.25	8.30
04	PORCH	1.33	4.62
05	ALFRESCO	8.68	11.80
		165.04 m²	99.72 m
ID	ROOF	M ²	PERIM.
01	ROOF AREA GF	171.93	61.32

AVELING DEVELOPMENTS
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Drwg: **U4_FLOOR PLAN**
 Client: **POWERSTAR P/L**
 Site: **LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: StreetSmart® - 371 A4

CONTRACTS
 OWNER..... DATE.....
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AGED DWELLINGS
 Rev: Date: Amendment: Inlt: Date Dm: 03/03/21
 01 03/03/21 ELEVATIONS UPDATED AND A/C UNITS RELOCATED TIM
 02 06/08/21 PLANNING CHANGES TIM
 03 21/07/21 DRIVEWAY CHANGED TO 4.5m WIDE ZH
 04
 05
 06
 07

Local Authority: **NEDLANDS**
 Job No: **G1402**
 Date Dm: 03/03/21
 Dm By: TIM
 Check: XX
 Sales: MA
 Scale: 1:100
 Sheet #12 Rev: 03

Last accessed: zariff on 15/07/2021

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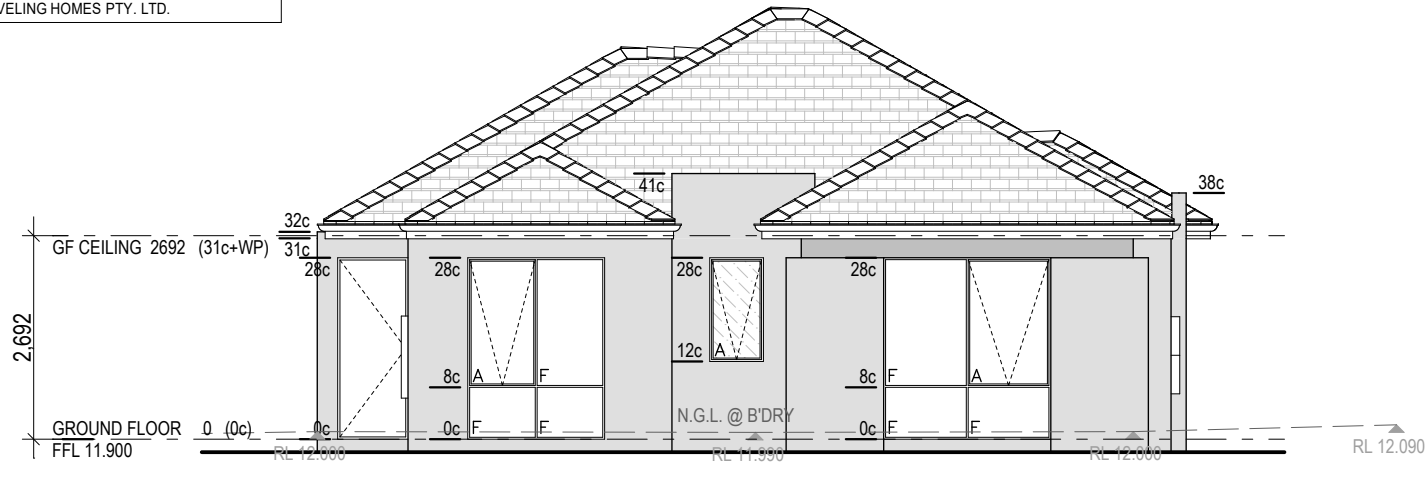
NOTE:
LIGHT GREY SHADING TO RENDER INDICATES PRIMARY COLOUR

NOTE:
DARK GREY SHADING TO RENDER INDICATES SECONDARY COLOUR

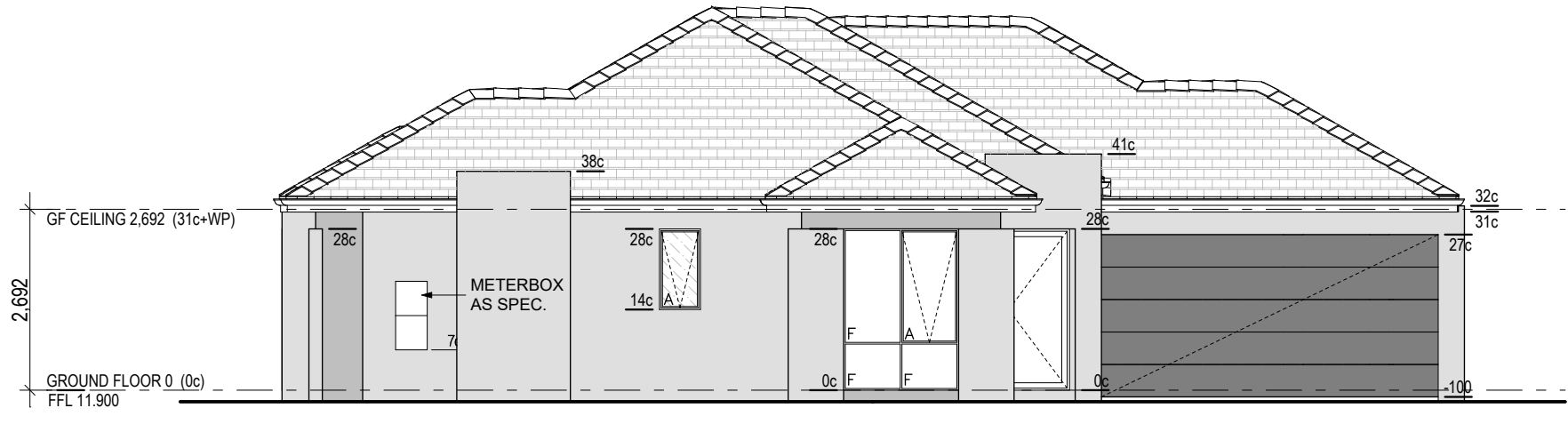
NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

NOTE:
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TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

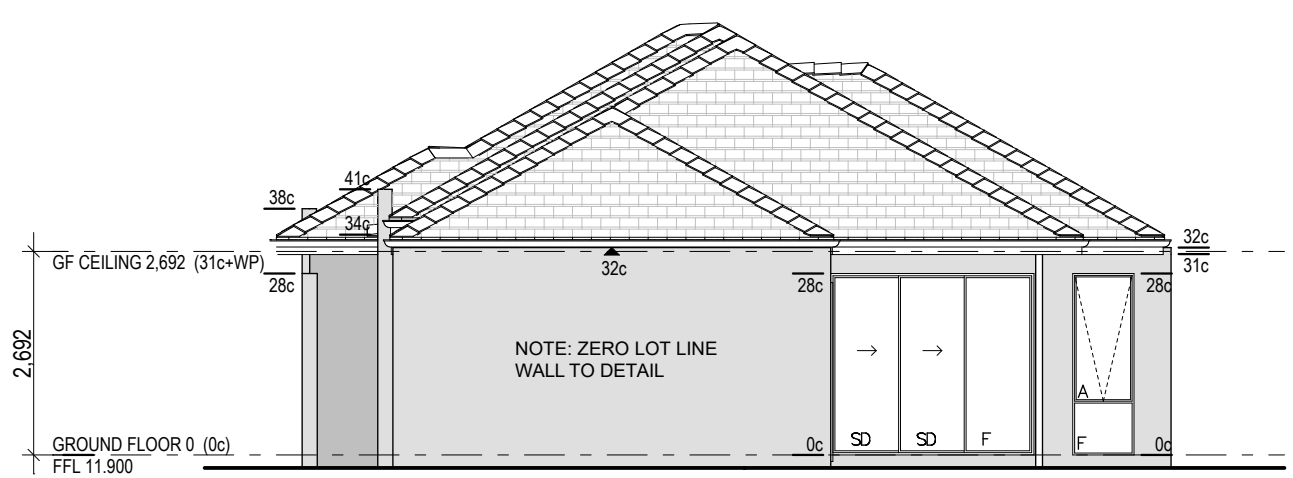
City of Nedlands
Amended Plans Received
12 October 2021



ELEVATION 1 (EAST)
1:100

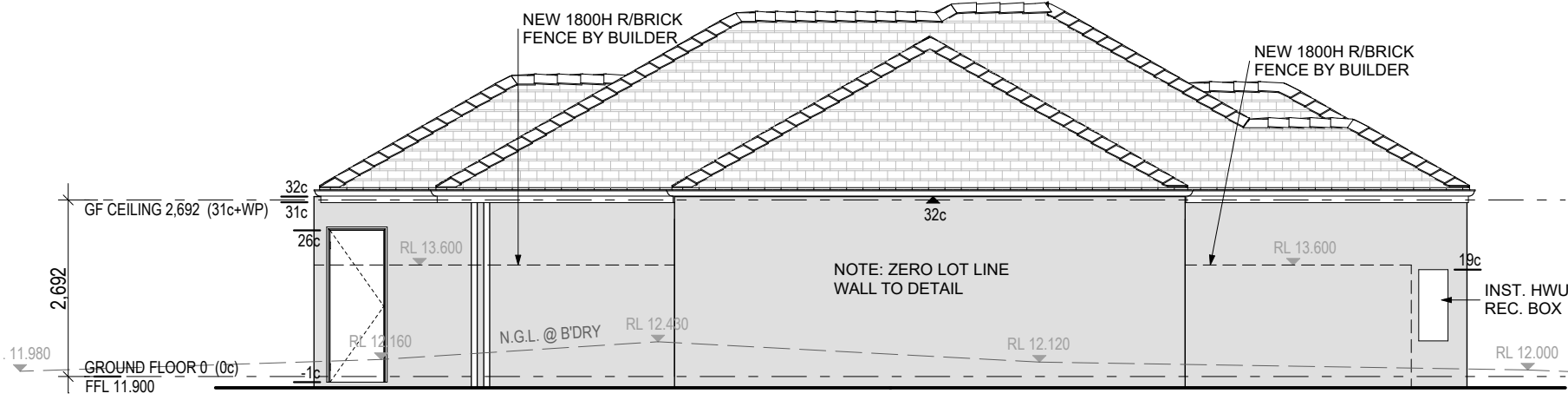


ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100

ROOF COVER		BRISTLE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
ACRYLIC TEXTURE COAT (FEATURE COLOUR)		NAMADJI (DULUX)
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COLORBOND GATES		COLOURBOND EVENING HAZE
VEHICLE GATES		COLOURBOND MONUMENT
GARAGE DOOR		COLOURBOND EVENING HAZE



ELEVATION 4 (SOUTH)
1:100

 AVELING DEVELOPMENTS <small>STRATA, DUPLEX, TRIPLEX, MULTI-UNITS</small> BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS	Drwg: U4_ELEVATIONS Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	AGED DWELLINGS Rev: 01 Date: 03/03/21 02 06/08/21 03 21/07/21 04 05 06 07	Local Authority: NEDLANDS Amendment: ELEVATIONS UPDATED AND A/C UNITS RELOCATED PLANNING CHANGES DRIVEWAY CHANGED TO 4.5m WIDE	Job No: G1402 Date Dm: 03/03/21 Dm By: TIM Check: XX Sales: MA Scale: 1:100, 1:20 Sheet # 13 Rev: 03
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City of Nedlands
Amended Plans Received
12 October 2021

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EXTENT OF RENDER BETWEEN R-R.

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REFER TO ENGINEERS TIE DOWN DETAILS

ROOF CARPENTER NOTE

REFER TO ENGINEERS TIE DOWN DETAILS

REFER TO BUILDERS ROOF CARPENTER SPECIFICATION.

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PROVIDE GALLOW'S BRACKET SUPPORT TO SHELVES OVER 1800^{mm} LONG (MAX. 1800^{mm})

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WIR/ROBE: SHELF & RAIL AT 1800^{mm} A.F.L.

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LINEN: 4 SHELVES TOP SHELF AT 1800^{mm} A.F.L. EQ. SPACE ALL SHELVES TO F.F.L.

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- FFL FINISHED FLOOR LEVEL
- AFL ABOVE FLOOR LEVEL
- NGL NATURAL GROUND LEVEL
- GF GROUND FLOOR
- FF FIRST FLOOR
- SF SECOND FLOOR
- FL FLOOR LEVEL
- CL CEILING LEVEL
- PD PLUMBING DUCT
- WP WALL PLATE

- AF ALUMINIUM FRAME
- MF METAL FRAME
- TF TIMBER FRAME
- CSD CAVITY SLIDING DOOR
- PL PRIVACY LOCK
- OBS OBSCURE GLASS
- DG DOUBLE GLAZING
- DR DOUBLE REBATE
- GB GLAZING BARS

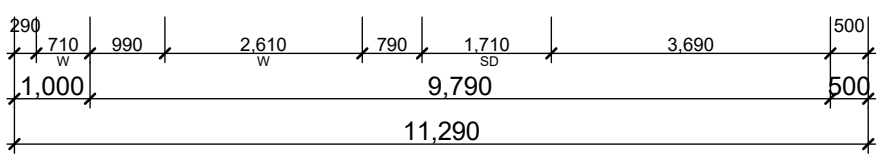
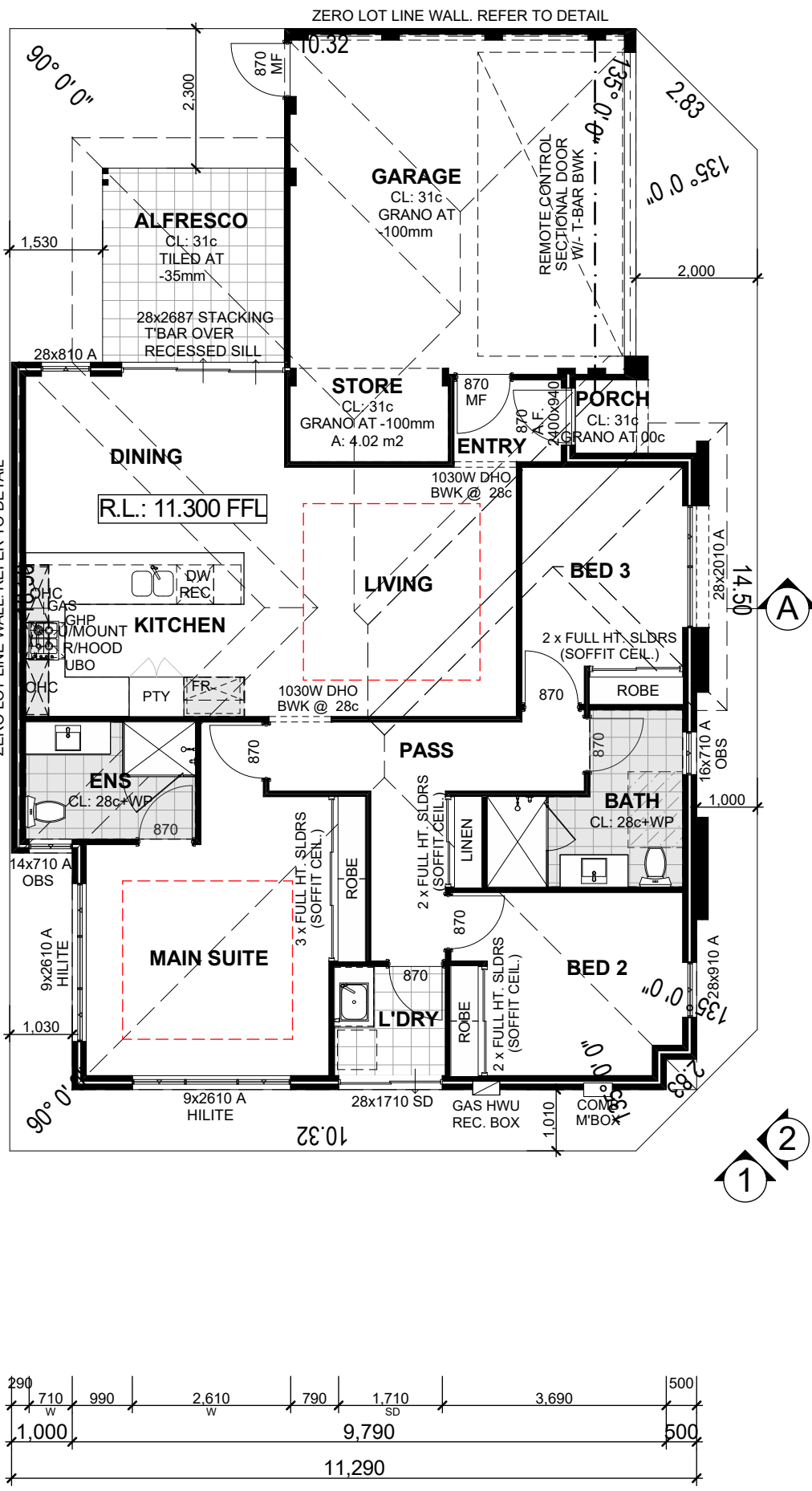
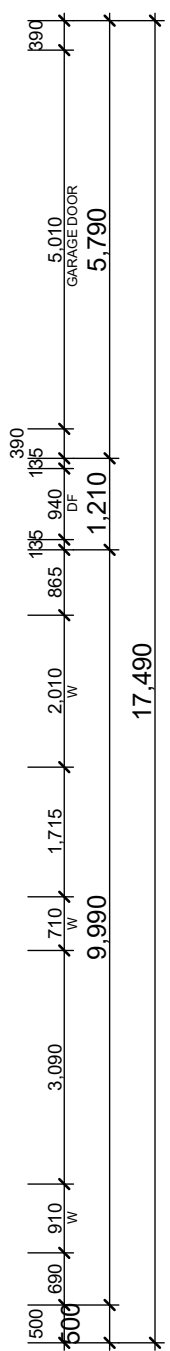
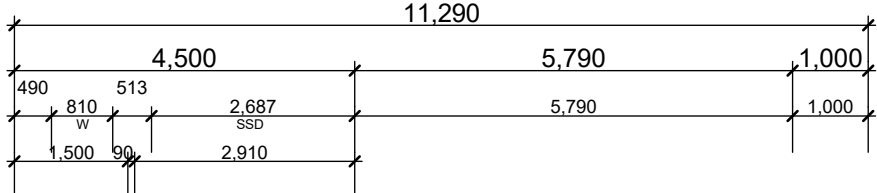
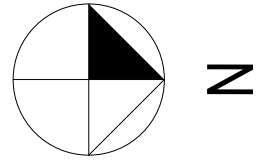
- PB PLASTERBOARD
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- DP DOWNPIPE
- SPRDR SPREADER
- RWH RAIN WATER HEAD

- NTB NOT TO BOND
- FW FLOOR WASTE

ENERGY EFFICIENCY 6 STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**
(Extent between markers X-X)
LIVING CEILING INSULATION: **R3.0**
GARAGE CEILING INSULATION: **NIL**
ROOF INSULATION: **NIL or BAL SPEC.**
DESIGN CHANGES: **NIL**
WINDOW GLAZING: **SINGLE CLEAR**
ENERGY RATING COMPLETE: **YES/NO**



ID	FLOOR PLAN	M ²	PERIM.
01	PROPOSED UNIT 5	123.52	49.44
02	GARAGE	32.82	23.16
03	STORE	4.02	8.30
04	PORCH	1.45	4.82
05	ALFRESCO	9.60	12.40
		171.41 m²	98.12 m
ID	ROOF	M ²	PERIM.
01	ROOF AREA GF	175.91	58.06

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Site: **LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

CONTRACTS
OWNER..... DATE.....
OWNER..... DATE.....
BUILDER..... DATE.....

AGED DWELLINGS
Rev: 01 03/03/21
02 06/08/21
03 21/07/21
04
05
06
07

Amendment:
ELEVATIONS UPDATED AND A/C UNITS RELOCATED
PLANNING CHANGES
DRIVEWAY CHANGED TO 4.5m WIDE

Local Authority: **NEDLANDS**
Job No: **G1402**
Date Dm: **03/03/21**
Dm By: **TIM**
Check: **XX**
Sales: **MA**
Scale: **1:100**
Sheet #14 Rev: **03**

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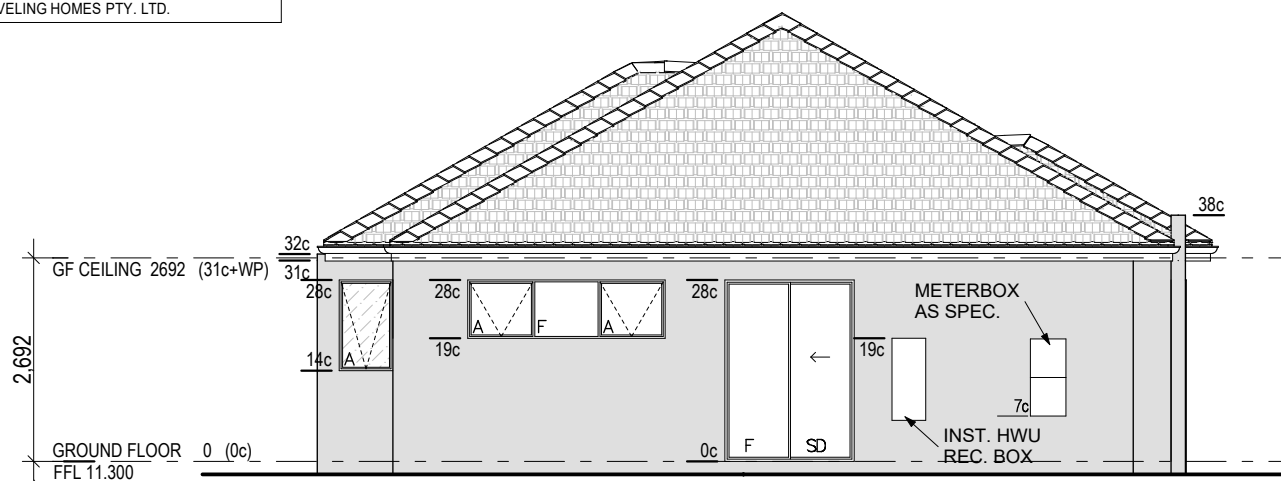
NOTE:
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NOTE:
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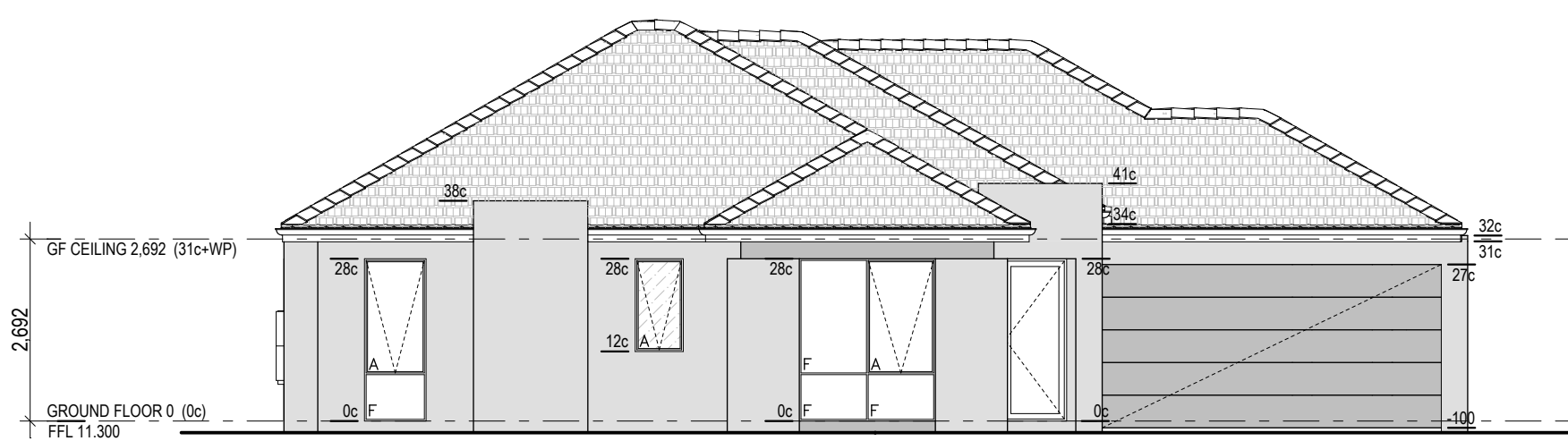
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TILE ROOF
AT 30°, EAVE 500MM
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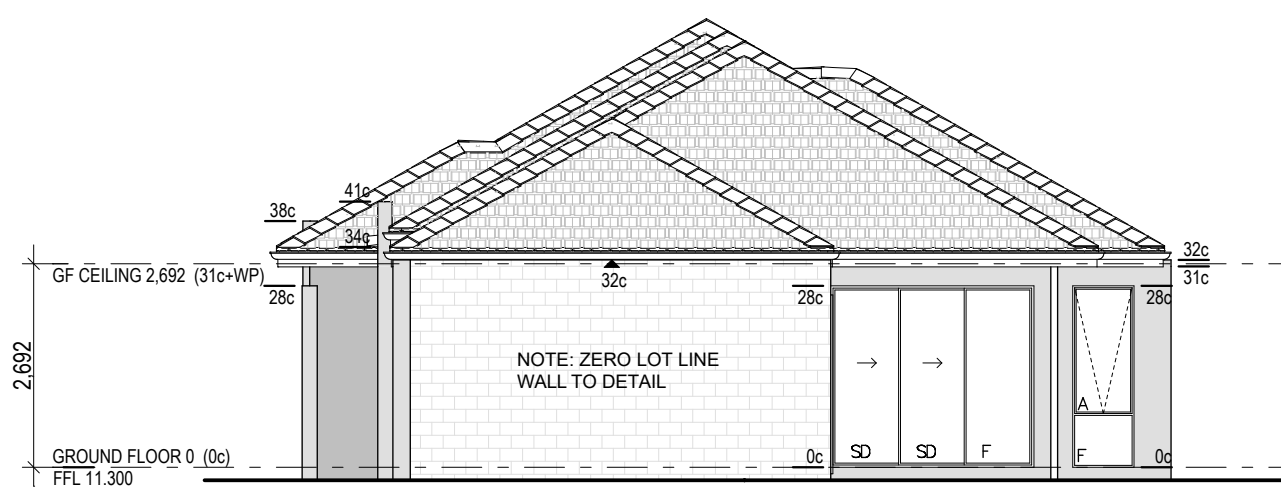
City of Nedlands
Amended Plans Received
12 October 2021



ELEVATION 1 (EAST)
1:100

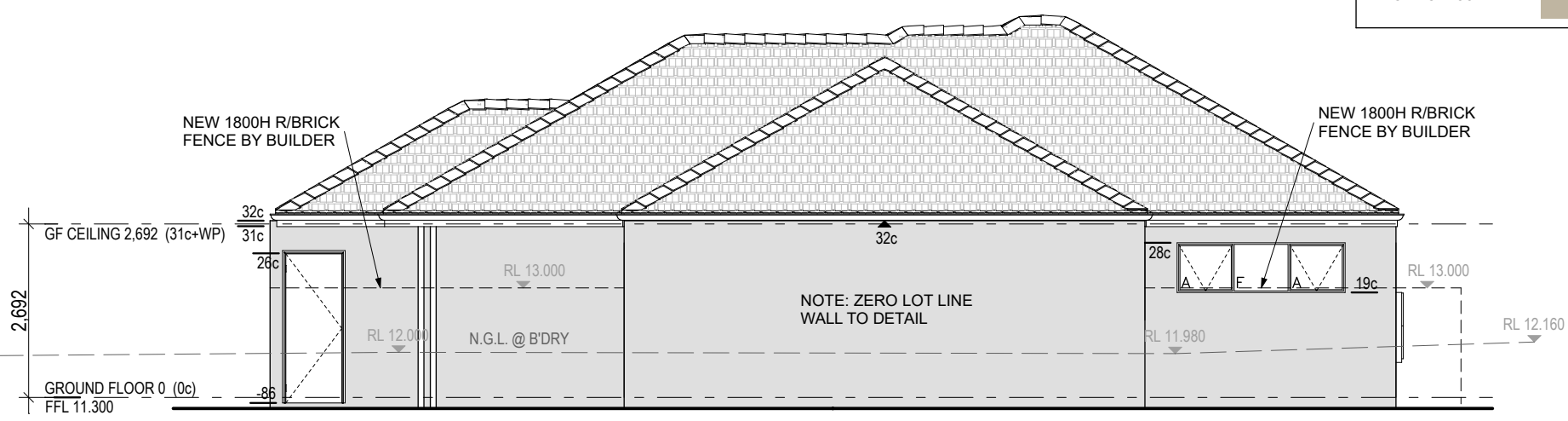


ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100

ROOF COVER		BRISTLE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
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GARAGE DOOR		COLOURBOND EVENING HAZE



ELEVATION 4 (SOUTH)
1:100

 AVELING DEVELOPMENTS STRATA, DUPLEX, TRIPLEX, MULTI-UNITS. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS	Drwg: U5_ELEVATIONS Client: POWERSTAR P/L Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT Map Ref: StreetSmart® - 371 A4	CONTRACTS OWNER..... DATE..... OWNER..... DATE..... BUILDER..... DATE.....	AGED DWELLINGS Rev: Date: Amendment: 01 03/03/21 ELEVATIONS UPDATED AND A/C UNITS RELOCATED 02 06/08/21 PLANNING CHANGES 03 21/07/21 DRIVEWAY CHANGED TO 4.5m WIDE 04 05 06 07	Local Authority: NEDLANDS	Job No: G1402 Date Dm: 03/03/21 Dm By: TIM Check: XX Sales: MA Scale: 1:100, 1:20 Sheet #15 Rev: 03
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 BROOM: 1 x SHELF AT 1800^{mm} A.F.L.
 PROVIDE DRAFTPROOF SEAL TO ENTRY, GARAGE/ENTRY & LAUNDRY EXTERNAL DOORS WHERE APPLICABLE
 TOWEL RAILS FIXED AT 1100^{mm} A.F.L.

CLIENT NOTE

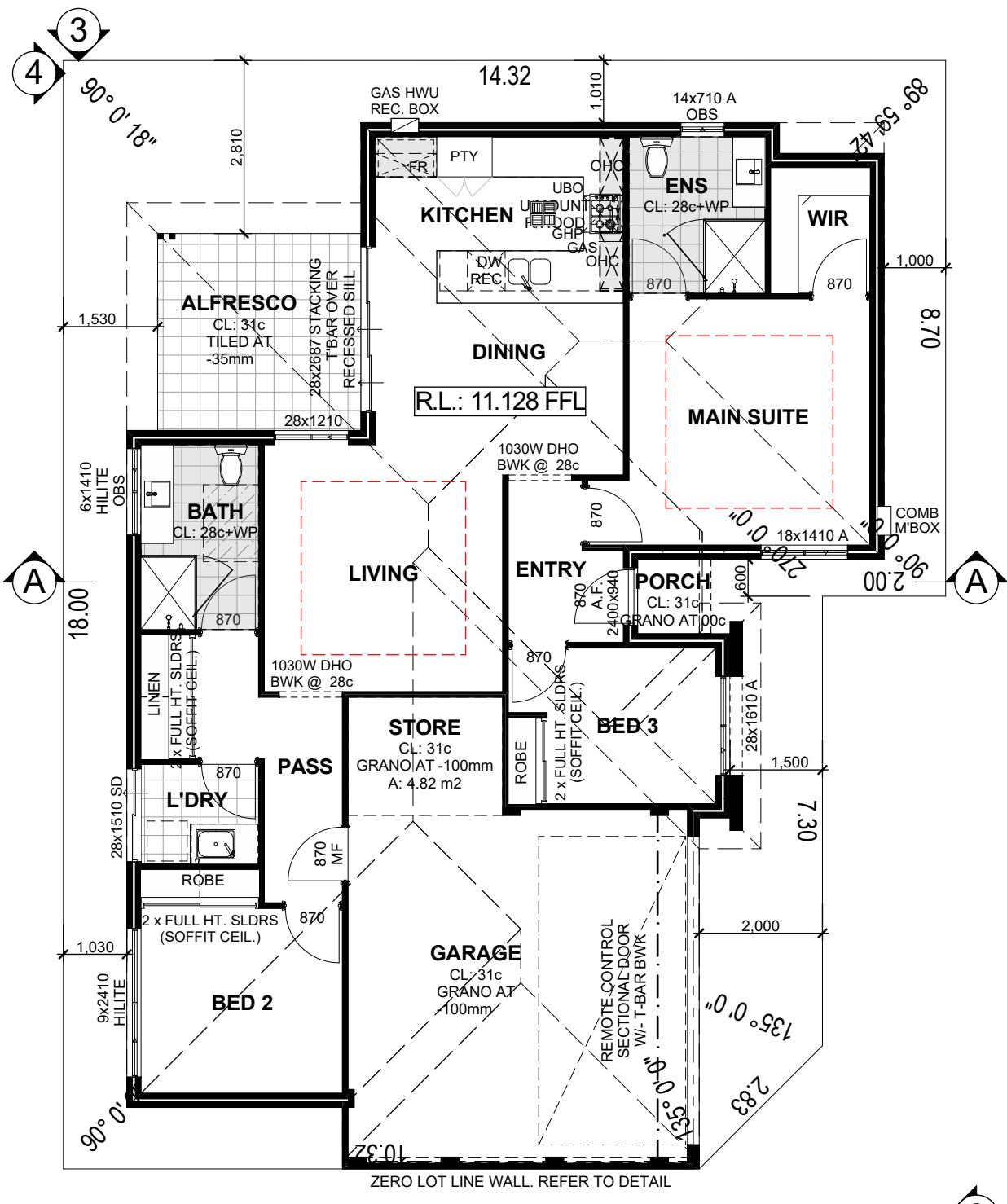
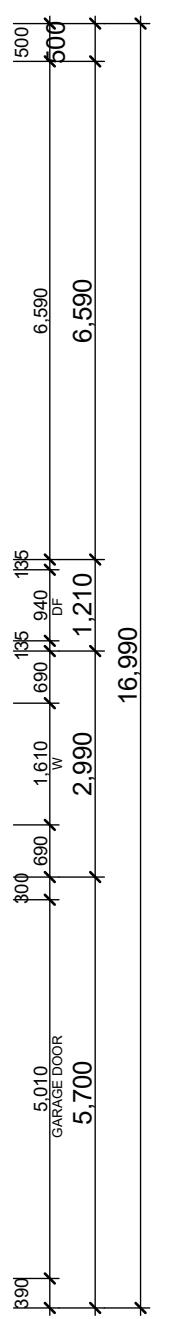
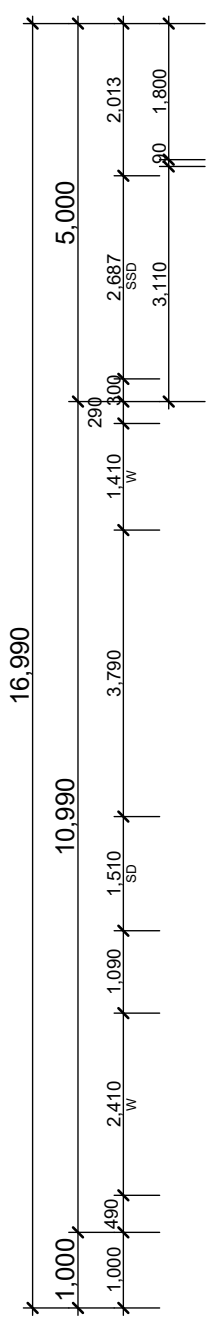
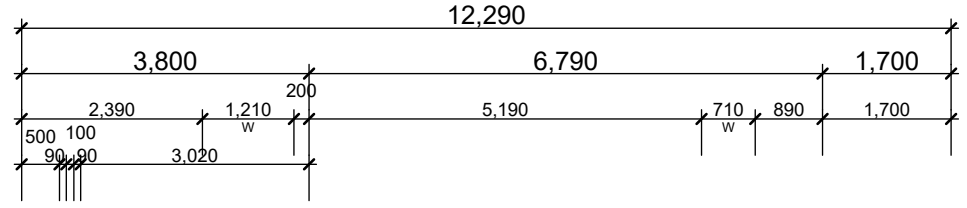
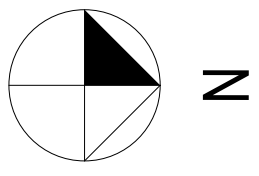
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 DIMENSIONS SHOWN ON PLANS ARE TO BRICKWORK. INTERNAL SPACES WILL ALTER IN SIZE TO ACCOMMODATE WALL FINISHES
 HIFLEX TO ALL EXTERNAL CEILINGS & EAVE LININGS U.N.O.
 NUMBER AND SPACING OF RAIN WATER PIPES IS APPROXIMATE & GOVERNED BY ROOF STRUCTURE & AT THE PLUMBERS DISCRETION.
 ALL STRUCTURAL BEAMS IN ACCORDANCE WITH THE ENGINEERS SIGNED DETAILS AND SPECIFICATIONS

LEGEND:

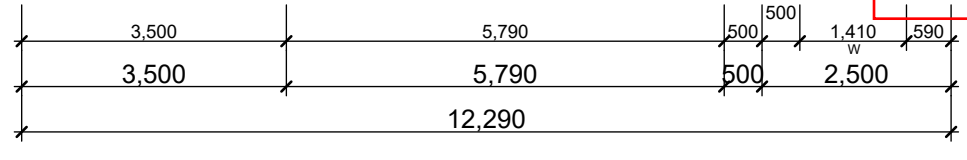
- RL REDUCED LEVEL
- FFL FINISHED FLOOR LEVEL
- AFL ABOVE FLOOR LEVEL
- NGL NATURAL GROUND LEVEL
- GF GROUND FLOOR
- FF FIRST FLOOR
- SF SECOND FLOOR
- FL FLOOR LEVEL
- CL CEILING LEVEL
- PD PLUMBING DUCT
- WP WALL PLATE
- AF ALUMINIUM FRAME
- MF METAL FRAME
- TF TIMBER FRAME
- CSD CAVITY SLIDING DOOR
- PL PRIVACY LOCK
- OBS OBSCURE GLASS
- DG DOUBLE GLAZING
- DR DOUBLE REBATE
- GB GLAZING BARS
- PB PLASTERBOARD
- FC FIBRE CEMENT
- SC SKIM COAT (PLASTER)
- PF PAINT FINISH
- PFR PAINT FINISH RENDER
- AT ACRYLIC TEXTURE
- EPS EXPANDED POLYSTYRENE
- DP DOWNPIPE
- SPDR SPREADER
- RWH RAIN WATER HEAD
- NTB NOT TO BOND
- FW FLOOR WASTE

ENERGY EFFICIENCY 6 STAR REQUIREMENTS

CAVITY WALL INSULATION: **NIL**
 (Extent between markers X-X)
 LIVING CEILING INSULATION: **R3.0**
 GARAGE CEILING INSULATION: **NIL**
 ROOF INSULATION: **NIL or BAL SPEC.**
 DESIGN CHANGES: **NIL**
 WINDOW GLAZING: **SINGLE CLEAR**
 ENERGY RATING COMPLETE: **YES/NO**



City of Nedlands
Amended Plans Received
12 October 2021



ID	FLOOR PLAN	M ²	PERIM.
01	PROPOSED UNIT 6	118.10	63.48
02	GARAGE	33.10	23.26
03	STORE	4.82	8.86
04	PORCH	1.44	4.80
05	ALFRESCO	10.56	13.00
		168.02 m²	113.40 m
ID	ROOF	M ²	PERIM.
01	ROOF AREA GF	173.93	60.31

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 STRATA, DUPLEX, TRIPLEX, MULTI-UNITS.
 BUILDING CONTRACTOR N° 12788
 Level 1, 42 Cedric Street, Stirling WA 6021
 Phone (08) 6144 1000 Fax (08) 6144 1004
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Drwg: **U6_FLOOR PLAN**
 Client: **POWERSTAR P/L**
 Site: **LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: StreetSmart® - 371 A4

CONTRACTS

OWNER..... DATE.....
 OWNER..... DATE.....
 BUILDER..... DATE.....

AGED DWELLINGS

Local Authority: **NEDLANDS**

Job No: **G1402**
 Date Dm: **03/03/21**
 Dm By: **TIM**
 Check: **XX**
 Sales: **MA**
 Scale: **1:100**
 Sheet # **16** Rev: **03**

Last accessed: zarifh on 15/07/2021

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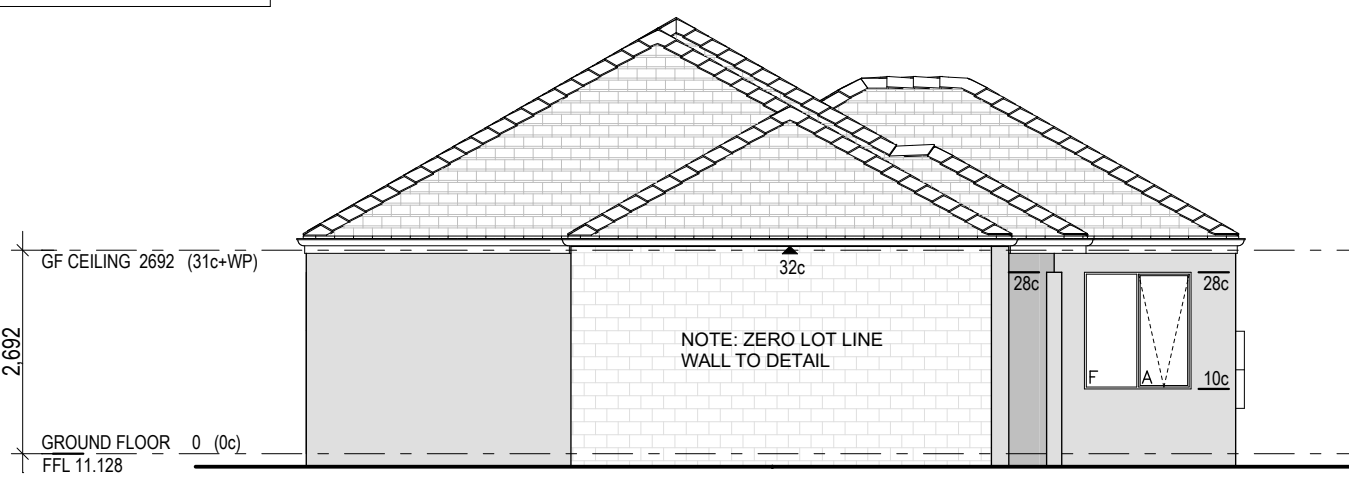
NOTE:
LIGHT GREY SHADING TO RENDER INDICATES PRIMARY COLOUR

NOTE:
DARK GREY SHADING TO RENDER INDICATES SECONDARY COLOUR

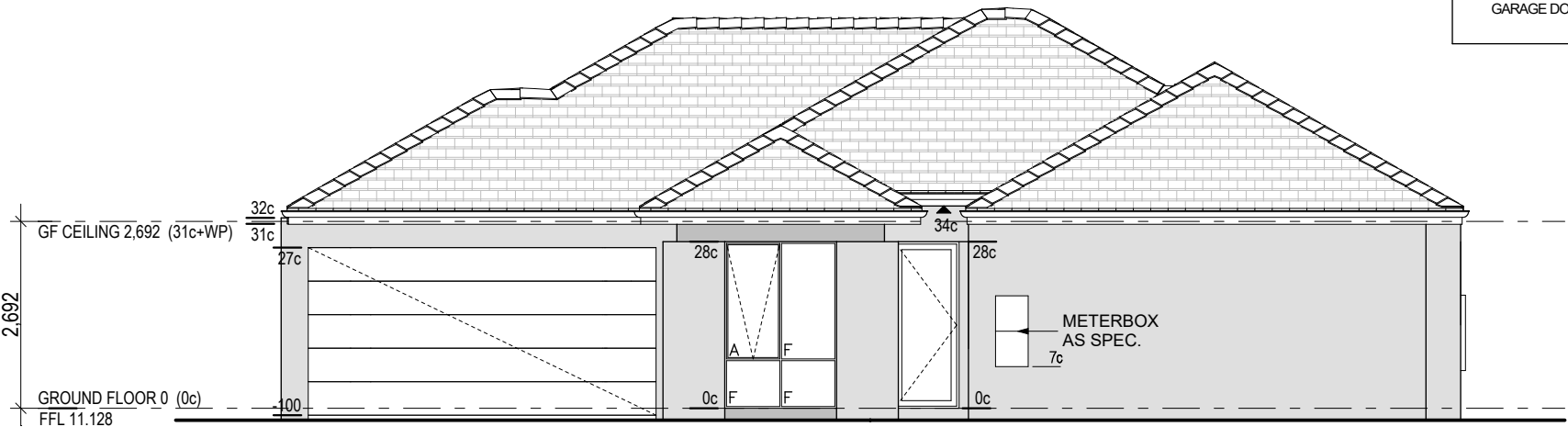
NOTE:
DARKEST SHADING TO RENDER INDICATES CONTRASTING RENDER 3

NOTE:
CEILING 31c + WALL PLATE UNLESS NOTED OTHERWISE.
TILE ROOF
AT 30°, EAVE 500MM
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BWK UNLESS NOTED OTHERWISE.

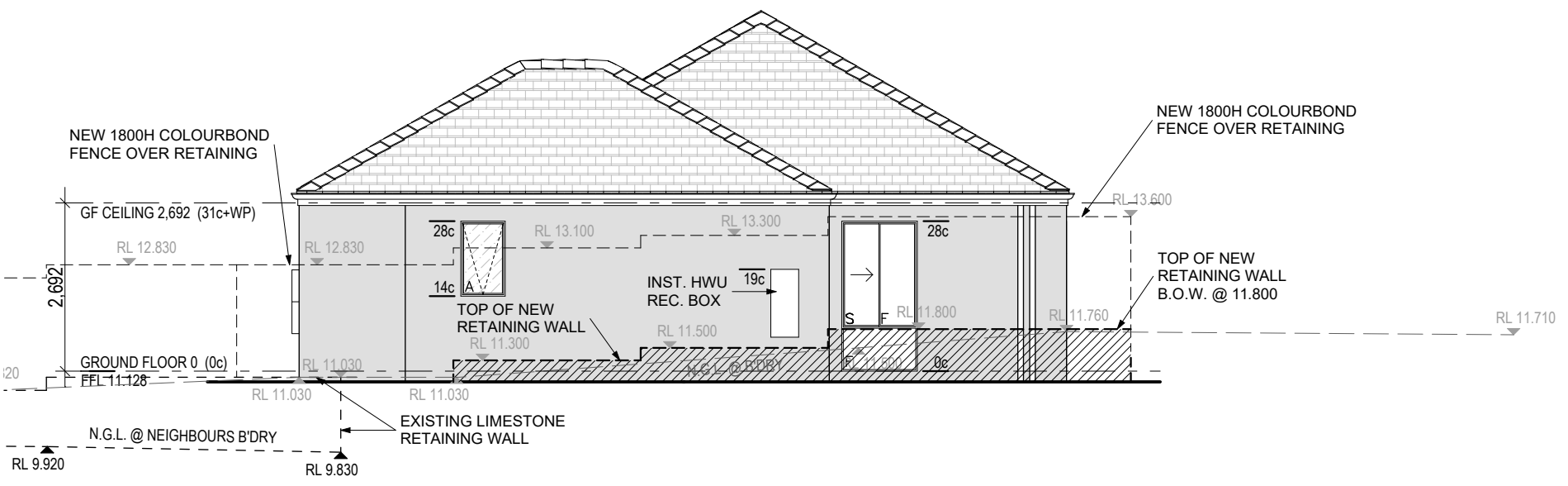
ROOF COVER		BRISTLE PLANUM SLATE
ACRYLIC TEXTURE COAT (MAIN COLOUR)		DEACONS BENCH QUARTER (DULUX)
ACRYLIC TEXTURE COAT (FEATURE COLOUR)		NAMADJI (DULUX)
DOWN PIPES AND COLUMNS		COLOURBOND EVENING HAZE
GUTTER AND FASCIA		COLOURBOND MONUMENT
COLORBOND BOUNDARY FENCE		COLOURBOND EVENING HAZE
WINDOW FRAMES		JASONS CHARCOAL LUSTRE
COLORBOND GATES		COLOURBOND EVENING HAZE
VEHICLE GATES		COLOURBOND MONUMENT
GARAGE DOOR		COLOURBOND EVENING HAZE



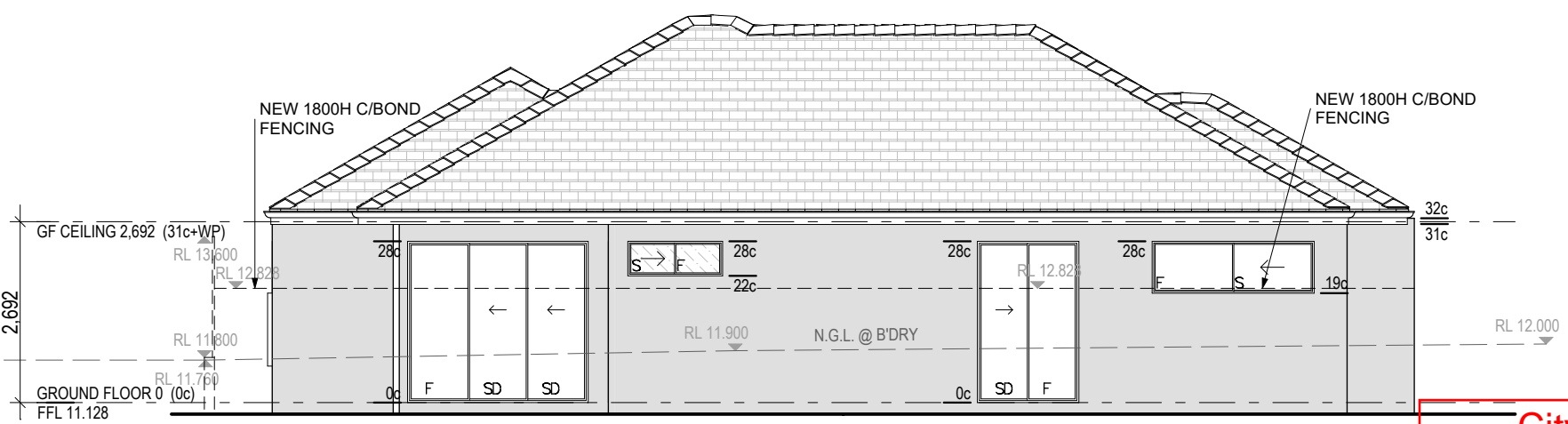
ELEVATION 1 (EAST)
1:100



ELEVATION 2 (NORTH)
1:100



ELEVATION 3 (WEST)
1:100



ELEVATION 4 (SOUTH)
1:100

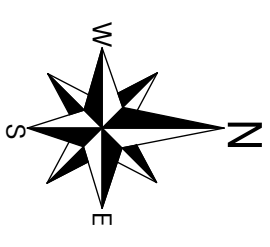
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12 October 2021

<p>AVELING DEVELOPMENTS STRATA, DUPLEX, TRIPLEX, MULTI-UNITS. BUILDING CONTRACTOR N° 12788 Level 1, 42 Cedric Street, Stirling WA 6021 Phone (08) 6144 1000 Fax (08) 6144 1004 © Copyright 2020 AVELING DEVELOPMENTS</p>	<p>Drwg: U6_ELEVATIONS</p> <p>Client: POWERSTAR P/L</p> <p>Site: LOT 2000 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT</p> <p>Map Ref: StreetSmart® - 371 A4</p>	<p>CONTRACTS</p> <p>OWNER..... DATE.....</p> <p>OWNER..... DATE.....</p> <p>BUILDER..... DATE.....</p>	<p>AGED DWELLINGS</p> <table border="1"> <tr> <th>Rev:</th> <th>Date:</th> <th>Amendment:</th> </tr> <tr> <td>01</td> <td>03/03/21</td> <td>ELEVATIONS UPDATED AND A/C UNITS RELOCATED</td> </tr> <tr> <td>02</td> <td>06/08/21</td> <td>PLANNING CHANGES</td> </tr> <tr> <td>03</td> <td>21/07/21</td> <td>DRIVEWAY CHANGED TO 4.5m WIDE</td> </tr> <tr> <td>04</td> <td></td> <td></td> </tr> <tr> <td>05</td> <td></td> <td></td> </tr> <tr> <td>06</td> <td></td> <td></td> </tr> <tr> <td>07</td> <td></td> <td></td> </tr> </table>	Rev:	Date:	Amendment:	01	03/03/21	ELEVATIONS UPDATED AND A/C UNITS RELOCATED	02	06/08/21	PLANNING CHANGES	03	21/07/21	DRIVEWAY CHANGED TO 4.5m WIDE	04			05			06			07			<p>Local Authority: NEDLANDS</p> <p>Job No: G1402</p> <p>Date Dm: 03/03/21</p> <p>Dm By: TIM</p> <p>Check: XX</p> <p>Sales: MA</p> <p>Scale: 1:100, 1:20</p> <p>Sheet #17 Rev: 03</p>
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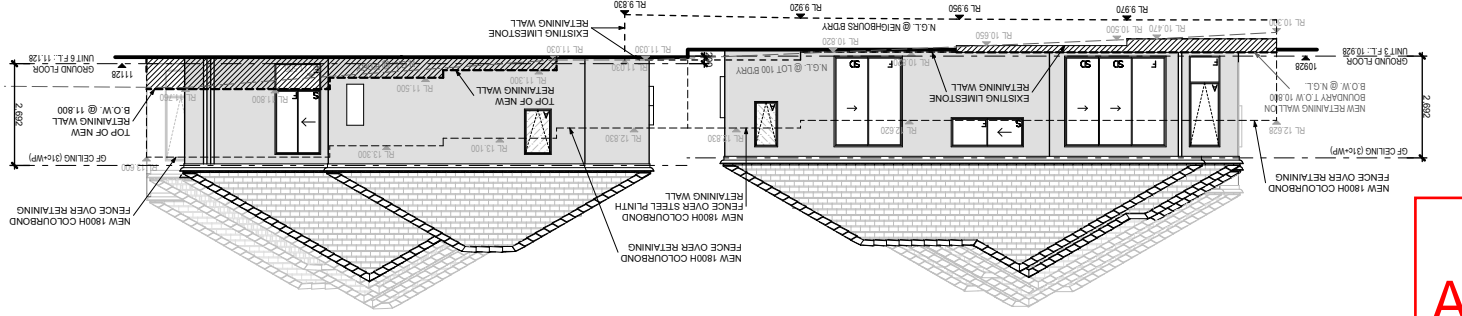
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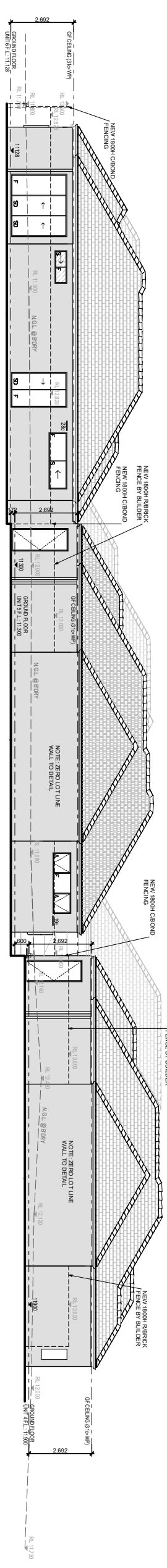
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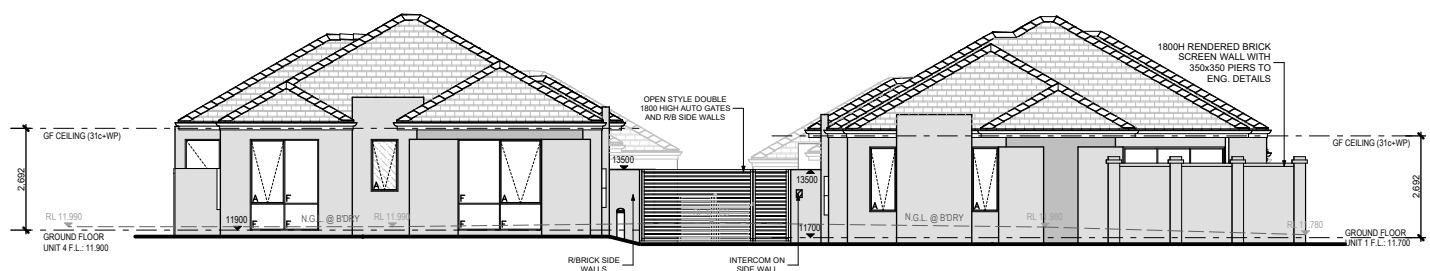
ELEVATION 3 (WEST)
1:200



ELEVATION 4 (SOUTH)
1:200

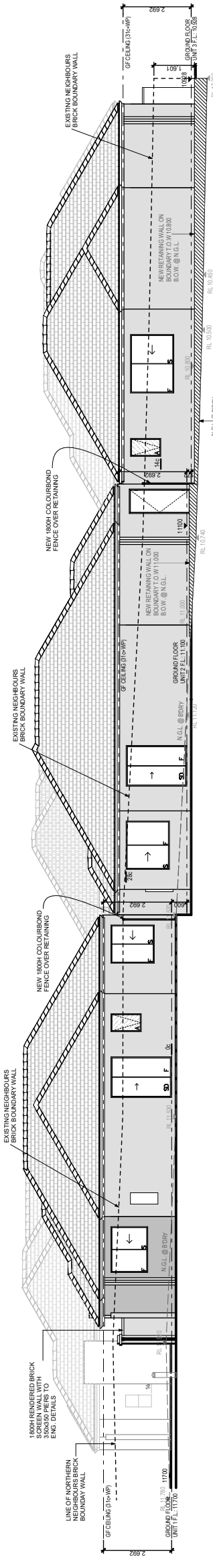


Montgomery Avenue
Blumen



STREET ELEVATION 1 (EAST)
1:200

ELEVATION 2 (NORTH)
1:200



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BUILDING CONTRACTOR N° 12788
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Drwg: **COMBINED DRAWINGS**
Client: **POWERSTAR P/L**
Site: **LOT 2000 (FUTURE LOT 100)
MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart - 371 A4

CONTRACTS
OWNER..... DATE.....
OWNER..... DATE.....
BUILDER..... DATE.....

AGED DWELLINGS
Local Authority: **NEDLANDS**
Rev: 01 Date: 03/03/21
02 Date: 06/08/21
03 Date: 21/07/21
04
05
06
07

Job No: **G1402**
Date Dm: **03/03/21**
Dm By: **TIM**
Check: **XX**
Sales: **MA**
Scale: **1:200**
Sheet # **18** Rev: **03**

NOTE: TO SCALE ON A2 SHEET

Early Learning Centre and Aged Persons Dwellings

Application for Planning Approval



Lot 100 Montgomery Avenue, Mount Claremont

July 2021

Development Application

Lot 100 Montgomery Avenue, Mount Claremont

Prepared for Aveling Homes

DOCUMENT CONTROL

DESCRIPTION	DATE
210709 21-002 DA report - Aveling Mt Claremont (rev0).docx	9 July 2021
210723 21-002 DA report - Aveling Mt Claremont (rev1).docx	23 July 2021

Apex Planning

Phone: 0416 672 501

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APPENDIX 2:	CERTIFICATE OF TITLE AND DEPOSITED PLAN
APPENDIX 3:	APPROVED PLAN OF SUBDIVISION (WAPC REF 160673)
APPENDIX 4:	OVERALL DEVELOPMENT PLANS
APPENDIX 5:	AGED PERSONS DWELLINGS PLANS
APPENDIX 6:	EARLY LEARNING CENTRE PLANS
APPENDIX 7:	LANDSCAPE PLANTING PLANS
APPENDIX 8:	TRANSPORT IMPACT STATEMENT
APPENDIX 9:	ENVIRONMENTAL NOISE ASSESSMENT
APPENDIX 10:	WASTE MANAGEMENT PLANS

1 INTRODUCTION

Apex Planning has produced the following application for planning approval on behalf of Aveling Homes with regard to Lot 100 Montgomery Avenue, Mount Claremont (hereafter referred to as the **subject site**).

The proposal involves the establishment of a community-focused development comprising:

- Six grouped dwellings purpose designed for persons aged 55 years and over, classified as Aged Persons Dwellings (**APDs**) in accordance with the R-Codes, within the northern 1,652m² portion of the subject site.
- An early learning centre accommodating up to 93 children and 17 staff, within the southern 1,654m² portion of the subject site.

The proposal will establish a new local brand of childcare centre aimed at providing quality care services in an engaging and comfortable setting. The childcare facility features an attractive site-responsive design, which was supported by the City's Design Review Panel.

The proposal will also facilitate the delivery of an essential specialised housing product, in response to the increasing population of persons aged 55 years and over.

Both components of the proposed development comprise a built form and architectural approach which responds to the characteristics of the local area.

The development is appropriately co-located with the Mount Claremont community centre and on the same frontage road as the local primary school, expanding the provision of key community services in a suitable location.

It is respectfully requested the Metro Inner-North JDAP grant approval to the proposed development.

1.1 PRE-LODGEMENT ENGAGEMENT

On 14th April 2021, Aveling Homes and Apex Planning attended a pre-lodgement engagement meeting with the City of Nedlands, where the overall vision for the site was discussed.

A number of key elements of the site and local planning framework were discussed, and the DA lodgement requirements were confirmed.

The City's feedback was used to inform finalisation of the proposed development.

1.2 DESIGN REVIEW

As part of the pre-lodgement process, the childcare component of the proposal was considered by the City's Design Review Panel (**DRP**) on 8th June 2021.

This included consideration against the ten principles of *State Planning Policy 7.0 – Design of the Built Environment*.

Feedback received from the DRP was positive, with a number of minor tweaks recommended to enhance the proposal. A copy of the minutes from the DRP meeting is provided at **Appendix 1**.

The feedback and recommendations of the DRP are addressed as follows:

- Extension of entry 'arbour' from the front pedestrian entry gate through to the building entry within the car park.
- Enhance entry experience for vehicles from Montgomery Avenue through the provision of a rendered brickwork entry feature adjacent the vehicle entry which includes signage. The feature also serves to more effectively screen the car park.
- Increase access to natural light within internal activity spaces through the provision of additional skylights.
- A traffic assessment which also considers parking considerations forms part of this planning application.
- An ESD report can be provided at detailed design stage in accordance with standard practice.

The information presented in this planning application is considered to provide a reasonable response to design review comments and the proposed development warrants approval.

2 LAND DESCRIPTION

2.1 LOT DETAILS

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details					
Lot	Deposited Plan	Volume	Folio	Lot area (m ²)	Ownership
100	417760	4000	260	3,306	Electricity Networks Corporation

The Certificates of Title (**CT**) and Deposited Plan are provided at **Appendix 2**.

There are no encumbrances listed on either CT which relate to the proposed development.

2.2 APPROVED SUBDIVISION

On 5 July 2021, an application for the green-title subdivision of Lot 100 was granted conditional approval by the WA Planning Commission (WAPC ref 160673). A copy of the approved plan of subdivision is provided at **Appendix 3** for reference.

The approved subdivision layout is comprised of the following green-title lots:

Lot 1: 1,654m²

Lot 2: 1,652m²

The childcare component is proposed within the southern 1,654m² portion of the subject site approved as Lot 1.

The APDs component is proposed within the northern 1,652m² portion approved as Lot 2.

At the time of preparing this development application, the proponent is undertaking the necessary lot creation works to complete the approved subdivision (WAPC ref 160673), with a view to having the subdivision completed as soon as practicably possible.

Once the subdivision process is completed, both lots will have sole road frontage to Montgomery Avenue and therefore will both be legally entitled an access point to Montgomery Avenue (the only available frontage road).

3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site.

Refer to **Figure 1: Aerial Photo** and **Photos 1-8** on the subsequent pages, which illustrate the subject site and surrounds.

3.1 REGIONAL CONTEXT

The subject site is located in the municipality of the City of Nedlands and is approximately 8km west of the Perth CBD.

The site sits 2.5km north-east of Swanbourne Beach, and 2.5km north of the Claremont Secondary Centre.

The site fronts Montgomery Avenue, a Local Distributor Road offering a link to Alfred Road (south) and Stephenson Avenue (north), which offer linkages to the wider Mount Claremont area.

3.2 LOCAL CONTEXT

The subject site is in the locality of Mount Claremont, at the western fringe of the City of Nedlands municipal boundary (further west is the Town of Cambridge).

Mount Claremont is a predominantly residential locality, with community facilities provided throughout (including schools, aged care facilities, places of worship, and local parks).

The site fronts Montgomery Avenue, a Local Distributor Road which is a key north-south link between Stephenson Avenue (north) and Alfred Road (south). Montgomery Avenue is a single carriageway, dual lane road with a central median. Based on Main Roads traffic information, Montgomery Avenue carried average weekday traffic of 4,890vpd in 2019/2020.

Montgomery Avenue mainly provides access to local roads which lead into pockets of residential development (with the exception of the community centre, which gains access directly from the street). The Montgomery Avenue streetscape is largely characterised by masonry street walls and the visible section of side/rear façades of dwellings with trees planted in the verge.

Lot 100 (the wider subject lot) is 3,306m² in area and currently undeveloped.

The northern 1,652m² portion of Lot 100 is proposed to contain six Aged Persons Dwellings, whilst the southern 1,654m² portion will contain a 93-place childcare facility. The interaction between the two developments was closely considered at concept stage.

In terms of its immediate surrounds, the subject site adjoins:

- North: four existing residential properties, with outdoor living areas adjoining the shared lot boundary.
- East: Montgomery Avenue, with residential development beyond. The rear facades of dwellings and street walls face the subject site.
- South: vacant land owned by the Crown (and identified as 'public recreation' under Deposited Plan 417760), with Mount Claremont community centre immediately adjacent.
- West: an existing residential property. The rear façade adjoins the proposed APDs and a vegetated open space area adjoins the childcare facility.

The wider locality contains the following community uses:

- Mount Claremont community centre (50m south)
- Daran Park (200m north)
- Christ Church Grammar playing fields (500m west)
- Mount Claremont primary school and oval (950m south, fronting Montgomery Avenue)
- John XXIII College (700m east)

The Montgomery Avenue verge opposite the development site contains an existing gravel footpath. In terms of public transport, the 28 bus route runs along Montgomery Avenue which provides a public transport link between Claremont station and Perth Busport.

3.3 EXISTING SITE CONDITIONS AND TOPOGRAPHY

The development site is vacant and contains some vegetation. A number of existing trees also exist within the Montgomery Avenue verge.

In terms of topography, the development site falls from north to south by approximately 1-1.5 metres.

A copy of the site survey is included with the proposed development plans, at **Appendix 4**.

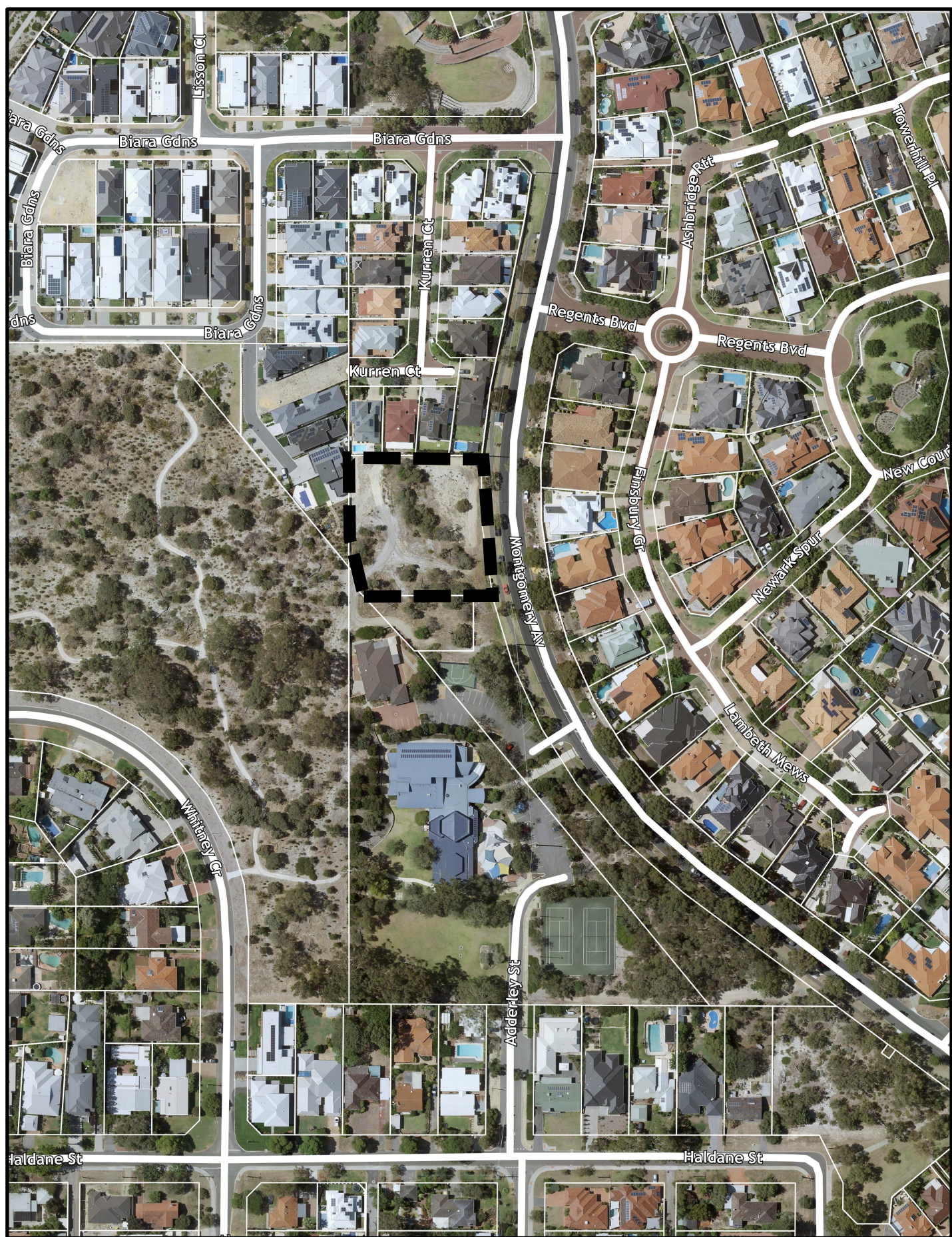


Figure 1: Aerial Photo

Lot 100 Montgomery Avenue, Mount Claremont



Drawn: Alessandro Stagno

Rev: 0

Source: MNG Access

Date: 17 April 2021

apex
planning

3.4 SITE PHOTOS



Photograph 1: Montgomery Avenue frontage, viewed from the verge looking north.



Photograph 2: Development site frontage, looking south.



Photograph 3: Montgomery Avenue streetscape, looking north.



Photograph 4: Montgomery Avenue streetscape, looking south.



Photograph 5: Interface with existing properties (eastern side of street).



Photograph 6: Interface with existing properties (northern boundary).



Photograph 7: Interface with existing properties (western boundary).



Photograph 8: Western site boundary, looking south.

4 DESCRIPTION OF PROPOSAL

The proposal involves the establishment of a community-focused development on the subject site, comprising:

- Six grouped dwellings purpose designed for persons aged 55 years and over, classified as Aged Persons Dwellings (**APDs**) in accordance with the R-Codes, within the northern 1,652m² portion of the subject site.
- An early learning centre accommodating up to 93 children and 17 staff, proposed within the southern 1,654m² portion of the subject site.

Overall plans which depict the Early Learning Centre and Aged Persons Dwellings is provided at **Appendix 4**. Perspective images are included in **Figure 2** (next page).

The development layout is sensitive to the characteristics of the immediate area, acknowledging:

- It places low-impact development within the northern half of Lot 100 where there is interface with existing residential properties (limiting the potential for unacceptable amenity impact); and
- The childcare facility is within the southern half of Lot 100 where it largely interfaces with vacant Crown Land and a portion of highly vegetated outdoor area for the adjoining property.

Once established and occupied, both development components will ultimately be separate development on separate landholdings.

The development is appropriately located in close proximity to the Mount Claremont community centre and on the same frontage road as the local primary school, building on the locality's existing agglomeration of community facilities.

The design approach for the development employs complementary materials, finishes, and colours between the two components to ensure a consistent language is maintained.

The layout and configuration of the development has been closely considered, such that the early learning centre's main outdoor play space is responsibly positioned at the southern side of the upper level where activity is buffered from the aged persons dwellings.

A traffic assessment is provided at **Appendix 8** which demonstrates acceptable the traffic and access considerations associated with the proposed development in relation to the surrounding road network.

An acoustic assessment is provided at **Appendix 9** which includes consideration of the interaction between the early learning centre and the aged persons dwellings, demonstrating compliant noise levels.

The specifics of each development component is explained in the subsequent sections of this report.



Figure 2: Perspective Images (Overall)

Lot 100 Montgomery Avenue, Mount Claremont

Drawn: Aveling Homes

Rev: 0

Source: Aveling Homes

Date: 7 July 2021



4.1 AGED PERSONS DWELLINGS

The proposed development involves the establishment of six single storey grouped dwellings which will be purpose designed for use by 'aged persons' in accordance with the R-Codes definition of Aged Persons Dwellings.

A set of development plans depicting the proposed Aged Persons Dwellings is provided at **Appendix 5**.

The proposal will deliver a quality housing product for the current and growing aged population of the City of Nedlands. Each dwelling provides generous internal spaces including three bedrooms, a double garage, and a storeroom.

The dwellings will gain access via an Australian Standard compliant communal driveway accessed directly from Montgomery Avenue, and will provide a convenient illuminated pedestrian pathway from the front door of each dwelling to the site's two communal parking spaces (one space is ACROD compliant).

The front setback area to Montgomery Avenue, the verge, and the internal driveway are provided with various native planting for an integrated landscape response, enhancing the overall presentation and internal streetscape of the development. Each dwelling is provided with two trees of suitable size and species selection.

The development includes an open style 1.8m gate at the vehicle entry point with sufficient space for vehicle stopping and passing, and intercom to each unit for secure accessibility.

Table 2 below sets out the key details of the proposed grouped dwellings:

Table 2: Key details of proposed grouped dwellings	
Unit 1	<ul style="list-style-type: none"> • Site area – 216.63m² • Proposed dwelling FFL – 11.7 • Single storey, 3 bedroom / 2 bathroom
Unit 2	<ul style="list-style-type: none"> • Site area – 227.51m² • Proposed dwelling FFL – 11.1 • Single storey, 3 bedroom / 2 bathroom
Unit 3	<ul style="list-style-type: none"> • Site area – 233.3m² • Proposed dwelling FFL – 10.828 • Single storey, 3 bedroom / 2 bathroom
Unit 4	<ul style="list-style-type: none"> • Site area – 233.61m² • Proposed dwelling FFL – 11.9 • Single storey, 3 bedroom / 2 bathroom
Unit 5	<ul style="list-style-type: none"> • Site area – 223.92m² • Proposed dwelling FFL – 11.3 • Single storey, 3 bedroom / 2 bathroom
Unit 6	<ul style="list-style-type: none"> • Site area – 237.15m² • Proposed dwelling FFL – 11.128 • Single storey, 3 bedroom / 2 bathroom

4.2 EARLY LEARNING CENTRE

The proposal involves the establishment of a two-storey childcare facility, which will be operated by a local childcare services provider. A set of development plans depicting the proposed early learning centre is provided at **Appendix 6**.

The centre will be a flagship facility for the operator due to its prominent western suburbs location, intended to form an integral component of the local community and feature a high level of design quality.

The facility will provide early learning and care services for up to 93 children with up to 17 staff. The early learning centre is proposed to operate from 6:30am-6:30pm Monday to Friday and will cater for the following age demographics:

- 0-2 years: 8 places
- 2-3 years: 45 places
- 3+ years: 40 places

The proposal will promote positive community outcomes through an increase of early learning places for the local community (enhancing the level of service for workers and families of the local area), as well as the creation of new full-time jobs.

The facility will expand Mount Claremont's existing community infrastructure by providing a suitably located facility, located in close proximity to the Mount Claremont community centre and a local park.

The facility is also intended to create benefits due to its proximity to Mount Claremont primary school, located further south along Montgomery Avenue.

The development features a responsive architectural design style which allows it to sensitively integrate with the predominantly residential character of the locality. Careful consideration has also been given to the interaction of the facility with a future Aged Persons Dwellings development within the northern half of the wider subject lot.

The facility is deliberately configured in a manner which minimises the potential for amenity impact to nearby sensitive receivers, by concentrating outdoor play spaces to the south (facing a vacant Crown Land site).

The site will be accessed by a proposed full-movement crossover to Montgomery Avenue, leading to an undercover car park which is screened from view.

The design style of the facility reflects a number of key built form characteristics of the wider Mount Claremont locality, which includes:

- Residential design format with domestic style boundary fencing and traditional pitched roofs
- Combination of textured render and facebrick finishes
- A central tower feature facing Montgomery Avenue

Refer to **Figure 3**, which contains perspective images depicting the facility.

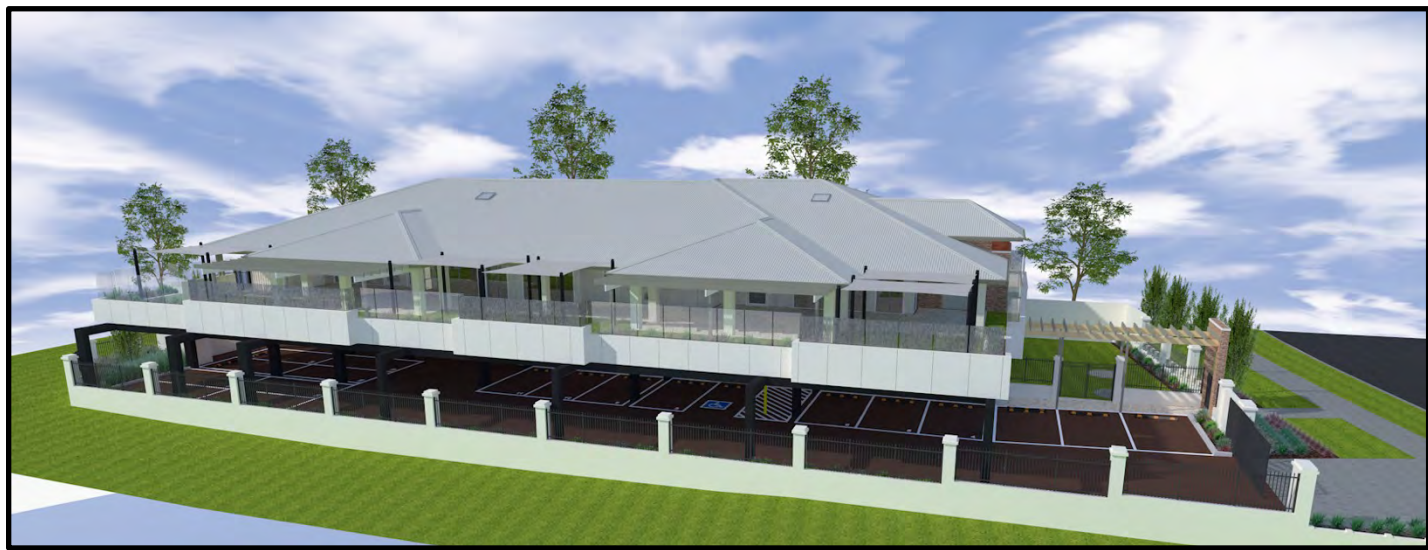


Figure 3: Perspective Images (Childcare)

Lot 100 Montgomery Avenue, Mount Claremont

Drawn: Aveling Homes

Rev: 0

Source: Aveling Homes

Date: 7 July 2021



Specifically, the childcare component comprises the following key elements:

- An attractively designed two-storey building with an undercover carparking area, designed and configured to comfortably accommodate 93 kids and 17 staff.
- A central lift with staircase is provided within the car park, which will provide easy and convenient access to the upper level.
- Immersive outdoor play spaces located at both ground floor and the upper level which will contain various landscaping treatments, play and recreational equipment.
- A smaller outdoor play space is provided at the ground floor which caters for 30 toddlers, and enjoys an interface to Montgomery Avenue which creates passive surveillance and a level of interactivity.
- The larger outdoor play space at the upper level caters for 63 children of all age groups. The upper level playscape is well-shaded through the use architecturally designed verandahs and shade sails. The edge of the playscape is framed with 1.8m high obscure balustrading and integrated sections of framed planter boxes for an added level of greenery.
- The Montgomery Avenue, southern and western site perimeters are framed with a domestic style fence which is comprised of 1.8m high rendered brick piers and permeable infill sections, with a low solid section at ground. A portion of the western perimeter will retain the existing Colorbond fence which assists in achieving compliant noise levels. The site's northern boundary comprises a solid render brick fence of various heights.
- A coloured paved pedestrian entry which is enhanced with a facebrick entry statement and arbour/terrace which extends to the entry of the facility.
- The following building setbacks:
 - Montgomery Avenue (primary street):
 - 7.65m to the upper level and 8.825m to the ground level at the closest point, noting the irregular angle of the boundary.
 - Southern boundary:
 - 1.5m-2.8m to the upper level (the ground level comprises an undercover car park)
 - Western boundary:
 - 6.3m to the upper level.
 - Northern boundary:
 - 1.5m to the ground level and 3m to the upper level.
- An internal floor layout which includes:
 - At ground floor, a foyer, reception desk, office, meeting room, laundry, bathrooms/amenities, and activity spaces for 30 toddlers.
 - At the upper level, a kitchen, bathrooms/amenities, cot/sleeping rooms for babies, and activity spaces for 63 children of all age groups.

- A full movement crossover to Montgomery Avenue, measuring 6.1m wide at the property boundary. The crossover is to be coloured for legibility and maximise safety by ensuring it is easily identified by pedestrians and vehicles.
- An undercroft car parking area which contains:
 - An open style sliding telescopic auto gate matching the infill sections of the development's front boundary fence.
 - 16 visitor bays, including one ACROD bay with shared space
 - 16 staff bays
 - 2 bike racks
 - A reversing bay to facilitate safe and coordinated turnaround movements
 - A fully enclosed bin store which is totally screened from public view
 - A fire escape stairwell linking to the western end of the upper level outdoor playscape.
- Various landscaping treatments within the front setback area and along parts of the site boundaries, which contains various forms of native planting.

4.3 LANDSCAPING

Landscape planting plans have been produced for both development components, provided at **Appendix 7**.

The early learning centre's landscape plan was prepared by Ecoscape, and depicts the following landscaping approach:

- The planting of four native Melaleuca trees with low shrub and groundcover species within the front setback area, complementing the street edge response.
- The planting of shade species, ground covers and Melaleuca trees along side/rear boundaries, with species selection based on areas with access to sunlight and viability of growth.
- Retention and celebration of existing trees in the verge.
- The landscape plan does not include playscape areas. The arrangements for these areas are not typically determined until the detailed design phase.

The aged persons component's landscape plan was prepared by InstantGardens, and depicts the following landscaping approach:

- Native species which correlate with those selected for the childcare component.
- Landscape planting beds framing units 1, 2, 4 and 5 within the communal driveway to provide an engaging and attractive communal streetscape.
- Boundary planting within the outdoor living spaces of each dwelling which includes two trees for each dwelling.
- Landscape planting within the Montgomery Avenue verge and setback area, comprised of trees, shrubs and other planting to enhance views of the development from the street.

4.4 TRAFFIC ASSESSMENT

The proposed development is supported by a Transport Impact Statement (**TIS**) produced by Transcore. The TIS is provided at **Appendix 8**.

The TIS considers the traffic and access arrangements associated with the overall development.

The TIS demonstrates that the proposed access arrangements to Montgomery Avenue are satisfactory, and that the childcare facility's car park is suitably designed to facilitate the movements of an 8m long waste collection vehicle (as demonstrated by the swept path plans provided in the TIS).

With regard to traffic generation, the TIS concludes that the entire development would have an AM and PM peak trip generation estimated at 73 and 49 respectively, which is insignificant and entirely capable of being accommodated by the road network.

The proposed development is appropriate from a traffic and access point of view and warrants the City's support accordingly.

4.5 ACOUSTIC

The proposed childcare facility is in close proximity to sensitive receivers, including the Aged Persons Dwellings subject of this development.

An environmental noise assessment was produced by Lloyd George Acoustics in accordance with statutory requirements, which considers noise generated by the childcare facility from outdoor play, the car park, and mechanical plant. The acoustic report is provided at **Appendix 9**.

The following acoustic attenuation measures are incorporated into the childcare facility to achieve compliant noise levels and maintain an acceptable level of amenity at surrounding properties:

- Retention of the existing 1.8m Colorbond fence at the western side of the car park.
- The incorporation of solid plexiglass panels into the front fence of the ground floor outdoor play area.
- A minimum 2m high solid rendered brick wall along a portion of the northern boundary of the ground floor outdoor play area, and along a portion of the front boundary.
- A 1.9m high screen wall for the upper level air con units, combined with the selection of units which can operate on a 'low noise mode' prior to 7am.

The assessment concludes that the facility will comply with the *Environmental Protection (Noise) Regulations 1997* at all times.

4.6 WASTE AND SERVICING

The waste management arrangements for the proposed development have been closely considered and addressed utilising the City's Waste Management Policy and Guidelines.

Waste will be managed separately for the two development components. A summary is provided as follows:

- The childcare facility provides a fully enclosed bin storage area at the western side of the undercroft car park, which is screened from view. Waste collection will occur by private contractor. A waste management plan (**WMP**) has been produced by TALIS in support of the facility's waste arrangements.
- The aged persons dwellings each provide dedicated storage areas within their garage where bins are kept. Bins are transported to the dedicated presentation areas within the Montgomery Avenue verge prior to collection day, for collection by the City's waste collection service. A WMP has been produced detailing these arrangements.

Both WMPs are provided at **Appendix 10**.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME (MRS)

The development site and adjoining road are zoned Urban under the Metropolitan Region Scheme (MRS). The proposed development is consistent with the MRS and warrants approval.

5.2 STATE PLANNING POLICY 7.0: DESIGN OF THE BUILT ENVIRONMENT

An assessment against the ten principles of SPP7.0 is provided in **Table 3** below.

Table 3: Ten design principles of SPP7.0	
1. Context and character	
<u>Design response:</u>	
<ul style="list-style-type: none"> • The development is consistent with the objectives of the Residential zone, and will provide a different type of housing typology and essential community service which will meet the current and future needs of the area. • The proposed dwellings are configured with primary frontage to an internal communal accessway which offers a single access point to Montgomery Avenue. This arrangement is consistent with the pattern of residential development in the immediate locality. • The density of development is consistent with what is allowable/envisaged for Aged Persons Dwellings at R30, delivering outcomes consistent with the desired future character under the statutory planning controls. • A context and character study was undertaken as part of the pre-lodgement design review process for the childcare facility, which demonstrates the design philosophy employed for the proposal is consistent with its surrounds. • The proposed childcare centre is an attractively and sensitively designed residential style building which incorporates characteristics of the local area, including: <ul style="list-style-type: none"> ○ Residential design format with domestic style boundary fencing. ○ Conventional pitched roofs of Colorbond materiality. ○ Combination of textured render and facebrick elements to accentuate the architectural features of the building. ○ Integrated landscape treatments, including planter boxes at the upper level. • Landscape integration is an aspect of the established local amenity, and has been reflected in this proposal. Vegetation in street verges will be retained and celebrated. • Double storey scale with a central architectural element creating a sense of prominence, consistent with other buildings in the immediate locality. 	
2. Landscape quality	
<u>Design response:</u>	
<ul style="list-style-type: none"> • The development seeks to incorporate a sensitive and responsive landscape character, achieved through a number of measures which include: <ul style="list-style-type: none"> - The use of waterwise native plants throughout the playscape areas - The retention of existing trees in the verge adjoining the site - The planting of new native trees and vegetation, particularly within street setback areas and along lot boundaries to establish a soft interface with adjoining sites - Enhancement of verge planting where necessary to create a well-designed landscape environment and to discourage unintended parking by vehicles - The placement of the ground floor outdoor play space within the Montgomery Avenue street setback area to allow a level of engagement and surveillance of the street. 	

3. Built form and scale

Design response:

- The proposed childcare facility is two storeys in scale with traditional pitched roof, befitting other development in the immediate locality.
- The proposed dwellings will be single storey in scale, reflective of the functional needs of the intended occupants.
- The built form of dwellings provides a fairly conventional design response, with each dwelling providing a covered porch at the front entry, windows facing rooms and a double garage. The dwellings are designed with consistent built form features.
- A combination of facebrick and rendered finishes are used for the exterior of the childcare building, which incorporates two key residential treatments consistent with the surrounding locality.
- The childcare facility's pedestrian entry incorporates a welcoming entry feature constructed of facebrick with an arbour leading patrons to the main entry.
- The dwellings are orientated internally, facing the site's internal communal driveway. This approach creates a sense of place for the entire development and enhances community links through an interconnected design approach.

4. Functionality and build quality

Design response:

- The dwellings are purpose designed in accordance with the relevant requirements for Aged Persons Dwellings. The quality and functionality of the dwellings must meet minimum industry standards.
- The childcare facility is designed to meet all relevant regulatory requirements, ensuring the spaces are functional and fit for purpose.
- The arrangement of outdoor areas is intended to prevent 'dead spaces' and ensure a clear line of sight is maintained throughout the outdoor play spaces which enhances child supervision.
- Durable materials and finishes are carefully selected to ensure durability and weather resistance.
- Optimisation of shade for children through the siting of the building within the northern half of the site and the main outdoor play space to the south, with extensive verandahs and shade structures.

5. Sustainability

Design response:

- The development mostly incorporates waterwise native species for landscaped areas.
- Cross ventilation is provided to both floors of the childcare facility through openable windows and large activity rooms.
- No large areas of exposed northern, western or eastern glazing.
- The development will use water/energy efficient appliances.
- The development will enhance social and economic outcomes through the increase of childcare places for the local community and the creation of full time employment for local residents.

6. Amenity

Design response:

- All dwellings feature a high level of accessibility, as is required by the relevant standards for Aged Persons Dwellings.
- The childcare facility provides generous internal and external spaces designed to a high standard with engaging playscapes connected to the internal activity spaces, which will result in optimised amenity for children.
- An internal lift which is sufficiently sized to allow accessible movement through the building during onsite operation.

- The dwellings provide generously sized internal spaces to offer a comfortable living option for aged residents, including a third bedroom which could enhance opportunities for family visitation or recreational pursuits.
- The undercroft car park is covered with a roof and enclosed with fencing, which reduces acoustic impact to neighbouring properties and minimises disturbance from car park activity.
- The development is attractively and responsively designed, which contributes positively to streetscape amenity. This includes an architecturally treated building which creates visual interest to the street, framed by an outdoor play space which forms part of the Montgomery Avenue street setback area.
- The car park is substantially screened from street view by virtue of building placement and street edge treatment.
- The development is conveniently co-located with a bus-stop providing a transit link between Claremont Station and Perth Busport.

7. Legibility

Design response:

- The childcare facility's car park is accessed by an identifiable crossover and carefully placed signage at the car park entry will direct unfamiliar patrons through to parking areas.
- The grouped dwellings development provides an identifiable driveway crossover to Montgomery Avenue, facilitating legible vehicle access to the site.
- Internally, a pedestrian path is provided within the dwellings component which links the visitor bays to the front door of every dwelling. Low level lights are provided along the site's internal driveway to maximise visibility during night periods.
- A lychgate will emphasise the main pedestrian entrance, and there is a direct line of sight to the entrance lobby from the street.
- Dwellings feature a consistent setback to the communal driveway which allows a clear line of sight across the whole development.
- The development provides clear demarcation between public and private domain and between secure and non-secure areas.
- The development proposes compliant vehicle sight lines and promotes a high level of passive surveillance throughout the communal areas.

8. Safety

Design response:

- The facility is designed in accordance with relevant regulatory standards which ensures safety and security for the users of the centre.
- The car park is enclosed with a gate which is shut when the facility is closed, preventing unintended car park use during night time periods.
- The dwellings provide windows and other openings along the facades facing the internal accessway to increase passive surveillance. Additionally, the entrances of dwellings all face the internal accessway.
- The internal accessway will be well-lit, to ensure visibility at all times of the day and night.
- The development will be secured with an access gate and intercom system.

9. Community

Design response:

- The facility is intended to be a community focal point which would offer services to local families and create opportunities for local parents to meet and engage with one another.
- The proposal broadens the scope of community activities already provided in the area.
- The development will deliver six dwellings for the elderly within a consolidated complex with integrated design features.
- Occupants of the dwellings will have opportunities to interact and socialize on a day to day basis.

10. Aesthetics

Design response:

- The development is designed in response to site-specific constraints which facilitate the prominence of its attractive buildings and external spaces, as well as the screening of its car park.
- The buildings are of a high design quality, utilising a number of built form treatments and soft, unimposing colour tones.
- The design response of the dwellings is cohesive and consistent, with the integration of native landscape planting to enhance the character and amenity of the proposal.
- The internal communal accessway is comprised of a well-lit paved pedestrian pathway, slightly articulated building facades with carefully placed windows and responsive landscaping strips containing native shrubs.

5.3 STATE PLANNING POLICY 7.3: RESIDENTIAL DESIGN CODES

The R-Codes Volume 1 applies to all single and grouped dwellings in areas coded less than R40. Accordingly, the proposed six aged persons dwellings are to be assessed against the R-Codes.

The proposed aged persons dwellings require a 'design principle' (DP) assessment with respect to Open Space, Site Works and Plot Ratio. The DP assessments are provided below.

Open space (Cl. 5.1.4)

All units except Unit 4 propose minor open space variations of up to 1%-5%. **Table 4** below provides an assessment against the relevant design principles.

Table 4: Design principle assessment (open space)		
Ref	Design principle	response
P4	<p>P4 Development incorporates suitable open space for its context to:</p> <ul style="list-style-type: none"> • reflect the existing and/or desired streetscape character or as outlined under the local planning framework; • provide access to natural sunlight for the dwelling; • reduce building bulk on the site, consistent with the expectations of the applicable density code and/or as outlined in the local planning framework; • provide an attractive setting for the buildings, landscape, vegetation and streetscape; • provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within/around the site; and • provide space for external fixtures and essential facilities. 	<ul style="list-style-type: none"> • The dwellings maximise access to natural light through the provision of windows and openings to habitable rooms and outdoor living areas. • All dwellings meet the deemed-to-comply setback and building height standards. The scale of the proposed development is consistent with the established streetscape character of the area. • The primary street frontage is appropriately landscaped with trees and groundcover planting. Additional landscaping is provided throughout the communal areas. • The proposed site layout ensures sufficient space for landscaping and allows for articulation to be provided for walls facing the communal street.

		<ul style="list-style-type: none"> • Each outdoor living area provides sufficient external space for outdoor pursuits, including a covered entertaining area. • The extent of the open space variation is minimal, and when considered holistically in the context of the development site, a negligible overall 3% variation is proposed.
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The design principles for open space are achieved and the City’s discretion is warranted.

Site works (Cl. 5.3.7)

The development proposes the following boundary earthworks / retaining beyond the 0.5m deemed-to-comply threshold:

- Unit 3 – 0.6m retaining/fill along the western lot boundary (ie 0.1m exceedance)
- Unit 4 – 0.7m retaining/cut along the southern lot boundary.
- Unit 5 – 0.9m retaining/cut along the southern lot boundary.
- Unit 6 – 0.9m retaining/cut along the western lot boundary & 1m retaining/cut along the southern lot boundary.

Table 5 below provides an assessment against the relevant design principles.

Table 5: Design principle assessment (site works)		
Ref	Design principle	Response
P4	<p>P7.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.</p> <p>P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.</p> <p>P7.3 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1.</p>	<ul style="list-style-type: none"> • Other than Unit 3, all retaining is because of ‘cutting into’ the site in order to respond to the natural contours of the site and provide for a ‘level’ finish floor level. Where cutting is proposed it means that it is below natural ground level, not visible to neighbours and does not result in any overlooking of neighbouring properties. • Unit 3 proposes fill and retaining up to 0.6m (as noted above, a 0.1m exceedance to the deemed-to-comply threshold). This is in order to provide for a level outdoor living area, without steps under AS4299. Due to the location of the fill and retaining, it does result in any direct overlooking under the deemed-to comply provisions.

		<ul style="list-style-type: none"> Overall, the design has considered and responded to the natural contours of the site. The excavation and fill is necessary to address AS4299.
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The design principles for open space are achieved and the City’s discretion is warranted.

Plot ratio (Cl. 5.5.2)

Under C2.1i of 5.5.2 Aged or dependent persons’ dwellings, the deemed-to-comply plot ratio is 100m². Each dwelling proposes slightly larger internal space, ranging in the order of approx. 18-25sqm, which is a result of a third bedroom and second bathroom. The reason for proposing these areas is to afford the occupants more generous/comfortable internal areas and provide the opportunity for improved family visits compared to a typical aged persons dwelling.

Table 6 below provides an assessment against the relevant design principles.

Table 6: Design principle assessment (Aged persons dwellings)		
Ref	Required	Proposed
P2	<p>Aged or dependent persons’ dwellings for the housing of aged or dependent persons designed to meet the needs of aged or dependent persons; and</p> <ul style="list-style-type: none"> reduces car dependence, i.e. is located in close proximity to public transport and services; has due regard to the topography of the locality in which the site is located in respect to access and mobility; has due regard to the availability of community facilities including parks and open space; does not impinge upon neighbour amenity; and responds to a demand for aged or dependent persons’ accommodation in the locality which is recognised in the local planning framework. 	<ul style="list-style-type: none"> The proposed development provides sufficient car parking onsite, both for residents and visitors. A bus stop is located less than 50m from the site which offers a transport link between Claremont station and Perth busport – ensuring the bus services will be practical for future residents. The development will provide grade-compliant levels along pedestrian pathways and level entries to dwellings to ensure access and mobility is maximized. There are numerous parks located within the 400m catchment of the site. The City’s Local Planning Strategy recognises the West Mount Claremont precinct as containing the highest proportion of residents aged over 75 years in the entire municipality, which indicates an established demand for aged persons’ accommodation.

The design principles for Aged Persons Dwellings are achieved and the City’s discretion is warranted.

5.4 CITY OF NEDLANDS LOCAL PLANNING SCHEME NO. 3 (LPS3)

5.4.1 ZONE OBJECTIVES

The site is zoned Residential R30 under the City's LPS3. Refer to **Figure 4 – Zoning Map**. In accordance with Table 2 – Zone Objectives, the objectives of the Residential zone are as follows:

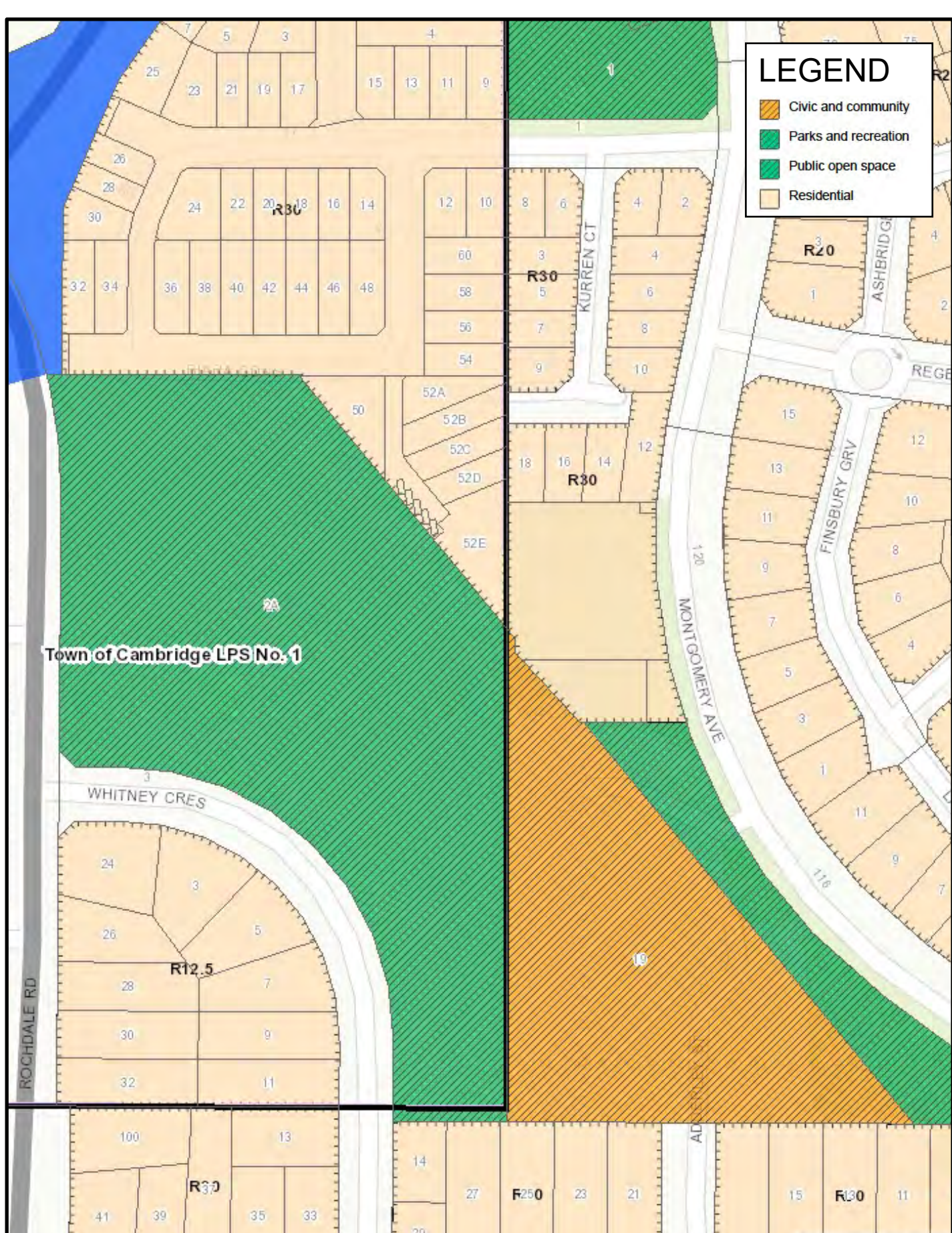
- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*
- *To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks.*

The proposal is consistent with the applicable Residential zone objectives for the following reasons:

- The proposal will deliver six Aged Persons Dwellings, which will increase the choice and diversity of housing in the Mount Claremont locality, to meet the needs of the ageing population. The dwellings will be entirely compatible with their surroundings by virtue of a single storey scale, and responsive residential design which is largely compliant with the requirements of the R-Codes and policy framework.
- The proposed childcare facility features a responsive architectural design approach which integrates with the residential character of built form in the local area. The design approach has been supported by the City's Design Review Panel, and will offer a positive contribution to the Montgomery Avenue streetscape.
- Child Care Premises is a non-residential use commonly established in residential areas. The service is one which provides for the care of young children within a purpose designed building, to the benefit of local families, co-located with existing community facilities and near the local primary school.
- The expert reporting and justification provided in this report demonstrates that the amenity of the surrounding area will not be unacceptably affected.
- The subsequent sections of this report demonstrate the proposal's consistency with the local planning framework, including the City's Child Care Premises LPP, further demonstrating achievement of zone objectives.

5.4.2 LAND USE PERMISSIBILITY

The proposed development will include six dwellings purpose designed for inhabitation by persons aged 55 years or older. The use is properly classified as Aged Persons Dwellings, which is a 'residential' form of land use. Residential uses are 'P' permitted in the Residential zone under the Zoning Table of LPS3.



LEGEND

- Civic and community
- Parks and recreation
- Public open space
- Residential

Figure 4: Zoning Map

Lot 100 Montgomery Avenue, Mount Claremont



Drawn: Alessandro Stagno
Rev: 0

Source: Department of Planning, Lands and Heritage
Date: 30 June 2021



The proposed development will also establish a childcare facility on the development site which will cater for up to 93 children. The proposed use is properly classified as Child Care Premises in accordance with the land use definitions of LPS3.

Child Care Premises is an ‘A’ discretionary use in the Residential zone, meaning the use is capable of approval at the discretion of the decision-maker (following a mandatory process of community consultation). The proposed child care premises is entirely suitable for establishment on the development site for the following reasons:

1. It is an essential community service and will increase the provision of childcare places for local families.
2. The development fronts Montgomery Avenue, which is a local distributor road entirely capable of accommodating traffic generated by the centre, as demonstrated by the TIS provided at **Appendix 6**.
3. The facility will achieve compliant and acceptable noise levels to adjoining sensitive receivers, as demonstrated by the acoustic assessment provided at **Appendix 7**.
4. The proposed facility is appropriately co-located with the Mount Claremont community centre and on the same frontage road of the area’s local primary school.
5. The proposal will establish an attractively designed building and engaging outdoor play areas, which will contribute positively to local visual amenity and streetscape quality. The development’s architectural design approach is supported by the City’s Design Review Panel.
6. The proposal is supported by expert traffic, acoustic and waste input, which demonstrate its suitability.

The proposed use is therefore entirely appropriate for the development site and warrants approval accordingly.

5.4.3 MATTERS TO BE GIVEN DUE REGARD

Clause 67(2) of the Deemed Provisions provides a list of matters which require due regard when considering a development application. **Table 7** below provides an assessment against the relevant matters.

Table 7: matters to be given due regard	
Matter to be given due regard	Comment
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	The content of this report addresses LPS3, and demonstrates the proposal is consistent with its aims and intent.
(c) any approved State planning policy	Section 5.2 of this report addresses SPP7.0.
(g) any local planning policy for the Scheme area	The subsequent sections of this report address the City’s local planning policy framework.
(m) the compatibility of the development with its setting, including —	<u>Desired future character</u>

(i) the compatibility of the development with the desired future character of its setting; and
(ii) 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;

- The development site and surrounding land is predominantly zoned Residential R30 under LPS3. The community centre near the development site is within a local reserve.
- The childcare facility is designed in a manner consistent with R30 development, noting the use of domestic style materials, traditional pitched roofs and a built form scale of two storeys.
- Both the proposed childcare development and APDs were designed by Aveling Homes and the interaction between the two developments was carefully considered. This was a key consideration informing the southward orientation of the main outdoor play area for the childcare facility.

Relationship to development in locality

In terms of physical appearance, the childcare facility is a double storey building designed in a residential manner with key design elements befitting various existing buildings in the local area. The design approach was supported by the City's Design Review Panel at the pre-lodgement phase of the project.

The development layout is sensitive to the characteristics of the immediate area, acknowledging:

- It places low-impact development within the northern half of Lot 100 where there is interface with existing residential properties (limiting the potential for unacceptable amenity impact); and
- The childcare facility is within the southern half of Lot 100 where it largely interfaces with vacant Crown Land and a portion of highly vegetated outdoor area for the adjoining property.

As noted above, the childcare facility has the advantage of being located opposite Crown land identified for 'public recreation' (south) and the outdoor area of an adjoining property which contains substantial vegetation. The presence of built form in relation to the southern adjoining land is unlikely to create impact. In relation to the western adjoining property, a generous rear setback of 6.3m is provided to the upper level.

The scale, height, orientation and appearance of the development is compatible with adjoining land and other land in the locality.

(n) the amenity of the locality including the following

(i) environmental impacts of the development;

The local area is characterised by development of a residential/suburban nature. Dwellings in the locality are predominantly two-storey in scale

<p>(ii) the character of the locality; (iii) social impacts of the development;</p>	<p>with conventional pitched roofs and various treatments.</p> <p>The proposed aged persons dwellings are consistent with the existing character of the locality, by virtue of their single storey scale and low-impact nature.</p> <p>A context and character study was undertaken as part of the pre-lodgement design review process for the childcare centre, which demonstrates the design philosophy employed for the proposal is consistent with its surrounds.</p> <p>The site is located on Montgomery Avenue, which is a local distributor road performing a key function as a north-south artery for the local area. The supporting TIS has demonstrated traffic/access arrangements are acceptable and entirely capable of being accommodated by the surrounding road network.</p> <p>An environmental noise assessment was prepared in support of the proposal which demonstrates it will comply at all times with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>In relation to social impact – the establishment of homes for the aged and childcare facility on the site will not result in detrimental social impacts. The proposal will establish a community-focused uses on land which is near an existing community centre which will result in direct full time employment for childcare staff, and which will increase the level of childcare services for local families. These are positive community outcomes.</p>
<p>(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</p>	<p>The childcare facility will include immersive outdoor play spaces which will contain recreational play equipment and various landscaping treatments. Additionally, the facility provides various forms of native planting within front setback areas and side boundaries.</p> <p>The aged persons dwellings provide front setback landscaping, landscaping within the communal streetscape, and landscaping within outdoor living areas which includes two trees per dwelling.</p> <p>Landscape plans are provided at Appendix 7 depicting these treatments.</p>
<p>(s) the adequacy of (i) the proposed means of access to and egress from the site; and</p>	<p>A TIS has been produced in support of the proposal which demonstrates the appropriateness and adequacy of proposed access arrangements. The TIS also includes swept path plans demonstrating the acceptable</p>

(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	movements of waste collection vehicles for the childcare facility, which can enter and exit the car park in forward gear.
(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	A TIS has been produced in support of the proposal which demonstrates it will create an insignificant amount of traffic during peak traffic periods, which is entirely capable of being sustained by surrounding road network.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	<p>The development will deliver six dwellings for the ageing population and will provide 93 additional childcare places of varying age groups for the local community and create direct full time employment for staff.</p> <p>The facility is located near the Mount Claremont community centre and on the same frontage road as the local primary school, which is an entirely appropriate location.</p> <p>The proposal will create positive outcomes for the community.</p>

5.5 CHILD CARE PREMISES – LOCAL PLANNING POLICY

Table 8 below provides an assessment against the provisions of the City’s Child Care Premises LPP.

Table 8: assessment against Child Care Premises LPP	
Policy provision	Proposal
4.1 Location	
4.1.1 Child care premises shall be located on a lot which has no more than two boundaries to a Residential zoned lot.	<p>The development site, which was approved for green-title subdivision by the WAPC, shares three boundaries with Residential zoned land.</p> <p>It is essential to note the southern adjoining boundary is shared with Lot 500, which is Crown land identified as ‘Public Recreation’ under Deposited Plan 417760. Further to this, Lot 500 does not have a road frontage. It is considered highly unlikely that Lot 500 would be developed for residential purposes based on these circumstances.</p>
4.2 Building Height within the Residential Zone	
<p>The maximum building height as measured from natural ground level is to be:</p> <p>Top of external wall – 8.5m</p> <p>Top of pitched roof – 10m</p>	<p>The proposed pitched roof height is a compliant 9.6m.</p> <p>The top of external wall heights at all boundaries are well below 8.5m from NGL (compliant).</p> <p>The proposed building heights are compliant.</p>
4.3 Building Setbacks within the Residential Zone	
Building setbacks in the Residential zone are to be in accordance with Part 5 of the R-Codes, except for: R30 and above – min. 4m primary street setback and min. 1.5m secondary street setback.	<p><u>Primary street (Montgomery Avenue)</u></p> <p>The development achieves a compliant minimum setback of 8.825m to Montgomery Avenue.</p>

Northern boundary - Wall 1: staff room to stair shaft

The wall is 23.5m long, contains no major openings (noting highlight windows are either highlight or obscured low-light), and comprises heights up to 5.5m measured from NGL. The setback requirement is 2.3m, based on these characteristics.

A setback of 1.5m is provided, which is acceptable for the following reasons:

- The wall contains highlight windows which will serve to provide visual relief and break up the façade, and maintain privacy for the adjoining Aged Persons Dwellings site.
- The minor variation is associated with the northern lot boundary, therefore will not create overshadowing impacts.
- The 1.5m setback ensures adequate building separation is achieved to maintain ventilation.
- The adjoining APDs are unlikely to be negatively impacted, noting there are no major openings facing the shared boundary and outdoor living spaces are covered with patios which would inhibit views to the facility.

Northern boundary - Wall 2: hallway to Activity 2A

The wall is 17.15m long, contains four obscure low-light windows to Activity 2A, and comprises heights up to 5.5m measured from NGL. The setback requirement is 2m, based on these characteristics. A setback of 2.5m-3m is provided, which is compliant.

Western boundary – Activity 2A to Store 2

The wall is 15.7m long, contains three obscure low-light windows to Activity 2A, and comprises heights up to 6m. The setback requirement is 2m, based on these characteristics. A setback of 6.273m is provided, which is compliant.

Southern boundary – upper level outdoor play area

The southern façade faces Lot 500, which as described earlier, is vacant Crown Land which is highly unlikely to be developed for residential purposes in the future based on its characteristics.

The southern façade provides articulated setbacks ranging from 1.584m-2.084m, which are divided into six alternating sections. The 2.084m sections include integrated landscape planter beds and the balustrading on 1.584m sections slightly increase in height which creates diversity in form and creates visual interest. 1.8m high obscure glass screens are provided to secure upper level, noting it contains the facility's main outdoor playscape.

	The southern façade treatment is considered to provide a carefully thought out, attractive and appropriate response to Lot 500.
4.4 Lot size	
4.4.1 Sites selected for Child care premises should be of sufficient size and suitable shape to accommodate the development, including all buildings, parking for staff and parents, outdoor play areas and landscaping, as determined by the City.	The facility is designed to meet all regulatory requirements for childcare centres under the relevant legislative framework, provides a sufficient number of car parking bays, and is generally compliant with the applicable planning controls.
4.4.2 Generally, sites in a residential area should be of regular shape and greater than 1000m ² in size.	The development site is generally of a regular shape and is greater than 1,000m ² in size.
4.5 Site Cover	
4.5.1 Child care premises developments shall ensure the site coverage proposed provides for the appropriate outdoor play spaces in accordance with the Child Care Services Act and Regulations.	Noted. The facility provides compliant outdoor spaces in accordance with legislative requirements.
4.5.2 Within the Residential zone, Child care premises developments are subject to the 'Open space' and 'Solar access for adjoining sites' development standards of the Residential Design Codes for the specified density code.	<p>The open space requirement for the R30 density is 45%. The development provides 66.8% open space.</p> <p>The development creates 325.18m² overshadowing over the adjoining Crown Land site to the south. The site is vacant and as noted previously, is highly unlikely to be developed for residential purposes noting its characteristics.</p>
4.6 Noise	
4.6.1 The layout and design of the premises shall include noise attenuation measures to reduce the impact of the use on adjoining and surrounding properties.	<p>An environmental noise assessment was produced by Lloyd George Acoustics, which is provided at Appendix 7.</p> <p>A number of noise attenuation measures are incorporated into the development as described under Section 4.3 of this report, which will allow the facility to achieve compliant noise levels and reduce impacts to adjoining properties.</p>
4.6.2 Noise-generating activities such as play areas, vehicle accessways, car parking areas and any plant and equipment shall be located in areas of the development which minimise impact on adjoining sensitive land uses.	<p>The proposed development is designed in a manner which minimises noise impacts, noting:</p> <ul style="list-style-type: none"> • The facility's main outdoor play area has been deliberately positioned at the southern side of the upper level, concentrating noise toward the adjoining vacant Crown Land site. • The smaller outdoor play area at ground level has minimal interface with the adjoining Aged Persons Dwellings site, and is enclosed with a solid render brick fence to achieve compliant noise levels. • At ground floor, AC units are located within the undercroft car park where they are out of sight and buffered from adjoining properties. At the upper floor, AC units are within a dedicated yard which will be screened with a 1.9m high solid wall. Units which can operate on a 'low noise mode' will be selected at detailed design stage.
4.7 Hours of Operation	

<p>4.7.1 Unless otherwise approved, with due regard to impact on residential amenity, the hours of operation of a Child care premises will be restricted 7.00am to 7.00pm on weekdays and 8.00am to 6.00pm on weekends.</p>	<p>The proposed hours of operation are 6:30am – 6:30pm on weekdays. The centre may periodically be open on Saturdays for the purpose of open days or staff training, however this is infrequent (a few times a year).</p> <p>A minor 30 minute variation is proposed to the start time, which is acceptable and warrants approval for the following reasons:</p> <ul style="list-style-type: none"> • The 6:30am opening time is the norm for childcare facilities, as this expands the availability of childcare services to those who may commence work earlier than others (hence increasing the community benefit). • The acoustic assessment has been produced based on the operating hours of 6:30am-6:30pm, and demonstrates compliant noise levels. • Activity within the site prior to 7am is unlikely to be noticeable or known to surrounding properties, as the car park is almost fully enclosed and child's play would not commence prior to 7am.
<p>4.8 Parking and Traffic</p>	
<p>4.8.1 Parking and access will be assessed as per the City's Parking Local Planning Policy.</p>	<p>Noted. The policy is assessed later in this report.</p>
<p>4.8.2 Driveways shall be designed for two way access to allow for vehicles to enter the street in forward gear where the distance from an on-site car parking space to the road is 15m or more; or the public street to which access is provided is designated as a primary distributor, district distributor or integrated arterial road.</p>	<p>The proposed crossover and driveway are designed compliantly with Australian Standards and facilitate two-access. All vehicles will enter and exit the car park in forward gear.</p>
<p>4.9 Other considerations – Health and Building approval</p>	
<p>4.9.1 The applicant is advised to consult with the City's Building Services & Environmental Health departments to determine if a Building Permit or Food Business application is required for a short-term accommodation use.</p>	<p>Noted.</p>

Having regard for the assessment in **Table 8** above, the proposal is consistent with the City's Child Care Premises policy and warrants approval accordingly.

5.6 LANDSCAPING PLANS – LOCAL PLANNING POLICY

The proposed development provides landscape planting within the Montgomery Avenue setback areas, along site boundaries, and within the internal areas. Landscape planting plans are provided at **Appendix 7**.

Table 9 below provides an assessment against the landscaping design criteria of the policy.

Table 9: assessment against Landscaping Plans LPP

Policy provision	Proposal
4.1 Non-Residential Development	
<p>In accordance with clause 5.4.2 of the City's Town Planning Scheme No. 2:</p> <p>(a) the portion of the lot between the street boundary and the setback line; and</p> <p>(b) the portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary/</p> <p>shall be designed and developed to the satisfaction of the City as landscaping or natural planting, but the City may approve the paving and draining of portion of the area of the lot between the street boundary and the setback line in order to provide vehicular access.</p>	<p>The front setback area, southern side setback area and western setback area contain landscaping planting strips.</p>
<p>The following criteria will apply when preparing the landscaping plan:</p> <ul style="list-style-type: none"> a) At least 50% of street setback area(s) using soft landscaping treatments, unless otherwise approved by the City. b) One shade tree being provided for every 4 continuous open car parking bays. c) In cases where car parking bays are not located within the street setback area, at least one tree for every 10m across a lot's street frontage is to be provided, unless otherwise approved by the City. d) Plants being setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full maturity. e) The retention of mature trees where practicable, unless otherwise approved by the City. If sufficient justification for removal of significant trees, the City will expect equivalent trees to be planted elsewhere on the site. f) The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa. g) Landscape design which will not provide concealment or entrapment areas. h) The use of a variety of landscaping to create interesting built environments. 	<p>More than 50% of the Montgomery Avenue street setback area is used for the purpose of landscaping treatments. This is based on the front landscape planting strip and a portion of the ground floor playscape area.</p> <p>The car park does not provide 4 continuous open car parking bays – the majority of bays are undercover.</p> <p>The development site has a street frontage of approximately 29m, and four trees are provided within the street setback area (therefore the requirement is exceeded).</p> <p>The facility provides compliant sightlines throughout the car park.</p> <p>The proposed landscape planting provides suitable screening of the development, but does not fully obstruct surveillance between the property and the street.</p> <p>A variety of landscaping treatments are incorporated into the proposal, including native trees, shrubs/sedges, and groundcover planting. The density and format of the planting various throughout the site as shown on the landscape plan.</p> <p>The proposed landscaping arrangements are suitable and warrant approval.</p>

4.2 Residential Development	
Landscaping plans prepared for proposed grouped dwellings and/or multiple dwellings are to comply with the applicable Deemed to Comply provisions of the R-Codes	The residential component of the proposal meets Clause 5.3.2 of the R-Codes.

5.7 PARKING – LOCAL PLANNING POLICY

The City’s Parking LPP applies to all development across the municipality.

In accordance with Section 3.0 of the policy, the objective of the policy is *“to facilitate the development of sufficient parking facilities for cars and other wheeled vehicles”*.

Under *Table 1: Parking Requirements* of the policy, the parking standard for a child care premises is:

- 1 bay / employee;
- 1 bay / 6 children in attendance; and
- 1 drop off / pick up bay per 30 children (or part thereof)

The facility is designed to accommodate 93 kids and 17 staff, which requires:

- 17 staff bays
- 15.5 visitor bays
- 3.1 pick up / drop off bays

The proposed car park provides 32 parking bays, which includes:

- 16 visitor and pick up / drop off bays
- 16 staff bays
- 2 bike racks

The proposed parking supply is entirely sufficient to cater for the needs of the centre for the following reasons:

- The “core” parking requirements for visitors and staff are achieved, albeit with a marginal 0.5 bay variance which is clearly minor and unlikely to create an adverse impact to the operation of the car park. This is further demonstrated by Transcore’s parking demand assessment included in **Appendix 6**.
- In relation to the pick up / drop off component, it is necessary to consider the realistic operation of these bays. For obvious reasons, parents will not allow their child of 0-5 years to travel between the car park and the centre alone. In light of this, it is realistically expected parents would promptly accompany a child to/from the centre after parking their vehicle. Given the typical ‘length of stay’ for visitor bays is up to 10 minutes (as demonstrated by Transcore’s traffic assessment), there is no difference between pick-up / drop-off bays and visitor bays. Therefore, the pick-up / drop-off bays are appropriately absorbed into the visitor bays for the purpose of assessment.

- Various parking reduction factors specific to the site also warrant consideration. This includes:
 - The site’s proximity to a bus stop which provides a public transit link between Claremont train station and Perth busport.
 - The provision of bike racks which provides staff with the ability to ride to work if desired.
 - The possibility of staff car-pooling.

5.8 SIGNS – LOCAL PLANNING POLICY

The proposed development includes three wall signs in the following locations:

- A 3m x 0.9m sign containing simple “Summerland Early Learning Centre” lettering integrated into the facility’s Montgomery Avenue feature element.
- A 2.4m x 0.7m sign containing simple “Summerland Early Learning Centre” lettering integrated into the front fence next to the main car park entry of the facility.
- A 2m x 0.5m sign containing simple “Welcome” lettering above the pedestrian entry.

An assessment of the proposed signs against the objectives of the City’s Signs LPP is provided in **Table 10** below.

Table 10: assessment against objectives of Signs LPP	
Objective	Response
3.0 Objectives	
3.1 To ensure that signs do not adversely impact on the amenity of the surrounding area.	<p>The proposed childcare facility includes two signs on its primary street façade and one sign on the front fence, which are relatively small in size. The signs contain simple lettering and are in a design/colour format consistent with the building. Each sign serves a separate function, including:</p> <ul style="list-style-type: none"> • The sign on the main tower feature allows the facility to have a local identity • The sign above the pedestrian entry contributes to a sense of arrival and enhances legibility • The sign adjacent to the car park entry integrates with the front boundary fence and directs patrons toward the car park <p>Montgomery Avenue is a local distributor road. The local streetscape amenity is predominantly comprised of verges, street walls and the visible section of the side/rear facades of dwellings. The signs would mainly be visible to passing traffic and are unlikely to create negative streetscape impacts.</p>
3.2 To avoid the proliferation of signs nor signage which are not relevant to the business.	All three signs relate to the childcare business. The provision of three signs does not represent a proliferation of signage.

<p>3.3 To ensure that commercial signs are generally located in non-residential areas.</p>	<p>Whilst the signs are related to a childcare business, the nature of the use is one which is consistent with the objectives of the residential zone and the facility is designed in a residential manner.</p> <p>As noted above, the local streetscape amenity of Montgomery Avenue is such that the amount, nature and type of signs proposed would be unlikely to create negative streetscape impacts.</p>
<p>3.4 To ensure that signs do not detract from the level of safety for drivers, cyclists and pedestrians.</p>	<p>The signs are all integrated into the building and front fence, are simple in nature and unimposing on the street. Therefore, the signs would not create safety impacts.</p>
<p>3.5 To ensure that signage directs pedestrian and vehicular traffic appropriately and is proportionate to the scale of the building.</p>	<p>The wall sign integrated with the fence adjacent to the car park entry assists with directing vehicles to the car park.</p> <p>The wall sign integrated with the pedestrian entry feature directs pedestrians to the entrance of the centre.</p>

Having regard for **Table 10**, the proposed signs are acceptable and meet the objectives of the City's Signs LPP.

5.9 WASTE MANAGEMENT – LOCAL PLANNING POLICY

The City's Waste Management LPP requires applications involving 5 or more grouped dwellings, and non-residential development that will generate waste to be accompanied by a waste management plan (**WMP**).

With respect to the childcare component, a WMP has been produced by TALIS which addresses the City's Waste Management LPP and incorporates the requirements of the City's waste management guidelines.

With respect to the residential component, a WMP has been produced which addresses the City's Waste Management LPP and incorporates the requirements of the City's waste management guidelines.

The WMPs are provided at **Appendix 10**.

6 CONCLUSION

This application seeks approval for a community-focused development which includes six grouped dwellings purpose designed for aged persons and the establishment of a 93-place early learning centre at Lot 100 Montgomery Avenue, Mount Claremont.

The proposed development appropriately addresses the relevant requirements of the planning framework and warrants the City's support for the following reasons:

- The proposal will deliver six dwellings purpose designed for the ageing population, meeting the current and growing demand for this critically important housing product.
- The proposal will establish a new community facility operated by a local WA owned childcare services provider, increasing the level of service for the local community and creating employment.
- The site is within an appropriate location, co-located with the Mt Claremont community centre and within proximity of the local primary school along Montgomery Avenue.
- The development is designed to a high standard, incorporating design elements befitting qualities of the local neighbourhood. The childcare facility was supported by the City's Design Review Panel during pre-lodgement consultation.
- The proposal is supported by expert traffic and acoustic assessments, demonstrating there will not be an unacceptable level of impact to the locality.

It is respectfully requested that the Metro Inner-North JDAP grant approval to the proposed development.

*Architectural Design Review Assessment
City of Nedlands Design Review Panel*

Design quality evaluation

Lot 100 Montgomery Avenue, Mt Claremont - Child Care Centre (JDAP)

Design Review – 9 June 2021

Panel:

- **Simon Anderson – Chair**
- Simon Venturi – Deputy Chair
- Tony Casella
- Dominic Snellgrove

Panel Members:

Apply the applicable rating to each Design Principle	3	<i>Supported</i>
	2	<i>Further information required</i>
	1	<i>Not supported</i>
	0	<i>Yet to be addressed</i>

Summary	<p>This application is for a proposed two-storey Child Care Centre located at Lot 100 Montgomery Avenue, Mt Claremont.</p> <p>The site was previously owned by Western Power and has recently been sold. A subdivision application has been lodged with the WAPC for two freehold lots in a side-by-side configuration.</p> <p>A Development Application has also been lodged with the City as part of Stage 1 works which includes x 6 Aged and Dependent Persons Dwellings (Over 55's) for the northern lot. Stage 2 to the south, forms part of this proposal for the Child Care Centre, which will be considered by the JDAP.</p> <p>The subject site is zoned 'Urban' by the Metropolitan Region Scheme and 'Residential' by the City of Nedlands Local Planning Scheme No.3 and has a density coding of R30. A 'Child Care Centre' is an 'A' use – means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice, by way of advertising.</p> <p>The proposal appears to be compliant with the City's Policies (may be one parking shortfall), however, this will be subject to a full assessment once the application is formally lodged and with supporting documentation.</p>
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Strengths of the Proposal	<ul style="list-style-type: none"> • Well presented design presentation. • The suitability of the Child Care Centre use in this location is appropriate. • The development generally offers good streetscape appearance – a mix of permeable and non-permeable materials.
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		<ul style="list-style-type: none"> • The bulk and scale are considered appropriate for the use and the location – and the emerging ‘upside down’ Child Care design. • The air-conditioning units are screened from view. • Overall the proposal is relatively compliant.
Principle 1 - Context and character	3	<p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>
		<p><u>1a. Comments</u></p> <ul style="list-style-type: none"> • Front entrance is narrow, and the extent of unsleeved car parking area that is visible from the streetscape is large. <p><u>1b. Recommendations</u></p> <ul style="list-style-type: none"> • Consider enhancing the streetscape entrance to make it appear more definitive. Examples could include continuing the arbour to the front entrance. • Consider mitigating the impact of the car parking area by concealing its view via landscape design strategies or the front entrance.
Principle 2 - Landscape quality	0	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.6, 4.12 and 4.16 as relevant.</i></p>
		<p><u>2a.- Comments</u></p> <ul style="list-style-type: none"> • Not yet addressed, landscape architect to be appointed with a Landscaping Plan provided.
		<p><u>2b. - Recommendations</u></p> <ul style="list-style-type: none"> • Landscaping Plan to be provided by a Landscape Architect
Principle 3 - Built form and scale	3	<p><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> <p><i>As informed by SPP7.3Element Objectives 3.2, 3.3, 4.10 and 4.11 as relevant.</i></p>
		<p><u>3a. Comments</u></p> <ul style="list-style-type: none"> • The overall built form and scale of the proposal has been well thought out. The two-storey ‘upside down’ design provides a bulk and scale that will sit comfortably within the site and its context.
		<p><u>3b. Recommendations</u></p> <ul style="list-style-type: none"> • No further recommendations.
Principle 4 -		<i>Good design meets the needs of users efficiently and effectively, balancing</i>

Functionality and build quality	3	<p><i>functional requirements to perform well and deliver optimum benefit over the full life cycle.</i></p> <p><i>As informed by SPP7.3 Element Objectives 4.3, 4.4, 4.6, 4.7, 4.12, 4.15, 4.17, 4.18 as relevant.</i></p> <p><u>4a. Comments</u></p> <ul style="list-style-type: none"> The overall plan layouts are generally functional & well arranged for this type of use. <p><u>4b. Recommendations</u></p> <ul style="list-style-type: none"> No further recommendations.
Principle 5 - Sustainability	0	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.9, 4.1, 4.2, 4.3, 4.11, 4.12, 4.15, 4.16, 4.17 as relevant.</i></p>
		<p><u>5a. Comments</u></p> <ul style="list-style-type: none"> Principles associated with passive design strategies including cross ventilation and passive solar shading, all contribute to a sustainable design outcome. <p><u>5b. Recommendations</u></p> <ul style="list-style-type: none"> Not presented or discussed in any detail. An ESD report to be provided.
Principle 6 - Amenity	2	<p><i>Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.5, 4.1, 4.2, 4.3,4.4, 4.5, ,4.7, 4.9, 4.11, 4.12, 4.15, 4.16, 4.17,4.18 as relevant.</i></p>
		<p><u>6a. Comments</u></p> <ul style="list-style-type: none"> The type of use is considered appropriate to the locality. The design has considered that the southern portion is more suitable for the play area. Limited natural lighting to the activity rooms. The store room and AC area impacting on northern light. <p><u>6b. Recommendations</u></p> <ul style="list-style-type: none"> Consider adding sky lights into the activity rooms to maximise natural light. Consider re-locating the storeroom to maximise the northern light for the play areas and entry.

Principle 7 - Legibility	2	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.1, 3.4,3.6, 3.7, 3.8, 3.9, 4.5 as relevant.</i></p>
		<p><u>7a. Comments</u></p> <ul style="list-style-type: none"> • Front door is legible and positive including an arbour entry. However, need more work to make is more visible and an enhancing entry. <p><u>7b. Recommendations</u></p> <ul style="list-style-type: none"> • Consider extending the arbour and connecting it further to the main entry doors.
Principle 8 - Safety	2	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.1,3.4, 3.6, 3.7, 3.8,3.9, 4.5 as relevant.</i></p>
		<p><u>8a. Comments</u></p> <ul style="list-style-type: none"> • Transport Impact Statement & Management Plan regarding the peak times and parking management. Concern was raised with respect to the number of car parking bays for drop off and the tandem bay arrangements for staff and the inability to park on the verge. <p><u>8b. Recommendations</u></p> <ul style="list-style-type: none"> • Complete Transport Impact Statement & Management Plan.
Principle 9 - Community	3	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.5, 4.9,4.18 as relevant.</i></p>
		<p><u>9a. Comments</u></p> <ul style="list-style-type: none"> • The suitability of the use is considered appropriate for the locality. <p><u>9b. Recommendations</u></p> <ul style="list-style-type: none"> • No further recommendations.
Principle 10 Aesthetics	2	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.1, 3.4, 4.8 as relevant.</i></p>

10a.[Comments]

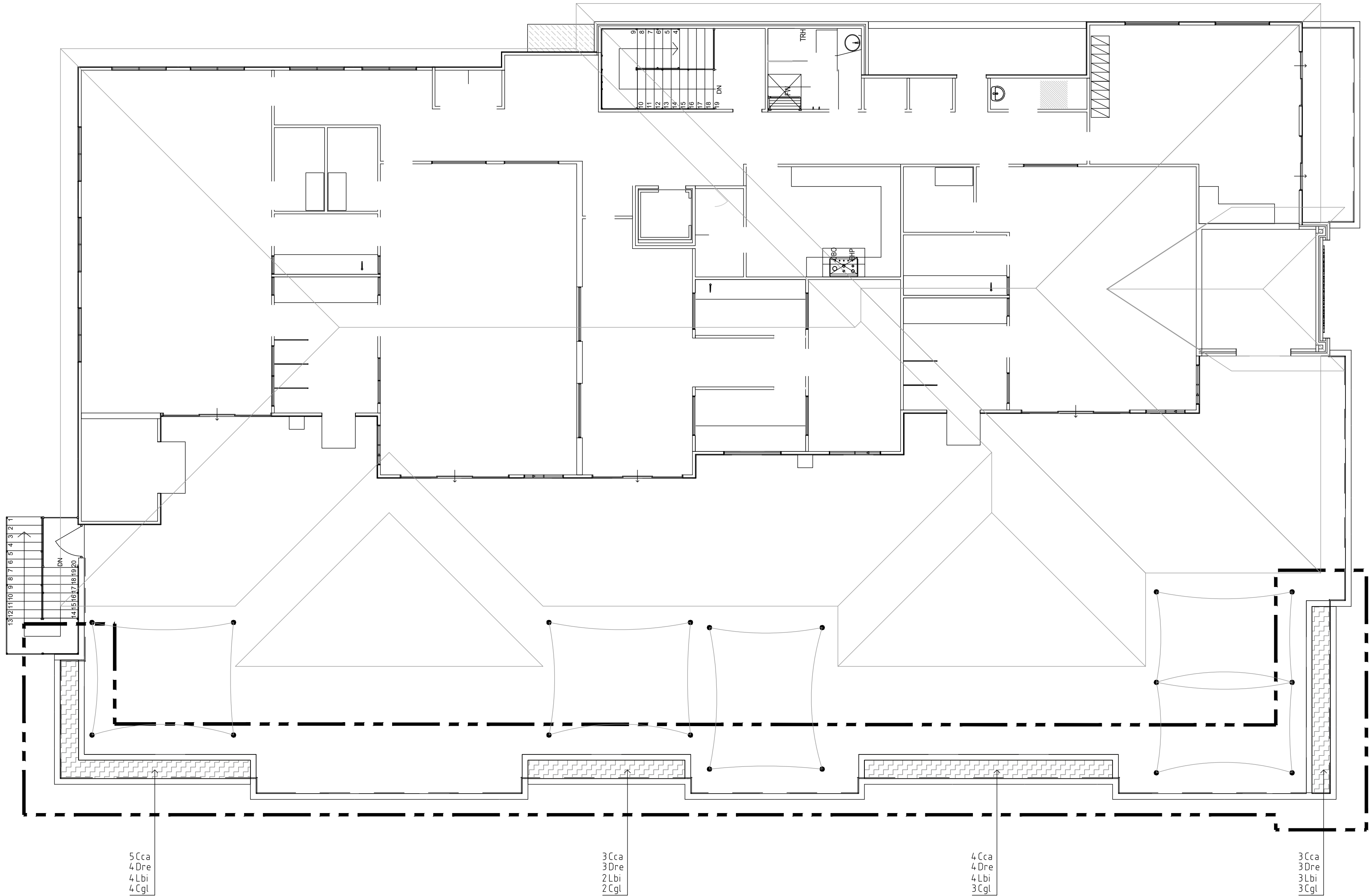
- The overall built form and scale of the proposal has been well thought out. The bulk and scale that will sit comfortably within the site and its context.

10b. Recommendations

- More description on the chosen colours and materials.
- Consideration of more diversity in colours and materials - consider bringing in a 'playful' element to link in with the type of use
- Car parking screening.

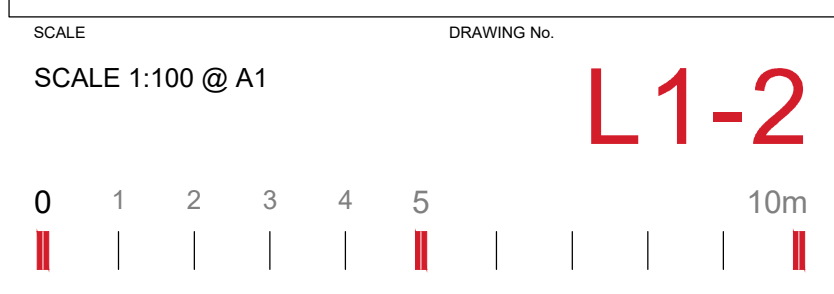
NOTES
 ALL COMPLETED WORKS TO BE PROTECTED AND MAKE GOOD ANY DAMAGE TO EXISTING WORKS CAUSED AS PART OF THIS CONTRACT. ALL WORK WITHIN DRIP LINES OF EXISTING TREES IS TO BE DONE BY HAND.
 FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. INSETS AND DETAIL DRAWINGS TAKE PRECEDENCE & NOTIFY SUPERINTENDENT OF ANY IDENTIFIED DISCREPANCIES PRIOR TO UNDERTAKING WORK.
 WHERE MIXED PLANTING IS PROPOSED PLANT IN GROUPS OF 3, 5 OR 7 OF THE SAME SPECIES.

LEGEND
 ——— EXTENT OF WORKS
 [Hatched Box] LOW SHRUB PLANTING



REV	DATE	ISSUE
C	08/07/2021	ISSUE FOR REVIEW
B	01/07/2021	ISSUE FOR REVIEW
A	22/06/2021	ISSUE FOR REVIEW

<p>9 Spring Highway, North Fremantle WA 6159 (08) 9430 8965 www.ecoscape.com.au</p>		<p>NORTH </p>
<p>PROJECT LOT 100 MONTGOMERY AVE</p>		
CLIENT	PROJECT STAGE	
APEX PLANNING	DOCUMENTATION	
DESIGNED	DRAWN	CHECKED
RS	RS	PJ
PROJECT No.		ORIG. SIZE
4648-21		A1
DRAWING TITLE		
PLANTING PLAN-UPPER LEVEL		





MAGNOLIA TEDDY BEAR



GREVILLEA BONNIE PRINCE



EUCALYPTUS VITRIX SNOW QUEEN



SCAEOVOLA AEMULA



DIANELLA TAS RED



CARISSA DESERT STAR



KEY	SPECIES	SIZE	QTY	HT	WTH
TREES					
	EUCALYPTUS VITRIX	100L	6	7M	1.8M
	ADENANTHOS SERICEUS 'SILVER STREAK'	30L	2	1.2M	1M
	MAGNOLIA TEDDY BEAR (REAR YARDS)	30LT	12	6M	2M
SHRUBS					
	WESTRINGIA AUSSIE BOX	200	31	0.7M	0.7M
	CARISSA DESERT STAR	140	57	2M	1M
	DIANELLA TAS RED	200	40	0.45M	0.4M
	CASURINA COUSIN IT	200	44	0.15M	1M
	ADMENA SMITHII 'FIRESCREEN'	200	10	1.5M	1M
	GREVILLEA BONNIE PRINCE	200	31	0.5M	1M
GROUND COVERS					
	SCAEOVOLA AEMULA	140	28	5CM	2M
STONE					
	SMALL NATURAL GRANITE STEPPERS 600 D		9		



transport planning
traffic engineering
modelling

Proposed Over 55s Residential Units and Child Care Centre

Lot 100 Montgomery Avenue, Mount
Claremont

Transport Impact Statement

PREPARED FOR:
Aveling Homes

July 2021

Document history and status

Author	Revision	Approved by	Date approved	Revision type
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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Aveling Homes with regard to the proposed over 55s residential units and a child care centre (CCC) to be located at Lot 100 Montgomery Avenue, Mount Claremont in the City of Nedlands.

The subject site is located along western side of Montgomery Avenue as shown in **Figure 1**.

The subject site is currently vacant and proposed to accommodate over 55s residential units within the northern portion of the site and a CCC within the southern portion of the site. Each component of the development is proposed to have its own dedicated crossover on Montgomery Avenue.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*.

Section 6.1 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns and parking demand and supply.

¹ *Between 10 and 100 vehicular trips per hour*



Figure 1: Location of the subject site

2 Proposed Development

The development proposal is for six independent residential units (over 55s) with associated double garage facility at the ground floor for each unit and a two-storey childcare centre (CCC) which has been designed to accommodate up to 93 children and 17 staff members.

According to the development plan attached in **Appendix A**, each component of the development is proposed to have its own dedicated crossover on Montgomery Avenue. The proposed designated crossovers on Montgomery Avenue lead directly to the undercroft car parking area of the CCC and to the associated double garage facilities of residential units via internal driveway.

The proposed CCC would provide a total of 32 parking bays plus one turning/reverse bay. The onsite undercroft car parking comprises 11 single and 22 tandem bays. One of the tandem bays is marked as a reverse/turning bay which is located to the western side of CCC building. Two bicycle racks are provided at the western end of the CCC car parking area. End bays of all tandem bays are allocated to staff to ensure no turnover of these bays during the peak drop off and pick up periods.

The development plan indicates a gated entry to the residential units. There are two visitor bays provided outside the gate. Internal walkways are provided from the front of the site to the front door of each dwelling.

Pedestrian access to the proposed development is available from the existing gravel footpath network on Montgomery Avenue.

A bin store is provided at the north-western corner of the CCC building. Two bin pads are proposed within the verge of Montgomery Avenue on either side of the residential units crossover.

The proposed development plan is provided in **Appendix A**.



3.2 Parking Supply and Demand

The proposed development comprises six residential units (over 55s) and a child care centre. Each residential unit has its own car parking facility with double garages on the ground floor. There are two visitor bays inclusive of one ACROD bay adjacent to Unit 1.

According to the City of Nedlands Local Planning Policy (Parking), the parking provision applicable to the proposed CCC is:

- 1 per employee;
- 1 per every 6 children in attendance; and,
- 1 drop off/pick up bay per 30 children (or part thereof)

The proposed CCC will accommodate 93 children and 17 staff members. According to the City's policy the proposed CCC requires a parking provision of 17 bays for employees, 15.5 bays for visitors and 3.1 bays for drop off/pick up.

As detailed in **Section 3.3** of this report, the length of stay for drop-off/pick up parking for the proposed centre is estimated to be 10 minutes. Technically all of the visitor bays are also considered as drop off/pick up bays as the parent would stop/park the vehicle in the bay and accompany their child to/from the centre, return to the vehicle and leave. Therefore, drop off/pick up bays are included in the visitor bays as there is no difference in the way these bays operate. Accordingly, Apex Planning has advised that 1 drop off/pick up bay per 30 children is already included within the calculation of 1 bay per 6 children in attendance. Therefore, the proposed CCC requires a parking provision of 32.5 bays (17+15.5).

It is proposed to provide a total of 32 car parking bays on site (inclusive of an ACROD bay) which represents a theoretical shortfall of 0.5 bays.

The parking supply and demand for the child care centre is further discussed in the following section of the report.

3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed child care centre, to estimate the actual peak parking demand of the centre.

Section 6.1 of this report details the anticipated peak hour traffic generation of the proposed CCC. It was established that the calculated morning peak hour trip generation of the proposed CCC is 36 vehicles in and 34 vehicles out of the car park (afternoon peak hour is expected to generate less trips).

This represents a potential 36 vehicles using the child care centre car park during the peak hour.

The NSW *“Guide to Traffic Generating Developments”* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates highest parking demand of 0.23 cars per child and the average recorded length of stay for all surveyed child care centres of 6.8 minutes.

Conservatively assuming that the length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

It is therefore established that 6 bays ($36/6 = 6$) should be reserved for parents for pick-up and drop-off activities during peak hour periods which result in actual parking demand of 23 bays (17 bays for staff + 6 pickup/drop off bays).

The proposed development provides a total of 32 bays which satisfies and exceeds the estimated actual parking demand of the proposed child care centre.

It should be noted that:

- ✚ Many patrons of the CCC are anticipated to come from the local residential catchment and may walk their children to/from the child care centre;
- ✚ The nearest bus stop is located on Montgomery Avenue approximately 20m north of the subject site. Some of the staff and patrons of the CCC are expected to use public transport which would further reduce the parking demand of the centre.
- ✚ The centre provides bike racks adjacent at the western end of CCC car park that will also encourage alternative modes of transport;
- ✚ Staff can be dropped off at the centre or can make alternative travel arrangements including car-pooling.

4 Provision for Service Vehicles

Over 55s residential development

Waste collection for the residential development is proposed to take place on the verge of Montgomery Avenue. Two bin pads are proposed within the verge on either side of the proposed crossover for residential development. The rubbish bins will be wheeled out by the residents and lined up on bin pads for collection on designated collection days.

Child Care Centre

A bin storage area is located at the north-western corner of the CCC building as shown in the proposed development plan in **Appendix A**.

Waste collection and delivery activity will be accommodated within the site. A private contractor will be engaged to undertake waste collection using a low entry vehicle able to operate within the undercroft parking area.

The waste collection truck will be able to enter the site via the Montgomery Avenue crossover in forward gear, pull up near to the bin store within the site for waste collection and then the waste collection truck will exit the site via the same crossover in forward gear.

Turn path analysis carried out for an 8.0m waste collection truck confirms satisfactory movements within the site and is presented in **Appendix B**.

It is expected that the child care centre will generate a small volume of service vehicle traffic primarily associated with the deliveries for the child care centre. It is recommended that smaller vehicles such as vans should be used for deliveries.

The onsite service and waste collection activities will take place when the facility is closed or outside peak operating periods to ensure the car parking area is available for vehicle manoeuvring, loading and unloading activities with no disturbance to the operation of the centre.

5 Hours of Operation

The proposed child care centre is proposed to operate during weekdays between 6:30AM to 6:30PM Monday to Friday.



6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

The proposed development comprises six residential units (over 55s) and a child care centre. The trip generation for the proposed development is as follows:

Residential Units

The traffic volumes likely to be generated by the proposed residential units have been estimated in accordance with the NSW Guide to Traffic Generating Developments – Updated Traffic Surveys (TDT 2013/04a).

Accordingly, the trip rates which are best suited for the proposed residential units are “Housing for seniors”. This trip rates only provide weekday daily vehicle trips and weekday PM peak hour trips. For a robust assessment, it is assumed that the weekday AM peak hour trips are same as the weekday PM peak hour trips.

Accordingly, the trip rates used to estimate the traffic generation of residential units are:

- ✚ Weekday daily vehicle trips = 2.1 per dwelling
- ✚ Weekday AM peak hour vehicular trips = 0.4 per dwelling
- ✚ Weekday PM peak hour vehicular trips = 0.4 per dwelling

The proposed development entails six residential units. Accordingly, it is estimated that the proposed residential units would generate about 13 daily vehicular trips with approximately 3 trips during AM peak hour period and 3 trips during PM peak hour period. These trips include both inbound and outbound vehicle movements.

Child Care Centre (CCC)

In order to establish an accurate traffic generation rate for the proposed child care centre, traffic count surveys undertaken by Transcore at similar centres in the Perth metropolitan area were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:00AM– 10:00AM and 3:00PM–6:00PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- ✚ 7:00AM–10:00AM: 1.58 trips per child (52% in / 48% out); and,
- ✚ 3:00PM–6:00PM: 1.67 trips per child (47% in / 53% out).

From this information, the traffic generation rate for the combined period of 7:00AM–10:00AM and 3:00PM–6:00PM was calculated as 3.25 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- ✚ AM peak hour: 8:00AM – 9:00AM: 0.75 trips per child (52% in / 48% out); and,
- ✚ PM peak hour: 4:30PM – 5:30PM: 0.49 trips per child (43% in/ 57% out);

Comparison of the six-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods and that full concentration of traffic does not occur in the peak hour. The AM peak hour represents 47% of the 3-hour AM peak period traffic generation and the typical school PM and road network PM peak hours represent 36% and 29% of the 3-hour PM peak period traffic generation, respectively. As such, childcare centres operate quite differently to schools as their peak period is spread out.

Accordingly, the following number of trips was estimated for the proposed child care centre, assuming a maximum scenario of 93 children being present (i.e., centre at full capacity):

- ✚ AM peak hour: 70 trips generated (36 in / 34 out);
- ✚ PM peak hour: 46 trips generated (20 in / 26 out); and,
- ✚ Daily traffic generation: 326 trips generated (163 in / 163 out).

Therefore, the proposed development would generate 339 daily vehicular trips with approximately 73 trips and 49 trips during the weekday AM and PM peak hours respectively.

6.2 Traffic Flow

As the proposed development entails six over 55s residential units and a child care centre, each component of the development has its own dedicated crossover on Montgomery Avenue. Considering all access to the site is available via the crossovers on Montgomery Avenue, the estimated development generated traffic would arrive and depart to and from the site via Montgomery Avenue and then disperse throughout the local road network. The traffic distribution adopted for this analysis is as follows:

Residential Units (Crossover 1)

- ✚ 50% to/from Montgomery Avenue north; and,
- ✚ 50% to/from Montgomery Avenue south.

Child Care Centre (Crossover 2)

- 30% to/from Montgomery Avenue north; and,
- 70% to/from Montgomery Avenue south.

Figure 3 illustrates trip generation and traffic distribution over the local road network for the proposed development.



Figure 3: Estimated traffic movements for the subject site
AM Peak/PM Peak/Total daily trips

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

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

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.1**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.



7 Traffic Management on the Frontage Streets

Montgomery Avenue east of the subject site, is constructed as a single carriageway, two lane divided road with painted/landscaped median. It features pedestrian paths on both sides of the road. A 1.5m gravel path is provided along the western verge of Montgomery Avenue. Refer **Figure 4** and **Figure 5** for more details.



Figure 4: Northbound view along Montgomery Avenue



Figure 5: Southbound view along Montgomery Avenue

Montgomery Avenue is classified as a *Local Distributor Road* in the Main Roads WA *Functional Road Hierarchy* and operates under the speed limit of 60km/h.

According to the traffic count information sourced from Main Roads WA, Montgomery Avenue (south of Regents Blvd) carried an average weekday traffic of 4,890 vehicles per day (vpd) in 2019/2020 of which 6.2% is heavy vehicles. Based on these counts, morning and afternoon peaks were recorded between 7:45AM – 8:45AM and 2:45PM – 3:45PM with a total of 702vph and 529vph respectively.



8 Public Transport Access

Nearby public transport services are shown in **Figure 6**. The subject site has direct access to the bus service 28 which runs along Montgomery Avenue fronting the subject site. This bus route provides the service between Perth Busport and Claremont.

The nearest bus stop is located on Montgomery Avenue within the short walking distance of approximately 20m north of the subject site.

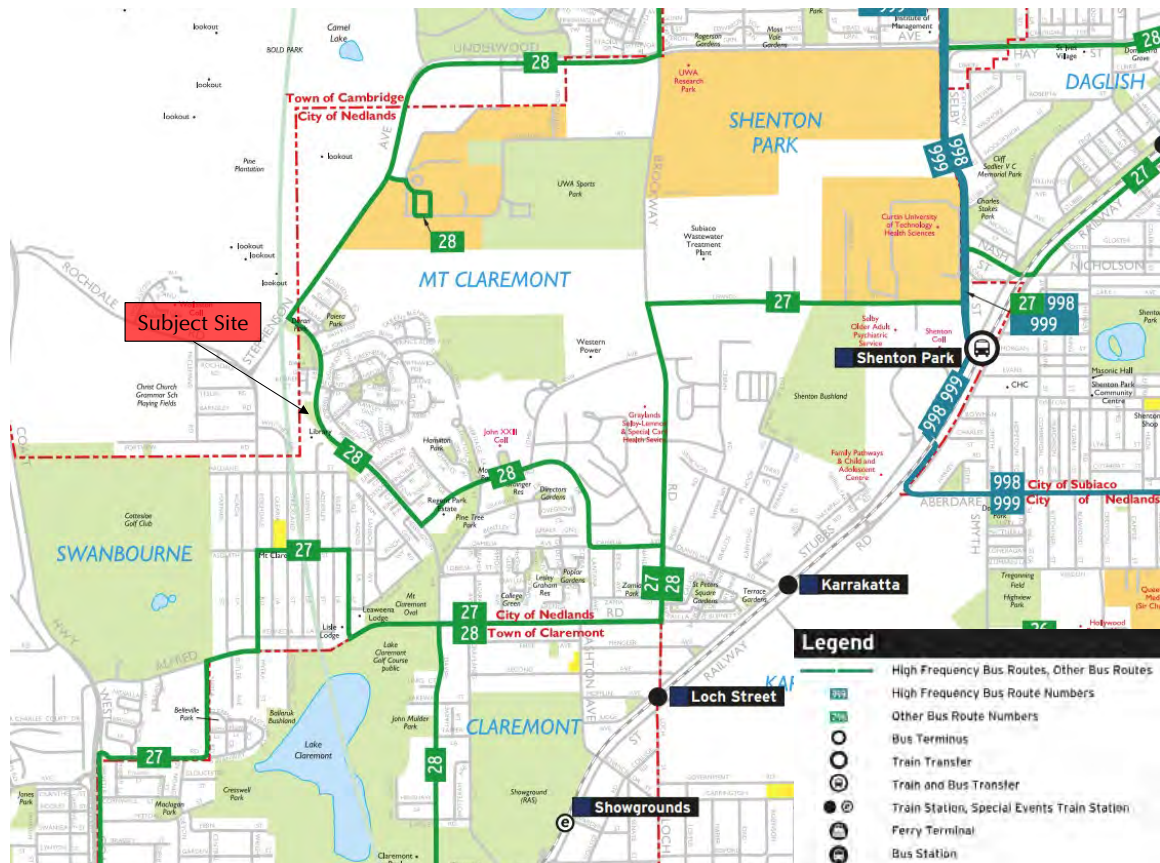


Figure 6: Public transport services (Transperth Maps)

9 Pedestrian Access

Pedestrian access to the proposed development is available directly from the existing footpath network on Montgomery Avenue fronting the subject site.



10 Cycle Access

The Perth Bicycle Network Map illustrated in Figure 7 shows a good cyclist connectivity to the subject site. Montgomery Avenue fronting the subject site is referred as a Perth Bicycle Network (PNB) – continuous signed route which provides further links to other bicycle lanes.

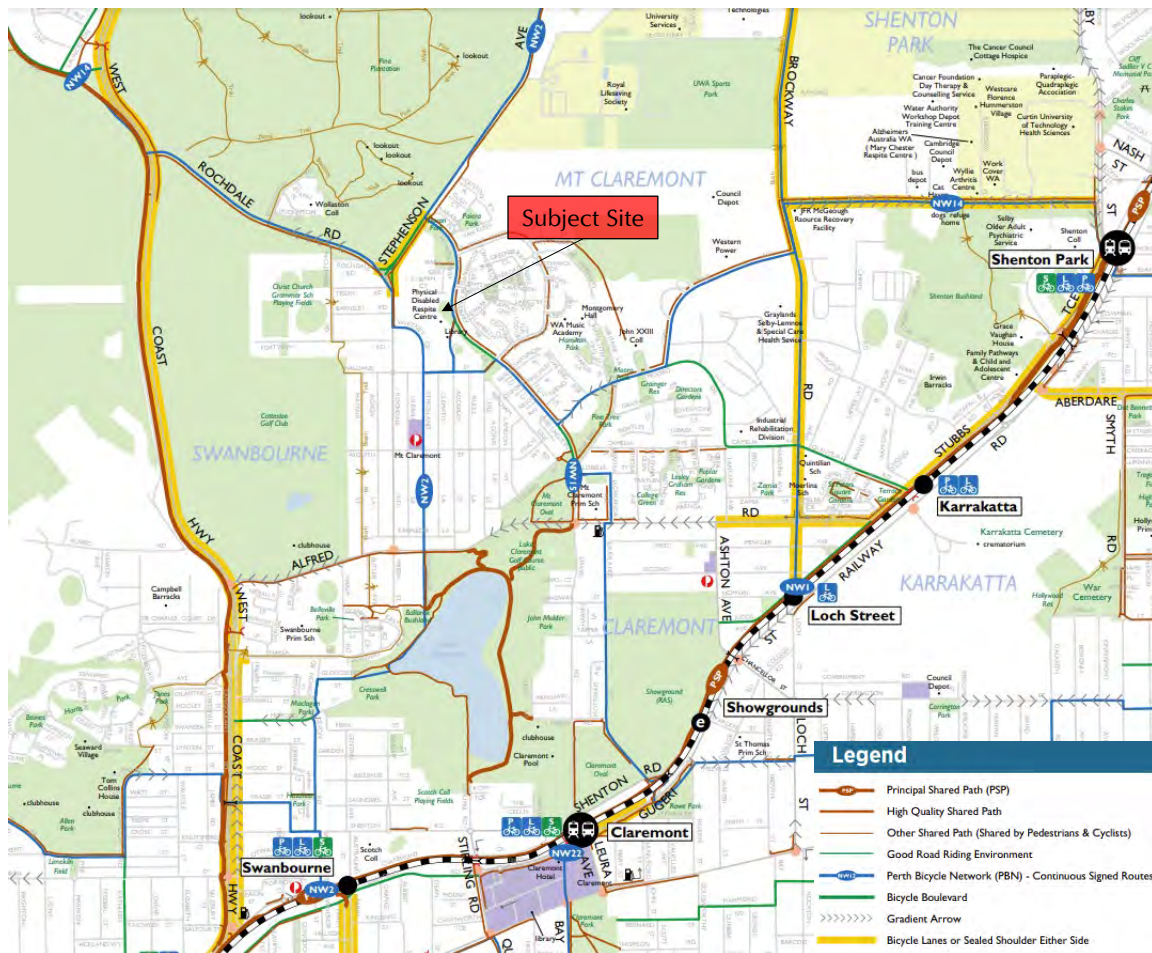


Figure 7: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

No site-specific issues have been identified for the proposed child care centre.



12 Safety Issues

No particular safety issues have been identified for the proposed child care centre.



13 Conclusions

This Transport Impact Statement (TIS) provides information on a proposed over 55s residential units and a child care centre development proposed at Lot 100 Montgomery Avenue, Mount Claremont in the City of Nedlands.

The development proposal is for six independent residential units (over 55s) with associated double garage facilities at the ground floor for each unit and a two-storey childcare centre (CCC) which has been designed to accommodate up to 93 children and 17 staff members.

Based on the assessment undertaken in this report, the proposed parking supply of 32 bays inclusive of one ACROD bay is considered to be sufficient to cater for the needs of the proposed child care centre. A total of 14 car parking spaces inclusive of two visitor bays (inclusive of one ACROD bay) is proposed for the residential units.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is relatively low and would not have any significant impact on the surrounding road network.

Waste collection and delivery activity for CCC will be accommodated within the site. A private contractor will be engaged to undertake waste collection using a low entry vehicle able to operate within the undercroft parking area. Turn path analysis carried out for 8.0m waste collection truck confirms satisfactory movements within the site. Waste collection for the residential units will take place on the verge of Montgomery Avenue with the bins being wheeled out by the residents and lined up at the proposed bin pads on the designated collection days.

The site features good connectivity with the existing road, cyclist network and public transport coverage through the existing bus service operating in close proximity of the site.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.



Appendix A

PROPOSED DEVELOPMENT PLAN



DISCLAIMER:
 This plan is based on the information provided to the surveyor and is not a guarantee of accuracy. The surveyor is not responsible for any errors or omissions in the plan or for any consequences arising therefrom. The surveyor is not responsible for any errors or omissions in the plan or for any consequences arising therefrom.



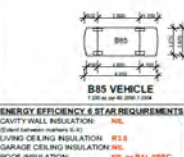
WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.



NOTE: REFER ALSO TO SEPARATE LANDSCAPING PLAN
NOTE: REFER ALSO TO SEPARATE SHADOW DIAGRAM
NOTE: REFER ALSO TO SEPARATE CCC CAPACITY PLAN

PAVING & GRANO AREA

SITUMEN CARPARK	905.43
GRANO - BICYCLE	21.82
GRANO - BN STORE	11.09
GRANO - DRIVE	25.58
GRANO - DRYING	24.70
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	127.85
GRANO - XOVER	43.14
GRANO - VERANDAH1	86.72
TYPE B-1 KERBS	1,177.60 m ²



BEWARE: POSSIBLE SERVICE RUN IN & COST

SOIL DESCRIPTION
 S141
 Light Grey/Black Clay

LOT MISCLOSE
 0.032 m

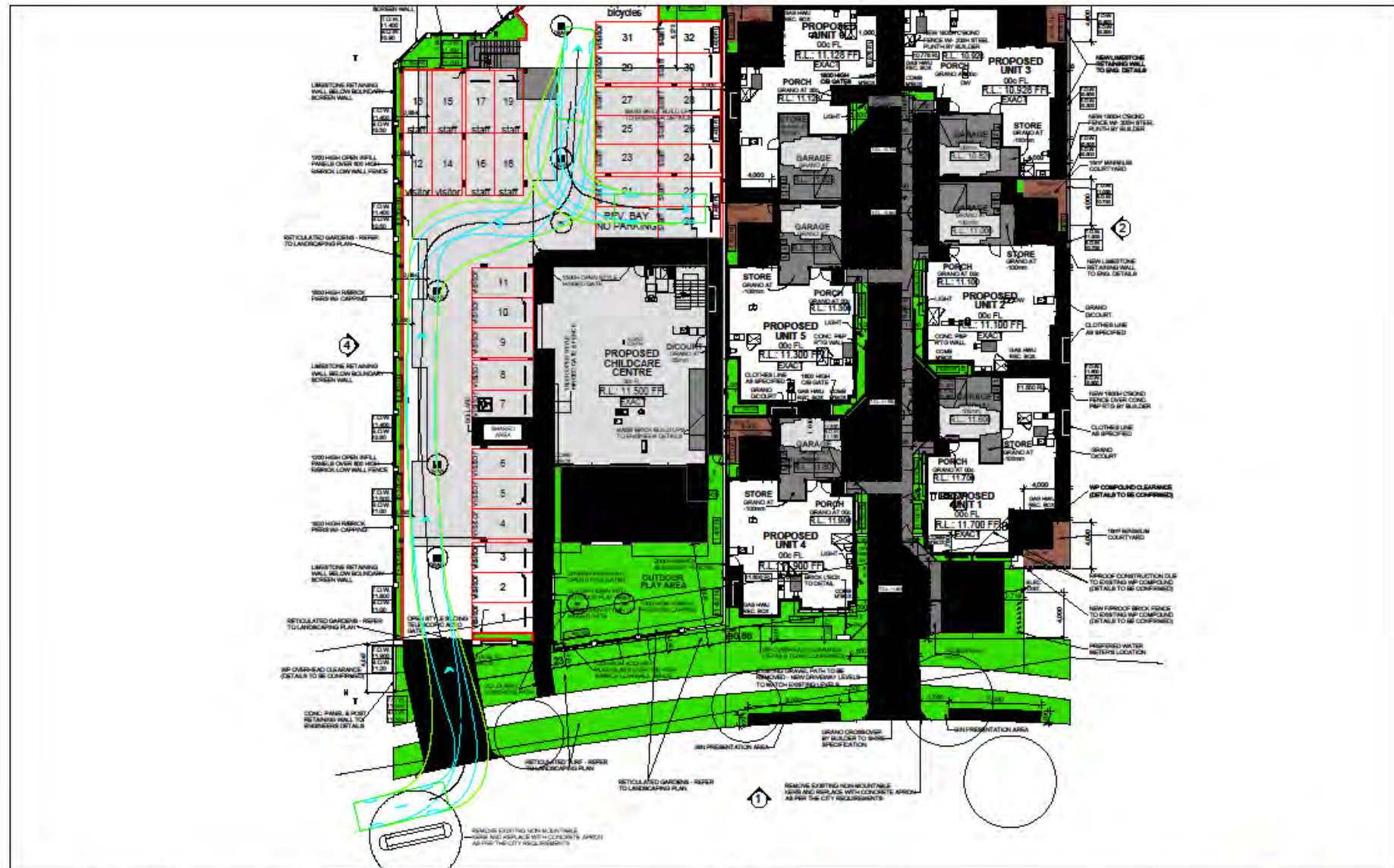


COMBINED SITE PLAN
 Client: POWERSTAR P/L
 Site: LOT 100 (FUTURE LOT 100) MONTGOMERY AVE, MT CLAREMONT

OWNER	DATE	OWNER	DATE	OWNER	DATE	OWNER	DATE
OWNER	DATE	OWNER	DATE	OWNER	DATE	OWNER	DATE
BUILDER	DATE	BUILDER	DATE	BUILDER	DATE	BUILDER	DATE

Appendix B

TURN PATH ANALYSIS



Lot 100 Montgomery Avenue, Mount Claremont
 8.0m Waste Collection Truck
 Waste Truck Entry

LEGEND
 Vehicle Body
 Wheel Path



t21.040.sk01
 22/07/2021
 Scale: 1:300 @ A3





Lot 100 Montgomery Avenue, Mount Claremont
 8.0m Waste Collection Truck
 Waste Truck Exit

t21.040.sk02
 22/07/2021
 Scale: 1:250 @ A3





Waste Management Plan

Lot 100 Montgomery Avenue, Mount Claremont

Prepared for Aveling Homes

9 July 2021

Project Number: TW21070

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Name	Position	File Reference			
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Signature					
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Executive Summary

Aveling Homes is seeking development approval for the proposed childcare development located at Lot 100 Montgomery Avenue, Mount Claremont (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (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. Talis Consultants has been engaged to prepare this WMP to satisfy the City’s Waste Management Local Planning Policy and that the WMP is produced in accordance with the City’s Waste Management Guidelines.

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	1,456	240	One	Twice each week	City of Nedlands
		660	One		
Recycling	1,456	240	One	Twice each week	City of Nedlands
		660	One		

The City will service the Proposal onsite, directly from the Bin Storage Area. The City’s smaller rear loader waste collection vehicle will enter and exit the Proposal in forward gear via Montgomery Avenue.

Building management/a caretaker will oversee the relevant aspects of waste management at the Proposal.

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Figure 1: Locality Plan

Figure 2: Bin Storage Area

Diagrams

Diagram 1: Swept Path Analysis – Vehicle Entry

Diagram 2: Swept Path Analysis – Vehicle Exit

1 Introduction

Aveling Homes is seeking development approval for the proposed childcare development located at Lot 100 Montgomery Avenue, Mount Claremont (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential developments to the north, Montgomery Avenue to the east and vacant land to the south and 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 waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized 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 section shows 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 is based on floor area (m²) of waste generating areas, as follows:

Ground Floor:

- Activity 1A – 50.69m²;
- Activity 1B – 49.45m²;
- Office – 9.85m²;
- Meeting – 7.88m²;
- Foyer – 19.93m²; and
- Reception – 8.43m².

First Floor:

- Activity 1C – 51.15m²;
- Activity 2A – 68.29m²;
- Activity 2B – 66.31m²;
- Activity 3A – 28.13m²;
- Kitchen – 18.69m²; and
- Staff – 36.93m².

2.2 Waste Generation Rates

The estimated amount of refuse and recyclables to be generated by the Proposal is based on the City's guidelines with consideration given to the City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2014) as these guidelines contain a specialised rate for childcare centres (350L/100m²/week for refuse and recyclables).

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.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-1. It is estimated that the Proposal will generate 1,456L of refuse and 1,456L of recyclables each week.

Table 2-1: Estimated Waste Generation

Childcare Centre	Area (m ²)	Waste Generation Rate (L/100m ² /week)	Waste Generation (L/week)
Refuse	416	350	1,456
Recyclables	416	350	1,456
Total			2,912

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Figure 2, and discussed in the following sub-sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling. These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins.

3.2 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	660L	1,100L
Width (m)	0.6	1.3	1.4
Depth (m)	0.8	0.8	1.3
Height (m)	1.1	1.2	1.5

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-1, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- One 240L refuse bin;
- One 660L refuse bin;
- One 240L recyclable bin; and
- One 660L recyclable bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream		Number of Bins Required		
		240L	660L	1,100L
Refuse	1,456	4	2	1
Recycling	1,456	4	2	1

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 two collections each week of refuse and recyclables. Increased collection frequencies would reduce the required number of bins.

3.4 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 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 building management/a caretaker 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 one 240L and one 660L bin for refuse and one 240L and one 660L bin for recyclables. The City will collect refuse and recyclables twice each week utilising it's smaller rear loader waste collection vehicle.

The City's waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The City's waste collection vehicle will travel with left hand lane traffic flow on Montgomery Avenue and turn into the Proposal in forward gear, complete a multipoint turn within the Proposals carpark and pull up directly opposite the Bin Storage Area for servicing, as shown in Diagram 1.

The City's staff will ferry bins to and from the waste collection vehicle and the bin storage area during servicing. The City will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the City's waste collection vehicle will exit in a forward motion, turning onto Montgomery Avenue moving with traffic flow, as shown in Diagram 2.

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. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

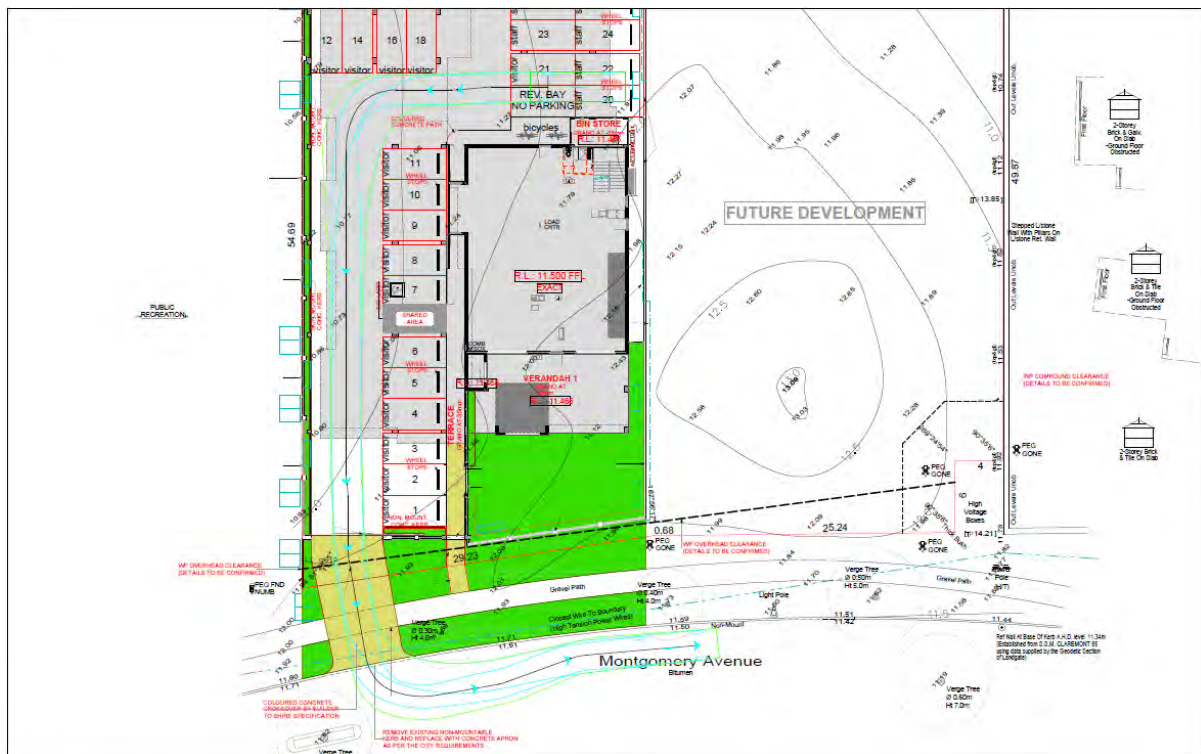
Swept path analysis using the City's smaller rear loader waste collection vehicle specifications was undertaken by Transcore, refer Diagram 1 and Diagram 2.

Diagram 1: Swept Path Analysis – Vehicle Entry



Reference: Transcore Swept Path Diagram

Diagram 2: Swept Path Analysis – Vehicle Exit



Reference: Transcore Swept Path Diagram

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an ‘as required’ basis.

Adequate space has been allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and speciality wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes.

These speciality wastes will be removed from the Proposal as sufficient volumes have been accumulated to warrant disposal. Specialty waste collection will be monitored by building management/a caretaker who will organise their transport to the appropriate waste facility, as required.

5 Waste Management

Building management/a caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff/tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/tenant behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City 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 volumes and 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. This WMP meets the requirements of the City's Waste Management Local Planning Policy and has been produced in accordance with the City's Waste Management Guidelines.

The above is achieved using:

- One 240L and One 660L refuse bin, collected twice each week; and
- One 240L and One 660L recycling bin, collected twice each week.

The City will service the Proposal onsite, directly from the Bin Storage Area. The City's smaller rear loader waste collection vehicle will enter and exit the Proposal in forward gear via Montgomery Avenue.

Building management/a caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

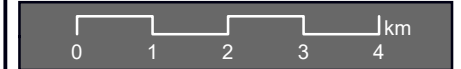
Figure 2: Bin Storage Area



LEGEND

- Site Layout
- Cadastre

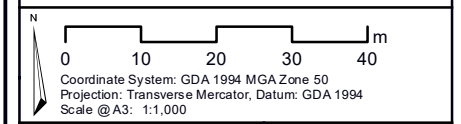
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LOCALITY PLAN

Lot 100 Montgomery Avenue,
Mount Claremont, WA 6010

Aveling Homes

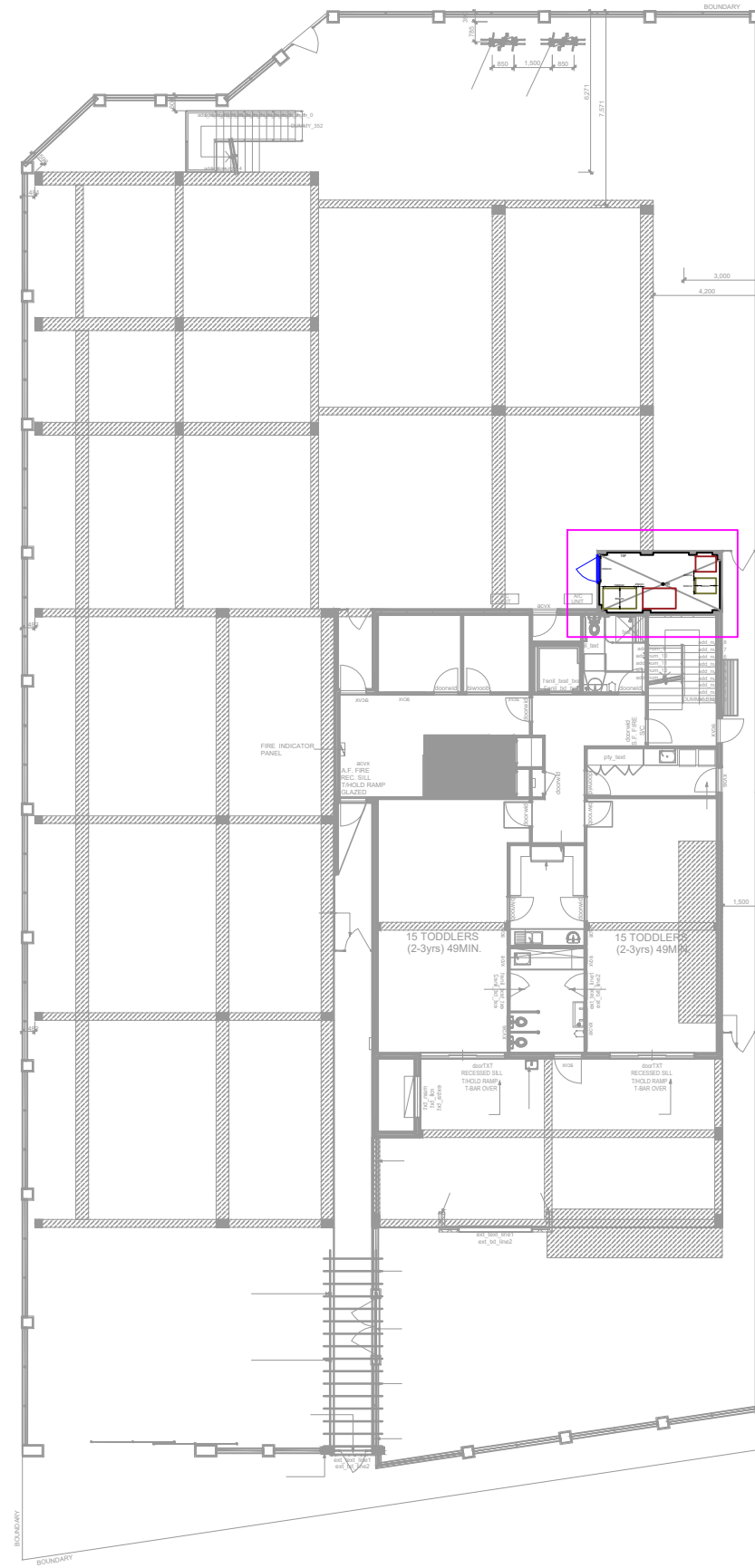


Prepared: W Robertson	Date: 16/06/2021
Reviewed: D Patel	Revision: A
Project: TW21070	



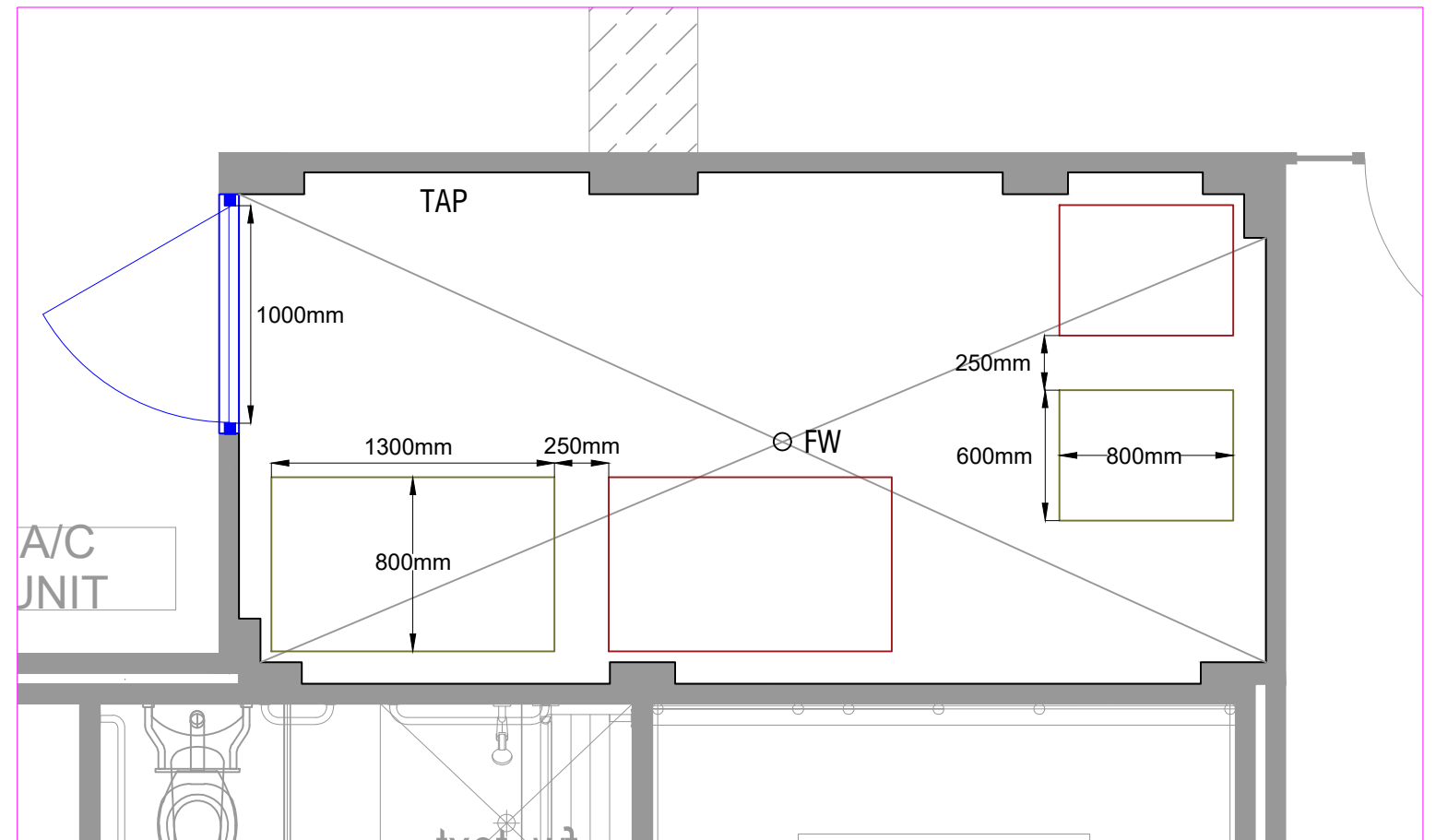
Figure 01

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MONTGOMERY AVENUE

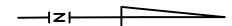
Bin Storage Area



Legend:

Bin Storage Area

- 1 x 660L refuse (1,300mm x 800mm)
- 1 x 240L refuse (600mm x 800mm)
- 1 x 660L recycling (1,300mm x 800mm)
- 1 x 240L recycling (600mm x 800mm)



WASTE MANAGEMENT PLAN

PROPOSED SIX GROUPED DWELLINGS (AGED PERSONS DWELLINGS)

LOT 100 MONTGOMERY AVENUE, MOUNT CLAREMONT

1 INTRODUCTION

This waste management plan (**WMP**) has been prepared to outline the key details of waste management arrangements for the six aged persons dwellings proposed at Lot 100 Montgomery Avenue, Mount Claremont.

The City's Waste Management LPP has been used as the basis for the waste management practices detailed in this WMP.

2 LOCATION

The aged persons dwellings will be located within the northern 1,653m² portion of Lot 100 Montgomery Avenue, Mount Claremont (hereafter referred to as the **development site**). Refer to **Figure 1** below.



Figure 1: the 1,653m² portion of Lot 100 subject to contain the proposed aged persons dwellings (image source MNG Access)

3 DETAILS OF PROPOSED DEVELOPMENT

The proposed development will establish six grouped dwellings purpose-designed for persons aged 55 years or over (aged persons dwellings) on the development site.

The consolidated site plan is provided at **Attachment 1** of this WMP.

Key details of the proposal are outlined as follows:

- The dwellings each have primary frontage to, and will be accessed by, an internal driveway with a single 4m wide crossover to the Montgomery Avenue property boundary. The layout of the dwellings is in a “3 x 3” format.
- The dwellings all include a double garage which contains a dedicated waste storage area, as shown on the consolidated site plan.
- The internal driveway contains a 1m wide pedestrian path which links each dwelling to Montgomery Avenue.
- Two paved bin presentation areas are provided within the Montgomery Avenue verge, at either side of the crossover. Units 1-3 would utilise the northern bin presentation area, and Units 4-5 would utilise the southern bin presentation area.

4 WASTE MANAGEMENT ARRANGEMENTS

The proposed aged persons dwellings development will adhere to the following waste management arrangements:

- The City’s waste collection service will be utilised by the proposed dwellings. Collection frequency will be in accordance with the City’s scheduled collections for Mount Claremont.
- Each dwelling will be provided with waste receptacles meeting the City’s specifications for residential waste and recycling allocation per rateable property. This will comprise of:
 - 1x 120L bin for general waste (dark green body with dark green/white lid)
 - 1x 240L bin for recyclable materials (dark green body with yellow lid)
 - 1x 240L bin for green waste (dark green body with lime green lid)
- The bins will be kept within dedicated storage areas within the garage of each dwelling, as depicted on the consolidated site plan provided at **Attachment 1**.
- Bins will be transported to the dedicated bin presentation areas within the Montgomery Avenue verge prior to collection day, by the respective occupant of each dwelling.
- Following collection, bins will be transported back to the storage areas depicted on the consolidated site plan provided at **Attachment 1**, by the respective occupant of each dwelling.

ATTACHMENT 1

CONSOLIDATED SITE PLAN



Assets | Engineering | Environment | Noise | Spatial | Waste

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Environmental Noise Assessment

Lot 100 (#101) Montgomery Avenue,
Mount Claremont

Reference: 21026172-03

Prepared for:
Aveling Homes



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Report: 21026172-03

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Date:	Rev	Description	Prepared By	Verified
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Appendices

- A Development Plans
- B Terminology

1 INTRODUCTION

It is proposed to develop part of the land located at Lot 100 (#101) Montgomery Avenue in Mount Claremont (refer *Figure 1-1*) into a double storey childcare centre. An over 55's residential development is intended to be developed on the remainder of the lot (refer *Figure 1-2*), which is the subject of a separate application. The proposed childcare centre will consist of the following:

- One double storey building capable of accommodating up to 93 children, grouped as follows:
 - 8 children aged 0-24 months on upper floor,
 - 30 children 2 to 3 years old on ground floor,
 - 15 Children 2 to 3 years old on upper floor, and
 - 40 children aged 3 years or over on upper floor,
- One ground level outdoor play area located west of the childcare building,
- One large upper level outdoor play area, on the south side of the childcare building,
- Amenities and associated mechanical plant such as:
 - Kitchen with range-hood and exhaust fan assumed to be located on the roof above,
 - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof above, and
 - AC plant, consisting of 2 condensing units located at ground level on the west side of the childcare building and 4 located on the first floor in the nominated "utility" yard.
- Undercroft car parking with 32 bays on the south and west side of the building, 16 of which are dedicated staff bays.

This report presents the assessment of the noise emissions from the childcare centre's child play, car doors closing in the car park, and the mechanical plant associated with the childcare centre against the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

The proposed site is bound by residential land uses on the north and west sides. The development drawings are shown in *Appendix A*.

The proposed hours of operation of the childcare centre are 6.30am to 6.30pm Monday to Friday. Therefore, it is expected for staff and parents to arrive and park before 7.00am, which is during the night-time period of the Regulations. However, it is noted that outdoor child play would not occur prior to 7.00am. In addition, mechanical plant was also considered to operate before 7.00am.

Appendix B contains a description of some of the terminology used throughout this report.



Figure 1-1 Project Locality

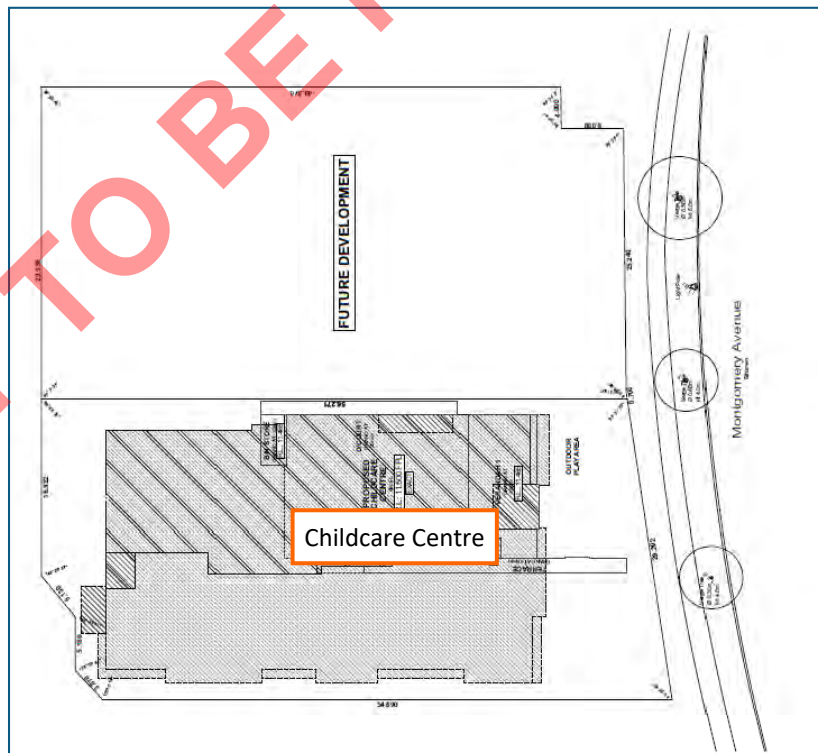


Figure 1-2 Site Layout

2 CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

Regulation 7 defines the prescribed standard for noise emissions as follows:

“7. (1) Noise emitted from any premises or public place when received at other premises –

- (a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and
- (b) Must be free of –
 - i. tonality;
 - ii. impulsiveness; and
 - iii. modulation,
 when assessed under regulation 9”

A “...noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level...”

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

- (a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and
- (b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in *Table 2-2*.

Table 2-2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor, applicable at the noise sensitive premises, has been calculated as 0 dB given there is no significant commercial land uses within 450 metres of the residences other than the Community Centre at #19 Haldane Street. The transport factor was also calculated as 0 dB, due to being no secondary or major roads within 450 metres of the residences.

Table 2-3 shows the applicable assigned noise levels.

Table 2-3 Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45	55	65
	0900 to 1900 hours Sunday and public holidays (Sunday)	40	50	65
	1900 to 2200 hours all days (Evening)	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35	45	55

1. **highly sensitive area** means that area (if any) of noise sensitive premises comprising —
- a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
 - any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned noise levels above apply outside the receiving premises, at a point within 15 metres from the residence but at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

It is noted the assigned noise levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *a period of time of not less than 15 minutes, and not exceeding 4 hours*, which is determined by an *inspector or authorised person* to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission. An *inspector or authorised person* is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Environment Regulation. Acoustic consultants or other environmental consultants are not appointed as an *inspector or authorised person*. Therefore, whilst this assessment is based on a 4 hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

3 METHODOLOGY

Computer modelling has been used to predict noise levels at each nearby receiver. The software used was *SoundPLAN 8.2* with the ISO 9613 (ISO 17534-3 improved method) algorithms selected. These algorithms have been selected as they include the influence of wind and atmospheric stability. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1 Meteorological Information

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1 Modelling Meteorological Conditions

Parameter	Night (1900-0700)	Day (0700-1900)
Temperature (°C)	15	20
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* Note that the modelling package used allows for all wind directions to be modelled simultaneously.

It is generally considered that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

3.2 Topographical Data

Topographical data was based on that publicly available from *Google* in the form of spot heights, site feature surveys and local observations. The topography slopes down from east to west, resulting in some differences in elevations between the various buildings.

3.3 Buildings, Fences and Receivers

Surrounding existing buildings were included in the noise model, as these can provide noise shielding as well as reflection paths.

The childcare centre building was modelled at 6.4 metres high overall with floor heights of 3.2 metres. The future Over 55's buildings to the north are single storey at 3.5 metres high. Other buildings were modelled at 3.5 metres high when single storey and 6 metres high when double storey. Noise sensitive ground floor and upper floor receivers were modelled at 1.4 metres and 4.3 metres above ground level respectively.

A 1.8 metre high masonry wall is proposed along the northern site boundary, increasing to 2.0m near the eastern Play Area. On the south and west sides, open style fencing is noted, apart from a section of 1.8m *Colorbond*-type fencing which is to be retained.

A solid, 1.8 metre overall high wall, comprising of brick and clear/glass sections is also noted encompassing the upper level outdoor areas. All fencing and barrier details are reproduced in the noise model to match as closely as possible with architectural drawings.

3.4 Ground Absorption

In this instance, a value of 1.0 has been used for the outdoor play areas and grassed areas, and 0.0 for the car park, roads, pavement, driveways, etc.

3.5 Source Sound Levels

The sound power levels used in the modelling are provided in *Table 3-2*, noting the following:

- Six AC condensing units for the childcare centre, each modelled as a point source located 0.8 metre and 1.2 metre above ground level for the 12.5-14 kW units and 16-18 kW units respectively. Source levels are from vendor specifications for the selected units.
- Other mechanical plant includes exhaust fans (toilets, laundry, nappy rooms) and one kitchen exhaust/rangehood fan. All were modelled as point sources 0.5 metres above upper roof level and nominally above the area serviced where practicable.
- Car doors closing at the childcare site were modelled as a point source 1.0 metre above ground level.
- Child play source levels are based on Guideline 3.0 provided by the Association of Australasian Acoustical Consultants (AAAC) published in September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1-metre heights above ground level. The sound power levels used in the model were scaled as follows:
 - 8 children aged 0-24 months = 78 dB(A)
 - 30 children aged 2-3 years = 89 dB(A)
 - 15 children aged 2-3 years = 86 dB(A)
 - 40 children aged 3 years or over = 93 dB(A)

Table 3-2 Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Child play 0-2 Years (10 kids), L ₁₀	54	60	66	72	74	71	67	64	78
Child play 2-3 Years (10 kids), L ₁₀	61	67	73	79	81	78	74	70	85
Child play 3+ Years (10 kids), L ₁₀	64	70	75	81	83	80	76	72	87
Childcare 12.5 kW AC unit, each, L ₁₀	76	74	73	70	69	65	60	53	73
Childcare 14 kW AC unit, each, L ₁₀	77	75	74	71	70	66	61	54	74
Childcare 16-18 kW AC unit, each, L ₁₀	81	79	78	75	74	70	65	58	78
Toilet / Laundry / Nappy Fan, L ₁₀	60	65	62	63	60	61	56	53	67
Kitchen exhaust fan, L ₁₀	50	64	62	70	69	66	62	50	73
Closing Car Door, L _{max}	71	74	77	81	80	78	72	61	84

Combining all of the above, results in the noise model overview shown in Figure 3-1.

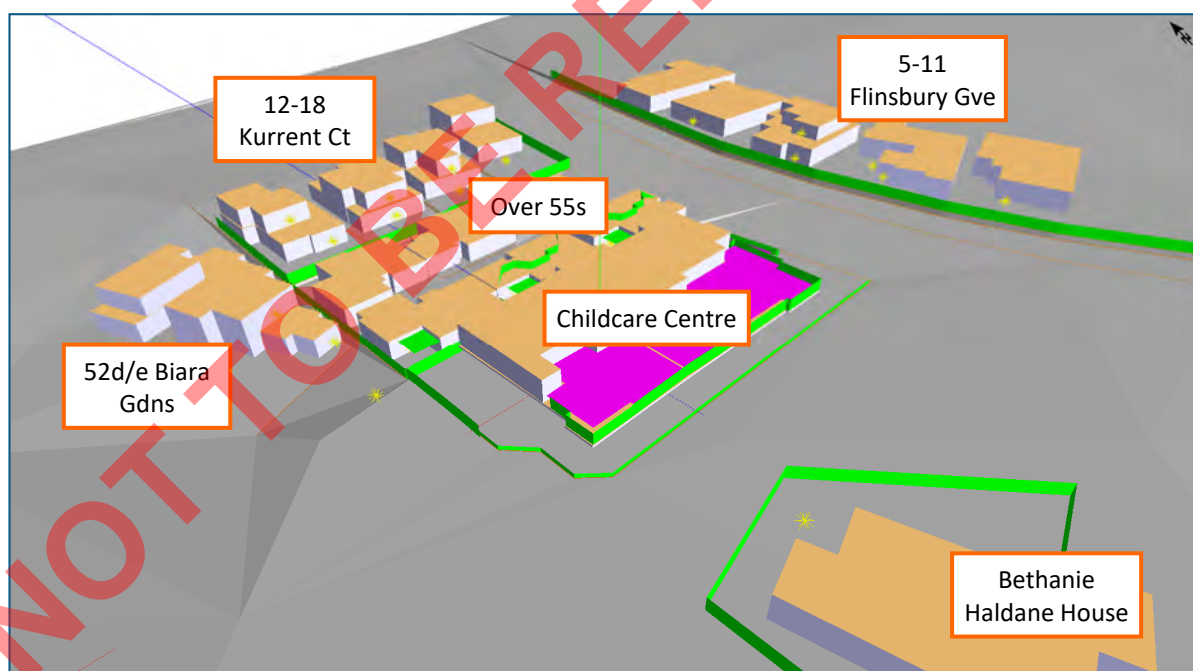


Figure 3-1 Noise Model Overview (South west View)

4 RESULTS

4.1 Outdoor Child Play

The childcare development will host up to 93 children. To provide for maximum flexibility, noise levels were predicted for all children playing outside simultaneously for extended periods of time.

The predicted noise levels are summarised in *Table 4-1* and are from child play only. *Figure 4-1* and *Figure 4-2* also show the predicted noise levels as a noise contour map at ground and upper levels respectively.

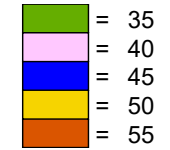
Table 4-1 Predicted Noise Levels of Child Play, dB LA10

Receiver	Floor	Façade	0-24 months	2-3 yo	3+ yo	Combined
5 Flinsbury Gve	GF	-	25	40	40	43
7 Flinsbury Gve	GF	W	22	39	35	41
7 Flinsbury Gve	GF	N	24	40	38	35
9 Flinsbury Gve	GF	W	19	38	30	33
9 Flinsbury Gve	FL 1	W	26	44	36	45
11 Flinsbury Gve	GF	W	15	35	28	35
12 Kurren Ct	GF	-	15	31	29	33
14 Kurren Ct	GF	-	16	32	31	34
14 Kurren Ct	FL 1	S	15	32	30	34
16 Kurren Ct	FL 1	S	15	32	30	34
16 Kurren Ct	GF	S	14	29	29	33
18 Kurren Ct	FL 1	S	13	29	28	31
18 Kurren Ct	GF	S	14	30	31	32
52e Biara Gdns	GF	-	16	31	41	41
52e Biara Gdns	GF	E	12	28	25	30
52e Biara Gdns	GF	S	14	27	33	34
52e Biara Gdns	FL 1	E	14	30	34	36
52e Biara Gdns	FL 1	S	15	30	35	36
Bethanie Haldane House	GF	-	27	39	43	45
U4 Alfresco	GF	S	14	45	29	45
U5 Alfresco	GF	S	15	31	29	34
U6 Alfresco	GF	S	10	24	31	32
U6 Bed 2	GF	S	17	33	33	36






Figure 4-1 Outdoor Child Play Noise, Ground Level, All Children Outside, dB LA10



Predicted Noise level



Legend

-  Childcare Centre
-  Over 55's Building
-  Receiver
-  Fence
-  Outdoor Childplay



Scale 1:600



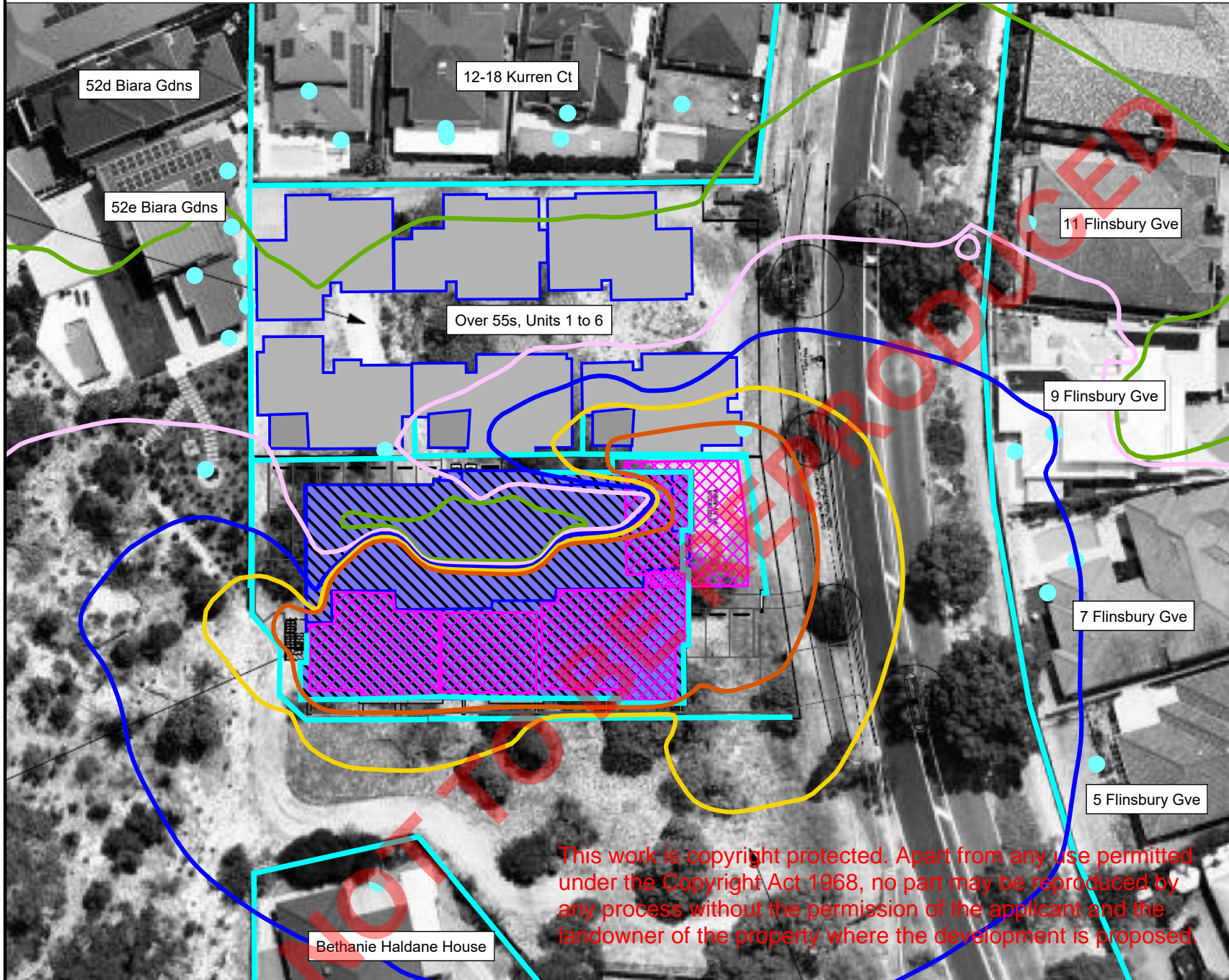
Project No: 21026172
 Consultant: MM
 Date: 8/07/2021
 Algorithm: ISO 9613
 SoundPLAN Version: 8.2



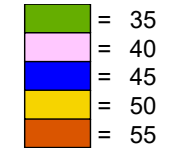
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Figure 4-2 Outdoor Child Play Noise, Upper Level, All Children Outside, dB LA10



Predicted Noise level



Legend

-  Childcare Centre
-  Over 55's Building
-  Receiver
-  Fence
-  Outdoor Childplay



Scale 1:600



Project No: 21026172
 Consultant: MM
 Date: 8/07/2021
 Algorithm: ISO 9613
 SoundPLAN Version: 8.2



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4.2 Mechanical Plant

Mechanical plant consists of AC plant and extraction fans for the kitchen, laundry and toilets.

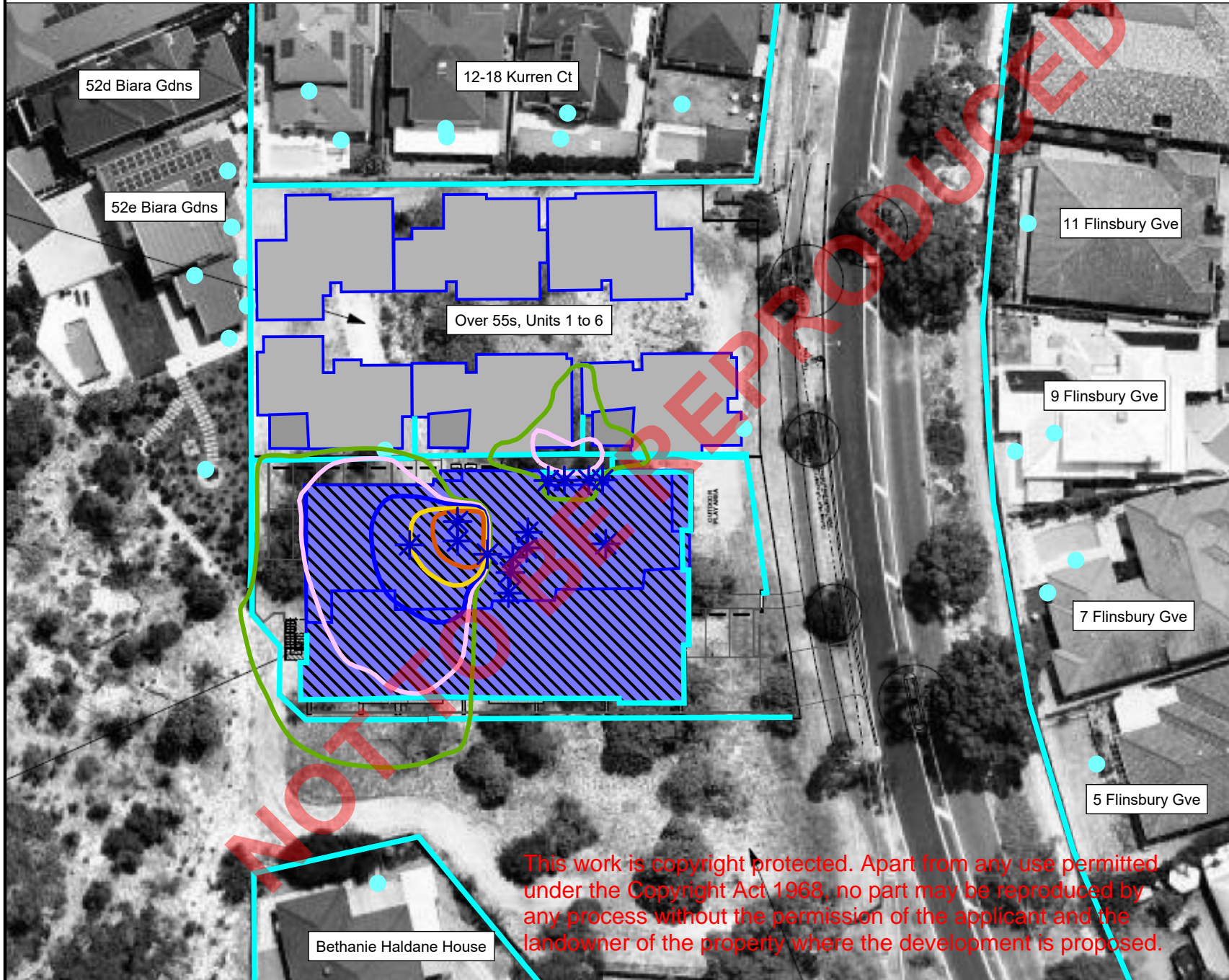
AC plant noise is based on the generic units as used on similar projects, extraction fans have not been designed in detail so the assessment used typical fans located on the roof of the childcare building. *Table 4-2* presents the overall noise levels assuming all plant is operating simultaneously and at full capacity e.g. cold winter day.

Figure 4-3 and *Figure 4-4* show the overall predicted noise levels as noise contours maps at ground level and upper level respectively.

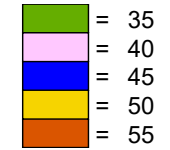
Table 4-2 Predicted Mechanical Plant Noise Levels, dB LA10

Receiver	Floor	Façade	AC units	Exhaust fans	Combined
5 Flinsbury Gve	GF	-	13	27	27
7 Flinsbury Gve	GF	N	17	28	28
7 Flinsbury Gve	GF	W	17	27	27
9 Flinsbury Gve	GF	W	18	24	25
9 Flinsbury Gve	FL 1	W	22	28	29
11 Flinsbury Gve	GF	W	21	26	27
12 Kurren Ct	GF	-	25	29	31
14 Kurren Ct	GF	-	26	28	30
14 Kurren Ct	FL 1	S	28	30	32
16 Kurren Ct	GF	S	29	31	33
16 Kurren Ct	FL 1	S	25	27	29
18 Kurren Ct	GF	S	23	27	29
18 Kurren Ct	FL 1	S	26	29	31
52e Biara Gdns	GF	-	29	26	31
52e Biara Gdns	GF	E	19	18	22
52e Biara Gdns	GF	S	22	19	24
52e Biara Gdns	FL 1	E	28	30	32
52e Biara Gdns	FL 1	S	29	29	32
Bethanie Haldane House	GF	-	29	28	31
U4 Alfresco	GF	S	36	24	37
U5 Alfresco	GF	S	28	21	28
U6 Alfresco	GF	S	17	11	18
U6 Bed 2	GF	S	32	26	33

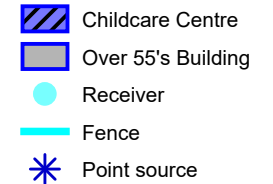
Figure 4-3 Mech Plant Noise, Ground Level, All plant running, dB LA10



Predicted Noise level



Legend



Scale 1:600



Project No: 21026172
 Consultant: MM
 Date: 8/07/2021
 Algorithm: ISO 9613
 SoundPLAN Version: 8.2



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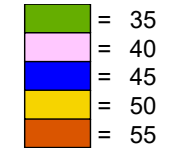
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Bethanie Haldane House

Figure 4-4 Mech Plant Noise, Upper Level, All plant running, dB LA10



Predicted Noise level



Legend

- Childcare Centre
- Over 55's Building
- Receiver
- Fence
- Point source



Scale 1:600



Project No: 21026172
 Consultant: MM
 Date: 8/07/2021
 Algorithm: ISO 9613
 SoundPLAN Version: 8.2



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4.3 Car Doors Closing

The model includes noise from car doors closing in various parking bays of the childcare centre car park. *Table 4-3* presents the predicted noise levels from a car door closing in either staff or visitor bays at the most exposed receivers i.e. where the predicted noise level is 45 dB L_{Amax} or over.

Table 4-3 Predicted Car Doors Closing Noise Levels, dB L_{Amax}

Receiver	Floor	Façade	Staff Bays	Visitor Bays
52e Biara Gdns	GF	-	44	40
Bethanie Haldane House	GF	-	42	42
5 Flinsbury Gve	GF	-	31	34
7 Flinsbury Gve	GF	N	31	35
7 Flinsbury Gve	GF	W	32	36
9 Flinsbury Gve	GF	W	28	35
9 Flinsbury Gve	FL 1	W	31	40
U4 Front	GF	E	19	39
U4 Alfresco	GF	S	33	42
U5 Alfresco	GF	S	45	44
U6 Alfresco	GF	S	45	40
U6 Bed 2	GF	S	45	44

4.4 Indoor Child Play

Noise levels from indoor child play is expected to be below that of outdoor child play considered in *Section 4.1* based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group;
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level; and,
- External windows and doors can be closed during noisy play.

5 ASSESSMENT

5.1 Outdoor Child Play

Outdoor child play is considered to only occur during the daytime, that is, after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations, therefore no adjustments are made to the predicted noise levels.

As a worst-case scenario, all children are initially assumed to play outside simultaneously for extended periods of time (i.e. over 24 minutes), therefore the L_{A10} assigned noise level is applicable. Table 5-1 presents the assessment of child play noise against the daytime assigned noise level.

Table 5-1 Assessment of Predicted Child Play Noise, dB L_{A10}

Receiver	Floor	Façade	Assigned Noise Level	Predicted Level	Exceedance
5 Flinsbury Gve	GF	-	45	43	Complies
7 Flinsbury Gve	GF	W	45	41	Complies
7 Flinsbury Gve	GF	N	45	35	Complies
9 Flinsbury Gve	GF	W	45	33	Complies
9 Flinsbury Gve	FL 1	W	45	45	Complies
11 Flinsbury Gve	GF	W	45	35	Complies
12 Kurren Ct	GF	-	45	33	Complies
14 Kurren Ct	GF	-	45	34	Complies
14 Kurren Ct	FL 1	S	45	34	Complies
16 Kurren Ct	FL 1	S	45	34	Complies
16 Kurren Ct	GF	S	45	33	Complies
18 Kurren Ct	FL 1	S	45	31	Complies
18 Kurren Ct	GF	S	45	32	Complies
52e Biara Gdns	GF	-	45	41	Complies
52e Biara Gdns	GF	E	45	30	Complies
52e Biara Gdns	GF	S	45	34	Complies
52e Biara Gdns	FL 1	E	45	36	Complies
52e Biara Gdns	FL 1	S	45	36	Complies
Bethanie Haldane House	GF	-	45	45	Complies

Receiver	Floor	Façade	Assigned Noise Level	Predicted Level	Exceedance
U4 Alfresco	GF	S	45	45	Complies
U5 Alfresco	GF	S	45	34	Complies
U6 Alfresco	GF	S	45	32	Complies
U6 Bed 2	GF	S	45	36	Complies

From the assessment above, it can be seen that compliance is achieved at all receivers. Outdoor play will need to be restricted to after 7.00am to ensure compliance.

All acoustic fencing is to be solid, free of gaps and built from material achieving at least 8 kg/m² surface mass. To maintain sight lines and/or natural light ingress, the acoustic fencing can incorporate glass, *Perspex*, or similar materials at least 8 mm thick. All gaps around the inserts are to be caulked/sealed.

5.2 Mechanical Plant

It is noted that based on publicly available information, the Bethanie Haldane House receiver is considered to be noise sensitive, however is only occupied during the weekday, daytime. Therefore, only the daytime assigned noise level is considered at this receiver.

Given the proposed hours of operations of the childcare centre, mechanical plant was assumed to be operating simultaneously before 7.00am as a worst-case scenario (ie. critical night time period).

Table 5-2 presents the assessment of the noise emissions from mechanical plant against the night-time assigned noise level, except at the Bethanie Haldane House receiver. It is noted that before 7.00am noise was considered to be tonal at the closest receivers, therefore the predicted noise levels were adjusted by +5 dB (refer Table 2-1) at all receivers except Bethanie Haldane House.

Table 5-2 Assessment of Predicted Mech. Plant Noise, dB LA10

Receiver	Floor	Façade	Assigned Noise Level	Adjusted Noise Levels	Exceedance
5 Flinsbury Gve	GF	-	35	32	Complies
7 Flinsbury Gve	GF	N	35	33	Complies
7 Flinsbury Gve	GF	W	35	32	Complies
9 Flinsbury Gve	GF	W	35	30	Complies
9 Flinsbury Gve	FL 1	W	35	34	Complies
11 Flinsbury Gve	GF	W	35	32	Complies
12 Kurren Ct	GF	-	35	36	+1
14 Kurren Ct	GF	-	35	35	Complies

Receiver	Floor	Façade	Assigned Noise Level	Adjusted Noise Levels	Exceedance
14 Kurren Ct	FL 1	S	35	37	+2
16 Kurren Ct	GF	S	35	38	+3
16 Kurren Ct	FL 1	S	35	34	Complies
18 Kurren Ct	GF	S	35	34	Complies
18 Kurren Ct	FL 1	S	35	36	+1
52e Biara Gdns	GF	-	35	36	+1
52e Biara Gdns	GF	E	35	27	Complies
52e Biara Gdns	GF	S	35	29	Complies
52e Biara Gdns	FL 1	E	35	37	+2
52e Biara Gdns	FL 1	S	35	37	+2
Bethanie Haldane House	GF	-	45	31	Complies
U4 Alfresco	GF	S	35	42	+7
U5 Alfresco	GF	S	35	33	Complies
U6 Alfresco	GF	S	35	23	Complies
U6 Bed 2	GF	S	35	38	+3

From the assessment in *Table 5-2* it can be seen that exceedances of 1-7 dB are predicted prior to 7.00am, generally at receivers to the north, with worst case receivers being the nearest Over 55's units. The predicted levels are demonstrated to be compliant at all receivers during the day.

Based on the results in *Table 4-2*, it can be seen the AC plant on the upper floor dominates the overall noise levels at nearest Over 55's units. Though the units are behind a proposed 1.9m masonry wall, the running levels prior to 7.00am will need to be reduced by way of careful unit selection. The units would need to be programmable with night time functions such that a maximum Sound Power Level in this quiet mode did not exceed 65 dB(A) per unit. This should be allowed for in the mechanical services designs and verified at building licence stage by a suitably qualified acoustical consultant.

5.3 Car Doors

Car doors closing noise are short duration events and were therefore assessed against the L_{Amax} assigned noise level. Given the proposed hours of operation, staff members and parents can arrive before 7.00am, when the night-time assigned noise level is 55 dB L_{Amax} .

Given the relative short source to receiver distances, car doors closing noise was considered impulsive within the definition of the Regulations, therefore, an adjustment of +10 dB (refer

Table 2-1) was applied to the predicted noise levels. Table 5-3 presents the assessment of car doors closing noise at each receiver against the night-time assigned noise level.

Table 5-3 Assessment of Car Doors Closing, dB L_{Amax}

Receiver	Floor	Façade	Night-time Assigned Noise Level	Adjusted Noise Level		Exceedance	
				Staff	Visitor	Staff	Visitor
52e Biara Gdns	GF	-	55	54	50	Complies	Complies
5 Flinsbury Gve	GF	-	55	52	52	Complies	Complies
7 Flinsbury Gve	GF	N	55	41	44	Complies	Complies
7 Flinsbury Gve	GF	W	55	41	45	Complies	Complies
9 Flinsbury Gve	GF	W	55	42	46	Complies	Complies
9 Flinsbury Gve	FL 1	W	55	38	45	Complies	Complies
U4 Front	GF	E	55	41	50	Complies	Complies
U4 Alfresco	GF	S	55	29	49	Complies	Complies
U5 Alfresco	GF	S	55	43	52	Complies	Complies
U6 Alfresco	GF	S	55	55	54	Complies	Complies
U6 Bed 2	GF	S	55	55	50	Complies	Complies

Based on the assessment in Table 5-3, it can be seen that compliance is achieved at all receivers at the most critical night time period and therefore compliance is achieved at all other times.

6 CONCLUSIONS

The noise impacts from the proposed childcare centre development located at Lot 100 (#101) Montgomery Avenue in Mount Claremont, have been assessed against the relevant criteria of the *Environmental Protection (Noise) Regulations 1997*.

Based on the modelling and assessments in relation to the noise emissions from child play and car doors closing, compliance can be achieved by implementing the noise controls described in Section 5.1 and Section 5.3. All acoustic fencing / noise walls are to be free of gaps and built to achieve a surface mass of at least 8 kg/m² but can incorporate translucent sections (e.g. 8mm thick Perspex or glass) to preserve sight-lines or natural light ingress.

With regard to mechanical plant noise, exceedances were identified due to the proposed location of the AC plant within the upper floor utility yard. As described in Section 5.2, the following is to be considered and reviewed during detailed design:

- Select AC units which can operate on a 'low noise mode' prior to 7am. Individual units in the utility yard (first floor) should not have sound power levels greater than 65 dB(A) in such a mode.
- Kitchen extraction fan to be located within the ceiling space and ducted to the roof, with the roof cowl then to be located furthest away from sensitive receivers,
- Allow for silencers or acoustic flexible ducts on the outside air side of all extraction fans, and
- All plant to be mounted on suitable anti-vibration mounts.

In addition, the following best practices should be implemented where practicable to preserve amenity:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling,
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic,
- Favour soft balls and rubber wheeled toys,
- Crying children should be taken inside to be comforted,
- No amplified music to be played outside,
- External doors and windows to be closed during indoor activity / play, and
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level.
- Staff arriving prior to 7am should be encouraged to park in the southern most bays, away from Over 55's residences.
- Line carpark ceiling (underside of slab) with acoustically absorptive soffit lining to reduce reverberation.
- Carpark Floor
 - Shall be constructed so that there are no significant gaps in construction or where these exist, are to be filled with non-hardening mastic.
 - Drainage grates to be plastic or metal with rubber gasket and secure to avoid excess banging.
 - Brushed concrete finish to avoid tyre squeal. Where the concrete is to be sealed, a product such as Aquaron 1000 by Markham is understood to be suitable and not contribute to tyre squeal.

NOT TO BE REPRODUCED

Appendix A

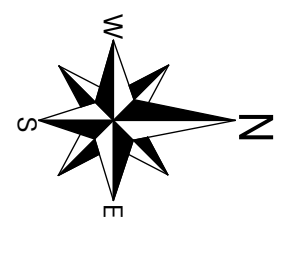
Development Plans

DISCLAIMER:
Lot boundaries drawn on survey are based on landscape plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

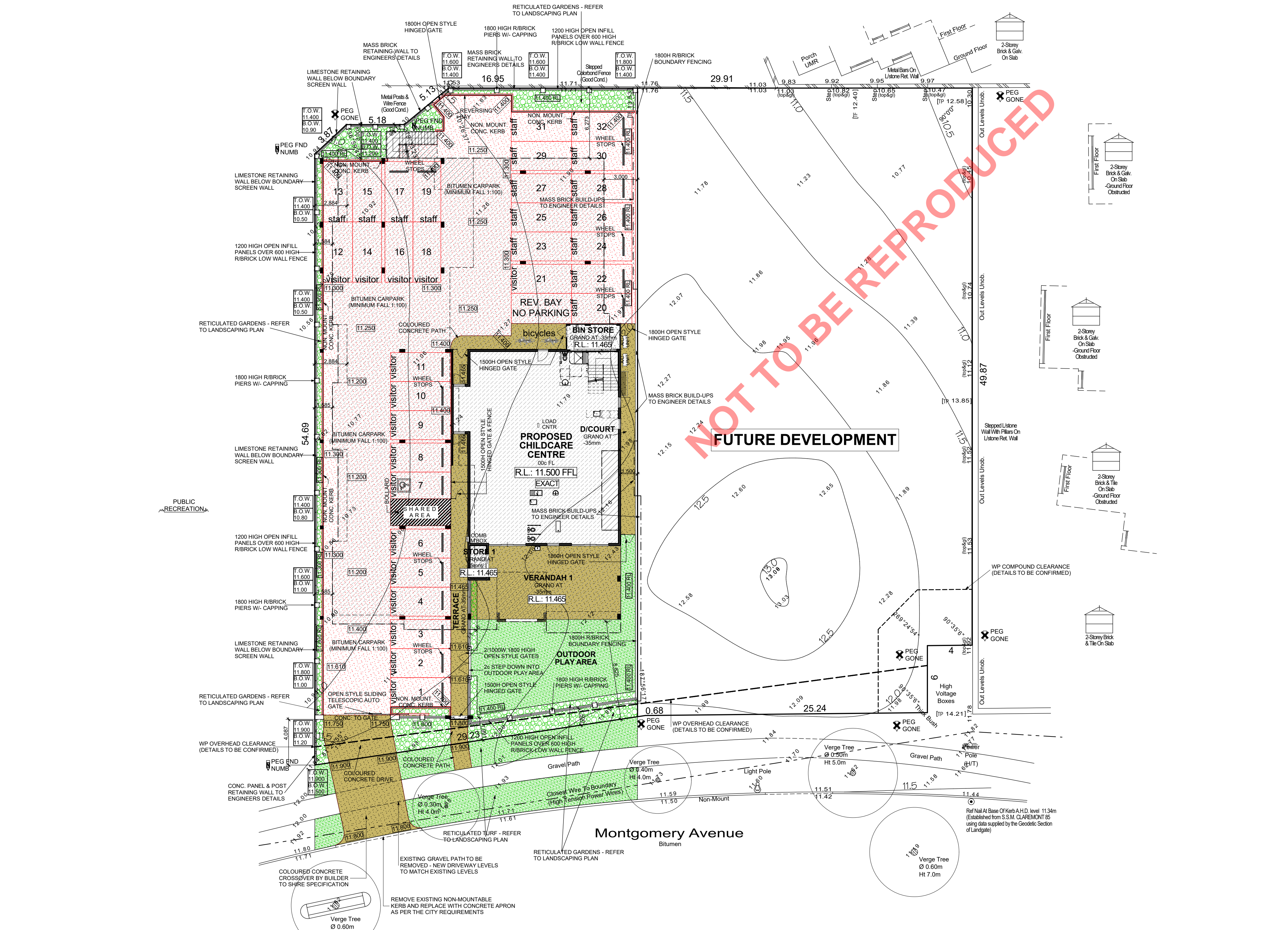
DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any design based or dependent on the location of existing features should have those features location verified in relation to the true boundary.

DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.



WARNING: Plan not yet approved by titles office. Verify lot dimensions & angles with title.



NOTE: BEWARE: ADVISE TRADES
High Tension Power Lines

DISCLAIMER:
HIGH TENSION POWER LINES. CHECK TITLE FOR EASEMENTS AND WESTERN POWER FOR SET-BACKS.

BEWARE: POSSIBLE SERVICE RUN IN & COST

NOTE:
EASEMENTS, NOT LOCATED ADJACENT TO LOT AT TIME OF SURVEY. VERIFY AVAILABILITY WITH RELEVANT AGENCIES.

SOIL DESCRIPTION
Sand
Light Green/Scrub Cover

LOT MISCLOSE
0.032 m

Scale 1:200
0 2 4 6 8

NOTE: REFER ALSO TO SEPARATE LANDSCAPING PLAN

NOTE: REFER ALSO TO SEPARATE SHADOW DIAGRAM

NOTE: REFER ALSO TO SEPARATE CCC CAPACITY PLAN



Draw: **SITE PLAN**
Client: **POWERSTAR P/L**
Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart® - 371 A4

CONTRACTS		CHILD CARE CENTRE		Local Authority: NEDLANDS	
OWNER	DATE	Rev	Date	Amendment	Inv
OWNER	DATE	Rev	Date	Amendment	Inv
BUILDER	DATE	Rev	Date	Amendment	Inv

PAVING & GRANO AREA	
BITUMEN CARPARK	896.51
GRANO - BICYCLE	21.62
GRANO - BIN STORE	11.09
GRANO - DRIVE	23.55
GRANO - DRYING	24.76
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	37.95
GRANO - XOVER	43.14
GRANO - VERANDAH 1	84.37
TYPE B-1 KERB	12.37
TOTAL	1,168.26 m²

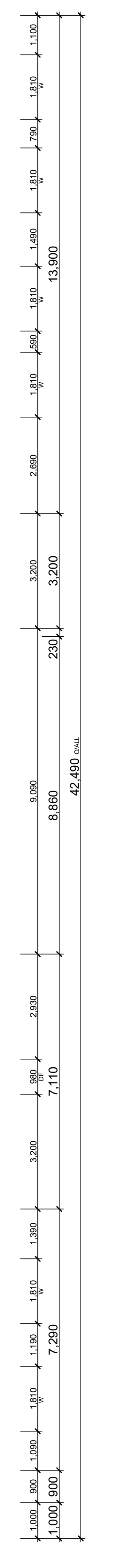
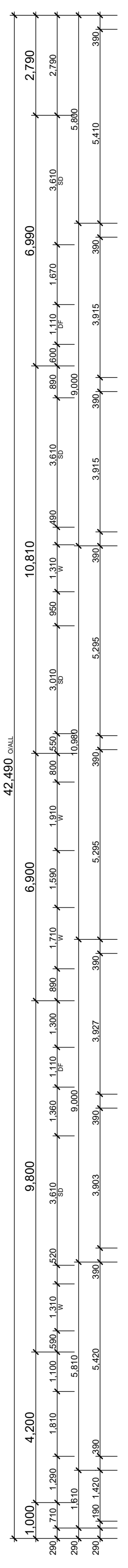
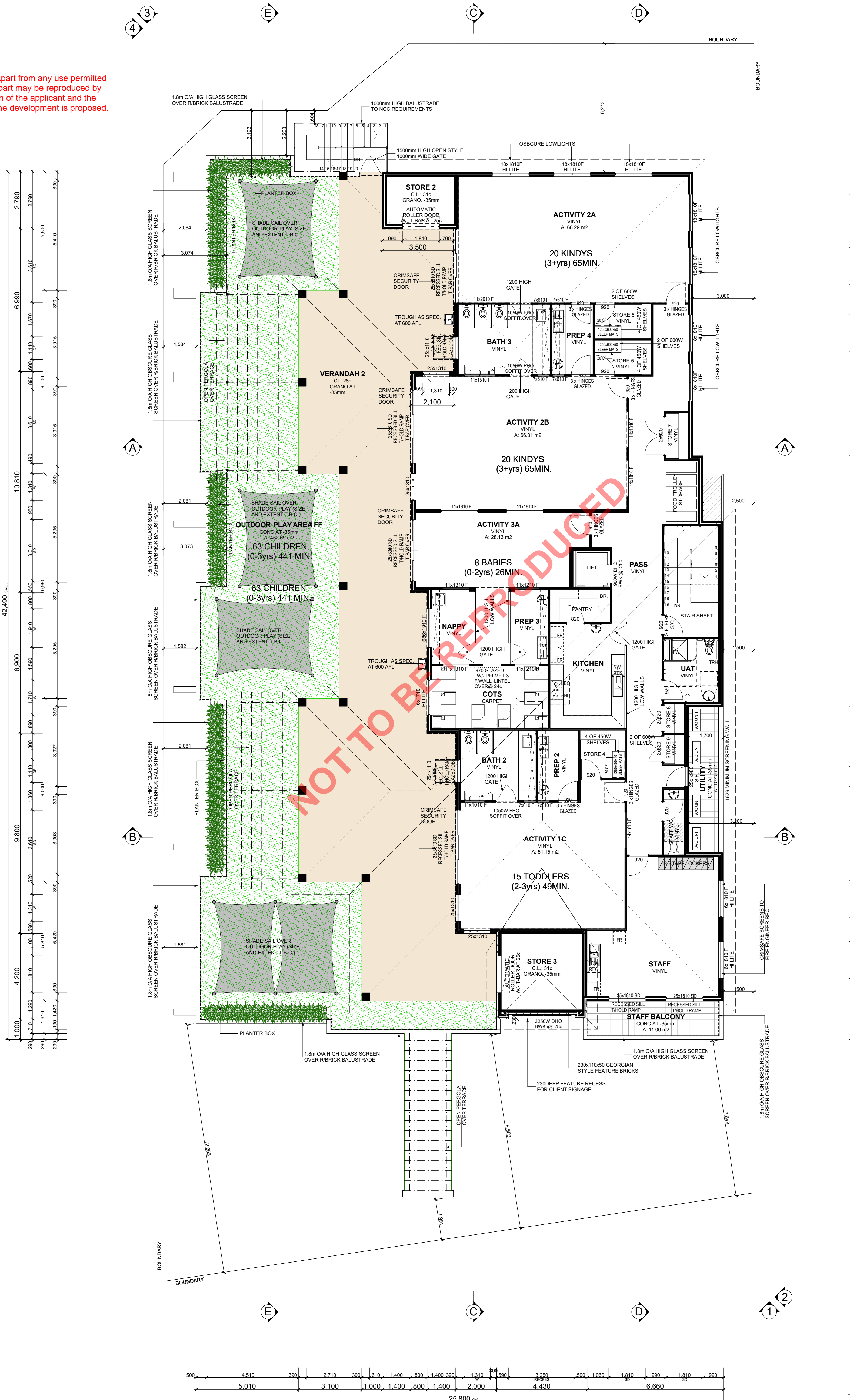
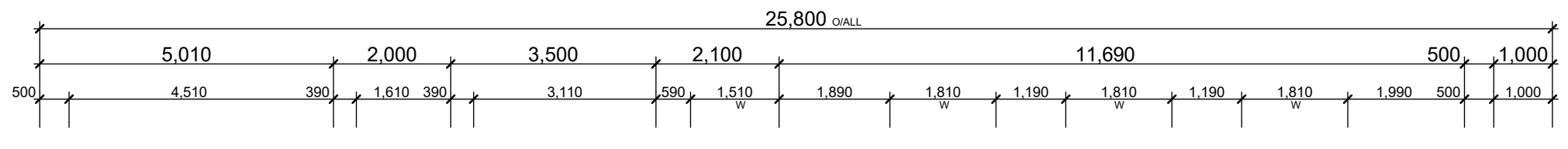
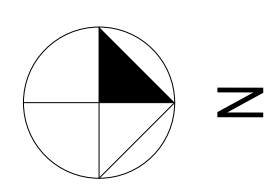
ENERGY EFFICIENCY 6 STAR REQUIREMENTS	
CAVITY WALL INSULATION	NIL
EXTERNAL WALL INSULATION	NIL
LIVING CEILING INSULATION	R3.0
GARAGE CEILING INSULATION	NIL
ROOF INSULATION	NIL or BAL SPEC.
DESIGN CHANGES	NIL
WINDOW GLAZING	SINGLE CLEAR
ENERGY RATING COMPLETE:	YES/NO

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NOTE:
TO SCALE ON AT SHEET

NOTE:
G/F CEILING 31c US SLAB
F/F CEILING 31c + WP
UNLESS NOTED OTHERWISE
METAL DECK ROOF
G/F 2° PITCH W/ 60MM EAIVE
F/F 2° PITCH W/ 60MM EAIVE
ACRYLIC TEXTURE ON RENDER FINISH TO EXTERNAL BRK LINES UNLESS NOTED OTHERWISE

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(U.N.D.) UNLESS NOTED OTHERWISE ON PLAN THE FOLLOWING SHALL APPLY

BRICKLAYER NOTE
#10 RIBS 3/2 OF LONG REACH BRICK TO TOP OF INTERNAL WALLS BETWEEN Z.Z.
EXTENT OF RENDER BETWEEN R.R.
REFER TO CONSTRUCTION DETAIL SHEET & ENGINEER CERTIFIED DETAILS.
REFER TO ENGINEERS TIE DOWN DETAILS.

ROOF CARPENTER NOTE
REFER TO ENGINEERS TIE DOWN DETAILS.
REFER TO BUILDERS ROOF CARPENTER SPECIFICATION.

FIXING CARPENTER NOTE
PROVIDE GULLY/BRACKET SUPPORT TO SHELVES OVER 1800" LONG (MAX. 1800")
ALL SHELVES 450 DEEP (U.N.D.)
HANG RAIL CENTRE TO BE 250" OFF WALL BACK OF SHELF.
WHEREVER SHELF IS RAIL AT 1800" A.F.L.
PANTRY: 4 SHELVES TOP SHELF AT 1800" A.F.L. BOTTOM SHELF AT 1000" A.F.L. EQ. SPACE SHELVES BETWEEN
LINEN: 4 SHELVES TOP SHELF AT 1800" A.F.L. EQ. SPACE ALL SHELVES TO F.F.L.
BROOM: 1x SHELF AT 1800" A.F.L.
PROVIDE DRAFTPROOF SEAL TO ENTRY GARAGE/ENTRY & LAUNDRY EXTERNAL DOORS WHERE APPLICABLE
TOWEL RAILS FIXED AT 1000" A.F.L.

CLIENT NOTE
NOTED DIMENSIONS WILL TAKE PREFERENCE TO SCALE.
DIMENSIONS SHOWN ON PLANS ARE TO BRICKWORK. INTERNAL SPACES WILL ALTER IN SIZE TO ACCOMMODATE WALL FINISHES
H/FLEX TO ALL EXTERNAL CEILING & BAVE LININGS U.N.D.
NUMBER AND SPACING OF RAIN WATER PIPES APPROXIMATE & GOVERNED BY ROOF STRUCTURE & THE PLUMBERS DISCRETION.
ALL STRUCTURAL BEAMS IN ACCORDANCE WITH THE ENGINEERS SIGNED DETAILS AND SPECIFICATIONS.

NOTE! STRUCTURAL ENGINEER TO CONFIRM BUILDING MATERIALS COMPLY WITH CLASS 9b, TYPE B FRL REQUIREMENTS

ENERGY EFFICIENCY 6 STAR REQUIREMENTS
CAVITY WALL INSULATION: NIL
(Exempt between markers X-X)
LIVING CEILING INSULATION: R3.0
GARAGE CEILING INSULATION: NIL or BAL SPEC.
ROOF INSULATION: NIL or BAL SPEC.
DESIGN CHANGES: NIL
WINDOW GLAZING: SINGLE CLEAR
ENERGY RATING COMPLETE: YES/NO

NOTE: REFER ALSO TO SEPARATE LANDSCAPING PLAN

NOTE: REFER ALSO TO SEPARATE SHADOW DIAGRAM

NOTE: REFER ALSO TO SEPARATE CCC CAPACITY PLAN



Dwg: **FLOOR PLAN FF**
Client: **POWERSTAR P/L**
Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
Map Ref: StreetSmart# - 371 A4

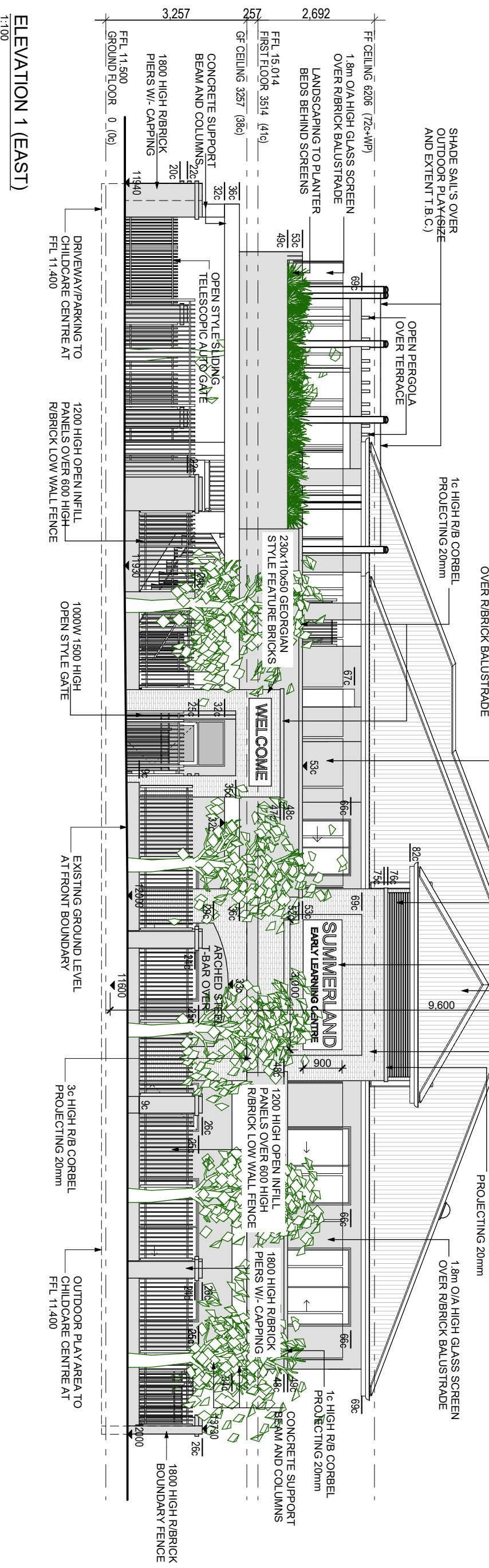
OWNER	DATE	Rev	Date	Amendment
OWNER	DATE	Rev	Date	Amendment
BUILDER	DATE	Rev	Date	Amendment

ID	FIRST FLOOR	M ²	PERIM.
10	UPPER FLOOR	507.37	115.62
11	BALCONY	468.93	123.60
12	STORE 2	9.76	12.98
13	STORE 3	19.82	17.72
14	STAIRS EXT.	10.94	13.92
15	UTILITY	12.59	17.82
16	STAFF BALCONY	12.84	17.26
17	PLANTER	8.01	21.62
17	PLANTER	6.58	16.06
17	PLANTER	5.12	14.40
17	PLANTER	4.17	12.02
17	PLANTER	1.085.43	384.68
02	ROOF AREA FF	849.21	133.36
01	ROOF AREA GF	2.30	6.60

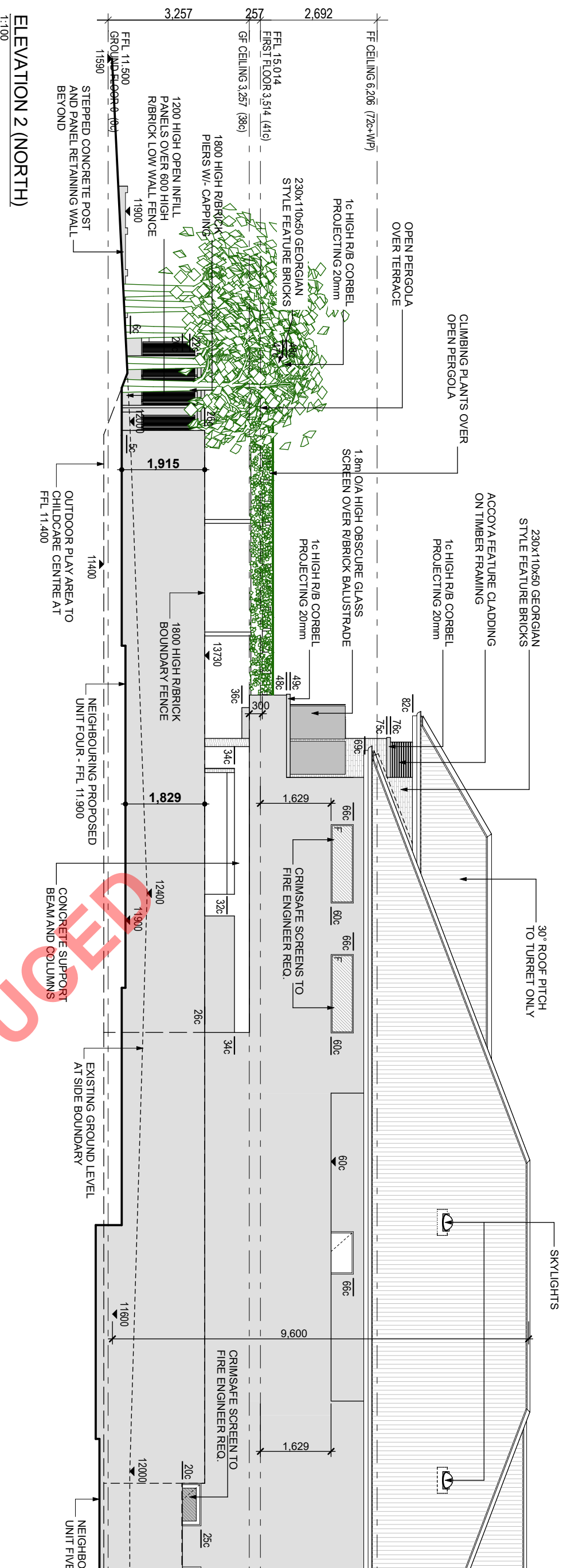
Local Authority: **G1404**
Job No: **00/00/00**
Dm By: **TM**
Check: **XX**
Sales: **MA**
Scale: **1:100**
Sheet # **06** Rev: **00**

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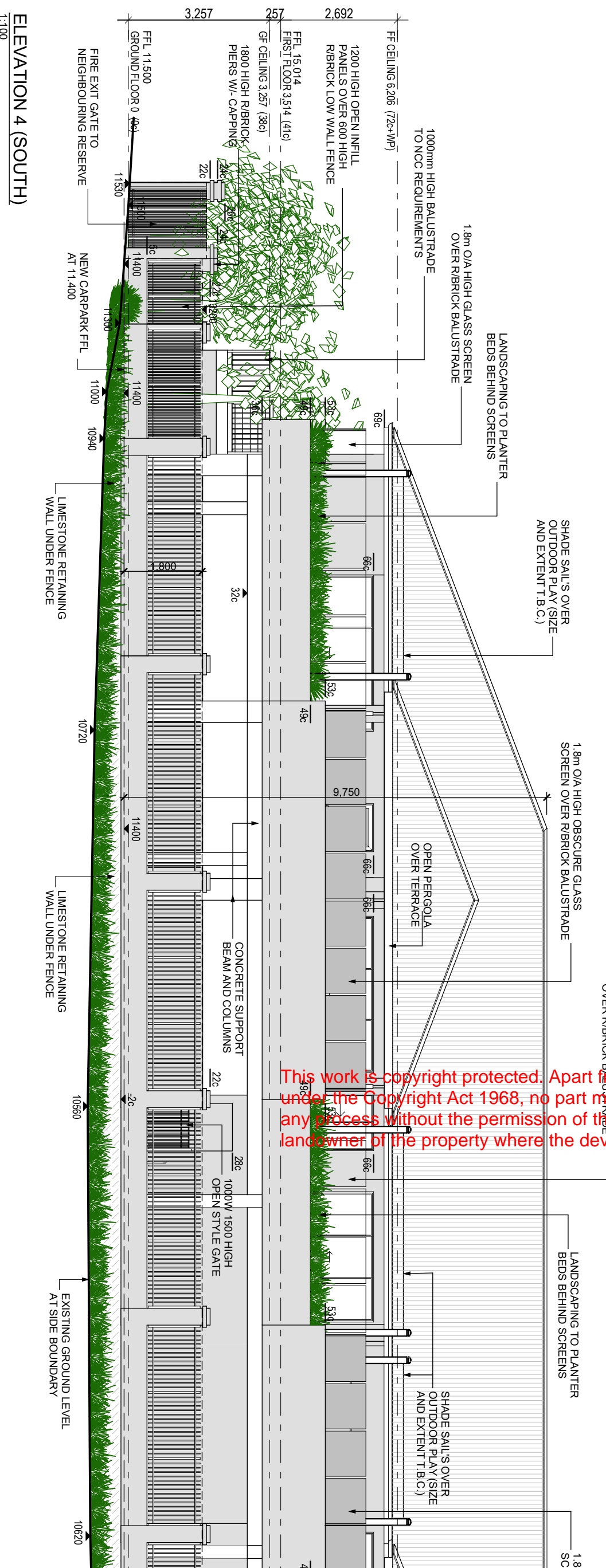
ELEVATION 1 (EAST)



ELEVATION 2 (NORTH)

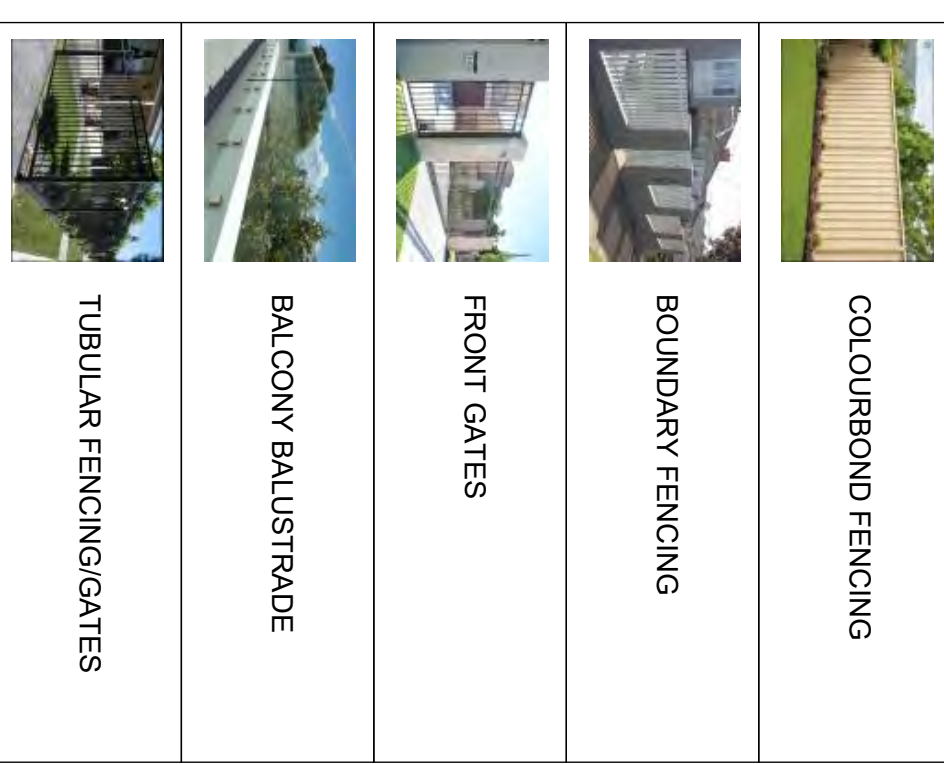


ELEVATION 3 (WEST)



ELEVATION 4 (SOUTH)

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 Client: **POWERSTAR P/L**
 Site: **LOT 100 #101 MONTGOMERY AVE, MT CLAREMONT**
 Map Ref: SheetSmart® - 371 A4

CONTRACTS
 OWNER: _____ DATE: _____
 OWNER: _____ DATE: _____
 BUILDER: _____ DATE: _____

CHILD CARE CENTRE
 Local Authority: **NEDLANDS**
 Rev: _____ Date: _____
 Amendment: _____
 Approved: _____

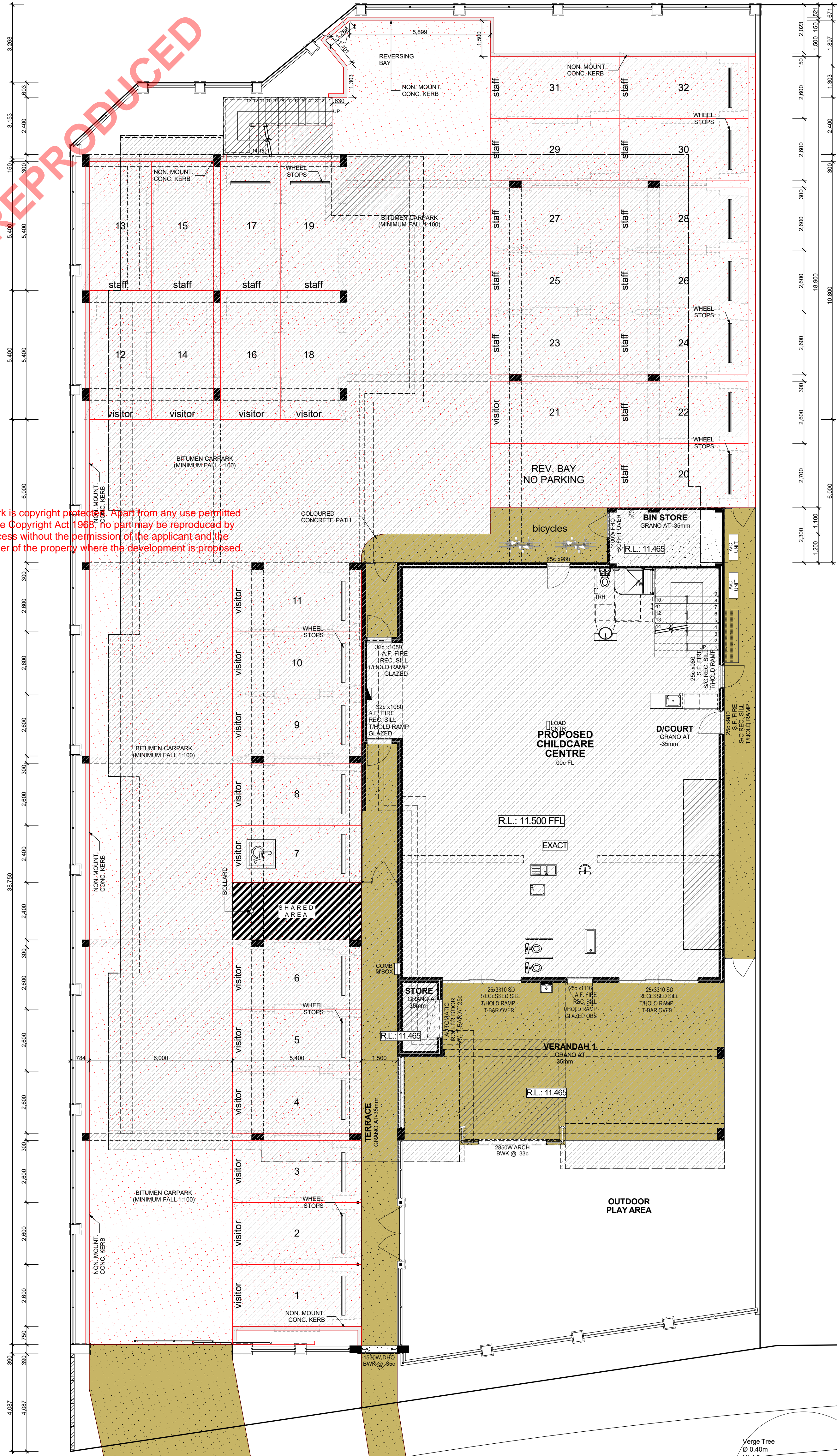
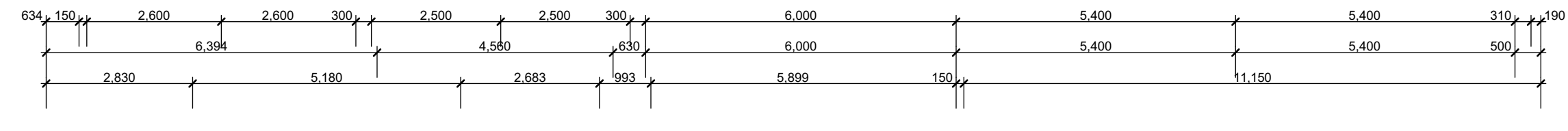
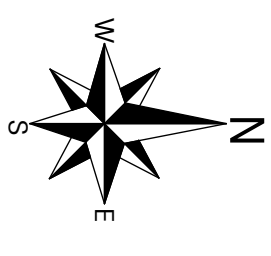
NOTE:
 GF CEILING 300 US SLAB
 METAL DECK ROOF
 PFR 20 PITCH W/ 60MM EAVE
 PFR 20 PITCH W/ 60MM EAVE
 EXTERNAL BRICK WALLS NOT TO SCALE

Job No: G1404
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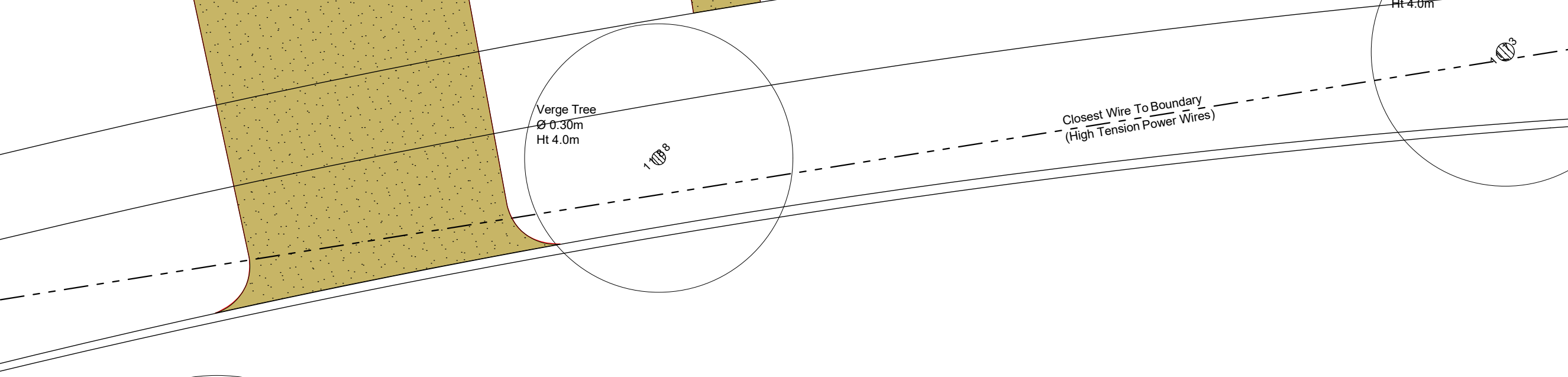
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PAVING & GRANO AREA	
BITUMEN CARPARK	896.51
GRANO - BICYCLE	21.62
GRANO - BIN STORE	11.09
GRANO - DRIVE	23.55
GRANO - DRYING	24.76
GRANO - FRONT PATH	6.81
GRANO - STORE 1	4.09
GRANO - TERRACE	37.95
GRANO - XOVER	43.14
GRANO - VERANDAH 1	84.37
TYPE B-1 KERB	12.37
TOTAL	1,168.26 m²

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	CONTRACTS OWNER: _____ DATE: _____ OWNER: _____ DATE: _____ BUILDER: _____ DATE: _____	CHILD CARE CENTRE Rev: _____ Date: _____ Amended: _____ Version: _____	NOTE: TO SCALE ON THIS SHEET

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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)

The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

Sound Power Level (L_w)

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure levels at known distances. Noise modelling incorporates source sound power levels as part of the input data.

Sound Pressure Level (L_p)

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

L_{ASlow}

This is the noise level in decibels, obtained using the A frequency weighting and the S (Slow) time weighting as specified in IEC 61672-1:2002. Unless assessing modulation, all measurements use the slow time weighting characteristic.

L_{AFast}

This is the noise level in decibels, obtained using the A frequency weighting and the F (Fast) time weighting as specified in IEC 61672-1:2002. This is used when assessing the presence of modulation only.

L_{APeak}

This is the greatest absolute instantaneous sound pressure in decibels using the A frequency weighting as specified in IEC 61672-1:2002.

L_{Amax}

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

L_{A1}

An L_{A1} level is the A-weighted noise level which is exceeded for one percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{A10}

An L_{A10} level is the A-weighted noise level which is exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

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L_{Aeq}

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

L_{A90}

An L_{A90} level is the A-weighted noise level which is exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

One-Third-Octave Band

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20 000 Hz inclusive.

L_{Amax} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded at any time.

L_{A1} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 1% of the representative assessment period.

L_{A10} assigned level

Means an assigned level which, measured as a $L_{A\ Slow}$ value, is not to be exceeded for more than 10% of the representative assessment period.

Tonal Noise

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

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.

This is relatively common in most noise sources.

Modulating Noise

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

a variation in the emission of noise that —

- (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band;
- (b) is present for at least 10% of the representative.

Impulsive Noise

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness is:

a variation in the emission of a noise where the difference between $L_{A\ peak}$ and $L_{A\ Max\ slow}$ is more than 15 dB when determined for a single representative event;

Major Road

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

Secondary / Minor Road

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

Influencing Factor (IF)

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where :

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B₄₅₀ = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Traffic Factor (maximum of 6 dB)

= 2 for each secondary road within 100m

= 2 for each major road within 450m

= 6 for each major road within 100m

Representative Assessment Period

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

Background Noise

Background noise or residual noise is the noise level from sources other than the source of concern. When measuring environmental noise, residual sound is often a problem. One reason is that regulations often require that the noise from different types of sources be dealt with separately. This separation, e.g. of traffic noise from industrial noise, is often difficult to accomplish in practice. Another reason is that the measurements are normally carried out outdoors. Wind-induced noise, directly on the microphone and indirectly on trees, buildings, etc., may also affect the result. The character of these noise sources can make it difficult or even impossible to carry out any corrections.

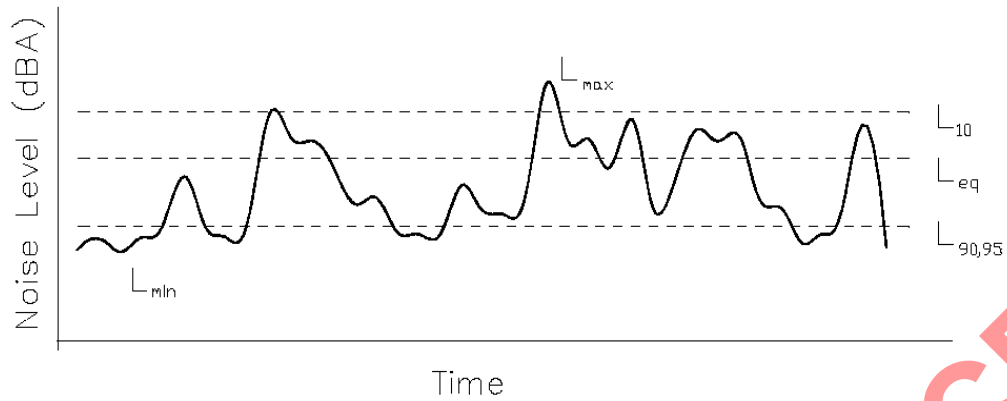
Ambient Noise

Means the level of noise from all sources, including background noise from near and far and the source of interest.

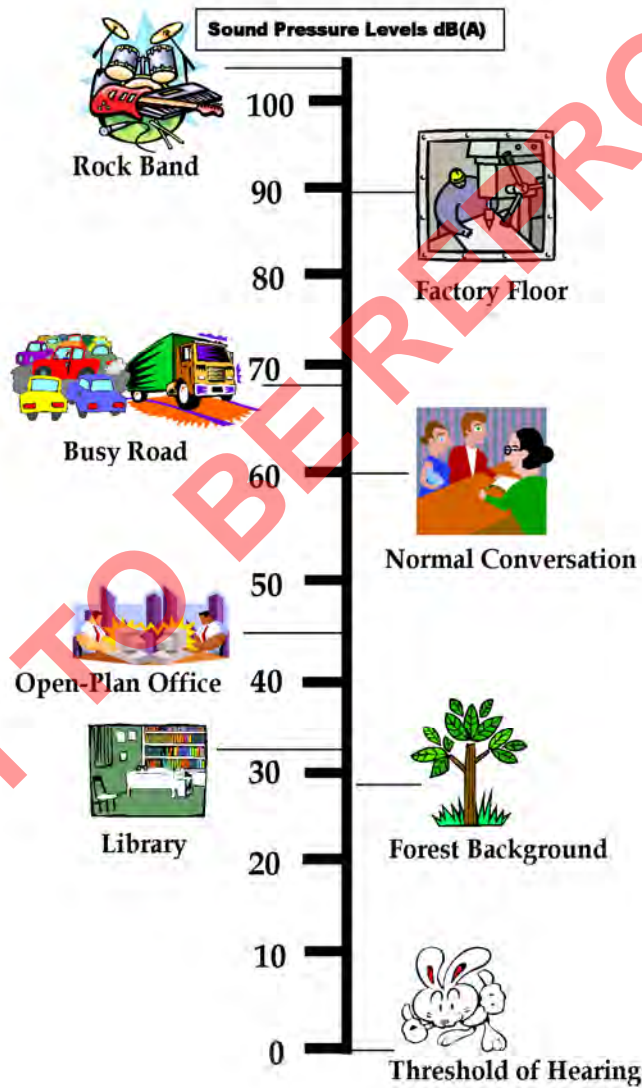
Specific Noise

Relates to the component of the ambient noise that is of interest. This can be referred to as the noise of concern or the noise of interest.

Chart of Noise Level Descriptors



Typical Noise Levels



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APPENDIX 10

WASTE MANAGEMENT PLANS

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**City of Nedlands
Amended Plans Received
12 October 2021**



COMBINED RENDER 3
1:0.80



COMBINED RENDER 6
1:0.80



COMBINED RENDER 5
1:0.81

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G1404_Powerstar_CCC_R00 - Picture18



G1404_Powerstar_CCC_R00 - Picture19



G1404_Powerstar_CCC_R00 - Picture14

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BUILDER: _____ DATE: _____	CHILDCARE CENTRE Rev: _____ Date: _____ 01 09/2021 02 07/2021 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 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10. Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands

Council	19 October 2021 – Special Council Meeting
Applicant	Urbanista Town Planning
Employee Disclosure under section 5.70 Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.
Director	Tony Free, Director Planning & Development
Attachments	1. Responsible Authority Report and Attachments

Councillor Coghlan – Impartiality Interest

Councillor Coghlan disclosed that she is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that her impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Coghlan advised that she would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate she intended to listen to Public Questions and Addresses as she believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

Councillor Bennett – Impartiality Interest

Councillor Bennett disclosed an impartiality interest in Item 10 - Consideration of Responsible Authority Report for 10 Multiple Dwellings at 38 Portland Street, Nedlands Councillor Bennett disclosed that he is a Ministerial appointee and paid member of the MINJDAP that will be considering this item at a meeting scheduled for 1 November 2021. As a consequence, there may be a perception that his impartiality on the matter may be affected. In accordance with recent legal advice from McLeods released to the local government sector in relation to a recent Supreme Court ruling, Councillor Bennett advised that he would not stay in the room and debate the item or vote on the matter.

Please Note that although not participating in the debate he intended to listen to Public Questions and Addresses as he believed this is a neutral position and does not predispose a bias for the JDAP.

A similar declaration will be sent to the DAP administration prior to the scheduled MINJAP meeting.

Councillor McManus left the meeting at 8.49pm.

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Combes

Seconded – Councillor Youngman

Council Resolution

Council:

- 1. adopts as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the development of 10 Multiple Dwellings at No.38 Portland Street, Nedlands included at Attachment 1; and**
- 2. instructs the CEO to incorporate Council's Responsible Authority recommendation into the Responsible Authority Report for the development of 10 Multiple Dwellings at No.38 Portland Street, Nedlands.**

Councillor McManus returned to the meeting at 8.51pm.

Councillor Mangano left the meeting at 8.52pm and returned at 8.56pm.

CARRIED 6/5
(Against: Crs. Senathirajah Amiry Smyth Mangano & Youngman)

Recommendation to Council

Council:

1. adopts as the Responsible Authority the Officer Recommendation contained in the Responsible Authority Report for the development of 10 Multiple Dwellings at No.38 Portland Street, Nedlands included at Attachment 1;
2. instructs the CEO to incorporate Council's Responsible Authority recommendation into the Responsible Authority Report for the development of 10 Multiple Dwellings at No.38 Portland Street, Nedlands; and

3. appoints Councillor (insert name) and Councillor (insert name) to coordinate Council's submission and presentation to the Metro Inner-North JDAP for the development of 10 Multiple Dwellings at No.38 Portland Street, Nedlands.

1.0 Executive Summary

The purpose of this report is for Council to consider the Development Assessment Panel application that proposes 10 Multiple Dwellings 38 Portland Street, Nedlands. Council is requested to make its recommendation to the Metro Inner-North Joint Development Assessment Panel as the Responsible Authority. Council's recommendation will be incorporated into the Responsible Authority Report and lodged with the DAP Secretariat on 20 October 2021.

Administration recommends Council adopt the Officer Recommendation for approval.

2.0 Application Details

The application is for a proposed two storey multiple dwelling development, comprising of 10 units at Lot 129 (No.38) Portland Street, Nedlands. This includes three (3) single bedroom apartments and seven (7) two-bedroom apartments.

3.0 Consultation

In accordance with the deemed provisions and the City's Local Planning Policy - Consultation of Planning Proposals, the development was advertised for a period of 28 days, from 2 July 2021 to 30 July 2021.

Public consultation consisted of:

- Letters sent to all landowners and occupiers within a 200m radius of the subject site;
- A sign on site was installed at the site's street frontage;
- A notice was published on the City's website with all documents relevant to the application made available for viewing during the advertising period;
- A notice was placed in *The Post* newspaper published on 3 July 2021;
- A social media post was made on one of the City's Social Media platforms and
- A community information session was held at the City's Offices on 19 July 2021.

At the conclusion of the advertising period, the City received a total of 24 submissions. A total of 23 objections and 1 in support.

Amended plans for the proposal were submitted to the City on 28 September and 7 October 2021 that differ from the advertised plans in the following manner:

- New raised planter boxes added to the inside of balconies;
- Re-location of the internal staircase at ground level;
- New 600mm high wall between the communal outdoor living area and the street/driveway;
- Increase to the driveway width from 3m to 4m;
- Increase in width to the pedestrian path from 1.1m to 1.5m;
- Modification to the dwelling mix from 8, two-bedroom apartments and 2, one-bedroom apartments to 7, two-bedroom apartments and 3, one-bedroom apartments; and
- Increase to overall landscaping within the development.

The amendments made are not considered to trigger the need for formal re-advertising of the proposal. However, the amended plans were made available for public inspection on the City’s Your Voice website with a summary of changes proposed.

The main concerns raised in the objections included, but are not limited to:

- Parking;
- Traffic;
- Noise;
- Setbacks;
- Landscaping;
- Plot Ratio;
- Solar access;
- Waste

Each of these issues are discussed in the Responsible Authority Report. All submissions on this proposal have been given due regard in this assessment in accordance with clause 67(y) of *Planning and Development (Local Planning Schemes) Regulations 2015*.

4.0 Design Review

The application was referred to the City’s Design Review Panel on 12 July 2021. A copy of the minutes from the meeting are contained in Attachment – Design Review Panel Minutes. The application was assessed in accordance with State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0). A summary of the review is provided in the table below.

1	<i>Supported</i>
2	<i>Supported with conditions</i>
3	<i>Not supported</i>
0	<i>Additional information required</i>

	Original Plans – 4 June 2021	Amended Plans – 28 September 2021
Principle 1 – Context & Character		
Principle 2 – Landscape Quality		
Principle 3 – Built Form & Scale		
Principle 4 – Functionality & Built Quality		
Principle 5 – Sustainability		
Principle 6 – Amenity		
Principle 7 – Legibility		
Principle 8 – Safety		
Principle 9 – Community		
Principle 10 – Aesthetics		

Since the original application was presented to the Design Review Panel, amended development plans and justification were submitted to the City on 28 September 2021. The City referred the applicant’s revised plans and justification through to the chair of the Design Review Panel for a secondary review on 4 October 2021 with the following comments provided:

“The proponent has responded positively and effectively to the comments and Recommendations of the DRP. In particular they have:

- Improved the design, landscaping and legibility of the entry pathway to the units;
- Improved the planning and amenity of the units internally including the private outdoor spaces;
- Improved the quality of the circulation and communal spaces; and
- Provided satisfactory detailed written justifications in response to DRP suggestions

Having considered the revised proposal against the DRP Comments and Recommendations the DRP Chair believes the proposal is now supportable.”

Principles 5 and 6 (Sustainability and Amenity) remain conditionally supported.

In relation to Principle 5 (Sustainability), an Environmental Sustainability Report, prepared by a suitably qualified consultant, is recommended as a condition of approval. The contents and recommendations of the report is to be implemented as recommended to the satisfaction of the City.

In relation to Principle 6 (Amenity), the R-Codes consider the amenity of the development proposal in the assessment against the Acceptable Outcomes and the Element Objectives. The development proposal is considered to satisfy these parts. Refer to the Planning Assessment section of this report.

5.0 Recommendation to JDAP

Council's recommendation will be incorporated into the Responsible Authority Report (RAR) and lodged with the DAP Secretariat on 21 October 2021. The following is the officer recommendation that is included in the RAR. In the event that Council does not adopt the officer recommendation, Council's recommendation will be located at the front of the RAR as the Responsible Authority Recommendation. The officer recommendation will be contained in the rear of the report.

Officer Recommendation

It is recommended that the Metro Inner-North Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/21/0214 and accompanying plans (Attachment – Development Plans and Elevations) 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, subject to the following conditions:

Conditions

General

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 four (4) 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. The development, hereby approved, shall at all times comply with the requirements of a 'Residential – Multiple Dwelling' use, as defined in the City of Nedlands Local Planning Scheme No. 3.
4. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.

Noise

5. Prior to occupation of the development a notification pursuant to Section 70A of the *Transfer of Land Act 1893* shall be prepared or vetted by the City's solicitors at the expense of the owner and registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land of the following matter(s):

"This lot is situated in the vicinity of a transport corridor and is currently affected or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction".

6. Prior to the lodgement of a Building Permit, a revised Acoustic Report shall be submitted and approved to the satisfaction of the City. The assessment shall include assessment on the chosen mechanical plant equipment which demonstrates compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
7. Prior to the lodgement of a Building Permit, the applicant is to demonstrate compliance with the recommendations within the acoustic report to the satisfaction of the City satisfaction.
8. All recommendations contained within the revised Acoustic Report shall be implemented and adhered to for the lifetime of the development to the satisfaction of the City of Nedlands.
9. Prior to the issue of a building permit, a noise management plan is to be submitted detailing measures that will be undertaken to ensure noise levels are kept within levels prescribed in the *Environmental Protection (Noise) Regulations 1997*. The plan is to be prepared by a suitably qualified consultant and is to include:
 - a. sound proofing measures used in the design and construction of the development;
 - b. predictions of noise levels;
 - c. control measures to be undertaken (including monitoring procedures);
 - d. a complaint response procedure; and
 - e. demonstration of all dwellings exceeding the minimum requirements of the National Construction Code as it relates to acoustic management.

All sound attenuation measures, identified by the plan or as additionally required by the City, are to be implemented prior to occupancy of the development or as otherwise required by the City and the requirements of the plan are to be observed at all times.

Waste Management

10. The Waste Management Plan dated 6 October 2021 prepared by Talis Consults forms part of this development approval and shall be complied with at all times to the satisfaction of the City. Recommendations and requirements contained within the Waste Management Plan are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

Design

11. Prior to the lodgement of a Building Permit, a schedule of finishes and materials shall be submitted and approved to the satisfaction of the City. The finishes and materials shall be retained and maintained for the life of the development to the satisfaction of the City.
12. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the buildings shall be located or screened so as not to be visible from beyond the boundaries of the development site to the satisfaction of the City.
13. Prior to occupation of the development the finish of the parapet walls is to be finished externally to the same standard as the rest of the development in:
 - a. face brick;
 - b. painted render;
 - c. painted brickwork; or
 - d. other clean material as specified on the approved plans and maintained thereafter to the satisfaction of the City of Nedlands.
14. Prior to occupation of the development, all major openings and balconies (as annotated on the approved plans), shall be screened in accordance with the Residential Design Codes by either:
 - a. fixed obscured glazing or translucent glass to a height of 1.60 metres above finished floor level;
 - b. timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure;
 - c. a minimum sill height of 1.60 metres as determined from the internal floor level; or
 - d. an alternative method of screening approved by the City of Nedlands.

The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

15. Prior to occupation of the development, each dwelling unit shall be provided with mechanical clothes driers or alternatively shall have an adequate area provided for drying clothes. Any drying area shall be screened from view from any adjacent public or communal spaces, to the satisfaction of the City of Nedlands.
16. External lighting shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting.

Building

17. Prior to the lodgement of Building Permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City. Adjoining landowners shall be notified in writing no less than 14 days prior to construction.
18. Prior to the occupation of the development, screen doors are to be provided on the entry doors for Units 1.1, 1.2, 1.3 and 1.4 to allow for cross ventilation in accordance with Element 4.2 of the Residential Design Codes and maintained for the lifetime of the development.
19. All stormwater generated on site is to be retained on site to the satisfaction of the City of Nedlands. No stormwater will be permitted to enter the City of Nedlands's stormwater drainage system unless otherwise approved.
20. All building works to be carried out under this development approval are required to be contained within the site boundaries of the subject lot.
21. Prior to occupation, all photovoltaic cells shown on the roof plan of the development shall be installed to the satisfaction of the City and maintained for the lifetime of the development.
22. A minimum of 20% (2) units are to be designed at building permit stage to the Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) and implemented prior to occupation.

Landscaping

23. Landscaping shall be installed and maintained in accordance with the approved Landscaping Plan prepared by TDL Beyond Green, received 7 October 2021. Any modifications to the plans are subject to approval by the City of Nedlands.
24. Prior to occupation, a Landscape Management Plan, shall be submitted and approved by the City of Nedlands. It shall in addition to include a comprehensive maintenance plan for all proposed landscaping on the site and contingencies for replacement of dead and diseased plants.

25. Prior to occupation, all communal and private open space areas shall include a tap connected to an adequate water supply for the purpose of irrigation.

Vehicle Access and Parking

26. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, crossovers and driveways shall comply with Australian Standard 2890.1-2004 - Off-street car parking and Australian Standard 2890.6:2009 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.
27. Prior to occupation, all bicycle parking spaces shall be provided in accordance with Australian Standard for AS 2890.3:2015 - Bicycle parking to the satisfaction of the City of Nedlands. The bicycle parking spaces shall be installed and remain in place for the duration of the development.
28. The visitor parking bay is to be clearly marked and made available to visitors at all times for the lifetime of the development, to the satisfaction of the City of Nedlands.

Sustainability

29. Prior to the issue of a Building Permit, a Sustainability Report prepared by a suitably qualified consultant shall be submitted and approved to the satisfaction of the City. Recommendations contained within the report are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

Advice Notes:

General Advice

1. The applicant is advised that:
 - a. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard. (Building)
 - b. Any public spaces within the development which are proposed for activities (temporary or permanent) that are deemed to be a public building under the Health (Public Buildings) Regulations 1992, will need to comply fully with those Regulations. (Environmental Health)

Construction and Dilapidation Management Advice

2. In relation to the Construction Management Plan, the applicant is advised that the plan is to address but is not limited to the following matters:
 - a. hours of construction;

- b. traffic management;
- c. parking management;
- d. access management;
- e. management of loading and unloading of vehicles;
- f. heavy vehicle access;
- g. dust management;
- h. waste management (where applicable);
- i. protection of infrastructure and street trees within the road reserve;
- j. the need for a dilapidation report of adjoining properties;
- k. if required, details of and reasons for construction work on the construction site that is likely to be carried out other than between 7.00 am and 7.00 pm on any day which is not a Sunday or public holiday;
- l. if required, details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997;
- m. predictions of noise emission on the construction site;
- n. use of City car parking bays for construction related activities;
- o. protection of infrastructure and street trees within the road reserve;
- p. security fencing around construction sites;
- q. gantries;
- r. dewatering management plan;
- s. contact details;
- t. site offices;
- u. details of measures to be implemented to control noise (including vibration) emissions;
- v. complaint response procedure to be adopted;
- v. details of how dust will be suppressed (e.g. by use of water tanker, independently powered water pumps, high volume hoses) or whether an approval from the water corporation for hydrant standpipe has been granted;
- w. details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time after demolition;
- x. any other relevant matters.

(Building / Environmental Health / Waste / Technical Services)

3. The applicant is advised that dust control measures are to be applied during construction in accordance with City of Nedlands Health Local Laws 2017 and Department of Water and Environmental Regulation requirements. (Environmental Health Services)

Noise Management Advice

4. The applicant is advised to consult the City's Acoustic Advisory Information in relation to locating any mechanical equipment (e.g. air-conditioner, swimming pool or spa) such that noise, vibration impacts on neighbours are mitigated. The City does not recommend installing any equipment near a property boundary where it is likely that noise will intrude

upon neighbours. Prior to selecting a location for an air-conditioner, the applicant the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as a guide to prevent noise affecting neighbouring properties. (Environmental Health Services)

Landscaping Advice

5. The applicant is advised that:
 - a. The contractor/developer shall protect the City's street trees from any damage that may be caused by the scope of works covered by this contract for the duration of the contract. All work carried out under this contract is to comply with the City's policies, guidelines and Australian Standards relating to the protection of trees on or adjacent to development sites (AS 4870- 2009). (Parks Services)
 - b. The applicant is advised that all works within the verge including any landscaping will require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)

Waste Management Advice

6. The applicant is advised that:
 - a. The responsible entity (strata/corporate body) shall be liable for all bin replacement costs and/or repair costs relating to damage caused as a result of the bin compaction process. (Waste Services)
 - b. Recyclable waste stream waste bins shall not be compacted. (Waste Services)
 - c. As the proposal consists of more than 3 dwellings, the City's Health Local Laws 2017 require an enclosure for the storage and cleaning of waste receptacles to be provided on the premises.

Stormwater Advice

7. The applicant is advised that:
 - a. All downpipes from guttering are to be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 100- year recurrent storm event. Soak-wells are to be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development. (Technical Services)

- b. A sewage treatment and effluent disposal system or greywater reuse or treatment system is not to be installed unless an Approval to Construct or Install an Apparatus for the Treatment of Sewage has been issued by the City beforehand. (Technical Services)

Telecommunications Advice

8. The applicant is advised by the City's Planning Services that developers are responsible for providing telecommunications infrastructure in their developments. To provide this infrastructure, they need to contract a carrier to install telecommunications infrastructure in their new development. If you choose National Broadband Network (NBN) to service your development, you will need to enter into a developer agreement with NBN. The first step is to register the development via <http://www.NBNco.com.au/develop-or-plan-with-the-NBN/newdevelopments.html>, once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least six months before the required service date. All telecommunications infrastructure should be built to NBN guidelines found at <http://www.NBNco.com.au/develop-or-plan-withthe-NBN/newdevelopments/builders-designers.html>.

6.0 Conclusion

Council is requested to consider the proposed development as the Responsible Authority. It is requested that Council makes a recommendation to the JDAP to either approve or refuse the application.

The application has been assessed in accordance with the planning framework and in instances where the proposal does not satisfy a provision or statute, a condition has been recommended to address the requirement.

This development has been assessed as generally consistent with the Scheme and the Element Objectives of the R-Codes. The key areas of discussion relate to the side and rear setbacks proposed. Given the height of the building is limited to 2 storeys, there is merit in considering reduced setbacks, subject to other related matters such as visual privacy.

The development is on balance able to be supported given that it is not seeking to maximise building height. The alternative to improve on the design regarding visual privacy and setbacks is for the development to increase to three storeys. Therefore, a trade-off between building height and setback provisions has been assessed and considered. On balance a two-storey building is the preferred option in reference to local context and character of Portland Street.

For the above reasons, it is recommended Council adopt the Officer Recommendation contained in the Responsible Authority Report to approve the development.

LOT 129 (NO.38) PORTLAND STREET, NEDLANDS – 10 MULTIPLE DWELLINGS

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner-North Joint Development Assessment Panel	
Local Government Area:	City of Nedlands	
Applicant:	Urbanista Town Planning	
Owner:	Hyqualty Pty Ltd	
Value of Development:	\$2.2 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Nedlands	
Authorising Officer:	Tony Free – Director Planning and Development	
LG Reference:	DA21/64097	
DAP File No:	DAP21/02014	
Application Received Date:	4 June 2021	
Report Due Date:	20 October 2021	
Application Statutory Process Timeframe:	90 Days with an additional 48 days agreed	
Attachment(s):	<ol style="list-style-type: none"> 1. Zoning Plan 2. Aerial Site Plan 3. Development Plans and Elevations 4. Landscaping Plan 5. 3D Renders 6. Applicant Planning Report 7. Waste Management Plan 8. Acoustic Report 9. Traffic Impact Statement 10. Design Review Panel Report Minutes 11. Applicant Response to Design Review 12. Assessment Against Planning Framework 	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

To be confirmed at the City of Nedlands Special Council Meeting on 19 October 2021.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Nedlands Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Residential R60
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Residential (Multiple Dwellings) – 'P' use
Lot Size:	989m ²
Existing Land Use:	Residential (Single House)
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 application is for a proposed multiple dwelling development comprising of 10 units at Lot 129 (No.38) Portland Street, Nedlands. This includes three (3) single bedroom apartments and seven (7) two-bedroom apartments.

The following development information is attached to this report:

- Development Plans contained in **Attachment 3**
- Landscaping Plans contained in **Attachment 4**
- Waste Management Plan contained in **Attachment 7**
- Acoustic Report contained in **Attachment 8**
- Traffic Impact Statement contained in **Attachment 9**

Proposed Land Use	Residential (Multiple Dwellings)
Proposed Net Lettable Area	N/A
Proposed No. Storeys	2
Proposed No. Dwellings	10

Background:

Site Description

The site is located within the street block bounded by Portland Street to the west, Gordon Street to the north, Williams Road to the east and Stirling Highway to the south. The subject site is 989m², comprising of a single lot with an existing single house. The site slopes from south-east to north-west, with a fall of approximately 1m. The site has a total street frontage of 20.1m and a depth of 48.4m to the northern side and 50m to the southern side of the boundary.

Existing Character

The site is located within an existing residential street predominately comprising of single storey houses with a mix of architectural styles. The predominant style within the street is interwar and post-war single houses with pitched and gabled roofs, red and rendered face-brick with large front and rear setbacks with landscaping.

Future Character

The street block of Portland Street, situated to the south of Gordon Street and the north of Stirling Highway, have varied density codes which transition from R-AC1 along the highway, through to R160 and then R60 further south. North of Gordon Street is R12.5.

The Metro-Inner North Joint Development Assessment Panel has recently approved 11 two-storey Multiple dwellings directly south of this site. To the north of this site, there is approval for 4 Grouped Dwellings at two-storeys.

In 2020, the City prepared a number of draft local planning policies relating to precincts within the transition zones along the Stirling Highway spine. The subject site was previously located within the “Hollywood Central Transition Area” precinct. The draft policies are still under development and not considered to be imminent or certain at this time. However, the draft future character statement for the Hollywood Central Transition Zone does provide some guidance when considering desired future character:

“The Hollywood Central Transition Zone will provide for more diverse housing options for residents, within a setting that maintains streetscapes with an open aspect and mature vegetation. Each lot shall provide appropriately sized front and rear setbacks that allow for significant mature vegetation to flourish. Developments shall be constructed using materials that are respectful of the local context, reinterpreting the traditional built form of the area through the use of historic materials in modern forms. Building height will remain relatively low where the development fronts the street, with greater heights to be located centrally within the lots.

The following are valued elements in the desired future character of Hollywood Central:

- a. Open, legible and attractive streetscapes;*
- b. Mature vegetation interfacing with the lot boundary and street; and*
- c. Aesthetic of the current architectural style and form being reinterpreted in a contemporary manner with the use of a high-quality palette of materials and finishes.”*

The elements identified in the future character statement have been considered in the assessment of this application in the context of the requirements of the Scheme and

State Planning Policies 7.0 *Design of the Built Environment* and 7.3 *Residential Design Codes - Volume 1*.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment panel) Regulations 2011*
- Metropolitan Region Scheme
- City of Nedlands Local Planning Scheme No. 3 – Clauses 9, 16, 25 and 32

State Government Policies

- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment
- State Planning Policy 7.3 (Residential Design Codes) Volume 2 (R-Codes)

Local Policies

- Local Planning Policy – Consultation of Planning Proposals
- Local Planning Policy – Waste Management
- Local Planning Policy – Landscaping Plans

Consultation:

Public Consultation

In accordance with the deemed provisions and the City's Local Planning Policy - Consultation of Planning Proposals, the development was advertised for a period of 28 days, from 2 July 2021 to 30 July 2021.

Public consultation consisted of:

- Letters sent to all landowners and occupiers within a 200m radius of the subject site;
- A sign on site was installed at the site's street frontage;
- A notice was published on the City's website with all documents relevant to the application made available for viewing during the advertising period;
- A notice was placed in *The Post* newspaper published on 3 July 2021;
- A social media post was made on one of the City's Social Media platforms and
- A community information session was held at the City's Offices on 19 July 2021.

At the conclusion of the advertising period, the City received a total of 24 submissions. A total of 23 objections and 1 in support.

Amended plans for the proposal were submitted to the City on 28 September and 7 October 2021 that differ from the advertised plans in the following manner:

- New raised planter boxes added to the inside of balconies;
- Re-location of the internal staircase at ground level;
- New 600mm high wall between the communal outdoor living area and the street/driveway;
- Increase to the driveway width from 3m to 4m;
- Increase in width to the pedestrian path from 1.1m to 1.5m;
- Modification to the dwelling mix from 8, two-bedroom apartments and 2, one-bedroom apartments to 7, two-bedroom apartments and 3, one-bedroom apartments; and
- Increase to overall landscaping within the development.

The amendments made are not considered to trigger the need for formal re-advertising of the proposal. However, the amended plans were made available for public inspection on the City's Your Voice website with a summary of changes proposed. All submitters were advised by email of the amended plans.

All submissions on this proposal have been given due regard in this assessment in accordance with Clause 67(y) of the *Planning and Development (Local Planning Schemes Regulations) 2015*.

A summary of the key issues raised is provided in the table below:

Issue Raised	Officer comments
<p>Parking</p> <p><i>Insufficient parking and impacts on the street which will be exacerbated by this development. The site is located within Location B, additional parking to be provided.</i></p>	<p>22 submissions were received on this matter.</p> <p>The site is considered Location 'B' of Table 3.9 of the R-Codes. The nearest high frequency bus stop is located outside of the 250m walkable catchment area.</p> <p>The parking provision has been considered under the Element Objectives for Car and Bicycle Parking (Element 3.9 of the R-Codes). Refer to the Planning Assessment section of this report.</p>
<p>Traffic</p> <p><i>Increased traffic congestion & impacts to safety</i></p>	<p>21 submissions were received on this matter.</p> <p>The development will increase traffic comparatively to that generated by the existing single house on the property. A Transport Impact Statement has been prepared and concludes there will be no material impact on the surrounding road network. These findings are supported by the City.</p>
<p>Noise</p> <p><i>Location of air-conditioning units, compactor and other services to be modelled</i></p>	<p>19 submissions were received on this matter.</p> <p>A revised Acoustic Report is recommended in the event the applicant is approved. This is to demonstrate the development meets the noise requirements and is to be undertaken prior to the issue of a Building Permit.</p>
<p>Setbacks</p> <p><i>Insufficient sides and rear setbacks</i></p>	<p>14 submissions were received on this matter.</p> <p>The development proposal is considered to meet the Element Objectives in relation to side and rear setbacks. Refer to the Planning Assessment section of this report.</p>

<p>Landscaping and deep soil areas</p> <p><i>Insufficient landscaping provided and includes the removal of all existing vegetation on site. The location of the communal open space should not be located within the front setback area.</i></p>	<p>12 submissions were received on this matter.</p> <p>The development proposal is considered to meet both the Acceptable Outcomes and Element Objectives in relation to Landscaping. Refer to the Assessment Against the Planning Framework</p>
<p>Plot ratio</p> <p><i>Increase in plot ratio</i></p>	<p>11 submissions were received on this matter.</p> <p>The development proposal is considered to meet the Element Objectives in relation to plot ratio. Refer to the Planning Assessment section of this report.</p>
<p>Solar access and shadow</p> <p><i>The development will overshadow neighbouring properties.</i></p>	<p>8 submissions were received on this matter.</p> <p>The development proposal is considered to meet the Acceptable Outcomes and Element Objectives for overshadowing, with 24% overshadowing proposed on the winter solstice.</p>
<p>Number of Dwellings</p> <p><i>There are too many dwellings on the site</i></p>	<p>5 submissions were received on this matter.</p> <p>The number of units in an apartment complex is no longer tied to a prescribed yield number. Instead, the various primary controls work in conjunction with the design elements to provide a performance-based outcome.</p>
<p>Waste</p> <p><i>The development should be made to comply with the City's waste management policy</i></p>	<p>3 submissions were received on this matter.</p> <p>The development proposal is considered to meet the objectives of the City's Waste Management Local Planning Policy. Implementation of the submitted waste management plan is recommended as a condition of development approval in the event this application is approved.</p>
<p>Lighting</p> <p><i>Light spillage will negatively impact neighbours</i></p>	<p>1 submission was received on this matter.</p> <p>Should the development proposal be approved, a condition requiring submission of a lighting plan and light management plan will be recommended. This will ensure light spillage from the development does not negatively impact adjoining landowners.</p>
<p>Support</p>	<p>1 submission was in support of the proposal</p> <p>Noted</p>

Design Review Panel Advice

The application was referred to the City’s Design Review Panel on 12 July 2021. A copy of the minutes from the meeting are contained in Attachment – Design Review Panel Minutes. The application was assessed in accordance with State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0). A summary of the review is provided in the table below.

1	<i>Supported</i>	
2	<i>Supported with conditions</i>	
3	<i>Not supported</i>	
0	<i>Additional information required</i>	
	Original Plans – 4 June 2021	Amended Plans – 28 September 2021
Principle 1 – Context & Character		
Principle 2 – Landscape Quality		
Principle 3 – Built Form & Scale		
Principle 4 – Functionality & Built Quality		
Principle 5 - Sustainability		
Principle 6 – Amenity		
Principle 7 - Legibility		
Principle 8 – Safety		
Principle 9 – Community		
Principle 10 – Aesthetics		

Since the original application was presented to the Design Review Panel, amended development plans and justification were submitted to the City on 28 September 2021. The City referred the applicant’s revised plans and justification through to the chair of the Design Review Panel for a secondary review on 4 October 2021 with the following comments provided:

“The proponent has responded positively and effectively to the comments and Recommendations of the DRP. In particular they have:

- *Improved the design, landscaping and legibility of the entry pathway to the units;*
- *Improved the planning and amenity of the units internally including the private outdoor spaces;*
- *Improved the quality of the circulation and communal spaces; and*
- *Provided satisfactory detailed written justifications in response to DRP suggestions*

Having considered the revised proposal against the DRP Comments and Recommendations the DRP Chair believes the proposal is now supportable.”

Principles 5 and 6 (Sustainability and Amenity) remain conditionally supported.

In relation to Principle 5 (Sustainability), an Environmental Sustainability Report, prepared by a suitably qualified consultant, is recommended as a condition of approval.

The contents and recommendations of the report is to be implemented as recommended to the satisfaction of the City.

In relation to Principle 6 (Amenity), the R-Codes consider the amenity of the development proposal in the assessment against the Acceptable Outcomes and the Element Objectives. The development proposal is considered to satisfy these parts. Refer to the Planning Assessment section of this report.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report.

State Planning Policy 5.4 – Road & Rail

The subject property is located 161m north of Stirling Highway and is located within State Planning Policy 5.4 trigger distance of 200m. Based on the Acoustic Report prepared, there are no further noise mitigation measures required to be undertaken. However, a notification on the Certificate of Title is required as a standard condition. This is to advise prospective purchasers of potential noise that may occur in the future.

State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments.

The proposal has been assessed against all relevant Design Elements of the Residential Design Codes Volume 2 – Apartments (R-Codes) which provides a comprehensive basis for the control of residential development. A copy of the full assessment is included in Attachment – Assessment Against Planning Framework. The following areas are identified as key considerations for the determination of this application.

Element 2.4 – Side and rear setbacks

Element Objectives	Assessment
<p>O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.</p>	<p>O2.4.1 – Achieved</p> <p>Table 2.1 recommends a minimum 3m side and rear setback with an average of 3.5m where the wall exceeds 16m in length. A boundary wall can be built to one side boundary.</p> <p>The development proposes a minimum 3m rear (east) setback at both levels. The side setbacks (north and south) both propose building on the boundary and setbacks ranging from 1.5m – 2m. Across each level, the minimum average is below 3.5m.</p> <p>The development is considered to meet the Element Objectives as –</p> <ul style="list-style-type: none"> • The setbacks are not considered to contribute to the overall building bulk given 2 storeys are proposed instead of 3 storeys. The adjoining approved developments are of a similar size and scale.

	<ul style="list-style-type: none"> • The approved development to the south at 40 Portland Street have balconies and major openings facing this site that are screened at 1.6m. The southern units of this development have no balconies and highlight and obscure glazing to bedrooms, living and studies. This provides for an adequate and appropriate separation to both sites. • The rear setback (east) provides for an appropriate separation to the adjoining neighbouring property. The wall has multiple articulations and screened balconies and openings. The setbacks allow for an appropriate deep soil area. • Extent of shadow cast to the adjoining site is 34% on 21 June at its worst point. For the remaining months of the year there is the ability for meaningful sunlight to balconies, major openings and solar panels to the adjoining site. • The approved developments both north and south have walls built on the boundary. The length of these walls have an average height of 2.5m and do not exceed 2/3 the length of either boundary. The location of these walls does not impact either this development or the adjoining sites. No objections have been received from adjoining landowners.
<p>O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</p>	<p>O2.4.2 – Achieved</p> <p>The existing street streetscape comprises of single storey houses with reduced side setbacks and larger rear setbacks. The future character of the street and area is likely to change with the increase in density to R60. For lower scale development (single houses and grouped dwellings) a building on the boundary can be considered on two sides, up to 2/3 the length of the boundary and with a height of up to 3.5m.</p> <p>The length of these walls have an average height of 2.5m and do not exceed 2/3 the length of either boundary. The approved development adjoining the site have building on boundary to both sides and present with similar setbacks.</p>
<p>O2.4.3 – 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.</p>	<p>O2.4.3 – Achieved</p> <p>Whilst the development proposal does retain any existing trees on site, the development proposes to replace this existing vegetation with appropriate tree species. Whilst it is acknowledged that there is an immediate reduction in canopy cover, once established the proposed landscaping is considered to exceed the amount of tree canopy coverage from pre-development levels.</p> <p>The development incorporates a 64m² deep soil area to the rear. This includes the planting of 6 small trees and 2</p>

	medium trees. Mature trees and deep soil areas have been provided addressing both side boundaries in addition to the front and rear setback areas. The setbacks provides for a sufficient area and volume to sustain health plant and tree growth and further reinforces the landscape character of the area.
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Element 2.5 – Plot Ratio

Element Objectives	Assessment
<p>O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.</p>	<p>O2.5.1 – Achieved</p> <p>The Acceptable Outcome for plot ratio is 0.8. The proposal has a plot ratio of 0.86, which equates to approximately 63m² or 7.5% of additional floor space.</p> <p>The overall bulk and scale of the development is considered appropriate for the existing and planned character of the area as –</p> <ul style="list-style-type: none"> • The proposal is for 2 storeys, where up to 3 storeys can be considered for this site. The building is wholly located within the 12m indicative building envelope. This has further been attributed by a relatively flat site. • An adequate degree of building articulation has been provided to each level. The bulk and scale has further been supported by the City’s Design Review Panel. The scale of the development is consistent with the approved development to the south at 40 Portland Street which proposed more units than this proposal. • The shadow cast to the adjoining southern site is acceptable and below the maximum 50% with 34% proposed.

Element 3.5 – Visual Privacy

Element Objectives	Assessment
<p>O3.5.1 – 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.</p>	<p>O3.5.1 – Achieved</p> <p>Table 3.5 recommends setbacks from habitable rooms and private open spaces. These range from 3m – 6m depending on the space.</p> <ul style="list-style-type: none"> • Direct overlooking of internal units and adjoining properties has been avoided. This has been achieved through the employment of obscure glazing, highlight windows and complete full height screening of balconies and raised outdoor living areas. This minimises any direct overlooking to adjoining properties.

	<ul style="list-style-type: none"> Daylight and solar access and ventilation has been met against Elements 4.1 and 4.2. Additional landscaping has been proposed for upper level balconies and integrated within the building design. This is considered to enhance the liveability for future residents as it provides for a better external outlook that is similar to a courtyard space. Units G.1 and G.2 have courtyards facing the street and with visually permeable fencing. The upper floor levels have smaller balconies also facing the street. This also improves the external outlook from these habitable rooms.
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Element 3.6 – Public Domain Interface

Element Objectives	Assessment
<p>O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents</p>	<p>O3.6.1 – Achieved</p> <p>All acceptable outcomes have been met by this development with the exception of A 3.6.2. The acceptable outcome recommends all parking areas to be located behind the street setback line of 2m. In this case, a visitor parking space is proposed in the street setback. To address this, vegetative screening and landscaping has been proposed between the bay and the street. This includes a small tree and low shrub landscaping. This assists in the screening and softening of the streetscape from the visitor parking bay. The development proposes to make use of fencing to delineate public and private spaces. The proposed fencing includes both solid and visually permeable portions where appropriate.</p>

Element 3.7 – Pedestrian Access and Entries

Element Objectives	Assessment
<p>O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.</p>	<p>O3.7.1 – Achieved</p> <p>The development proposes a clearly defined and delineated pedestrian access way located to the south of the vehicle access point. The proposed pedestrian entry is to be 1.5m in width and includes a separate pedestrian gate. There are changes in the pathway material to easy identify from the street and internally. This is particularly important given the location of car bays for Units 1.1 to 1.4. This has been included as a recommended condition.</p>

Element 3.9 – Car and Bicycle Parking

Element Objectives	Assessment
<p>O3.9.2 – Car parking provision is appropriate to the location, with reduced provision possible in areas</p>	<p>O3.9.2 – Achieved</p>

<p>that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.</p>	<p>The site falls short of being within 250m from a bus stop (270m) and has been assessed as being within Location B. Table 3.9 recommends 12 resident bays and 3 visitor bays. The development proposes 10 resident bays and 1 visitor bay.</p> <ul style="list-style-type: none"> • There are practical influences on walkable catchments within an area where public transport is encouraged. The site is located 270m from a high frequency bus route on Stirling Highway which is approximately 20 minutes to the Perth CBD. • Design Guidance DG 3.9.3 provides also provides for visitor parking to be reduced where there is adequate on-street parking within the vicinity of the development. On street parking is provided on Portland Street. It is acknowledged that the parking is restricted to 1hr during business hours (8am – 5pm, Monday to Friday) with unrestricted street parking outside these times. • The development has elected to reduce the number of bays to allow for additional landscaping within the front setback area and reduced number of storeys.
<p>O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.</p>	<p>O3.9.4 – Achieved</p> <p>It is noted that the visitor parking bay will be located in the front setback area. The impact to the streetscape has been minimised as landscaping has been proposed.</p>

Element 4.1 – Solar and Daylight Access

Element Objectives	Assessment
<p>O4.1.1 – 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.</p> <p>O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.</p> <p>O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare:</p> <ul style="list-style-type: none"> - from mid-spring to autumn in climate 	<p>O4.1.1-O4.1.3 Achieved</p> <ul style="list-style-type: none"> • 5 of the 10 dwellings (50%) have living rooms and private open spaces that receive at least 2 hours of sunlight on the winter solstice. The remaining dwellings achieve 2 hours of solar access for at least one habitable room with the exception of dwelling 1.1, which has a sole frontage facing south. To assist dwelling 1.1 in achieving solar access, 'operable skylights' are proposed to assist in the living areas achieving solar access. • The development has achieved direct northern access or dual aspect frontage for all apartments, with the exception of a single unit (unit 1.1). The use of northern aspect and dual aspect frontage is considered a positive development outcome, minimising single southern aspect to a single unit (10%) of the proposed dwelling yield.

<p>zones 4, 5 and 6 AND year-round in climate zones 1 and 3.</p>	<ul style="list-style-type: none"> • Eaves are provided to protect the ground floor and upper floor openings.
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Waste Management

A Waste Management Plan has been prepared by Talis Consulting, dated 7 October 2021. The plan proposes all bins to be contained inside a communal bin store and collected from the verge. Any scunge produced by the proposal shall be appropriately managed within the confines of the development so as not to negatively impact adjoining landowners. This waste management approach is accepted by the City. Implementation of the Waste Management Plan is proposed to be conditioned should the proposal be approved.

Construction Management

During public consultation, concern was raised regarding the potential noise and traffic impacts as a result of construction of the development. Based on the scale of the development and having regard to access to the site, it is considered appropriate that a Construction Management Plan be prepared to ensure no adverse amenity or safety impacts to surrounding properties and pedestrian and vehicle traffic along Portland Street. The Construction Management will need to detail matters such as construction vehicle traffic and parking management for contractors, vibration, dust and noise management and method of excavation. Should the development proposal be approved, the Construction Management Plan will be reviewed and approved by the City of Nedlands and enforceable for the duration of the construction period.

Conclusion:

This development has been assessed as generally consistent with the Scheme and the Element Objectives of the R-Codes. The key areas of discussion relate to the side and rear setbacks proposed. Given the height of the building is limited to 2 storeys, there is merit in considering reduced setbacks, subject to other related matters such as visual privacy.

Visual privacy relies on screening in lieu of setbacks. Notwithstanding this, the relevant element objectives for solar and daylight access and natural ventilation have been met by the development.

The development is on balance able to be supported given that it is not seeking to maximise building height. The alternative to improve on the design regarding visual privacy and setbacks is for the development to increase to three storeys. Therefore, a trade-off between building height and setback provisions has been assessed and considered. On balance a two-storey building is the preferred option in reference to local context and character of Portland St.

Officer Recommendation

It is recommended that the Metro Inner-North Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/21/0214 and accompanying plans (Attachment – Development Plans and Elevations) 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, subject to the following conditions:

Conditions

General

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 four (4) 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. The development, hereby approved, shall at all times comply with the requirements of a 'Residential – Multiple Dwelling' use, as defined in the City of Nedlands Local Planning Scheme No. 3.
4. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.

Noise

5. Prior to occupation of the development a notification pursuant to Section 70A of the *Transfer of Land Act 1893* shall be prepared or vetted by the City's solicitors at the expense of the owner and registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land of the following matter(s):

"This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction".

6. Prior to the lodgement of a Building Permit, a revised Acoustic Report shall be submitted and approved to the satisfaction of the City. The assessment shall include assessment on the chosen mechanical plant equipment which demonstrates compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

7. Prior to the lodgement of a Building Permit, the applicant is to demonstrate compliance with the recommendations within the acoustic report to the satisfaction of the City satisfaction.
8. All recommendations contained within the revised Acoustic Report shall be implemented and adhered to for the lifetime of the development to the satisfaction of the City of Nedlands.
9. Prior to the issue of a building permit, a noise management plan is to be submitted detailing measures that will be undertaken to ensure noise levels are kept within levels prescribed in the *Environmental Protection (Noise) Regulations 1997*. The plan is to be prepared by a suitably qualified consultant and is to include:
 - a. sound proofing measures used in the design and construction of the development;
 - b. predictions of noise levels;
 - c. control measures to be undertaken (including monitoring procedures);
 - d. a complaint response procedure; and
 - e. demonstration of all dwellings exceeding the minimum requirements of the National Construction Code as it relates to acoustic management.

All sound attenuation measures, identified by the plan or as additionally required by the City, are to be implemented prior to occupancy of the development or as otherwise required by the City and the requirements of the plan are to be observed at all times.

Waste Management

10. The Waste Management Plan dated 6 October 2021 prepared by Talis Consults forms part of this development approval and shall be complied with at all times to the satisfaction of the City. Recommendations and requirements contained within the Waste Management Plan are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

Design

11. Prior to the lodgement of a Building Permit, a schedule of finishes and materials shall be submitted and approved to the satisfaction of the City. The finishes and materials shall be retained and maintained for the life of the development to the satisfaction of the City.
12. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the buildings shall be located or screened so as not to be visible from beyond the boundaries of the development site to the satisfaction of the City.
13. Prior to occupation of the development the finish of the parapet walls is to be finished externally to the same standard as the rest of the development in:
 - a. face brick;
 - b. painted render;
 - c. painted brickwork; or

- d. other clean material as specified on the approved plans and maintained thereafter to the satisfaction of the City of Nedlands.
14. Prior to occupation of the development, all major openings and balconies (as annotated on the approved plans), shall be screened in accordance with the Residential Design Codes by either:
 - a. fixed obscured glazing or translucent glass to a height of 1.60 metres above finished floor level;
 - b. timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure;
 - c. a minimum sill height of 1.60 metres as determined from the internal floor level; or
 - d. an alternative method of screening approved by the City of Nedlands.

The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

15. Prior to occupation of the development, each dwelling unit shall be provided with mechanical clothes driers or alternatively shall have an adequate area provided for drying clothes. Any drying area shall be screened from view from any adjacent public or communal spaces, to the satisfaction of the City of Nedlands.
16. External lighting shall comply with the requirements of Australian Standard 4282 – Control of Obtrusive Effects of Outdoor Lighting.

Building

17. Prior to the lodgement of Building Permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City. Adjoining landowners shall be notified in writing no less than 14 days prior to construction.
18. Prior to the occupation of the development, screen doors are to be provided on the entry doors for Units 1.1, 1.2, 1.3 and 1.4 to allow for cross ventilation in accordance with Element 4.2 of the Residential Design Codes and maintained for the lifetime of the development.
19. All stormwater generated on site is to be retained on site to the satisfaction of the City of Nedlands. No stormwater will be permitted to enter the City of Nedlands's stormwater drainage system unless otherwise approved.
20. All building works to be carried out under this development approval are required to be contained within the site boundaries of the subject lot.
21. Prior to occupation, all photovoltaic cells shown on the roof plan of the development shall be installed to the satisfaction of the City and maintained for the lifetime of the development.
22. A minimum of 20% (2) units are to be designed at building permit stage to the Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) and implemented prior to occupation.

Landscaping

23. Landscaping shall be installed and maintained in accordance with the approved Landscaping Plan prepared by TDL Beyond Green, received 7 October 2021. Any modifications to the plans are subject to approval by the City of Nedlands.
24. Prior to occupation, a Landscape Management Plan, shall be submitted and approved by the City of Nedlands. It shall in addition to include a comprehensive maintenance plan for all proposed landscaping on the site and contingencies for replacement of dead and diseased plants.
25. Prior to occupation, all communal and private open space areas shall include a tap connected to an adequate water supply for the purpose of irrigation.

Vehicle Access and Parking

26. All car parking dimensions (including associated wheel stops and headroom clearance), manoeuvring areas, crossovers and driveways shall comply with Australian Standard 2890.1-2004 - Off-street car parking and Australian Standard 2890.6:2009 - Off-street parking for people with disabilities (where applicable) to the satisfaction of the City of Nedlands.
27. Prior to occupation, all bicycle parking spaces shall be provided in accordance with Australian Standard for AS 2890.3:2015 - Bicycle parking to the satisfaction of the City of Nedlands. The bicycle parking spaces shall be installed and remain in place for the duration of the development.
28. The visitor parking bay is to be clearly marked and made available to visitors at all times for the lifetime of the development, to the satisfaction of the City of Nedlands.

Sustainability

29. Prior to the issue of a Building Permit, a Sustainability Report prepared by a suitably qualified consultant shall be submitted and approved to the satisfaction of the City. Recommendations contained within the report are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.

Advice Notes:

General Advice

1. The applicant is advised that:
 - a. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard. (Building)
 - b. Any public spaces within the development which are proposed for activities (temporary or permanent) that are deemed to be a public building under the Health (Public Buildings) Regulations 1992, will need to comply fully with those Regulations. (Environmental Health)

Construction and Dilapidation Management Advice

3. In relation to the Construction Management Plan, the applicant is advised that the plan is to address but is not limited to the following matters:
 - a. hours of construction;
 - b. traffic management;
 - c. parking management;
 - d. access management;
 - e. management of loading and unloading of vehicles;
 - f. heavy vehicle access;
 - g. dust management;
 - h. waste management (where applicable);
 - i. protection of infrastructure and street trees within the road reserve;
 - j. the need for a dilapidation report of adjoining properties;
 - k. if required, details of and reasons for construction work on the construction site that is likely to be carried out other than between 7.00 am and 7.00 pm on any day which is not a Sunday or public holiday;
 - l. if required, details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997;
 - m. predictions of noise emission on the construction site;
 - n. use of City car parking bays for construction related activities;
 - o. protection of infrastructure and street trees within the road reserve;
 - p. security fencing around construction sites;
 - q. gantries;
 - r. dewatering management plan;
 - s. contact details;
 - t. site offices;
 - u. details of measures to be implemented to control noise (including vibration) emissions; v. complaint response procedure to be adopted;
 - v. details of how dust will be suppressed (e.g. by use of water tanker, independently powered water pumps, high volume hoses) or whether an approval from the water corporation for hydrant standpipe has been granted;
 - w. details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time after demolition;
 - x. any other relevant matters.

(Building / Environmental Health / Waste / Technical Services)

4. The applicant is advised that dust control measures are to be applied during construction in accordance with City of Nedlands Health Local Laws 2017 and Department of Water and Environmental Regulation requirements. (Environmental Health Services)

Noise Management Advice

5. The applicant is advised to consult the City's Acoustic Advisory Information in relation to locating any mechanical equipment (e.g. air-conditioner, swimming pool or spa) such that noise, vibration impacts on neighbours are mitigated. The City does not recommend installing any equipment near a property boundary where it

is likely that noise will intrude upon neighbours. Prior to selecting a location for an air-conditioner, the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as a guide to prevent noise affecting neighbouring properties. (Environmental Health Services)

Landscaping Advice

2. The applicant is advised that:

- a. The contractor/developer shall protect the City's street trees from any damage that may be caused by the scope of works covered by this contract for the duration of the contract. All work carried out under this contract is to comply with the City's policies, guidelines and Australian Standards relating to the protection of trees on or adjacent to development sites (AS 4870- 2009). (Parks Services)
- b. The applicant is advised that all works within the verge including any landscaping will require a separate approval from the City of Nedlands prior to construction commencing. (Technical Services)

Waste Management Advice

7. The applicant is advised that:

- a. The responsible entity (strata/corporate body) shall be liable for all bin replacement costs and/or repair costs relating to damage caused as a result of the bin compaction process. (Waste Services)
- b. Recyclable waste stream waste bins shall not be compacted. (Waste Services)
- c. As the proposal consists of more than 3 dwellings, the City's Health Local Laws 2017 require an enclosure for the storage and cleaning of waste receptacles to be provided on the premises.

Stormwater Advice

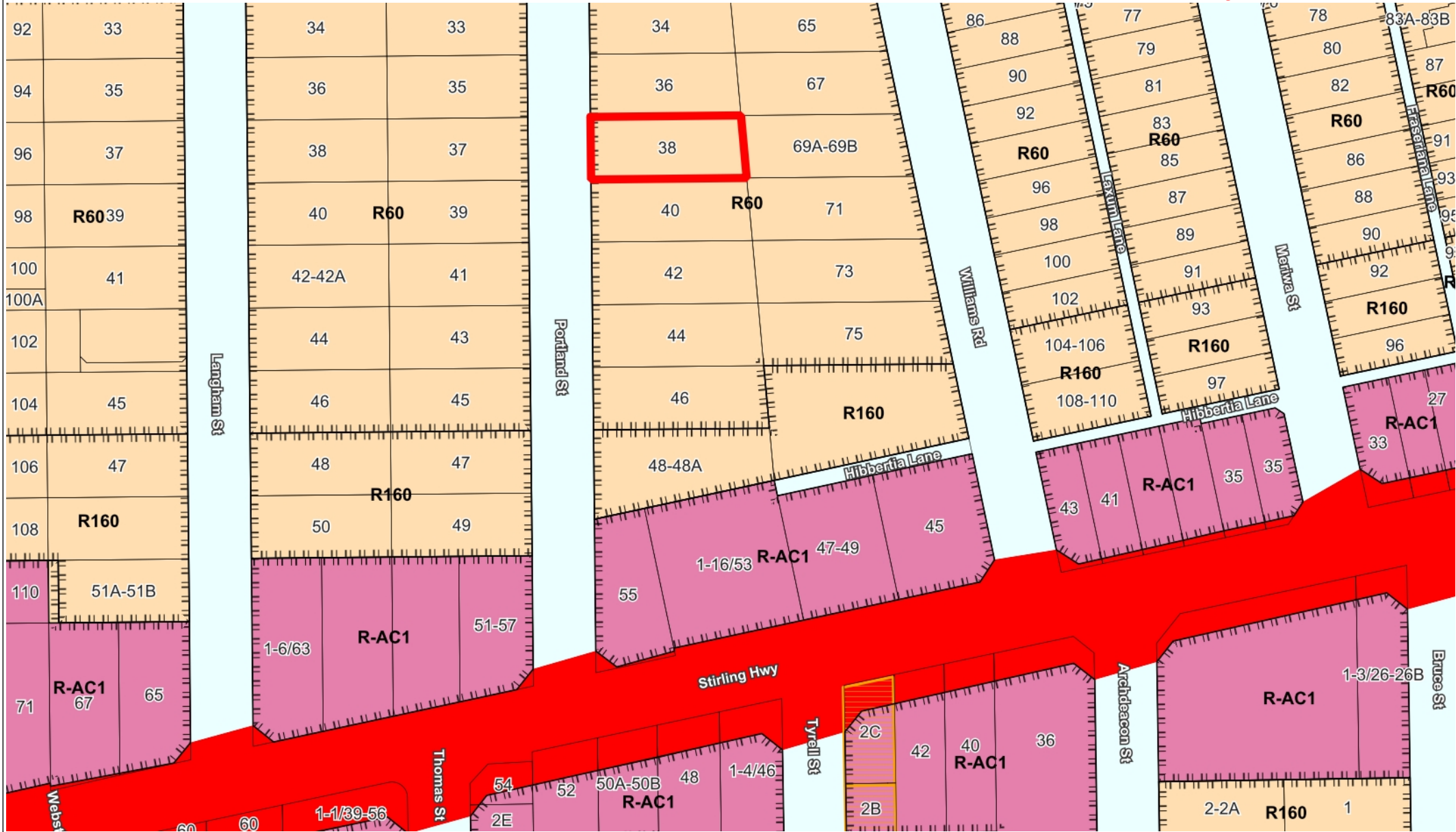
9. The applicant is advised that:

- a. All downpipes from guttering are to be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 100- year recurrent storm event. Soak-wells are to be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development. (Technical Services)
- b. A sewage treatment and effluent disposal system or greywater reuse or treatment system is not to be installed unless an Approval to Construct or Install an Apparatus for the Treatment of Sewage has been issued by the City beforehand. (Technical Services)

Telecommunications Advice

10. The applicant is advised by the City's Planning Services that developers are responsible for providing telecommunications infrastructure in their

developments. To provide this infrastructure, they need to contract a carrier to install telecommunications infrastructure in their new development. If you choose National Broadband Network (NBN) to service your development, you will need to enter into a developer agreement with NBN. The first step is to register the development via <http://www.NBNco.com.au/develop-or-plan-with-the-NBN/newdevelopments.html>, once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least six months before the required service date. All telecommunications infrastructure should be built to NBN guidelines found at <http://www.NBNco.com.au/develop-or-plan-withthe-NBN/new-developments/builders-designers.html>.



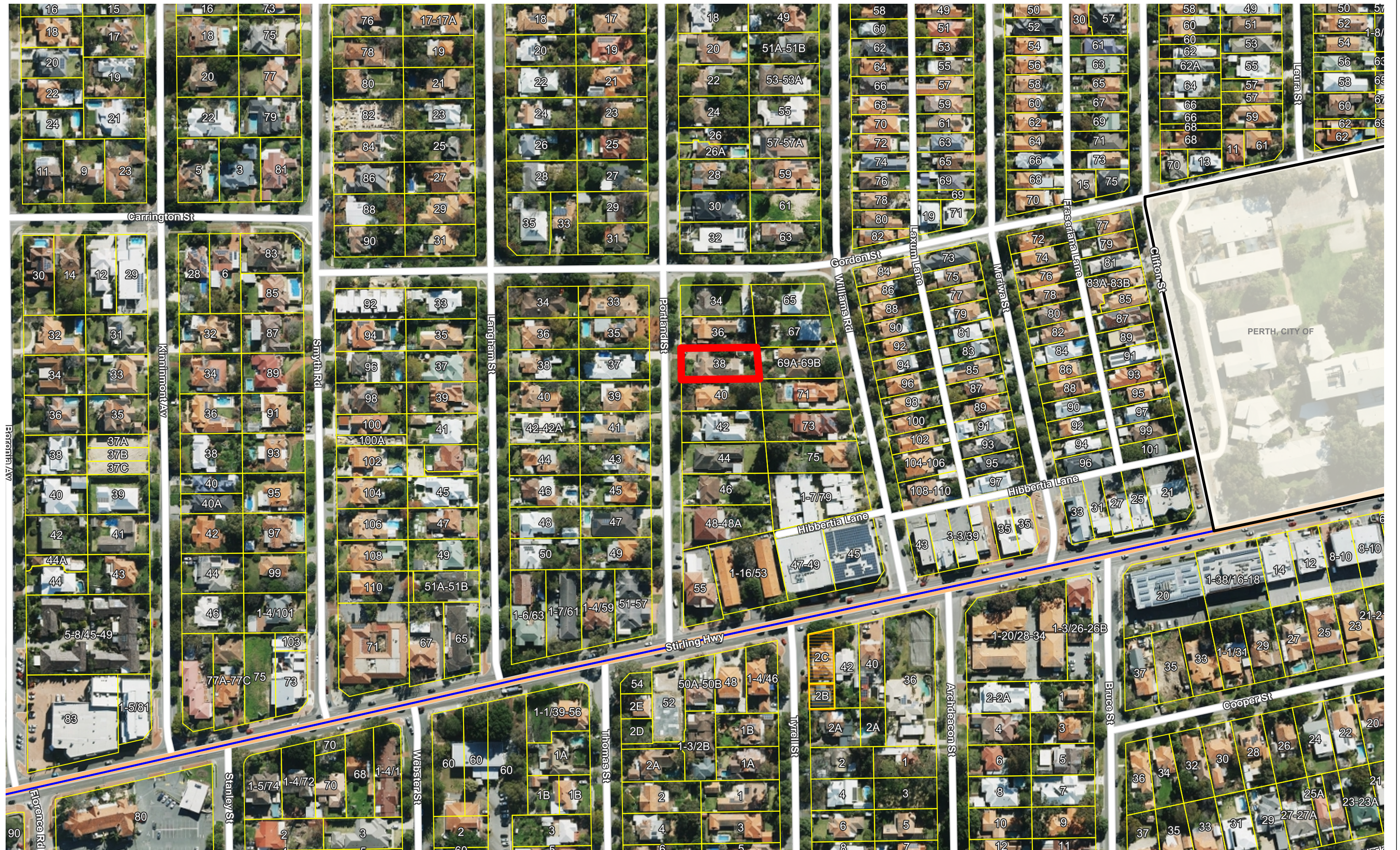
City of Nedlands

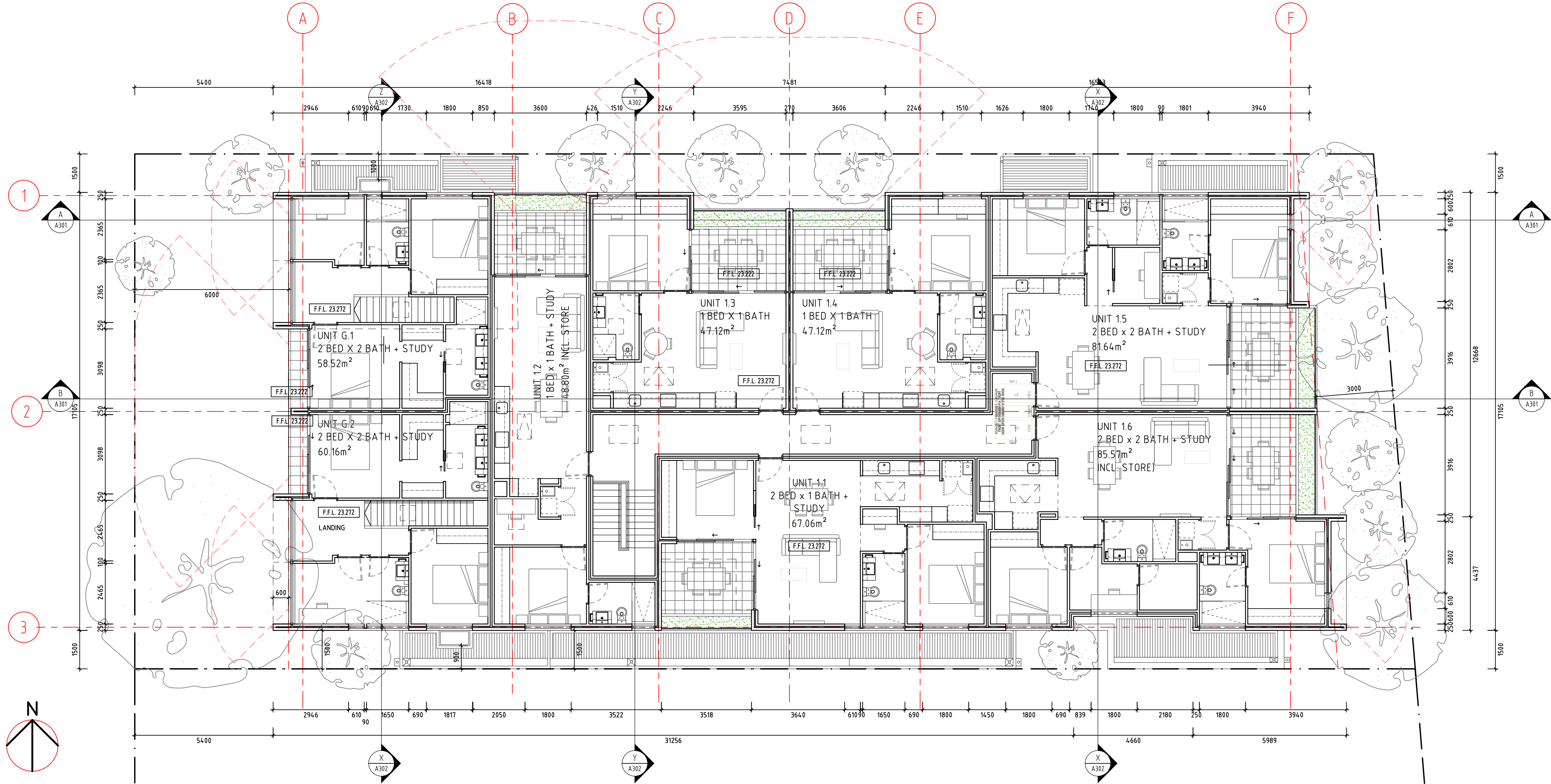
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12/10/2021

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**DA
ISSUE**

NO.	DATE	DESCRIPTION
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2	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION
3	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION
4	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION
5	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION
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49	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION
50	05 OCT 2021	ISSUED FOR DEVELOPER APPLICATION











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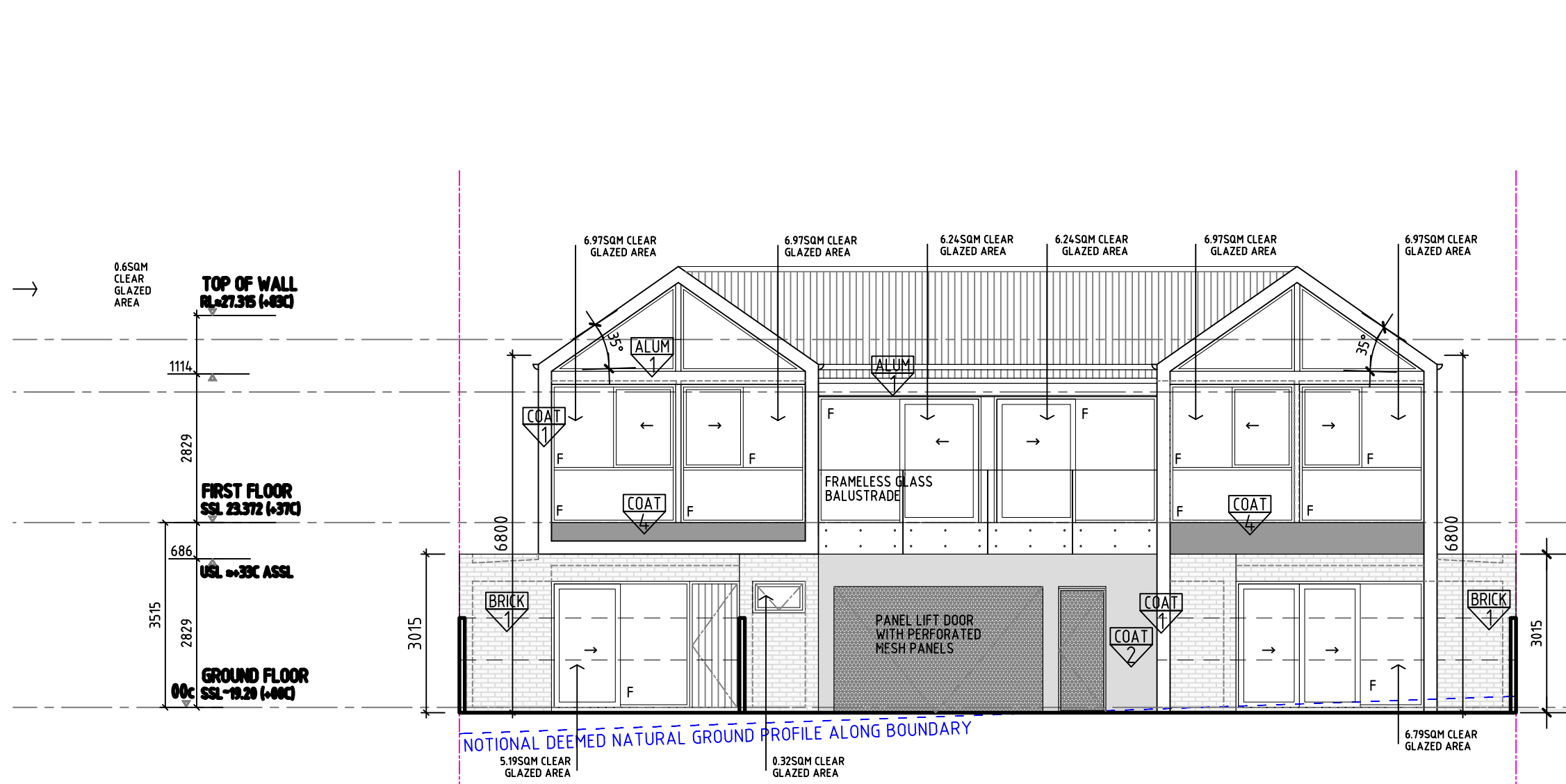
10 UNIT DEVELOPMENT
 38 PORTLAND STREET, NEDLANDS

KEY PLANS FIRST FLOOR			
NO.	DATE	NO.	DATE
11000A1	05 OCT 2021		
DESIGNED BY	APPROVED BY	DATE	NO.
CS	Z	20-01	A-102
			P16

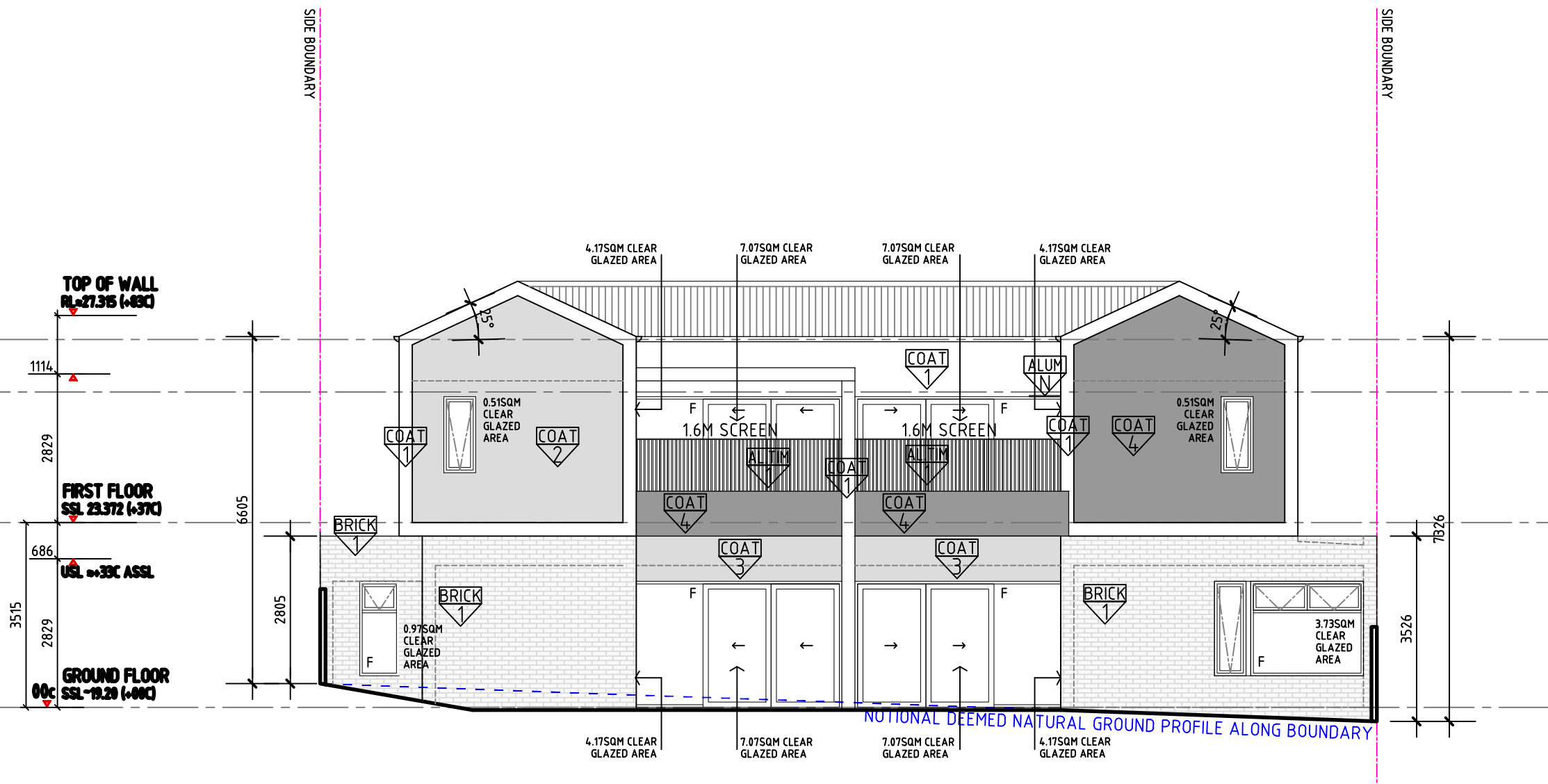
NOT TO BE REPRODUCED WITHOUT THE PERMISSION OF THE ARCHITECT

LEGEND MATERIAL FINISH & COLOUR

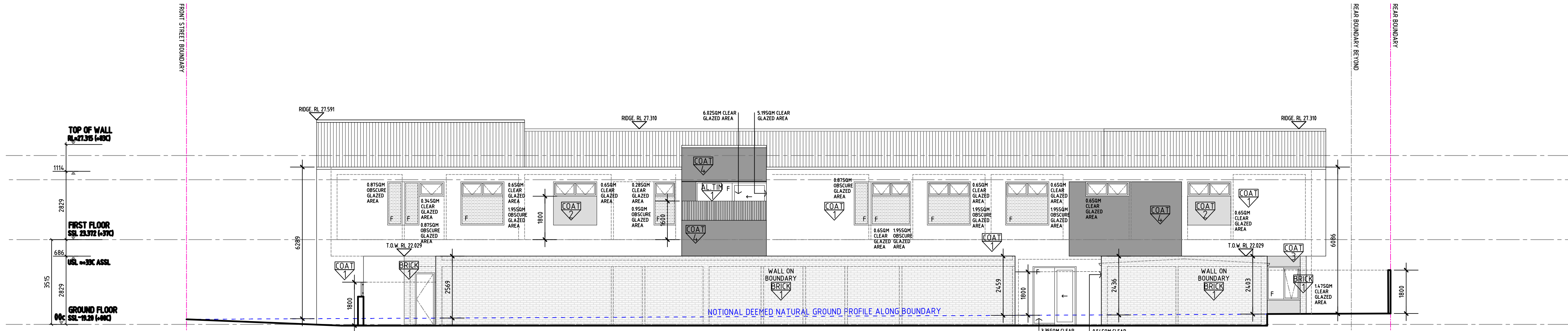
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-  OFF FORM CONCRETE TO SPECIFICATION
-  TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 1: WHISPER WHITE 12W
-  TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 2: COLORBOND BASALT C30 (GREY)
-  PAINTED CEMENT SAND RENDER ON SUBSTRATE TO SPECIFICATION; COLOUR 3: COLORBOND WOODLAND GREY (MID-GREY)
-  TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 4: COLORBOND MONUMENT (DEEP-GREY)
-  TEXTURE COAT ON SUITABLE SUBSTRATE TO SPECIFICATION; COLOUR 5: BRONZE
-  POWDER COATED ALUMINIUM BATTENS TO SPECIFICATION COLOUR 1: TIMBER LOOK TO SELECTION
-  POWDER COATED ALUMINIUM ELEMENTS TO SPECIFICATION COLOUR 'N' (REFER TO WALL COATING COLOURS)
-  PAINT ON EXPOSED STEEL ELEMENTS TO SPECIFICATION COLOUR 'N' (REFER TO WALL COATING COLOURS)



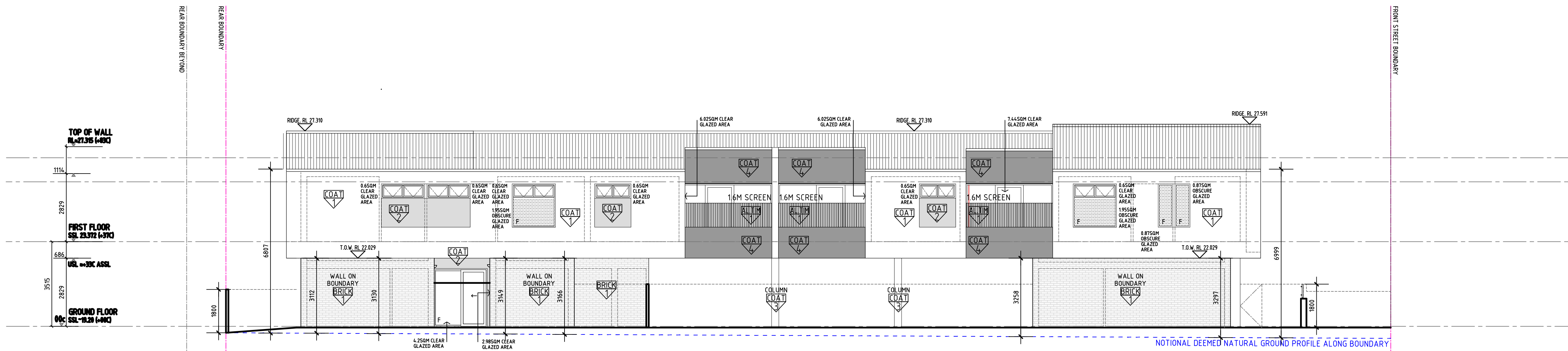
FAÇADE ELEVATION 1 : WEST FRONT STREET
SCALE 1/100



FAÇADE ELEVATION 3 : EAST REAR
SCALE 1/100



FAÇADE ELEVATION 2 : SOUTH SIDE
SCALE 1/100



FAÇADE ELEVATION 4 : NORTH SIDE
SCALE 1/100

DA
ISSUE

PR	11/09/21	APPROVED DEVELOPMENT APPLICATION
PR	20/10/21	APPROVED DEVELOPMENT APPLICATION
PR	11/09/21	SEEDS TO CONSTRUCTION
PR	20/10/21	SEEDS TO CONSTRUCTION
PR	11/09/21	DEVELOPMENT APPLICATION - ADDITIONAL INFORMATION SUBMITTED
PR	11/09/21	DEVELOPMENT APPLICATION
PR	11/09/21	SEEDS TO CONSTRUCTION
PR	11/09/21	SEEDS TO CONSTRUCTION
PR	11/09/21	APPROVED DEVELOPMENT APPLICATION
PR	11/09/21	SEEDS TO CONSTRUCTION APPLICATION
REVISION	DATE	DESCRIPTION

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10 UNIT DEVELOPMENT
 38 PORTLAND ROAD, NEDLANDS

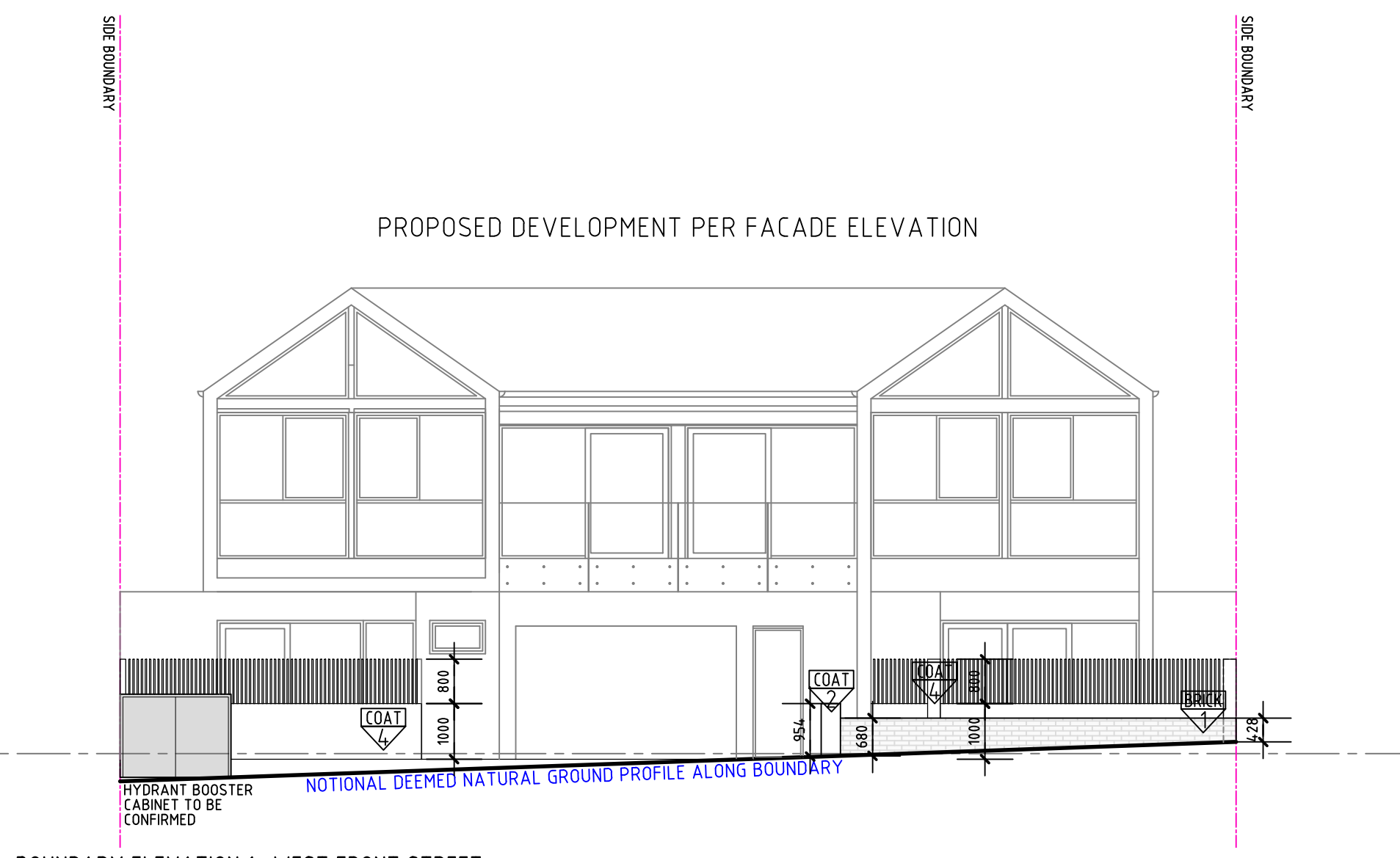
ELEVATIONS
 WEST SOUTH EAST NORTH

NO	11000A1	DATE	05 OCT 2021	REVISION	
DRAWN BY	GP	DRAWN NO.			
CHECKED BY	Z	DATE	20-01-2021	SCALE	A-200
					P9

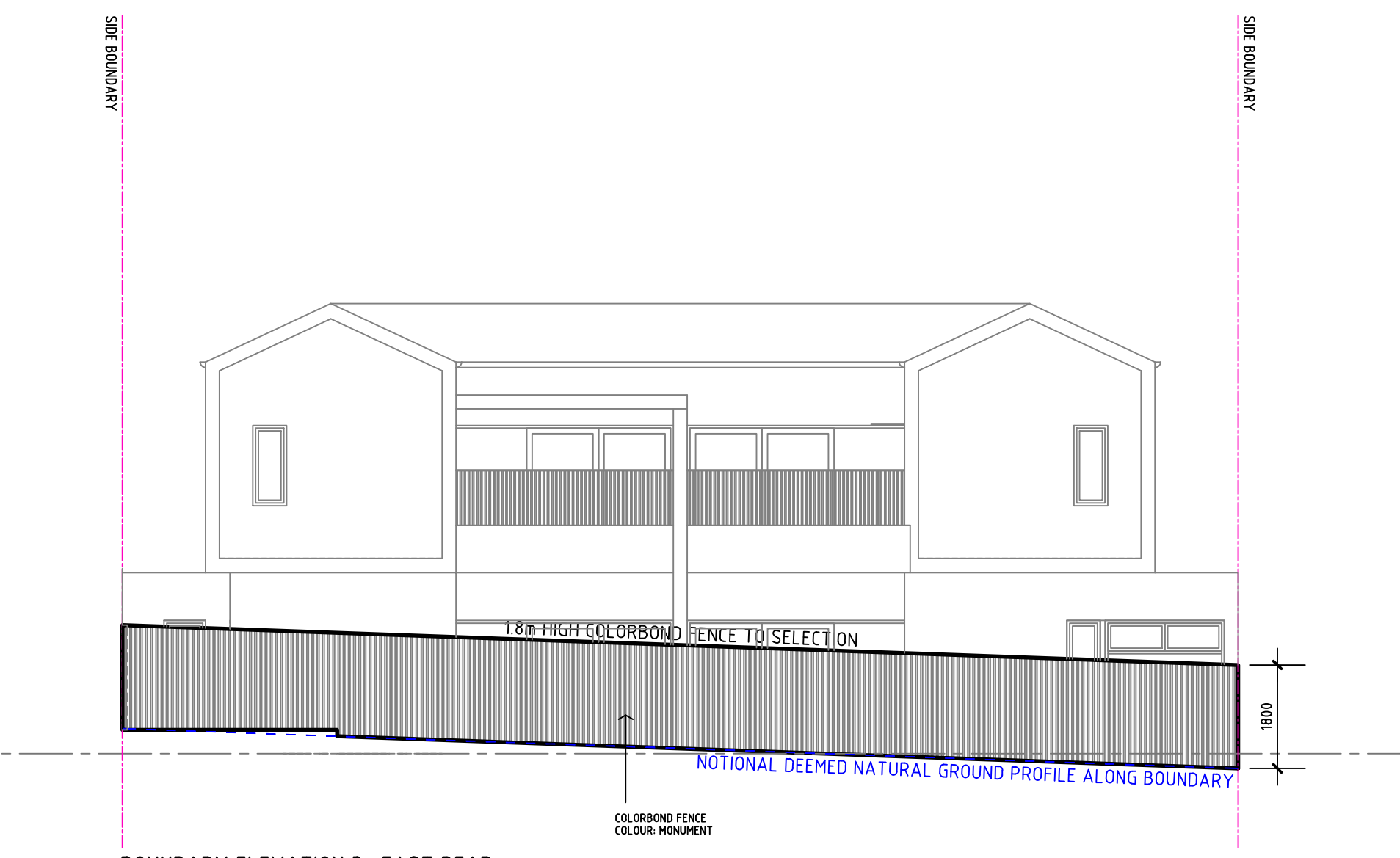
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LEGEND MATERIAL FINISH & COLOUR

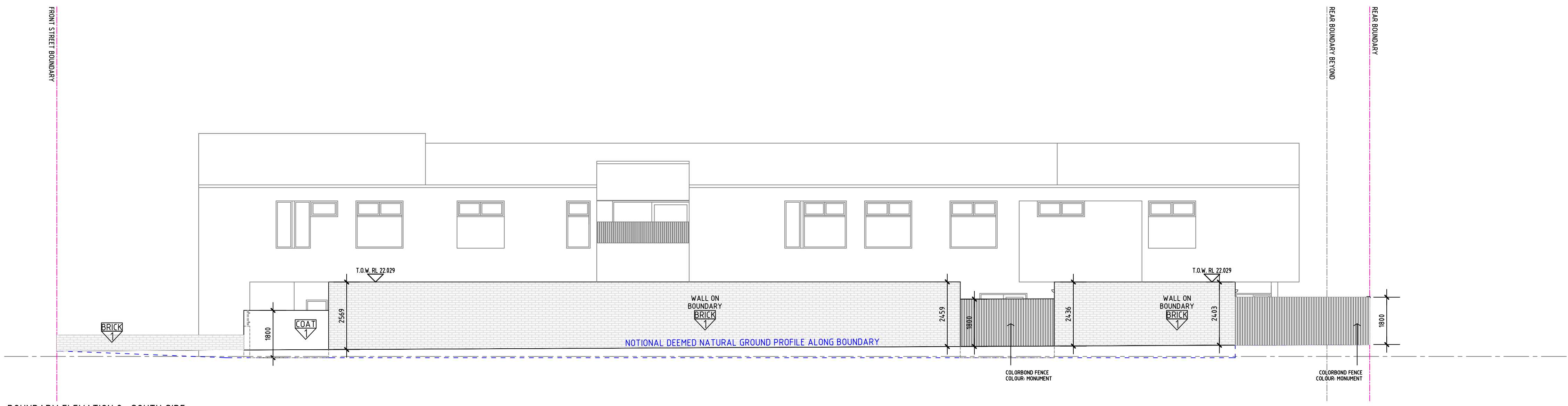
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-  OFF FORM CONCRETE TO SPECIFICATION
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-  POWDER COATED ALUMINIUM ELEMENTS TO SPECIFICATION COLOUR 'N' (REFER TO WALL COATING COLOURS)
-  PAINT ON EXPOSED STEEL ELEMENTS TO SPECIFICATION COLOUR 'N' (REFER TO WALL COATING COLOURS)



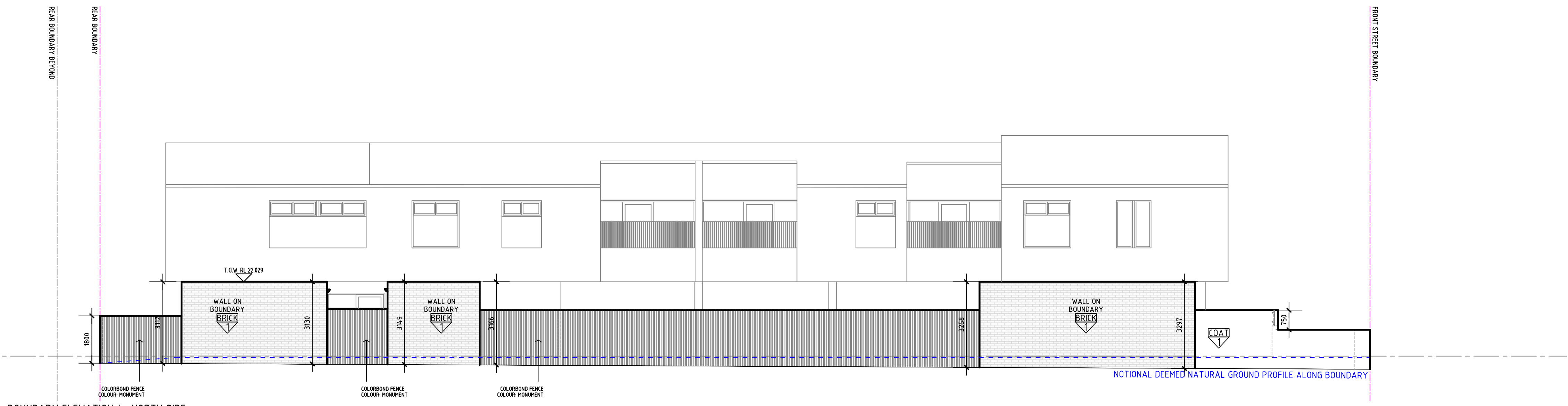
BOUNDARY ELEVATION 1 : WEST FRONT STREET
SCALE 1:100



BOUNDARY ELEVATION 3 : EAST REAR
SCALE 1:100



BOUNDARY ELEVATION 2 : SOUTH SIDE
SCALE 1:100

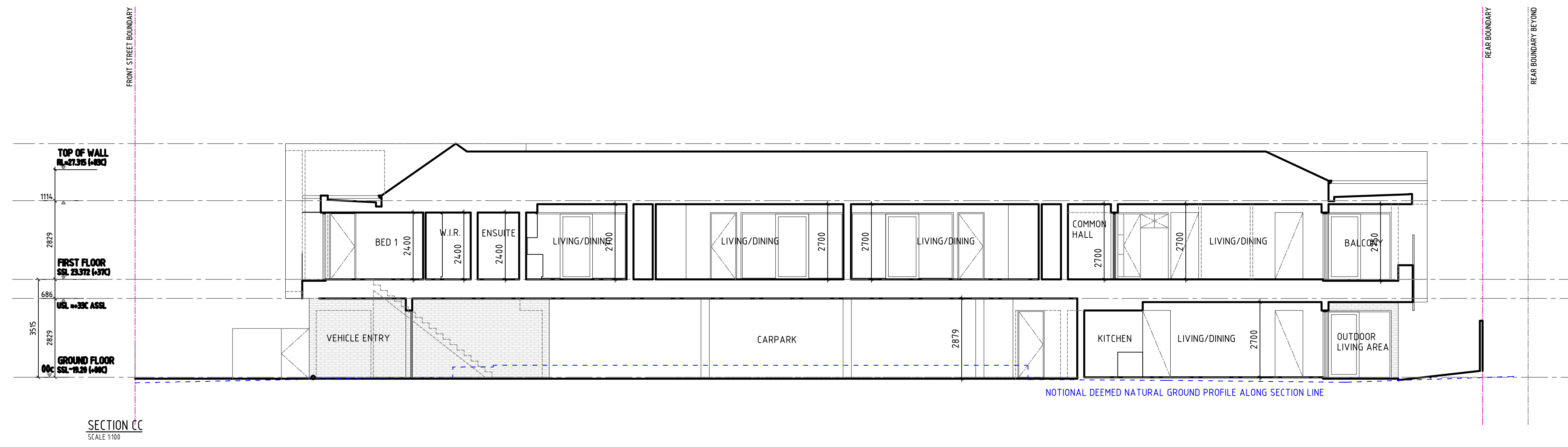
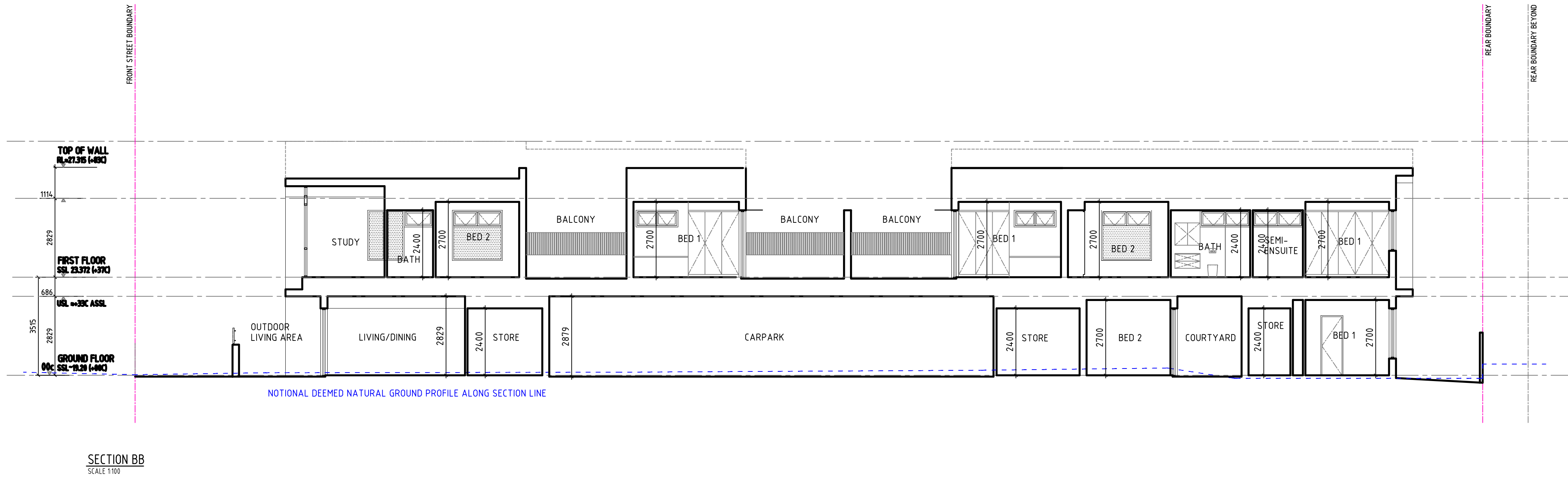
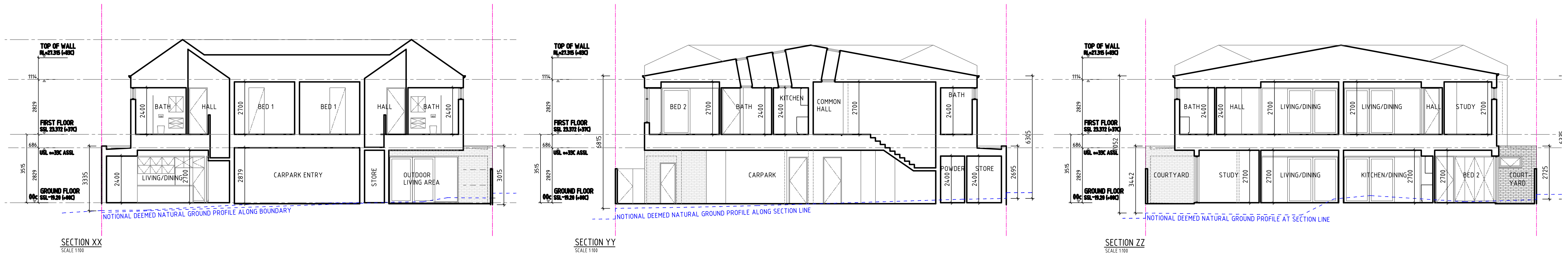


BOUNDARY ELEVATION 4 : NORTH SIDE
SCALE 1:100

**DEVELOPMENT APLN
ISSUE**

11000A1		05 OCT 2021	
DESIGNED BY	APPROVED BY	DATE	REVISION
K	Z	21-01-2021	P1
DRAWING NO.		PROJECT NO.	
A-210		11000A1	
12 UNIT DEVELOPMENT 38 PORTLAND ROAD, NEDLANDS KEY ELEVATION BOUNDARIES WEST SOUTH EAST NORTH			
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**PRELIMINARY
ISSUE**

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10 UNIT DEVELOPMENT 38 PORTLAND ROAD, NEDLANDS	
SECTIONS AA, BB, XX, YY & ZZ	
DATE: 11/09/21	DATE: 29 SEPT 2021
DRAWN BY: GP	REVISION NO: A-301
CHECKED BY: K	REVISION: P1

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38 PORTLAND STREET, NEDLANDS

DEVELOPMENT APPLICATION PACKAGE

LANDSCAPE DESIGN

ISSUE FOR APPROVAL

SK01-F Landscape Masterplan
SK02-F Landscape Compliance

LANDSCAPE DESIGN NOTES

- 1 Medium size tree with combination of native shrubs and groundcovers giving sense of welcoming to the main entrance.
- 2 Small size tree with combination of native shrubs and groundcovers giving visual interest to alfresco.
- 3 Planting area in courtyard to be filled with colorful low shrubs and groundcovers.
- 4 Narrow and upright form tree such as *Pyrus calleryana* in car park providing shade as well as a buffer to adjacent property.
- 5 Medium and small size trees with native flowering low shrubs and strappy plants to line east side boundary creating colour and interest.
- 6 Low masonry wall providing privacy to the property
- 7 Turf and a mix of colouring shrubs and trees at backyard to create a casual space.
- 8 Bench seats with feature shrubs and screening plants in communal space.
- 9 Existing street tree (*Triadica sebifera*) with turf verge to be retained.
- 10 Proposed street tree (*Triadica sebifera*) on existing retained turf verge.
- 11 Raised planter will be planted with a mix of native and exotic plants to provide colour interests.
- 12 South side planters filled with shade tolerant groundcovers and low shrubs.

INSPIRATIONAL IMAGERY



PRELIMINARY PLANT SELECTION

NATIVE AND EXOTIC SHRUBS

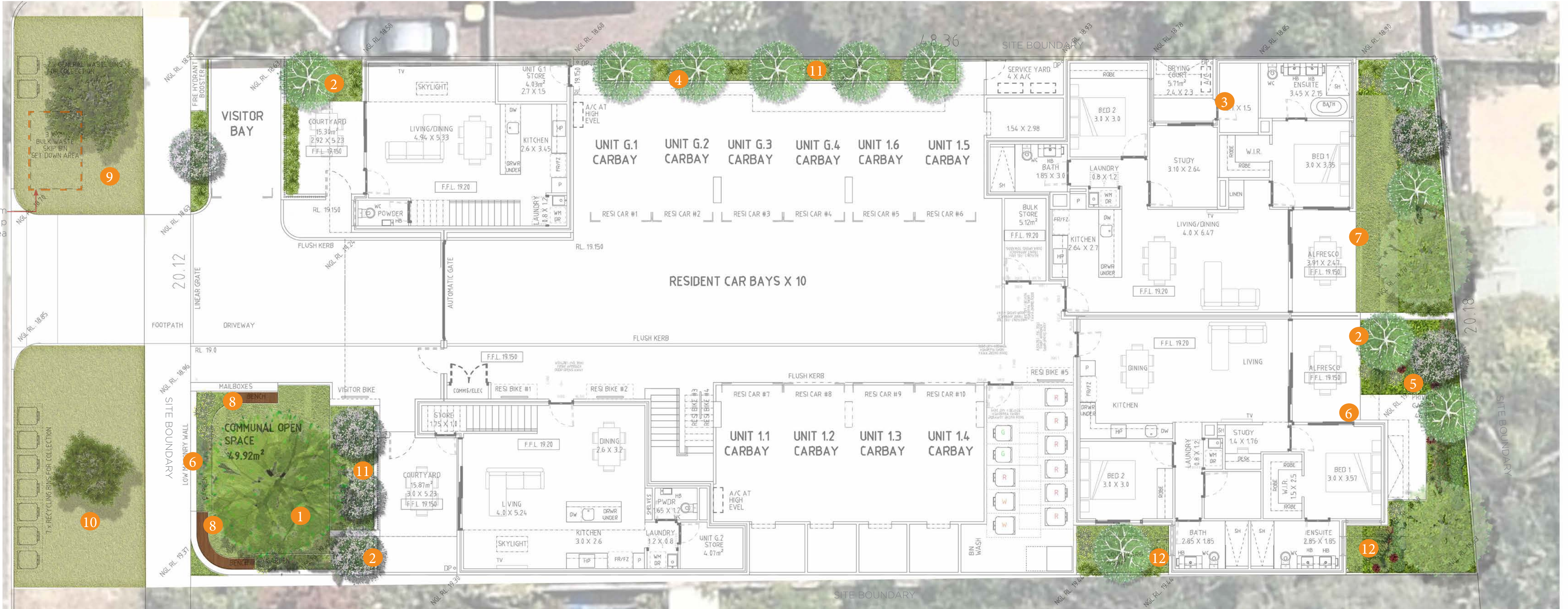


W - WATERWISE PLANTS

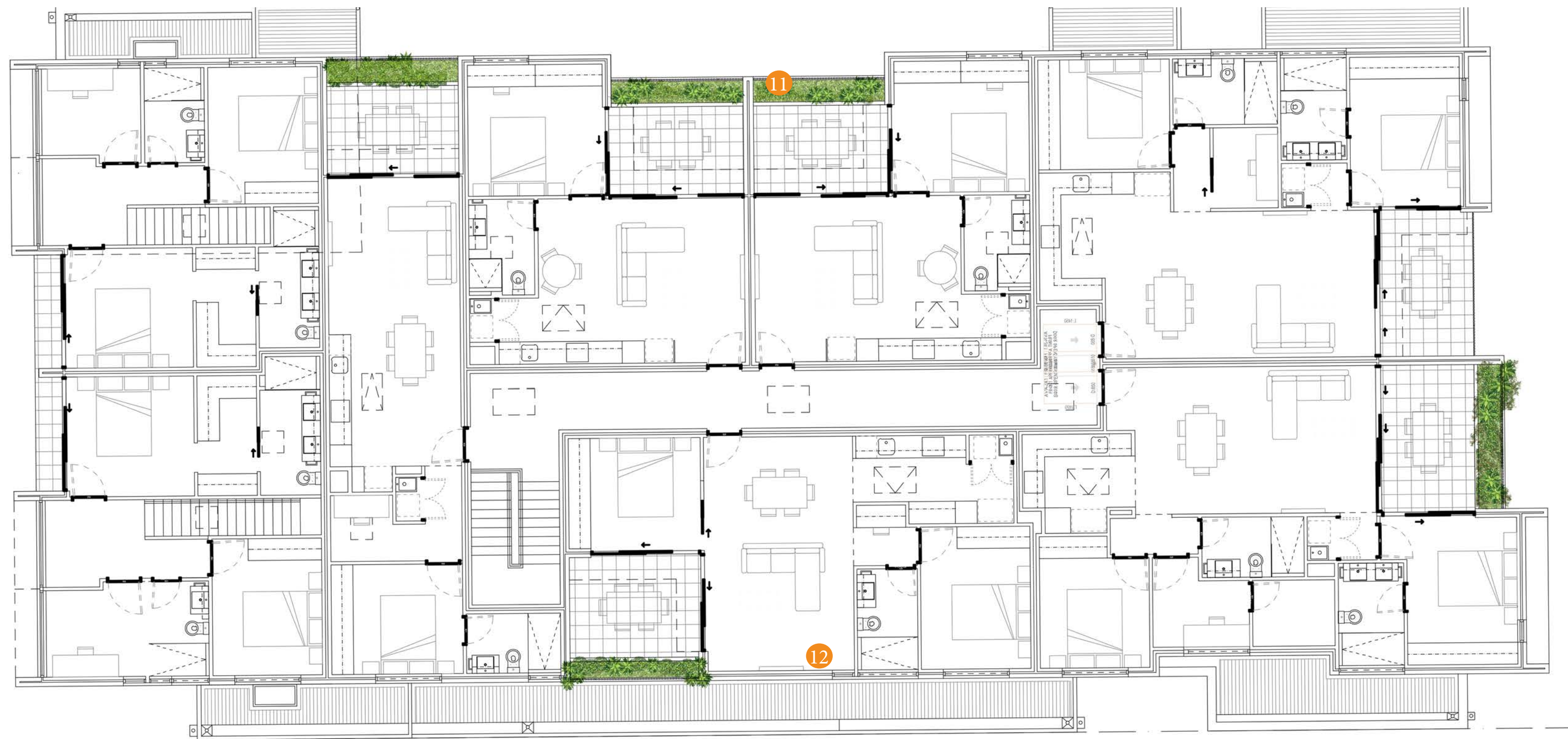
PRELIMINARY PLANT SELECTION SHADE TOLERANT SPECIES



PRELIMINARY TREE SELECTION



GROUND FLOOR
1:100@A1



FIRST FLOOR
1:100@A1

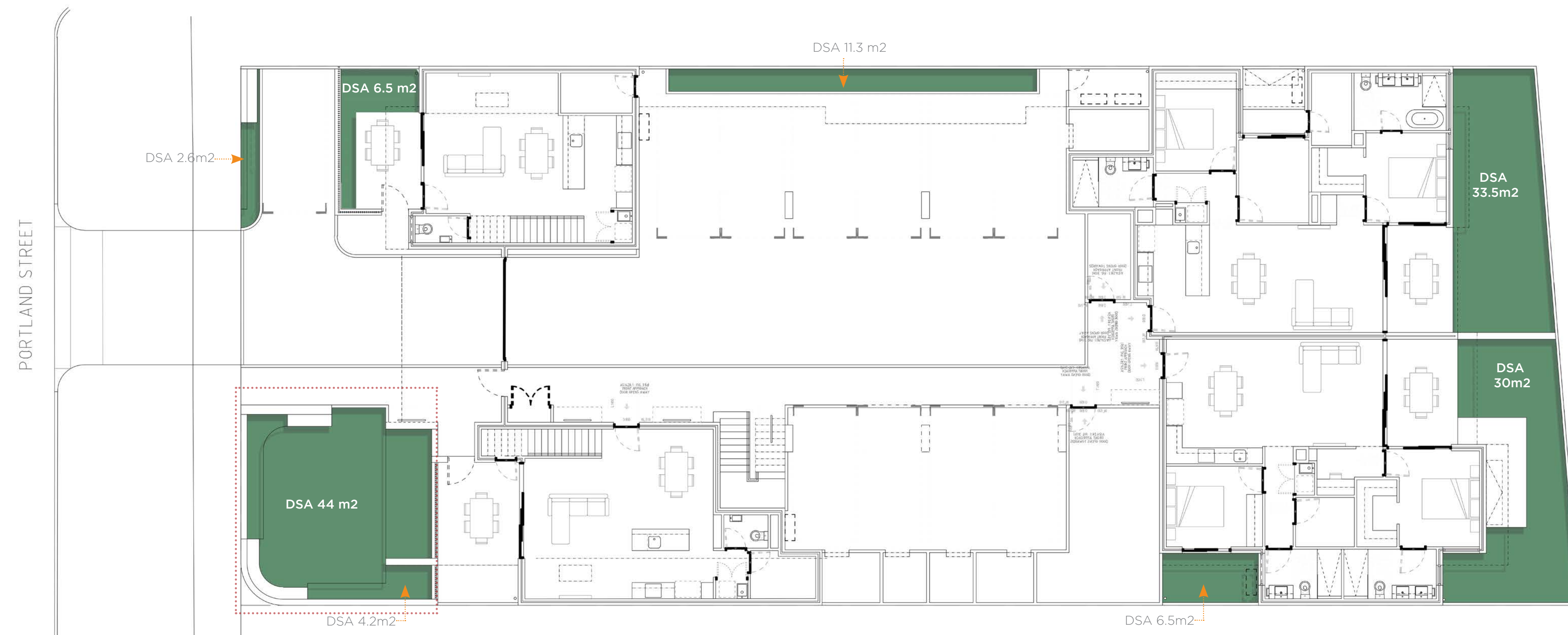
LANDSCAPE COMPLIANCE

SPP7.3 COMPLIANCE CRITERIA

SITE AREA SPP7.3	MIN. DSA SPP 7.3	MIN. TREES SPP7.3
Less than 700m ²	10% OR 7% trees retained (% site area)	1 medium tree plus small trees to suit area
700-1000m ²		2 medium trees OR 1 large tree and small trees to suit area
Greater than 1000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area

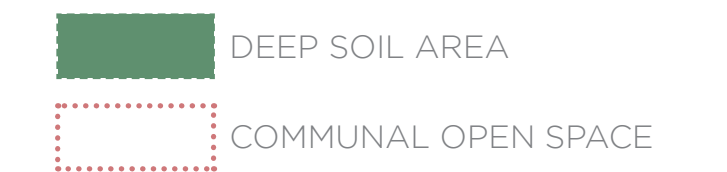
DEVELOPMENT PROVISIONS

CRITERIA	SPP7.3 STANDARD	DEVELOPMENT PROPOSAL
Site Area	700-1000m ²	989m²
DSA	98.9m ² (10%)	134.4m² (13.5%)
Min. Trees	2 medium trees	3 medium (proposed) 17 small (proposed)
Communal Open Space (more than 10 dwellings)		
Overall Communal Space	6m ² per dwelling: 60m ²	60.2m²
Min. Accessible/ Hard Landscape Area	2m ² per dwelling: 20m ²	37.3m²



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	9m ²	2m	1.0m (DSA) + 1.0m (RSZ)	100L
Medium	6-9m	8-12m	36m ²	3m	2.0m (DSA) + 1.0m (RSZ)	200L
Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

DEEP SOIL AREA DIAGRAM
DSA: 127.3m²



- 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



TREE LOCATION DIAGRAM













URBANISTA

TOWN PLANNING



PROPOSED 10 MULTIPLE DWELLINGS

NO. 38 (LOT 129) PORTLAND STREET, NEDLANDS

This report has been prepared by Urbanista Town Planning on behalf of the landowners for the proposed development at 38 Portland Street, Nedlands.

Rev	Author	Date	Reviewed	Date
A	SD	05/05/21	PM	10/05/21
B	SD	07/10/21		

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1 INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a Joint Development Assessment Panel (JDAP) application for 10 multiple dwellings at No. 38 Portland Street, Nedlands. The application is being submitted as an 'opt-in' JDAP application.

This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to comprehensively demonstrate the merit of the proposal, and its supportability in development approval.

The proposal provides appropriate development density and scale for the subject site, in line with the future desired built form outlined in the local planning framework and will cater to the future housing needs of the area. The high-quality design with an emphasis on the character and context of the locality has been rigorously assessed and improved prior to lodgement.

We look forward to working with the City and JDAP to achieve development approval.



Figure 1 — Perspective streetscape render

1.1 SUPPORTING DOCUMENTATION

To inform and support the design of the proposed development, additional supporting documents have been prepared and included in this submission, summarised below.

Document	Prepared by	Date
Acoustic Report (Rev. 4)	Herring Storer Acoustics	6 Sep 2021
Landscaping Plan (Rev. F)	Tim Davies Landscaping (TDL)	6 Oct 2021
Transport Impact Statement (Rev. B)	Cardno	7 Oct 2021
Waste Management Plan (Rev. 2e)	Talis Consultants	6 Oct 2021

2 DEVELOPMENT CONTEXT

2.1 DEVELOPMENT SITE

The proposed development is located at No. 38 (Lot 129) Portland Street, Nedlands. The property currently contains a single house (to be demolished) and has a total site area of 989m² with a frontage of 20.12m and varying lot depth between 48.36m and 49.99m.

The natural ground levels of the site slope north to south, with the north side of the site being approximately 0.7m lower than the south side. There are two street trees within the verge adjacent the development site, both approximately 4m high with a 3m canopy diameter, and a Telstra pit and parking sign located in the southern portion of the verge.

The property title does not include any encumbrances, or utilities running through it. The associated sewer line runs through the rear adjoining property, approximately 0.8m from the rear boundary line.

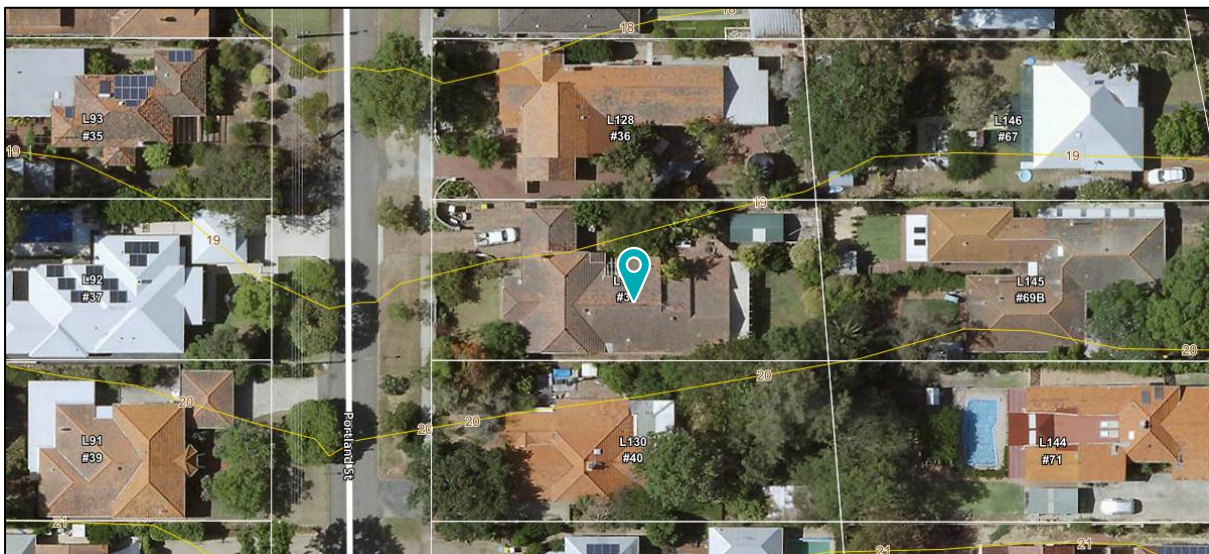
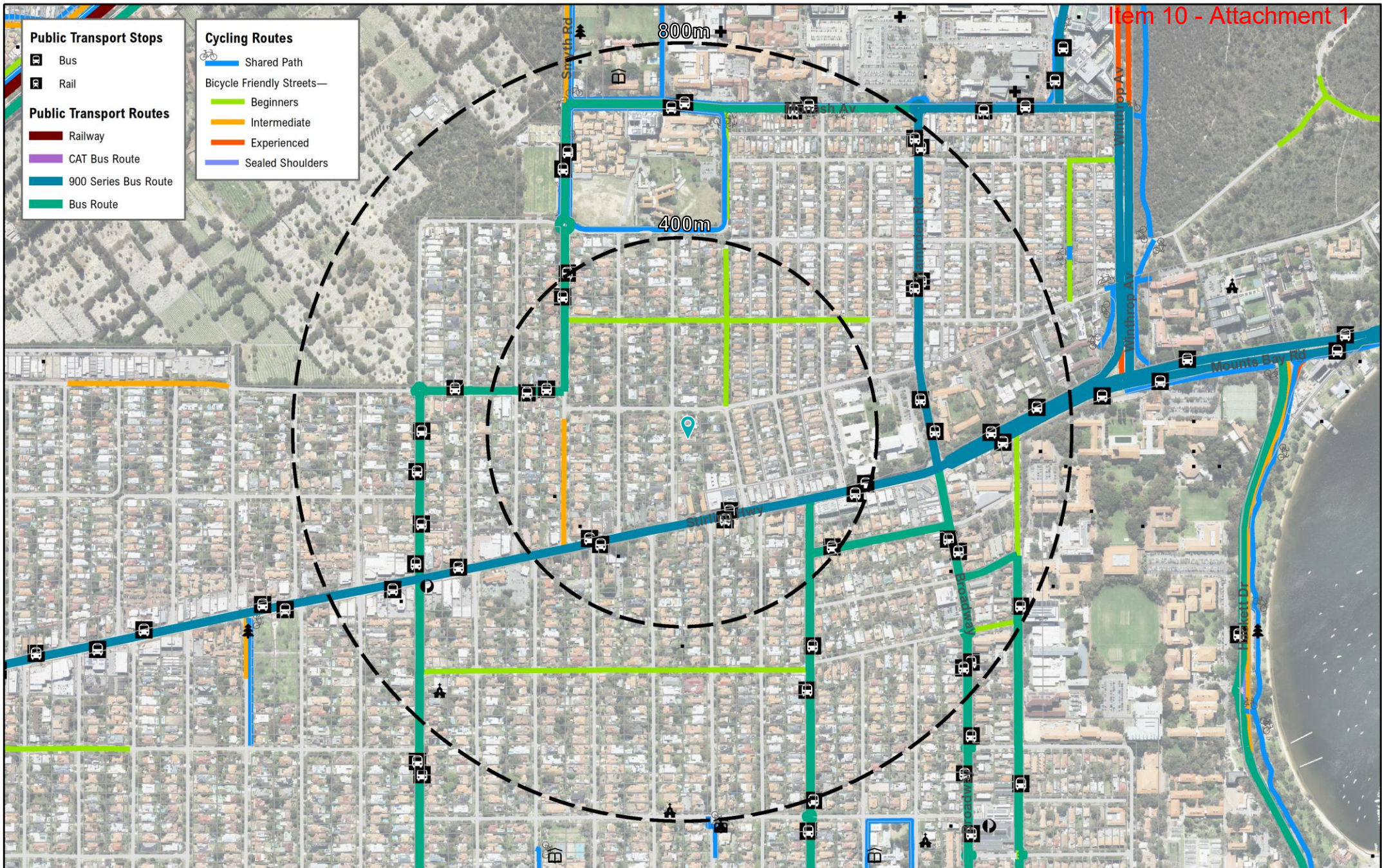


Figure 2 — Aerial photograph with site topography (MetroMap December 2020)

2.2 AMENITIES AND INFRASTRUCTURE

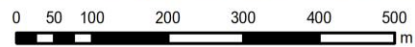
The site is located 160m north of Stirling Highway (Primary Regional Road) which includes high frequency bus routes a mix of residential and commercial land uses. The University of Western Australia is located as close as 280m to the east, with the main campus area 660m east of the development site.

Additional notable amenities in the area include a commercial strip along Hampden Road 500m east, numerous medical facilities including Sir Charles Gairdner Hospital 750m north-east, Kings Park 950m east, and the Broadway Fair Shopping Centre 960m south-east.



CONTEXT PLAN

38 PORTLAND STREET NEDLANDS



SCALE 1:10,000 @ A4

2.3 PLANNING CONTEXT

The development site and all surrounding lots are located within a residential zone under the City's Local Planning Scheme No. 3 (LPS3), with a residential code of R60. Within close proximity to the site is a stretch of high density residential and mixed-use zones that follow Stirling Highway to the south and Hampden Road to the east, with R160, R-AC1 and R-AC3 codes. To the north-west there is a lowering of residential density ranging between R10-R20.

The property is not located within any structure/activity centre plan, local development plan, special control area, or precinct/design guideline area.

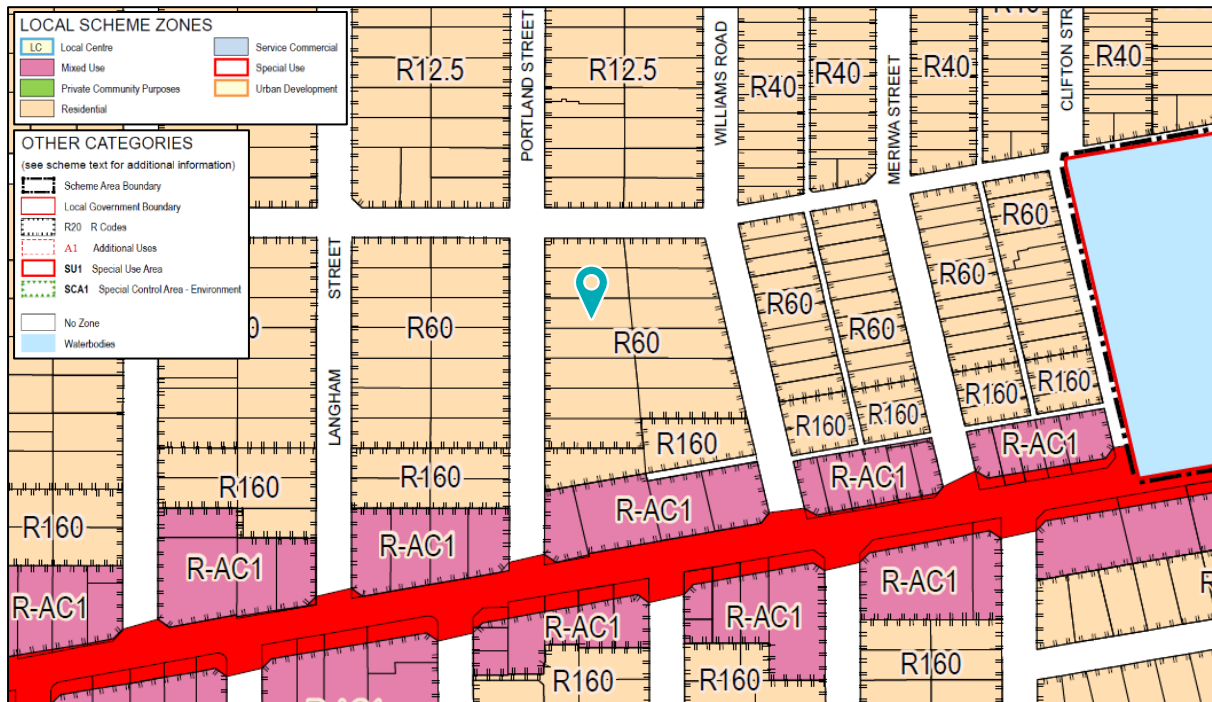


Figure 3 — Extract of the LPS3 Map

2.4 LOCAL CHARACTER

A review of development and character within the immediate locality of the development site has revealed the following key characteristics:

- Portland Street is entirely residential in character, consisting primarily of single storey detached single houses, with a multiple dwelling and grouped dwelling development located at 55 and 57 Stirling Highway respectively (both located on the corner of Portland Street and Stirling Highway in the mixed-use zone).
- A mix of traditional and modern building forms are observed. Attributes related to the California Bungalow, a popular style of housing in the Inter-war years (1920-1945) are also evident; generous verandahs, open gardens, gabled roof and balanced composition.
- The most common building materials are face and rendered brick, with terracotta tile roofing.
- Front gardens are large and often heavily vegetated, with a number of mature trees.

The existing streetscape character does not reflect the built form outcomes desired under the R60 code, turning this portion of Portland Street into an area of transition. Whilst references can be made to the existing streetscape, it provides little guidance to the future desired built form and scale of the area.

A development was recently approved on the adjacent property at 40 Portland Street, which included a two-storey multiple dwelling development (reflective of the R60 code). This development presents a similar bulk and scale to the development proposed, images of the approved development are provided below for reference.



South-west street perspective



North-west aerial perspective

3 THE PROPOSAL

The development application proposes construction of a two-storey residential development comprising 10 multiple dwellings with ground level car parking. The arrangement of the dwellings includes two two-storey dwellings present at the façade to Portland Street, with two ground floor dwellings and six upper floor dwellings behind. Some key points of the development include:

- The development design references architectural characteristics of the California Bungalow which is prominently featured throughout the locality. This includes a gabled roof design to the front and rear elevations, balanced composition, and a modern take on the verandah at the main entrance point to the development.
- The development achieves high levels of surveillance and interaction with the streetscape through large windows and habitable spaces fronting onto the street.
- Landscaping will be provided at both ground level and the upper floor, including the provision of trees to all boundaries and generous areas of landscaping within the street and rear setbacks.
- Generous landscaped communal open space has been provided at the front of the site, which can be utilised by residents and visitors alike, with seating and shade provided.
- Vehicular access is via a single 5m wide crossover from Portland Street, which narrows to 3.8m at the access gate, leading to the residential parking area where 6.2m aisle depth is achieved.
- All dwellings are provided with a car bay screened secured behind an automatic gate, and a visitor bay has been provided within a highly visible location forward of the gate to ensure convenient access and high legibility.

APARTMENT DESIGN SUMMARY

Dwelling	Floor area	Bedrooms	Outdoor living	Store
G.1	107.74m ²	Two	15.27m ²	4.03m ²
G.2	116.11m ²	Two	15.69m ²	4.07m ²
G.3	95.98m ²	Two	43.23m ²	4.06m ²
G.4	88.08m ²	Two	46.91m ²	4.01m ²
1.1	67.06m ²	Two	10.02m ²	4.00m ²
1.2	48.80m ²	One	8.56m ²	3.51m ²
1.3	47.12m ²	One	8.82m ²	3.43m ²
1.4	47.12m ²	One	8.82m ²	3.51m ²
1.5	81.64m ²	Two	10.18m ²	4.59m ²
1.6	85.57m ²	Two	10.18m ²	4.03m ²
Total	785.22m²	17	177.51m²	39.24m²

4 PLANNING FRAMEWORK

4.1 STRATEGIC PLANNING FRAMEWORK

Perth and Peel@3.5million is the overarching strategic planning framework for the Perth and Peel metropolitan regions. Perth and Peel@3.5million proposes five strategic themes for a liveable, prosperous, connected, sustainable and collaborative City. The framework aspires to a city that provides:

...a network of connected activity centres which deliver employment, entertainment and high-density lifestyle choices’.

The framework further identifies that additional 800,000 dwellings will be required to the year over the 35 years to 2050. This consists of 4,320 additional dwellings, or 9,500 residents within the City of Nedlands. The proposed development seeks to consolidate density into the Nedlands area, to help enable the City to meet its strategic dwelling targets set by the State government.

4.2 STATUTORY PLANNING FRAMEWORK

The statutory planning framework applicable to the development is outlined in the table below.

Key statutory planning framework documents	
1.	City of Nedlands Local Planning Scheme No.3 ('LPS3')
2.	State Planning Policy 7.0 – Design of the Built Environment ('SPP7.0')
3.	State Planning Policy 7.3 – Residential Design Codes (Volume 2) ('R-Codes')
4.	State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4')
5.	Draft Local Planning Policy – Hollywood Central Transition Zone ('HCTZP')
6.	Planning and Development (Local Planning Schemes) Regulations 2015 ('deemed provisions')

An assessment of the development against each of these documents is provided within the Planning Assessment and Justification section of the report.

5 DESIGN REVIEW PANEL

The proposal was referred to the City's Design Review Panel (DRP) on 12 July 2021. A full list of the comments provided in the DRP meeting minutes is included below, alongside the design responses provided to address the comments.

DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES	
<p>Principle 1 – Context and character</p> <p><u>1a. Comments</u></p> <ul style="list-style-type: none"> Front elevations considered a positive response. Presentation to street considered appropriate. <p><u>1b. Recommendations</u></p> <ul style="list-style-type: none"> Include permeable fencing to demarcate the communal open space. 	<p>3</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <p>A low masonry wall has been provided to achieve a clearer demarcation of the public and private spaces.</p>
<p>Principle 2 – Landscape quality</p> <p><u>2a. Comments</u></p> <ul style="list-style-type: none"> Good volume of landscaping. Medium quality of landscaping. Located within setback areas – front and rear. Landscaping is generally inaccessible. 	<p>2</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <p>The landscaping within the car parking area has been increased and consolidated, whilst the communal open space has been provided with a garden area featuring more intensive vegetation. A low masonry wall has been included between the visitor car parking bay and street to reliably screen visual impact, and there will be trees</p>

DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES

<ul style="list-style-type: none"> Landscaping considered to be fragmented. <p><u>2b. Recommendations</u></p> <ul style="list-style-type: none"> Combine landscaping areas where possible. Increase access to landscaped areas within the development for residents. Increase landscaping of car parking areas. Increase landscaping in front of visitor bay. 	1	<p>either side to soften the appearance (in the verge and courtyard of unit G1).</p>
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Principle 3 – Built form and scale

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.

<p><u>3a. Comments</u></p> <ul style="list-style-type: none"> Lack of articulation. Poor outcome addressing side elevations. <p><u>3b. Recommendations</u></p> <ul style="list-style-type: none"> Increase articulation addressing side (north and south) boundaries and rear elevation. 	3	<p>Improvements have been made to the side elevations with additional design features provided, and a more balanced spread of articulation across the elevation to break up large expanses of wall.</p>
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Principle 4 – Functionality and build quality

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.

<p><u>4a. Comments</u></p> <ul style="list-style-type: none"> Internalised central corridor. Highlight windows to habitable rooms. Access achieved through parking area. Full height screening to balconies. Strange/suspicious storerooms. <p><u>4b. Recommendations</u></p> <ul style="list-style-type: none"> Decrease full height screening and use of highlight windows. Include storerooms in plot ratio where they can be used as bedrooms. 	1	<p>Skylights have been provided to the internal corridor, providing a source of natural light. Where practical full height windows have been provided to improve daylight access, with obscured panels below 1.6m as required to ensure visual privacy. The internal stairway has been relocated closer to the front access gate to avoid residents and visitors, avoiding the need to walk through the car park area to access the upper level. Oversized storerooms have been removed from the plans with adjustments to the internal layout to suit.</p>
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Principle 5 – Sustainability

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

<p><u>5a. Comments</u></p> <ul style="list-style-type: none"> Unshaded windows. Poor crossflow. <p><u>5b. Recommendations</u></p> <ul style="list-style-type: none"> Engage an ESD consultant to improve building performance. 	1	<p>The revised internal layout has resulted in improved solar and ventilation outcomes for the development, in addition to larger windows being incorporated into the side elevations to maximise daylight access. Solar panels will be provided for the development (accommodated on the roof space) and landscaping has been designed to minimise water consumption through plant selection and appropriate soil preparation and mulching.</p>
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Principle 6 – Amenity

Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

<p><u>6a. Comments</u></p> <ul style="list-style-type: none"> Low internal amenity. Communal open space relatively inaccessible to residents. Insufficient visitor parking. <p><u>6b. Recommendations</u></p> <ul style="list-style-type: none"> A part three storey design may be a suitable design outcome, provided this is setback from the primary street. Reduction in yield will also allow amenity to be improved. Plot ratio excess may be considered if a higher level of amenity is provided. 	1	<p>The pedestrian legibility and access has been considerably improved with the widened access way and relocated stairway to the upper floor. Landscaping at the ground level has been improved within the parking area and the communal open space has also been refined.</p> <p>The proposed plot ratio, height, and setbacks closely align with both the planning framework and existing development within the immediate locality, and therefore are not considered to require any significant modification. All internal room and outdoor living areas comply with the acceptable development requirements of the R-Codes indicating that a suitable level of amenity has been achieved.</p>
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DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES

<ul style="list-style-type: none"> • Provide an additional 2 visitor bays. 		
<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>		
<p><u>7a. Comments</u></p> <ul style="list-style-type: none"> • Front units should address primary street. • No clear public entry. 	1	Pedestrian access has been improved with a consistent 1.5m width pathway now provided. The stairway has also been relocated closer to the front of the site with the stairs forward of unit G2 to ensure clear legibility and improve amenity by avoiding the need for residents/visitors having to walk through the car parking area to access the upper floor.
<p><u>7b. Recommendations</u></p> <ul style="list-style-type: none"> • Redesign pedestrian interface. 		
<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>		
<p><u>8a. Comments</u></p> <ul style="list-style-type: none"> • Considered poor safety outcome. 	2	All private space is located behind a secured gate, separate pedestrian and vehicle gates have been provided, and pedestrian access will be distinguished and prioritised through distinguished finishes.
<p><u>8b. Recommendations</u></p> <ul style="list-style-type: none"> • See Recommendations of Principle 7. 		
<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>		
<p><u>9a. Comments</u></p> <ul style="list-style-type: none"> • Communal outdoor living area addressing the primary street is considered positive streetscape interface. 	2	Communal open space has been revised to include the following:
<p><u>9b. Recommendations</u></p> <ul style="list-style-type: none"> • Provide communal facilities (shade, BBQ, seating). • Appropriate fencing/screening of communal outdoor living area from the street should be considered. 		<ul style="list-style-type: none"> • Low level wall to separate private/public areas without impacting surveillance and interaction. • Bench space for residents/visitors. • Garden strip adjacent unit G2 to provide improved privacy and separation whilst increasing vegetation intensity.
<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>		
<p><u>10a. Comments</u></p> <ul style="list-style-type: none"> • Front considered a good response. • Rear elevation relies upon paint. 	2	Improvements have been made to the side elevations with additional design features provided, and a more balanced spread of articulation across the elevation to break up large expanses of wall.
<p><u>10b. Recommendations</u></p> <ul style="list-style-type: none"> • Greater articulation of side setbacks needed. • Greater materiality should be considered. 		

6 PLANNING ASSESSMENT AND JUSTIFICATION

An assessment of the proposed development's performance against the various relevant provisions of the planning framework is detailed in this section of the report. This report provides evidence to support development approval by demonstrating how the proposal satisfies these relevant development standards, design guidance, and objectives, and why it is capable of planning approval.

6.1 CITY OF NEDLAND LOCAL PLANNING SCHEME NO.3

The proposed development is located within a Residential Zone under LPS3, objectives of the zone are as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*
- *To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height, street alignment and setbacks.*

The proposal will meet the objectives of the residential zone by providing a range housing with layouts and designs not typically available in the locality, increasing choice, and developing at an appropriate density for the location to assist the City in meeting its housing objectives.

The design of the dwelling is respectful to the existing character of the area, referencing a number of the prominent elements within the streetscape. Whilst the development will present a larger built form, the height of development has been limited to two storeys to maintain compatibility with the streetscape whilst also assisting towards a higher density transition towards Stirling Highway.

No specific development requirements applicable to the proposal were identified within LPS3. Accordingly the development will be primarily considered against the state planning framework outlined below.

6.2 STATE PLANNING POLICIES

6.2.1 State Planning Policy 7.0 – Design of the Built Environment

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State. This is achieved through ten design principles which establish a definition of 'good design' that can inform the design, review, and decision-making processes for built environment proposals. An assessment of the proposed development against these principles is provided below.

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

1. **Context and character** – *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

Satisfied – The local area is in transition. Greater density of development is now permissible following changes made after the introduction of SPP 7.3 Vol. 2 and the City's LPS No. 3. The surrounding land is all zoned at a R60 higher density stepping down from R-AC1 land along Stirling Highway. The recent increase in residential density has also prompted advertisement of a local planning policy to assist in guiding future built form in the area, however the policy is not expected to be adopted in its current form or prior to determination of the application.

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

The existing and future desired streetscape character is summarised in this report (2.4 and 6.3.1) and currently includes primarily single storey detached dwellings, with generous street setbacks both within the site and the adjacent verge space. It is not viable to maintain development at the currently existing bulk and scale of the streetscape whilst also meeting required housing objectives, however through limiting height and referencing prominent elements from the existing streetscape, larger scale developments can be introduced whilst remaining respectful and not overpowering existing development.

The development design references architectural characteristics of the California Bungalow which is prominently featured throughout the locality. This includes a gabled roof design to the front and rear elevations, balanced composition, and a modern take on the verandah at the main entrance point to the development.

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

Satisfied – Landscaping has been provided throughout the site, however focused in key areas to maximise its impact and benefit to the future residents and streetscape. Trees have been provided to all lot boundaries, however in particular substantial planting is proposed within the street setback area and rear setback area where greater deep soil zones can be achieved to allow growth of larger trees with increased canopy cover. Of the two existing street trees one will be retained, however the second tree will require replacement due to its location and the required crossover location. The replacement tree will match the species of the existing street tree being retained for streetscape consistency. The proposed landscaping of the site will include a greater number of trees than predevelopment and is expected to offer greater canopy cover at maturity.

3. **Built Form and scale** – *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.*

Satisfied – The scale of development has been designed to accommodate the intended density associated with the R60 code to assist the City in meeting its housing targets, however has been restricted to two storey as opposed to three storey in order to not dominate the existing streetscape which is still in the early stages of transition. The built form will closely align with the recently approved multiple dwelling on the adjacent site at 40 Portland Street, to further facilitate the transition to higher density and reinforce consistency in scale until a greater proportion of developments on Portland Street are redeveloped.

4. **Functionality and built quality** – *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.*

Satisfied – The layout of the development provides for an efficient and functional design, maximising usable space, and ensuring placement of key features do not result in conflict between users of the development. The structures on site will comprise of durable materials and finishes to ensure longevity and minimal maintenance, and the internal layouts of the dwellings have been designed to allow flexibility in the use and arrangement of the open living areas, as well as bedrooms which can function as studies where required.

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

Satisfied – The design maximises northern exposure and multiple aspect where possible enable passive heating and cooling throughout the development. Diagrams have been provided demonstrating solar access and natural ventilation through each of the units, reducing the need for artificial heating and cooling provides better environmental and economic outcomes. Solar panels have also been incorporated into the roof space to provide clean energy for the development.

6. **Amenity** – *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

Satisfied – The development has been designed to minimise conflict between dwellings by ensuring the outlook is directed outwards and away from neighbouring apartments. The orientation and layout of the buildings allows for the majority of developments to have views towards the street or rear boundaries

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

where the most substantive landscaping and building separation can be achieved. Overshadowing both within and beyond the development site has been carefully considered to ensure all dwellings receive adequate sunlight, and the number of affected dwelling on the southern adjoining site is minimised. A high level of interaction and passive surveillance with the streetscape has also been achieved through active and habitable spaces built into the façade of the development.

7. **Legibility** – *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

Satisfied – Access is clearly defined both from the street into the development, and within the development to the dwellings, communal open space, and parking area, through clear legible access points and simple and efficient access routes. Provision has been given to both vehicular and pedestrian movement, minimising conflict and enhancing safety, and a clear distinction is achieved between public and private spaces through both built form and finishes provided.

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

Satisfied – Passive surveillance to the street is achieved at both the ground and upper floor levels to the street. Space beyond the street setback is secured behind an access gate to prevent unwanted intruders and result in spaces for concealment or entrapment. All communal spaces are to be lit to ensure safe and legible access during the night.

9. **Community** – *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.*

Satisfied – The dwellings provided in this development are similar in nature, however are significantly different from the typical housing stock in the immediate locality, creating a range of dwelling types, size, and configuration otherwise not readily available, increasing household diversity. The design of the development incorporating a single pedestrian and vehicular access route through the site and a communal open space promotes and facilitates social interaction between residents within the development.

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

Satisfied – Consideration has been given to the achieving a thoughtful mix of aesthetics from both the existing streetscape and the future desired built form. Elements of the existing streetscape character have been incorporated into the design in addition to articulation to through variation in setbacks, finishes and colours, complimented by landscaping throughout. The development will undergo the Design Review Panel following lodgement if possible, where the aesthetics will be further refined to ensure the development presents as attractive and inviting as possible.

6.2.2 State Planning Policy 7.3 – Residential Design Codes (Volume 2)

The proposed development is subject to the R-Codes, which is the primary planning control document for multiple dwelling and mixed-use development in Western Australia coded R40 and above. Each design element includes the following sections to inform assessment of applications for development approval:

- A statement of intent for each element that explains the intended outcome and why it is important;
- Element objectives that define the intended outcome for the element;
- Acceptable outcomes that are specific measures and outcomes to assist in meeting the element objectives;
- Guidance including matters to be considered and design responses that can achieve the objectives:
 - in Part 2 the Planning Guidance is for local governments in preparing modifications to the Primary Controls through the local planning framework to respond to local character and contexts;
 - in Parts 3 and 4 the Design Guidance is for designers and development assessors.

In accordance with this planning framework, a design should demonstrate that it meets the Statement of Intent and Element Objectives of each design element, this includes satisfying the objectives and content of State Planning Policy 7.0. These planning applications are assessed in context of their entire development design and present a flexible approach to consider development proposals. An assessment has been carried out against the relevant element objectives of SPP7.3, summarised in the table below, followed by the detailed assessment.

SUMMARY OF SPP7.3 VOLUME 2 ELEMENT OBJECTIVE ASSESSMENT

PART 2 PRIMARY CONTROLS			PART 4 DESIGNING THE BUILDING		
2.2	Building height	☑	4.1	Solar and daylight access	☑
2.3	Street setbacks	☑	4.2	Natural ventilation	☑
2.4	Side and rear setbacks	☑	4.3	Size and layout of dwellings	☑
2.5	Plot ratio	☑	4.4	Private open space and balconies	☑
2.6	Building depth	☑	4.5	Circulation and common spaces	☑
2.7	Building separation	☑	4.6	Storage	☑
PART 3 SITING THE DEVELOPMENT			4.7	Managing the impact of noise	☑
3.2	Orientation	☑	4.8	Dwelling mix	☑
3.3	Tree canopy and deep soil areas	☑	4.9	Universal design	☑
3.4	Communal open space	☑	4.10	Façade design	☑
3.5	Visual privacy	☑	4.11	Roof design	☑
3.6	Public domain interface	☑	4.12	Landscape design	☑
3.7	Pedestrian access and entries	☑	4.13	Adaptive reuse	N/A
3.8	Vehicle access	☑	4.14	Mixed use	N/A
3.9	Car and bicycle parking	☑	4.15	Energy efficiency	☑
			4.16	Water management and conservation	☑
			4.17	Waste management	☑
			4.18	Utilities	☑

6.2.2.1 Part 2 Primary Controls

Part 2 provides the primary controls that relate to R-Codings and also includes guidance and discussion for local governments seeking to vary the primary controls of this policy to suit local context through their local planning frameworks.

2.2 BUILDING HEIGHT ELEMENT OBJECTIVES

- 0 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.*

The current predominant building height of development within the street is single storey, and the potential building height within the R-60 code is three storeys. Accordingly, the proposed height of two storeys strikes a respectful balance between the existing and future streetscape character, maintaining a respectful height whilst also encouraging larger built form towards the full potential of the R60 code.

- 0 2.2.2** *The height of buildings within a development responds to changes in topography.*

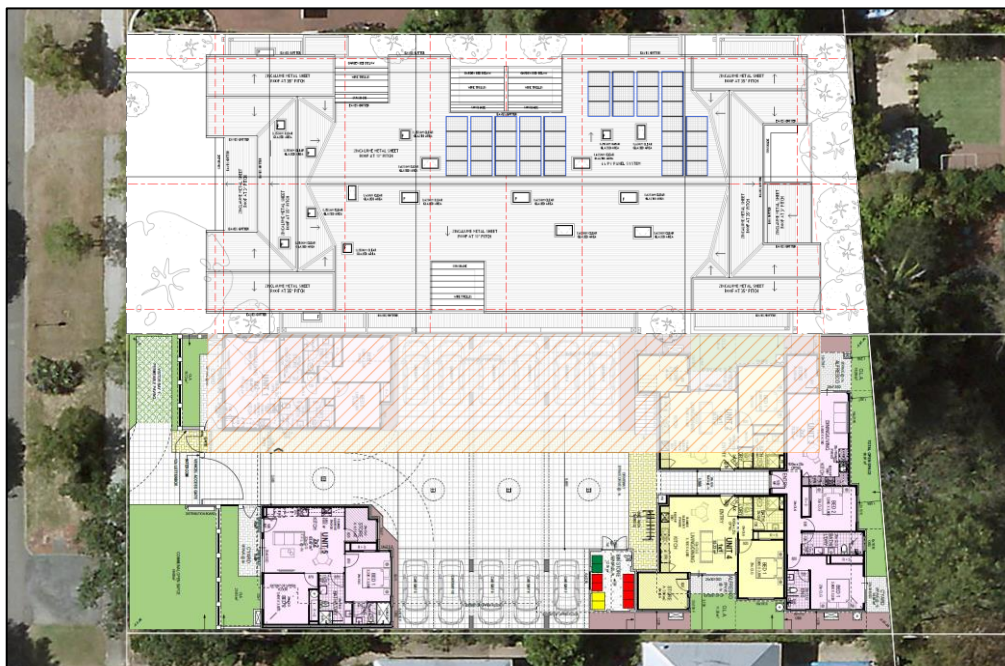
The proposed ground floor level of 19.20 represents a balance of cut and fill, achieving an average level across the slope of the site. The level differences between opposite sides of the site are less than 1.0m, which is not considered sufficient to warrant a stepped design. Where possible a single level is preferred as this results in improved accessibility.

- 0 2.2.3** *Development incorporates articulated roof design and/or roof top communal open space where appropriate.*

The roof design proposed is both respectful to the character of the street, whilst also minimising potential impact to adjacent properties. The gabled façade design references architecture of the Californian Bungalow which is prominently featured throughout the locality, whilst allowing for lower wall heights to the side lot boundaries which are more susceptible to impact due to reduced setbacks (as compared with the street and rear setbacks).

- 0 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 greatest risk is in terms of impacts to solar access is to the southern adjoining site (recently approved for construction of 11 multiple dwellings). An overlay is provided below to demonstrate the areas which will be impacted by overshadowing.



Midday overshadowing to approved development at 40 Portland Street

2.2 BUILDING HEIGHT ELEMENT OBJECTIVES

The fall of the shadow will be such that it will have no impact on any openings or habitable spaces on the upper floor of 40 Portland Street, and will primarily overshadow the boundary wall of the front unit and car parking area. Of all 11 adjacent dwellings, only one will receive any significant impact to solar access (unit 2) which is a relatively good outcome overall, and certainly within the tolerance of what can be expected and accepted in a R60 coded area where three storey development is permitted.

2.3 STREET SETBACK ELEMENT OBJECTIVES

0 2.3.1 *The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.*

The proposed street setback of 6m strikes a balance between the predominant existing (9m) and future proposed landscape character of the street outlined in the R-Codes (4m), and closely aligns with the adjacent recently approved multiple dwelling development (6.2m).

0 2.3.2 *The street setback provides a clear transition between the public and private realm.*

Through built form elements including the street fencing and entry gates, there is a clear transition between the private and public realms on site.

0 2.3.3 *The street setback assists in achieving visual privacy to apartments from the street.*

The street fencing provides visual privacy to the ground floor courtyards of units G1 and G2, whilst the upper floor habitable rooms fronting the street are afforded privacy through their level separation from the street. The desired level of privacy from these spaces can easily be modified to suite through window furnishings.

0 2.3.4 *The setback of the development enables passive surveillance and outlook to the street.*

The proposed 6m setback is considered ideal to provide a high level of surveillance between the development and the street without unduly impinging on the privacy of the future residents.

2.4 SIDE AND REAR SETBACKS ELEMENT OBJECTIVES

0 2.4.1 *Building boundary setbacks provide for adequate separation between neighbouring properties.*

The subject site is in a unique position, being the only location currently on Portland Street which is likely to have multiple dwelling developments to both of its side boundaries. The property at 40 Portland Street was recently approved, and we are aware of a recently lodged development at 36 Portland Street also for a multiple dwelling development. Whilst we do not currently have access for the plans at 36 Portland Street, the design of 40 Portland Street has been considered in the design of the proposed development.

The proposed side setbacks include boundary walls at the ground level balanced out by the car parking area which presents no walls in the centre of the development. A consistent setback of 1.5m is provided at the upper level, which closely aligns with that approved at 40 Portland Street. This is half of the stipulated minimum setback stipulated for development 3-4 storeys high, with a 2.0m requirement for two-storey development (R-Codes table 2.1). Given the proposal is limited to two storeys a reduced setback is considered appropriate.

In the context of two-storey development, upper floor setbacks of 1.5m or less are common and generally accepted for single and grouped dwelling developments, which is the predominant dwelling type within the streetscape. As the development to the south at 40 Portland offers similar setbacks a 3m separation is achieved, which is sufficient to allow for daylight penetration and ventilation between properties. We anticipate that the northern adjoining development will also present similar setbacks and allow for the same level of separation.

A setback of 3m is provided to the rear boundary to provide a larger open area capable of accommodating landscaping more than sufficient to ensure daylight and ventilation to rear facing dwellings within a two-storey development.

2.4 SIDE AND REAR SETBACKS ELEMENT OBJECTIVES

0 2.4.2 *Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.*

The proposed development matches the adjacent approved multiple dwelling development at 40 Portland Street by providing boundary walls at the street frontage with similar (1.8m) setbacks to the upper floor. Given the large lot sizes and low density of majority of existing development, boundary walls have not historically been a necessity for development within the street and is therefore not currently a predominant characteristic.

The need for efficient development design to accommodate the intended dwelling density will result in boundary walls at ground level becoming a predominant characteristic of the emerging streetscape as it transitions towards the R60 density. It is expected that development proposed at three storeys will provide greater setbacks to mitigate the additional associated impacts, however as previously existing controls permitted two storey development with setbacks around 1.5m, it is considered appropriate to continue this trend with new development where building heights are maintained to this level.

0 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.*

Trees have been achieved to all lot boundaries, with significant deep soil zones achieved in the street and rear setback areas. The overall tree canopy at maturity is expected to exceed that of the site pre-development.

0 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.*

As noted above the site is in a unique position, with multiple dwelling developments proposed to both sides which will match the intensity and land use of the subject development. The development provides similar setbacks to that of 40 Portland Street, and matches these setbacks to its northern boundary with 36 Portland Street. This approach will provide uniformity for new development in the street and assist in creating a consistent emerging streetscape character. A greater 3m setback has been included to the rear boundary to provide improved separation to the existing detached dwelling (we are not aware of any proposal for redevelopment of the rear site).

2.5 PLOT RATIO ELEMENT OBJECTIVES

0 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 0.8 (791m²) is provided as a baseline for what would be the expected overall bulk and scale of development within an R60 residential area. The plot ratio of the proposed development is 0.87 (861m²) representing only a 8.8% increase to this value. This is generally consistent with the scale and bulk planned for the area and therefore considered appropriate.

2.6 BUILDING DEPTH ELEMENT OBJECTIVES

0 2.6.1 *Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.*

The development includes three single aspect apartments (1.1, 1.3, and 1.4) with an associated building depth of 17m. Apartments 1.3 and 1.4 achieve optimum sunlight access as shown in the daylight access diagram, however apartment 1.1 achieves only low levels of sunlight due to its southern orientation. It will still however achieve some direct sunlight through the open roofed outdoor living area into the adjacent primary living space, and this will be in addition to the natural daylight it will receive. Overall considered a good outcome as 90% of dwellings will achieve high levels of direct solar access, and all dwellings will achieve some level of direct solar access.

2.6 BUILDING DEPTH ELEMENT OBJECTIVES

0 2.6.2 *Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.*

Not required as the building depth does not exceed 20m where single aspect apartments are proposed (upper floor).

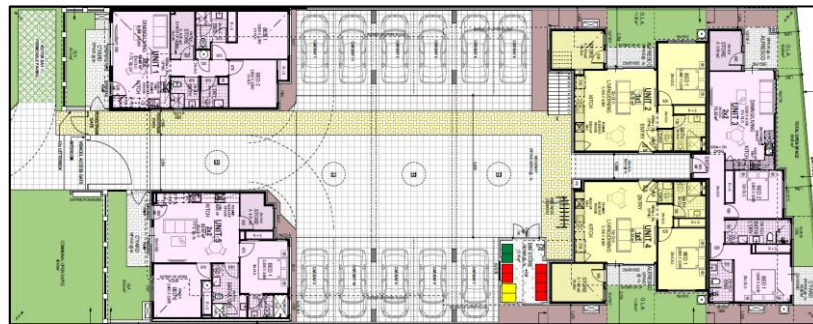
0 2.6.3 *Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.*

Refer to 'Element 4.3 – Size and layout of dwellings' for comments on room depth, areas, and ceiling heights.

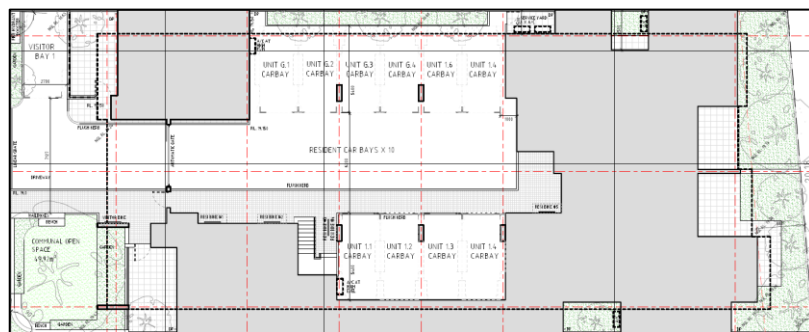
2.7 BUILDING SEPARATION ELEMENT OBJECTIVES

0 2.7.1 *New development supports the desired future streetscape character with spaces between buildings.*

The proposed development aligns closely with the spacing of the future desired streetscape for the area, increasing development density to align with the R60 code through boundary walls at ground level to maximise active frontage and a single driveway down the centre of the lot.



Approved ground floor (40 Portland)



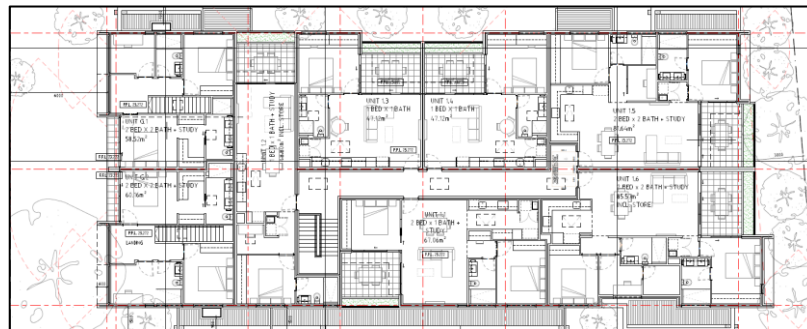
Proposed ground floor (38 Portland)

Similarly the upper floor has also been designed to align with the recently approved development adjacent to the subject site at 40 Portland, providing a minimum 1.5m setback and achieving articulation through building depth through the outdoor living, vertical articulation between upper and ground floors setbacks and materials, and a variety of opening sizes.

2.7 BUILDING SEPARATION ELEMENT OBJECTIVES



Approved upper floor (40 Portland)



Proposed upper floor (38 Portland)

Whilst it is acknowledged that the R60 code allows for three storey development, the first developments in this area of transition have been designed with a two-storey building height and side setbacks typical to that of single and grouped dwelling development. This is considered to align more closely with and be more respectful to existing development in the street than a three-storey development with greater setbacks. As the street continues to transition and more developments are constructed at the R60 density, taller three storey developments will become suitable as they will be able to blend into the streetscape rather than standing out as an anomaly.

0 2.7.2 *Building separation is in proportion to building height.*

The building separation of 3.0m and 3.5m outlined in Table 2.1 relates to development of up to 4 storeys high. The proposed development being two storeys proposes a proportionally lesser setback, which aligns with the similarly sized adjacent approved development at 40 Portland, as well as typical single house and grouped dwelling side setbacks within the locality.

0 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.*

The setbacks proposed are typical within the existing streetscape, and generally suitable to accommodate a reasonable level of acoustic privacy and natural ventilation. Where visual privacy setbacks have not been achieved screening has been provided, and access to sunlight and daylight is maintained through the use of obscured glazing as opposed to high light windows.

0 2.7.4 *Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.*

The development provides for a considerable 48m² communal open space, and trees to all lot boundaries, with a significant deep soil zone at the rear of the site. The proposal exceeds communal open space, deep soil, and tree planting acceptable development requirements.

6.2.2.2 Part 3 Siting the development

Siting the development provides guidance on the design and configuration of apartment development at a site scale.

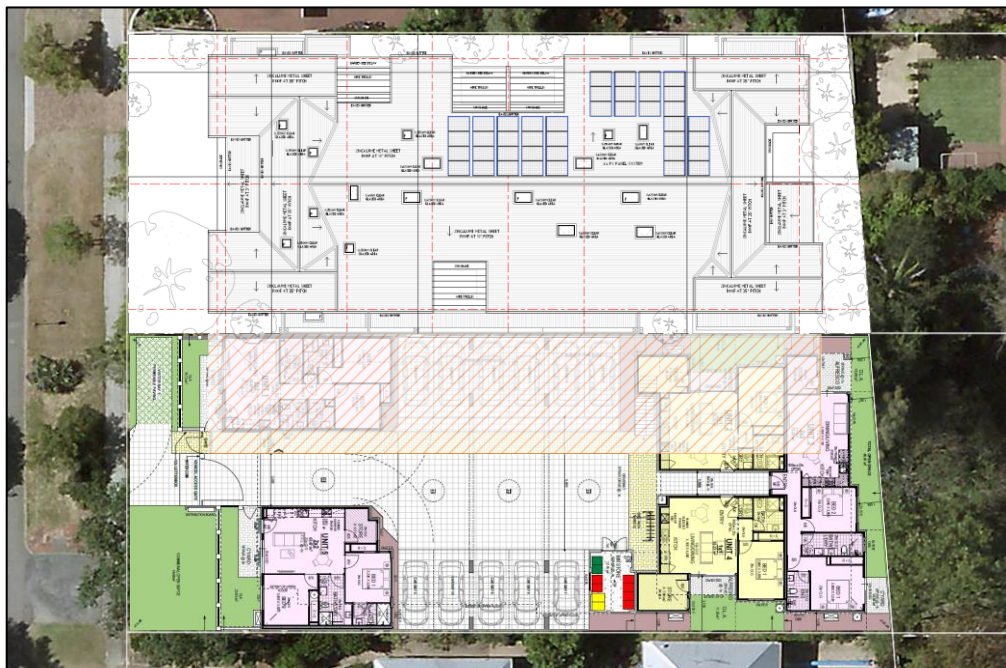
3.2 ORIENTATION ELEMENT OBJECTIVES

- 0 3.2.1** *Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.*

All dwellings with frontage to Portland Street have been oriented to address Portland Street as their primary frontage, with outdoor and internal living areas at the ground level, and bedrooms, studies and stairway landings overlooking the street (including a Juliet balcony to the bedroom). All other dwellings have been designed to achieve a high level of northern and/or eastern direct solar access to outdoor living areas and adjacent primary living spaces.

- 0 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 fall of the shadow will be such that it will have no impact on any openings or habitable spaces on the upper floor of 40 Portland Street, and will primarily overshadow the boundary wall of the front unit and car parking area. Of all 11 adjacent dwellings, only one will receive any significant impact to solar access (unit 2) which is a relatively good outcome overall, and certainly within the tolerance of what can be expected and accepted in a R60 coded area where three storey development is permitted. It is also noted that this is a worst-case scenario, with all other times of the year presenting less overshadowing.



Midday overshadowing to approved development at 40 Portland Street

3.3 TREE CANOPY AND DEEP SOIL AREAS ELEMENT OBJECTIVES

- 0 3.3.1** *Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.*

Due to the considerable change in development density and built form permitted in the transition area, it was not practical to retain any of the trees on site without compromising an efficient built form or risking tree failure. In addition, the trees existing on the lot are not of any notable significance which would be sufficient to warrant the entire development being designed around their retention.

3.3 TREE CANOPY AND DEEP SOIL AREAS ELEMENT OBJECTIVES

The proposal to replace these trees with new trees of appropriate species in suitable locations to maximise their potential canopy growth and survival following construction. Whilst there will be an immediate reduction in canopy cover, the proposal has been designed as such that after a few years of growth the proposed trees will match and eventually exceed that currently achieved on site despite the notable difference in desired built form for the area.

- 0 3.3.2** *Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.*

As noted above, the proposed tree plantings and layout will achieve improved long term canopy cover from that currently existing and maximise likelihood of tree survival, which can be a difficult issue to manage when tree retention is proposed. The total number of trees on site will be greater than that currently existing pre-development.

- 0 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.*

The development includes 13.5% deep soil area site cover, a significant improvement from the 10% acceptable development requirement. A large proportion of the deep soil is contained within the street setback area and rear setback where wide dimensions meeting or exceeding those outlined in the acceptable development requirements are achieved, which will ensure the trees will have sufficient space to sustain healthy growth.

3.4 COMMUNAL OPEN SPACE ELEMENT OBJECTIVES

- 0 3.4.1** *Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.*

The proposed communal open space within the street setback area includes provision of a large tree complimented by soft ground cover and shrubs, which will greatly enhance amenity of the streetscape and soften the appearance of built form. Outlook from the front dwellings will be considerably improved and the tree will also provide shade for the communal open space and adjacent footpath.

- 0 3.4.2** *Communal open space is safe, universally accessible and provides a high level of amenity for residents.*

The communal open space is located within an open area adjacent to the entrance to the dwelling, with considerable passive surveillance achieved from the development and active surveillance from the street. The space is flat and adjacent to both vehicular and pedestrian access routes between the development and the street, resulting in a universally accessible space in a safe environment, which encompasses considerable landscaping.

- 0 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*

As the communal open space is located between the development and the street it acts as a buffer which will minimise impacts from the street, which is considered a far greater source of impact than that of an informal landscaped seating area. The impact of the communal open space is minimal as it has been designed for passive use as opposed to active use and does not include facilities (e.g. cooking) which may entail it being occupied for long period of time.

3.5 VISUAL PRIVACY ELEMENT OBJECTIVES

- 0 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.*

In order to achieve the future envisioned development density whilst providing a respectful built form to the existing streetscape the side setbacks do not allow for unscreened major openings without compromising visual privacy between properties. To address this whilst maintaining a

3.5 VISUAL PRIVACY ELEMENT OBJECTIVES

sense of openness and not unduly impacting on solar access full sized windows have been proposed with obscure glazing below 1.6m, and outdoor living areas of the central apartments have not been roofed (still include eaves for some shading).

3.6 PUBLIC DOMAIN INTERFACE ELEMENT OBJECTIVES

0 3.6.1 *The transition between the private and public domain enhances the privacy and safety of residents.*

A clear separation has been achieved between the private and public domains through the central common entrance point secured by access gates. Outdoor living areas adjacent to the street are provided with street fencing to distinguish the two separate spaces whilst still allowing visual permeability for street surveillance.

0 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 streetscape amenity is maintained through minimisation of vehicle crossings and width, and provision of a significant communal open space which will accommodate a large tree and provide shade to users of the footpath and communal open space alike.

3.7 PEDESTRIAN ACCESS AND ENTRIES ELEMENT OBJECTIVES

0 3.7.1 *Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.*

The entry to the development is clearly visible and directly connects the street with the parking and pedestrian access points with a universally accessible gradient. The communal spaces will be lit to ensure safety for residents and legibility at night.

0 3.7.2 *Entries to the development connect to and address the public domain with an attractive street presence.*

The pedestrian access distinct from, but adjacent to the vehicular access to create a single and highly legible entrance point from the street. The entry is located within a highly landscaped street setback area which will compliment and highlight the entrance whilst also providing shade and a space to wait when meeting with residents or visitors.

3.8 VEHICLE ACCESS ELEMENT OBJECTIVES

0 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.*

The vehicle access point is adjacent to but clearly separate from the pedestrian access, with separate access gates. Sightlines have been kept clear within 1.5m of where the driveway meets the street.

0 3.8.2 *Vehicle access points are designed and located to reduce visual impact on the streetscape.*

A single vehicular crossover is provided with minimal width to reduce potential conflict with users of the footpath and minimise its visual presence. Further into the property it widens to allow two-way access and vehicles to pass one another.

3.9 CAR AND BICYCLE PARKING ELEMENT OBJECTIVES

0 3.9.1 *Parking and facilities are provided for cyclists and other modes of transport.*

The development site is within 'Location A' due to its proximity to high frequency bus routes along Stirling Highway. The proposed parking requirements compared with the requirements of Table 3.9 of the R-Codes is outlined below.

Parking	Required	Proposed
Residential car	9.25 (10)	10
Visitor car	2.5 (3)	1
Residential bike	5	5
Visitor bike	1	2
Motorcycle/scooter	0	0

Visitor car bays proposed are less than that outlined in table 3.9, however are considered sufficient for the proposed development for the following reasons:

- Residents have been provided with sufficient vehicle parking.
- Bike bays have been provided in accordance with the required number, along with stores also providing additional storage space to accommodate resident bicycles.
- The site is within close proximity to a high frequency bus route, providing excellent public transport access for both residents and visitors, reducing reliance on car parking.
- The site width and single crossover proposed allows for 2-3 on-street parking bays adjacent to the site.
- There is considerable space for on-street parking both within Portland Street and adjacent residential streets to accommodate what is typically a sporadic demand for visitor parking where more than one bay is required.

0 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.*

The site is located 160m by a direct footpath connection with Stirling Highway, which contains high frequency bus routes to a range of locations. Stirling Highway contains a town centre which is currently in transition and is expected to provide considerable employment opportunities in addition to those offered by the numerous commercial premises already existing. As demonstrated in the context plan, there are cycle routes albeit somewhat fragmented, which connect with other routes in the general area.

0 3.9.3 *Car parking is designed to be safe and accessible.*

All residential car parking is secured behind an access gate, within a lit communal area. The visitor parking is accessible from the street, however, is located within a highly visible location to ensure maximum passive and active surveillance to deter any anti-social behaviour or crime.

0 3.9.4 *The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.*

The car parking area has been located centrally on site at ground level, which typically represents the space on site with the least impact to amenity, and least access to light and ventilation. The parking area will not be visible from the street and allows for large open areas of deep soil within the front and rear setback areas.

6.2.2.3 Part 4 Designing the building

Designing the building provides Element Objectives, Acceptable Outcomes and Design Guidance for building form, layout, functionality, landscape design, environmental performance and residential amenity.

4.1 SOLAR AND DAYLIGHT ACCESS ELEMENT OBJECTIVES

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.*

As outlined in the development plans, three of the dwellings are optimally oriented to sunlight access, six dwellings will receive at least two hours sunlight access, and a single south facing dwelling will receive less than two hours sunlight access. Notwithstanding, this dwelling will still achieve morning direct sunlight to the outdoor living and primary living space through the open roofed outdoor living area. As 90% of the dwellings will achieve at least two hours of direct sunlight the development is considered to be optimised to maximise the number of dwellings receiving winter sunlight.

O 4.1.2 *Windows are designed and positioned to optimise daylight access for habitable rooms.*

The proposal includes very few highlight windows, with majority of openings being considerable in size to maximise daylight access. Where privacy requirements prevent clear glazing obscure glazing has been included to still allow for substantial daylight without impacting on visual privacy.

Where possible windows have been provided adjacent to outdoor living areas and away from lot boundaries to achieve greater and bounding separation maximise daylight access. A number of skylights have also been incorporated into the development to further improve daylight access to the apartments.

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.

Providing shading devices to the large windows on the facade of the development would considerably impact on the character and interaction of the development to the streetscape. The impact of western sun will be mitigated through a combination of eave overhang, shade trees within the street setback area, and glazing which can reduce heat transmission through to the dwelling (whilst still maintaining visual permeability).

4.2 NATURAL VENTILATION ELEMENT OBJECTIVES

O 4.2.1 *Development maximises the number of apartments with natural ventilation.*

All developments are able to achieve a level of natural ventilation through a number of openable windows on multiple aspects (with exception of single aspect apartments 1.1, 1.3, and 1.4 addressed under O 4.2.3 below). Ventilation diagrams have been prepared and are included within the development plan set.

O 4.2.2 *Individual dwellings are designed to optimise natural ventilation of habitable rooms.*

All habitable rooms have air flow paths which allow for natural ventilation as outlined in the ventilation diagrams.

O 4.2.3 *Single aspect apartments are designed to maximise and benefit from natural ventilation.*

The single aspect apartments (1.1, 1.3, and 1.4) still achieve a degree of multiple aspect through outdoor living areas which allow for openings into the apartments on more than one side, which assists in creating areas of positive/negative pressure to encourage natural cross ventilation.

4.3 SIZE AND LAYOUT OF DWELLINGS ELEMENT OBJECTIVES

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.*

4.3 SIZE AND LAYOUT OF DWELLINGS ELEMENT OBJECTIVES

All dwellings and rooms meet the minimum area and dimension requirements outlined in tables 4.3a and 4.3b.

0 4.3.2 *Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.*

A ceiling height of 2.829m is achieved across the development on both ground and upper floors. Room depth does not exceed three times the ceiling height (8.5m) in any apartment with exception to G.3 which includes a room depth of 9m to a kitchen. To improve light to the rear kitchens and other areas openable skylights have been included in a number of locations through the design.

4.4 PRIVATE OPEN SPACE AND BALCONIES ELEMENT OBJECTIVES

0 4.4.1 *Dwellings have good access to appropriately sized private open space that enhances residential amenity.*

All dwellings achieve appropriately sized private open spaces which exceed the requirements of table 4.4 in respect of both area and minimum dimension. Whilst a number of the private outdoor open spaces have required screening to maintain visual privacy with the adjacent properties, planters have been provided in front of these screens to minimise their prominence and enhance outlook for the residents.

0 4.4.2 *Private open space is sited, oriented and designed to enhance liveability for residents.*

All private open spaces achieve a level of access to direct sunlight either through orientation or open roof form and are connected with the primary living space of the associated dwelling to ensure convenient access and use in conjunction with the internal areas.

0 4.4.3 *Private open space and balconies are integrated into the overall architectural form and detail of the building.*

Ground floor private open space has been located adjacent to the large, landscaped areas within the street and rear setback areas to enhance the sense of open space in these locations and maximise their exposure and amenity value to the residents. The upper floor balconies have been utilised in the design to provide horizontal articulation at the upper level and have incorporated different materials and colours for privacy screens to assist in reducing the wall length up into smaller sections which improves the appearance of the development and reduced perception of bulk.

4.5 CIRCULATION AND COMMON SPACES ELEMENT OBJECTIVES

0 4.5.1 *Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.*

The ground and upper floor pedestrian circulation paths achieve a minimum width of 1.5m to ensure safe and convenient access throughout the development.

0 4.5.2 *Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.*

All common areas including circulation spaces will be lit for safe and legible access at night, and the publicly accessible portion of the development is provided with considerable passive surveillance from the front two apartments, with the communal open space at the front of the site providing a space where residents and visitors alike can interact and meet in a safe environment.

4.6 STORAGE ELEMENT OBJECTIVES

0 4.6.1 *Well-designed, functional and conveniently located storage is provided for each dwelling.*

4.6 STORAGE ELEMENT OBJECTIVES

All dwellings have been provided with generous storage space in an accessible and convenient location, meeting the area and dimension requirements of table 4.6. In addition a communal bulk store has also been provided.

4.7 MANAGING THE IMPACT OF NOISE ELEMENT OBJECTIVES

0 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.*

Potential noise sources such as the bin store, access gates, air conditioning units have been located to avoid habitable spaces on site, and where unavoidable typically located adjacent to a wall of a habitable space not containing any major openings. The bin store in particular is enclosed and not within line of sight from any habitable spaces, with the compactor is located adjacent to storage areas.

0 4.7.2 *Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.*

An acoustic report has been undertaken by Herring and Storer and included in this submission which addresses acoustic treatments, ensuring internal amenity within the apartments is suitable addressed.

4.8 DWELLING MIX ELEMENT OBJECTIVES

0 4.8.1 *A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.*

A mix of one and two bedroom dwellings is provided for in the development, with one bedroom dwellings representing 30% of the total dwellings. The mix is considered appropriate to provide a range of options. The apartments provided also include a range of differing internal layouts to cater to diverse household types.

4.9 UNIVERSAL DESIGN ELEMENT OBJECTIVES

0 4.9.1 *Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.*

The development includes two dwellings (20%) which meet the silver level standards of the liveable housing design guidelines (G.3 and G.4).

4.10 FAÇADE DESIGN ELEMENT OBJECTIVES

0 4.10.1 *Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.*

The development design references architectural characteristics of the California Bungalow which is prominently featured throughout the locality. This includes a gabled roof design to the front and rear elevations, balanced composition, and a modern take on the verandah at the main entrance point to the development.

0 4.10.2 *Building façades express internal functions and provide visual interest when viewed from the public realm.*

The façade of the development provides clear distinction between public and private spaces on site through the access gates and street fences, whilst portraying the habitable nature of the upper floor areas which contributes to passive surveillance and interaction with the streetscape.

4.11 ROOF DESIGN ELEMENT OBJECTIVES

- 0 4.11.1** *Roof forms are well integrated into the building design and respond positively to the street.*

The proposed gabled roof form is an integral part of the roof form design and representative of the streetscape character. The side elevations of the development feature a more traditional pitched roof form, minimising wall height to limit impact and visual presence of the building.

- 0 4.11.2** *Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.*

The roof space is utilised to accommodate solar energy generation in addition to numerous skylights to enhance the natural light penetration to apartments.

4.12 LANDSCAPE DESIGN ELEMENT OBJECTIVES

- 0 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.*

The proposal includes a significant landscaped communal open space at the front of the site which is able to accommodate a large tree and provide an attractive and comfortable space for residents and visitors. The trees included will provide shade to the entrance of the development and footpath as they mature, whilst also assist in softening the built form of the development.

- 0 4.12.2** *Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.*

The plant selection has been undertaken by landscape architects (TDL) and includes a range of species across the site and to all lot boundaries. Consideration has been given to the orientation, exposure and site conditions in the species selection to ensure that landscaping is viable and capable of growth to maturity.

- 0 4.12.3** *Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.*

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, including low water use plant selection suited to the local soil complex, water retention soil preparation, and reduction in soil water loss through prescribing course mulch.

- 0 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 landscape design has been focused on providing large spaces of deep soil at the front and rear of the site to accommodate substantive landscaping to provide a positive contribution to streetscape and buffer to the rear lot. Additional landscaping has then been included along the side boundaries where viable to soften built form and provide increased perception of building separation, improving outlook and amenity in areas where space is limited.

4.13 ADAPTIVE REUSE ELEMENT OBJECTIVES

- 0 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.*

N/A

- 0 4.13.2** *Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.*

N/A

4.14 MIXED USE ELEMENT OBJECTIVES

0 4.14.1 *Mixed use development enhances the streetscape and activates the street.*

N/A

0 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.*

N/A

4.15 ENERGY EFFICIENCY ELEMENT OBJECTIVES

0 4.15.1 *Reduce energy consumption and greenhouse gas emissions from the development.*

The development will incorporate solar panels on the (primarily north facing) roof space to provide a renewable energy source for the development and reduce greenhouse gas emissions. Indicative locations of the solar panels have been indicated on the plans.

4.16 WATER MANAGEMENT AND CONSERVATION ELEMENT OBJECTIVES

0 4.16.1 *Minimise potable water consumption throughout the development.*

Water consumption is minimised through inclusion of a low water use plant selection suited to the local soil complex, complete omission of water intensive turf areas, water retention soil preparation and reduction in soil water loss through prescribing course mulch.

0 4.16.2 *Stormwater runoff from small rainfall events is managed on-site, wherever practical.*

Stormwater runoff will be managed on site through use of soak wells to drain the paved areas in addition to natural drainage the deep soil zones.

0 4.16.3 *Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.*

An overland flow path has been provided to ensure that in a major rainfall event excess water runoff can be directed to the local stormwater drainage system and will not impact on the dwellings on site.

4.17 WASTE MANAGEMENT ELEMENT OBJECTIVES

0 4.17.1 *Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.*

The bin store is completely screened from view from dwellings and the streetscape in an enclosed space adjacent the residential car parking area.

0 4.17.2 *Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.*

The bin store is located in a convenient central position on site, nearby the communal access point to the upper floor. Waste management is further detailed in the waste management plan prepared by Talis and included in this submission.

4.18 UTILITIES ELEMENT OBJECTIVES

0 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 performance and access requirements of service providers.*

The site will be appropriately serviced to ensure provision of power, water, wastewater, fire services, and telecommunications fit for purpose and accessible to service provider requirements.

0 4.18.2 *All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.*

6.3 LOCAL PLANNING POLICIES

The City of Nedlands has a number of endorsed local planning policies, however majority of these have limited or no relevance to the subject development. The City's Waste Management local planning policy. The Waste Management Plan prepared by Talis and included in this submission addresses waste management for the site, including the requirements of the local planning policy.

The City has advertised a draft local planning policy for the Hollywood Central Transition Zone in late 2020, allowing it to be given due regard on consideration of the proposed development.

6.3.1 Draft Local Planning Policy – Hollywood Central Transition Zone

The draft Hollywood Central Transition Zone Local Planning Policy (HCTZP) is intended to ensure new development within the Hollywood Central Transition Zone (HCTZ) is consistent with the provision of a gradual transition from high-rise, mixed-use development abutting Stirling Highway, to lower density, large lot suburban development.

A desired future character statement is provided which includes the following:

'The Hollywood Central Transition Zone will provide for more diverse housing options for residents, within a setting that maintains streetscapes with an open aspect and mature vegetation. Each lot shall provide appropriately sized front and rear setbacks that allow for significant mature vegetation to flourish. Developments shall be constructed using materials that are respectful of the local context, reinterpreting the traditional built form of the area through the use of historic materials in modern forms. Building height will remain relatively low where the development fronts the street, with greater heights to be located centrally within the lots.

The following are valued elements in the desired future character of Hollywood Central:

- a. Open, legible and attractive streetscapes;*
- b. Mature vegetation interfacing with the lot boundary and street; and*
- c. Aesthetic of the current architectural style and form being reinterpreted in a contemporary manner with the use of a high-quality palette of materials and finishes.'*

The development design references architectural characteristics of the California Bungalow which is prominently featured throughout the locality. This includes a gabled roof design to the front and rear elevations, balanced composition, and a modern take on the verandah at the main entrance point to the development. Significant space has been allocated for front and rear setbacks to allow for significant mature vegetation, and the streetscape has been maintained open with clearly legible access to the development.

The HCTZP also includes augmented provisions for multiple dwellings under clause 2.4, however compliance with specific provisions is not considered appropriate as the policy is still undergoing rigorous review and there is considerable uncertainty as to whether the policy may be adopted without modification, or even if the policy will be adopted at all.

At the time of writing this report the City has indicated intent for further consultation to be undertaken, with no current plans to refer the advertised policy to Council for adoption. Accordingly, at most it is considered desirable that new proposals align with the policy intent. The proposed development is considered to provide an appropriate built form to assist transition between the northern low density residential and the future southern high-rise development which will eventuate. The proposal provides achieves an appropriate density whilst retaining a residential scale and containing built form to within a two-storey height. The design is considered to assist in graduating towards larger built forms in the transition zone without being overly imposing by maintaining heights comparable to existing development.

6.4 PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015

In considering an application for development approval the decision maker is to have due regard to the matters outlined in clause 67 of the deemed provisions to the extent that, in the opinion of the decision maker, those matters are relevant to the development the subject of the application. These matters are outlined below alongside comment on whether the matter is relevant, and if so, how it has been addressed by the development.

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

- (a) *the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*

Satisfied – The objectives and requirements of the City of Nedlands Local Planning Scheme No.3 have been addressed.

- (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;*

Satisfied – Due regard has been given to the City's draft Hollywood Central Transition Zone Local Planning Policy.

- (c) *any approved State planning policy;*

Satisfied – All relevant State planning policies have been addressed.

- (d) *any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);*

Satisfied – All relevant environmental protection policies have been addressed.

- (e) *any policy of the Commission;*

Satisfied – All relevant Commission policies have been addressed.

- (f) *any policy of the State;*

Satisfied – All relevant State policies have been addressed.

- (fa) *any local planning strategy for this Scheme endorsed by the Commission;*

Satisfied – The proposed development is consistent with the objectives of City of Nedlands Local Planning Strategy.

- (g) *any local planning policy for the Scheme area;*

Satisfied – All relevant local planning policies have been addressed.

- (h) *any structure plan or local development plan that relates to the development;*

Satisfied – There are no structure or local development plans related to the development.

- (i) *any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;*

Satisfied – There are no current reports of the review of the local planning scheme.

- (j) *in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;*

Satisfied – The development site is not reserved under the local planning scheme.

- (k) *the built heritage conservation of any place that is of cultural significance;*

Satisfied – The development site does not contain any registered places of Indigenous, State, or local heritage significance.

- (l) *the effect of the proposal on the cultural heritage significance of the area in which the development is located;*

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

Satisfied – The development site does not adjoin any registered places of Indigenous, State, or local heritage significance.

- (m) *the compatibility of the development with its setting, including —*
 (i) *the compatibility of the development with the desired future character of its setting; and*
 (ii) *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;*

Satisfied – Built form and scale of the development is representative of the future character of the area and will assist in transitioning the site to a more appropriate density. As a similar scale development was recently approved adjacent to the site, the proposal will further emphasise and assist in creating a consistent emerging streetscape character.

- (n) *the amenity of the locality including the following —*
 (i) *environmental impacts of the development;*
 (ii) *the character of the locality;*
 (iii) *social impacts of the development;*

Satisfied – A net increase to the number of trees on site is proposed from pre-development conditions, in addition to improved interaction with the streetscape, and a communal open space which opens out to the streetscape.

- (o) *the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;*

Satisfied – No adverse impact has been identified in relation to the proposed development on the natural environment. Minimal site works are proposed, and the development does not include a basement level.

- (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;*

Satisfied – Landscaping and deep soil areas are provided throughout the site as part of the proposed development. The pre-development trees existing on site are not of any notable significance.

- (q) *the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;*

Satisfied – The site is not within a bush fire risk area or 1 in 100 year flood area. No other specific site constraints related to this clause have been identified.

- (r) *the suitability of the land for the development taking into account the possible risk to human health or safety;*

Satisfied – The development site is not contaminated, nor have any health or safety risks been identified.

- (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 of vehicles;*

Satisfied – Sufficient spaces has been accommodated on site for parking of vehicles and forward gear entry and exit whilst maintaining hardstand to a minimum.

- (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;*

Satisfied – The development is proposed at the allocated density outlined for the local planning scheme, accordingly there will not be any unexpected or undue impact on the local road system.

- (u) *the availability and adequacy for the development of the following —*
 (i) *public transport services;*
 (ii) *public utility services;*
 (iii) *storage, management and collection of waste;*
 (iv) *access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);*
 (v) *access by older people and people with disability;*

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

Satisfied – The site is well serviced by public transport (high frequency route within 160m) and will be provided with all typical public utility services. Waste management is address in the report prepared by Talis, and the site includes silver level living housing for improved access to cater to older people and people with a disability.

(v) *the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;*

Satisfied – No negative impact to community service or community benefit has been identified.

(w) *the history of the site where the development is to be located;*

Satisfied – Development in the local area has been traditionally residential suburban development. No site history relevant to the proposed development has been identified.

(x) *the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;*

Satisfied – The development significantly increases interaction and activity to the streetscape and increases development density around the town centre which increases housing availability and allows for additional population to support local businesses.

(y) *any submissions received on the application;*

Pending consultation.

(za) *the comments or submissions received from any authority consulted under clause 66;*

Satisfied – No external authority referrals required.

(zb) *any other planning consideration the local government considers appropriate.*

Satisfied – No other planning considerations have been identified.

7 CONCLUSION

The proposed development at 38 Portland Street, Nedlands has been duly considered in accordance with the relevant local planning framework including the City's Local Planning Scheme No.3 and State Planning Policy 7.3 Volume 2.

The application prepared and submitted for development approval showcases a proposal which has considered the site, development on adjoining properties and the immediate locality, to produce a development outcome and which is responsive to and respectful of the established streetscape and local development character.

It is recommended that the City welcome this addition to the local area, assisting the City of Nedlands in meeting their dwelling diversity and housing targets, and approve the application subject to appropriate conditions.



Waste Management Plan

38 Portland Street, Nedlands

Prepared for Hyquality Honsun Pty Ltd ARF Hyquality Honsun Unit Trust

6 October 2021

Project Number: TW20030

DOCUMENT CONTROL					
Version	Description	Date	Author	Reviewer	Approver
0a	Internal Review	25/03/2020	RH	DP	RH
1a	First Release	1/04/2020	RH	DP	RH
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Executive Summary

Hyqualty Honsun Pty Ltd ARF Hyqualty Honsun Unit Trust is seeking development approval for the proposed residential development located at 38 Portland Street, Nedlands (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (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. Talis Consultants has been engaged 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	1,080	360	2	Once / Week	City of Nedlands
Recycling	1,200	360	7	Fortnightly	City of Nedlands
Greenwaste	400	240	2	Once / Week	City of Nedlands

The City will collect refuse, recyclables and greenwaste from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Portland Street.

A caretaker will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

Hyqualty Honsun Pty Ltd ARF Hyqualty Honsun Unit Trust is seeking development approval for the proposed residential development located at 38 Portland Street, Nedlands (the Proposal).

To satisfy the conditions of the development application the City of Nedlands (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. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by residential properties to the north, east and south and Portland Street 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 waste (refuse, recyclables and greenwaste) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized 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: Internal Transfer of Waste;
- Section 4: Waste Storage;
- Section 5: Waste Collection;
- Section 6: Waste Management; and
- Section 7: Conclusion.

2 Waste Generation

The following section shows 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, recyclables and greenwaste is based on the number of residential units, as follows:

- One Bedroom Unit – 3; and
- Two Bedroom Unit – 7.

2.2 Waste Generation Rates

The estimated amount of refuse, recyclables and greenwaste to be generated by the Proposal is based on the City’s Draft Local Planning Policy Waste Management and Guidelines LPS3 (28 July 2020).

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.

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 units will generate 1,080L of refuse, 1,200L of recyclables and 400L greenwaste each week.

Table 2-1: Estimated Waste Generation

Residential Units	Number of Units	Waste Generation (L/week)	Waste Generation (L/week)
REFUSE			
One Bedroom Unit	3	80	240
Two Bedroom Unit	7	120	840
Total			1080
RECYCLABLES			
One Bedroom Unit	3	120	360
Two Bedroom Unit	7	120	840
Total			1200
GREENWASTE			
One Bedroom Unit	3	40	120
Two Bedroom Unit	7	40	280
Total			400

3 Internal Transfer of Waste

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 transfer of bins, quantity, size and design of the Bin Storage Area is described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will have a minimum of two kitchen type bins within each residential unit to facilitate the separation of refuse and recyclables by residents. Purchase and maintenance of these internal bins will be the responsibility of the residents. Residents will be encouraged to utilise kitchen caddies with compostable liners to collect greenwaste/organics wastes for disposal, if required in the future.

Waste from these internal bins will be transferred by the residents, or their authorised representative, to the Bin Storage Area and deposited into the appropriate communal bins. The communal bins in the Bin Storage Area will be appropriately signed to assist residents in selecting the correct bin.

3.2 Compactor

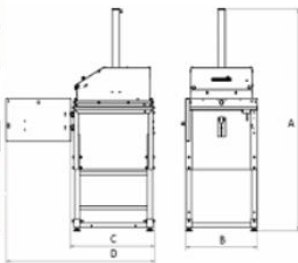
An automatic bin compactor will be utilised to compact refuse waste and will have the ability to compact directly into the 360L bin. Examples of the type of compaction unit that may be utilised is shown in Diagram 1.

Refuse would be compacted to maximum compaction of 2 to 1 as higher compaction rates may result in heavier bins, causing Occupational Health and Safety (OH&S) problems and/or mechanical damage. Any damage caused to communal bins from the use of compaction will be the responsibility of the strata body who will be liable for bin repair/replacement costs. Recycling bin compaction is not permitted

The caretaker will be responsible for operating the compaction unit during designated hours to mitigate potential noise concerns. As a contingency in the event of the compactor failure, the strata company will enter into a maintenance contract with the supplier to repair or replace the compactor within 24 hours of breakdown or to have alternative equipment be supplied.

Diagram 1: Example of a 360L Automatic Bin Compactor

DIMENSIONS & SPECIFICATIONS				
DIMENSIONS ORWAK FLEX 4360				
A	B	C	D	TRANSPORT HEIGHT
Single: 2275 mm	Single: 950 mm	Single: 980 mm	Single: 1790 mm	Single: 2100 mm
MACHINE WEIGHT				
TOTAL WEIGHT	PRESS UNIT	SINGLE STAND		
Single: 240 kg	120 kg	120 kg		



Reference: Orwak Flex 4360 Compactor – https://www.orwakcompactors.com.au/balers-and-waste-compactors/orwak-flex/ORWAK-FLEX-4360_en.pdf

4 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Figure 2, and discussed in the following sub-sections.

4.1 Bin Sizes

Table 4-1 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 4-1: Typical Bin Dimensions

Dimensions	Bin Sizes	
	240L	360L
Depth (m)	0.8	0.9
Width (m)	0.6	0.7
Height (m)	1.1	1.1

Reference: City of Nedlands (the City) Draft Local Planning Policy and Guidelines – 4.0 Bin Size and Colour – Table 3.

4.2 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 estimated waste generation in Table 2-1, bin sizes in Table 4-1, assuming a compaction rate of 2:1 for refuse, and collection of refuse and greenwaste once each week and recyclables fortnightly.

Based on the results shown in Table 4-2 the Bin Storage Area has been sized to accommodate:

- Two 360L refuse bins; and
- Seven 360L recyclable bins; and
- Two 240L greenwaste bins.

Table 4-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required	
		240L	360L
Refuse (compacted at 2:1)	1,080	3	2
Recycling	1,200	10	7
Greenwaste	400	2	-

The configuration of these bins within the Bin Storage Area is shown in Figure 2.

4.3 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Easy accessibility to allow for the removal of all bins;
- Smooth impervious floor sloped to a drain connected to the sewer system;
- A permanent water supply and drainage facility for washing of bins and the Bin Storage Area;
- Provision for collection that limits pedestrian and vehicle disruption;
- Adequate aisle width and circulation space for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area that are wide enough to fit bins through;
- Ventilated in accordance with Australian Standard 1668.2;
- Appropriate signage to assist residents;
- 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 caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

5 Waste Collection

The City will service the Proposal and provide the residential units with two 360L bins for refuse, seven 360L bins for recyclables and two 240L greenwaste bins.

The City will collect refuse and greenwaste once each week and recyclables fortnightly utilising the City's side arm waste collection vehicle.

The City's side arm waste collection vehicle will service the bins from the Bin Presentation Area on the Portland Street verge at the front of the Proposal, as shown in Figure 3. Note, Figure 3 shows the maximum number of bins that would be put to the verge on a collection day.

Bins will be presented to the verge for collection with the wheels and handles facing away from the street where they do not obstruct pedestrians, street furniture or bike lanes. Bins will be lined up neatly and in a single row along the verge, with adequate space (0.5m) between each bin to facilitate collection by the City's side arm waste collection vehicle.

The caretaker will ferry the bins to and from the Bin Presentation Area and the Bin Storage Area on collection days. The travel path between the Bin Storage Area and the Bin Presentation Area will be of flat surface and kept free of obstacles. The caretaker will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

5.1 Residential Bulk Waste

The City provides two bulk rubbish collections each financial year. This collection enables hard waste, greenwaste, mattresses, metal and e-waste on the verge for collection. Details of collection services provided by the City can be found on the City's website.

Each unit has an allocated storage room of approximately 3-4m² at the Proposal and an additional bulk waste storage area of 5.12m² has been allowed for on the ground floor for the temporary storage of bulk waste, refer Diagram 2. This will assist with the reduction of illegal dumping of bulky wastes at the Proposal.

Space has been allocated on the verge for the placement of a 3-10m³ skip bin for the disposal of bulky wastes not suitable for collection using the bin system, refer Diagram 3. These can include any internal and external household items such as sofas, fridges, television sets and mattresses. There is adequate clearance (minimum 3.8m) for vehicular access and operation to deliver and remove the skip bin.

Removal of bulk waste will be monitored by the caretaker, who will liaise with residents and the City to assist with the removal of bulk waste, as required.

Diagram 2: Bulk Waste Store

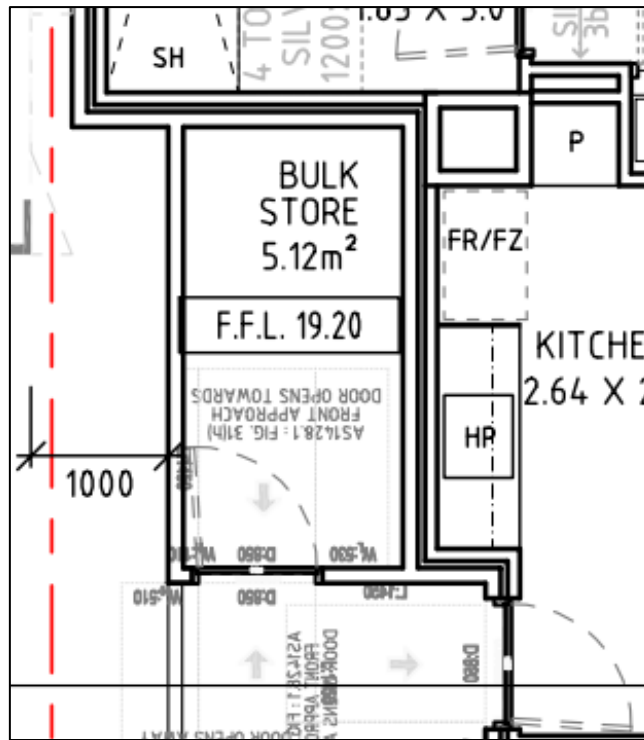
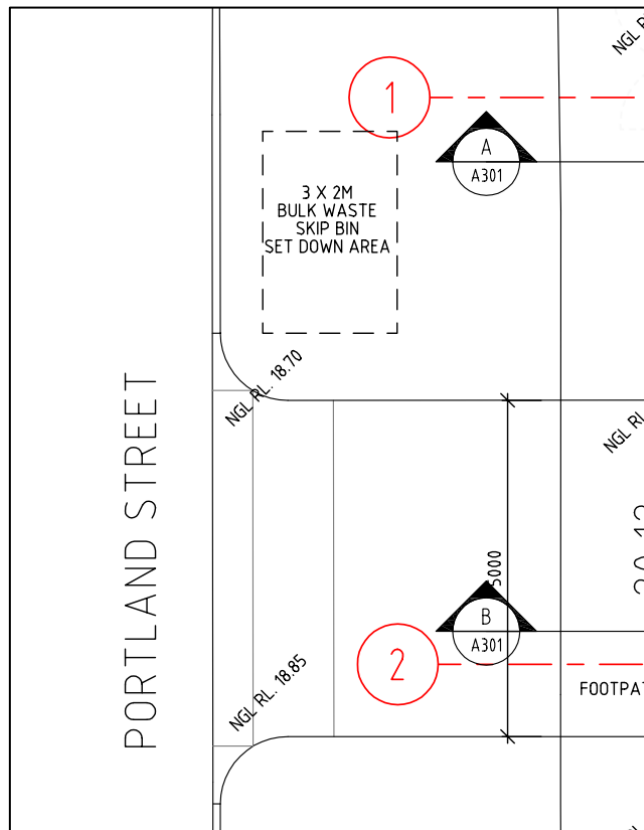


Diagram 3: Bulk Waste Collection Area



6 Waste Management

The caretaker will be engaged to complete the following tasks and to regularly engage with residents on waste minimisation, as shown below, which will assist to mitigate bins becoming overfull and overflowing bins being presented to the verge:

- Monitoring and maintenance of bins, waste equipment and the Bin Storage Area;
- Monitoring of residents use of the Bin Storage Area;
- Compaction of waste, as required;
- Cleaning of bins and Bin Storage Area, as required;
- Day to day maintenance of the compactor and organisation of regular servicing, as required;
- Ferrying of bins to and from the Bin Presentation Area from the Bin Storage Area on collection days;
- 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/signage;
- Monitor bulk waste accumulation and assist residents with its removal, as required;
- Regularly engage with residents to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

7 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse, recyclables and greenwaste, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of waste can be completed from the Proposal.

The above is achieved using:

- Two 360L refuse bins, collected once each week;
- Seven 360L recycling bins, collected fortnightly; and
- Two 240L greenwaste bins, collected once each week.

The City will collect refuse, recyclables and greenwaste from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Portland Street.

A caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area

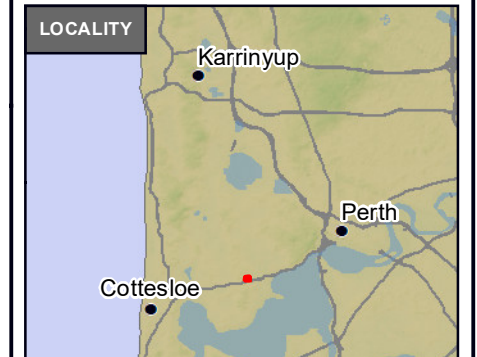
Figure 3: Bin Presentation Area



LEGEND

- Site Boundary
- Cadastre

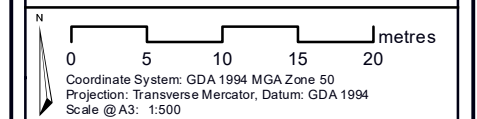
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LOCALITY

38 Portland Street
Nedlands, WA, 6009

Hyqualty Group
c/o Chindarsi Architects



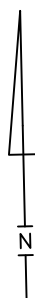
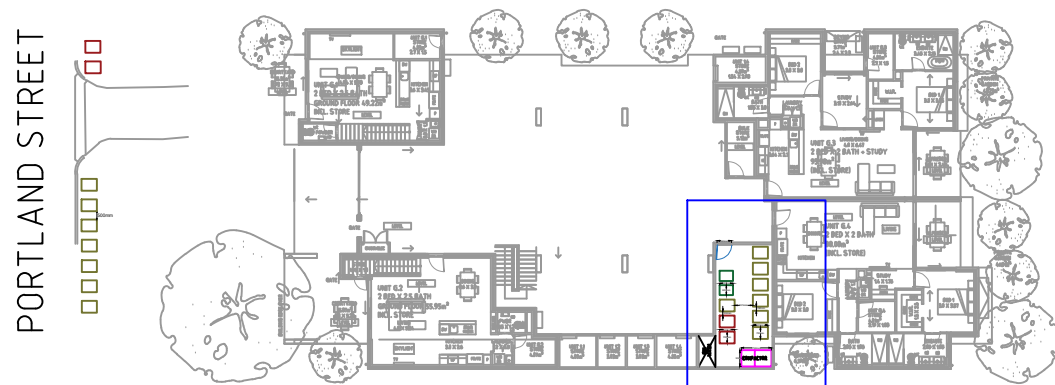
Prepared:	F Walker	Date:	19/03/2020
Reviewed:	R Hayton	Revision:	A
Project:	TW20030		



Figure 01

Data source: Roads - MRWA, 2019. Imagery: Landgate, 2019.

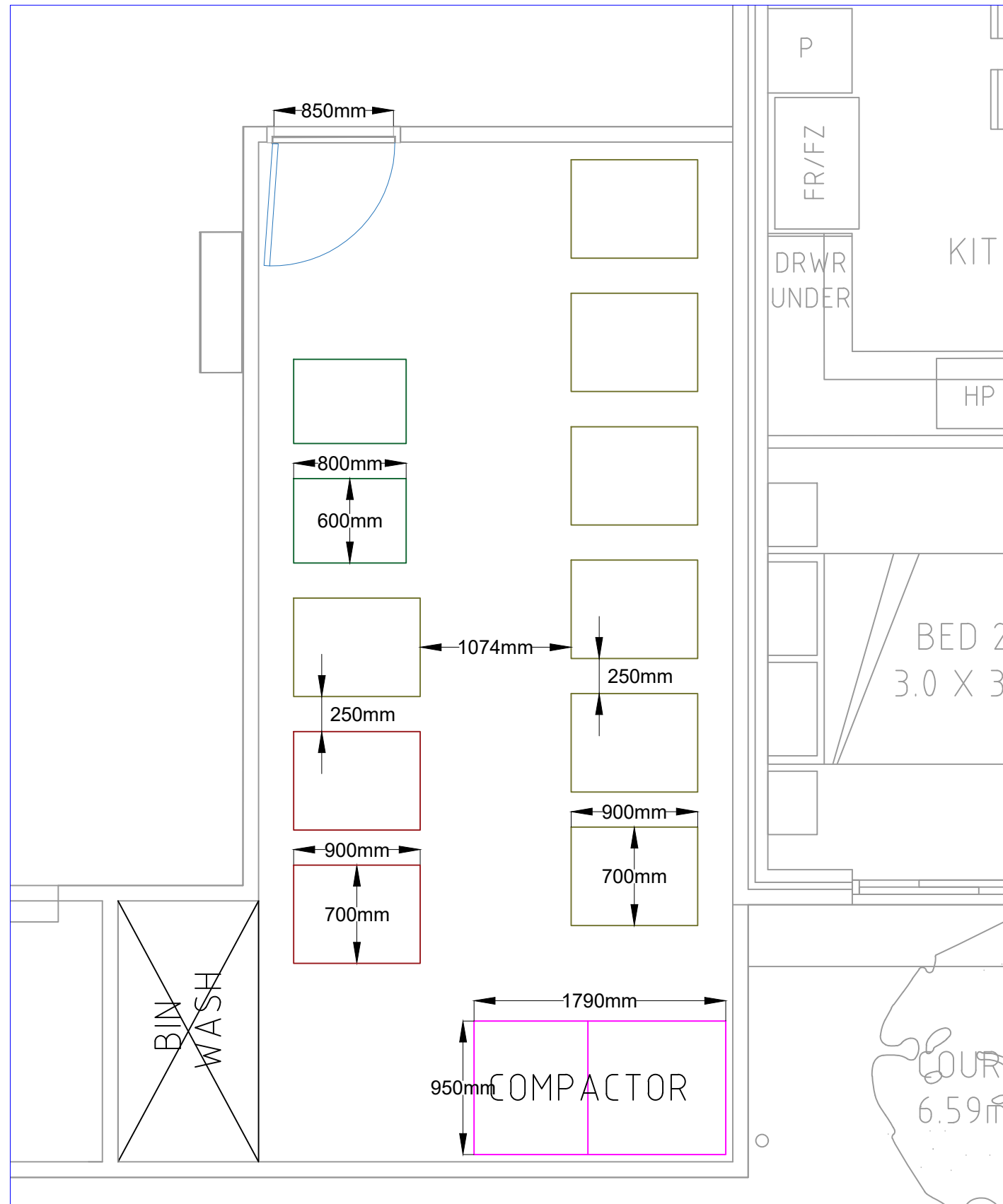
BIN STORAGE AREA



Legend:

Bin Storage Area

- 2 x 360L refuse (900mm x 700mm)
- 7 x 360L recycling (900mm x 700mm)
- 2 x 240L greenwaste (800mm x 600mm)



ASSET MANAGEMENT
 CIVIL ENGINEERING
 ENVIRONMENTAL SERVICES
 SPATIAL INTELLIGENCE
 WASTE MANAGEMENT
 NOISE MANAGEMENT

Client:
 Hyqualty Honsun Pty Ltd ARF Hyqualty
 Honsun Unit Trust

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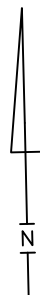
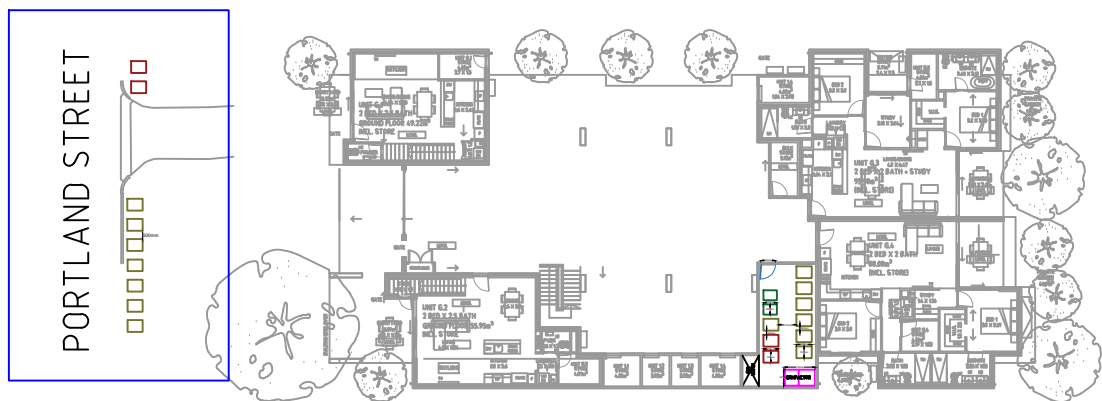
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G	06/10/21	DR/RHT	SIXTH ISSUE	RH
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Project:
 38 Portland Street, Nedlands

Title:
 Bin Storage Area

Drawn by:	DP	Job No:	TW20030
Checked by:	DP	File No:	TW20030DWG001
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Scale:	NTS	Rev:	G
Date:	06/10/21		

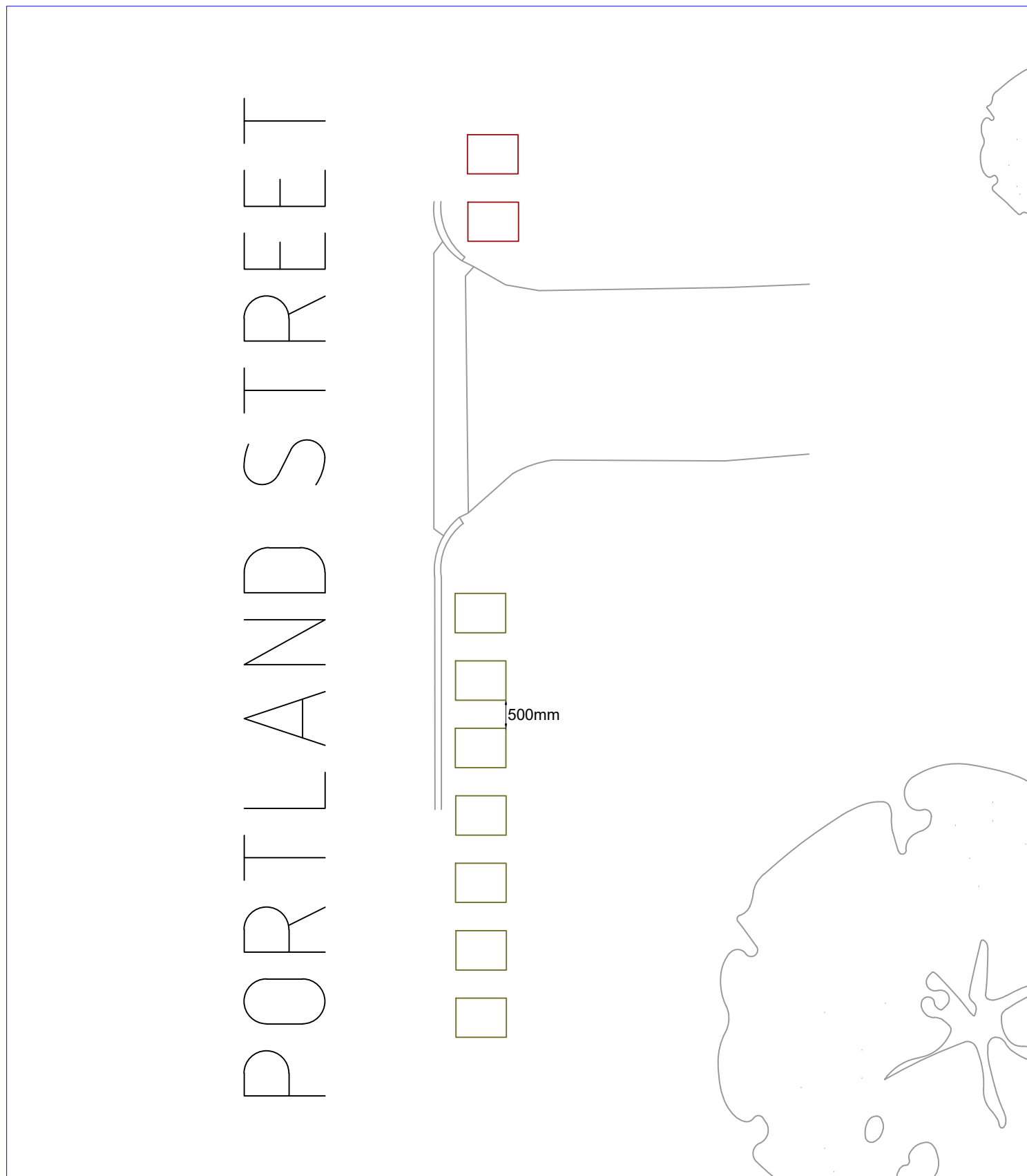
BIN PRESENTATION AREA



Legend:

Bin Presentation Area

- 2 x 360L refuse (900mm x 700mm)
- 7 x 360L recycling (900mm x 700mm)



ASSET MANAGEMENT
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F	14/09/21	RH	JW	FIFTH ISSUE	JW

Project:
 38 Portland Street, Nedlands

Title:
 Bin Presentation Area

Drawn by:	DP	Job No:	TW20030
Checked by:	DP	File No:	TW20030DWG002
Approved by:	RH	Fig. No:	003
Scale:	NTS	Rev:	G
Date:	06/10/21		



Assets | Engineering | Environment | Noise | Spatial | Waste

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CHINDARSI ARCHITECTS

**38 PORTLAND STREET
NEDLANDS**

**DEVELOPMENT APPLICATION
ACOUSTIC REPORT**

AUGUST 2021

OUR REFERENCE: 28273-5-20088

DOCUMENT CONTROL PAGE

DA ACOUSTIC REPORT
38 PORTLAND STREET
NEDLANDS

Job No: 20088

Document Reference : 28273-5-20088

FOR

CHINDARSI ARCHITECTS

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APPENDICES

A	DA DRAWINGS	
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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Chindarsi to conduct a preliminary review of the proposed development at 38 Portland Street, Nedlands.

This report has been based on the Development Application drawings provided, attached in Appendix A.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located at 38 Portland Street, Nedlands.

The development consists of two floors of apartments, with a total of 10 Apartments.

Carparking is located on the ground floor.

3.0 CRITERIA

3.1 NCC 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 construction.
Kitchens to living construction.	$R_w + C_{tr}$ not less than 50 dB plus discontinuous construction.

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) R_W not less than 30 dB.

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 _{A 10}	L _{A 1}	L _{A max}
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 than 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,

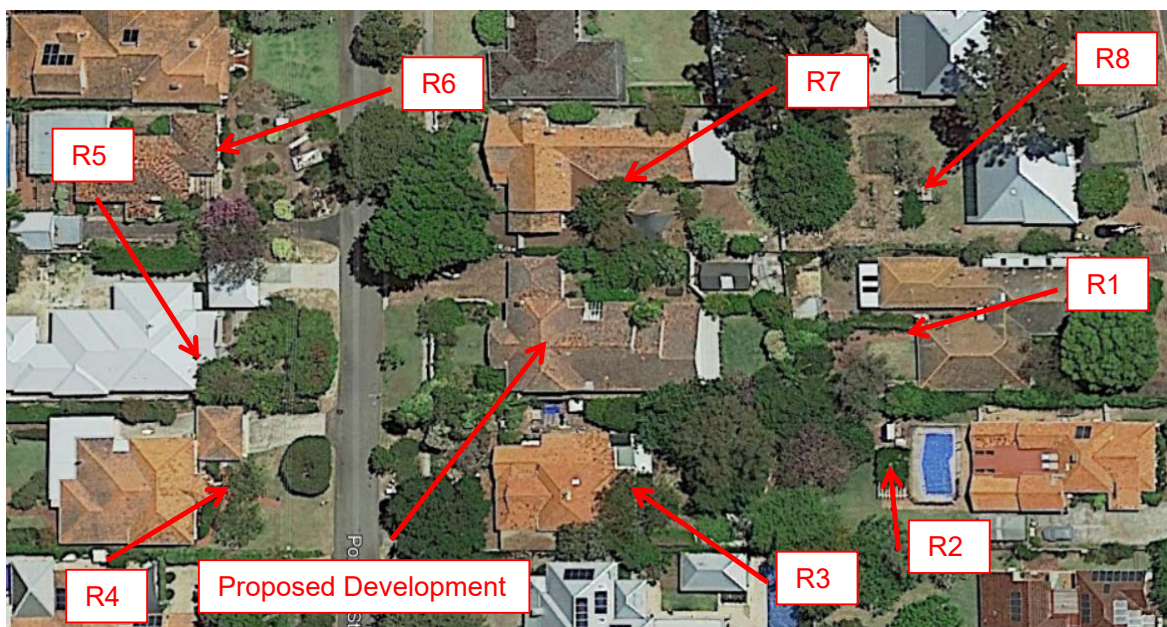
is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ slow}$ levels.

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

Figure 1 below shows the proposed development location and the surrounding premises.



From a review of the development, the influencing factor for this development and surrounds would be 3 dB, based on the following :

Major Roads within outer circle;

Stirling Highway + 2 dB

Commercial Premises within the outer 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*. In this instance, this includes noise associated with mechanical services (ie air conditioning and ventilation systems).

3.3 NOISE INGRESS

Inbound Noise Levels

It is proposed to adopt an internal noise level design criteria, similar to other areas within Perth. The aim of the criteria 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.

It is noted that these internal design sound levels are congruent with other noise ingress policies (such as the WAPC State Planning Policy 5.4 and the Town of Vincent Sound Attenuation Policy).

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

The area of the proposed development was examined to ascertain the applicable noise sources.

Noise levels were recorded during peak hour traffic conditions to ascertain the most critical for the design of the development.

Traffic noise is considered to be the only significant noise source in terms of noise impact.

Given the above noise source identification, it was determined that noise levels during peak traffic were the most pertinent for the design of the development.

5.2 MEASUREMENTS

Noise level measurements were recorded on the 19th June 2019 at approximately 4:30pm to quantify ambient noise in the area. Ambient noise was primarily traffic noise.

The measure 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	dB(A)
Traffic	56	48	43	41	41	38	39	39	45

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 was:

Bedrooms	-	L _{Aeq} of 35 dB(A)
Living and work spaces	-	L _{Aeq} of 40 dB(A)

To determine the acoustic requirements of the development construction, preliminary calculations were undertaken to ascertain the typical façade treatment that may be required. Generally, this dictates the minimum glazing requirements of the development. Based on the results of the preliminary modelling, the acoustic rating for the glazing would be standard glazing (i.e. an R_w of around 22 – 25 dB), and it is considered highly likely that other design requirements, such as energy/thermal efficiency will dictate glazing requirements.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of a car-park ventilation fans (if needed) and air-conditioning condenser units. Noise received at neighbouring premises 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 a car-park ventilation fans and air-conditioning plant and condenser units. 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 Air Conditioning

The air conditioning systems is not yet fully resolved, however, based on previous assessments of similar developments, indicate that condenser unit selections will emit a noise level of 52 dB(A) at a distance of 1m.

Location of A/C condensers are notionally shown on the attached drawings as being on the roof of the development

Noise levels at all locations noted in Figure 1 above are listed in Table 6.1.1, noting that the noise levels below include an adjustment for tonal characteristics. "N/A" denotes 'not audible'.

TABLE 6.1.1 – ASSESSABLE NOISE LEVELS

Location	Noise Level, L _{A10} dB
Apartments/Townhouses within development	32
R1	25
R2	20
R3	25
R4	15
R5	13
R6	15
R7	27
R8	25

Based on the above preliminary calculations, noise levels associated with the proposed air conditioning meets the requirements of the *Environmental Protection (Noise) Regulations 1997*.

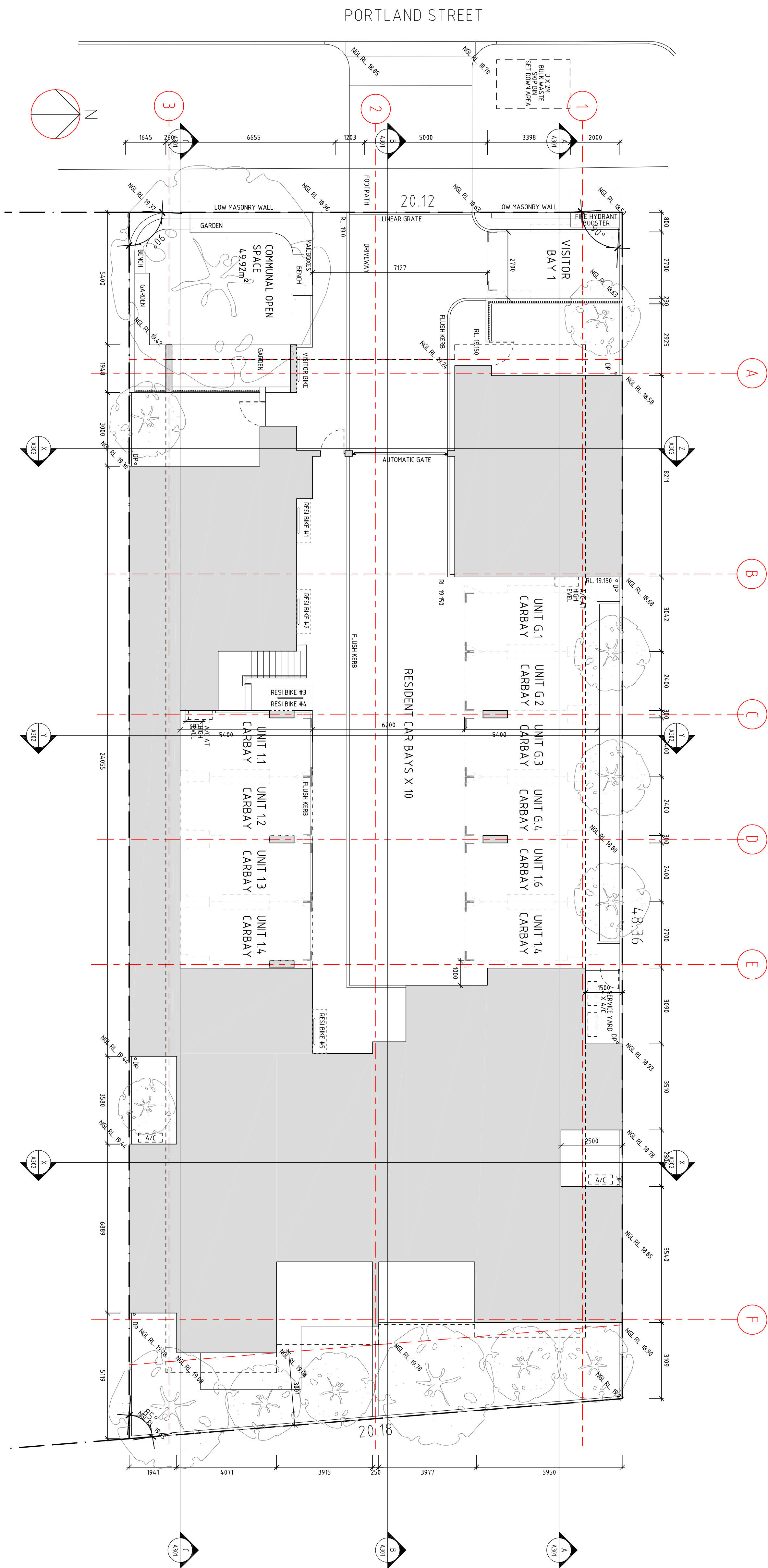
6.1.2 Car Park Exhaust Fan

Noise emissions from the carpark exhaust fan (if needed), 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

DA DRAWINGS



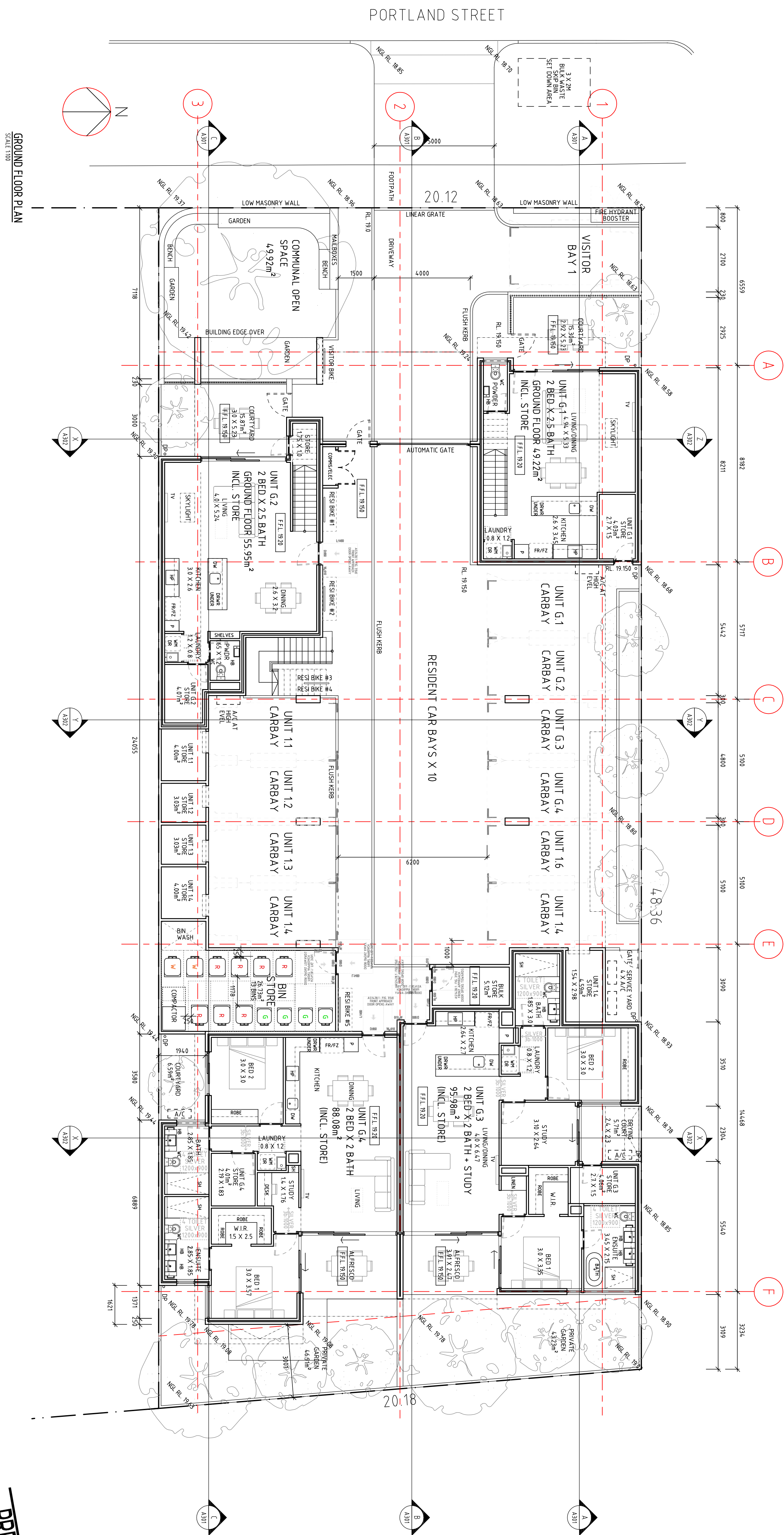
SITE PLAN
SCALE 1:100

**PRELIMINARY
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3	REVISION			
4	REVISION			
5	REVISION			
6	REVISION			
7	REVISION			
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16	REVISION			
17	REVISION			
18	REVISION			
19	REVISION			
20	REVISION			

Chindeski architects
 Telephone: 41 08 8228 7228
 10 UNIT DEVELOPMENT
 38 PORTLAND STREET, NEWLANDS

NO.	DESCRIPTION	DATE	BY	CHKD BY
1	ISSUED FOR PERMIT	03 SEP 2021	ASB	ASB
2	REVISION			
3	REVISION			
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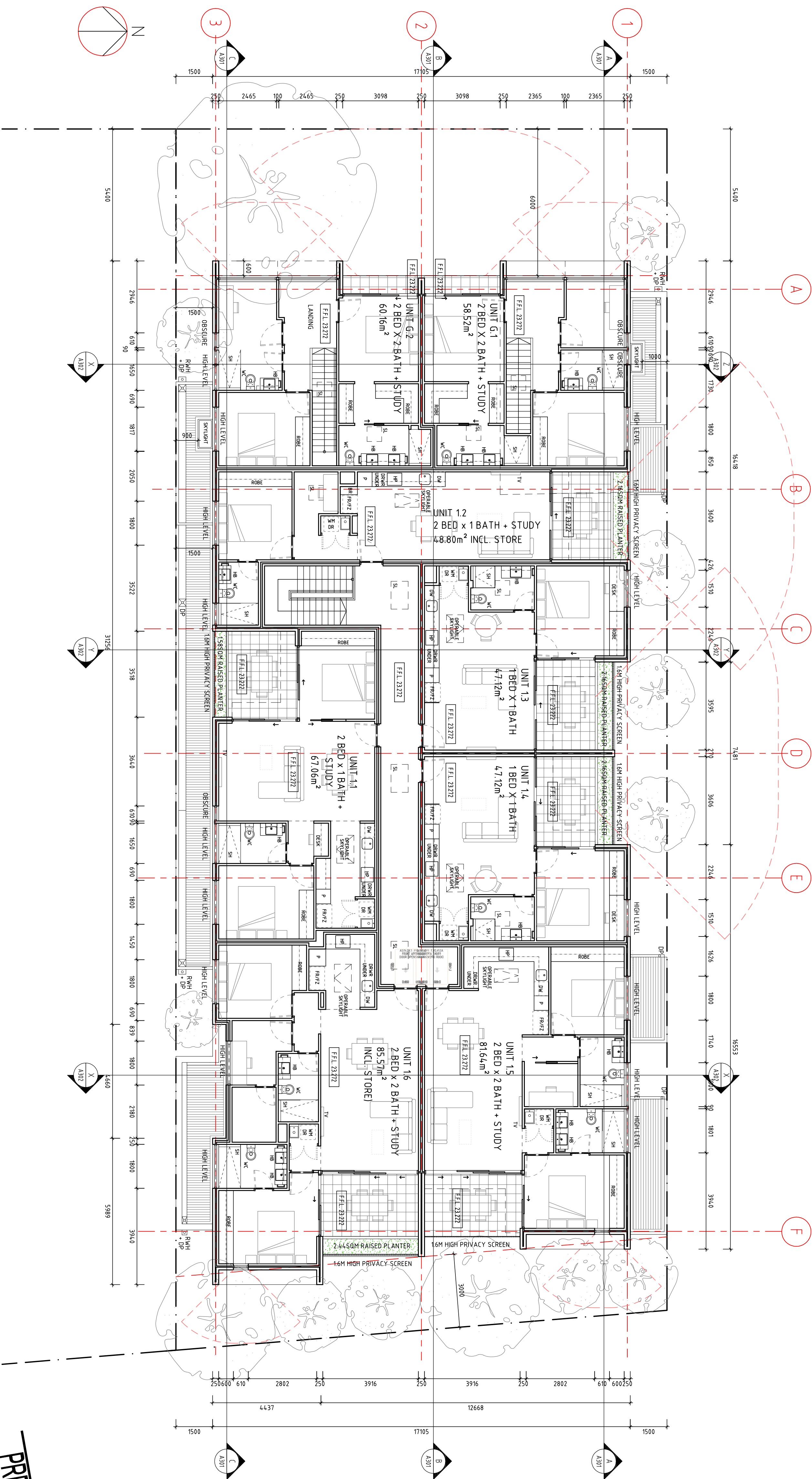
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9	REVISED PER COMMENTS	03 SEP 2021	AS	AS
10	REVISED PER COMMENTS	03 SEP 2021	AS	AS

**10 UNIT DEVELOPMENT
GROUND FLOOR**

NO.	REVISION	DATE	BY	CHKD.
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2	REVISED PER COMMENTS	03 SEP 2021	AS	AS
3	REVISED PER COMMENTS	03 SEP 2021	AS	AS
4	REVISED PER COMMENTS	03 SEP 2021	AS	AS
5	REVISED PER COMMENTS	03 SEP 2021	AS	AS
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8	REVISED PER COMMENTS	03 SEP 2021	AS	AS
9	REVISED PER COMMENTS	03 SEP 2021	AS	AS
10	REVISED PER COMMENTS	03 SEP 2021	AS	AS

**KEY PLANS
GROUND FLOOR**

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 1000841
 38 PORTLAND STREET, NEELANDS
 03 SEP 2021
 A-101
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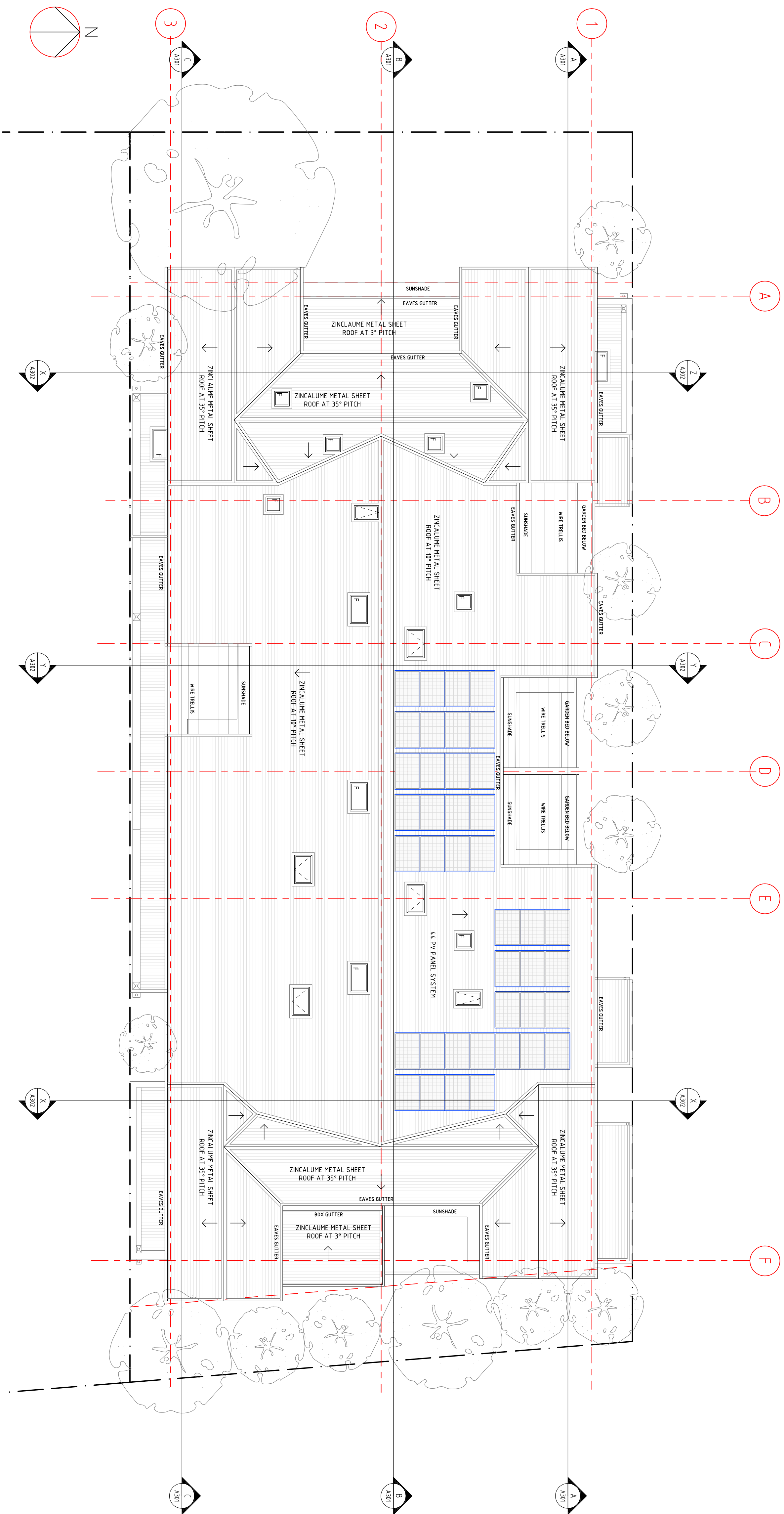
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3	REVISED PER CIVIL ENGINEERING REVIEW	03 SEP 2021	AS	AS
4	REVISED PER ELECTRICAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
5	REVISED PER MECHANICAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
6	REVISED PER STRUCTURAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
7	REVISED PER LANDSCAPE ARCHITECTURE REVIEW	03 SEP 2021	AS	AS
8	REVISED PER PLANNING REVIEW	03 SEP 2021	AS	AS
9	REVISED PER ENVIRONMENTAL REVIEW	03 SEP 2021	AS	AS
10	REVISED PER FIRE ENGINEERING REVIEW	03 SEP 2021	AS	AS
11	REVISED PER HEALTH AND SAFETY REVIEW	03 SEP 2021	AS	AS
12	REVISED PER ACoustic REVIEW	03 SEP 2021	AS	AS
13	REVISED PER ENERGY REVIEW	03 SEP 2021	AS	AS
14	REVISED PER TRANSPORT REVIEW	03 SEP 2021	AS	AS
15	REVISED PER WATER AND WASTE REVIEW	03 SEP 2021	AS	AS
16	REVISED PER SOIL AND FOUNDATION REVIEW	03 SEP 2021	AS	AS
17	REVISED PER SEISMIC REVIEW	03 SEP 2021	AS	AS
18	REVISED PER HISTORIC REVIEW	03 SEP 2021	AS	AS
19	REVISED PER OTHER REVIEW	03 SEP 2021	AS	AS
20	REVISED PER OTHER REVIEW	03 SEP 2021	AS	AS

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**10 UNIT DEVELOPMENT
38 PORTLAND STREET, NEGLANDS**

**KEY PLANS
FIRST FLOOR**

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	03 SEP 2021	AS	AS
2	REVISED PER ARCHITECTURAL REVIEW	03 SEP 2021	AS	AS
3	REVISED PER CIVIL ENGINEERING REVIEW	03 SEP 2021	AS	AS
4	REVISED PER ELECTRICAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
5	REVISED PER MECHANICAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
6	REVISED PER STRUCTURAL ENGINEERING REVIEW	03 SEP 2021	AS	AS
7	REVISED PER LANDSCAPE ARCHITECTURE REVIEW	03 SEP 2021	AS	AS
8	REVISED PER PLANNING REVIEW	03 SEP 2021	AS	AS
9	REVISED PER ENVIRONMENTAL REVIEW	03 SEP 2021	AS	AS
10	REVISED PER FIRE ENGINEERING REVIEW	03 SEP 2021	AS	AS
11	REVISED PER HEALTH AND SAFETY REVIEW	03 SEP 2021	AS	AS
12	REVISED PER ACoustic REVIEW	03 SEP 2021	AS	AS
13	REVISED PER ENERGY REVIEW	03 SEP 2021	AS	AS
14	REVISED PER TRANSPORT REVIEW	03 SEP 2021	AS	AS
15	REVISED PER WATER AND WASTE REVIEW	03 SEP 2021	AS	AS
16	REVISED PER SOIL AND FOUNDATION REVIEW	03 SEP 2021	AS	AS
17	REVISED PER SEISMIC REVIEW	03 SEP 2021	AS	AS
18	REVISED PER HISTORIC REVIEW	03 SEP 2021	AS	AS
19	REVISED PER OTHER REVIEW	03 SEP 2021	AS	AS
20	REVISED PER OTHER REVIEW	03 SEP 2021	AS	AS



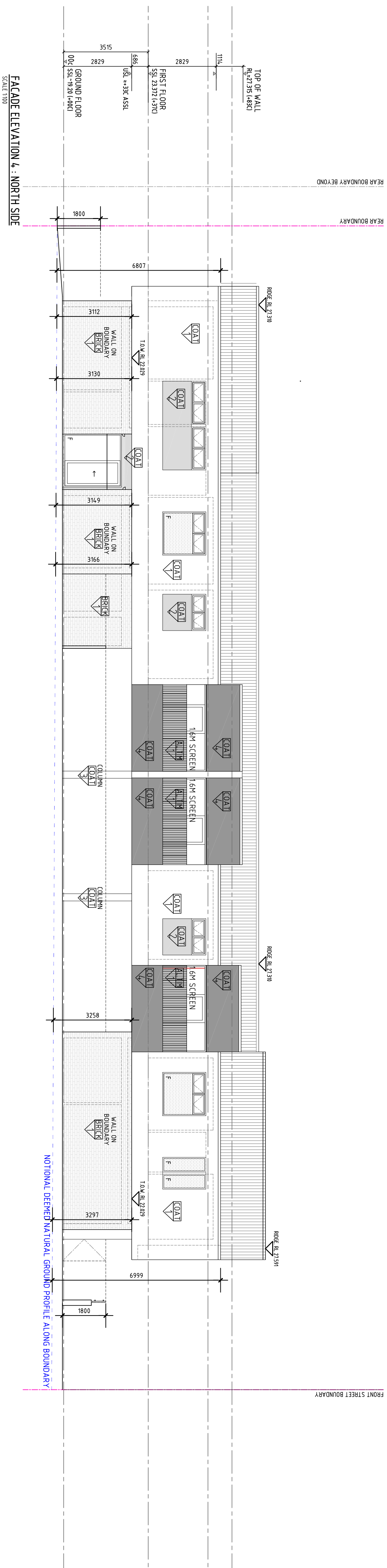
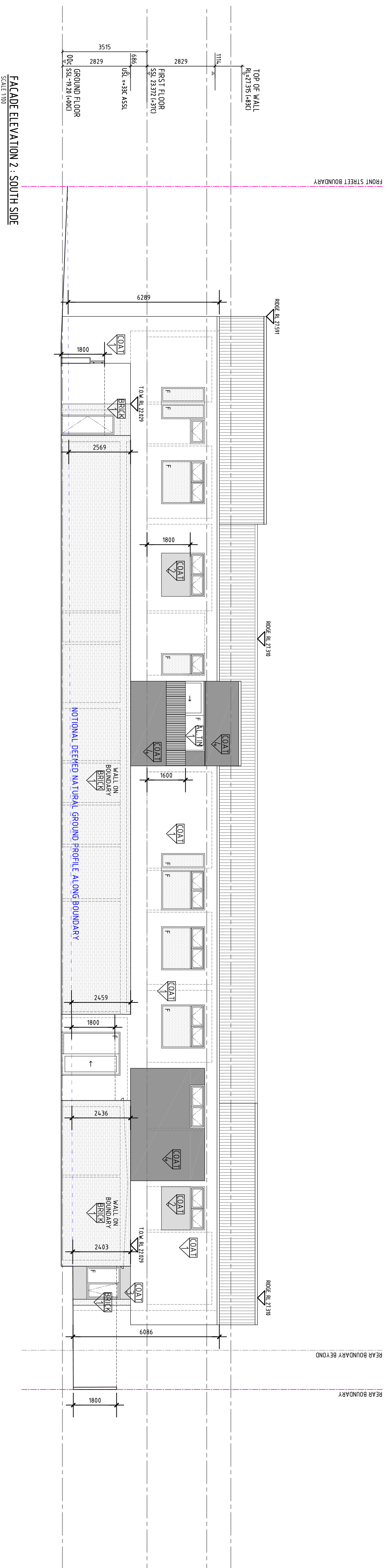
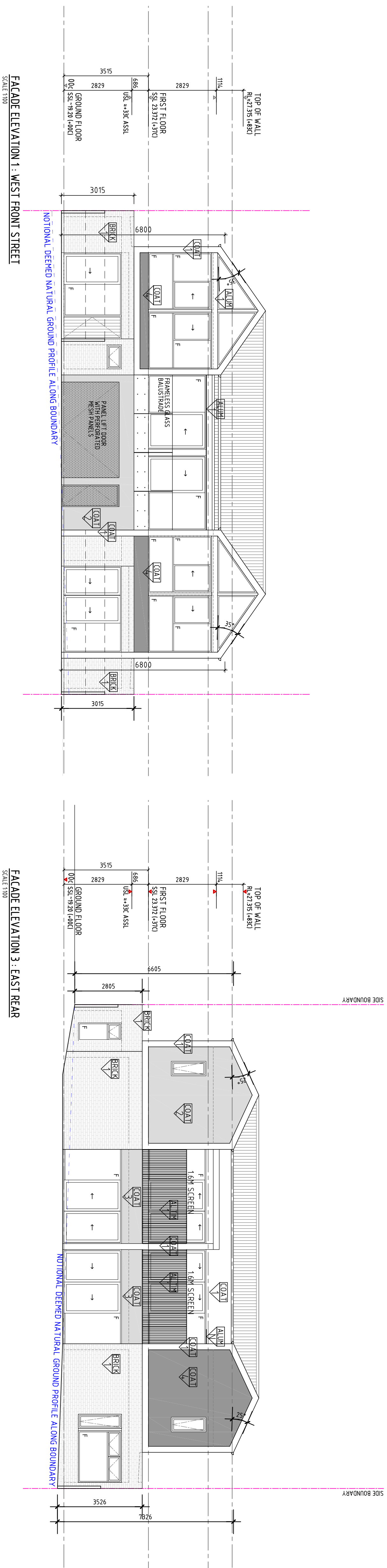
**PRELIMINARY
ISSUE**

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT APPLICATION	09 SEP 2021
2	ISSUED FOR ARCHITECTURAL REVIEW	
3	ISSUED FOR ENGINEERING REVIEW	
4	ISSUED FOR ENVIRONMENTAL REVIEW	
5	ISSUED FOR COUNCIL REVIEW	
6	ISSUED FOR CONSTRUCTION PERMIT APPLICATION	
7	ISSUED FOR CONSTRUCTION PERMIT	
8	ISSUED FOR CONSTRUCTION	
9	ISSUED FOR COMPLETION	
10	ISSUED FOR AS-BUILT	

GrindersJ architects
 100/101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

10 UNIT DEVELOPMENT
38 PORTLAND STREET, NEELANDS
KEY PLANS
ROOF

NO.	DATE	DESCRIPTION
1	10/08/21	ISSUED FOR PERMIT APPLICATION
2	09 SEP 2021	ISSUED FOR ARCHITECTURAL REVIEW
3		ISSUED FOR ENGINEERING REVIEW
4		ISSUED FOR ENVIRONMENTAL REVIEW
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8		ISSUED FOR CONSTRUCTION
9		ISSUED FOR COMPLETION
10		ISSUED FOR AS-BUILT



- LEGEND MATERIAL FINISH & COLOUR**
- BRICK** FACE BRICK TO SPECIFICATION, TYPICALLY SPERFOR BRICK WALLS & RADIAL STACKED ARCHES TO DETAIL
 - CONC** OFF-FORM CONCRETE TO SPECIFICATION
 - COAT1** TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 1: WHISPER WHITE ZW
 - COAT2** TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 2: COLDBRAND BASALT (30) (BR21)
 - COAT3** PAINTED CEMENT SAND RENDER ON SUBSTRATE TO SPECIFICATION COLOUR 3: COLDBRAND WOODLAND GREY (MD) (GR1)
 - COAT4** TEXTURE COAT ON MASONRY / STUD WALL SUBSTRATE TO SPECIFICATION COLOUR 4: COLDBRAND RICHMENT (DEEP) (GR1)
 - COAT5** TEXTURE COAT ON SUITABLE SUBSTRATE TO SPECIFICATION COLOUR 5: BRONZE
 - ALUM** POWDER COATED ALUMINIUM BALTINGS TO SPECIFICATION COLOUR 1: TIMBER LOOK TO SELECTION
 - ALUM** POWDER COATED ALUMINIUM ELEMENTS TO SPECIFICATION COLOUR 'N' REFER TO WALL COATING COLOURS
 - STEEL** PAINT ON PROPOSED STEEL ELEMENTS TO SPECIFICATION COLOUR 'N' REFER TO WALL COATING COLOURS

**PRELIMINARY
ISSUE**

<p>10 UNIT DEVELOPMENT WEST SOUTH EAST NORTH</p>	
<p>CLIENT 1100841</p>	<p>DATE 03 SEP 2021</p>
<p>PROJECT 10 UNIT DEVELOPMENT WEST SOUTH EAST NORTH</p>	<p>SCALE A-200</p>
<p>DESIGNER CHINDERS ARCHITECTS</p>	<p>DATE 03 SEP 2021</p>
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<p>PROJECT NO. 1100841</p>	<p>SCALE A-200</p>
<p>DATE 03 SEP 2021</p>	<p>SCALE A-200</p>

Transport Impact Statement

38 Portland St, Nedlands

CW1116300



Prepared for
Hyquality Honsun Pty Ltd

7 October 2021

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Team Leader – Transport Engineering and Road
Safety

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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.

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1 Introduction and Background

1.1 Background

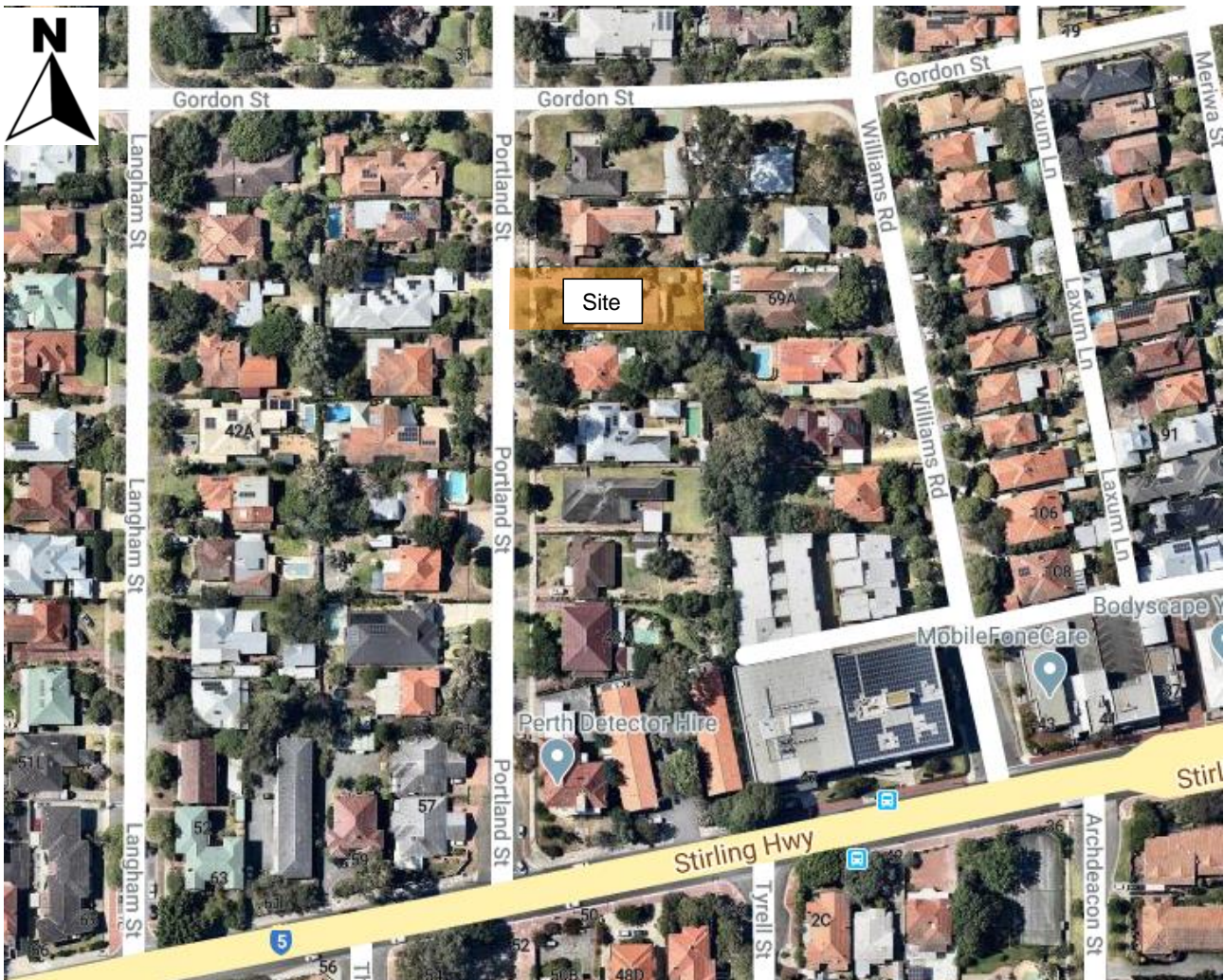
Cardno was commissioned by Hyqaulty Honsun Pty Ltd ('the Client') to prepare a Transport Impact Statement (TIS) for the proposed residential development located at 38 Portland Street, Nedlands within the City of Nedlands.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

1.2 Site Context

The Site is located on the eastern side of Portland Street, between Stirling Highway and Gordon Street, as shown in **Figure 1-1** below.

Figure 1-1 Site location



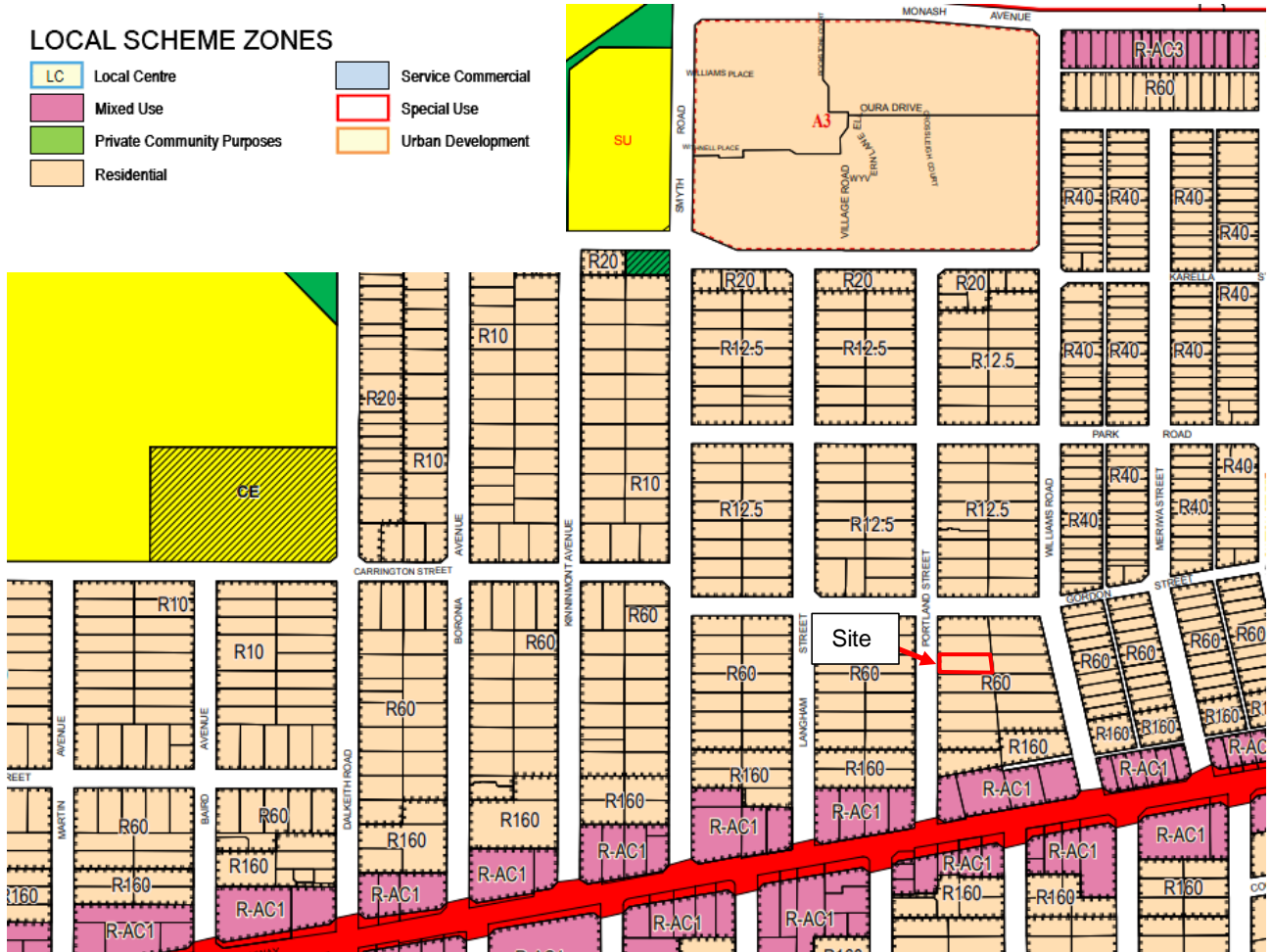
Source: Nearmap

1.3 Surrounding Land Use

The Site is zoned as 'residential' (R60) within the *City of Nedlands Planning Scheme No.3*. **Figure 1-2** depicts the land use zoning of the Site and the surrounding area.

The surrounding area generally consists of single detached residential dwellings, with some multiple dwelling and commercial developments adjacent to Stirling Highway.

Figure 1-2 Zoning



Source: *City of Nedlands Local Planning Scheme No.3*

1.4 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads WA.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

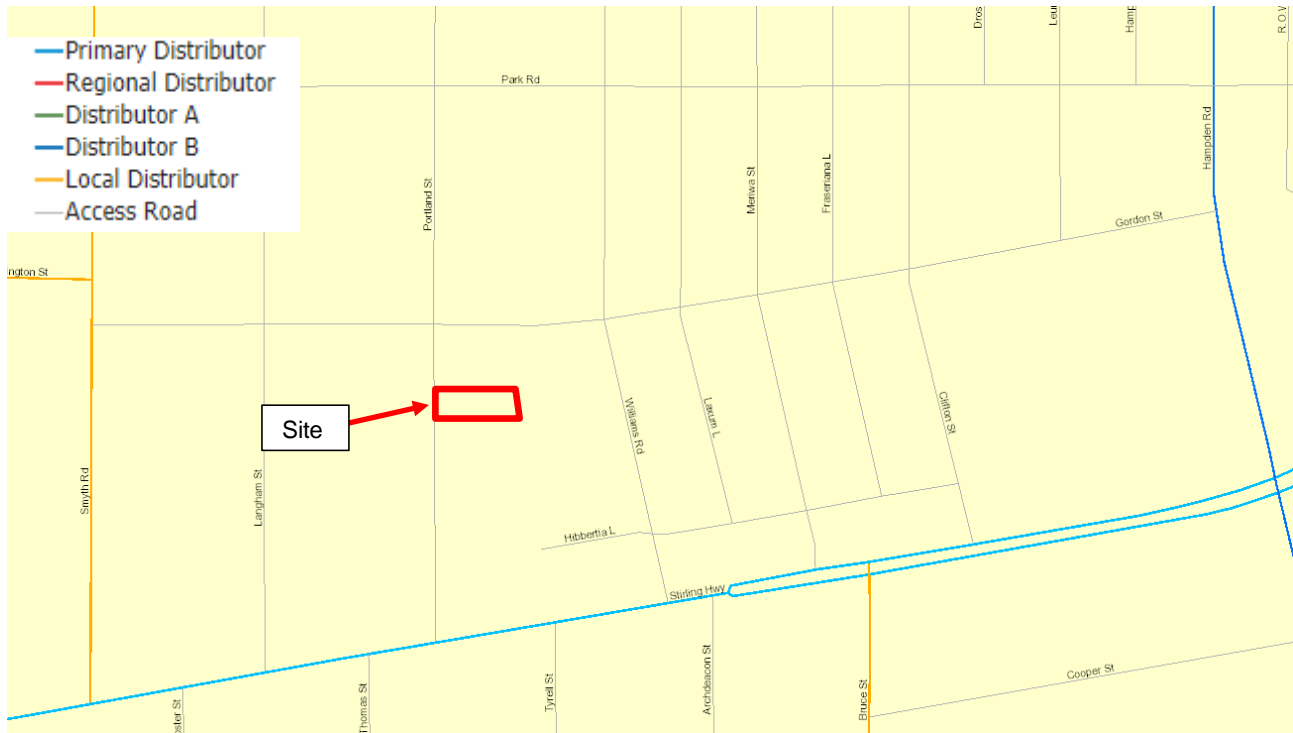
The Site is bounded by Portland Street to the west and by residential dwellings to the north, south, and east. The surrounding road network is further described in **Table 1-1**.

Table 1-1 Surrounding Road Network

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Portland Street	Access Road	Local Govt.	2	1	6	50
Gordon Street	Access Road	Local Govt.	2	1	6	50
Williams Road	Access Road	Local Govt.	2	1	6	50
Stirling Highway	Primary Distributor	MRWA	4	2	13.8 (1m Median)	60

Figure 1-3 shows the hierarchy of the surrounding road network as per the *Main Roads Road Information Mapping System*.

Figure 1-3 Road Network



Source: *Main Roads Road Information Mapping*

1.5 Traffic Volumes

Traffic volumes were obtained from the City of Nedlands and Main Roads Traffic Map which are summarised in **Table 1-2** below.

Table 1-2 Traffic Volumes

Road Name	Date	Average Weekday Daily Traffic Volume	Vehicles per AM Peak	Vehicles per PM peak	% HV
Portland Street (North of Stirling Hwy)	2019	302	24	29	3%
Williams Road (North of Stirling Hwy)	2019	818	71	59	1%
Stirling Highway (East of Portland St)	2019	37,298	2,852	2,842	3%
Park Road (between Smyth Street and Portland Street)	2019	1,457	148	160	-

2 Public Transport Facilities

2.1 Existing Public Transport Facilities

The nearest bus stops are located on Stirling Highway approximately 280m from the Site as shown in **Figure 2-1**. Bus Routes 102, 103, 107, 998 and 999 operate from these stops. Other nearby stops are located on Carrington Street (approximately 350m from the Site), serviced by Route 25 to the Claremont Bus/Train Station.

Figure 2-1 Nearest Bus Stops

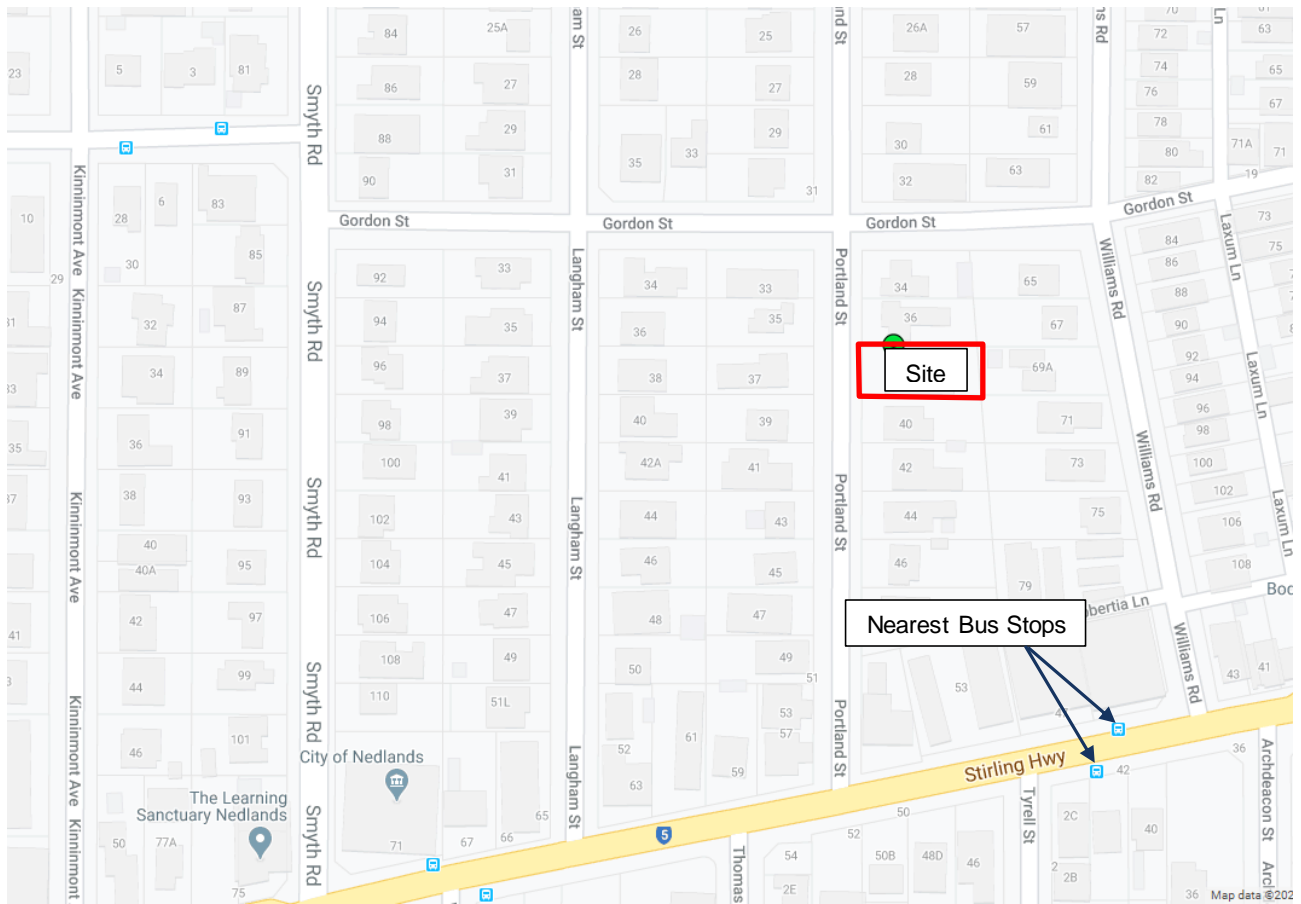
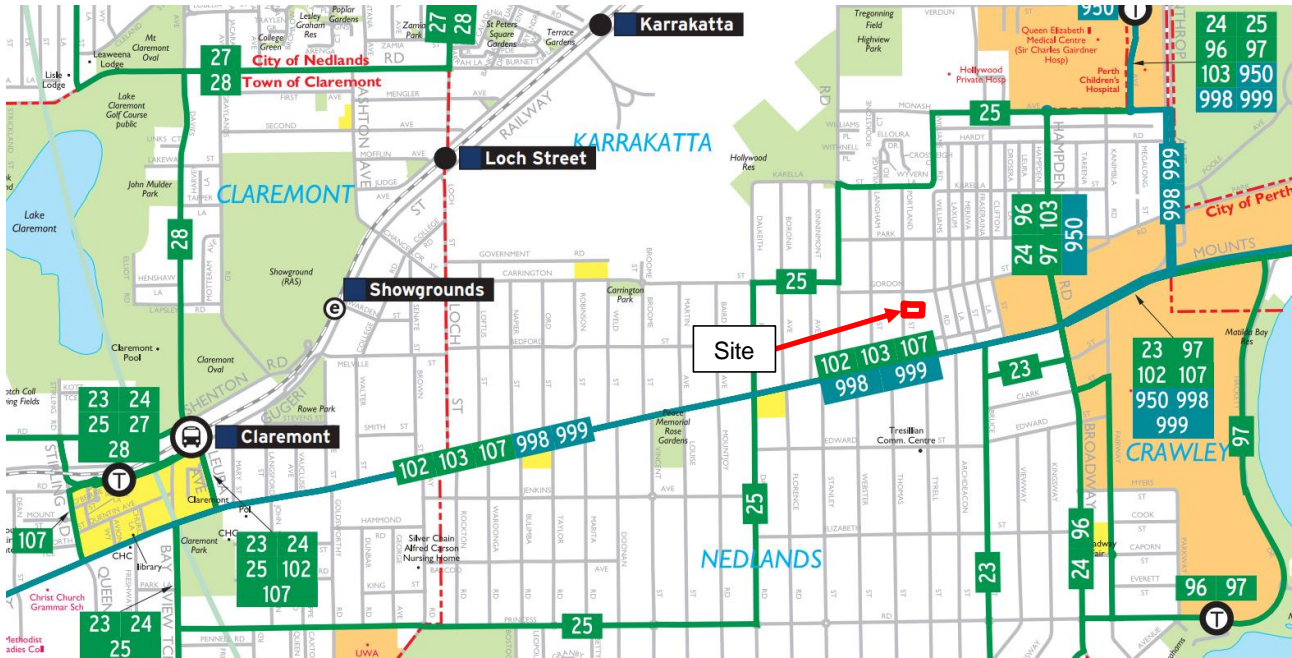


Figure 2-2 shows the bus routes within the surrounding area with the frequency of these bus services summarised in **Table 2-1**.

Table 2-1 Bus Services and Frequency

Bus Service	Weekday Peak	Weekday Off-peak	Saturday	Sunday & Public Holiday
102 (Perth – Cottesloe Stn, via Claremont)	10-20mins	30mins	30mins	30mins
103 (East Perth – Fremantle Stn, via Thomas St & Stirling Hwy)	15mins	60mins	60mins	60mins
107 (Perth- Fremantle Stn via Claremont & Mosman Park)	20-30mins	60mins	60mins	60mins
998 (Circle Route - Clockwise)	10-15mins	30-60min	15-60mins	30-60mins
999 (Circle Route - Anti-Clockwise)	10-15mins	30-60mins	15-60mins	30-60mins
25 (Perth – Claremont Stn via Kings Park Rd & Princess Rd)	30mins	60mins	60mins	No Service

Figure 2-2 Existing Public Transport Facilities



Source: Transperth

The 998 & 999 circle routes stop at various locations including Curtin University, Fremantle Station, Morley Bus Station, Murdoch Station, Oats Street Station, and Stirling Station.

Overall, public transport within the surrounding area is considered to be excellent with many high frequency services available to multiple key locations and destinations.

2.2 Future Public Transport Facilities

Cardno contacted the PTA which had the following comments:

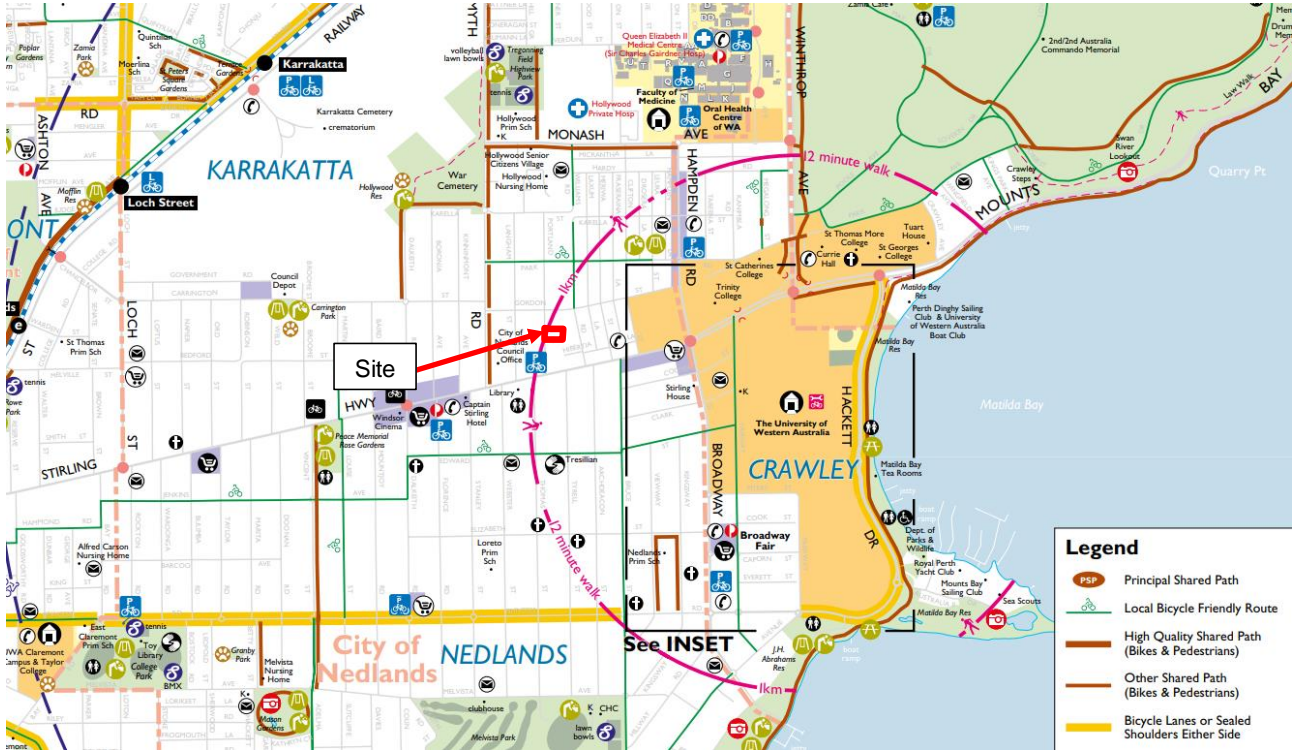
- > The PTA has no planned services changes in the short term.
- > In the medium term, the PTA have proposed a new route to Hollywood Hospital which is currently awaiting support from the City of Nedlands. There is also a possibility that this proposal may be delayed or cancelled due to budgeting concerns.
- > In the long term, the PTA plans on introducing a new “Superbus” route along Stirling Highway near Portland Street though there is currently no timeline for its implementation.

3 Pedestrian/Cycle Networks and Facilities

3.1 Existing Pedestrian/Cycle Network Facilities

As shown in **Figure 3-1**, the nearest high-quality shared path is located on Smyth Road. Additionally, Park Road and Williams Road are considered to be bicycle friendly routes.

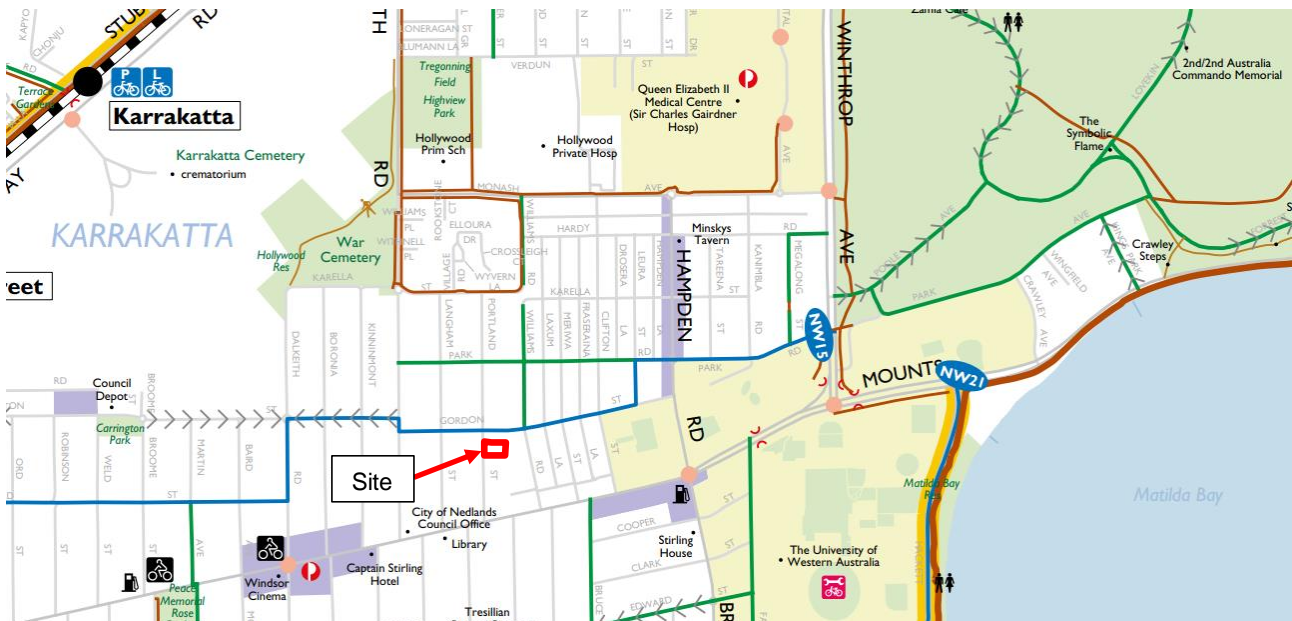
Figure 3-1 Existing Pedestrian/Cycling Facilities (Your Move)



Source: Your Move

Additionally, the Department of Transport's *Perth, Fremantle and Stirling Comprehensive Bike Map* identifies Gordon Street as part of the Perth Bike Network (NW15) as shown in **Figure 3-2**.

Figure 3-2 Existing Pedestrian/Cycling Facilities (Department of Transport)



Source: Department of Transport

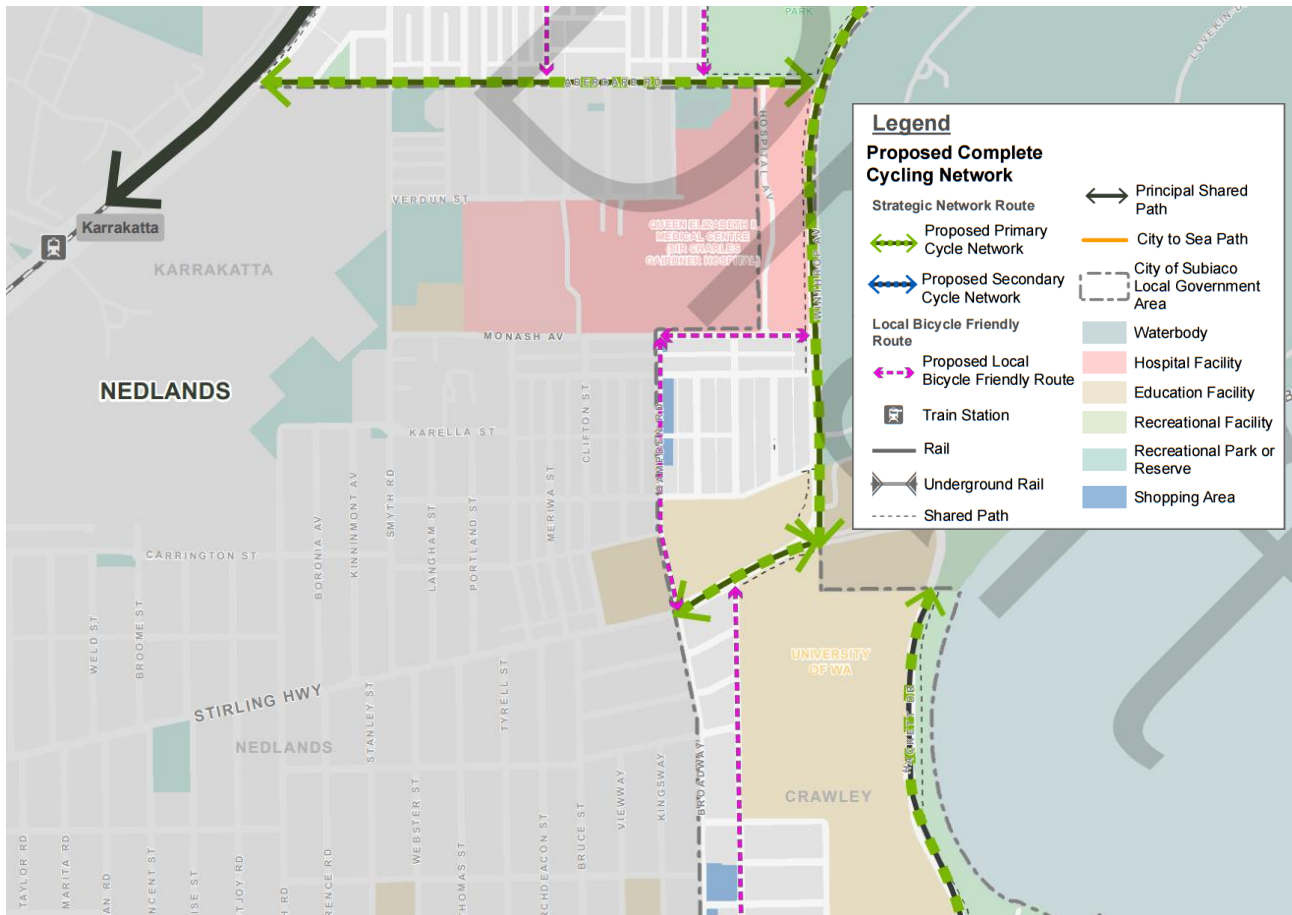
Overall, the cycling network within the surrounding area is considered to be average with very few routes and a relatively disconnected cycling network.

3.2 Future Pedestrian/Cycle Network Facilities

It is understood that the City of Nedlands has proposed shared paths along Carrington Street and Park Road.

The City of Subiaco has also prepared a Bike Plan which includes the following network as shown **Figure 3-3**. As this area is now part of the City of Perth it's not clear whether this network will be implemented.

Figure 3-3 Excerpt from the Draft City of Subiaco Bike Plan, Ultimate Network



Source: Draft City of Subiaco Bike Plan

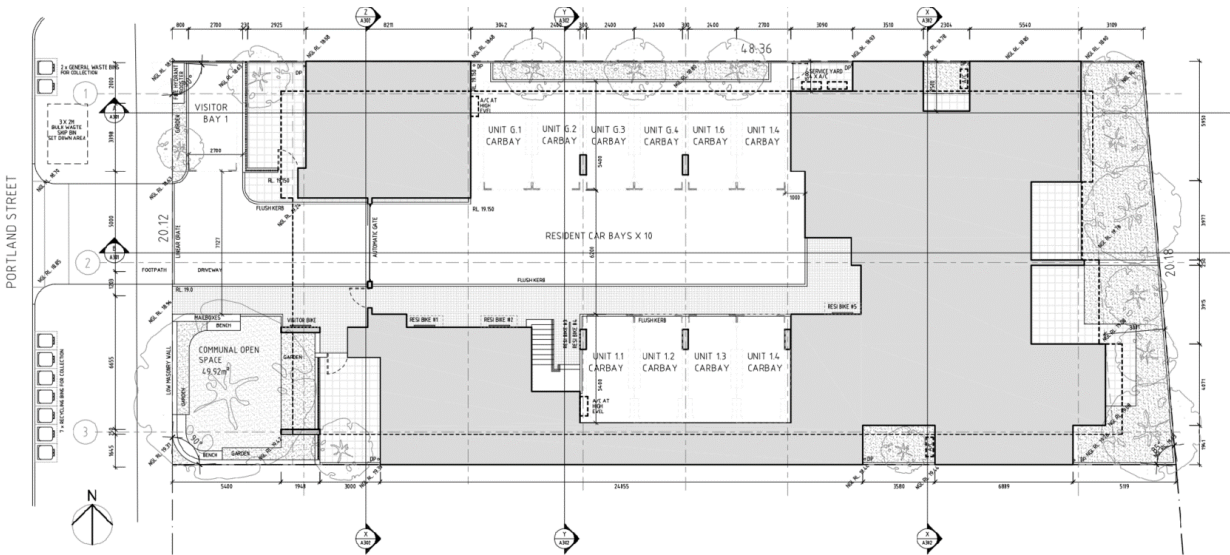
4 Proposed Development

The proposed development is a residential building, comprising of the following site-specific components:

- > 3 units of 1-bedroom dwelling;
- > 7 units of 2-bedroom dwelling;
- > 11 car bays; and
- > 6 bike racks.

Figure 4-1 shows the ground floor plan of the proposed development. Larger versions are included in Appendix B.

Figure 4-1 Ground Floor Plan

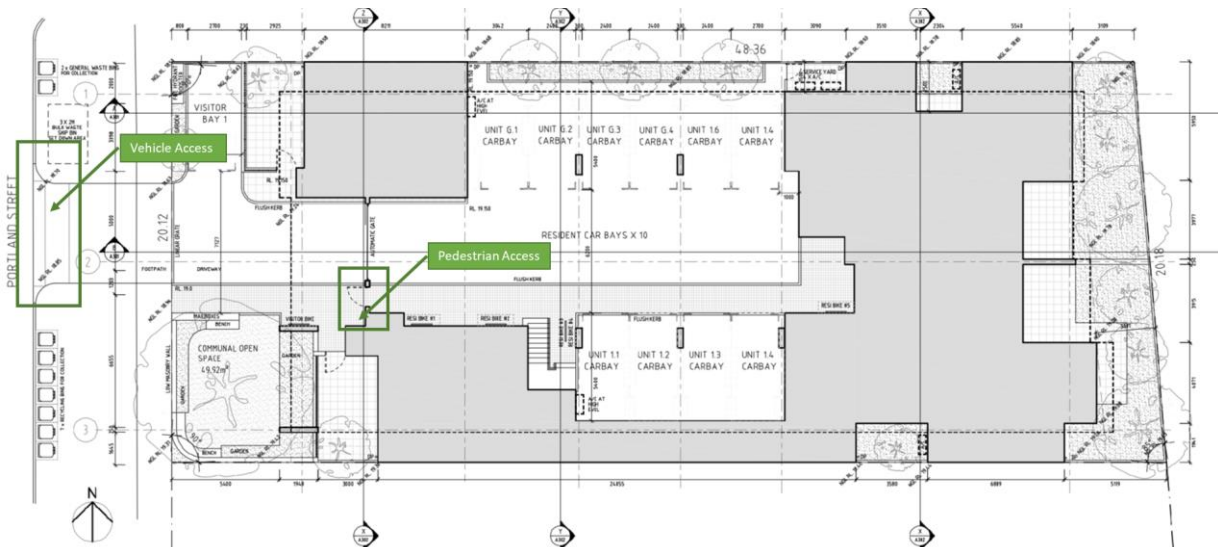


Source: Chindarsi Architects Pty Ltd

4.2 Access Arrangements

Vehicular access to/from the Site will be via a new two-way, 5.0m wide crossover located on Portland Street as shown in Figure 4-2. This crossover is compliant with AS2890.1:2004 requirements for Category 1 access driveways. Pedestrian access is provided from Portland Street adjacent to the vehicular driveway.

Figure 4-2 Site Access Arrangement



Source: Chindarsi Architects Pty Ltd

4.3 Traffic Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition* were used to estimate the number of vehicle trips generation by the Site. The trip generation rate, distribution and development trip generation are summarised in **Table 4-1**, **Table 4-2** and **Table 4-3** respectively.

Table 4-1 Trip Generation Rate

Land Use	ITE Code/Source	AM Peak	PM Peak
Residential	221	0.32 trips per dwelling	0.41 trips per dwelling

Table 4-2 Directional Distribution

Land Use	ITE Code/Source	AM Peak		PM Peak	
		In	Out	In	Out
Residential	221	27%	73%	60%	40%

Table 4-3 Total Trip Generation

Land Use	ITE Code/Source	AM Peak		PM Peak	
		In	Out	In	Out
Residential	221	1	3	3	2
Total		1	3	3	2

The estimated peak hour trip generation is 4 vehicles in the AM Peak Hour and 5 vehicles in the PM Peak Hour. This low volume of trip generation is anticipated to have no material impact on the surrounding road network.

4.4 Provision for Service Vehicles

It is understood that bin collection will take place along the verge. Bins will be presented in an orderly row at the front of the Site.

4.5 Other Developments

4.5.1 Regis Retirement Village

The proposed Regis Retirement Village is located on the corner of Smyth Road, Karella Street and Williams Road. The proposed development comprises of residential retirement units including amenities such as a bowling green, a pool and garden. It is unlikely to have any material impact on the subject Site.

5 Parking

5.1 Parking Requirements

The *City of Nedlands' Draft Local Planning Policy for Parking* outlines the parking requirements and has due regard status. **Table 5-1** shows the parking requirements and the provision on site. Please refer to the Planning Report for more detail regarding car parking.

Table 5-1 Car Parking Provision

Land Use		Yield	Car Parking Requirements		Provision
Residential*	1-bedroom dwellings	3 dwellings	0.75 bays per dwelling	3 bays	10 bays
	2+ bedroom dwellings	7 dwellings	1 bay per dwelling	7 bays	
Residential Visitors		10 dwellings	1 bay per four dwellings up to 12 dwellings	3 bays	1 bay
Total				13 bays	11 bays

*Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.

As shown above the parking supply meets the statutory requirements for the residential dwelling units. However, a shortfall of 2 bays is anticipated for the residential visitors. It should be noted that on-street parking along Portland Street is available as shown in **Figure 5-1**. It is anticipated that any parking visitor demand if required can be accommodated by the on-street parking and mitigate this parking shortfall. It is also noted that the Site benefits from excellent public transport which will be utilized by visitors and residents minimising parking demand.

Figure 5-1 On Street Parking



5.2 Bicycle Parking

The bicycle parking requirements below in **Table 5-2** and are provided by the City of Nedlands in their draft Local Planning Policy for parking, which has due regard status. Please refer to the Planning Report for more detail regarding bicycle and motorcycle parking

Table 5-2 Bicycle Parking Requirements and Provision

Land Use	Yield	Bicycle Space Requirements	Provision	
Residential	10 dwellings	0.5 space per dwelling	5 spaces	5 spaces
Residential Visitors	10 dwellings	1 space per 10 dwellings	1 space	1 space
Total			6 spaces	6 spaces

The Site provision of 6 bicycle spaces meets the statutory requirements.

5.3 Parking Geometry Requirements

The parking bay geometry requirements set forth by AS2890.1 for User Class 1A (residential, domestic and employee parking) at 90° angle and the corresponding provisions in the proposed development are presented in **Table 5-3**.

Table 5-3 Parking Geometry Requirements

Parameter	Minimum Requirement	Provided	Remarks
Bay Width, m (User Class 1A)	2.4	2.4	No Non-conformances identified
Bay Length, m	5.4	5.4	No Non-conformances identified
Aisle width, m	5.8	6.2	No Non-conformances identified
Access width, m (Access: User Class 1A with less than 25 Bays and on a Local Road = Category 1)	3.0 to 5.5	5.0	No Non-conformances identified

Sources: AS2890.1 (2004)

5.4 Swept Path Analysis

A swept path analysis was conducted for a B99 passenger vehicles for the visitor parking bay as shown in **Figure 5-2** and **Figure 5-3**. The swept path shows that vehicle can easily manoeuvre into the visitor parking bay in reverse gear and exit in a forward gear.

Figure 5-2 Swept Path – B99 Vehicle

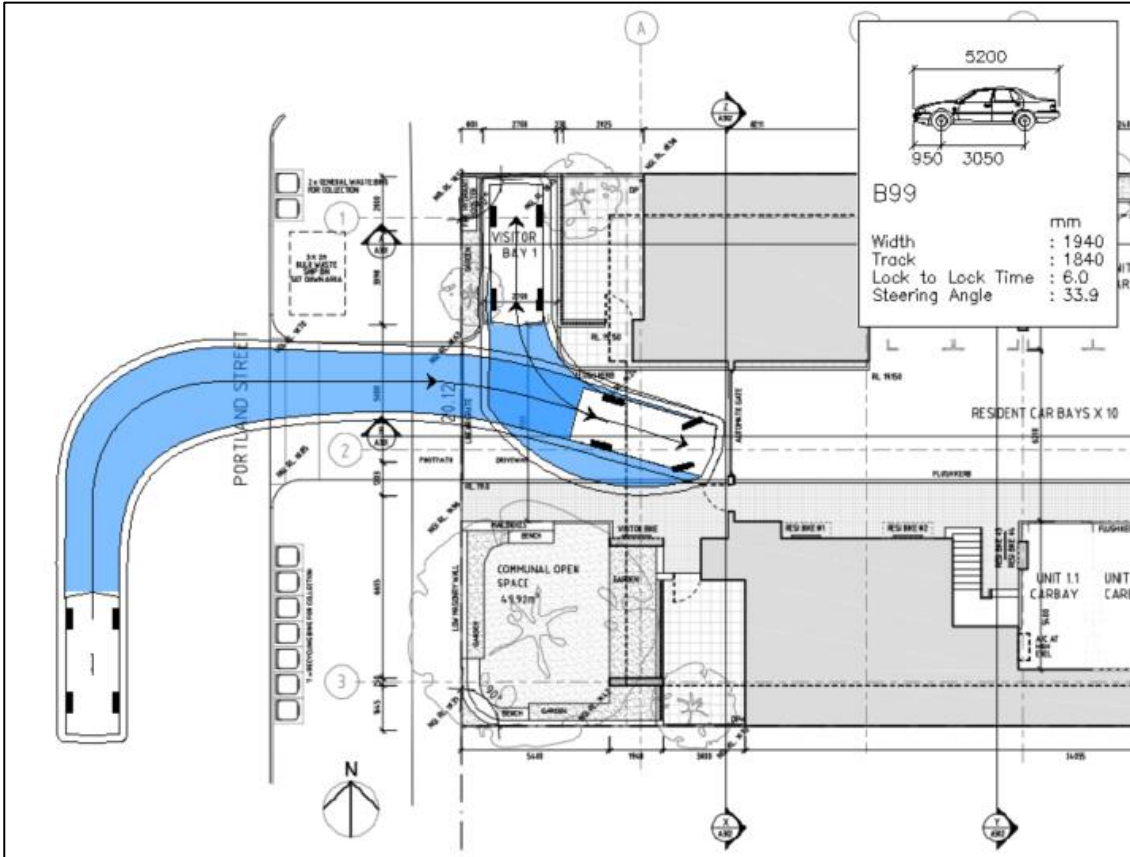
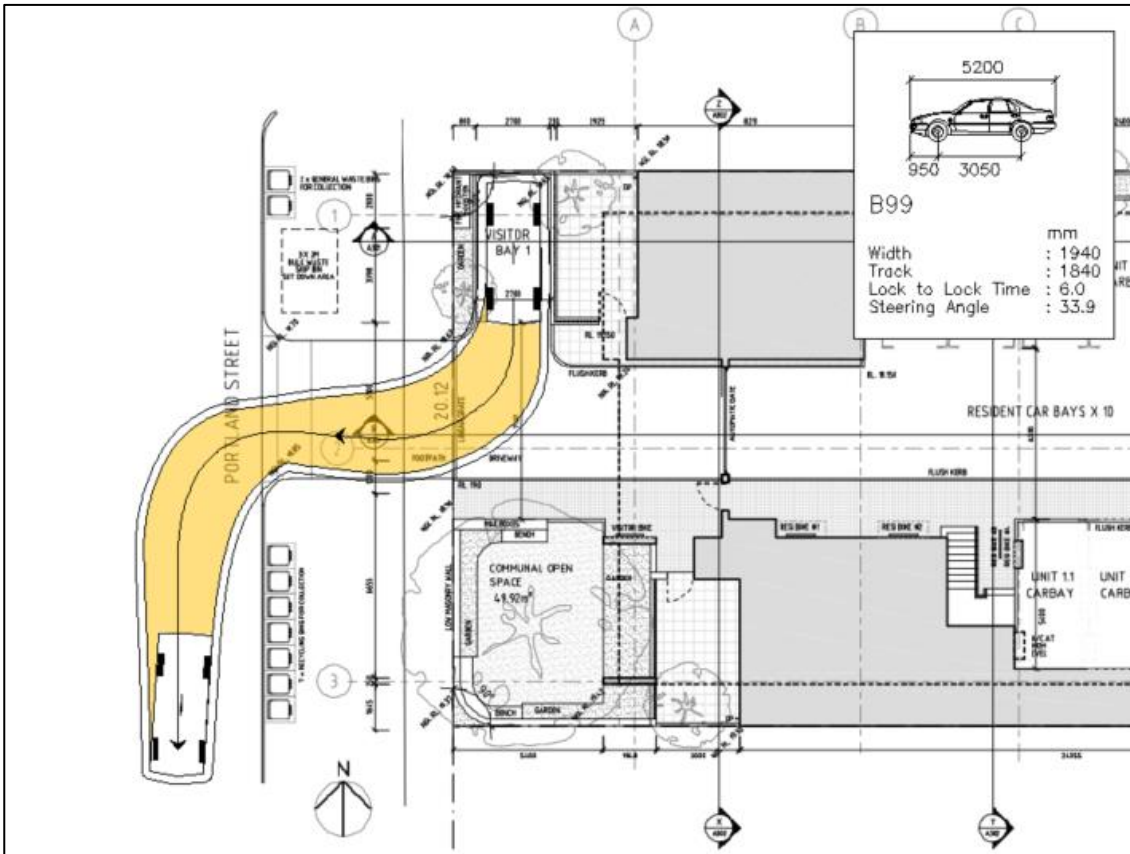


Figure 5-3 Swept Path – B99 Vehicle



6 Site-Specific Issues

6.1 Crash Assessment

A search of the Main Roads WA Reporting Centre for traffic crash data was carried out for reported crashes between 1 January 2016 and 31 December 2020 for the following road sections:

- > Portland Street midblock between Stirling Highway and Gordon Street
- > Stirling Highway midblock between Portland Street to Williams Road
- > Williams Road midblock between Stirling Highway and Gordon Street (no crashes)
- > Gordon Street midblock between Portland Street to Williams Road (no crashes)
- > Stirling Highway/Portland Street intersection
- > Stirling Highway/Williams Road intersection
- > Portland Street/Gordon Street intersection
- > Stirling Highway/Tyrell Street intersection
- > William Road/Gordon Street intersection (no crashes)

Table 6-1 to **Table 6-6** provide a summary of the vehicle crashes on Portland Street and near the Site. The location and severity of crashes recorded are illustrated in **Figure 6-1**.

Table 6-1 Portland Street midblock between Stirling Highway and Gordon Street

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hit Object	-	-	-	-	1	1
Total	-	-	-	-	1	1

Table 6-2 Stirling Highway Midblock

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Sideswipe Same Direction	-	-	-	2	1	3
Rear End	-	-	-	3	1	4
Total	-	-	-	5	2	7

Table 6-3 Stirling Highway/Portland Street Intersection

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	3	-	3
Sideswipe Same Direction	-	-	-	-	1	1
Total	-	-	-	3	1	4

Table 6-4 Intersection Stirling Highway/Williams Road

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	-	1	1
Total	-	-	-	-	1	1

Table 6-5 Portland Street/Gordon Street Intersection

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	1	-	-	1
Total	-	-	1	-	-	1

Table 6-6 Stirling Highway/Tyrell Street Intersection

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Turn Thru	-	-	1	-	-	1
Rear End	-	-	-	1	-	1
Total	-	-	1	1	-	2

A summary of the crash data is as follows:

- > Rear End type and Right-Angle crashes were the most common within the surrounding area of the Site.
- > The intersection to Stirling Highway and midblock sections had the highest volumes of crashes. This is unsurprising given that Stirling Highway is an arterial road with high traffic volumes which generally results in a higher likelihood of crashes occurring.
- > Only 2 recorded crashes within the surround area of the Site required medical attention.
- > Overall, the number of crashes occurring near the Site is considered to be low and does not imply any safety issues.

Figure 6-1 Crash Map



Base Source Map: Google Maps (Satellite View)

7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following are conclusions about the proposed development:

- > The development proposal is for a residential building comprising of 10 residential apartments located within the suburb of Nedlands.
- > The proposed development is expected to have a total trip generation of approximately 4 vehicles in the AM peak hour and 5 vehicles during the PM peak hour. This very low level of traffic generation is anticipated to have negligible impact on the surrounding road network.
- > Overall, the cycling network within the surrounding area is considered to be average with very few routes and a relatively disconnected cycling network.
- > Overall, public transport within the surrounding area is considered to be excellent with many high frequency services available to multiple key locations and destinations.
- > Overall, it is considered unlikely that the Site will cause any material impact to the surrounding road network.

38 Portland St, Nedlands

APPENDIX

A

WAPC CHECKLIST

Item	Status	Comments/Proposals
Proposed subdivision		
proposed land use	Section 4	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	Section 4	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 4	
Hours of operation (non-residential only)		
	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 1	
type of vehicles (e.g. cars, trucks)	Section 1	
Traffic management on frontage streets		
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 3	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	NA	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	Section 5	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues		
	Section 6	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

38 Portland St, Nedlands

APPENDIX

B

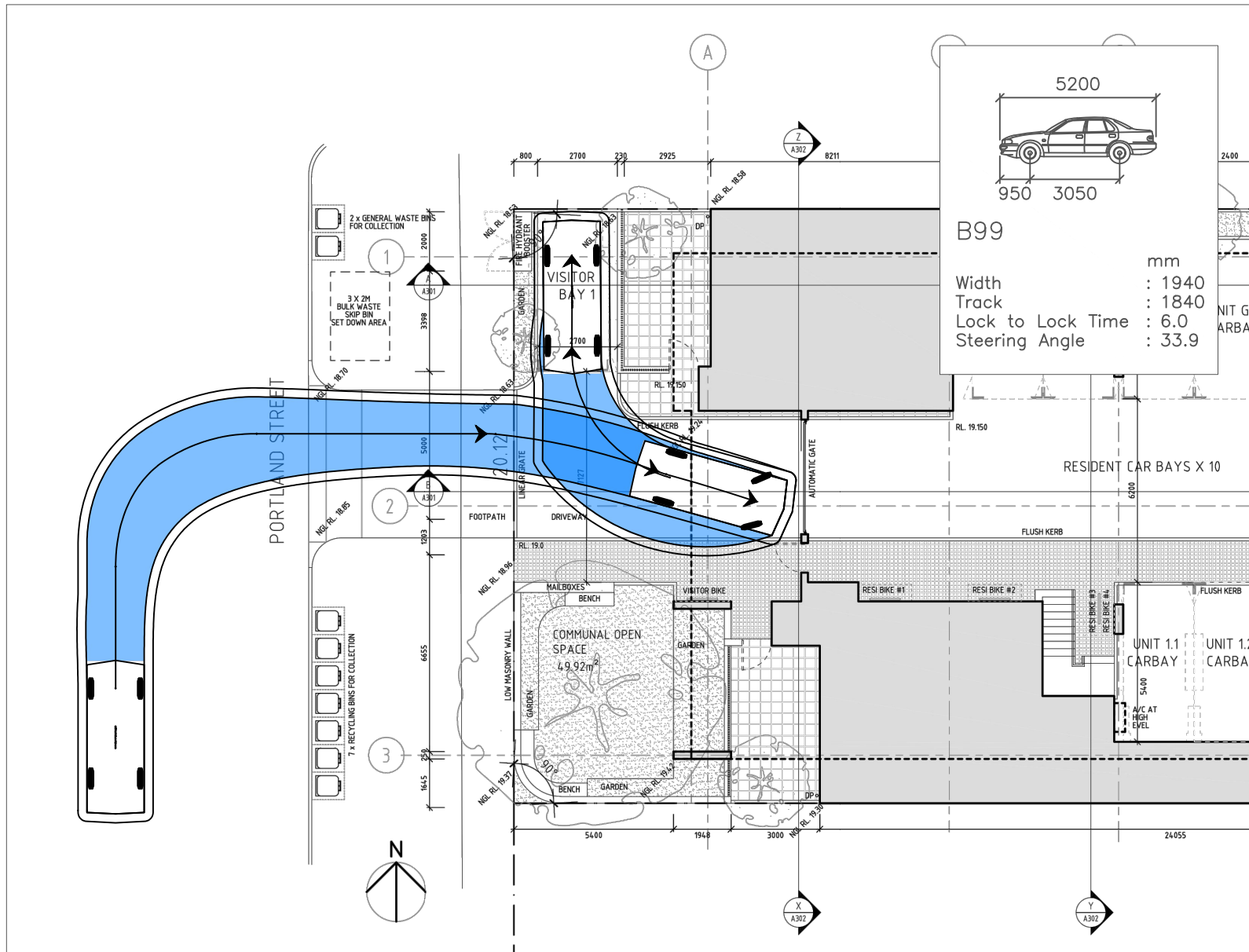
SITE PLANS

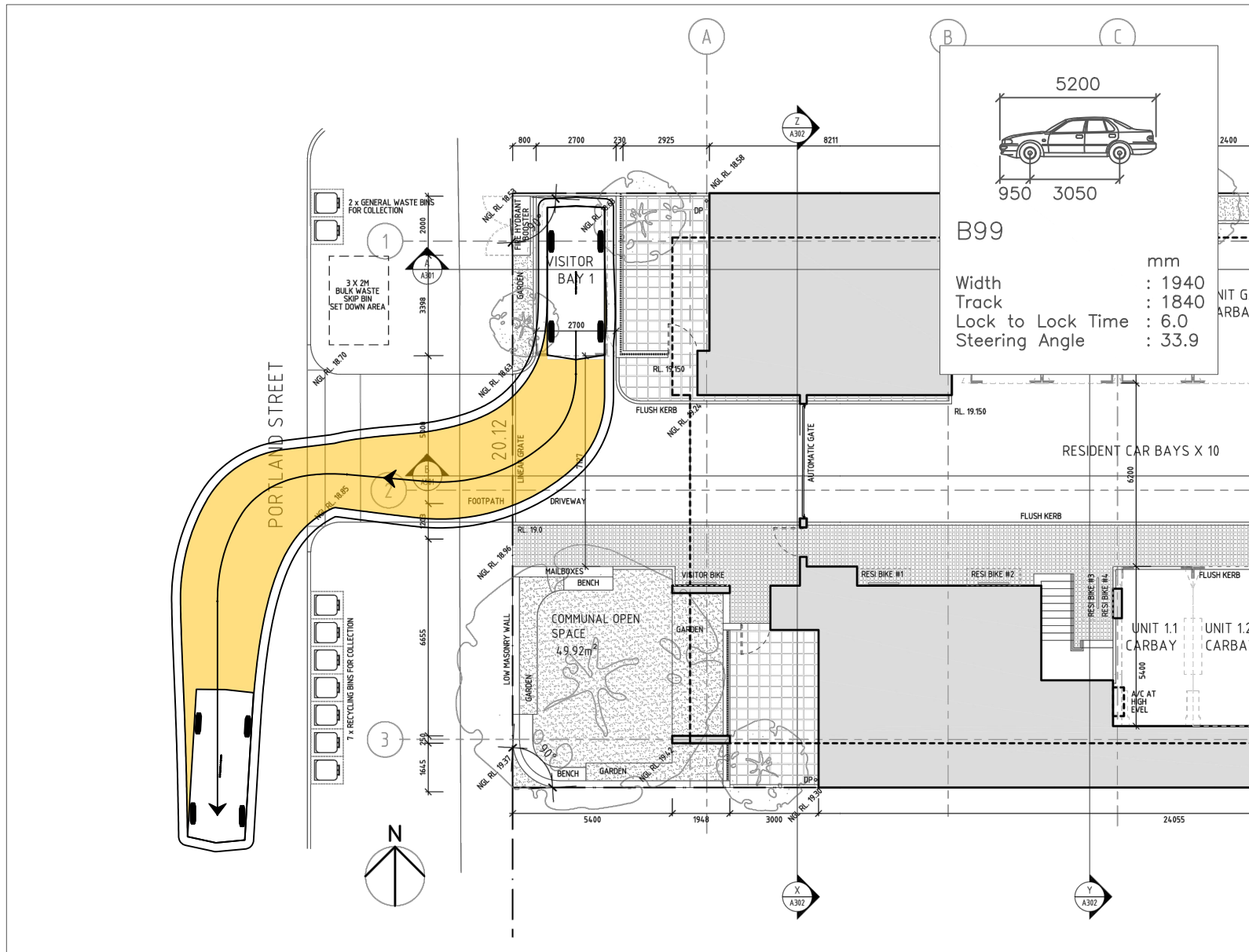
38 Portland St, Nedlands

APPENDIX

C

SWEPT PATHS





Design quality evaluation

Lot 129 (No.29) Portland St, Nedlands – 10 Multiple Dwellings (Two Storey)

Design Review – 12 July 2021

Panel:

- **Simon Anderson – Chair**
- Simon Venturi – Deputy Chair
- Emma Williamson
- Tony Blackwell

Panel Members:

Apply the applicable rating to each Design Principle	3	<i>Supported</i>
	2	<i>Further information required</i>
	1	<i>Not supported</i>
	0	<i>Yet to be addressed</i>

Summary	<p>The subject site comprises of a singular allotment (989m² in area) and is located on Portland St in the suburb of Nedlands. The site is relatively flat and contains an existing single storey dwelling with a pitched roof.</p> <p>The properties surrounding the subject site are zoned 'Residential' with a density coding of R60 and contains a mix of existing single and two storey dwellings. Further to the south of the subject site is Stirling Highway.</p> <p>To the south of the subject site (No. 40 Portland St) JDAP approved x 10 Multiple Dwellings (two storeys) in 2020. A Development Application for x 4 two-storey Grouped Dwellings have been submitted in 2021 for 36 Portland Street to the north. This was determined on 1 July 2021.</p>
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Comments Regarding the Development Proposal

Development Proposal Strengths	<ul style="list-style-type: none"> • Positive response to streetscape. • Positive roof design response – pitched roof response. • Publicly accessible communal space – pocket park. • Use of a landscape architect. • Inclusion of PV cells. • Landscape quality is generally considered acceptable. • Provides affordable accommodation within the Nedlands market.
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<p>Development Proposal Weaknesses</p>	<ul style="list-style-type: none"> Interface of development to the street through the carpark. Considered a poor design response. Car dominated environment. Approach to unit 3 and 4 through the carpark and access through carpark. Storerooms of units 3 and 4 can be considered as 'bedrooms'. Amenity of communal open space is considered poor. Provide usable space. Location of visitor bay and communal space at the front of the development. Quality of front unit access to the communal street. Visibility of 1st parking bay from Unit 1. High level windows to most bedrooms. Unit 3 entry next to communal stairwell. Most balconies fully privacy screened. Limited north light access and design. Restricted access through screening and highlight windows. Cross ventilation considered poor. Side elevations lack articulation and materiality. Significant nil boundary walls. Considered over-developed. Limited internal amenity. Access to stores – tight next to car bays. Overhead AC units. Odours from bin stores Provision for tree plantings within carparking areas – tight – wheel stops for cars to prevent tree damage. Poor resident amenity generally, especially the upper side and rear units – highlight only bedrooms, dark corridors, screened balconies. Deficient parking for visitors. Lack of justification for plot ratio relaxation – amenity and community outcomes needed to justify relaxation. Hardstand within front setback area – generally not an acceptable outcome.
<p>Development Proposal General Comments</p>	<ul style="list-style-type: none"> Possible consider a tiled roof as part of the material palette. Consider using 3 level height permissibility – reduce bulk but increase height. Strategic use of height for some/not all apartments. 3rd storey setback from the primary street would be considered positively. Use context of surrounding property's fencing design for communal OLA.
<p>Principle 1 - Context and character</p>	<p>3 <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <p><u>1a. Comments</u></p> <ul style="list-style-type: none"> Front elevations considered a positive response. Presentation to street considered appropriate. <p><u>1b. Recommendations</u></p> <ul style="list-style-type: none"> Include permeable fencing to demarcate the communal open space.

<p>Principle 2 - Landscape quality</p>	<p>2</p>	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.6, 4.12 and 4.16 as relevant.</i></p> <p><u>2a. Comments</u></p> <ul style="list-style-type: none"> • Good volume of landscaping. • Medium quality of landscaping. • Located within setback areas – front and rear. • Landscaping is generally inaccessible. • Landscaping considered to be fragmented. <p><u>2b. Recommendations</u></p> <ul style="list-style-type: none"> • Combine landscaping areas where possible. • Increase access to landscaped areas within the development for residents. • Increase landscaping of car parking areas. • Increase landscaping in front of visitor bay.
<p>Principle 3 - Built form and scale</p>	<p>3</p>	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 4.10 and 4.11 as relevant.</i></p> <p><u>3a. Comments</u></p> <ul style="list-style-type: none"> • Lack of articulation. • Poor outcome addressing side elevations. <p><u>3b. Recommendations</u></p> <ul style="list-style-type: none"> • Increase articulation addressing side (north and south) boundaries and rear elevation.
<p>Principle 4 - Functionality and build quality</p>	<p>1</p>	<p><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> <p><i>As informed by SPP7.3 Element Objectives 4.3, 4.4, 4.6, 4.7, 4.12, 4.15, 4.17, 4.18 as relevant.</i></p> <p><u>4a. Comments</u></p> <ul style="list-style-type: none"> • Internalised central corridor. • Highlight windows to habitable rooms. • Access achieved through parking area. • Full height screening to balconies. • Strange/suspicious storerooms. <p><u>4b. Recommendations</u></p>

		<ul style="list-style-type: none"> • Decrease full height screening and use of highlight windows. • Include storerooms in plot ratio where they can be used as bedrooms.
Principle 5 - Sustainability	1	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.9, 4.1, 4.2, 4.3, 4.11, 4.12, 4.15, 4.16, 4.17 as relevant.</i></p>
		<p><u>5a. Comments</u></p> <ul style="list-style-type: none"> • Unshaded windows. • Poor crossflow. <p><u>5b. Recommendations</u></p> <ul style="list-style-type: none"> • Engage an ESD consultant to improve building performance.
Principle 6 - Amenity	1	<p><i>Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.</i></p> <p><i>As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.5, 4.1, 4.2, 4.3,4.4, 4.5, ,4.7, 4.9, 4.11, 4.12, 4.15, 4.16, 4.17,4.18 as relevant.</i></p>
		<p><u>6a. Comments</u></p> <ul style="list-style-type: none"> • Low internal amenity. • Communal open space relatively inaccessible to residents. • Insufficient visitor parking. <p><u>6b. Recommendations</u></p> <ul style="list-style-type: none"> • A part three storey design may be a suitable design outcome, provided this is setback from the primary street. • Reduction in yield will also allow amenity to be improved. • Plot ratio excess may be considered if a higher level of amenity is provided. • Provide an additional 2 visitor bays.
Principle 7 - Legibility	1	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.1, 3.4,3.6, 3.7, 3.8, 3.9, 4.5 as relevant.</i></p>
		<p><u>7a. Comments</u></p> <ul style="list-style-type: none"> • Front units should address primary street. • No clear public entry. <p><u>7b. Recommendations</u></p> <ul style="list-style-type: none"> • Redesign pedestrian interface.
Principle 8 - Safety	2	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>

		<i>As informed by SPP7.3 Element Objectives 3.1,3.4, 3.6, 3.7, 3.8,3.9, 4.5 as relevant.</i>
		<p><u>8a. Comments</u></p> <ul style="list-style-type: none"> • Considered poor safety outcome. <p><u>8b. Recommendations</u></p> <ul style="list-style-type: none"> • See Recommendations of Principle 7.
Principle 9 - Community	2	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.5, 4.9,4.18 as relevant.</i></p>
		<p><u>9a. Comments</u></p> <ul style="list-style-type: none"> • Communal outdoor living area addressing the primary street is considered positive streetscape interface. <p><u>9b. Recommendations</u></p> <ul style="list-style-type: none"> • Provide communal facilities (shade, BBQ, seating). • Appropriate fencing/screening of communal outdoor living area from the street should be considered.
Principle 10 Aesthetics	2	<p><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> <p><i>As informed by SPP7.3 Element Objectives 3.1, 3.4, 4.8 as relevant.</i></p>
		<p>10a. Comments</p> <ul style="list-style-type: none"> • Front considered a good response. • Rear elevation relies upon paint. <p><u>10b. Recommendations</u></p> <ul style="list-style-type: none"> • Greater articulation of side setbacks needed. • Greater materiality should be considered.

28 September 2021

Scott van Ierland
Planning Services
City of Nedlands
sierland@nedlands.wa.gov.au

Dear Adam,

NO. 38 (LOT 129) PORTLAND STREET, NEDLANDS 10 MULTIPLE DWELLINGS – REQUEST FOR INFORMATION

Thank you for your email received 9 August 2021 requesting further information relating to the proposed development currently lodged with the Development Assessment Panel for development approval. A summary of the items raised is provided below:

Item	Description	Response
1.	Design Review Panel meeting minutes and responses	Amendments and justification
2.	Side and rear setbacks – R-Codes 2.4	Amendments and justification
3.	Plot ratio – R-Codes 2.5	Amendments and justification
4.	Communal open space – R-Codes 3.4	Amendments and justification
5.	Visual privacy – R-Codes 3.5	Justification
6.	Public domain & car and bicycle bays – R-Codes 3.6 & 3.9	Justification
7.	Pedestrian access and entries – R-Codes 3.7	Amendments
8.	Vehicle access – R-Codes 3.8	Justification
9.	Additional information	Documentation updated
10.	Internal referrals	Documentation updated

Further consideration has been given to address the concerns raised and amended plans have been prepared alongside justification to address the items raised for further information. Detailed responses on each individual item listed above is provided below.

DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES

Principle 1 – Context and character

1a. Comments

- Front elevations considered a positive response.
- Presentation to street considered appropriate.

1b. Recommendations

- Include permeable fencing to demarcate the communal open space.

3

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

A low masonry wall has been provided to achieve a clearer demarcation of the public and private spaces.

DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES

Principle 2 – Landscape quality

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

2a. Comments

- Good volume of landscaping.
- Medium quality of landscaping.
- Located within setback areas – front and rear.
- Landscaping is generally inaccessible.
- Landscaping considered to be fragmented.

2

The landscaping within the car parking area has been increased and consolidated, whilst the communal open space has been provided with a garden area featuring more intensive vegetation. A low masonry wall has been included between the visitor car parking bay and street to reliably screen visual impact, and there will be trees either side to soften the appearance (in the verge and courtyard of unit G1).

2b. Recommendations

- Combine landscaping areas where possible.
- Increase access to landscaped areas within the development for residents.
- Increase landscaping of car parking areas.
- Increase landscaping in front of visitor bay.

Principle 3 – Built form and scale

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.

3a. Comments

- Lack of articulation.
- Poor outcome addressing side elevations.

3

Improvements have been made to the side elevations with additional design features provided, and a more balanced spread of articulation across the elevation to break up large expanses of wall.

3b. Recommendations

- Increase articulation addressing side (north and south) boundaries and rear elevation.

Principle 4 – Functionality and build quality

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.

4a. Comments

- Internalised central corridor.
- Highlight windows to habitable rooms.
- Access achieved through parking area.
- Full height screening to balconies.
- Strange/suspicious storerooms.

1

Skylights have been provided to the internal corridor, providing a source of natural light. Where practical full height windows have been provided to improve daylight access, with obscured panels below 1.6m as required to ensure visual privacy. The internal stairway has been relocated closer to the front access gate to avoid residents and visitors, avoiding the need to walk through the car park area to access the upper level. Oversized storerooms have been removed from the plans with adjustments to the internal layout to suit.

4b. Recommendations

- Decrease full height screening and use of highlight windows.
- Include storerooms in plot ratio where they can be used as bedrooms.

Principle 5 – Sustainability

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

5a. Comments

- Unshaded windows.
- Poor crossflow.

1

The revised internal layout has resulted in improved solar and ventilation outcomes for the development, in addition to larger windows being incorporated into the side elevations to maximise daylight access. Solar panels will be provided for the development (accommodated on the roof space) and landscaping has been designed to minimise water consumption through plant selection and appropriate soil preparation and mulching.

5b. Recommendations

- Engage an ESD consultant to improve building performance.

Principle 6 – Amenity

Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

DESIGN REVIEW PANEL MEETING MINUTES AND RESPONSES

<p><u>6a. Comments</u></p> <ul style="list-style-type: none"> • Low internal amenity. • Communal open space relatively inaccessible to residents. • Insufficient visitor parking. 	1	<p>The pedestrian legibility and access has been considerably improved with the widened access way and relocated stairway to the upper floor. Landscaping at the ground level has been improved within the parking area and the communal open space has also been refined.</p>
<p><u>6b. Recommendations</u></p> <ul style="list-style-type: none"> • A part three storey design may be a suitable design outcome, provided this is setback from the primary street. • Reduction in yield will also allow amenity to be improved. • Plot ratio excess may be considered if a higher level of amenity is provided. • Provide an additional 2 visitor bays. 		<p>The proposed plot ratio, height, and setbacks closely align with both the planning framework and existing development within the immediate locality, and therefore are not considered to require any significant modification. All internal room and outdoor living areas comply with the acceptable development requirements of the R-Codes indicating that a suitable level of amenity has been achieved.</p>

Principle 7 – Legibility
Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

<p><u>7a. Comments</u></p> <ul style="list-style-type: none"> • Front units should address primary street. • No clear public entry. 	1	<p>Pedestrian access has been improved with a consistent 1.5m width pathway now provided. The stairway has also been relocated closer to the front of the site with the stairs forward of unit G2 to ensure clear legibility and improve amenity by avoiding the need for residents/visitors having to walk through the car parking area to access the upper floor.</p>
<p><u>7b. Recommendations</u></p> <ul style="list-style-type: none"> • Redesign pedestrian interface. 		

Principle 8 – Safety
Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

<p><u>8a. Comments</u></p> <ul style="list-style-type: none"> • Considered poor safety outcome. 	2	<p>All private space is located behind a secured gate, separate pedestrian and vehicle gates have been provided, and pedestrian access will be distinguished and prioritised through distinguished finishes.</p>
<p><u>8b. Recommendations</u></p> <ul style="list-style-type: none"> • See Recommendations of Principle 7. 		

Principle 9 – Community
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.

<p><u>9a. Comments</u></p> <ul style="list-style-type: none"> • Communal outdoor living area addressing the primary street is considered positive streetscape interface. 	2	<p>Communal open space has been revised to include the following:</p> <ul style="list-style-type: none"> • Low level wall to separate private/public areas without impacting surveillance and interaction. • Bench space for residents/visitors. • Garden strip adjacent unit G2 to provide improved privacy and separation whilst increasing vegetation intensity.
<p><u>9b. Recommendations</u></p> <ul style="list-style-type: none"> • Provide communal facilities (shade, BBQ, seating). • Appropriate fencing/screening of communal outdoor living area from the street should be considered. 		

Principle 10 – Aesthetics
Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

<p><u>10a. Comments</u></p> <ul style="list-style-type: none"> • Front considered a good response. • Rear elevation relies upon paint. 	2	<p>Improvements have been made to the side elevations with additional design features provided, and a more balanced spread of articulation across the elevation to break up large expanses of wall.</p>
<p><u>10b. Recommendations</u></p> <ul style="list-style-type: none"> • Greater articulation of side setbacks needed. • Greater materiality should be considered. 		

2. SIDE AND REAR SETBACKS – R-CODES 2.4

<p>RFI</p>	<p><i>Objective 2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.</i></p>
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2. SIDE AND REAR SETBACKS – R-CODES 2.4

- Proposed 2 boundary walls in lieu of 1.
- Minimum 1.5m lot boundary setback addressing the southern lot boundary (level 1) in lieu of an average 3.5m required.

Response Provision of boundary walls to two side boundaries in lieu of one allows for a more efficient use of space on site and provides a better balance of built form across the site, to reduce an excessive impact on any one adjacent property. As of 2 July 2021 the R-Codes volume 1, associated with a few lower intensities of development recognised the benefits of boundary walls to both side boundaries and this is now deemed-to-comply for single house and grouped dwelling developments.

A consistent setback of 1.5m is provided at the upper level, which closely aligns with that approved at 40 Portland Street. This is half of the minimum setback stipulated for development 3-4 storeys high, with a 2.0m requirement for two-storey development (R-Codes table 2.1). Given the proposal is limited to two storeys a reduced setback is considered appropriate.

In the context of two-storey development, upper floor setbacks of 1.5m or less are common and generally accepted for single and grouped dwelling developments, which is the predominant dwelling type within the streetscape. As the development to the south at 40 Portland offers similar setbacks a 3m separation is achieved, which is sufficient to allow for daylight penetration and ventilation between properties.

3. PLOT RATIO – R-CODES 2.5

RFI *Objective 2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

- Proposed plot ratio of 0.84 in lieu of 0.8.

Response A plot ratio of 0.8 (791m²) is provided as a baseline for what would be the expected overall bulk and scale of development within an R60 residential area. The plot ratio of the proposed development is 0.84 (830m²) representing only a 4.9% increase to this value. This closely aligns with the scale and bulk planned for the area and is therefore appropriate.

4. COMMUNAL OPEN SPACE – R-CODES 3.4

RFI *Objective 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.*

- It is considered that proposed communal outdoor living area, located within the front setback area (in front of unit G.2) may not meet A3.4.7 this is because of the close proximity to the adjoining Unit G2 private open space. There may be potential issues in relation to light, noise, privacy. This position is further supported by the DRP comments received.

Response The design of the communal open space has been revised to provide a 1.7m wide garden buffer (in addition to the courtyard wall) between the courtyard of unit G2 and the communal open space. The design of the communal open space includes benches shaded by a large tree and is likely to be utilised as a passive space where visitor and residents may meet or wait for each other rather than an active area where people are likely to occupy for long periods of time (e.g. a space with cooking facilities). Considering both the separation provided between the spaces and nature of the communal open space, the potential for impact to unit G2 is minimal.

5. VISUAL PRIVACY – R-CODES 3.5

RFI *Objective 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*

5. VISUAL PRIVACY – R-CODES 3.5

properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.

- *Direct overlooking of internal units and adjoining properties has been avoided. However, this has been achieved through the employment of obscure glazing, highlight windows and complete full height screening of balconies/elevated outdoor living areas.*
- *Daylight, solar access and ventilation is affected by the provision of screening and highlight windows to first floor units.*

Response In order to achieve the future envisioned development density whilst providing a respectful built form to the existing streetscape the side setbacks do not allow for unscreened major openings without compromising visual privacy between properties. To address this whilst maintaining a sense of openness and not unduly impacting on solar access, full sized windows have been proposed with obscure glazing below 1.6m. Outdoor living areas of the central apartments have not been roofed to maintain solar access, whilst providing some shading through the proposed eaves.

6. PUBLIC DOMAIN & CAR AND BICYCLE BAYS – R-CODES 3.6 & 3.9

RFI *Objective 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.*

Objective 3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.

- *A single visitor bay is proposed to be located within the front setback area in lieu of a required 3 visitor parking bays.*

Response The visitor bay has been provided within the street setback area to ensure legibility and accessibility to visitors at all times. Providing the visitor car bay amongst the residential parking bays would be counterintuitive given the design of the development. The visitor bay will be screened from the street by a low masonry wall.

The significant and well landscaped communal open space also located within the street setback area more than offsets the impacts of the single visitor car bay, and provision of a tree within unit G1 outdoor living area (in addition to the verge tree) adjacent the bay will ensure a balanced canopy cover across the frontage of the site and provide shade to both the outdoor living area and adjacent car bay.

The matter of visitor bay provision is addressed in the original justification submitted and is unrelated to the objectives listed which relate to streetscape amenity, except that the reduced visitor bay provision permits a reduced level of hardstand on site – improving streetscape amenity.

7. PEDESTRIAN ACCESS AND ENTRIES – R-CODES 3.7

RFI *Objective 3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.*

- *Width of pedestrian entry is 1.1m in lieu of 1.5m.*

Response The pedestrian entry footpath has been amended to achieve a minimum 1.5m width its entire length.

8. VEHICLE ACCESS – R-CODES 3.8

RFI *Objective 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.*

8. VEHICLE ACCESS – R-CODES 3.8

- Single vehicle access point proposed with a minim/maximum width of 3.0m in lieu of 4.0m

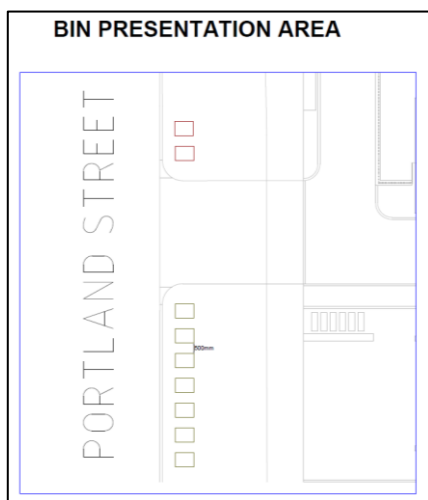
Response The vehicle access point is of sufficient width to accommodate vehicles passing at both the street and within the internal parking aisle through a shared access arrangement. Pedestrians will have priority when using the path provided, however in instances where there are two vehicles attempting to pass each other and pedestrians all located within the same section of the driveway, vehicles will need to briefly wait until the pedestrians have cleared the space to pass. This is unlikely to occur frequently, with the access arrangement proposed allowing free flow of both pedestrians and vehicles through the development without any impediment in majority of instances.

To accommodate separate secure entry points for vehicles and pedestrians it is necessary to narrow the access aisle at the gate location, however as areas both sides of the gate can accommodate two vehicle widths the only notable impact will be a minor delays for one vehicle when two vehicles are attempting to pass through the gate in opposite directions at the same time. This impact is not sufficient to warrant widening the vehicle access gate, which would necessitate elimination of the separate pedestrian entry gate (or provision of both a double width gate and separate pedestrian access, increasing hardstand).

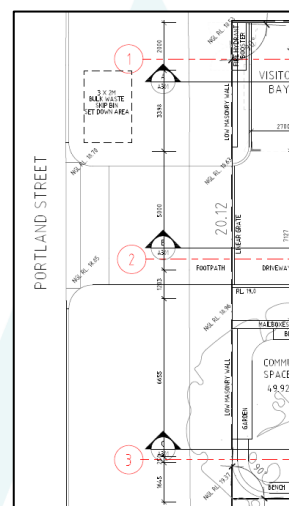
9. ADDITIONAL INFORMATION

- RFI**
- Amended solar access diagrams for each unit. Solar access diagrams are to include solar access for outdoor living areas (courtyards and balconies) in addition to all internal living spaces. Please label rooms on solar access diagrams.
 - Please include room sizes on floor plans.
 - Please include areas of glazed areas on the elevations (both obscure and transparent).
 - Please annotate the 'bin presentation area' on the site plan.

Response The revised plans include updated solar access diagrams, room sizes on floor plans, and glazed areas on elevations. The bin presentation area is indicated within the Waste Management Plan, with the bulk waste collection area on the northern side of the verge indicated on the site plan.



Bin presentation area (WMP)



Bulk waste collection (site plan)

10. INTERNAL REFERRALS

RFI Majority of the items listed are advice notes relating to requirements applicable at the building permit stage. Only items relating to information required for consideration at the development application stage been listed below.

10. INTERNAL REFERRALS

Health

- Acoustic report provides no modelling of mechanical noise from air conditioning equipment on the justification that mechanical equipment is unknown. The consultant will need to engage with the application to determine the expected location of the AC equipment and potential SPL to provide some preliminary calculations/modelling of noise data.

Response The acoustic report has been revised to address the above request.

Waste

- DA Plan is not showing the dedicated bulk storeroom
- Sufficient space for Skip bin placement on the verge for Bulk waste needs to be annotated on the site plan.
- The submitted Acoustic Report confirms the Waste Management Plan will appropriate mitigation measures where waste compaction is used.
- Remove all references related to the 'Waste coordinator' from the waste management plan.
- Please include the following statement under the compactor usage "Recycling bin compaction is not permitted". The City does not support the compaction of recycling.
- Maximum number of bins permitted on the verge for collection is 9x 360L bins in total at any one time (which includes 2x360L City of Nedlands weekly waste bins and 7x City of Nedlands fortnightly recycling bins or 2x240L City of Nedlands green waste/FOGO bins)

The development plans and waste management plan has been revised to address the above requests.

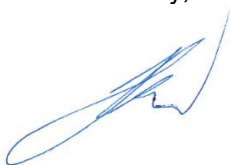
CONCLUSION

Based on the information presented in this submission all of the further information requests are considered to have been addressed. Considering the remaining variations on a performance-based assessment, the revised development meets all objectives of the applicable planning framework.

The development is considered to align with the intent for the locality and provides a respectful balance of achieving high quality function and form whilst ensuring there are no undue impacts to adjacent properties or the streetscape character. Accordingly it is requested that the application be supported, with any further minor adjustments being addressed as conditions on approval.

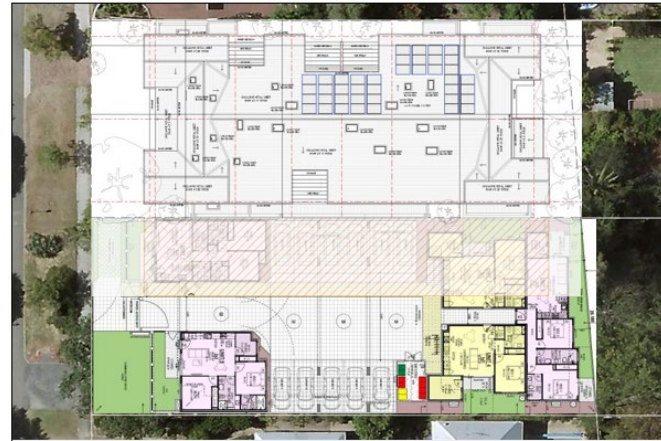
Should you have any question in relation to the details provided in this submission, please contact Steven DePiazzi on 6444 9171 or steven@urbanistaplanning.com.au.

Yours sincerely,



Steven DePiazzi | **Senior Urban Planner**
Urbanista Town Planning
231 Bulwer Street, Perth

ELEMENT 2.2	BUILDING HEIGHT	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O2.2.1 – 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.</p>	<p>The current predominant building height of development within the street is single storey, and the potential building height within the R-60 code is three storeys. Accordingly, the proposed height of two storeys strikes a respectful balance between the existing and future streetscape character, maintaining a respectful height whilst also encouraging larger built form towards the full potential of the R60 code.</p>	<p>O2.2.1 – Achieved</p> <ul style="list-style-type: none"> The default Acceptable Outcomes under Table 2.1 of the R-Codes for an R60 site is 3 storeys and a 12m indicative building height. The proposal is for 2 storeys with a maximum height of 9m. The 2-storey height is considered to appropriately respond to the future scale and character of the street that is coded R60. The height is similar to other approved developments in Portland Street. To the north of the site approval has been granted for 4 two-storey grouped dwellings and to the south an 11 two-storey multiple dwelling development.
<p>O2.2.2 – The height of buildings within a development responds to changes in topography.</p>	<p>The proposed ground floor level of 19.20 represents a balance of cut and fill, achieving an average level across the slope of the site. The level differences between opposite sides of the site are less than 1.0m, which is not considered sufficient to warrant a stepped design. Where possible a single level is preferred as this results in improved accessibility.</p>	<p>O2.2.2 – Achieved</p> <ul style="list-style-type: none"> There is a minor slope of 0.8m on the site. A combination of cut and fill has been proposed which appropriately responds to the changes in topography.
<p>O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.</p>	<p>The roof design proposed is both respectful to the character of the street, whilst also minimising potential impact to adjacent properties. The gabled façade design references architecture of the Californian Bungalow which is prominently featured throughout the locality, whilst allowing for lower wall heights to the side lot boundaries which are more susceptible to impact due to reduced setbacks (as compared with the street and rear setbacks).</p>	<p>O2.2.3 – Achieved</p> <ul style="list-style-type: none"> A pitched roof design is proposed which is consistent with existing and approved roof forms within the street and area. No communal open space is proposed on the roof.
<p>O2.2.4 – 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.</p>	<p>The greatest risk to in terms of impacts to solar access is to the southern adjoining site (recently approved for construction of 11 multiple dwellings). An overlay is provided below to demonstrate the areas which will be impacted by overshadowing.</p>	<p>O2.2.4 – Achieved</p> <ul style="list-style-type: none"> The adjoining site to the south is coded R60. A maximum shadow cast of 50% can be considered at 12pm during the winter solstice.



Middayovershadowing to approved development at 40 Portland Street

The fall of the shadow will be such that it will have no impact on any openings or habitable spaces on the upper floor of 40 Portland Street, and will primarily overshadow the boundary wall of the front unit and car parking area. Of all 11 adjacent dwellings, only one will receive any significant impact to solar access (unit 2) which is a relatively good outcome overall, and certainly within the tolerance of what can be expected and accepted in a R60 coded area where three storey development is permitted.

This proposal has 34% shadow cast which is attributed by the 2-storey design. It is noted that the shadow cast on 21 June represents a worst case scenario. The development proposal has satisfied the acceptable outcome on the worst case scenario, with the real world shadow impact being less throughout the majority of the year.

- Considered the angle of shadow and the relative height of the development, the proposal is unlikely to negatively impact the north facing photovoltaic cells of the adjoining development at No.40 Portland St. It is noted that the approved development at No. 40 Portland St, has not lodged a building permit at this time.
- The area of overshadowing appropriately interfaces with the adjoining development at No.40 Portland St, with the majority of overshadowing falling over the vehicle parking area and boundary wall portions of the neighbouring southern development.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.

The development is 2 storeys with a maximum height of 7.0m wall and 9.0m pitch in lieu of 3 storeys and 12m provided by A 2.2.1.

(Excerpt from table 2.1)

Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
	R40	R50	R60	R80	R100	R160			R-AC4	R-AC3	
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) <i>refer 2.2</i>	2	3	3	4	4	5	3	6	7	9	

LOCAL PLANNING FRAMEWORK

REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.

ELEMENT 2.3	STREET SETBACKS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.</p>	<p>The proposed street setback of 6m strikes a balance between the predominant existing (9m) and future proposed landscape character of the street outlined in the R-Codes (4m), and closely aligns with the adjacent recently approved multiple dwelling development (6.2m).</p>	<p>O2.3.1 – Achieved</p> <ul style="list-style-type: none"> Table 2.1 recommends a minimum 2m primary street setback. At ground level, a minimum 3.5m is proposed at the edge of the wall to the courtyard and 6.2m to the wall of the units. At the upper floor level, a 6m setback is proposed. The existing prevailing setback in the street is 9m to the dwelling with some reductions for carports. The proposed increased setbacks of this proposal provide for a larger front landscaping area which incorporates a communal open space area. This allows for the planting of 1 x medium tree and x 3 small trees. This responds appropriately to the City’s leafy green character and complements the existing and future character of the street.
<p>O2.3.2 – The street setback provides a clear transition between the public and private realm.</p>	<p>Through built form elements including the street fencing and entry gates, there is a clear transition between the private and public realms on site.</p>	<p>O2.3.2 – Achieved</p> <ul style="list-style-type: none"> The development provides a clear distinction between the public and private realms though the use of street fencing, entry gates and a pathway.
<p>O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.</p>	<p>The street fencing provides visual privacy to the ground floor courtyards of units G1 and G2, whilst the upper floor habitable rooms fronting the street are afforded privacy through their level separation from the street. The desired level of privacy from these spaces can easily be modified to suite through window furnishings.</p>	<p>O2.3.3 - Achieved</p> <ul style="list-style-type: none"> Ground floor apartments are provided with both soft and hard landscaping. Units G1 and G2 have screened private courtyards addressing the primary street with living areas and bedrooms set back 6m and more. The upper floor apartments provide for balconies and increased setbacks.
<p>O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.</p>	<p>The proposed 6m setback is considered ideal to provide a high level of surveillance between the development and</p>	<p>O2.3.4 – Achieved</p>

the street without unduly impinging on the privacy of the future residents.

- The proposed primary street setback allows for passive surveillance of the street through the orientation of openings, location of balconies and visually permeable fencing at ground level.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument

Minimum street setback proposed is 6m (2m acceptable outcome).

(Excerpt from table 2.1)

Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
	R40	R50	R60	R80	R100	R160			R-AC4	R-AC3	
Minimum primary and secondary street setbacks <i>refer 2.3</i>	4m ⁴	2m	2m		2m		2m or Nil ⁵	2m or Nil ⁵	2m or Nil ⁵		

(4) Minimum secondary street setback 1.5m

(5) Nil setback applicable if commercial use at ground floor

LOCAL PLANNING FRAMEWORK

REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.

ELEMENT 2.4	SIDE AND REAR SETBACKS	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
<p><i>Development is to achieve the following Element Objectives</i></p>	<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p>	
<p>O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.</p>	<p>The subject site is in a unique position, being the only location currently on Portland Street which is likely to have multiple dwelling developments to both of its side boundaries. The property at 40 Portland Street was recently approved, and we are aware of a recently lodged development at 36 Portland Street also for a multiple dwelling development. Whilst we do not currently have access for the plans at 36 Portland Street, the design of 40 Portland Street has been considered in the design of the proposed development.</p> <p>The proposed side setbacks include boundary walls at the ground level balanced out by the car parking area which presents no walls in the centre of the development. A consistent setback of 1.5m is provided at the upper level, which closely aligns with that approved at 40 Portland Street. This is half of the stipulated minimum setback stipulated for development 3-4 storeys high, with a 2.0m requirement for two-storey development (R-Codes table 2.1). Given the proposal is limited to two storeys a reduced setback is considered appropriate. In the context of two-storey development, upper floor setbacks of 1.5m or less are common and generally accepted for single and grouped dwelling developments, which is the predominant dwelling type within the streetscape. As the development to the south at 40 Portland offers similar setbacks a 3m separation is achieved, which is sufficient to allow for daylight penetration and ventilation between properties. We anticipate that the northern adjoining development will also present similar setbacks and allow for the same level of separation.</p> <p>A setback of 3m is provided to the rear boundary to provide a larger open area capable of accommodating landscaping more than sufficient to ensure daylight and ventilation to rear facing dwellings within a two-storey development.</p>	<p>O2.4.1 – Achieved</p> <p>Table 2.1 recommends a minimum 3m side and rear setback with an average of 3.5m where the wall exceeds 16m in length. A boundary wall can be built to one side boundary.</p> <p>The development proposes a minimum 3m rear (east) setback at both levels. The side setbacks (north and south) both propose building on the boundary and setbacks ranging from 1.5m – 2m. Across each level, the minimum average is below 3.5m.</p> <p>The development is considered to meet the Element Objectives as –</p> <ul style="list-style-type: none"> • The setbacks are not considered to contribute to the overall building bulk given 2 storeys are proposed instead of 3 storeys. The adjoining approved developments are of a similar size and scale. • The approved development to the south at 40 Portland Street have balconies and major openings facing this site that are screened at 1.6m. The southern units of this development have no balconies and highlight and obscure glazing to bedrooms, living and studies. This provides for an adequate and appropriate separation to both sites. • The rear setback (east) provides for an appropriate separation to the adjoining neighbouring property. The wall has multiple articulations and screened balconies and openings. The setbacks allow for an appropriate deep soil area.

		<ul style="list-style-type: none"> • Extent of shadow cast to the adjoining site is 34% on 21 June at its worst point. For the remaining months of the year there is the ability for meaningful sunlight to balconies, major openings and solar panels to the adjoining site. • The approved developments both north and south have walls built on the boundary. The length of these walls have an average height of 2.5m and do not exceed 2/3 the length of either boundary. The location of these walls does not impact either this development or the adjoining sites. No objections have been received from adjoining landowners.
<p>O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</p>	<p>The proposed development matches the adjacent approved multiple dwelling development at 40 Portland Street by providing boundary walls at the street frontage with similar (1.8m) setbacks to the upper floor. Given the large lot sizes and low density of majority of existing development, boundary walls have not historically been a necessity for development within the street and is therefore not currently a predominant characteristic.</p> <p>The need for efficient development design to accommodate the intended dwelling density will result in boundary walls at ground level becoming a predominant characteristic of the emerging streetscape as it transitions towards the R60 density. It is expected that development proposed at three storeys will provide greater setbacks to mitigate the additional associated impacts, however as previously existing controls permitted two storey development with setbacks around 1.5m, it is considered appropriate to continue this trend with new development where building heights are maintained to this level.</p>	<p>O2.4.2 – Achieved</p> <ul style="list-style-type: none"> • The existing street streetscape comprises of single storey houses with reduced side setbacks and larger rear setbacks. The future character of the street and area is likely to change with the increase in density to R60. For lower scale development (single houses and grouped dwellings) a building on the boundary can be considered on two sides, up to 2/3 the length of the boundary and with a height of up to 3.5m. • The length of these walls have an average height of 2.5m and do not exceed 2/3 the length of either boundary. The approved development adjoining the site have building on boundary to both sides and present with similar setbacks.
<p>O2.4.3 – 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.</p>	<p>Trees have been achieved to all lot boundaries, with significant deep soil zones achieved in the street and rear setback areas. The overall tree canopy at maturity is expected to exceed that of the site pre-development.</p>	<p>O2.4.3 – Achieved</p> <ul style="list-style-type: none"> • The development incorporates a 64m² deep soil area to the rear. This includes the planting of 6 small trees and 2 medium trees. Mature trees and deep soil areas have been provided addressing both side boundaries in addition to the front and rear setback areas. The setbacks provides for a sufficient area and volume to

		sustain health plant and tree growth and further reinforces the landscape character of the area.
<p>O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.</p>	<p>As noted above the site is in a unique position, with multiple dwelling developments proposed to both sides which will match the intensity and land use of the subject development. The development provides similar setbacks to that of 40 Portland Street, and matches these setbacks to its northern boundary with 36 Portland Street. This approach will provide uniformity for new development in the street and assist in creating a consistent emerging streetscape character. A greater 3m setback has been included to the rear boundary to provide improved separation to the existing detached dwelling (we are not aware of any proposal for redevelopment of the rear site).</p>	<p>O2.4.4 – Achieved</p> <p>The setbacks of the development respond to the intensity of development to the side and rear boundaries which are coded R60. The north and south have developed at the higher coding.</p>

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where:

- a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument **AND /OR**
- b) a greater setback is required to address 3.5 *Visual privacy*.

Boundary	AO Setback	Provided Setback (Min/Average)	Complies?
North Side Ground	<p>3.0m (Length less than 16m at all points, separation of boundary wall applied)</p>	Minimum 1.5m setback provided (Unit G.3 Store)	No
South Side Ground		Minimum 1.9m setback provided (Unit G.4 Court/Bed 1)	No
East Side Ground	<p>3.5m average setback required. (Wall length exceeds 16m)</p>	Minimum/Average 3.0m Rear setback provided	No
North Level 1		Minimum/Average setback 1.5m provided	No
South Side Level 1		Minimum/Average setback 1.5m provided	No
East Side Level 1		Minimum/Average setback 3.0m provided	No

Boundary Walls:

- 2 boundary walls proposed in lieu of 1 boundary wall – not compliant with acceptable outcome

(Excerpt from table 2.1)

Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Boundary wall height (storeys) ^{1,2} <i>refer 2.4</i>	1 ³		1 ³	2 ³	2 ³		2	3	4		
Minimum side setbacks ⁶ <i>refer 2.4</i>	2m	3m	3m		3m		Nil				
Minimum rear setback <i>refer 2.4</i>	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m <i>refer 2.4</i>	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

- Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions
- Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code
- Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in 2.7 *Building separation*, 3.3 *Tree canopy and deep soil areas*, 3.5 *Visual privacy* and 4.1 *Solar and daylight access*.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.

ELEMENT 2.5	PLOT RATIO	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
<p>O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.</p>	<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p> <p>A plot ratio of 0.8 (791m²) is provided as a baseline for what would be the expected overall bulk and scale of development within an R60 residential area. The plot ratio of the proposed development is 0.87 (861m²) representing only a 8.8% increase to this value. This is generally consistent with the scale and bulk planned for the area and therefore considered appropriate.</p>	<p>O2.5.1 – Achieved</p> <p>The Acceptable Outcome for plot ratio is 0.8. The proposal has a plot ratio of 0.86, which equates to approximately 63m² or 7.5% of additional floor space.</p> <p>The overall bulk and scale of the development is considered appropriate for the existing and planned character of the area as –</p> <ul style="list-style-type: none"> • The proposal is for 2 storeys, where up to 3 storeys can be considered for this site. The building is wholly located within the 12m indicative building envelope. This has further been attributed by a relatively flat site. • An adequate degree of building articulation has been provided to each level. The bulk and scale has further been supported by the City’s Design Review Panel. The scale of the development is consistent with the approved development to the south at 40 Portland Street which proposed more units than this proposal. • The shadow cast to the adjoining southern site is acceptable and below the maximum 50% with 34% proposed.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.</p> <p>Plot ratio of 0.86 in lieu of 0.8 <i>(Excerpt from table 2.1)</i></p>		

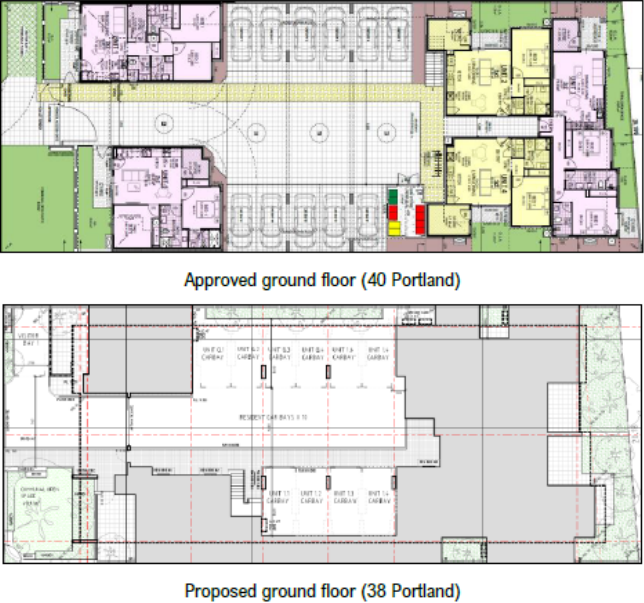
Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Plot ratio ⁷ <i>refer 2.5</i>	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	

(6) Refer to Definitions for calculation of plot ratio

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.

ELEMENT 2.6		BUILDING DEPTH	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT	
<i>Development is to achieve the following Element Objectives</i>	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>		
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	The development includes three single aspect apartments (1.1, 1.3, and 1.4) with an associated building depth of 17m. Apartments 1.3 and 1.4 achieve optimum sunlight access as shown in the daylight access diagram, however apartment 1.1 achieves only low levels of sunlight due to its southern orientation. It will still however achieve some direct sunlight through the open roofed outdoor living area into the adjacent primary living space, and this will be in addition to the natural daylight it will receive. Overall considered a good outcome as 90% of dwellings will achieve high levels of direct solar access, and all dwellings will achieve some level of direct solar access.	O2.6.1 – Achieved <ul style="list-style-type: none"> The development proposes a maximum building depth of 17m. There are single aspect apartments (units 1.1, 1.3 and 1.4) with all remaining apartments being dual aspect. Solar access and natural ventilation is achieved for each apartment and optimised due to the orientation of the units, openings and private open space. Skylights are also proposed throughout central corridor areas. 	
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	Not required as the building depth does not exceed 20m where single aspect apartments are proposed (upper floor).	O2.6.2 – Not Applicable	

<p>O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.</p>	<p>Refer to ‘Element 4.3 – Size and layout of dwellings’ for comments on room depth, areas, and ceiling heights.</p>	<p>O2.6.3 – Achieved</p> <ul style="list-style-type: none"> • 2.7m high ceilings are proposed that further optimise daylight and solar access and natural ventilation.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to <i>4.1 Solar and daylight access</i> and <i>4.2 Natural ventilation</i>. <i>Maximum building depth of 17m proposed.</i></p>		
<p>LOCAL PLANNING FRAMEWORK</p>	<p>REQUIREMENT</p>	
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>	<p>It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.</p>	

ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
<p>O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.</p>	<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p> <p>The proposed development aligns closely with the spacing of the future desired streetscape for the area, increasing development density to align with the R60 code through boundary walls at ground level to maximise active frontage and a single driveway down the centre of the lot.</p>  <p>Approved ground floor (40 Portland)</p> <p>Proposed ground floor (38 Portland)</p> <p>Similarly the upper floor has also been designed to align with the recently approved development adjacent to the subject site at 40 Portland, providing a minimum 1.5m setback and achieving articulation through building depth through the outdoor living, vertical articulation between upper and ground floors setbacks and materials, and a variety of opening sizes.</p>	<p>O2.7.1 – Achieved</p> <ul style="list-style-type: none"> • The development presents as a two-storey development with setbacks generally consistent with similar-height single and grouped dwellings. The prevailing character of the streetscape is anticipated to remain as single houses for the immediate future. • The development's bulk, scale and setbacks are considered consistent with the property's R60 coding, allowing for significant landscaping to be contained within the development boundaries, with significant emphasis placed on landscaping within the primary street interface and rear setback area.



Approved upper floor (40 Portland)



Proposed upper floor (38 Portland)

Whilst it is acknowledged that the R60 code allows for three storey development, the first developments in this area of transition have been designed with a two-storey building height and side setbacks typical to that of single and grouped dwelling development. This is considered to align more closely with and be more respectful to existing development in the street than a three-storey development with greater setbacks. As the street continues to transition and more developments are constructed at the R60 density, taller three storey developments will become suitable as they will be able to blend into the streetscape rather than standing out as an anomaly.

O2.7.2 – Building separation is in proportion to building height.

The building separation of 3.0m and 3.5m outlined in Table 2.1 relates to development of up to 4 storeys high. The proposed development being two storeys proposes a proportionally lesser setback, which aligns with the similarly sized adjacent approved development at 40 Portland, as well as typical single house and grouped dwelling side setbacks within the locality.

O2.7.2 – Achieved

- The development proposes a 2 storey built form outcome in lieu of a permitted acceptable outcome of 3 stories under the lot's R60 coding.
- Separation is considered to be appropriately proportional with the development's-built form and scale. Reduced building separation is considered acceptable considering the proposed reduced

		building height and integration with neighbouring developments.
<p>O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.</p>	<p>The setbacks proposed are typical within the existing streetscape, and generally suitable to accommodate a reasonable level of acoustic privacy and natural ventilation. Where visual privacy setbacks have not been achieved screening has been provided, and access to sunlight and daylight is maintained through the use of obscured glazing as opposed to high light windows.</p>	<p>O2.7.3 – Achieved</p> <ul style="list-style-type: none"> • Table 2.7 recommends habitable rooms and balconies to be set back 3m or greater if unscreened to address visual privacy. Visual privacy to habitable rooms and balconies are addressed by way of screening and the use of highlight windows and/or obscure glazing. As noted in Element 2.4, the location of the rooms to other sites and the use of screening provides for an adequate and appropriate separation to adjoining properties. • Natural ventilation, sunlight and daylight access and outlook meet the element objectives. The extent of shadow cast to the adjoining properties is accepted. • All services and car parking are sited in appropriate locations, away from adjoining properties outdoor living areas. An Acoustic Report has further been prepared which is supported.
<p>O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings</p>	<p>The development provides for a considerable 48m² communal open space, and trees to all lot boundaries, with a significant deep soil zone at the rear of the site. The proposal exceeds communal open space, deep soil, and tree planting acceptable development requirements.</p>	<p>O2.7.4 – Achieved</p> <p>All objectives for communal open space, private open space, deep soil areas and landscaping have been addressed by this development.</p>
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A2.7.1 – Development complies with the separation requirements set out in Table 2.7. Side and rear setbacks to be 3m (average 3.5m) (Element 2.4) – this is discussed in the other sections. Visual privacy and setbacks of major openings/balconies satisfied through the use of screening and highlight windows.</p>		

Table 2.7 Building separation

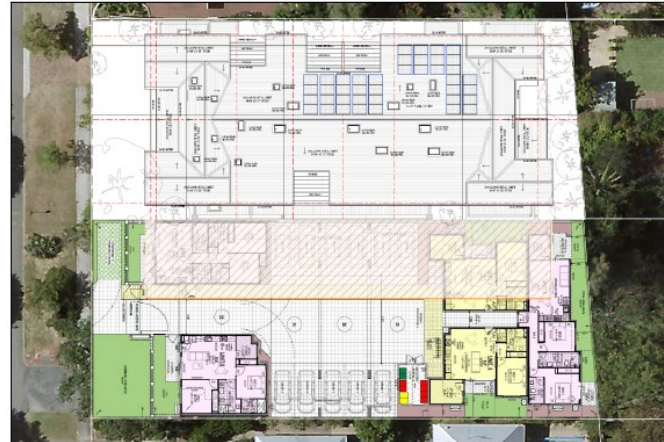
	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer 2.4 Side and rear setbacks (Table 2.1) and 3.5 Visual privacy (Table 3.5)	9m	12m

Distances apply from major openings of rooms, or the inside of balustrading of balconies.
Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.

LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	Nil	
ELEMENT 3.2	ORIENTATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	All dwellings with frontage to Portland Street have been oriented to address Portland Street as their primary frontage, with outdoor and internal living areas at the ground level, and bedrooms, studies and stairway landings overlooking the street (including a Juliet balcony to the bedroom). All other dwellings have been designed to achieve a high level of northern and/or eastern direct solar access to outdoor living areas and adjacent primary living spaces.	O3.2.1 – Achieved <ul style="list-style-type: none"> The building is designed to incorporate a landscaped forecourt entry to the south-west. The design and layout of the units addressing the primary street (G.1 and G.2) provides direct access. On the upper floor levels, the apartments are designed to address the street and incorporate balconies oriented west to Portland Street. The building is further setback in a manner that respects the existing streetscape. Solar and daylight access is addressed in element 4.1 and have been achieved.
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open	The fall of the shadow will be such that it will have no impact on any openings or habitable spaces on the upper floor of 40 Portland Street, and will primarily overshadow	O3.2.2 – Achieved

space and solar collectors of neighbouring properties during mid-winter.

the boundary wall of the front unit and car parking area. Of all 11 adjacent dwellings, only one will receive any significant impact to solar access (unit 2) which is a relatively good outcome overall, and certainly within the tolerance of what can be expected and accepted in a R60 coded area where three storey development is permitted. It is also noted that this is a worst-case scenario, with all other times of the year presenting less overshadowing.



Midday overshadowing to approved development at 40 Portland Street

- The adjoining site to the south is coded R60. A maximum shadow cast of 50% can be considered at 12pm during the winter solstice. This proposal has 34% shadow cast which is attributed by the 2-storey design.
- It is noted that the shadow cast on 21 June represents a worst-case scenario. For the remaining months of the year there is the ability for meaningful sunlight to balconies, major openings and solar panels to the adjoining site.
- Considered the angle of shadow and the relative height of the development, the proposal is unlikely to negatively impact the north facing photovoltaic cells of the adjoining development at No.40 Portland St. It is noted that the approved development at No. 40 Portland St, has not lodged a building permit at this time.
- The area of overshadowing appropriately interfaces with the adjoining development at No.40 Portland St, with the majority of overshadowing falling over the vehicle parking area and boundary wall portions of the neighbouring southern development.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.

Units G.1 and G.2 provide direct street frontage and integration through an open courtyard and visually permeable fencing.

Individual pedestrian access is provided via pedestrian gates from the front setback area into units G.1 and G.2.

A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.

All units on the northern aspect of the development have orientated outdoor living areas and habitable rooms (predominantly bedrooms) addressing the northern aspect. Only one first floor unit (unit 1.1) is provided as a single aspect unit, achieving only southern light. Skylights and large volumes of glazing facing south have been provided.

A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:

- adjoining properties coded R25 and lower – 25% of the site area¹
- adjoining properties coded R30 – R40 - 35% of the site area¹
- adjoining properties coded R50 – R60 – 50% of the site area¹
- adjoining properties coded R80 or higher – Nil requirements.

(1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)

The development proposes 34% shadow cast

A3.2.4— Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.

Adjoining site is coded R60. Acceptable outcome not applicable.

LOCAL PLANNING FRAMEWORK

REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

Nil.

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.</p>	<p>Due to the considerable change in development density and built form permitted in the transition area, it was not practical to retain any of the trees on site without compromising an efficient built form or risking tree failure. In addition, the trees existing on the lot are not of any notable significance which would be sufficient to warrant the entire development being designed around their retention.</p> <p>The proposal to replace these trees with new trees of appropriate species in suitable locations to maximise their potential canopy growth and survival following construction. Whilst there will be an immediate reduction in canopy cover, the proposal has been designed as such that after a few years of growth the proposed trees will match and eventually exceed that currently achieved on site despite the notable difference in desired built form for the area.</p>	<p>O3.3.1 – Achieved</p> <ul style="list-style-type: none"> • There are 10 established trees on site prior to development. The development proposal seeks to remove all trees from site. The decision to limit the building height to 2 storeys has required a larger footprint to accommodate the desired number of units. This has required trees located along the boundary to be removed. • The proposal retains two existing street trees. • The proposal includes the planting of 20 trees on site. • Whilst the development proposal does not include provision to retain any existing trees on site, the development proposes to replace this existing vegetation with appropriate tree species. Whilst it is acknowledged that there is an immediate reduction in canopy cover, once established the proposed landscaping is considered to exceed the amount of tree canopy coverage from pre-development levels.
<p>O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.</p>	<p>As noted above, the proposed tree plantings and layout will achieve improved long term canopy cover from that currently existing and maximise likelihood of tree survival, which can be a difficult issue to manage when tree retention is proposed. The total number of trees on site will be greater than that currently existing pre-development.</p>	<ul style="list-style-type: none"> • A landscaping plan has been prepared that includes the provision for 20 mature trees to be planted on site. • The proposed landscaping plan results in an aggregate increase in landscaping within the site and an overall increase in tree canopy coverage. • The proposed landscaping to be installed within the site is subject to a landscaping plan and ongoing management to ensure the element objective is adequately met.
<p>O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on</p>	<p>The development includes 13.5% deep soil area site cover, a significant improvement from the 10% acceptable development requirement. A large proportion</p>	<ul style="list-style-type: none"> • The development makes provision for approximately 11.5% of the lot area (114m²) for deep soil, exceeding the acceptable outcome of 10% by 1.5%.

<p>structures, with sufficient area and volume to sustain healthy plant and tree growth.</p>	<p>of the deep soil is contained within the street setback area and rear setback where wide dimensions meeting or exceeding those outlined in the acceptable development requirements are achieved, which will ensure the trees will have sufficient space to sustain healthy growth.</p>	<p>Note, only deep soil areas with a minimum dimension of 2.0m have been including in the above calculation. An additional 19m² of landscaped area has been included within the site, with a minimum dimension of 1.0m.</p> <ul style="list-style-type: none"> • The majority of the deep soil and tree planting areas have been provided within the front setback area and rear setback are of the development. • Enough space has been provided to allow for the growth of the proposed mature trees have been provided within the development site. • The development will result in a net increase in trees and tree canopy coverage than the pre-development state of the lot.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A3.3.1 – Retention of existing trees on the site that meet the following criteria:</p> <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 at least 4m. <p>Existing trees on site do not meet the above criteria.</p>		
<p>A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.</p> <p>No applicable. Existing trees on site do not meet A3.3.1</p>		
<p>A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.</p> <p>Confirmation received from applicant and applicant’s landscape architect regarding tree protection measures of neighbouring vegetation and established trees.</p>		
<p>A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.</p>		

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees ¹
Less than 700m ²	10% OR 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m ²		2 medium trees OR 1 large tree and small trees to suit area
> 1,000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area

¹ Minimum requirement for trees includes retained or new trees
Refer Table 3.3b for tree sizes

11.5% deep soil area provided within the development site, with a total of 3 medium trees and 17 small trees proposed to be planted on site.

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided ¹ (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m ²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L
Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

¹ Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

A3.3.6 – 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.

Deep soil areas proposed to be free from paving and decking and incorporate appropriate rootable soil areas.

A3.3.7 – 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.

Planting on structure proposed via means of planter boxes located on balconies. Minimum deep soil requirement achieved for the proposed development (114m² deep soil area proposed).

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

It is noted that a local planning framework is currently being prepared. The site will be affected by the proposed Hollywood Central Transition Zone Local Planning Policy. This Policy is was considered by Council on 3 September 2020 for advertising but was not endorsed. Consequently, the Policy is not seriously entertained at this time.

ELEMENT 3.4	COMMUNAL OPEN SPACE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.</p>	<p>The proposed communal open space within the street setback area includes provision of a large tree complimented by soft ground cover and shrubs, which will greatly enhance amenity of the streetscape and soften the appearance of built form. Outlook from the front dwellings will be considerably improved and the tree will also provide shade for the communal open space and adjacent footpath.</p>	<p>O3.4.1 – Achieved</p> <ul style="list-style-type: none"> 50m² communal open space area is proposed in the front setback area of the site. The communal open space provides for a low wall, seating and additional landscaping including a medium sized tree and 3 small trees. The communal open space is co-located within a deep soil area.
<p>O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents.</p>	<p>The communal open space is located within an open area adjacent to the entrance to the dwelling, with considerable passive surveillance achieved from the development and active surveillance from the street. The space is flat and adjacent to both vehicular and pedestrian access routes between the development and the street, resulting in a universally accessible space in a safe environment, which encompasses considerable landscaping.</p>	<p>O3.4.2 – Achieved</p> <ul style="list-style-type: none"> The communal space is at-grade and located at the front of the site (south-west corner) and is universally accessible. The level of amenity for residents is impacted somewhat by the location in the front setback area, with the communal open space being open to the streetscape, however, this will increase passive surveillance to the street. The area provides for a minimum 3 hours direct sunlight.
<p>O3.4.3 – 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.</p>	<p>As the communal open space is located between the development and the street it acts as a buffer which will minimise impacts from the street, which is considered a far greater source of impact than that of an informal landscaped seating area. The impact of the communal open space is minimal as it has been designed for passive use as opposed to active use and does not include facilities (e.g. cooking) which may entail it being occupied for long period of time.</p>	<p>O3.4.3 – Achieved</p> <ul style="list-style-type: none"> The proposed communal open space is orientated to provide passive surveillance of the street and is located within the front setback area away from habitable rooms. Particularly to Unit G2 which is separated by landscaping, partially solid fence and their own courtyard. The small scale area is unlikely to have an adverse impact.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A3.4.1 – Developments include communal open space in accordance with Table 3.4</p>		

Table 3.4 Provision of communal open space

Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m ² per dwelling up to maximum 300m ²	At least 2m ² per dwelling up to 100m ²	4m

50m² communal open space provided.

A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.

Proposed ground floor communal open space located within front setback area.

A3.4.3 – 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.

Communal open space achieves a minimum 3hrs direct solar access

A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.

Communal open space includes provision for a large tree planting and deep soil area

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.

The communal open space is separated from service utilities, bins and air conditioning units.

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.

The communal open space includes a low wall and visually permeable fencing to minimise places for concealment and promote passive surveillance.

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.

The communal open space is separated from the private outdoor living of unit G.2 by a fence and landscaping and is separate by private open space. The design of the space provides for a relatively low impact of noise, odour or light spill.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.5	VISUAL PRIVACY	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
Development is to achieve the following Element Objectives	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	

O3.5.1 – 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.

In order to achieve the future envisioned development density whilst providing a respectful built form to the existing streetscape the side setbacks do not allow for unscreened major openings without compromising visual privacy between properties. To address this whilst maintaining a sense of openness and not unduly impacting on solar access full sized windows have been proposed with obscure glazing below 1.6m, and outdoor living areas of the central apartments have not been roofed (still include eaves for some shading).

O3.5.1 – Achieved

- Table 3.5 recommends setbacks from habitable rooms and private open spaces. These range from 3m – 6m depending on the space.
- Direct overlooking of internal units and adjoining properties has been avoided. This has been achieved through the employment of obscure glazing, highlight windows and complete full height screening of balconies and raised outdoor living areas. This minimises any direct overlooking to adjoining properties.
- Daylight and solar access and ventilation has been met against Elements 4.1 and 4.2. Additional landscaping has been proposed for upper level balconies and integrated within the building design. This is considered to enhance the liveability for future residents as it provides for a better external outlook that is similar to a courtyard space. Units G.1 and G.2 have courtyards facing the street and with visually permeable fencing. The upper floor levels have smaller balconies also facing the street. This also improves the external outlook from these habitable rooms.

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.

Table 3.5 Required privacy setback to adjoining sites

Cone of vision from unscreened:	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).

All level 1 units (with the exception of units addressing the primary street) propose fully screened balconies. A total of 6 units propose 100% screened balconies/private outdoor living areas.

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.

All level 1 units (with the exception of units addressing the primary street) propose exclusively fully screened outlooks from internal living spaces. – this is met as the living room windows itself are not screened. The areas which are screened are from the balconies.

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.

Exclusive use of highlight windows, obscure glazing and full height screening in lieu of visual privacy setbacks are proposed for all first floor units, with the exception of units addressing the primary street.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.</p>	<p>A clear separation has been achieved between the private and public domains through the central common entrance point secured by access gates. Outdoor living areas adjacent to the street are provided with street fencing to distinguish the two separate spaces whilst still allowing visual permeability for street surveillance.</p>	<p>O3.6.1 – Achieved</p> <ul style="list-style-type: none"> • All acceptable outcomes have been met by this development with the exception of A 3.6.2. • The acceptable outcome recommends all parking areas to be located behind the street setback line of 2m. In this case, a visitor parking space is proposed in the street setback. To address this, vegetative screening and landscaping has been proposed between the bay and the street. This includes a small tree and low shrub landscaping. This assists in the screening and softening of the streetscape from the visitor parking bay. • The development proposes to make use of fencing to delineate public and private spaces. The proposed fencing includes both solid and visually permeable portions where appropriate.
<p>O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.</p>	<p>The streetscape amenity is maintained through minimisation of vehicle crossings and width, and provision of a significant communal open space which will accommodate a large tree and provide shade to users of the footpath and communal open space alike.</p>	<p>O3.6.2 – Achieved</p> <ul style="list-style-type: none"> • A medium tree and three small trees are proposed to be planted within the front setback area of the development which helps to soften the built form as presented to the street. • Primary street fencing has been designed to provide a balance of privacy, security and surveillance of the streetscape. Fencing styles are consistent with existing streetscape.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard. <i>Direct access to units G.1 and G.2 has been provided via means of a pedestrian gate into the courtyard of these units.</i></p>		
<p>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).</p>		

<p>A single visitor bay is proposed to be located within the front setback area at the front of the development.</p>	
<p>A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas. Upper floor windows from studies and bedrooms to units G1 and G2 address the primary street in addition to 2 Juliet balconies.</p>	
<p>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. Open glazing is proposed to the Juliet balconies. Transparent glazing to habitable rooms can be obscured by internal window treatments to provide privacy.</p>	
<p>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. Proposed courtyards and balconies to be levelled to a single FGL to facilitate universal access.</p>	
<p>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. Proposed 1.2m solid fencing addressing the primary street, with 1.8m high visually permeable infill panels above.</p>	
<p>A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment. Landscaping and fencing have been designed to minimise the possibility of concealment within the front setback area. The development has been designed to provide an open aspect addressing the primary street, promoting passive surveillance within common property/public areas.</p>	
<p>A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street. Communal bin store locations have been obscured within the development and hidden from the street elevation.</p>	
<p>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.¹ (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution. All services and utilities have been obscured from the primary street with the exception of the fire hydrant booster. The fire hydrant booster has been located to the north-western corner of the development, appropriately interfacing with the development.</p>	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>	

ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
<p>O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.</p>	<p>The entry to the development is clearly visible and directly connects the street with the parking and pedestrian access points with a universally accessible gradient. The communal spaces will be lit to ensure safety for residents and legibility at night.</p>	<p>O3.7.1 – Achieved through condition</p> <ul style="list-style-type: none"> The development proposes a clearly defined and delineated pedestrian access way located to the south of the vehicle access point. The proposed pedestrian entry is to be 1.5m in width and includes a separate pedestrian gate. A recommended condition requiring changes in the pathway material to easy identify from the street and internally is proposed. This is particularly important given the location of car bays for Units 1.1 to 1.4.
<p>O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.</p>	<p>The pedestrian access distinct from, but adjacent to the vehicular access to create a single and highly legible entrance point from the street. The entry is located within a highly landscaped street setback area which will compliment and highlight the entrance whilst also providing shade and a space to wait when meeting with residents or visitors.</p>	<p>O3.7.2 – Achieved</p> <ul style="list-style-type: none"> A landscaped front setback area is proposed, including provision of a large, mature tree planting. The front setback area also includes a communal open space, providing passive surveillance and interaction between the development and the public realm.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>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. Clearly defined pedestrian entry ways provided for each unit. Individual pedestrian entry way (1.1m in with) provided for access into the development, providing clear distinction from vehicle ingress/egress.</p>		
<p>A3.7.2 – Pedestrian entries are protected from the weather. All individual and communal pedestrian entries within the development are covered by level one, screening the entry points from the weather.</p>		
<p>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. Condition for lighting to be applied.</p>		
<p>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.</p>		

Separate pedestrian access is proposed within the development by a dedicated pedestrian path. Potential points of vehicle and pedestrian conflict may occur within the parking area of the development. A recommended condition of development approval will be to clearly delineate by colours/materials vehicle and pedestrian priority areas.

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.
 Visitor bike bays are located within the common property of the development, with resident bike bays being located behind a controlled access gate. Resident letterboxes are located upon the primary pedestrian access point for the development.

A3.7.6 – Bins are not located at the primary pedestrian entry.
 Bins are proposed to be located within the communal bin store, which is appropriately screened from the street and pedestrian access way.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	Nil

ELEMENT 3.8	VEHICLE ACCESS	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O3.8.1 – 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.	The vehicle access point is adjacent to but clearly separate from the pedestrian access, with separate access gates. Sightlines have been kept clear within 1.5m of where the driveway meets the street.	O3.8.1 – Achieved Provision for separate pedestrian and vehicle access points has been provided to reduce possible conflicts of movement at times of ingress and egress. There are further no structures abutting the vehicle access to compromise sight lines.
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	A single vehicular crossover is provided with minimal width to reduce potential conflict with users of the footpath and minimise its visual presence. Further into the property it widens to allow two-way access and vehicles to pass one another.	O3.8.2 – Achieved A single vehicle access point is proposed for the development. The driveway is centrally located and kept to a functional minimum of 5m in width. It has been designed to reduce the visual impact on the streetscape.
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street. Single vehicle access point proposed. Lot frontage of 20.1m.		
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.		

Clearly defined and disenable driveway access proposed. Vehicle access achieved through communal vehicle access gate located at the front of the development. Driveway serves to guide residents into the development.

A3.8.3 – Vehicle entries have adequate separation from street intersections.
 Vehicle entry provided with a minimum 6.0m primary street setback. No nearby street intersections are present.

A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.
 Development layout provides vehicle ingress and egress such as no habitable rooms or windows are subject to headlight spill. No units feature windows/openings addressing the vehicle access point/car parking areas. No headlight spill is envisaged to neighbouring lots.

A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.
 Minimum/maximum driveway width of 4.0m proposed. Driveway widens to 5.0m to address street frontage. Functional minimum driveway width achieved.

A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where:

- 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 is designated as a primary distributor, district distributor or integrated arterial road.

Driveway/development and parking design allows for both forward ingress and egress to/from the development.

A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).

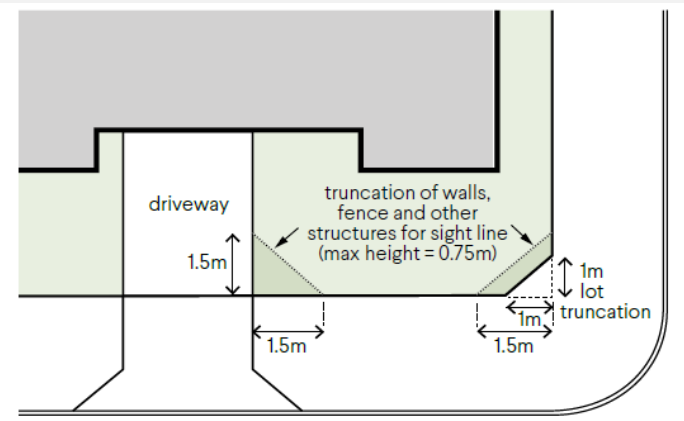


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

No structures proposed within the 1.5m VTA.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 3.9	CAR AND BICYCLE PARKING																			
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT																		
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>																			
<p>O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.</p>	<p>The development site is within ‘Location A’ due to its proximity to high frequency bus routes along Stirling Highway. The proposed parking requirements compared with the requirements of Table 3.9 of the R-Codes is outlined below.</p> <table border="1" data-bbox="728 459 1391 592"> <thead> <tr> <th>Parking</th> <th>Required</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Residential car</td> <td>9.25 (10)</td> <td>10</td> </tr> <tr> <td>Visitor car</td> <td>2.5 (3)</td> <td>1</td> </tr> <tr> <td>Residential bike</td> <td>5</td> <td>5</td> </tr> <tr> <td>Visitor bike</td> <td>1</td> <td>2</td> </tr> <tr> <td>Motorcycle/scooter</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p>Visitor car bays proposed are less than that outlined in table 3.9, however are considered sufficient for the proposed development for the following reasons:</p> <ul style="list-style-type: none"> Residents have been provided with sufficient vehicle parking. Bike bays have been provided in accordance with the required number, along with stores also providing additional storage space to accommodate resident bicycles. The site is within close proximity to a high frequency bus route, providing excellent public transport access for both residents and visitors, reducing reliance on car parking. The site width and single crossover proposed allows for 2-3 on-street parking bays adjacent to the site. There is considerable space for on-street parking both within Portland Street and adjacent residential streets to accommodate what is typically a sporadic demand for visitor parking where more than one bay is required. 	Parking	Required	Proposed	Residential car	9.25 (10)	10	Visitor car	2.5 (3)	1	Residential bike	5	5	Visitor bike	1	2	Motorcycle/scooter	0	0	<p>O3.9.1 - Achieved</p> <p>The proposal provides for 6 bicycle bays (including 1 for visitors). The residents bicycle bays are located at ground level. Due to the number of dwellings no additional modes of transport such as motorcycles are provided.</p>
Parking	Required	Proposed																		
Residential car	9.25 (10)	10																		
Visitor car	2.5 (3)	1																		
Residential bike	5	5																		
Visitor bike	1	2																		
Motorcycle/scooter	0	0																		
<p>O3.9.2 – 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.</p>	<p>The site is located 160m by a direct footpath connection with Stirling Highway, which contains high frequency bus routes to a range of locations. Stirling Highway contains a town centre which is currently in transition and is expected to provide considerable employment opportunities in addition to those offered by the numerous commercial premises already existing. As demonstrated in the context plan, there are cycle routes</p>	<p>O3.9.2 – Achieved</p> <ul style="list-style-type: none"> The site falls short of being within 250m from a bus stop (270m) and has been assessed as being within Location B. Table 3.9 recommends 12 resident bays and 3 visitor bays. The development proposes 10 resident bays and 1 visitor bay. 																		

	<p>albeit somewhat fragmented, which connect with other routes in the general area.</p>	<ul style="list-style-type: none"> • There are practical influences on walkable catchments within an area where public transport is encouraged. The site is located 268m from a high frequency bus route on Stirling Highway which is approximately 20 minutes to the Perth CBD. • Design Guidance DG 3.9.3 provides also provides for visitor parking to be reduced where there is adequate on-street parking within the vicinity of the development. On street parking is provided on Portland Street. It is acknowledged that the parking is restricted to 1hr during business hours (8am – 5pm, Monday to Friday) with unrestricted street parking outside these times. • The development has elected to reduce the number of bays to allow for additional landscaping within the front setback area and reduced number of storeys.
<p>O3.9.3 – Car parking is designed to be safe and accessible.</p>	<p>All residential car parking is secured behind an access gate, within a lit communal area. The visitor parking is accessible from the street, however, is located within a highly visible location to ensure maximum passive and active surveillance to deter any anti-social behaviour or crime.</p>	<p>O3.9.3 – Achieved</p> <ul style="list-style-type: none"> • All resident parking areas are located behind a controlled access gate and is accessible from within the development for all units. Carparking is designed to Australian Standards AS2890.1 (as amended). This will be included as a condition of approval. • The visitor car and bike bay is located at the front of the development, being highly visible and accessible for any visitors to the site. Sight lines are maintained and open for all parking areas to help minimise vehicle, pedestrian and cycling conflicts.
<p>O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.</p>	<p>The car parking area has been located centrally on site at ground level, which typically represents the space on site with the least impact to amenity, and least access to light and ventilation. The parking area will not be visible from the street and allows for large open areas of deep soil within the front and rear setback areas.</p>	<p>O3.9.4 – Achieved</p> <p>It is noted that the visitor parking bay will be located in the front setback area. The impact to the streetscape has been minimised as landscaping has been proposed.</p>

ACCEPTABLE OUTCOMES

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.

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking ¹	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking ¹	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking ²	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		
¹ Calculations of parking ratios shall be rounded up to the next whole number. ² For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay. Definitions: Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre. Location B: not within Location A.			

A total of 5 residential bike bays have been provided on site.

1 visitor bike bay has been provided on site. The visitor bike bay has been provided in a location which is clearly defined and available for site visitors.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

Cars

- 2 x single bed dwellings – 2 bays
- 8 x two- bedroom dwellings –8 bays

12 bays recommended for Location B with 10 resident bays proposed

Visitor Parking

- 3 visitor bays recommended with 1 visitor bay proposed
- 1 visitor bay proposed.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

Number of bays does not exceed double of the minimum number of bays.

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.

It is noted that the car parking will be required to demonstrate compliance with AS2890.1, in particular the visitor parking bay.

Condition recommended – Car parking and vehicle circulation areas are to meet AS2890.1 (as amended), prior to issue of a building permit.

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.

The visitor parking bay is located within the front setback. It is noted that the visual impact of the bay has been reduced through vegetative screening and landscaping, including provision of a small tree. This is proposed to be addressed via a condition of development approval.

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.

Resident parking is proposed to be located within the development, being screened from both the street and all units.	
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed ‘Visitor Parking’ and is accessible from the primary entry or entries. Condition required – Visitor car parking space(s) to be signed ‘Visitor Parking’ prior to occupation and maintained at all times.	
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. Resident parking areas are designed to integrate within the development. Resident parking areas are located below level 1 and are shaded by the first floor of the development.	
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays. Acceptable Outcome not applicable.	
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. Acceptable Outcome not applicable.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.1		SOLAR AND DAYLIGHT ACCESS	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT	
<i>Development is to achieve the following Element Objectives</i>	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>		
O4.1.1 – 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.	As outlined in the development plans, three of the dwellings are optimally oriented to sunlight access, six dwellings will receive at least two hours sunlight access, and a single south facing dwelling will receive less than two hours sunlight access. Notwithstanding, this dwelling will still achieve morning direct sunlight to the outdoor living and primary living space through the open roofed outdoor living area. As 90% of the dwellings will achieve at least two hours of direct sunlight the development is considered to be optimised to maximise the number of dwellings receiving winter sunlight.	O4.1.1 – Achieved <ul style="list-style-type: none"> 5 of the 10 dwellings (50%) have living rooms and private open spaces that receive at least 2 hours of sunlight on the winter solstice. The remaining dwellings achieve 2 hours of solar access for at least one habitable room with the exception of dwelling 1.1, which has a sole frontage facing south. To assist dwelling 1.1 in achieving solar access, ‘operable skylights’ are proposed to assist in the living areas achieving solar access. The development has achieved direct northern access or dual aspect frontage for all apartments, with the exception of a single unit (unit 1.1). The use of northern aspect and dual aspect frontage is 	

		<p>considered a positive development outcome, minimising single southern aspect to a single unit (10%) of the proposed dwelling yield.</p>
<p>O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.</p>	<p>The proposal includes very few highlight windows, with majority of openings being considerable in size to maximise daylight access. Where privacy requirements prevent clear glazing obscure glazing has been included to still allow for substantial daylight without impacting on visual privacy.</p> <p>Where possible windows have been provided adjacent to outdoor living areas and away from lot boundaries to achieve greater and bounding separation maximise daylight access. A number of skylights have also been incorporated into the development to further improve daylight access to the apartments.</p>	<p>O4.1.2 – Achieved</p> <ul style="list-style-type: none"> • Glazed areas for each habitable room exceed 10% of the floor area as required by the acceptable outcome. • Level 1 units propose a reduced proportion of clear glazing of approximately 30% in lieu of 50% provided for by acceptable outcome A 4.1.2. This is offset by the proportion of total glazing being increased to between 15%-20%% for bedrooms, living rooms and studies within the units.
<p>O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare:</p> <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. 	<p>Providing shading devices to the large windows on the facade of the development would considerably impact on the character and interaction of the development to the streetscape. The impact of western sun will be mitigated through a combination of eave overhang, shade trees within the street setback area, and glazing which can reduce heat transmission through to the dwelling (whilst still maintaining visual permeability).</p>	<p>O4.1.3 – Achieved through condition</p> <ul style="list-style-type: none"> • Eaves are provided to protect the upper floor openings. However, there is no noted protection for openings of units located on the ground floor, or outdoor living areas of level 1 units. • Condition recommended – External shading devices (possibly retractable, or louvered) are to be indicated on the plans at building permit stage and installed prior to occupation that minimise direct sunlight to habitable rooms and outdoor living areas between late September and early March and permit winter sun to habitable rooms in accordance with Element 4.1 of the Residential Design Codes. • Louvered window treatments/roof coverings of outdoor living areas to be considered.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.1.1 – In climate zones 4, 5 and 6 only:

- a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND**
- b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.

5 out of 10 dwellings (G2,G4,1.1,1.5 &1.6) have direct sunlight. This is below the minimum 70%.

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 of 50 per cent of clear glazing.

All dwellings contain a minimum of 1 window to all habitable rooms separated by doors. All other units meet the minimum 10% glazed area	
<p>A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room. Lightwells are not the primary source of solar access for any habitable rooms in any dwelling. ‘</p>	
<p>A4.1.4 – The building is oriented and incorporates external shading devices in order to:</p> <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 A 4.1.1 (a). <p>Extensive use of external window and opening treatments proposed (balconies, outdoor living areas, windows and sliding doors) to provide sufficient solar screening/shading for habitable spaces.</p>	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	Nil

ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
O4.2.1 – Development maximises the number of apartments with natural ventilation.	All developments are able to achieve a level of natural ventilation through a number of openable windows on multiple aspects (with exception of single aspect apartments 1.1, 1.3, and 1.4 addressed under O 4.2.3 below). Ventilation diagrams have been prepared and are included within the development plan set.	<p>O4.2.1 – Achieved through condition</p> <ul style="list-style-type: none"> All units are capable of natural ventilation with employment of the front door. A condition is recommended, requiring the inclusion of a screen door for Units 1.1, 1.2, 1.3 and 1.4 is recommended to improve cross ventilation.
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.	All habitable rooms have air flow paths which allow for natural ventilation as outlined in the ventilation diagrams.	<p>O4.2.2 – Achieved through condition</p> <ul style="list-style-type: none"> All Acceptable Outcomes have been met with a condition requiring screen doors to be provided at the entry of Units 1.1, 1.2, 1.3 and 1.4 is recommended to improve cross ventilation.

<p>O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.</p>	<p>The single aspect apartments (1.1, 1.3, and 1.4) still achieve a degree of multiple aspect through outdoor living areas which allow for openings into the apartments on more than one side, which assists in creating areas of positive/negative pressure to encourage natural cross ventilation.</p>	<p>O4.2.3 – Achieved through condition</p> <ul style="list-style-type: none"> • Use of screen doors on the entries for Units 1.1, 1.2, 1.3 and 1.4 is recommended to improve cross ventilation.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m. <i>Single aspect rooms proposed within all dwellings. Where possible dual frontage habitable rooms provide openable windows/doors within 2-3m of one another.</i></p>		
<p>A4.2.2 –</p> <p>(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</p> <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 oriented between 45° – 90° of the prevailing cooling wind direction AND ▪ room depth no greater than 3 × ceiling height <p>(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.</p> <p><i>60% of the dwellings are capable of being naturally cross ventilated. In order to be capable of effective cross ventilation, most units will require a screen door on the entry. To be conditioned.</i></p>		
<p>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. <i>The depth of all apartments is less than 20m.</i></p>		
<p>A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air. <i>Light wells are not being utilised for ventilation.</i></p>		
<p>LOCAL PLANNING FRAMEWORK</p>	<p>REQUIREMENT</p>	
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>	<p>Nil</p>	

<p>ELEMENT 4.3</p>	<p>SIZE AND LAYOUT OF DWELLINGS</p>	
<p>ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i></p>	<p>APPLICANT COMMENT</p>	<p>ASSESSOR COMMENT</p>
<p>O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal</p>	<p>All dwellings and rooms meet the minimum area and dimension requirements outlined in tables 4.3a and 4.3b.</p>	<p>O4.3.1 – Achieved</p>

<p>goods, appropriate to the expected household size.</p>		<p>The internal apartment layouts have been met for each dwelling type and room area. The internal size and layout of the dwellings have the ability to be adaptive to different furniture settings.</p>
<p>O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.</p>	<p>A ceiling height of 2.829m is achieved across the development on both ground and upper floors. Room depth does not exceed three times the ceiling height (8.5m) in any apartment with exception to G.3 which includes a room depth of 9m to a kitchen. To improve light to the rear kitchens and other areas openable skylights have been included in a number of locations through the design.</p>	<p>O4.3.2 – Achieved</p> <p>2.7m ceiling heights have been proposed. The ceiling height assists with natural and daylight access. The room dimensions proposed provide for well-proportioned spaces.</p>

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m ²
1 bed	47m ²
2 bed × 1 bath ¹	67m ²
3 bed × 1 bath ¹	90m ²

¹An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.

Minimum internal floor area (1 Bed Dwelling) – 47.1m²
 Minimum internal floor area (2 bed Dwelling) – 67.1m²
 Minimum internal floor areas achieved.

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m ²	3m
Other bedrooms	9m ²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
¹Excluding robes		

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

2.7m minimum internal ceiling height proposed for all habitable rooms.

2.4m ceiling height proposed for internal storerooms

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 provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

All single aspect living areas are less than 8.1m 3x ceiling height (max 6.4m)

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	Nil

ELEMENT 4.4		PRIVATE OPEN SPACE AND BALCONIES	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT	
Development is to achieve the following Element Objectives	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.		
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	All dwellings achieve appropriately sized private open spaces which exceed the requirements of table 4.4 in respect of both area and minimum dimension. Whilst a number of the private outdoor open spaces have required screening to maintain visual privacy with the adjacent properties, planters have been provided in front of these screens to minimise their prominence and enhance outlook for the residents.	O4.4.1 – Achieved The provided private open space areas meet the minimum area and dimension as per Table 4.4. The size is considered to be appropriate in its context and maintains good access from within the site. The private open space for each unit is located directly off of the	

		living area and will include landscaping via deep soil areas and/or on structure planting.
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	All private open spaces achieve a level of access to direct sunlight either through orientation or open roof form and are connected with the primary living space of the associated dwelling to ensure convenient access and use in conjunction with the internal areas.	<p>O4.4.2 – Achieved</p> <ul style="list-style-type: none"> • Each private open space is accessed directly from the living room of the respective unit. • All of the level 1 balconies and outdoor living areas will be fully screened. Screening is required in order to meet visual privacy objectives. However, this will impact on the liveability for residents of these units. To reduce the impact for the resident, vegetated planters are proposed in addition to fixed screens. These will provide a 'green' outlook instead of a hard wall.
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Ground floor private open space has been located adjacent to the large, landscaped areas within the street and rear setback areas to enhance the sense of open space in these locations and maximise their exposure and amenity value to the residents. The upper floor balconies have been utilised in the design to provide horizontal articulation at the upper level and have incorporated different materials and colours for privacy screens to assist in reducing the wall length up into smaller sections which improves the appearance of the development and reduced perception of bulk.	<p>O4.4.3 – Achieved</p> <p>This objective has been met through integration of the balconies and courtyards into the building design.</p>

ACCEPTABLE OUTCOMES

A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.

Table 4.4 Private open space requirements

Dwelling type	Minimum Area ¹	Minimum Dimension ¹
Studio apartment + 1 bedroom	8m ²	2.0m
2 bedroom	10m ²	2.4m
3 bedroom	12m ²	2.4m
Ground floor / apartment with a terrace	15m ²	3m

¹ 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.

<p>Condition for location of AC units and clothes drying areas required – sufficiently screened from view All dwellings considered to meet the minimum OLA requirements of table 4.4</p>	
<p>A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms. Full screening of the level 1 balconies and OLA (with the exception of units G1 and G2) is proposed in order to meet visual privacy setbacks. The screening includes a combination of fixed louvre and planted screening. This will obscure the outlook from adjacent living rooms. This is discussed in Element Objective 4.5 - Visual Privacy</p>	
<p>A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design. A landscaping plan has been provided outlining deep soil areas and on-structure planting. All balconies and courtyards are integrated into the overall building design and are considered complimentary.</p>	
<p>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. Utilities are shown as being screened from the street and appropriately integrated within the building's design. Condition of development approval recommended.</p>	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<p>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</p>	<p>Nil</p>

ELEMENT 4.5		CIRCULATION AND COMMON SPACES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p>	
<p>O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.</p>	<p>The ground and upper floor pedestrian circulation paths achieve a minimum width of 1.5m to ensure safe and convenient access throughout the development.</p>	<p>O4.5.1 – Achieved</p> <ul style="list-style-type: none"> All acceptable outcomes have been met for this element. 	
<p>O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.</p>	<p>All common areas including circulation spaces will be lit for safe and legible access at night, and the publicly accessible portion of the development is provided with considerable passive surveillance from the front two apartments, with the communal open space at the front of the site providing a space where residents and visitors alike can interact and meet in a safe environment.</p>	<p>O4.5.2 – Achieved</p> <ul style="list-style-type: none"> The circulation areas are well lit and do not provide areas for concealment. Lighting is proposed to be required as a condition of approval. 	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
<p>A4.5.1 – Circulation corridors are a minimum 1.5m in width. Minimum corridor width of 1.5m proposed</p>			

<p>A4.5.2 – Circulation and common spaces are designed for universal access. Ground floor circulation and common spaces are accessible. As there is no lift proposed for the complex, the upper floor areas are not universally accessible. There is no regulatory requirement for a lift to be provided for a 2-storey apartment complex.</p>		
<p>A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment. Circulation and common spaces are designed with straight sight lines and incorporate light wells to ensure daylight illumination. Additional skylights proposed to ensure adequate solar access for communal corridors. Condition to ensure night illumination recommended.</p>		
<p>A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings. There are no windows from units addressing common circulation spaces. Sufficient screening is proposed for GF units (G1 and G2) Condition to ensure night illumination recommended.</p>		
<p>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. There are no bedroom or living room windows that open directly onto a circulation area. Windows to bedrooms in Units 1 and 5 will open onto adjacent car parking areas.</p>		
LOCAL PLANNING FRAMEWORK		REQUIREMENT
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>		Nil
ELEMENT 4.6	STORAGE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p>	
<p>O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.</p>	<p>All dwellings have been provided with generous storage space in an accessible and convenient location, meeting the area and dimension requirements of table 4.6. In addition a communal bulk store has also been provided.</p>	<p>O4.6.1 – Achieved All acceptable outcomes have been met. Storerooms meet minimum dimensions and area requirements and are conveniently located.</p>
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>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>		

Table 4.6 Storage requirements

Dwelling type	Storage area ¹	Minimum dimension ¹	Minimum height ¹
Studio dwelling	3m ²	1.5m	2.1m
1 bedroom dwelling	3m ²		
2 bedroom dwellings	4m ²		
3 bedroom dwellings	5m ²		
¹ Dimensions exclusive of services and plant.			

Minimum storeroom area and dimensions achieved for each unit.

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.

Ground floor communal bulk waste store proposed. Location within ground floor carpark is considered convenient, appropriate and safe.

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space¹, is integrated into the design of the building or open space and is not readily visible from the public domain.

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

All storerooms are integrated within the building and designed appropriately.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

ELEMENT 4.7 MANAGING THE IMPACT OF NOISE		
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
Development is to achieve the following Element Objectives	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.7.1 – 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.	Potential noise sources such as the bin store, access gates, air conditioning units have been located to avoid habitable spaces on site, and where unavoidable typically located adjacent to a wall of a habitable space not containing any major openings. The bin store in particular is enclosed and not within line of sight from any habitable spaces, with the compactor is located adjacent to storage areas.	O4.7.1 & O4.7.2 – Achieved through Condition An Acoustic Report prepared by Herring Storer Acoustics has been submitted. Insufficient information has been provided in order to demonstrate that the development is capable to meeting the <i>Environmental Protection (Noise) Regulations 1997</i> . Should the JDAP consider this
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and		

to reduce noise transmission from external noise sources.	An acoustic report has been undertaken by Herring and Storer and included in this submission which addresses acoustic treatments, ensuring internal amenity within the apartments is suitable addressed.	application for approval, this would ordinarily be included as a condition.
ACCEPTABLE OUTCOMES		
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
<p>A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).</p> <p>Condition required – A noise management plan is to be prepared and approved by the local government at the building permit stage. This plan is to demonstrate how all dwellings will exceed the minimum requirements of the National Construction Code as it relates to acoustic management.</p> <p>Condition required – Compliance with the requirements of State Planning Policy 5.4 Road and Rail Noise.</p>		
<p>A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.</p> <p>There are no services within 3m of a window to a bedroom. The driveway and car parking area will be near</p> <p>The driveway and car park will be located adjacent to habitable rooms and/or within 3m of windows for Units G3 and G4 units.</p> <p>Trash compactor located within 1.5m of G4 unit's Bed 2. Compactor fully enclosed within bin store.</p>		
<p>A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.</p> <p>The site is located in a residential street approximately 150m north from Stirling Highway, which is identified as a primary regional road. Consequently, the provisions of State Planning Policy 5.4 Road and Rail Noise will apply to this development. Road noise condition required.</p>		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		

ELEMENT 4.8	DWELLING MIX	
ELEMENT OBJECTIVES	APPLICANT COMMENT	ASSESSOR COMMENT
<i>Development is to achieve the following Element Objectives</i>	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	A mix of one and two bedroom dwellings is provided for in the development, with one bedroom dwellings representing 30% of the total dwellings. The mix is considered appropriate to provide a range of options. The apartments provided also include a range of differing internal layouts to cater to diverse household types.	<p>O4.8.1 – Achieved</p> <ul style="list-style-type: none"> The number of units does not exceed 10. The City currently does not have dwelling mix targets identified in a Local Housing Strategy or similar.

		<ul style="list-style-type: none"> The mix of 1 bedroom 1 bathroom and 2 bedroom 2 bathroom units within the development meets acceptable outcome A4.8.1. The inclusion of a study/study nook in all units is considered to increase functionality.
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
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 development includes three 1-bedroom units (30%) and seven 2-bedroom units (70%). This meets the provisions of A 4.8.1(b), as the City's does not have an endorsed Local Housing Strategy. It is noted, the development is not required to provide a diverse dwelling mix as the number of dwellings does not exceed 10.		
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor. Diversity of dwelling types is confined to level 1 only. No dwelling diversity located on the ground floor.		
LOCAL PLANNING FRAMEWORK	REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	Nil	

ELEMENT 4.9	UNIVERSAL DESIGN	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The development includes two dwellings (20%) which meet the silver level standards of the liveable housing design guidelines (G.3 and G.4).	O4.9.1 – Achieved through condition <ul style="list-style-type: none"> Ground floor units (G3 and G4) are capable of meeting Silver Level requirements. Upper floor units can be designed to Silver Level. However, universal access is affected by the reliance on stairs in lieu of a lift. Acceptable outcome to be met by condition of approval.
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		

- A4.9.1 –**
- a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR**
 - b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).

Units G3 and G4 designated to achieve silver level requirements. Condition required – A minimum of two (2) units are to be designed at building permit stage to the Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) and implemented prior to occupation.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>	

ELEMENT 4.10	FAÇADE DESIGN	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
<p>O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.</p>	<p>The development design references architectural characteristics of the California Bungalow which is prominently featured throughout the locality. This includes a gabled roof design to the front and rear elevations, balanced composition, and a modern take on the verandah at the main entrance point to the development.</p>	<p>O4.10.1 – Achieved</p> <ul style="list-style-type: none"> Limiting the height of the development to two storeys and provision of a pitched roof design, seeks to complement the prevailing residential character of the locality. The use of face brick and rendered elements also seeks to reflect the use of this material within the street. The City is currently preparing a local planning framework to augment the acceptable outcomes for this element. Currently, the proposed Policy is not seriously entertained and has no weight. However, it is noted that the proposed development is consistent with the supplementary acceptable outcomes proposed. These include the façade design to be coherent, entries to be well-defined and lower floors to achieve a pedestrian scale.
<p>O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.</p>	<p>The façade of the development provides clear distinction between public and private spaces on site through the access gates and street fences, whilst portraying the habitable nature of the upper floor areas which contributes to passive surveillance and interaction with the streetscape.</p>	<p>O4.10.2 – Achieved</p> <ul style="list-style-type: none"> The façade is well articulated vertically and horizontally. The façade clearly expresses the internal functions of both storeys when viewed from the street and clearly denotes pedestrian and vehicle entry points.
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A4.10.1 – Façade design includes:</p> <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 façade design has attempted to reflect the character of the residential area in which it is located. The development's height is restricted to two storeys, ensuring the bulk of the façade is consistent with the prevailing streetscape. There is a mix of finishes on the façade, including face brick, render, timber and glazing. The façade is articulated between the ground and upper floors and incorporates upper floor balconies to further break up the façade.</p>	
<p>A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building. Not applicable – 2-storey development proposal.</p>	
<p>A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. The development is considered to appropriately interface with approved development proposals at No. 40 and No. 36 Portland St. (2 storey 11 multiple dwellings and 4, 2-storey grouped dwellings respectively).</p>	
<p>A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm. Building services fixtures are limited to the electricity distribution board and fire hydrant booster to be located on the front fence. Condition required – Services and utilities located within the front setback and visible from the street are to be integrated into the design of the development by means of location, orientation and finish.</p>	
<p>A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that:</p> <ul style="list-style-type: none"> - define and provide weather protection to entries - are integrated into the façade design - are consistent with the streetscape character. <p>Not applicable – minimum 6.0m primary street setback proposed</p>	
<p>A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character. Not applicable - No signage proposed.</p>	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>	

ELEMENT 4.11		ROOF DESIGN	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The proposed gabled roof form is an integral part of the roof form design and representative of the streetscape character. The side elevations of the development feature a more traditional pitched roof form, minimising wall height to limit impact and visual presence of the building.	O4.11.1 – Achieved	<ul style="list-style-type: none"> The pitched roof design seeks to complement the prevailing roof design of the street. The pitched roof design is integrated into the building design, with particular emphasis on the primary street elevation.
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	The roof space is utilised to accommodate solar energy generation in addition to numerous skylights to enhance the natural light penetration to apartments.	O4.11.2 – Achieved	<ul style="list-style-type: none"> The roof design is to feature photovoltaic cells, to be used for solar energy generation.
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character. <i>The building features a pitched roof design to complement the prevailing streetscape character. The roof design is integrated into the façade design and appropriately interfaces with the development and it's context. The immediate neighbouring development approvals feature a pitched roof design.</i>			
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street. <i>Services are to be located behind the front roofline so as not to be readily visible from the street.</i>			
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. <i>Not applicable. No rooftop access proposed.</i>			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>		Nil	

ELEMENT 4.12	LANDSCAPE DESIGN	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
<p>O4.12.1 – 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.</p>	<p>The proposal includes a significant landscaped communal open space at the front of the site which is able to accommodate a large tree and provide an attractive and comfortable space for residents and visitors. The trees included will provide shade to the entrance of the development and footpath as they mature, whilst also assist in softening the built form of the development.</p>	<p>O4.12.1 - Achieved</p> <ul style="list-style-type: none"> • The landscaping design incorporates a large front setback area to accommodate a communal open space area with a medium tree. • The front fencing has been setback behind the communal open space to allow for the landscaping to integrate with the street and provide privacy for private courtyards. • All ground floor units have landscaped private open space areas. • Level 1 units have balconies that incorporate large planters to provide a landscaping element, as well as contribute to visual privacy screening.
<p>O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.</p>	<p>The plant selection has been undertaken by landscape architects (TDL) and includes a range of species across the site and to all lot boundaries. Consideration has been given to the orientation, exposure and site conditions in the species selection to ensure that landscaping is viable and capable of growth to maturity.</p>	<p>O4.12.2 – Achieved</p> <ul style="list-style-type: none"> • The landscaping plan has been prepared by a qualified landscape designer.
<p>O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.</p>	<p>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.</p> <p>Water efficient irrigation system to be installed to best WSUD practice, using hydro-zoning and water harvesting principals where appropriate, including low water use plant selection suited to the local soil complex, water retention soil preparation, and reduction in soil water loss through prescribing course mulch.</p>	<p>O4.12.3 – Achieved through condition</p> <ul style="list-style-type: none"> • A recommended condition of development approval requires preparation of a landscape management plan, outlining irrigation systems and maintenance of landscaping within common property areas.

<p>O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.</p>	<p>The landscape design has been focused on providing large spaces of deep soil at the front and rear of the site to accommodate substantive landscaping to provide a positive contribution to streetscape and buffer to the rear lot. Additional landscaping has then been included along the side boundaries where viable to soften built form and provide increased perception of building separation, improving outlook and amenity in areas where space is limited.</p>	<p>O4.12.4 – Achieved</p> <ul style="list-style-type: none"> • The landscape design seeks to integrate the building into the surrounding residential area. • A large tree has been proposed to be installed within the front setback areas of the development and appropriately interface with the communal outdoor living area. • A large volume of landscaping has been provided towards the rear of the development, consistent with existing, established dwellings within the street block and locality. • Sustainability strategies include water wise landscaping, provision of shading to the building and incorporation of permeable surfaces throughout the site. • It is noted that the development proposal will result in a net increase in landscaping and tree canopy cover within the subject site than its pre-development state.
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ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

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.
Detailed landscaping plan submitted.

A4.12.2 – Landscaped 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.
Significant deep soil areas are proposed to be located within the front setback area and towards the rear of the development proposal. Where possible, habitable rooms have been orientated to provide views of the installed landscaping. On structure planting has been proposed within the level 1 units outdoor living areas where possible.

A4.12.3 – Planting on building structures meets the requirements of Table 4.12.

Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m ³	1,200mm	64m ² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m ³	1,000mm	36m ² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m ³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m ³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

Planters will be 0.8m deep and 0.5m wide. They are proposed to be planted with a mixture of native and exotic plants to be used in combination with fixed visual privacy screens above the floor level of the balconies. The proposed planning regime is consistent with Table 4.12.

A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.

Services are to be screened from view with the exception of the electricity distribution and fire hydrant booster. This will be subject to a condition requiring integration into the dwelling design.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 4.13		ADAPTIVE REUSE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	N/A	N/A	
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.	N/A	N/A	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
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. <i>Not applicable</i>			
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building. <i>Not applicable</i>			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.14		MIXED USE	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.14.1 – Mixed use development enhances the streetscape and activates the street.	N/A	N/A	
O4.14.2 – 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.	N/A	N/A	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses. <i>Not applicable</i>			
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street. <i>Not applicable</i>			
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable. <i>Not applicable</i>			
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 <i>Not applicable</i>			
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. <i>Not applicable</i>			
LOCAL PLANNING FRAMEWORK		REQUIREMENT	
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.15		ENERGY EFFICIENCY	
ELEMENT OBJECTIVES		APPLICANT COMMENT	ASSESSOR COMMENT

<p><i>Development is to achieve the following Element Objectives</i></p>	<p><i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i></p>	
<p>O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.</p>	<p>The development will incorporate solar panels on the (primarily north facing) roof space to provide a renewable energy source for the development and reduce greenhouse gas emissions. Indicative locations of the solar panels have been indicated on the plans.</p>	<p>O4.15.1 – Achieved through condition</p> <ul style="list-style-type: none"> • The development identifies photovoltaic cells to be placed on the northern and eastern elevations of the roof. These would address acceptable outcome A4.15.1(a). • ESD Report to be prepared
<p>ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i></p>		
<p>A4.15.1 –</p> <p>a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR</p> <p>b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.¹</p> <p>Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.</p> <p>Placement of photovoltaic cells on the northern and eastern elevations of the of roof is proposed.</p>		
<p>LOCAL PLANNING FRAMEWORK</p>	<p>REQUIREMENT</p>	
<p><i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i></p>		

ELEMENT 4.16		WATER MANAGEMENT AND CONSERVATION	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.16.1 – Minimise potable water consumption throughout the development.	Water consumption is minimised through inclusion of a low water use plant selection suited to the local soil complex, complete omission of water intensive turf areas, water retention soil preparation and reduction in soil water loss through prescribing course mulch.	O4.16.1 – Achieved through condition <ul style="list-style-type: none"> Landscaping has been designed to water wise requirements. A condition of approval will require each dwelling to be individually metered. 	
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater runoff will be managed on site through use of soak wells to drain the paved areas in addition to natural drainage the deep soil zones.	O4.16.2 – Achieved through condition <ul style="list-style-type: none"> Standard conditions will be applied in the event of approval requiring stormwater to be retained on site. 	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	An overland flow path has been provided to ensure that in a major rainfall event excess water runoff can be directed to the local stormwater drainage system and will not impact on the dwellings on site.	O4.16.3 – Achieved through condition <ul style="list-style-type: none"> Soak wells and permeable areas are integrated into the development. This will be a recommended condition of development approval. 	
ACCEPTABLE OUTCOMES <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.16.1 – Dwellings are individually metered for water usage. <i>Details of water metering have not been provided.</i> <i>Condition required – All dwellings to be individually metered for water usage prior to occupation.</i>			
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site. <i>This is a standard requirement for development within the City. Soakwells and permeable areas are proposed.</i> <i>Condition required – All stormwater is to be retained on site.</i>			
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system. <i>Stormwater management condition required.</i>			
LOCAL PLANNING FRAMEWORK	REQUIREMENT		
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>			

ELEMENT 4.17		WASTE MANAGEMENT	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>		APPLICANT COMMENT	ASSESSOR COMMENT
		<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	The bin store is completely screened from view from dwellings and the streetscape in an enclosed space adjacent the residential car parking area.	O4.17.1 – Achieved	<ul style="list-style-type: none"> The bin storeroom is located within the building and is screened from the street and entry. It is proposed bins will be placed on the street on the day of collection.
O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	The bin store is located in a convenient central position on site, nearby the communal access point to the upper floor. Waste management is further detailed in the waste management plan prepared by Talis and included in this submission.	O4.17.2 – Achieved through condition	<ul style="list-style-type: none"> A Waste Management Plan that meets the City's waste management guidelines will be a requirement of approval. This will incorporate recycling and waste diversion strategies.
ACCEPTABLE OUTCOMES			
<i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>			
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines</i> (or local government requirements where applicable).			
The City's Waste Management Guidelines and Local Planning Policy apply to this application. As it currently stands, there are a number of matters in the submitted Waste Management Plan that will require clarification or adjustment to ensure compliance with the guidelines. However, these are not considered significant to warrant deferral or refusal of the application. The matters that remain outstanding relate to bin storeroom layout, bin size and number of bins. However, there are available solutions to these matters.			
Condition required – A Waste Management Plan prepared in accordance with the City of Nedlands Waste Management Guidelines and Local Planning Policy is to be submitted and approved by the local government at the building permit stage, implemented prior to occupation and maintained at all times.			
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A</i> (or equivalent local government requirements).			
A Waste Management Plan has been submitted with the application.			
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 <i>WALGA Multiple Dwelling Waste Management Plan Guidelines - Level 1 Waste Management Plan (Design Phase)</i> (or local government requirements where applicable).			
Additional information on the layout of the bin store is required as part of the Waste Management Plan.			

Condition required – Internal dimensions and layout of the bin storeroom to be approved by the local government at building permit stage as part of the required Waste Management Plan.	
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings. An enclosed and screen bin store is proposed.	
LOCAL PLANNING FRAMEWORK	REQUIREMENT
<i>Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:</i>	

ELEMENT 4.18	UTILITIES	
ELEMENT OBJECTIVES <i>Development is to achieve the following Element Objectives</i>	APPLICANT COMMENT	ASSESSOR COMMENT
	<i>Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.</i>	
O4.18.1 – 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 performance and access requirements of service providers.	The site will be appropriately serviced to ensure provision of power, water, wastewater, fire services, and telecommunications fit for purpose and accessible to service provider requirements.	O4.18.1 – Achieved <ul style="list-style-type: none"> All services are available in the street. Any upgrades to services required by service providers will be at the cost of the developer.
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	Utilities have been provided in accessible and unobtrusive spaces throughout the site, primarily at the ground level or inside dwellings.	O4.18.2 – Achieved <ul style="list-style-type: none"> All utilities are placed in accessible locations without affected access for vehicles or pedestrians.
O4.18.3 – 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.	The locations of power and meter boxes have not yet been confirmed, however the intention is to integrate these with the building where possible, or alternatively in locations where they are screened or have limited visual presence from the street.	O4.18.3 – Achieved through condition <ul style="list-style-type: none"> A condition requiring the electricity distribution board and fire hydrant booster to be integrated into the development is recommended.
O4.18.4 – 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.	Air conditioning units and hot water systems have been located outside of habitable rooms and balconies to ensure they do not conflict with their use or occupy otherwise functional space.	O4.18.4 – Achieved through condition <ul style="list-style-type: none"> Laundries are provided within each unit. In most cases these will take the form of a cupboard or integrated into the bathroom. Each laundry will be required to include a dryer as there will be no outdoor clotheslines.

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

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.

The only utilities located in the front setback are the electricity board and fire hydrant booster. These will be subject to a condition requiring integration into the building design/screened. All roof top services will be located behind the front hip line and not readily visible.

A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.

The development will be required to meet NBN specifications without the need for a planning condition.

A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.

A condition requiring location and screening is proposed to ensure compliance with the above.

A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.

Laundries are located within each unit. Each laundry will require a clothes dryer due to the lack of outdoor clothes drying facilities or a condition for the provision for clothes drying areas.

LOCAL PLANNING FRAMEWORK**REQUIREMENT**

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:

Nil.

Declaration of Closure

There being no further business, the Presiding Member will declare the meeting closed at 9pm.