

Cancelled MCJDAP/358 Meeting

Due to unforeseen circumstances, quorum has been lost for this meeting and therefore the meeting has been cancelled.

The Metro Central JDAP members, applicant and the Town of Bassendean officers were advised of this on 6 August 2019.

9.1	Property Location:	Lot 54 (No. 72) Railway Parade, Bassendean
	Development Description:	Proposed 22 Multiple Dwellings
	Proposed Amendment:	Form 2.2 - To amend the approval so as to extend the period within which the development must be substantially commenced by a further two years.
	Applicant:	Reegan Cake, Dynamic Planning and Developments
	Owner:	Mark Francis Hammond & Sandra Lee Hammond
	Responsible Authority:	Town of Bassendean
	DAP File No:	DAP/15/00740

For further information please contact the DAP Secretariat on (08) 6551 9919.



Metro Central Joint Development Assessment Panel Agenda

Meeting Date and Time: 7 August 2019, 9:00 AM
Meeting Number: MCJDAP/358
Meeting Venue: Teleconference
Department of Planning, Lands and Heritage
140 William Street, Perth

Attendance

DAP Members

Ms Megan Adair (Presiding Member)
Mr Chris Antill (A/Deputy Presiding Member) – *via Teleconference*
Mr Michael Hardy (Specialist Member)
Cr Jai Wilson (Local Government Member, Town of Bassendean)

Officers in attendance

Mr Christian Buttle (Town of Bassendean)

Minute Secretary

Ms Andrea Dawson (DAP Secretariat)

Applicants and Submitters

Mr Reegan Cake (Dynamic Planning & Developments)

Members of the Public / Media

Nil

1. Declaration of Opening

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

2. Apologies

Ms Rachel Chapman (Deputy Presiding Member)
Mayor Renee McLennan (Local Government Member, Town of Bassendean)
Cr Kath Hamilton (Local Government Member, Town of Bassendean)

3. Members on Leave of Absence

DAP Member, Ms Rachel Chapman has been granted leave of absence by the Director General for the period of 5 August 2019 to 9 August 2019 inclusive.



4. Noting of Minutes

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

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

The Town of Bassendean may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil

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

- 9.1** Property Location: Lot 5 (No. 72) Railway Parade, Bassendean
 Development Description: Proposed 22 Multiple Dwellings
 Proposed Amendment: Form 2.2 - To amend the approval so as to extend the period within which the development must be substantially commenced by a further two years.
 Applicant: Reegan Cake, Dynamic Planning and Developments
 Owner: Mark Francis Hammond & Sandra Lee Hammond
 Responsible Authority: Town of Bassendean
 DAP File No: DAP/15/00740

10. Appeals to the State Administrative Tribunal

Current Applications		
LG Name	Property Location	Application Description
City of Melville	Nos. 10, 12 & 14 (Lots 311, 800 & 801) Forbes Road and Nos. 40A, 40B & 40C (Lots 802, 803 & 804) Kishorn Road, Applecross	20 Storey Mixed-Use Development comprising 97 Multiple Dwellings, 15 Short Stay Accommodation Units and 5 Non-Residential tenancies (Office, Restaurant, Shop and 2 Co-Working Spaces)
City of South Perth	Lots 2-20 (72-74) Mill Point Road, South Perth	36 Level (118.2m) Mixed Use Development
City of South Perth	Lots 207 & 206, Nos. 117 & 119 Lockhart Street, Como	Proposed Mixed Development within a 10 Storey (plus Basement and Roof Terrace) Building



Current Applications		
LG Name	Property Location	Application Description
City of South Perth	Lots 81 and 82 (No.31) Labouchere Road and Lot 12 (No.24) Lyall Street, South Perth	Mixed use development comprising commercial and residential land uses (41 Storey) (next to Perth Zoo)
City of South Perth	Lots 29-31 (50-52) Melville Parade, South Perth	31 Level (103.1m) Mixed Use Development
City of South Perth	Lot 4 (No. 3) Lyall Street and Lot 11 (No. 56) Melville Parade, South Perth	43-Storey Mixed Development

11. General Business / Meeting Closure

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

Cancelled



Form 2 – Responsible Authority Report (Regulation 17)

Property Location:	Lot 54 (No. 72) Railway Parade, Bassendean
Development Description:	Proposed 22 Multiple Dwellings
Proposed Amendments:	To amend the approval so as to extend the period within which the development must be substantially commenced by a further two years.
DAP Name:	Metro Central JDAP
Applicant:	Reegan Cake, Dynamic Planning and Developments
Owner:	Mark Francis Hammond & Sandra Lee Hammond
Value of Amendment:	Overall estimated cost of development remains unchanged at \$3.3 million dollars
LG Reference:	2019-077
Responsible Authority:	Town of Bassendean
Authorising Officer:	Christian Buttler, Manager, Development Services (Planning)
DAP File No:	DAP/15/00740
Report Date:	24 July 2019
Application Received Date:	11 June 2019
Application Process Days:	43 days
Attachment(s):	1. Original Determination Notice (2015) 2. Amended Determination Notice (2017); 3. Applicant's supporting letter dated 10 June 2019.

Officer Recommendation

That the Metro Central JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 11 June 2019 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Refuse** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 11 June 2019 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A1.01	Proposed Site Development Plan	7	27.10.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	7	27.10.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	7	27.10.2015
A2.05	First Floor Plan (Part A)	7	27.10.2015
A2.06	First Floor Plan (Part B)	7	27.10.2015
A3.01	Elevations	7	27.10.2015
A3.02	Elevations	7	27.10.2015

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 Town of Bassendean Local Planning Scheme No. 10, for the proposed minor amendment to the approved 22 Multiple Dwellings at Lot 54 (No. 72) Railway Parade, Bassendean, for the following reasons:

Reasons

1. There has been a prior extension of time for this approval and the Panel is not satisfied that there have been any meaningful steps taken to implement the existing approval. The test to be satisfied before approving an extension has not been satisfied;
2. The proposed development does not satisfactorily address the provisions contained within State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments for the reasons identified within the Responsible Authority Report; and
3. Having regard to the reasons identified within points 1 and 2, above, the period within which the development must be substantially commenced ought not to be extended.

Details: outline of development application

Insert Zoning	MRS:	Urban
	TPS:	Residential (R20/40)
Insert Use Class:		Multiple Dwellings ('P' (permitted) land use)
Insert Strategy Policy:		Not applicable
Insert Development Scheme:		Town of Bassendean Local Planning Scheme No. 10
Insert Lot Size:		2,561 square metres
Insert Existing Land Use:		N/A – Vacant Land

The applicant seeks approval to modify the development approval for 22 Multiple Dwellings which was most recently approved by the Metro Central JDAP at its meeting held 29 May 2017 by extending the period of validity within which the proposed development must be substantially commenced by a further 2 years.

Background:

Development approval for the proposed 22 Multiple Dwellings was first granted by the Metro Central JDAP at its meeting held 23 June 2015.

An amended development approval for the proposed 22 Multiple Dwellings was subsequently granted by the Metro Central JDAP at its meeting held 29 May 2017 to:

- (a) Extend the period of validity within which the proposed development must be substantially commenced; and
- (b) Delete certain conditions that had been imposed on the original approval.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Planning Development (Local Planning Schemes) Regulations 2015; and
- Town of Bassendean Local Planning Scheme No. 10.

State Government Policies

The following state government policies are of relevance when considering the application for development approval:

- (a) Directions 2031 (Bassendean is an identified District Centre);
- (b) State Planning Policy 7.3 – Residential Design Codes – Volume 2 - Apartments; and
- (c) State Planning Policy 4.2 – Activity Centres for Perth and Peel.

Note: SPP7.3 was gazetted 24 May 2019, so was not a factor in the decision making process associated with the first determination of the application in 2015, nor the amended application in 2017.

Local Policies

The application for development approval was originally assessed against the Town's adopted Local Planning Policy No. 2 "Energy Efficient Design" and Local Planning Policy No. 3 Water Sensitive Design". These policies are referenced by Clause 4.3 of Local Planning Scheme No. 10 and were required to be suitably addressed in order for the applicant to gain development entitlements at the higher R40 density code, as proposed.

Additionally, Local Planning Policy No. 10 – Landscaping with Local Plants is of relevance when considering the application for development approval.

Consultation:

Public Consultation

No public consultation was undertaken in conjunction with the assessment of this application for development approval.

The original application was referred to the following adjoining / nearby property owners for information purposes only and not for formal public comment:

- Rear (opposite side of right-of-way to north of development site) - No. 6 Ivanhoe Street, Bassendean (Bassendean Church of Christ);
- Left hand (western side) – Nos. 2 & 2B Broadway;
- Right hand (eastern side) – No. 70 Railway Parade.

The relationship of the development site to the other properties described above can be seen on the 2019 aerial photography extract which is provided below (development site is highlighted red):



Consultation with other Agencies or Consultants
 Nil.

Planning Assessment:

Local Planning Scheme

Provisions within the Town's Local Planning Scheme No. 10 remain unchanged from when the application was last determined.

The assessment table, below, provides an assessment of the application against the newly operative State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments.

Item
<p><u>2.2 - Building height</u></p> <p>Building height controls within SPP7.3 Vol 2 remain at two storeys which is consistent with the previous version of the R-Codes. The proposed development is two storeys in height and is acceptable as proposed.</p>
<p><u>2.3 - Street setbacks</u></p> <p>Street setback controls within SPP7.3 Vol 2 remain at 4m which is consistent with the</p>

previous version of the R-Codes. The proposed development provides a 4m minimum street setback.

Item	Requirement	Proposal	Compliance
<p><u>2.4 - Side and rear setbacks</u></p>	<p>Setbacks provide for adequate separation between neighbouring properties</p> <p>Setbacks are consistent with the existing streetscape pattern or the desired streetscape character.</p> <p>Setbacks from side and rear boundaries enables retention of existing trees and provision of deep soil areas.</p>	<p><u>Block 1 units</u> 2m side setback adjacent to western property boundary</p> <p>Nil side setback for bank of stores and bin store adjacent to southern property boundary.</p> <p><u>Block 3 units</u> 1.6m side setback from eastern property boundary for dwellings</p> <p>Nil side setback for carports adjacent to eastern property boundary.</p> <p>1.2m side setback for store and bin store adjacent to eastern property boundary.</p> <p><u>Block 4 units</u> 1.6m side setback from eastern property boundary for dwellings.</p> <p>Nil setback to western property boundary for dwellings.</p>	<p>No.</p> <p>Setbacks were established having regard to requirements contained within previous R-Codes.</p> <p>Applicant has not demonstrated how previously approved design meets objectives of:</p> <ul style="list-style-type: none"> • Adequate building separation; • Building setbacks being consistent with the established or desired streetscape; • Provision of deep soil areas; and • Transition between sites with different intensities of development.

2.5 – Plot Ratio

Plot ratio controls within SPP7.3 Vol 2 remain at 0.6 which is consistent with the previous version of the R-Codes. The development is designed to a plot ratio of 0.6.

2.6 – Building depth

Building depth controls are newly introduced. However, owing largely to the Town’s Local Planning Policy No. 2 – Energy Efficient Design, all apartments are designed with:

- North facing courtyards (ground floor units) or balconies (upper floor units);
- North facing aspect to living areas within dwellings; and
- Minimal openings on eastern and western walls.

No single aspect apartments are proposed.

Item	Requirement	Proposal	Compliance
<u>2.7</u> <u>Building Separation</u>	<p>New development supports desired future streetscape character with spaces between buildings.</p> <p>Building separation is in proportion to building height.</p> <p>Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.</p> <p>Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.</p>	<p>Proposed side setback distances are described in section 2.4, above.</p> <p>Separation distances between buildings on same site meet the requirements specified within Table 2.7.</p> <p>Adequate residential amenity is provided, based on positioning of buildings.</p> <p>No communal open space areas provided.</p> <p>Inadequate deep soil areas provided to allow for desired landscaping of site.</p>	<p>No.</p> <p>The physical separation of buildings which front Railway Parade and buildings which front the rear right-of-way exceed the separation distance specified within Table 2.7 for buildings on the same site.</p> <p>Separation distances to adjoining property boundaries (as specified within Table 2.7) are not met.</p> <p>Suitable areas have not been provided for communal open space nor have adequate spaces been provided for deep soil areas and landscaping between buildings.</p>

2.8
Development incentives for community benefit

Not applicable for consideration in the determination of this application.

Item	Requirement	Proposal	Compliance
<u>3.1</u> <u>Site analysis and design response</u>	A written and illustrated site analysis that demonstrates how	Written and illustrated site analysis not provided.	Lack of written and illustrated site analysis is reflective of the fact

	the design response is informed by the site analysis and responds to surrounding context.		that the application has not been prepared having regard to the now operative provisions contained within SPP7.3 – Vol2 – Apartments.
Item	Requirement	Proposal	Compliance
<u>3.2 Orientation</u>	<p>Building layouts respond to streetscape, topography and site attributes while optimising solar and daylight access within the development.</p> <p>Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.</p>	<p>Buildings fronting Railway Parade are arranged to face the street.</p> <p>Buildings fronting rear right-of-way are arranged to face the right-of-way.</p> <p>Shadows from the proposed development are cast back toward the street and not onto adjoining properties.</p>	Yes.
Item	Requirement	Proposal	Compliance
<u>3.3 Tree canopy and deep soil areas</u>	<p>Site planning maximises retention of existing healthy and appropriate tree and protects the viability of adjoining trees.</p> <p>Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.</p> <p>Development</p>	<p>All existing trees on site were removed prior to the initial lodgement of an application for development approval for the site in 2015 (trees were removed in conjunction with the demolition of the original houses in 2013).</p> <p>Insufficient measures have been provided to improve tree canopy or offset reduction of tree</p>	<p>No.</p> <p>Proposed development has not been designed to provide for deep soil areas with dimensions that will allow for trees of expected height and canopy spread at maturity which are now required for developments of this kind.</p>

	includes deep soil areas or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plan and tree growth.	canopy from pre-development condition. Insufficient deep soil areas have been provided on site and insufficient space has been provided on site within planting areas provided to accommodate tree heights and canopy diameters that would be associated with the planting of medium and large sided trees.	
Item	Requirement	Proposal	Compliance
<u>3.4 Communal open space</u>	<p>Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.</p> <p>Communal open space is safe, universally accessible and provides a high level of amenity for residents.</p> <p>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>Communal open space is defined as:</p> <p><i>“outdoor areas within the lot and either at ground level or on structure that is accessible to and shared by residents for common recreational use and in some instances accessible to the public. It must promote gathering and social interaction. It does not include primary external circulation areas for vehicles or pedestrians however a seating niche or small gathering space within a circulation area is included. A minimum</i></p>	<p>None of the proposed development can reasonably be classified as communal open space. This is not surprising noting that communal open space requirements have been reintroduced into the R-Codes after being absent for many years.</p> <p>The design was prepared at a time when communal open space was not required and accordingly no communal open space has been provided for the development.</p> <p>Noting this, the proposed development meets neither the</p>

		<p><i>dimension is applicable for the main (largest) component. Covered communal facilities connected to open space, publicly accessible open space and public open space within the development site (if provided) can contribute to communal open space requirements.”</i></p> <p>No such spaces are provided within the proposed development.</p>	Acceptable Outcomes, nor the associated Element Objectives with respect to this matter.
--	--	--	---

3.5 - Visual privacy

Visual privacy controls within SPP7.3 Vol 2 remain generally consistent with the previous version of the R-Codes, to which the development complies.

Item	Requirement	Proposal	Compliance
<p><u>3.6</u> <u>Public domain interface</u></p>	<p>The transition between the private and public domain enhances the privacy and safety of residents.</p> <p>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>Ground floor dwellings generally have direct independent access.</p> <p>Car parking is situated within the primary street setback area.</p> <p>Upper level balconies and windows overlook the street and the right-of-way.</p> <p>Balcony balustrading is open in design.</p>	<p>No.</p> <p>Car parking is located within the primary street setback area which detracts from appearance of the front setback area and associated opportunities for landscaping.</p>

3.7 - Pedestrian access and entries

Satisfactory pedestrian access and entrance arrangements are provided noting that:

- A main pedestrian entrance to the development is provided on the Railway

- Parade frontage of the development;
- A network of pedestrian paths link to the main pedestrian entrance of the development connecting to the entrance of all other dwellings within the development; and
 - There are separate entrances to ground floor dwellings.

3.8 - Vehicle Access

Main vehicle access point development serving all occupier car parking bays along with two (2) visitor car parking bays is from rear right-of-way.
 Secondary vehicle access point for four (4) visitor car parking bays from Railway Parade.

Item	Requirement	Proposal	Compliance
3.9 <u>Car and bicycle parking</u>	<p>Parking and facilities are provide for cyclists and other modes of transport.</p> <p>Car parking provision is appropriate to the location.</p> <p>Bicycle parking at 0.5 spaces per dwelling for occupiers, and 1 space per 10 dwellings for visitors.</p> <p>Motorcycle / Scooter parking at a rate of 1 space for every 10 car bays.</p>	<p>Bicycle parking provided at a ratio specified within the previous version of the R-Codes, being 0.33 spaces per dwelling for occupiers.</p> <p>Motorcycle / scooter parking not provided.</p>	<p>No. Car parking provision meets requirements.</p> <p>Bicycle and Motorcycle / Scooter parking not provided in accordance with expectations contained within now operative Codes.</p> <p>See detailed comments, below.</p>

3.9 – Car and bicycle parking – Detailed Comments

- Each dwelling is provided with one (1) car parking bay, thus satisfying the provisions contained within Table 3.9
- Four (4) visitor car parking bays and associated vehicle circulation areas are located within the Railway Parade street setback area, contrary to the provisions contained within both the Acceptable Outcomes and Element Objectives;
- Bicycle parking has not been provided at the ratio specified within Table 3.9, contrary to the provisions contained within both the Acceptable Outcomes and Element Objectives; and
- Motorcycle / Scooter parking has not been provided which is contrary to both the Acceptable Outcomes and Element Objectives.

Item	Requirement	Proposal	Compliance
------	-------------	----------	------------

<p><u>4.1</u> <u>Solar and daylight access</u></p>	<p>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>Windows are designed and positioned to optimise daylight access for habitable rooms.</p> <p>The development incorporates shading and glare control to minimise heat gain and glare from mid spring to autumn.</p>	<p>All dwellings have a northern aspect to their areas of private open space (courtyard for ground floor units or balcony for upper floor units).</p> <p>All dwellings have a northern aspect to main living areas.</p> <p>Balconies provide shading to main living area windows.</p>	<p>Yes.</p>
<p>Item</p>	<p>Requirement</p>	<p>Proposal</p>	<p>Compliance</p>
<p><u>4.2</u> <u>Natural ventilation</u></p>	<p>Development maximises the number of apartments with natural ventilation.</p> <p>Individual dwellings are designed to optimise natural ventilation of habitable rooms.</p> <p>Single aspect apartments are designed to maximise and benefit from natural ventilation.</p>	<p>Opportunities for cross ventilation have been provided within the design for each apartment.</p> <p>No single aspect apartments are proposed.</p>	<p>Yes.</p>
<p>Item</p>	<p>Requirement</p>	<p>Proposal</p>	<p>Compliance</p>
<p><u>4.3</u> <u>Size and layout of dwellings</u></p>	<p>The internal size and layout of dwellings is functional with the ability to flexibly</p>	<p>2.656m floor to ceiling height proposed for habitable rooms is less than that</p>	<p>No.</p> <p>Floor to ceiling heights are less than specified</p>

Cancelled

	<p>accommodate furniture settings and personal goods, appropriate to the expected household size.</p> <p>Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.</p>	<p>identified within the Acceptable Outcomes.</p> <p>Master bedrooms sizes are slightly less than the 10 sq.metre floor area and slightly less than 3m min internal dimension identified within the Acceptable Outcomes.</p> <p>Internal floor areas for proposed dwellings are less than those identified within the Acceptable Outcomes.</p>	<p>within the Acceptable Outcomes.</p> <p>Room sizes are less than specified within Acceptable Outcomes.</p> <p>Internal floor areas are less than those specified within the Acceptable Outcomes.</p> <p>These new provisions have been introduced into SPP7.3 in an attempt to address deficiencies identified in earlier versions of the R-Codes and improve the level of amenity provided to occupants of dwellings of this kind.</p>
--	---	--	---

4.4 - Private open space and balconies
 Provisions within SPP7.3 (Vol 2) remain consistent with (in the case of 2 bedroom dwellings) or less generous (in the case of 1 bedroom dwellings) than the provisions contained within the previous R-Codes. Noting this, the arrangements that were previously approved remain acceptable.

4.5 - Circulation and common spaces
 This new provision is primarily aimed at larger developments with a larger number of dwellings utilising shared circulation and common spaces. The design of the proposed development generally sees two upper floor dwellings being serviced by a single stair. The arrangements which have previously been approved for the development remain satisfactory.

4.6 – Storage
 All dwellings are provided with a 4 sq.metre store (internal area) which maintains compliance with provisions specified within Table 4.6.

Item	Requirement	Proposal	Compliance
<u>4.7</u> <u>Managing the impact of noise</u>	The siting and layout of development minimises the impact of external	Applicant advises that the design of the dwellings will exceed the minimum	As information has not been provided in conjunction with this application for development

	<p>noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.</p> <p>Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.</p> <p>Dwellings exceed the minimum requirements of the NCC</p> <p>Potential noise sources are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.</p> <p>Major openings to habitable rooms are oriented away and shielded from external noise sources.</p>	<p>requirements of the NCC and that detailed information will be provided at Building Permit stage.</p>	<p>approval, advice provided by applicant is unable to be verified at this time.</p>
--	---	---	--

Cancelled

<p><u>4.8 - Dwelling mix</u></p>			
<p>The development contains the same dwelling mix that was originally approved, being:</p>			
<ul style="list-style-type: none"> • 16 x two bed / two bath apartments (8 ground level and 8 upper level); • 4 x one bed / one bath apartments (2 ground level and 2 upper level); and • 2 x one bed + study / one bath apartments (1 ground level and 1 upper level). 			
<p>As shown above, the dwelling mix is distributed evenly across both levels of the development and the arrangements (as previously approved) are considered to satisfactorily address the requirement for a range of dwelling types, sizes and configurations to be provided.</p>			
<p>4.9 – Universal</p>	<p>20% of all</p>	<p>No detail provided</p>	<p>No.</p>

<u>design</u>	<p>dwellings across a range of dwelling sizes meet Silver Level requirements as defined in the Liveable Housing Design Guidelines; or</p> <p>5% of dwellings are designed to Platinum Level.</p>	<p>as to how this requirement has been addressed.</p>	<p>See detailed comments, below.</p>
---------------	--	---	--------------------------------------

4.9 Universal design – detailed comments

As the element objective requires that the development include dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility or to facilitate ageing in place, it is clear that this matter must be addressed within a number of dwellings within the proposed development.

Noting that this is a new requirement, the development has not previously been designed to meet this requirement, and the comment from the applicant that “details will be incorporated at the building licence stage” does not satisfactorily address this matter.

Item	Requirement	Proposal	Compliance
<p><u>4.10</u> <u>Façade design</u></p>	<p>Building facades incorporate proportions, materials and design elements that respect and reference the character of the local area</p> <p>Building facades express internal functions and provide visual interest when viewed from the public realm</p>	<p>Railway Parade elevation comprises two storey built form which fits with the default height allowance for the locality.</p> <p>Dwellings contain traditional pitched roof facing Railway Parade and a variety of materials are used.</p> <p>Defined pedestrian entry is provided.</p>	<p>Yes.</p>

4.11 - Roof design

The building design provides a traditional pitched roof to the block of 8 dwellings facing Railway Parade, which reflects the traditional character of the Railway Parade streetscape.

The buildings facing the rear right-of-way have a skillion roof form, which is acceptable noting that there is not an established streetscape character in this location.

Item	Requirement	Proposal	Compliance
-------------	--------------------	-----------------	-------------------

<p><u>4.12</u> <u>Landscape design</u></p>	<p>Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open spaces; and provides an attractive outlook for habitable rooms.</p> <p>Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses</p> <p>Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies.</p> <p>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 level of detail provided within the plans is 'undeveloped'.</p> <p>Landscape plan prepared by a competent landscape designer has not been provided.</p> <p>Landscape details provided not suitable to landscaped areas provided (for example, 'large trees' are provided within 500mm wide landscape strips immediately adjacent to lot boundaries.</p> <p>Areas provided for landscaping do not provide sufficient space for tree planting and growth (having regard to anticipated overall height and crown spread at maturity).</p> <p>Deep soil areas not provided in accordance with specified requirements.</p>	<p>No.</p> <p>Landscape design has not been considered as an integral part of design preparation.</p> <p>Landscape detail is insufficient and does not adequately respond to, nor address provisions contained within SPP7.3.</p> <p>A summary of the deficiencies associated with the landscaping component of the proposal are identified in the column immediately to the left.</p>
<p><u>4.13 - Adaptive reuse</u> Not applicable to the assessment or determination of this application.</p>			
<p><u>4.14 – Mixed use</u> Not applicable to the assessment or determination of this application.</p>			
<p><u>4.15</u> <u>Energy efficiency</u></p>	<p>Reduce energy consumption and greenhouse gas emissions from the development.</p>	<p>Applicant states that <i>"detailed NATHERS compliance to be submitted at</i></p>	<p>No.</p> <p>No information has been provided by applicant in support</p>

	<p>Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice;</p> <p>Or</p> <p>All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.</p>	<p>building licence stage.”</p>	<p>of claims made within application documentation.</p>
<p><u>4.16</u> <u>Water management and conservation</u></p>	<p>Minimise potable water consumption throughout the development.</p> <p>Stormwater managed on site.</p> <p>Reduce the risk of flooding.</p>	<p>Applicant states that potable water consumption will be minimised, but provides no information to demonstrate how this will be achieved.</p> <p>All storm water can be managed on site and the property is not subject to flooding risk.</p>	<p>No.</p> <p>No information has been provided by applicant in support of claims made within application documentation.</p>
<p><u>4.17</u> <u>Waste management</u></p>	<p>Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.</p> <p>Waste to landfill is minimised by providing safe and convenient bins and information for the separation of recycling and waste.</p>	<p>Two separate bin storage areas to accommodate:</p> <p>11 x general waste bins; and</p> <p>11 x recycling bins (22 x 240L bins in total).</p> <p>This was an acceptable arrangement when the application was first assessed and determined, but waste management arrangements have</p>	<p>No.</p> <p>The Town is about to implement FOGO waste arrangements (food organics; garden organics) which will require the provision of a third bin. The bin storage areas do not incorporate space to accommodate the required third set of bins for FOGO.</p> <p>An appropriate</p>

Cancelled

		advanced since this time and design now needs to cater for third 'FOGO' bins.	waste management plan has not been provided.
<u>4.18 Utilities</u>	<p>Site is appropriately serviced.</p> <p>Utilities are located such that they are accessible.</p> <p>Utilities are integrated into the design of buildings and landscape so that they are no visually obtrusive.</p>	Applicant simply states 'yes' with respect to proposal addressing acceptable outcomes, but provides no detail.	<p>No.</p> <p>Application lacks detail to be able to satisfactorily address compliance with applicable requirements.</p>

Other Planning Considerations

The Form 2 application is made in accordance with DAP regulation 17(1)(a) "to amend the approval so as to extend the period within which any development approved must be substantially commenced". The relevant planning considerations in considering such an application should include:

- (a) Whether the planning framework has changed substantially since the development approval was granted;
- (b) Whether the development would likely receive approval now; and
- (c) Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.

(a) Changes to Planning Framework

In deciding whether or not to grant an extension to the period of validity of approval, JDAP will need to carefully consider the substantive changes that have occurred to the planning framework since the application was first approved in 2015 and then further approved in 2017.

Clause 77(2) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 states that:

"An application under subclause (1) –

- (a) Is to be made in accordance with the requirements in Part 8 and dealt with under this Part as if it were an application for development approval; and*
- (b) May be made during or after the period within which the development approval must be substantially commenced."*

In the time since the JDAP last approved the application, the following changes to the planning framework have been introduced:

State Planning Policy 7.0 – Design of the Built Environment (SPP7)

SPP7 is the lead policy relating to design quality and built form outcomes across the built environment. It introduces the 10 principles for good design and applies to all levels of the planning hierarchy, including applications for development approval. The policy is to be read in conjunction with the R-Codes.

State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments

A new version of the R-Codes was published in the Government Gazette on 24 May 2019. This new version of the R-Codes seeks to achieve improved design outcomes for apartment developments in an attempt to address poor built form outcomes that had resulted under the previous version of the R-Codes.

(b) Would the development receive approval now?

No. The changes to the planning framework that have been identified above along with the range of areas where the application does not satisfactorily address that new planning framework (as identified in the assessment, above) mean that the application would not likely receive approval if it were an application that was lodged, assessed and determined from new.

(c) Implementation of approval

The Town has not been provided with any indication that the holder of the development approval first granted in 2015 and then approved in an amended form in 2017 has actively and relatively conscientiously pursued the implementation of the development approvals that have been previously granted for the site.

The development site originally comprised house numbers 72 and 74 Railway Parade. Both of these houses were demolished in 2013, some 2 years before the first development approval was issued for the site in 2015.

Following the issue of development approval in 2015, a Form 2 application was made in 2017 which sought to:

- Extend the validity of the approval by a further two years; and
- Delete conditions 1, 2, 3, 4, 15, 16, 17, 21, 24 and 26 from the original notice of determination.

The request to delete various conditions of approval was supported by the provision of updated plans which were said to address a number of the conditions that were imposed on the original approval, thus rendering those conditions redundant.

The Metro Central JDAP determined the application by:

- Deleting conditions 1, 2, 3, 4, 16 and , 17; and
- Amending conditions 15, 26 and 36.

All other conditions and requirements detailed on the original approval from 2015 remained the same.

Apart from the lodgement of this amended application in 2015 (which was primarily made for the purpose of extending the validity of approval for the proposed development), there have been no attempts made to implement the development approval. An application for a Building Permit has not been made

to the Town; there has been not been evidence of a marketing plan for the sale of apartments having been prepared or actioned etc.

This new application is made on behalf of a prospective purchaser of the site and the application provides no advice with respect to any attempts that have been made to implement the approval. The applicant simply states that *“whilst we can’t speak to the reasons behind why the previous owner of the site (who obtained the approval) has not implemented the approval, it is the intent of the prospective purchaser to develop the site...”*.

This comment provides no advice of what (if anything) has been done in the past, and provides no detail or certainty of what may happen in the future, should approval be granted to extend the period of validity of approval once again.

The circumstances of this application align with those of the following application:

Address:	Lots 1 & 164 (Nos. 7 & 9) Riversdale Road, Burswood
Proposal:	Amendment to Approval to extend period of validity of approval for a further 2 year period for a proposed multiple dwelling development
File Ref:	DAP File No. DAP/15/00837
Decision:	Determination made at Metro Central JDAP Meeting held 12 December 2018 (Meeting No. 326)

In considering the application referred to in the table above, JDAP refused the application which sought to extend the period of validity of approval for a further 2 years (as this application does) for the following reason:

“There has been a prior extension of time for this approval and the Panel is not satisfied that there have been any meaningful steps taken to implement the existing approval. The test to be satisfied before approving an extension has not been satisfied in this instance and the approval therefore ought not to be extended.”

As with the application that was considered at Metro Central JDAP Meeting No. 326, there has also been a prior extension of time granted for this proposal and no information is available to show that there have been any meaningful steps taken to implement the approval. As such, the test to be satisfied before approving an extension of time for this application has similarly not been satisfied. The consequence of this is that approval therefore ought not be extended for this application.

Officer Comments

Approval for the proposed development was first granted 2015 and then an amended approval, to extend the validity of approval was granted in 2017.

There have been no meaningful steps taken to implement the approval and this application is made on behalf of a prospective purchaser of the development site.

In May 2019, State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments, was gazetted. This State Planning Policy aims to deliver improved design and development in response to a range of concerns that were identified in

conjunction with the operation of former State Planning Policy 3.1 – Residential Design Codes.

In doing so, SPP7.3 introduces a variety of provisions that were not contained within former SPP3.1.

Given that the plans which are the subject of consideration were first lodged with the Town in early 2015 (more than 4 years before SPP7.3 was gazetted), it is not surprising that the application does not satisfactorily respond to provisions that are now contained within SPP7.3. Approvals are time limited to take account of such situations arising.

Options/Alternatives:

Should the Metro Central JDAP believe that application for development approval warrants approval, the application could be approved subject to the same terms and conditions as were applied to the development in 2017, save for the further extended timeframe.

In the alternative, if the Metro Central JDAP accepts the position put forward within the RAR with respect to:

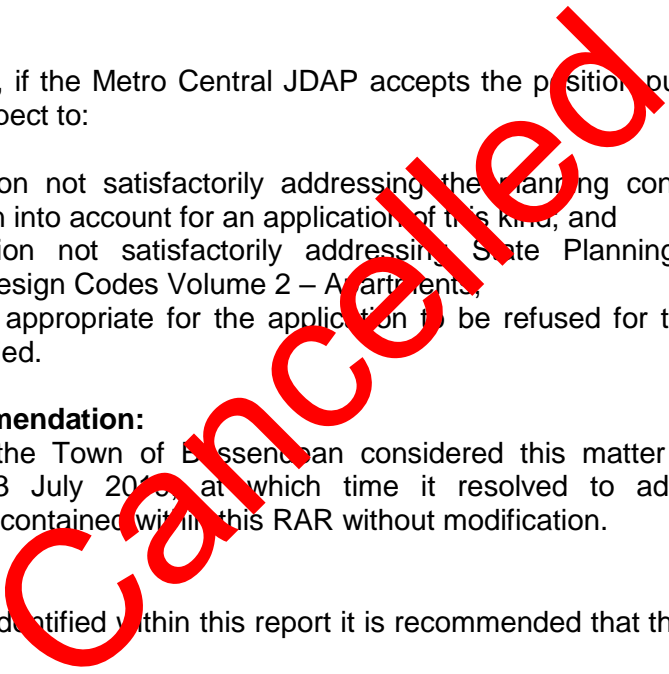
- (a) The application not satisfactorily addressing the planning considerations that must be taken into account for an application of this kind, and
 - (b) The application not satisfactorily addressing State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments,
- then it would be appropriate for the application to be refused for the reasons that have been specified.

Council Recommendation:

The Council of the Town of Essendon considered this matter at its Ordinary meeting held 23 July 2018, at which time it resolved to adopt the Officer recommendation contained within this RAR without modification.

Conclusion:

For the reasons identified within this report it is recommended that the application be refused.





LG Ref: DA 2015-030
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Carlo Famiano
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Famiano

**Metro Central JDAP – Town of Bassendean – DAP Application DA 2015-030
Lot 54 (Nos. 72-74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 26 February 2015 for the above development at the above mentioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 23 June 2015, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No.10, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

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

Should you have any enquiries in respect to the conditions of approval please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely

Zoe Hendry

DAP Secretariat

1/07/2015

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean





Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 54 (Nos. 72-74) Railway Parade, Bassendean

Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 23 June 2015, subject to the following:

Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A0.00	22 Bins Verge Pick Up Plan	3	18.05.2015
A1.01	Proposed Site Development Plan (with aerial underlay)	2	11.05.2015
A1.02	Proposed Site Development Plan	2	11.05.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	2	11.05.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	2	11.05.2015
A2.05	First Floor Plan	2	11.05.2015
A3.01	Elevations	2	11.05.2015
A3.02	Elevations	2	11.05.2015

in accordance with Clause 10 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

- The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
- Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.
- Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum with width and / or length dimensions of 2.4 metres minimum being provided as measured in any direction.



4. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.

6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a building permit. The lighting plan shall take particular account of the need for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.
8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum 6 metre width;



- (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick pavers, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath; and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$682 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the owner shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.
10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.
12. The on-site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be relocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within AS2890.3.
16. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
17. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
18. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.



19. The street number being prominently displayed at the front of the development.
20. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.
21. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
 - (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.
22. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
23. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
24. Each dwelling shall be provided with an **effective clothes drying facility**.
25. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
 - (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.



26. The bin storage areas are:
- (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;
 - (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
27. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
28. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
29. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
- (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
30. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
31. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
32. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
- (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);



- (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
- (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
- the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements (including customers and delivery vehicles) and rubbish disposal and collection;
 - determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
33. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
34. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
35. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
- (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively



- (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.

2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
4. The applicant is advised that the central median island within the Railway Parade road reserve allows for only left in / left out vehicle movements from the visitor parking bays on the Railway Parade frontage of the development site.
5. The issue of a Building Permit is required prior to the commencement of any works on site.
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individual asset owners have a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.
7. Telecommunications Act 1997 (Commonwealth):
Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800810443.
8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.



9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

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

Cancelled

DEVELOPMENT ASSESSMENT PANELS
 APPROVED
 23 JUNE 2015



Drawing List	
Sheet Number	Sheet Name
A1.01	PROPOSED SITE DEVELOPMENT PLAN (WITH AERIAL UNDERLAY)
A1.02	PROPOSED SITE DEVELOPMENT PLAN
A2.01	PROPOSED SITE/ GROUND FLOOR PLAN (PART A)
A2.02	PROPOSED SITE/ GROUND FLOOR PLAN (PART B)
A3.01	FIRST FLOOR PLAN
A3.02	ELEVATIONS
A3.03	ELEVATIONS
A4.01	PERSPPECTIVES

TOWN OF BASSEDEAN
 13 MAY 2015
 RECEIVED

PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOT 54 (NO.72) KAILWAT PARADE, BASSEDEAN,
 (Town of Bassendean)

No.	Description	Date	PROPOSED SITE DEVELOPMENT PLAN (WITH AERIAL UNDERLAY)	
1	DA PLANS	02.02.2015	Project number	1414
2	REVISED DA	11.05.2015	Issue Date	11.05.2015
			Drawn by	NE
			Checked by	BP
			Drawing number	A1.01
			Revision	2



PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)



DEVELOPMENT ASSESSMENT PANELS

APPROVED

23 JUNE 2015

TOWN OF BASSENDEAN
 13 MAY 2015
 RECEIVED



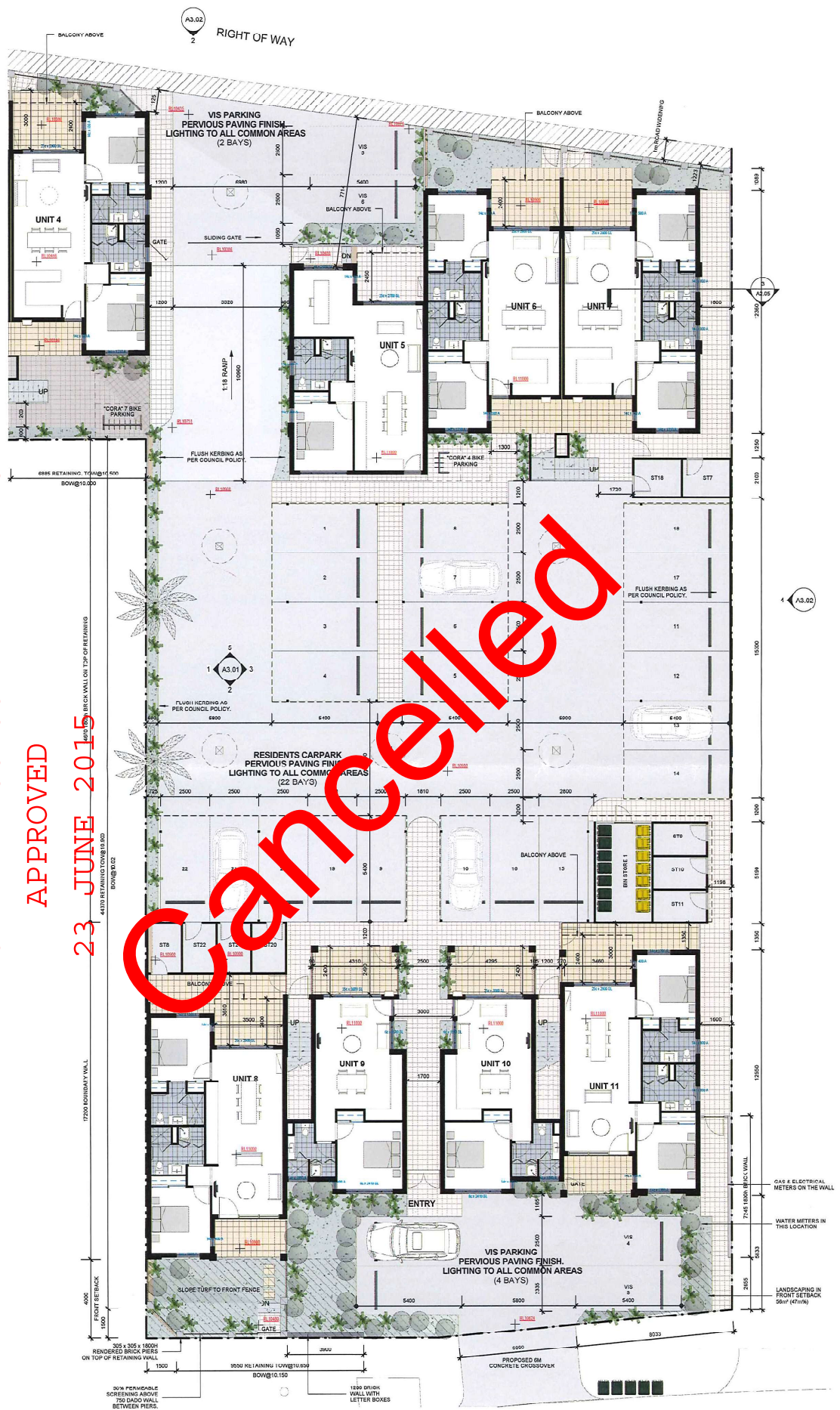
PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOIS 54 (NO.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Basseندان)

No.	Description	Date	PROPOSED SITE DEVELOPMENT PLAN	
1	DA PLANS	02.02.2015	Project Number	1414
2	REVISED DA	11.05.2015	Issue Date	11.05.2015
			Drawn by	NE
			Checked by	GP
			Scale	as-1
			Revision	2

DEVELOPMENT ASSESSMENT PANELS
APPROVED

23 JUNE 2015

Cancelled



- Deciduous Tree:
Aster radicans
- Shrub:
Flammuliferum inaequalis
Saxifraga phaeocarpa
Grevillea eriostachya
- Turf

FLU/ RATIO AREA	FLU/	RATIO	AREA
UNIT 1	12.44	37	4.60
UNIT 2	12.44	37	4.60
UNIT 3	12.44	37	4.60
UNIT 4	12.44	37	4.60
UNIT 5	12.44	37	4.60
UNIT 6	12.44	37	4.60
UNIT 7	12.44	37	4.60
UNIT 8	12.44	37	4.60
UNIT 9	12.44	37	4.60
UNIT 10	12.44	37	4.60
UNIT 11	12.44	37	4.60
UNIT 12	12.44	37	4.60
UNIT 13	12.44	37	4.60
UNIT 14	12.44	37	4.60
UNIT 15	12.44	37	4.60
UNIT 16	12.44	37	4.60
UNIT 17	12.44	37	4.60
UNIT 18	12.44	37	4.60
UNIT 19	12.44	37	4.60
UNIT 20	12.44	37	4.60
UNIT 21	12.44	37	4.60
UNIT 22	12.44	37	4.60
UNIT 23	12.44	37	4.60
UNIT 24	12.44	37	4.60
UNIT 25	12.44	37	4.60
UNIT 26	12.44	37	4.60
UNIT 27	12.44	37	4.60
UNIT 28	12.44	37	4.60
UNIT 29	12.44	37	4.60
UNIT 30	12.44	37	4.60
UNIT 31	12.44	37	4.60
UNIT 32	12.44	37	4.60

TOWN OF BASSENDEAN
13 MAY 2015
RECEIVED



No.	Description	Date	PROJECT NUMBER	ISSUE NUMBER	REVISION NUMBER	SCALE
1	DA PLANS	02.02.2015	1416	11.05.2015	A2.01	2
2	REVISED DA	11.05.2015				

DEVELOPMENT ASSESSMENT PANELS
 APPROVED
 23 JUNE 2015

TOWN OF BASSENDEAN
 13 MAY 2015
 RECEIVED



Cancelled

	ORIENTATION (LONGEST AXI FACING NORTH)	NORTH FACING COURTYARD AND LIVING AREA WINDOWING 50% OF NORTH WALL	BED WINDOWS MINIMISED IN AREA AND NORTH FACING (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COMPLIANCE	TOTAL
1	0	25	15	20	10	0	0	70
2	0	25	15	20	10	0	0	70
3	0	25	15	20	10	0	0	70
4	0	25	15	20	10	0	0	70
5	0	25	15	20	10	0	0	70
6	0	25	15	20	10	0	0	70
7	0	25	15	20	10	0	0	70
8	0	25	15	20	10	0	0	70
9	0	25	15	20	10	0	0	70
10	0	25	15	20	10	0	0	70
11	0	25	15	20	10	0	0	70
12	0	25	15	20	10	0	0	70
13	0	25	15	20	10	0	0	70
14	0	25	15	20	10	0	0	70
15	0	25	15	20	10	0	0	70
16	0	25	15	20	10	0	0	70
17	0	25	15	20	10	0	0	70
18	0	25	15	20	10	0	0	70
19	0	25	15	20	10	0	0	70
20	0	25	15	20	10	0	0	70
21	0	25	15	20	10	0	0	70
22	0	25	15	20	10	0	0	70

- Deciduous Tree:
Alnus rubrum
- Shrub:
Chamaecrista leucostachya
Santia plumosissima
Grewia ericoides
- Turf

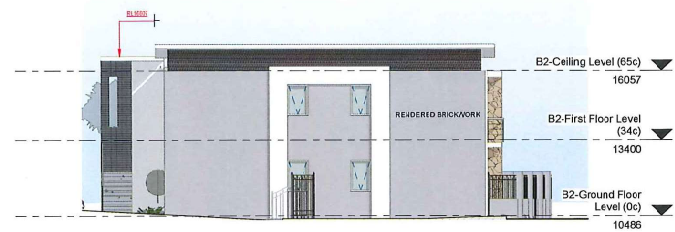
Name	Area
UNIT 1	104.48 m ²
UNIT 2	118.48 m ²
UNIT 3	124.48 m ²
UNIT 4	118.48 m ²
UNIT 5	104.48 m ²
UNIT 6	118.48 m ²
UNIT 7	124.48 m ²
UNIT 8	118.48 m ²
UNIT 9	104.48 m ²
UNIT 10	118.48 m ²
UNIT 11	124.48 m ²
UNIT 12	118.48 m ²
UNIT 13	104.48 m ²
UNIT 14	118.48 m ²
UNIT 15	124.48 m ²
UNIT 16	118.48 m ²
UNIT 17	104.48 m ²
UNIT 18	118.48 m ²
UNIT 19	124.48 m ²
UNIT 20	118.48 m ²
UNIT 21	104.48 m ²
UNIT 22	118.48 m ²



PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Bassendean)

No.	Description	Date	PROJECT NUMBER	IDENTIFY NUMBER	REVISION
1	DA PLANS	02.02.2015	1418		
2	REVISED DA	11.05.2015	1418	A2.02	2

TOWN OF BASSE-DEAN
 13 MAY 2015
 RECEIVED



① UNIT 4 EAST ELEVATION
 SCALE 1:100



⑤ SOUTH ELEVATION
 SCALE 1:100

Cancelled

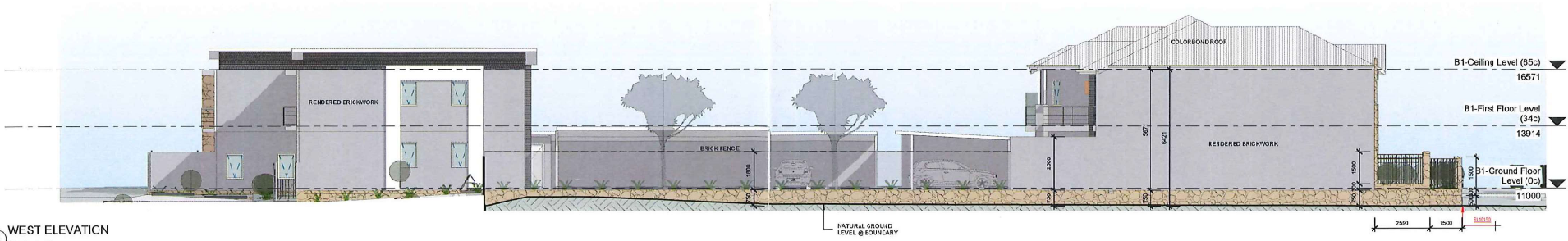
DEVELOPMENT ASSESSMENT PANELS

APPROVED

23 JUNE 2015



② NORTH ELEVATION FRONT BLOCK
 SCALE 1:100



③ WEST ELEVATION
 SCALE 1:100

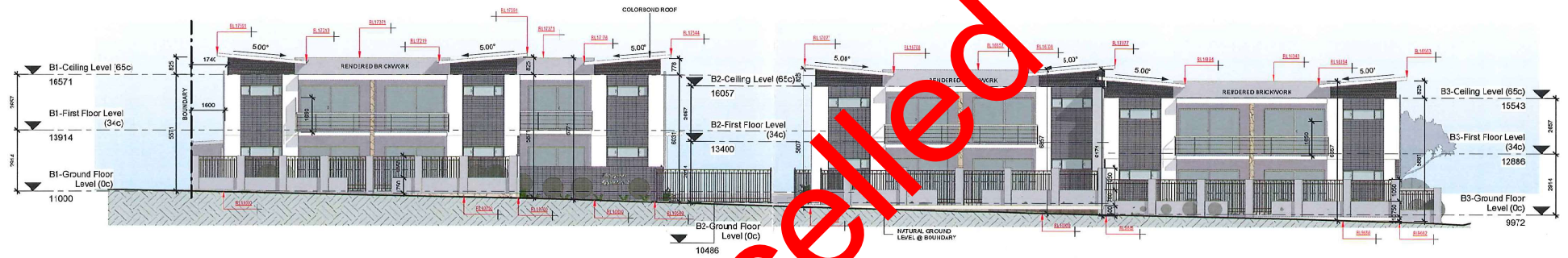
PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (N/2) & 73 (S/2) KALAWAY PARADE, BASSE-DEAN,
 (Town of Basse-dean)

No.	Description	Date	ELEVATIONS
1	DATE PLANS	02/02/2015	
2	REVISION	11/05/2015	A3.01
3	REVISION	18/05/2015	2
4	REVISION	01/06/2015	
5	REVISION	01/06/2015	
6	REVISION	01/06/2015	
7	REVISION	01/06/2015	
8	REVISION	01/06/2015	
9	REVISION	01/06/2015	
10	REVISION	01/06/2015	



① RAILWAY PARADE ELEVATION
 SCALE 1:100

TOWN OF BASSEDEAN
 13 MAY 2015
 RECEIVED



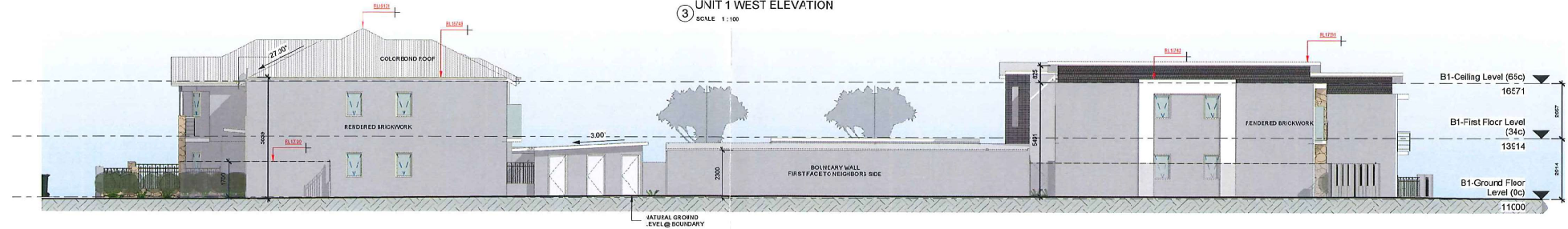
② ROW ELEVATION
 SCALE 1:100

Cancelled

DEVELOPMENT ASSESSMENT PANELS
 APPROVED
 23 JUNE 2015

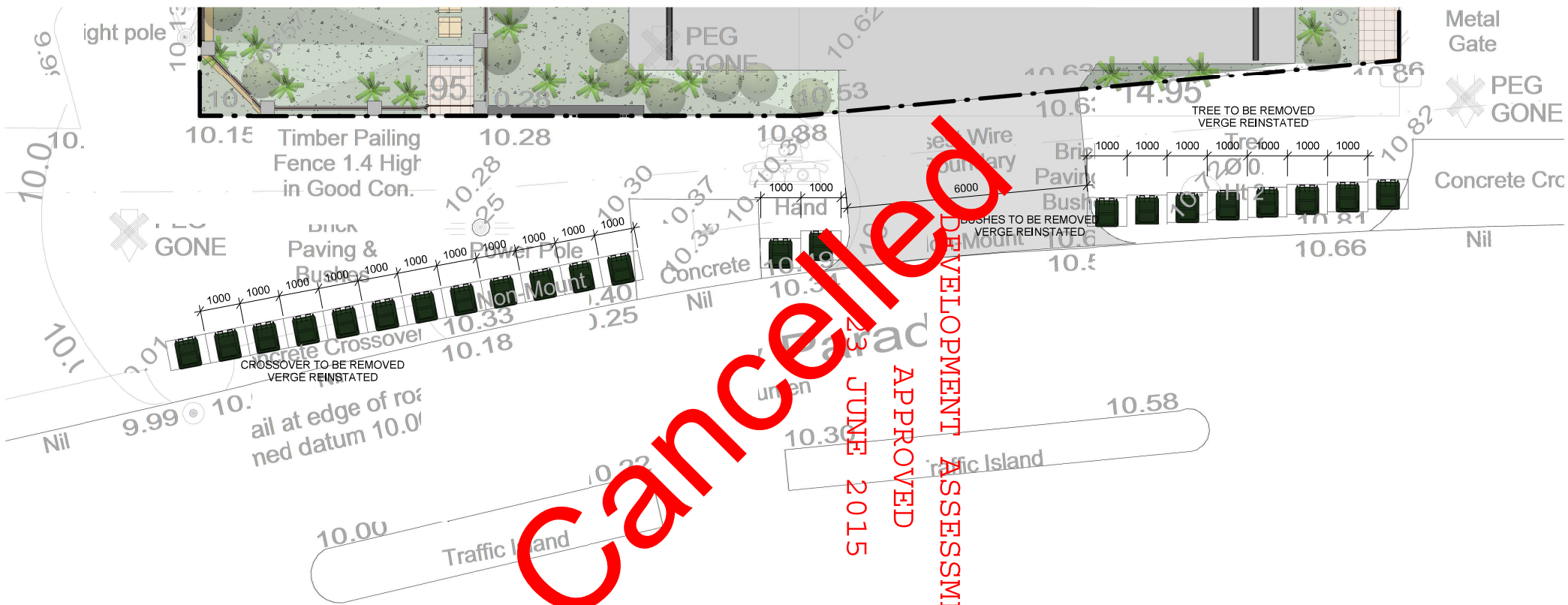


③ UNIT 1 WEST ELEVATION
 SCALE 1:100



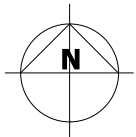
④ EAST ELEVATION
 SCALE 1:100

NO.	DESCRIPTION	DATE	ELEVATIONS
1	DATE PLANS	02/02/2015	
2	REVISIONS	11/05/2015	
3		11/05/2015	
4		11/05/2015	
5		11/05/2015	
6		11/05/2015	
7		11/05/2015	
8		11/05/2015	
9		11/05/2015	
10		11/05/2015	
11		11/05/2015	
12		11/05/2015	
13		11/05/2015	
14		11/05/2015	
15		11/05/2015	
16		11/05/2015	
17		11/05/2015	
18		11/05/2015	
19		11/05/2015	
20		11/05/2015	
21		11/05/2015	
22		11/05/2015	
23		11/05/2015	
24		11/05/2015	
25		11/05/2015	
26		11/05/2015	
27		11/05/2015	
28		11/05/2015	
29		11/05/2015	
30		11/05/2015	
31		11/05/2015	
32		11/05/2015	
33		11/05/2015	
34		11/05/2015	
35		11/05/2015	
36		11/05/2015	
37		11/05/2015	
38		11/05/2015	
39		11/05/2015	
40		11/05/2015	
41		11/05/2015	
42		11/05/2015	
43		11/05/2015	
44		11/05/2015	
45		11/05/2015	
46		11/05/2015	
47		11/05/2015	
48		11/05/2015	
49		11/05/2015	
50		11/05/2015	



Cancelled

APPROVED
23 JUNE 2015



**PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Bassendean)**

No.	DESCRIPTION	DATE
3	VERGE PICK UP PLAN	18.05.2015

22 BINS VERGE PICKUP PLAN		
Project number	1416	Drawing number
Issue Date	18.05.2015	A0.00
Drawn by	NK	3
Checked by	CF	Scale @ A3
		1 : 100



LG Ref: DA2017-058
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Joe Douglas
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Douglas

**Metro Central JDAP – Town of Bassendean – DAP Application DA2017-058
Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 11 April 2017 for the above development at the abovementioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 29 May 2017, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, it was resolved to approve the application as per the attached notice of determination.

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

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 4 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely,

Zoe Hendry

DAP Secretariat

6/06/2017

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean





Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 29 May 2017, subject to the following:

- Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- Approve** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A1.01	Proposed Site Development Plan	7	27.10.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	7	27.10.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	7	27.10.2015
A2.05	First Floor Plan (Part A)	7	27.10.2015
A2.06	First Floor Plan (Part B)	7	27.10.2015
A3.01	Elevations	7	27.10.2015
A3.02	Elevations	7	27.10.2015

in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, for the proposed minor amendment to the approved 22 Multiple Dwellings at Lot 54 (Nos. 72-74) Railway Parade, Bassendean, subject to the following conditions:

Amended Conditions

- Deletion of Condition 1.
- Deletion of Condition 2.
- Deletion of Condition 3.



4. Deletion of Condition 4.
5. Modification to Condition 15 so as to now read:

A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and **all spaces shall** be constructed in accordance with the provisions of AS 2890.3 (as amended).

6. Deletion of Condition 16.
7. Deletion of Condition 17.
8. Modification to Condition 26 so as to now read:

The bin storage areas are:

- (a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
9. Modification to Condition 36 so as to now read:

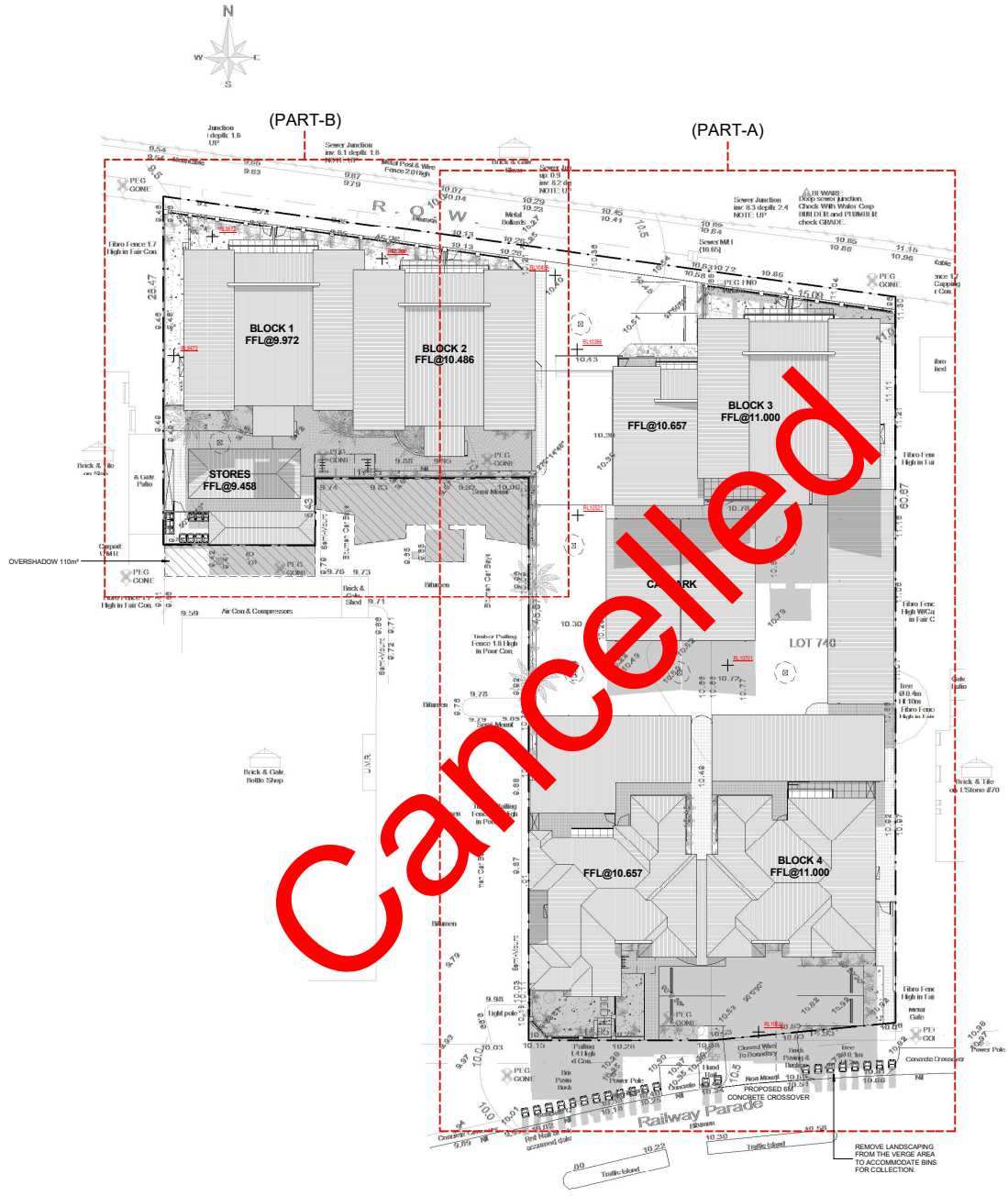
This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.

All other conditions and requirements detailed on the previous approval dated 23 June 2015 shall remain unless altered by this application.

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

PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29-May-2017

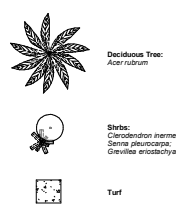


No.	Description	Date	PROPOSED SITE DEVELOPMENT PLAN		
1	DA PLANS	02.02.2015	Project number	1416	Drawing number
2	REVISED DA	11.05.2015	Issue Date	27.05.2015	A1.01
4	REVISED DA	06.07.2015	Drawn by	HK	7
5	REVISED DA	11.09.2015	Checked by	CF	Scale @ A1
7	REVISE BINS & BIKES STORES	27.10.2016	Checked by	CF	1:500



Cancelled

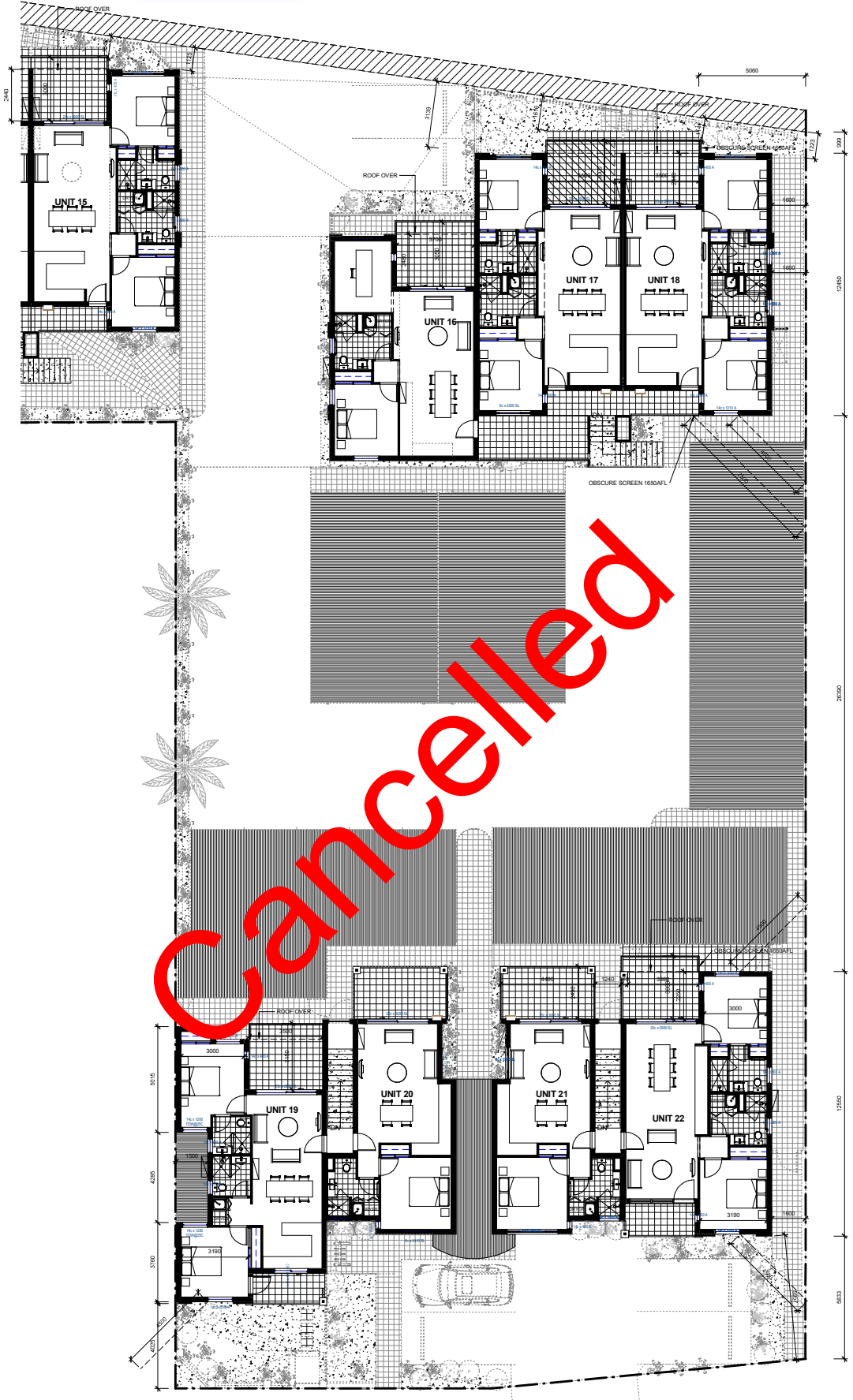
UNIT	ORIENTATION LONGEST AXIS TO NORTH	NORTH FACING COURTYARD AND LIVING AREA WINDOWS 50% OF NORTH WALL	BED WINDOWS MINIMISED IN AREA AND NORTH FACING (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	TOTAL
1	0	25	15	20	10	0	0	70
2	0	25	15	20	10	0	0	70
3	0	25	15	20	10	0	0	70
4	0	25	15	20	10	0	0	70
5	0	25	15	20	10	0	0	70
6	0	25	15	20	10	0	0	70
7	0	25	15	20	10	0	0	70
8	0	25	15	20	10	0	0	70
9	0	25	15	20	10	0	0	70
10	0	25	15	20	10	0	0	70
11	0	25	15	20	10	0	0	70
12	0	25	15	20	10	0	0	70
13	0	25	15	20	10	0	0	70
14	0	25	15	20	10	0	0	70
15	0	25	15	20	10	0	0	70
16	0	25	15	20	10	0	0	70
17	0	25	15	20	10	0	0	70
18	0	25	15	20	10	0	0	70
19	0	25	15	20	10	0	0	70
20	0	25	15	20	10	0	0	70
21	0	25	15	20	10	0	0	70
22	0	25	15	20	10	0	0	70



Item	Area
UNIT 1	24.44 m ²
UNIT 2	24.44 m ²
UNIT 3	24.44 m ²
UNIT 4	24.44 m ²
UNIT 5	24.44 m ²
UNIT 6	24.44 m ²
UNIT 7	24.44 m ²
UNIT 8	24.44 m ²
UNIT 9	24.44 m ²
UNIT 10	24.44 m ²
UNIT 11	24.44 m ²
UNIT 12	24.44 m ²
UNIT 13	24.44 m ²
UNIT 14	24.44 m ²
UNIT 15	24.44 m ²
UNIT 16	24.44 m ²
UNIT 17	24.44 m ²
UNIT 18	24.44 m ²
UNIT 19	24.44 m ²
UNIT 20	24.44 m ²
UNIT 21	24.44 m ²
UNIT 22	24.44 m ²
Common Area	100.00 m ²



DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



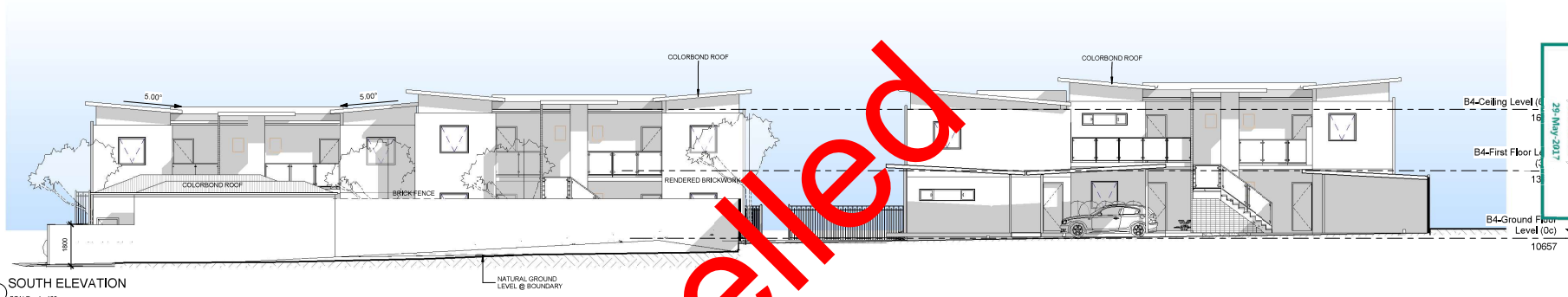
Cancelled



No.	Description	Date	FIRST FLOOR PLAN (PART A)	
2	REVISED DA	11.05.2015	Project number	1416
4	REVISED DA	09.07.2015	Drawn by	HK
5	REVISED DA	11.09.2015	Checked by	CF
6	WINDOW SIZES OF UNIT 19 ADDED	26.10.2015	Scale	A2.05
7	REVISE BINS & BIKES STORES	27.10.2015	Revision	7
			Scale of A1	1:100



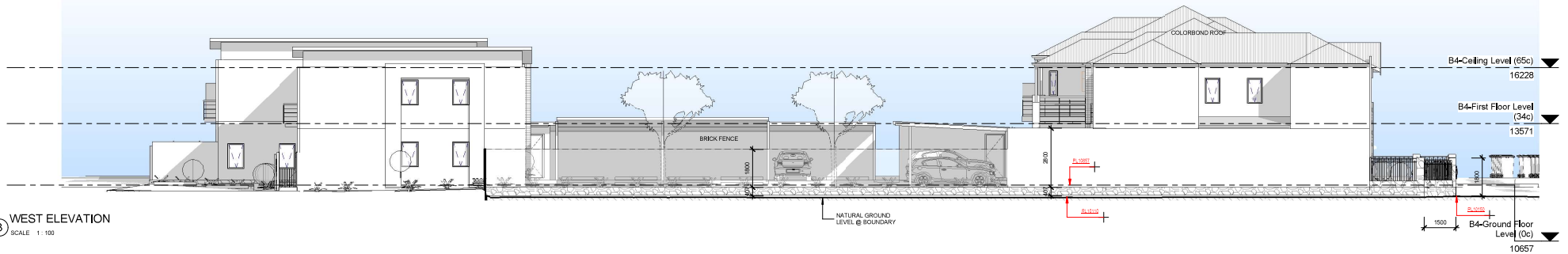
① UNIT 4 EAST ELEVATION
SCALE 1:100



⑤ SOUTH ELEVATION
SCALE 1:100



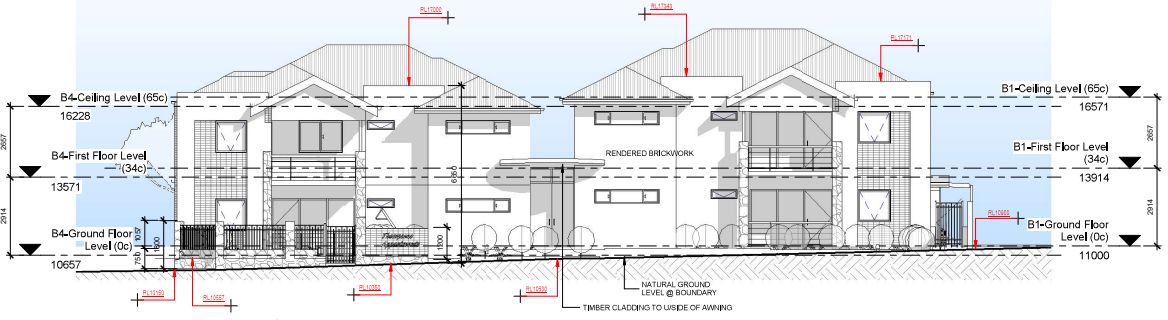
② NORTH ELEVATION FRONT BLOCK
SCALE 1:100



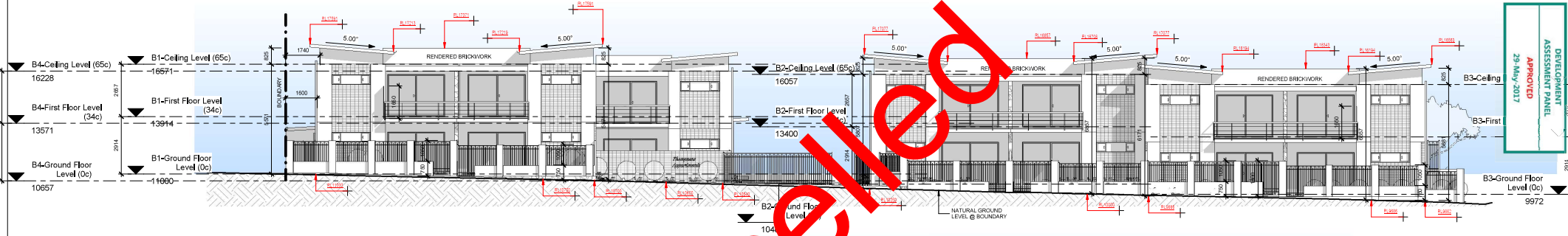
③ WEST ELEVATION
SCALE 1:100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29 May 2017

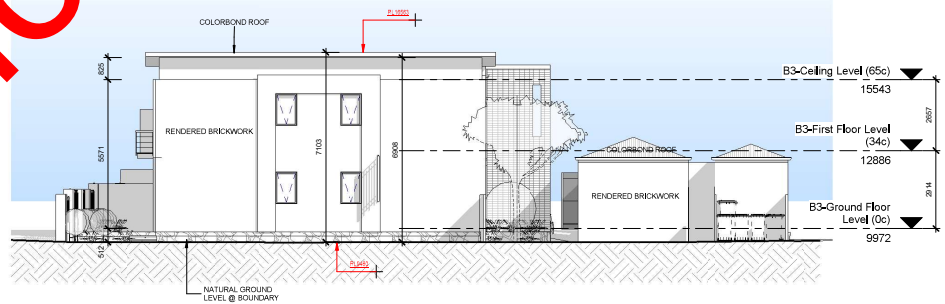
No.	Description	Date	Author	Checked	Scale
1	PLAN PLANS	02/02/2015			
2	REVISIONS	06/07/2015			
3	REVISIONS	11/09/2015			
4	REVISIONS	22/11/15			
5	REVISIONS	22/11/15			
6	REVISIONS	22/11/15			
7	REVISIONS	22/11/15			



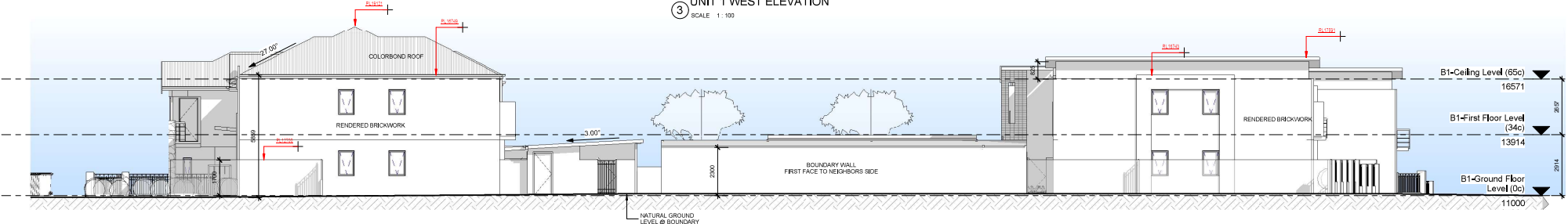
① RAILWAY PARADE ELEVATION
SCALE: 1:100



② ROW ELEVATION
SCALE: 1:100



③ UNIT 1 WEST ELEVATION
SCALE: 1:100



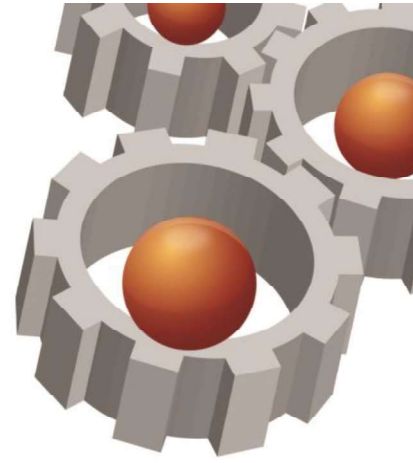
④ EAST ELEVATION
SCALE: 1:100

No.	Description	Date	REVISIONS
1	DATE PLANS	02/02/2015	
2	REVISED DATE	11/07/2015	
3	REVISED DATE	11/09/2015	
4	REVISED DATE	22/11/2015	
5	REVISED DATE	03/02/2016	
6	REVISED DATE	03/02/2016	
7	REVISED DATE	03/02/2016	

DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017



DYNAMIC PLANNING
AND DEVELOPMENTS



JDAP Ref: DAP/15/00740
Our Ref: 1001

10 June 2019

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Dear Sir/Madam,

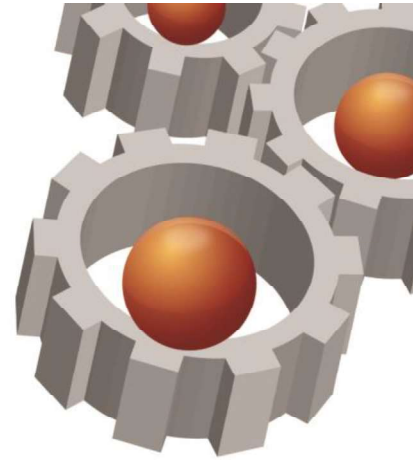
LOT 54 (NO. 72) RAILWAY PARADE, BASSENDEAN
JDAP FORM 2 APPLICATION – EXTENSION OF APPROVAL TIMEFRAME

Dynamic Planning and Developments Pty Ltd (on behalf of the contracted purchaser of Lot 54 (No. 72) Railway Parade, Bassendean (herein referred to as the 'subject site') in support of a Form 2 application to extend the approval timeframe associated with a previous JDAP application (DAP/15/00740) for 22 multiple dwellings. The amendment sought does not seek to modify the approved plans but proposes to extend the time allowed to substantially commence works as the current approval is soon to expire.

For submission purposes, we provide the following information as part of this submission:

- A copy of the applicable Certificate of Title pertaining the subject site (**Attachment 1**);
- A copy of the most recent development approval dated 6 May 2017 (**Attachment 2**);
- A copy of the JDAP minutes associated with the original approval dated 23 June 2015 (**Attachment 3**);
- Approved development plans for re-submission (**Attachment 4**);
- Previously submitted supporting information (**Attachment 5**)
- Town of Bassendean's assessment of the original application (**Attachment 6**)
- The relevant development application forms
- The relevant application fee of \$536.00

The sections below will explain the details of the proposal further.



SITE DETAILS

Legal Description

Lot 54 (No. 72) Railway Parade, Bassendean is legally described as “Lot 54 on Diagram 74766” and is wholly contained on Volume 2868; Folio 757.

The subject site has a total area of 2,561m².

A copy of the Certificate of Title pertinent to the subject site is contained in **Attachment 1**.

Regional & Local Context

The subject site is located within the municipal locality of the Town of Bassendean and is located in the suburb of Bassendean.

The subject site is located on Railway Parade and immediately adjacent to the Bassendean train station. Due to the subject site’s access to the aforementioned regional road and public transport network, the greater Perth Metropolitan Region can be accessed with ease and efficiency from the subject site.

Figure 1 depicts the subject site within its regional context.

The subject site is situated within an established residential area of Bassendean and is zoned accordingly. The area comprises of an array of single dwelling and grouped dwelling developments. The subject site benefits from being located within close proximity of a number of community amenities that future residents will benefit from.

Figure 2 depicts the subject site within its local context.

Cancelled



DYNAMIC PLANNING
AND DEVELOPMENTS

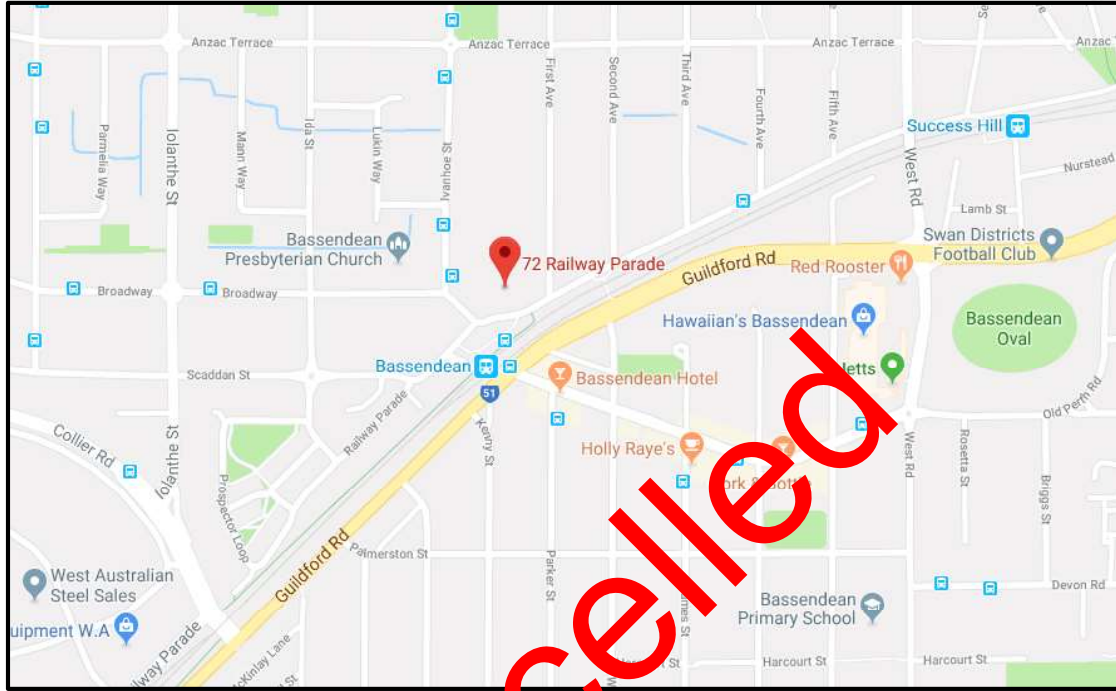
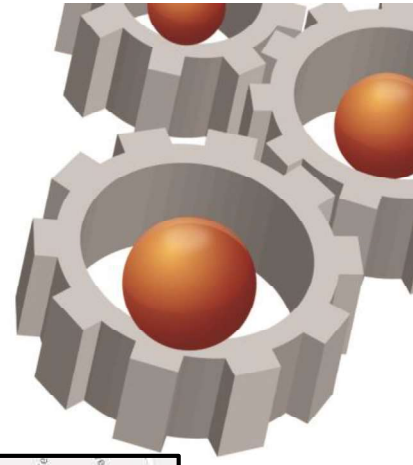


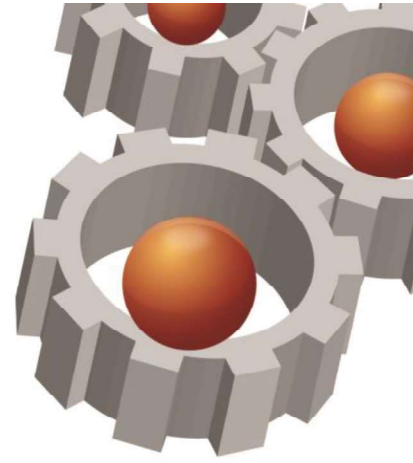
Figure 1 – Regional Context of Subject Site



Figure 2 – Local Context Aerial View of Subject Site

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 † (08) 9275 4433 † (08) 9275 4455

DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE



BACKGROUND

On the 23 June 2015, the Metro Central JDAP resolved to approve a development application for 22 multiple dwellings at the subject site. Since the original approval the owners of the site have since sought a Form 2 application approval to extend the allowed approval timeframe and submit a number of modified plans to satisfy a number of the original conditions imposed on the approval. This Form 2 application was subsequently approved which extended the approval timeframe to the 23 June 2019.

Unfortunately development in accordance with the approval has not substantially commenced and the owners of the site are now wishing to sell the property. As previously outlined in this submission, we act on behalf of the contracted purchaser – AGEM Property Group who wish to extend the approval timeframe to provide them with the opportunity to develop the site in accordance with the existing approval.

A copy of the most recent approval and JDAP minutes associated with the original approval are contained in **Attachment 2** and **Attachment 3**.

PROPOSAL

As previously mentioned this proposal is for an amendment to an existing development approval (DAP/15/00740) in order to extend the approval timeframe a further two (2) years.

There are no changes proposed to the development plans that were approved by the JDAP (included in **Attachment 4**), as such all previously approved variations will remain the same. However, it is noted that since this approval was granted State Planning Policy 7.3 (SPP 7.3) has been gazetted which introduces a range of new requirements that need addressing, this introduces a number of additional variations for the Town of consider in the assessment of this application.

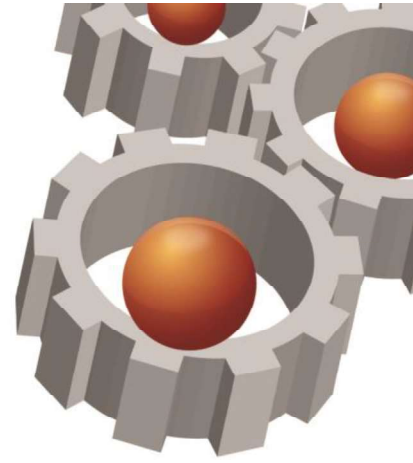
A copy of the proposed developments assessment against the provisions of SPP 7.3 has been provided below.

PLANNING CONSIDERATIONS

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

The proposed development of the site for residential purposes is consistent with the 'Urban' MRS zoning and warrants approval.



Town of Bassendean –Local Planning Scheme No. 10

Zoning

Under the Town of Bassendean Local Planning Scheme No. 10 (LPS10) the subject site is zoned as 'Residential R20/R40'. The objectives of the zone are noted below:

- a) *To maintain lifelong or long-time residents as an integral component of the Bassendean community.*
- b) *To continue and increase the attraction for young families to reside and raise their families in the Bassendean community.*
- c) *To recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in population growth in a manner that provides net environmental, social and economic benefit.*
- d) *To make provision for housing types that respond to the demands of an aging population and declining occupancy rates.*
- e) *To limit non-residential activities to those for which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such as activities have no detrimental effect on the residential amenity.*
- f) *To ensure that the density of the development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors.*
- g) *To ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

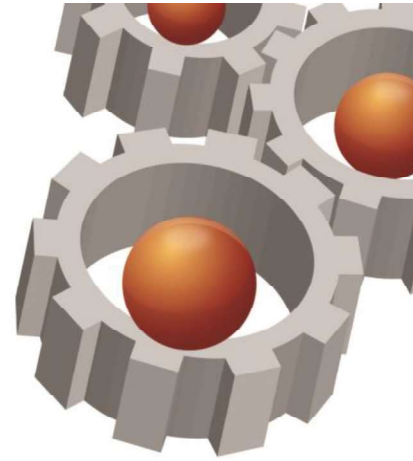
The proposed development is considered to be consistent with the subject sites zoning and the relevant objectives by virtue of the previous development application being granted approval.

Development Density

As the site is subject to a split density coding, Clause 5.3.1.2 of LPS10 is applicable to the proposed development. This clause states that:

Where a split density code is depicted on the Scheme maps, any development shall conform to the lower density code applicable to the lot, unless Council determines that development up to the middle or higher density code is acceptable having regard for sub-clause 5.3.1.2.

In the assessment of the original development application it was determined that, after some design changes, the applicable density allowed for the proposed development was R40. The development was subsequently assessed against the applicable R40 density requirements and ultimately approved.



JDAP Form 2 Reconsideration Matters

Where a Form 2 application is made to amend or extend the planning approval timeframe, the following points must be addressed:

1. Whether the planning framework has changed substantially since the development approval was granted.

The planning framework under the Town of Bassendean Local Planning Scheme No. 10 has not changed substantially. However, we do note that State Planning Policy 7.3 – Design WA has been gazetted since the approval of the original application, as such an assessment against the requirements of this policy has been provided in subsequent sections of this submission.

It is considered that the proposed development remains consistent with the intended development outcomes applicable for the subject site and is considered to remain appropriate for approval.

2. Whether development approval would likely be granted now.

As previously noted the proposed development has not been modified in any way, as such, the previously approved variations remain unaltered. In addition, the proposed development is largely compliant with the applicable provisions of Design WA with any additional variations considered to be minor and still meeting the relevant element objectives.

With respect to the above, the proposed development is considered to be likely to receive approval under today's planning framework.

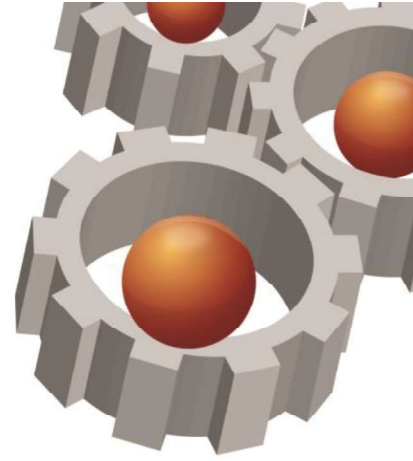
3. Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.

Whilst we can't speak to the reasons behind why the previous owner of the site (who obtained the approval) has not implemented the approval, it is the intent of the prospective purchaser to develop the site in accordance with the approval for 22 multiple dwellings as the site was purchased on this basis.

DEVELOPMENT REQUIREMENTS

As we have noted previously, the proposed development requires assessment against State Planning Policy 7.3 (SPP7.3). The below tables provide a comprehensive assessment of the approved development plans against SPP 7.3, noting where variations for consideration may be present.

To provide additional context for the proposed development, a copy of the previously submitted supporting documentation and the City's original assessment has been included in **Attachment 5** and **Attachment 6**.



Multiple Dwellings above R40 Assessment Sheet

General Information

Description of Works	22 unit, Two-storey Multiple Dwellings	
Address:	Lot 54 (No. 72 & 74) Railway Parade, Bassendean	
Zoning / R-Code:	Residential R20/40	
Land Area:	2,560sqm	
Title Info:	Strata	<input type="checkbox"/>
	Survey Strata	<input type="checkbox"/>
	Built Strata	<input type="checkbox"/>
	Green Title/Freehold	<input checked="" type="checkbox"/>
	Easement on Property	<input checked="" type="checkbox"/>
	Easement on Adjoining Property?	<input checked="" type="checkbox"/>
Recent DA's on subject site?	DA2017-058 DAP/15/00740	

Background (if applicable)

JDAP approval granted on 29 May 2017

Considerations

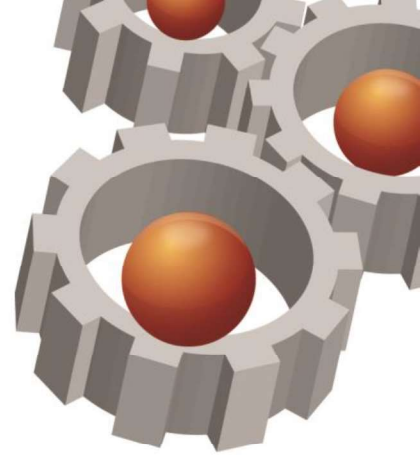
Municipal Heritage Inventory?	N/A
On or abutting Primary/Regional Road Reservation?	No
Bushfire Prone Area? (If yes see below)	No
<ul style="list-style-type: none"> - Is the proposal for grouped/multiple dwellings? - Is the proposal for a dwelling/additions/ancillary dwelling on a lot greater than 1100sqm? 	No
Further Comment:	

Referral Requirements:

External referral required? Yes (see below) / No

WAPC/DPLH – i.e. Property affected by PCA or ORR?	<input type="checkbox"/>
Swan River Trust/DPAW	<input type="checkbox"/>
Heritage Council	<input type="checkbox"/>
Main Roads WA	<input type="checkbox"/>

Dept of Transport	<input type="checkbox"/>
Dept of Enviro & Conservation	<input type="checkbox"/>
Other (list here)	<input type="checkbox"/>



Public Consultation:

Advertising required: Yes (see below) / No

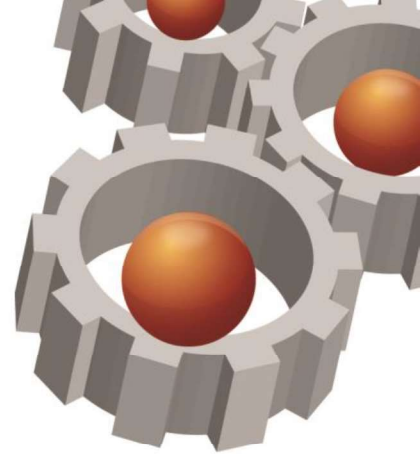
Road Hierarchy – Vehicle Reversing Bay Requirements

The following section is not applicable

Part 2 – Primary Controls Table

Clause 2.2 – Building Height			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
A2.2.1 – Table 2.1 of R Codes Volume 2 – Apartments Required: 2 storey / 9.0m	O.2.2.1- The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	2 storey / 6.15m	Yes
	O.2.2.2 - The height of buildings within a development responds to changes in topography.		
	O.2.2.3 - Development incorporates articulated roof design and/or roof top communal open space where appropriate.		
	O.2.2.4 - The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.		
Other:			

Clause 2.3 – Street Setbacks			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
A2.3.1 – Table 2.1 of R Codes Volume 2 – Apartments Required:	O.2.3.1 - The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	GF – 4.0m min. FF – 4.0m min.	Yes Yes
	O.2.3.2 - The street setback provides a clear transition between the public and private realm.		
	O.2.3.3 - The street setback assists in achieving visual privacy to apartments from the street.		
	O.2.3.4 - The setback of the development enables passive surveillance and outlook to the street.		
Other:			



Minimum Primary and Secondary Street Setbacks

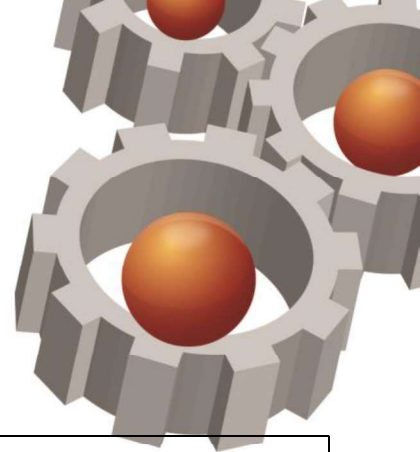
	Required	Proposed	Compliance Yes / No
Primary Street	Ground Floor – 4.0m	4.0m min	Yes
	First Floor – 4.0m	4.0m min	
Secondary Street	Ground Floor – 1.5m	n/a	N/A
	First Floor – 1.5m	n/a	

Clause 2.4 – Side and Rear Setbacks			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
A2.4.1 – Table 2.1 of R Codes Volume 2 – Apartments A2.4.2 – Setback to achieve objectives of Elements 2.7, 3.3, 3.5 & 4.1 of R Codes Volume 2 – Apartments Required:	O.2.4.1 - Building boundary setbacks provide for adequate separation between neighbouring properties.		
	O.2.4.2 - Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.		
	O.2.4.3 - The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.		
	O.2.4.4 - The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.		
Other:			

Minimum Side and Rear Setbacks

If this section is not applicable, highlight this line

Section	Req. Setback	Prop. Setback	Complies Y/N
Side (East)			



Ground Floor			
Unit 11	2.0m	1.6m	N
ST10 / bin store 1	2.0m	1.208m	N
ST7	2.0m	0m	N
Unit 7	2.0m	1.6m	N
First Floor			
Unit 22	2.0m	1.6m	N
Unit 18	2.0m	1.6m	N
Side (West)			
Ground Floor			
Unit 8 / ST8	2.0m	0m	N
Bin Store	2.0m	0m	N
Unit 1	2.0m	2.0m	Y
ST1 / ST4	2.0m	2.0m	Y
First Floor			
Unit 19	2.0m	0m	N
Unit 12	2.0m	2.0m	Y
Rear (North)			
Ground Floor			
Unit 1 Bed	3.0m	2.9m min	N
Unit 2 Bed	3.0m	1.5m min	N
Unit 3 Bed	3.0m	2.6m min	N
Unit 4 Bed	3.0m	1.125m min	N
Unit 6 Bed	3.0m	2.7m min	N
Unit 7 Bed	3.0m	1.223m min	N
First Floor			
Unit 12 & 13 Balcony	3.0m	1.3m min	N
Unit 13 Bed	3.0m	1.5m	N
Unit 14 & 15 Balcony	3.0m	1.0m	N
Unit 15 Bed	3.0m	1.125m min	N

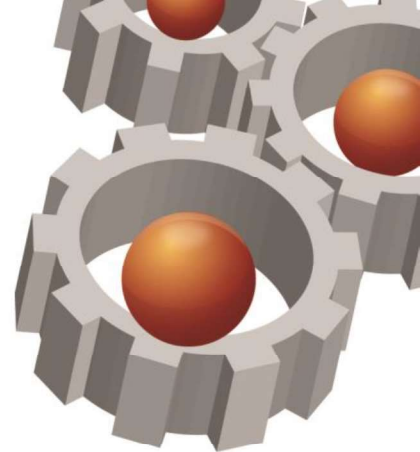
Cancelled

Minimum Average Side and Rear Setbacks (Where Building Length Exceeds 16m)

The following section is not applicable.

Boundary Wall Height

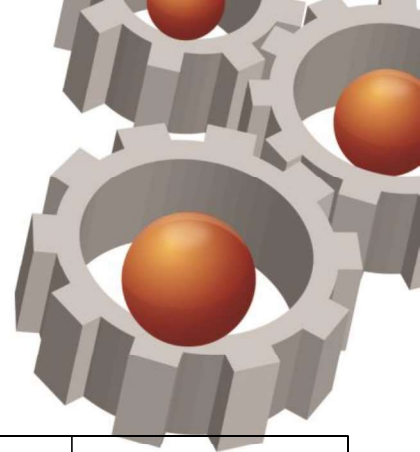
	Required	Proposed	Compliance Yes / No
Side (West)- Unit 8 wall			
<ul style="list-style-type: none"> • Height • Length – max 2/3 	1 storey	2 storey	No



Clause 2.5 – Plot Ratio			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
R Codes Volume 2 – Apartments Clause 2.5 Plot Ratio A2.5.1 Required: 0.6 Proposed: 0.59	O2.5.1 - The overall bulk and scale of development is appropriate for the existing or planned character of the area.	1,528sqm total plot ratio area. Site area = 2,560sqm 0.59 plot ratio	Yes

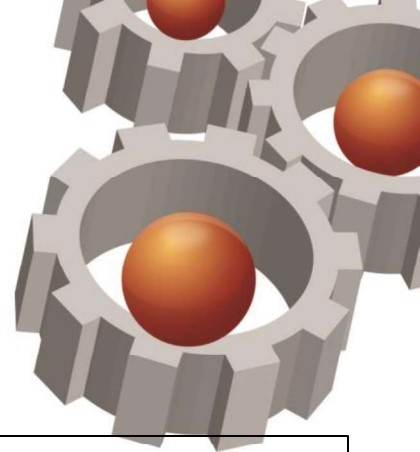
Clause 2.6 – Building Depth			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
R Codes Volume 2 – Apartments Clause 2.6 Building Depth Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. Proposed:	O2.6.1 - Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	All units have north facing aspect	Yes
	O2.6.2 - Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	All units have common side boundary however open north and south aspects	Yes
	O2.6.3 - Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.	Max. room depths are <10.0m	Yes
Comments: All units are dual aspect with the exception Units 20. All units are <20m depth.			

Clause 2.7 – Building Separation			
Acceptable Outcomes	Element Objectives	Assessment	Objective Achieved
R Codes Volume 2 – Apartments Clause 2.7	O2.7.1 - New development supports the desired future streetscape character with spaces between buildings.		



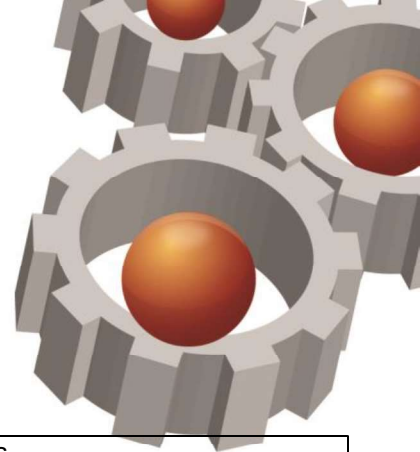
<ul style="list-style-type: none"> Analysis and interpretation. 	Yes	
DG 3.1.3 Local planning instruments applying to the development site should be considered and understood as part of the site analysis process.		
DG 3.1.4 Depending on site factors, the site design response may require consultant advice for cultural, heritage, landscape, contamination, geotechnical and arboriculture matters. Early discussions with the planning authority may assist in identifying the relevant factors and specific requirements.	n/a	n/a
DG 3.1.5 Where design review and/or pre-lodgement enquiry processes are available, it is recommended that early presentations of site analysis and design responses are conducted to achieve timely and effective resolution of any major design issues that could influence the development approval.	Undertaken	No

Element Objective 3.2 Orientation		Achieved?
O 3.2.1	Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	Yes
O 3.2.2	Building form and orientation minimise overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	Yes
Explain how – Building configuration is north-south orientated which results in nil overshadowing to adjoining properties to the side. Southern adjoining property to Block 1 and 2 is commercial therefore nil impact to any residents. Block 3 is sufficiently separate from Block 4 thereby creating no overshadowing impact. Block 4 creates a shadow to Railway Parade only.		
Acceptable Outcome (applicable) or Design Guidance (site analysis)		
Acceptable Outcome	Required	Proposed
A3.2.1	Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.	Block 4 is orientated towards Railway Parade.
A3.2.2	Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.	Yes. Outdoor living areas are facing north to gain direct sun to OLA's and living rooms.
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: <ul style="list-style-type: none"> - adjoining properties coded R25 and lower - 25% of the site area ¹ - adjoining properties coded R30 - R40 - 35% of the site area ¹ 	<35% to No. 76 Railway Parade, Bassendean – refer site plan. *note: property is commercial.



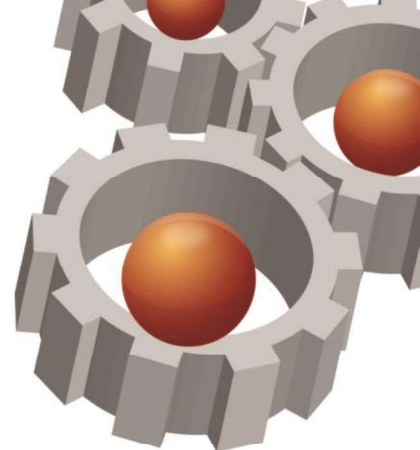
	<ul style="list-style-type: none"> - adjoining properties coded R50 - R60 - 50% of the site area ¹ - adjoining properties coded R80 or higher – Nil requirements. <p>"Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A 3.2.3 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)</p>	
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.	No solar collectors affected.
OR Potential Alternative (Design Guidance)	n/a	

Element Objective 3.3 Tree Canopy and deep soil areas		Achieved?
O 3.3.1	Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	n/a – no trees on site.
O 3.3.2	Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	Yes – extensive landscaping proposed – refer site plan.
O 3.3.3	Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	Yes.
<p>Explain how – Proposal has a maximum site cover of 1,386sqm (or 54%) given its low density / grouped dwelling type format resulting in approximately 1,175sqm (or 46%) of open space. Open space provides a variety of landscaping areas including those for deep soil.</p>		
Acceptable Outcome (applicable) or Design Guidance (site analysis)		
Acceptable Outcome	Required	Proposed

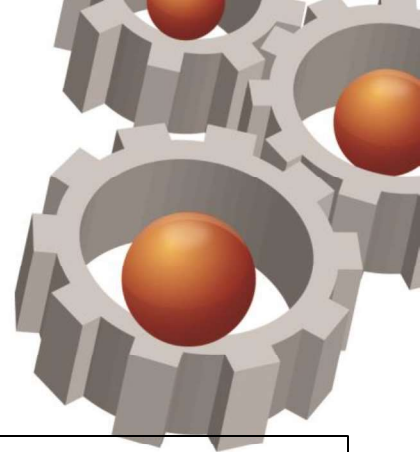


A3.3.1	Retention of existing trees on the site that meet the following criteria: <ul style="list-style-type: none"> - healthy specimens with ongoing viability AND - species is not included on a State or local area weed register AND - height of at least 4m AND/OR - trunk diameter of at least 160mm, measured 1m from the ground AND/OR - average canopy diameter of at least 4m. 	n/a – no existing trees.		
A3.3.2	The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.	n/a		
A3.3.3	The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.	No adjoining affected.		
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.			
A3.3.5	Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.	Lot size	2,561sqm	Complies
		Minimum deep soil area	10% (256.1sqm)	218.51sqm 8.5%
		Minimum requirement for trees	5 large trees and, 5 medium trees; or, 3 large trees and 7 small trees.	5 large trees. >7 small trees.
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.	No paving within deep soil areas.		
A3.3.7	Where the required deep soil area, 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.	n/a		
OR Potential Alternative (Design Guidance)	n/a			

Cancelled



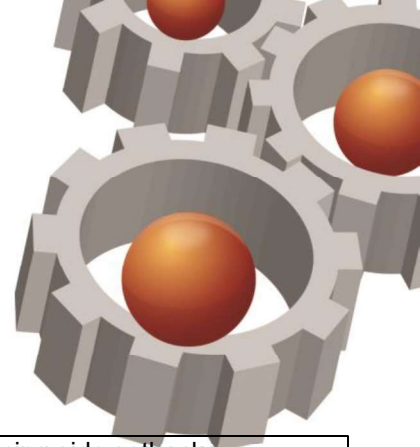
Element Objective 3.4 Communal Open Space		Achieved?
O 3.4.1	Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.	Yes
O 3.4.2	Communal open space is safe, universally accessible and provides a high level of amenity for residents.	Yes
O 3.4.3	Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	Yes
Explain how – n/a – Acceptable Outcome achieved.		
Acceptable Outcome (applicable) or Design Guidance (site analysis)		
Acceptable Outcome	Required	Proposed
A3.4.1	Developments include communal open space in accordance with Table 3.4.	6sqm per dwelling up to 300sqm max. 22 dwellings = 132sqm required. 80sqm communal open space provided in front of Block 1 & 2.
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.	Located on ground floor.
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 5am and 3pm on 21 June.	Yes
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.	Yes. Contains deep soils areas.



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.	Yes.
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.	Yes
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.	Yes
OR Potential Alternative (Design Guidance)	n/a	

Cancelled

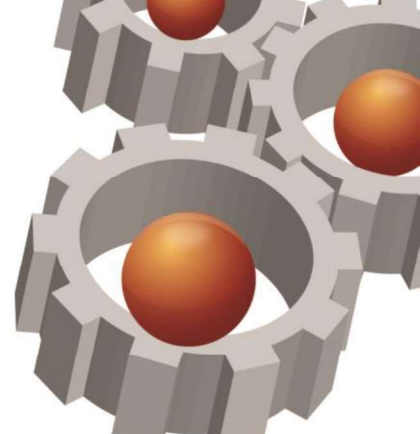
Element Objective 3.5 Visual Privacy		Achieved?
O 3.5.1	The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	Yes
Explain how – Major openings have been placed on north-south facades which are provided with adequate building separation (refer section 2.7) which go above and beyond the privacy setback requirements.		
Acceptable Outcome (applicable) or Design Guidance (site analysis)		
Acceptable Outcome	Required	Proposed
A3.5.1	Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.	No major openings facing side setbacks.
	First 4 storey	Adjoining site <R50



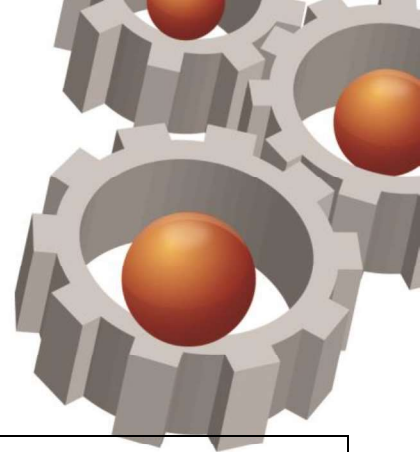
	Major opening to bedroom, study and open access walkways	4.5m	No major openings facing side setbacks.
	Major openings to habitable rooms other than bedrooms and studies	6.0m	No major openings facing side setbacks.
	Unenclosed private outdoor spaces	7.5m	No major openings facing side setbacks. 1.0m min to rear setback however abuts non-residential use.
	5th Storey and above	Table 2.7	n/a
A3.5.2	Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).		100% open
A3.5.3	Living rooms have an external outlook from at least one major opening that is not obscured by a screen.		Yes
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.		Yes
OR Potential Alternative (Design Guidance)	(Explain)		

Cancelled

Element Objective 3.6 Public domain interface		Achieved?
O 3.6.1	The transition between the private and public domain enhances the privacy and safety of residents.	Yes
O 3.6.2	Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	Yes
Explain how – Front streetscape aspect is entirely open with designated pedestrian footpaths and vehicle crossovers which differentiate between the private and public domain.		
Acceptable Outcome (applicable) or Design Guidance (site analysis)		

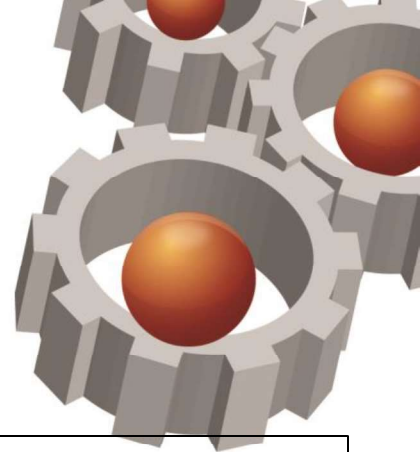


Acceptable Outcome	Required	Proposed
A3.6.1	The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.	Yes – all have private courtyards.
A3.6.2	Car-parking is not located within the primary street setback; 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).	Visitor parking within primary street setback.
A3.6.3	Upper level balconies and/or windows overlook the street and public domain areas.	Yes – Unit 19 & Unit 22 provides balconies
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.	Yes – majority of balconies are permeable.
A3.6.5	Changes in level between private terrace, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.	No ground level changes between street and ground floor unit FFL's.
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.	Max 750mm of solid fencing.
A3.6.7	Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.	Limited fencing with max solid components @ 750mm. Proposed landscaping designed with CPTED in mind.
A3.6.8	Bins are not located within the primary street setback or in locations visible from the primary street.	Bin store behind buildings.
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 <i>¹Firefighting 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.</i>	Front façade not obstructed by dominant service and utility areas.



OR Potential Alternative (Design Guidance)	n/a – compliant with Acceptable Outcomes.
--	---

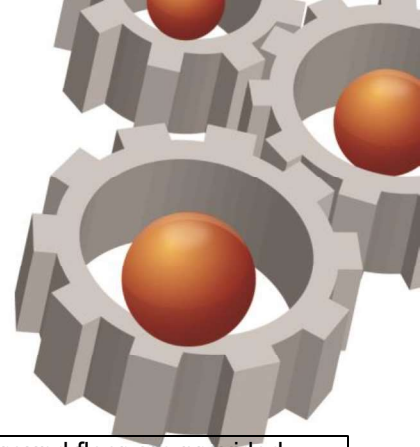
Element Objective 3.7 Pedestrian access and entries		Achieved?
O 3.7.1	Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	Yes
O 3.7.2	Entries to the development connect to and address the public domain with an attractive street presence.	Yes
Explain how – n/a – Acceptable Outcome achieved		
Acceptable Outcome (applicable) or Design Guidance (site analysis) <ul style="list-style-type: none"> Dedicated pedestrian access areas, separate from vehicle pathways. Open front façade with minimal fencing. Street presence with balconies and major openings facing street. 		
Acceptable Outcome	Required	Proposed
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.	Legible entries and paths to all units.
A3.7.2	Pedestrian entries are protected from the weather.	Yes – covered.
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.	Yes – designed in accordance with CPTED principles.
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.	n/a – not a shared zone.
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.	No services or utilities at pedestrian entry.



A3.7.6	Bins are not located at the primary pedestrian entry.	No.
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

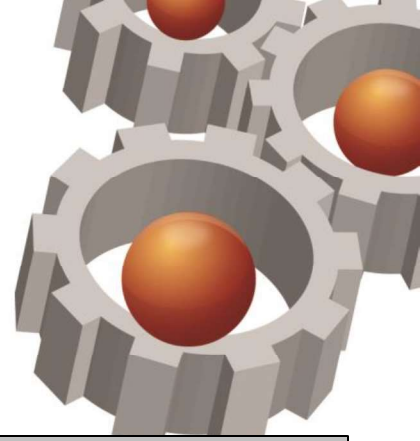
Element Objective 3.8 Vehicle access		Achieved?
O 3.8.1	Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	Yes
O 3.8.2	Vehicle access points are designed and located to reduce visual impact on the streetscape	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) Compliance achieved - refer below.		
Acceptable Outcome	Required	Proposed
A3.8.1	Vehicle access is limited to one opening per 20m street frontage that is visible from the street.	Access taken from ROW.
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.	Access taken from ROW.
A3.8.3	Vehicle entries have adequate separation from street intersections.	n/a

Cancelled

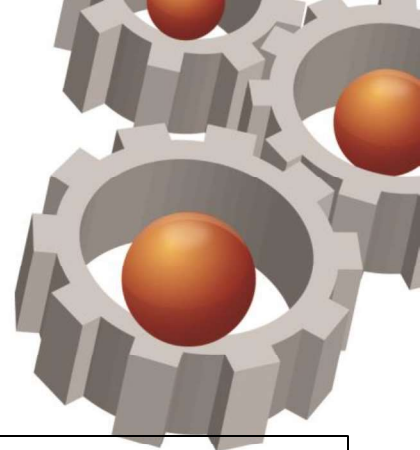


A3.8.4	Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.	Habitable rooms on ground floor are provided with fencing in-front and/or landscaping to minimise headlight glare.
A3.8.5	Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.	5.5m parking aisle in accordance with AS2890.1.
A3.8.6	Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: <ul style="list-style-type: none"> - the driveway serves more than 10 dwellings - the distance from an on-site car parking to the street is 15m or more OR - the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road. 	Two-way access allowed.
A3.8.7	Walls, fences and other structures truncated or reduced to no higher than 0.75m within 105m 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).	Truncations provided where required.
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes	

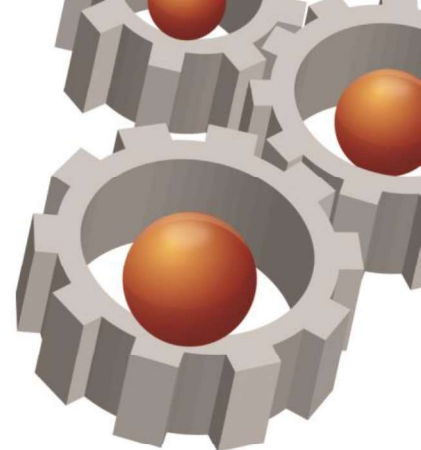
Cancelled



Element Objective 3.9 Public domain interface		Achieved?		
O 3.9.1	Parking and facilities are provided for cyclists and other modes of transport.	Yes		
O 3.9.2	Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	Yes		
O 3.9.3	Car parking is designed to be safe and accessible.	Yes		
O 3.9.4	The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	Yes		
Explain how – n/a – satisfies Acceptable Outcomes.				
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.				
Acceptable Outcome	Required	Proposed		
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.	Residents – 0.5 spaces per dwelling = 11 bays Visitors – 1 space per 10 dwellings = 3 bays Provided: Residents – 8 x dedicated bike store + stores which exceed 4sqm. Visitors – 3 bays in Railway Parade front setback area		
A3.9.2	Parking is provided for cars and motorcycles in accordance with Table 3.9.	6 x visitor bays 22 x resident bays		
	Car parking	1 bedroom	Location A – 0.75/ Location B – 1	1 bed – 0.75 bays per unit = 4.5 bays
		2+ bedroom	Location A – 1/ Location B – 1.25	2 bed – 1 bay per unit = 16 bays
		Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13 th dwelling and above	Visitor – 4 bays

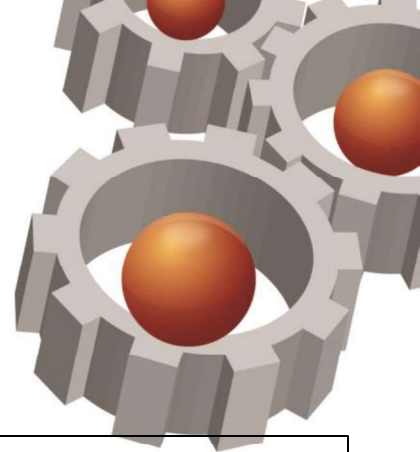


	Motorbike	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays ² For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.	2 motorcycle bays. Additional resident bays provided which can be utilised for motorcycles / scooters.
A3.9.3		Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9.	22 bays provided in lieu of 20.5 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.	Yes – meets AS2890.1
A3.9.5		Car parking areas are not located within the street setback and are not visually prominent from the street.	Visitor bays located within primary street setback area. Visual impact minimised by landscape treatment.
A3.9.6		Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.	Yes. Extensive landscaping proposed.
A3.9.7		Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.	Yes – legible visitor parking areas.
A3.9.8		Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.	Landscaping proposed throughout.
A3.9.9		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.	n/a
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.	n/a
OR Potential Alternative (Design Guidance)		Parking within the primary street setback area is limited to 4 x bays thereby having negligible impact to the streetscape character or appearance of dwellings.	



Part 4 Designing the building

Element Objective 4.1 Solar and Daylight Access		Achieved?
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.	Yes
O 4.1.2	Windows are designed and positioned to optimise daylight access for habitable rooms.	Yes
O 4.1.3	The development incorporates shading and glare control to minimise heat gain and glare: <ul style="list-style-type: none"> - from mid-spring to autumn in climate zones 4, 5 and 6 AND - year-round in climate zones 1 and 3. 	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.1.1	In climate zones 4, 5 and 6 only: <ul style="list-style-type: none"> (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. 	All dwellings achieve northern aspect.
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.	Minimum one opening provided per habitable room.
A4.1.3	Lightwalls and/or skylights do not form the primary source of daylight to any habitable room.	No – openings provided to every habitable room
A4.1.4	The building is oriented and incorporates external shading devices in order to: <ul style="list-style-type: none"> - minimise direct sunlight to habitable rooms: <ul style="list-style-type: none"> • between late September and early March in climate zones 4, 5 and 6 ~ 	Yes – northern aspect and roof overhangs provided to manage.



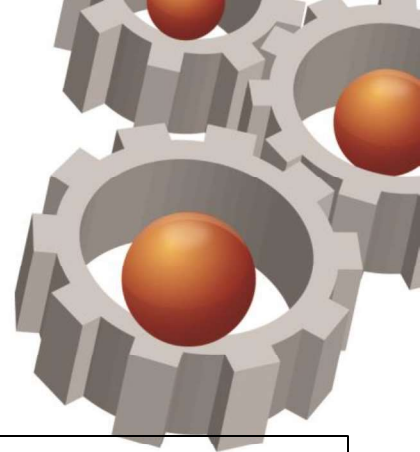
	<p>AND</p> <ul style="list-style-type: none"> in all seasons in climate zones 1 and 3 <p>- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).</p>	
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.2 Natural ventilation		Achieved?
O 4.2.1	Development maximises the number of apartments with natural ventilation.	Yes
O 4.2.2	Individual dwellings are designed to optimise natural ventilation of habitable rooms.	Yes
O 4.2.3	Single aspect apartments are designed to maximise and benefit from natural ventilation.	n/a

Explain how –
n/a – satisfies Acceptable Outcomes.

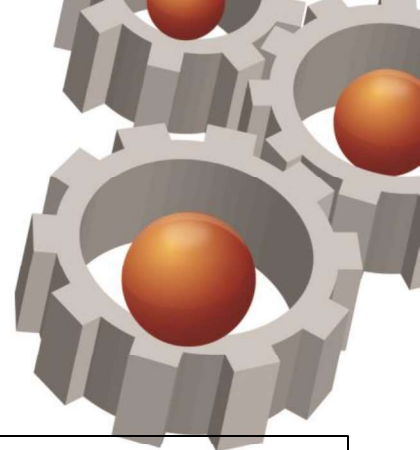
Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome	Required	Proposed
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.	All units provided with cross-ventilation.
A4.2.2	<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 450 - 900 of the prevailing cooling wind direction AND room depth no greater than 3 x ceiling height. 	All dwellings achieve cross ventilation.



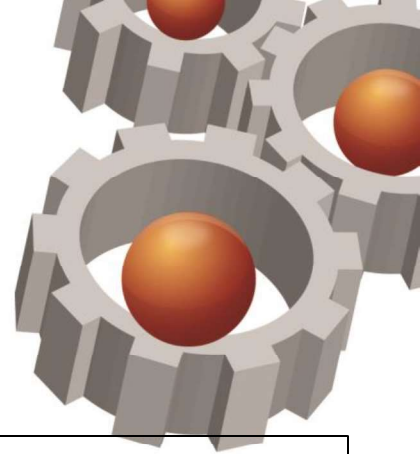
	(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.	
A4.2.3	The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	All units <20m in depth.
A4.2.4	No habitable room relies on lightwells as the primary source of fresh-air.	No lightwells required / proposed.
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.3 Size and layout of dwellings		Achieved?
O 4.3.1	The transition between the private and public domain enhances the privacy and safety of residents.	Yes
O 4.3.2	Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.3.1	Dwellings have a minimum internal floor area in accordance with Table 4.3a.	
	Studio	37m ²
	1 Bed	47m ²
	2 Bed x 1 bath	67m ²
		n/a
		70sqm
		70sqm



	3 Bed x 1 bath	90m ²	n/a
	'An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom.		Refer above.
A4.3.2	Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b (See below).		
		Min internal floor area	Min internal dimension
	Master Bedroom	10m ²	3m (excluding Robes)
	Other Bedroom	9m ²	3m (excluding Robes)
	Living room – studio and 1 bed	N/A	-
	Living room – other dwellings	N/A	3.6m x 8.3m open plan design
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.		2.0m floor to ceiling heights throughout.
A4.3.4	The length of a single aspect open plan living area is equal to or less than 2 times 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 5m. (Refer to figure 4.3a)		Refer sectionals
OR Potential Alternative (Design Guidance)	Size and layout of units is functional with the ability to accommodate various furniture configuration. Due to dual aspect nature of units, any detrimental impacts resulting from the depth is ameliorated.		

Element Objective 4.4 Private open space and balconies		Achieved?
O 4.4.1	Dwellings have good access to appropriately sized private open space that enhances residential amenity.	Yes
O 4.4.2	Private open space is sited, oriented and designed to enhance liveability for residents.	Yes
O 4.4.3	Private open space and balconies are integrated into the overall architectural form and detail of the building.	Yes



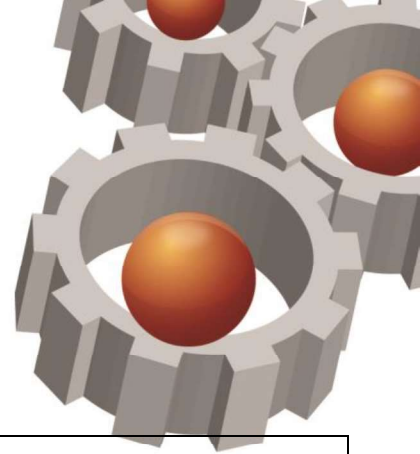
Explain how –

n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)

n/a – satisfies Acceptable Outcomes.

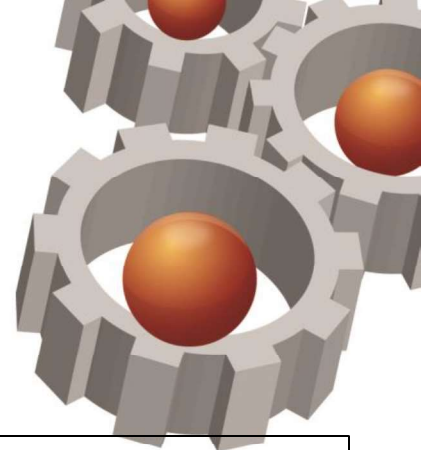
Acceptable Outcome	Required	Proposed		
A4.4.1	Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.	Ground floor units provided with terrace and garden areas. Upper floor units provided with balconies of minimum 10sqm.		
		Min Area	Min Dimension	
	Studio/1 Bed	8m ²	2.0m	n/a
	2 Bed	10m ²	2.4m	10sqm @ 2.4m min
	3 Bed	12m ²	2.4m	n/a
	Ground floor with a terrace	15m ²	3m	15sqm @ 3m min.
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.	All private open spaces allow direct view to associated living areas.		
A4.4.3	Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.	Yes.		
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.	Location to be confirmed at building licence stage.		
OR Potential	n/a – satisfies Acceptable Outcomes.			



Alternative (Design Guidance)	
-------------------------------	--

Element Objective 4.5 Circulation and common space		Achieved?
O 4.5.1	Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Yes
O 4.5.2	Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.5.1	Circulation corridors are a minimum 1.5m in width.	Core circulation areas exceeds 2.5m
A4.5.2	Circulation and common spaces are designed for universal access.	Satisfies universal access requirements.
A4.5.3	Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.	Yes – designed with CPTED principles in mind.
A4.5.4	Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.	Lighting provided – details to be provided building licence stage

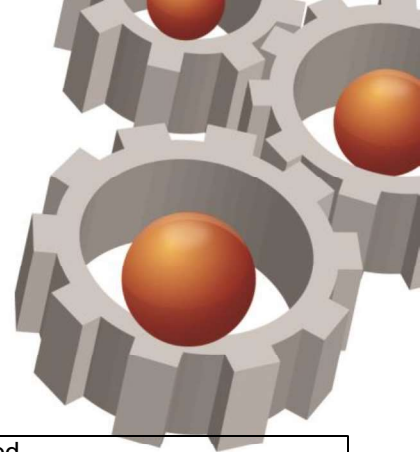
Cancelled



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.	No. Note: openings onto entry for units 9 and 10 have been screened with landscaping to maximise privacy and reduce noise impacts.
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

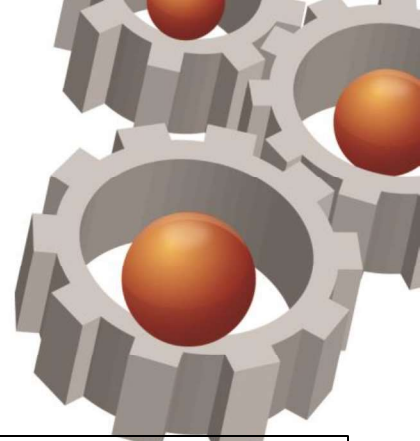
Element Objective 4.6 Storage					Achieved?	
O 4.6.1	Well-designed, functional and conveniently located storage is provided for each dwelling.				Yes	
Explain how – n/a – satisfies Acceptable Outcomes.						
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.						
Acceptable Outcome	Required				Proposed	
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.				Yes	
	Dwelling type	Storage area	Min dimension	Min height		
	Studio/1 bed	3m ²	1.5m	2.1m	n/a	
	2 bed	4m ²			4sqm minimum @ 1.7m	
	3 bed	5m ²			n/a	

Cancelled



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.	Not provided / required.
A4.6.3	Storage provided separately from dwellings or within or adjacent to private open space ¹ , 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.	Separate compound provided.
OR Potential Alternative (Design Guidance)	Unit sizes accommodate storage of bulk items within dwellings. Stores also exceed 4sqm in size which facilitate better bulk waste management.	

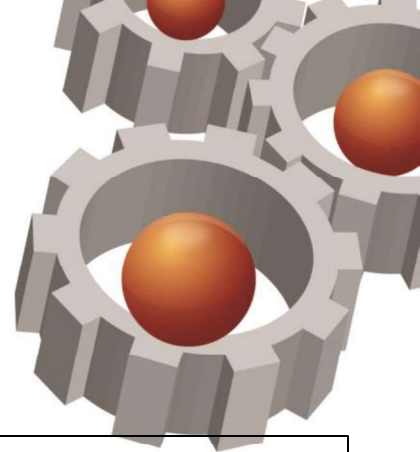
Element Objective 4.7 Managing the impact of noise		Achieved?
O 4.7.1	The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	Yes
O 4.7.2	Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.7.1	Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).	Yes – detailed information to be provided at building licence



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.	Compliance with <i>Environmental Protection (Noise) Regulations</i> can be achieved.
A4.7.3	Major openings to habitable rooms are oriented away or shielded from external noise sources.	Yes
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.8 Circulation and common space		Achieved?
O 4.8.1	A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
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.	16 x 2 bedroom dwellings 6 x 1 bedroom dwellings. 27% single bedroom dwellings 73% two bedroom dwellings

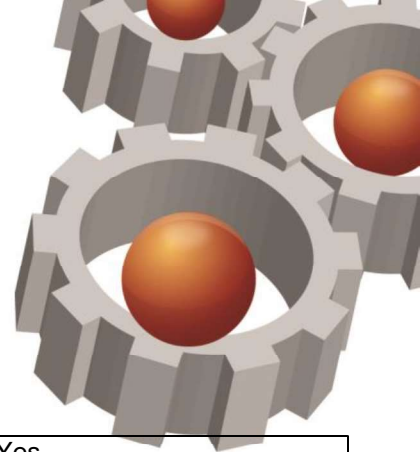
Cancelled



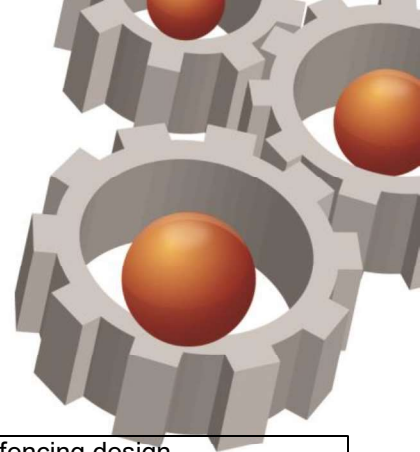
A4.8.2	Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.	Yes
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.9 Universal Design		Achieved?
O 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.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
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).	Yes – details to be incorporated at building licence stage.
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.10 Façade Design	Achieved?
--------------------------------------	-----------

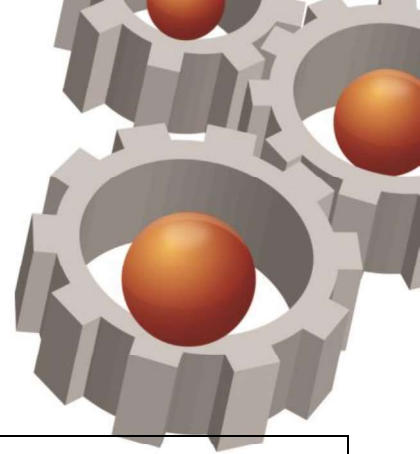


O 4.10.1	Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	Yes
O 4.10.2	Building façades express internal functions and provide visual interest when viewed from the public realm.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.10.1	Façade design includes: <ul style="list-style-type: none"> - scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm - rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour 	Satisfied – refer elevation plans.
A4.10.2	In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.	n/a – 2 storeys
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.	Yes
A4.10.4	Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.	Yes
A4.10.5	Development with a primary setback of 1m or less to the street includes awnings that: <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. 	n/a – min. 4m front setback



A4.10.6	Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.	Yes – integrated into fencing design
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Element Objective 4.11 Roof Design		Achieved?
O 4.11.1	Roof forms are well integrated into the building design and respond positively to the street.	Yes
O 4.11.2	Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.11.1	The roof form or top of building complements the façade design and desired streetscape character.	Yes – roof form is traditional 27° pitch
A4.11.2	Building services located on the roof are not visually obtrusive when viewed from the street.	No services on roof.
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.	n/a
OR Potential	n/a – satisfies Acceptable Outcomes.	



Alternative (Design Guidance)	
-------------------------------------	--

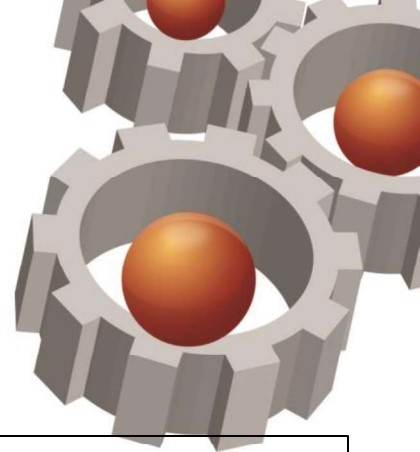
Element Objective 4.12 Landscape design		Achieved?
O 4.12.1	Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	Yes
O 4.12.2	Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	Yes
O 4.12.3	Landscape design includes water efficient irrigation system and where appropriate incorporates water harvesting or water reuse technologies.	Yes
O 4.12.4	Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	Yes

Explain how –
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

Cancelled

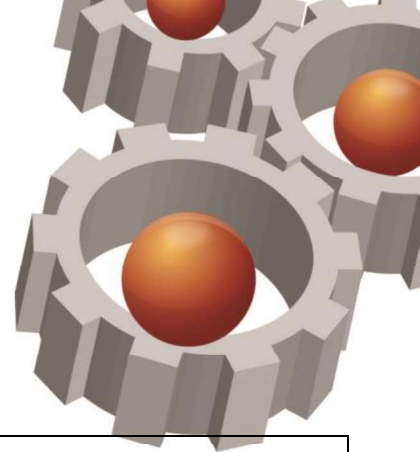
Acceptable Outcome	Required	Proposed
A4.12.1	Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.	To be provided at building licence stage. Site plan design has been endorsed by JDAP in its approval dated 6 May 2017.
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.	Yes
A4.12.3	Planting on building structures meets the requirements of Table 4.12.	n/a – landscaping limited to ground level.



A4.12.4	Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.	Yes
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

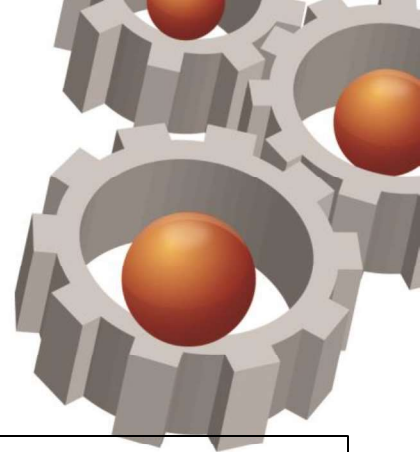
Element Objective 4.13 Adaptive Reuse		Achieved?
O 4.13.1	New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	n/a
O 4.13.2	Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.	n/a
Explain how – n/a		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a		
Acceptable Outcome	Required	Proposed
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.	n/a
A4.13.2	New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.	n/a
OR Potential Alternative	n/a	

Cancelled



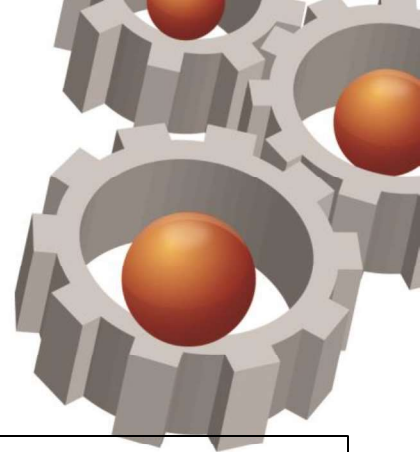
(Design Guidance)	
-------------------	--

Element Objective 4.14 Mixed use		Achieved?
O 4.14.1	Mixed use development enhances the streetscape and activates the street.	n/a
O 4.14.2	A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	n/a
Explain how – n/a		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a		
Acceptable Outcome	Required	Proposed
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.	n/a – residential zone
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.	n/a
A4.14.3	Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.	n/a



A4.14.4	Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements of the local planning framework.	n/a
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.	n/a
OR Potential Alternative (Design Guidance)	n/a	

Element Objective 4.15 Energy efficiency		Achieved?
O 4.15.1	Reduce energy consumption and greenhouse gas emissions from the development.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.15.1	(a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR (b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars. ¹ ¹ Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a	Detailed NATHERS compliance to be submitted at building licence stage.



	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.	
OR Potential Alternative (Design Guidance)	n/a	

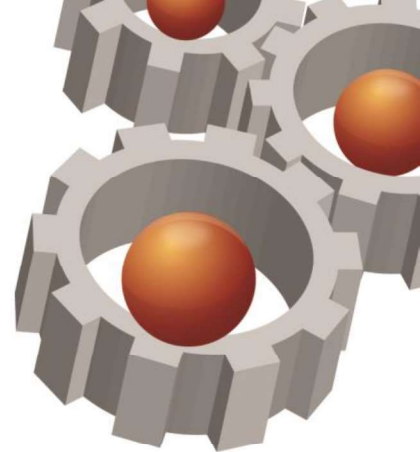
Element Objective 4.16 Water management and conservation		Achieved?
O 4.16.1	Minimise potable water consumption throughout the development.	Yes
O 4.16.2	Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Yes
O 4.16.3	Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	Yes

Explain how –
n/a – satisfies Acceptable Outcomes.

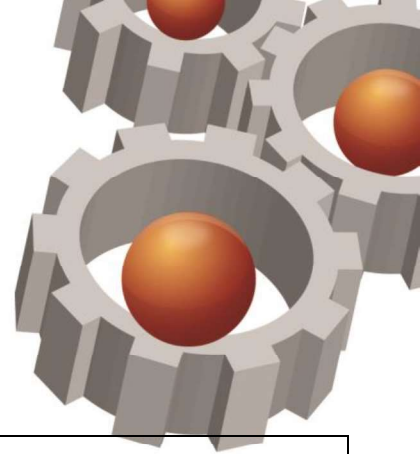
Acceptable Outcome (applicable) or Design Guidance (site analysis)

n/a – satisfies Acceptable Outcomes.

Acceptable Outcome	Required	Proposed
A4.16.1	Dwellings are individually metered for water usage.	Yes – details to be provided at building licence stage
A4.16.2	Stormwater runoff generated from small rainfall events is managed on-site.	Requirement of building licence that stormwater is managed entirely onsite.
A4.16.3	Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.	Yes
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

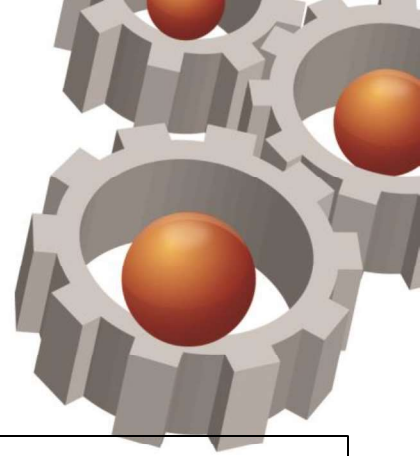


Element Objective 4.17 Waste management		Achieved?
O 4.17.1	Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.	Yes
O 4.17.2	Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	Yes
Explain how – n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
A4.17.1	Waste storage facilities are provided in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines (or local government requirements where applicable).	Waste stores separated into 2 x compounds.
A4.17.2	A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A (or equivalent local government requirements).	Yes – refer Waste Management Plan (WMP) prepared by URP dated February 2015.
A4.17.3	Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines – Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).	Yes – refer WMP
A4.17.4	Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.	Yes – located centrally of site.
OR Potential	n/a – satisfies Acceptable Outcomes.	



Alternative (Design Guidance)	
-------------------------------	--

Element Objective 4.18 Utilities		Achieved?
O 4.18.1	The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	Yes
O 4.18.2	All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	Yes
O 4.18.3	Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	Yes
O 4.18.4	Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Yes
n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome (applicable to Design Guidance (site analysis))		
n/a – satisfies Acceptable Outcomes.		
Acceptable Outcome	Required	Proposed
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.	No utilities required in front setback area with the exception of letter boxes.
A4.18.2	Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.	Subject to NBN confirmation
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	Yes

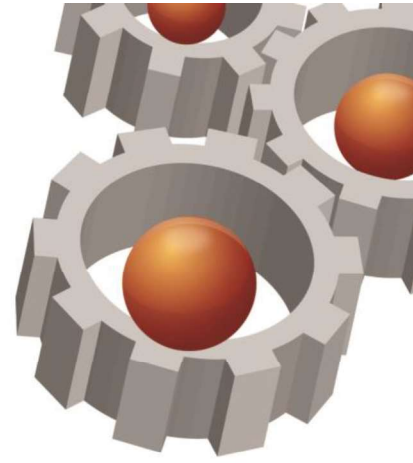


	and do not impact on functionality of outdoor living areas or internal storage.	
A4.18.4	Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.	Yes
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

Cancelled



DYNAMIC PLANNING
AND DEVELOPMENTS



CONCLUSION

In light of the above, the proposed development application to amend the existing planning approval (DAP/15/00740) is considered appropriate for approval for the following reasons:

- The proposed development remains consistent with the provisions of the Metropolitan Region Scheme;
- The proposed development remains consistent in land use with the surrounding locality;
- The proposed development remains consistent with the objectives for the 'Residential' zone, as per the provisions of the Town's LPS No. 1 and
- The proposed development is largely compliant with State Planning Policy 7.3.

As the proposal is consistent with the planning principles applicable at the State and Local level, the proposed amendment to extend the approval timeframe warrants favourable consideration and approval.

Yours faithfully,

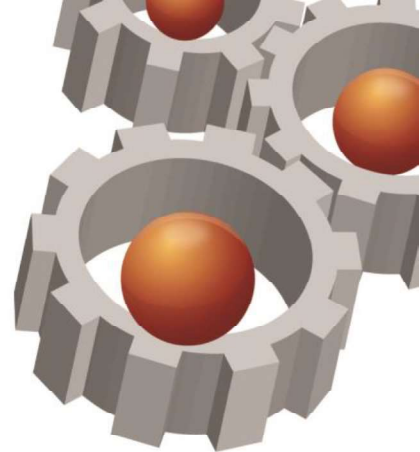
REEGAN CAKE
PLANNER

File Ref: 190521 1001 Amended D Ltr

Cancelled



DYNAMIC PLANNING
AND DEVELOPMENTS



ATTACHMENT 1
Certificate of Title

Cancelled



REGISTER NUMBER	
54/DP74766	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2868** FOLIO **757**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 54 ON DEPOSITED PLAN 74766

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

MARK FRANCIS HAMMOND
SANDRA LEE HAMMOND
BOTH OF LOT 600 RIDGEHILL ROAD, HELENA VALLEY
AS JOINT TENANTS

(AF M 956607) REGISTERED 1/4/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

- *EASEMENT BURDEN CREATED UNDER SECTION 117A OF T & D. ACT - SEE DEPOSITED PLAN 74766 AS CREATED ON DEPOSITED PLAN 29525 FOR SEWERAGE PURPOSES.
- *EASEMENT BURDEN CREATED UNDER SECTION 117 OF T & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 74766

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear in the current edition of the duplicate certificate of title.
Lot as described in the land description may be of a different location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

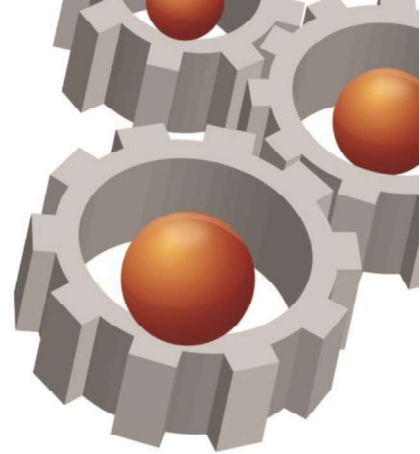
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP74766
PREVIOUS TITLE: 1034-862, 2535-762
PROPERTY STREET ADDRESS: 72 RAILWAY PDE, BASSENDEAN.
LOCAL GOVERNMENT AUTHORITY: TOWN OF BASSENDEAN

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING I412164



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 2
JDAP Approval 6/5/17

Cancelled



LG Ref: DA2017-058
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Joe Douglas
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Douglas

**Metro Central JDAP – Town of Bassendean – DAP Application DA2017-058
Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 11 April 2017 for the above development at the abovementioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 29 May 2017, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, it was resolved to approve the application as per the attached notice of determination.

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

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 4 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely,

Zoe Hendry

DAP Secretariat

6/06/2017

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean





Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean

Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 29 May 2017, subject to the following:

1. **Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A1.01	Proposed Site Development Plan	7	27.10.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	7	27.10.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	7	27.10.2015
A2.05	First Floor Plan (Part A)	7	27.10.2015
A2.06	First Floor Plan (Part B)	7	27.10.2015
A3.01	Elevations	7	27.10.2015
A3.02	Elevations	7	27.10.2015

in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, for the proposed minor amendment to the approved 22 Multiple Dwellings at Lot 54 (Nos. 72-74) Railway Parade, Bassendean, subject to the following conditions:

Amended Conditions

1. Deletion of Condition 1.
2. Deletion of Condition 2.
3. Deletion of Condition 3.



4. Deletion of Condition 4.
5. Modification to Condition 15 so as to now read:

A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and **all spaces shall** be constructed in accordance with the provisions of AS 2890.3 (as amended).

6. Deletion of Condition 16.
7. Deletion of Condition 17.
8. Modification to Condition 26 so as to now read:

The bin storage areas are:

- (a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
9. Modification to Condition 36 so as to now read:

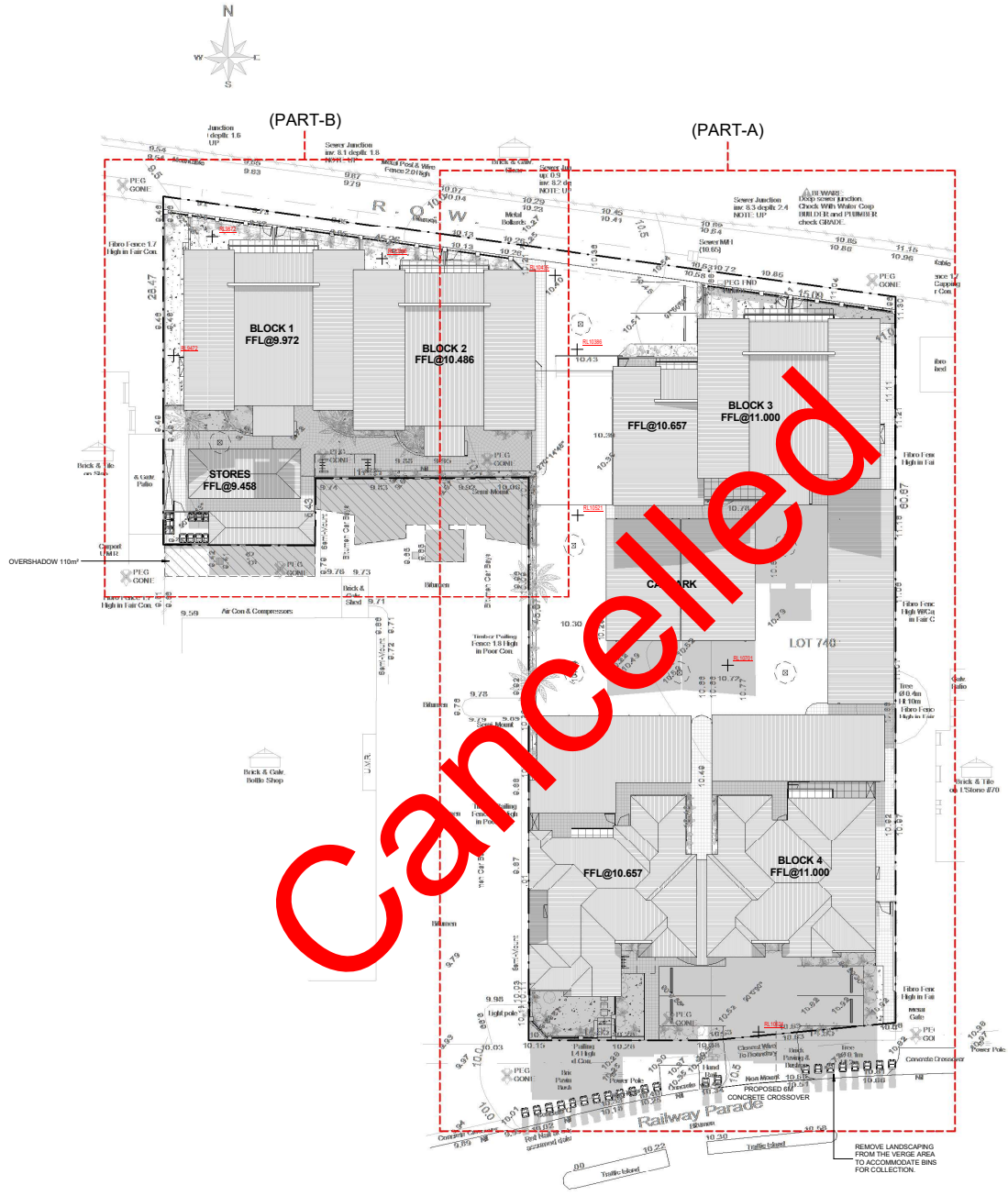
This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.

All other conditions and requirements detailed on the previous approval dated 23 June 2015 shall remain unless altered by this application.

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

PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29-May-2017

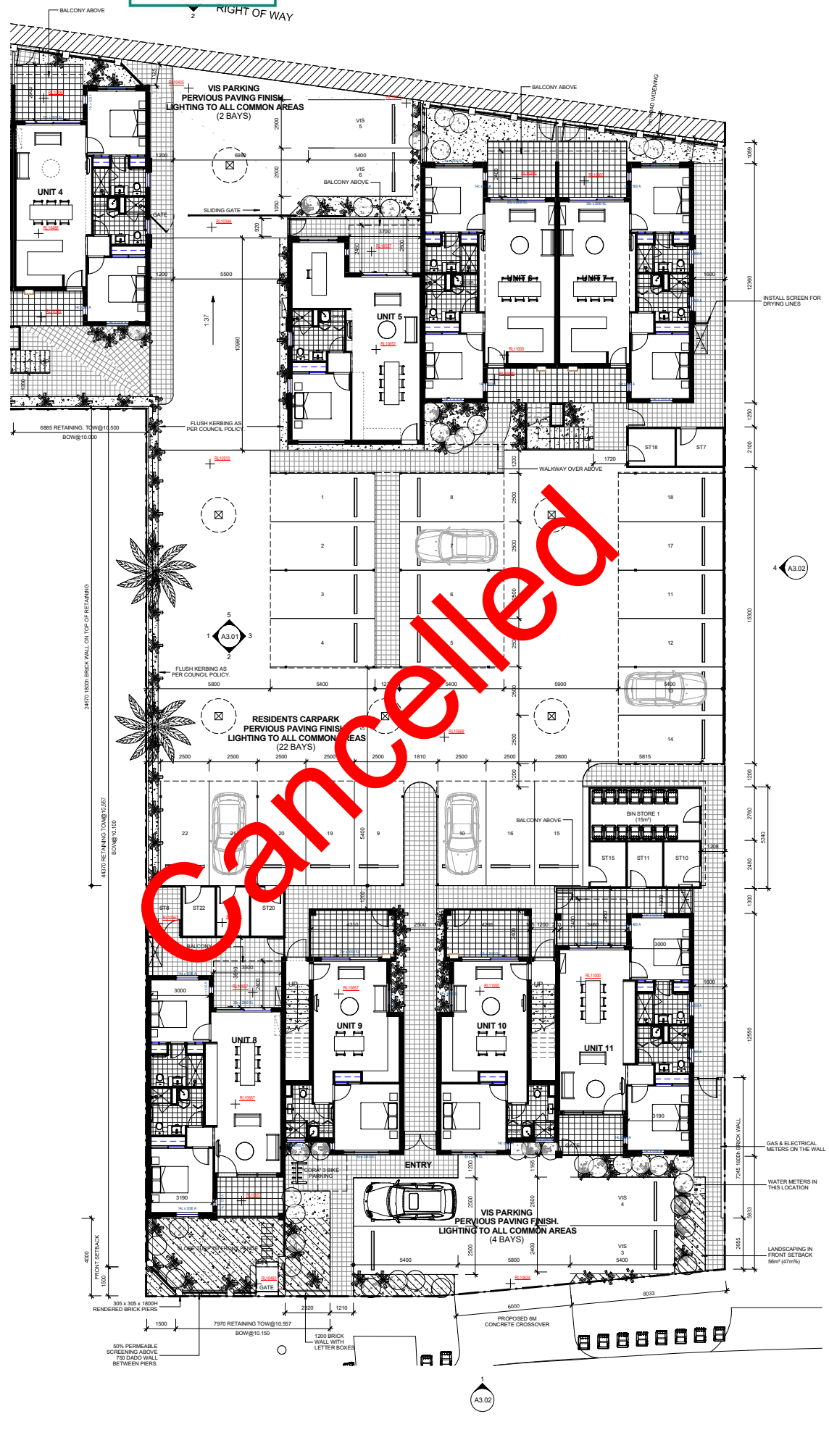





Cancelled



No.	Description	Date	PROPOSED SITE DEVELOPMENT PLAN		
1	DA PLANS	02.02.2015	Project number	1416	Drawing number
2	REVISED DA	11.05.2015	Issue Date	27.05.2015	A1.01
4	REVISED DA	06.07.2015	Drawn by	HE	7
5	REVISED DA	11.09.2015	Checked by	CF	Scale @ A1
7	REVISE BINS & BIKES STORES	27.10.2016	Scale @ A1	1:500	

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



-  Deciduous Tree:
Acer rubrum
-  Shrubs:
Ceanothus alternifolius
Santolina italica
Grevillea ericoides
-  Turf

PLOT RATIO AREA	
Name	Area
UNIT 1	124.4m²
UNIT 2	124.4m²
UNIT 3	124.4m²
UNIT 4	124.4m²
UNIT 5	124.4m²
UNIT 6	124.4m²
UNIT 7	124.4m²
UNIT 8	124.4m²
UNIT 9	124.4m²
UNIT 10	124.4m²
UNIT 11	124.4m²
UNIT 12	124.4m²
UNIT 13	124.4m²
UNIT 14	124.4m²
UNIT 15	124.4m²
UNIT 16	124.4m²
UNIT 17	124.4m²
UNIT 18	124.4m²
UNIT 19	124.4m²
UNIT 20	124.4m²
UNIT 21	124.4m²
UNIT 22	124.4m²
Bin Store	15.0m²
ST10	15.0m²
ST11	15.0m²
ST15	15.0m²
ST18	15.0m²
ST19	15.0m²
ST20	15.0m²
ST21	15.0m²
ST22	15.0m²
ST23	15.0m²
ST24	15.0m²
ST25	15.0m²
ST26	15.0m²
ST27	15.0m²
ST28	15.0m²
ST29	15.0m²
ST30	15.0m²
ST31	15.0m²
ST32	15.0m²
ST33	15.0m²
ST34	15.0m²
ST35	15.0m²
ST36	15.0m²
ST37	15.0m²
ST38	15.0m²
ST39	15.0m²
ST40	15.0m²
ST41	15.0m²
ST42	15.0m²
ST43	15.0m²
ST44	15.0m²
ST45	15.0m²
ST46	15.0m²
ST47	15.0m²
ST48	15.0m²
ST49	15.0m²
ST50	15.0m²
ST51	15.0m²
ST52	15.0m²
ST53	15.0m²
ST54	15.0m²
ST55	15.0m²
ST56	15.0m²
ST57	15.0m²
ST58	15.0m²
ST59	15.0m²
ST60	15.0m²
ST61	15.0m²
ST62	15.0m²
ST63	15.0m²
ST64	15.0m²
ST65	15.0m²
ST66	15.0m²
ST67	15.0m²
ST68	15.0m²
ST69	15.0m²
ST70	15.0m²
ST71	15.0m²
ST72	15.0m²
ST73	15.0m²
ST74	15.0m²
ST75	15.0m²
ST76	15.0m²
ST77	15.0m²
ST78	15.0m²
ST79	15.0m²
ST80	15.0m²
ST81	15.0m²
ST82	15.0m²
ST83	15.0m²
ST84	15.0m²
ST85	15.0m²
ST86	15.0m²
ST87	15.0m²
ST88	15.0m²
ST89	15.0m²
ST90	15.0m²
ST91	15.0m²
ST92	15.0m²
ST93	15.0m²
ST94	15.0m²
ST95	15.0m²
ST96	15.0m²
ST97	15.0m²
ST98	15.0m²
ST99	15.0m²
ST100	15.0m²

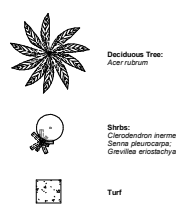


PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date	PROPOSED SITE / GROUND FLOOR PLAN (PART A)
1	DA PLANS	02.02.2015	
2	REVISED DA	11.05.2015	
4	REVISED DA	06.07.2015	Asheet number 1416
5	REVISED DA	11.09.2015	Sheet 20/26 27.05.2015
7	REVISE BINS & BIKES STORES	27.10.2015	Author: HK Checked by: CF Drawing number: A2.01 Revision: 7

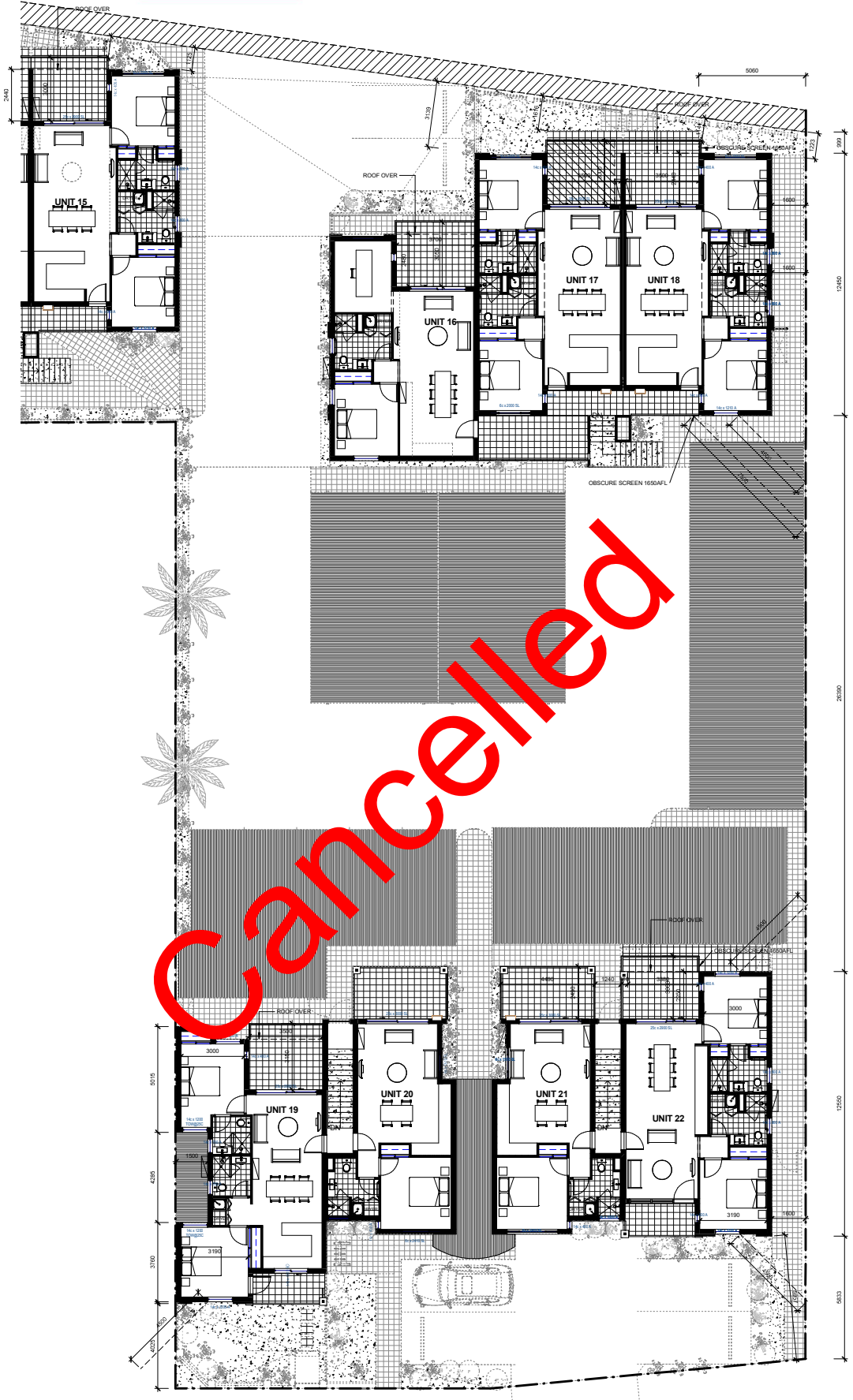


UNIT	ORIENTATION LONGEST AXIS (LONG NORTH)	NORTH FACING COURTYARD AND LIVING AREA WINDOWS 50% OF NORTH WALL	BED WINDOWS MINIMISED IN AREA AND NORTH FACING (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	TOTAL
1	0	25	15	20	10	0	0	70
2	0	25	15	20	10	0	0	70
3	0	25	15	20	10	0	0	70
4	0	25	15	20	10	0	0	70
5	0	25	15	20	10	0	0	70
6	0	25	15	20	10	0	0	70
7	0	25	15	20	10	0	0	70
8	0	25	15	20	10	0	0	70
9	0	25	15	20	10	0	0	70
10	0	25	15	20	10	0	0	70
11	0	25	15	20	10	0	0	70
12	0	25	15	20	10	0	0	70
13	0	25	15	20	10	0	0	70
14	0	25	15	20	10	0	0	70
15	0	25	15	20	10	0	0	70
16	0	25	15	20	10	0	0	70
17	0	25	15	20	10	0	0	70
18	0	25	15	20	10	0	0	70
19	0	25	15	20	10	0	0	70
20	0	25	15	20	10	0	0	70
21	0	25	15	20	10	0	0	70
22	0	25	15	20	10	0	0	70



Item	Area
UNIT 1	24.44 m ²
UNIT 2	24.44 m ²
UNIT 3	24.44 m ²
UNIT 4	24.44 m ²
UNIT 5	24.44 m ²
UNIT 6	24.44 m ²
UNIT 7	24.44 m ²
UNIT 8	24.44 m ²
UNIT 9	24.44 m ²
UNIT 10	24.44 m ²
UNIT 11	24.44 m ²
UNIT 12	24.44 m ²
UNIT 13	24.44 m ²
UNIT 14	24.44 m ²
UNIT 15	24.44 m ²
UNIT 16	24.44 m ²
UNIT 17	24.44 m ²
UNIT 18	24.44 m ²
UNIT 19	24.44 m ²
UNIT 20	24.44 m ²
UNIT 21	24.44 m ²
UNIT 22	24.44 m ²
Common Area	100.00 m ²

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



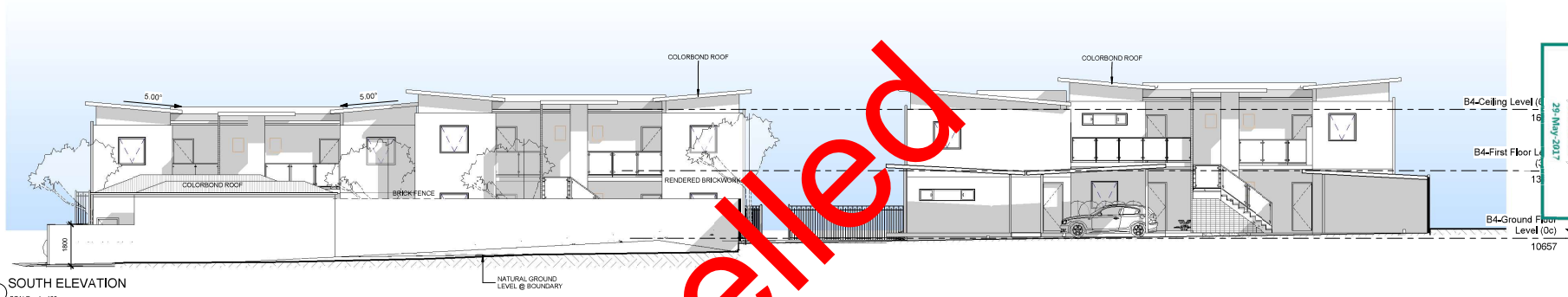
Cancelled



No.	Description	Date	FIRST FLOOR PLAN (PART A)	
2	REVISED DA	11.05.2015	Project number	1416
4	REVISED DA	09.07.2015	Drawn by	HK
5	REVISED DA	11.09.2015	Checked by	CF
6	WINDOW SIZES OF UNIT 19 ADDED	26.10.2015	Scale	A2.05
7	REVISE BINS & BIKES STORES	27.10.2015	Revision	7
			Scale #1	1/100



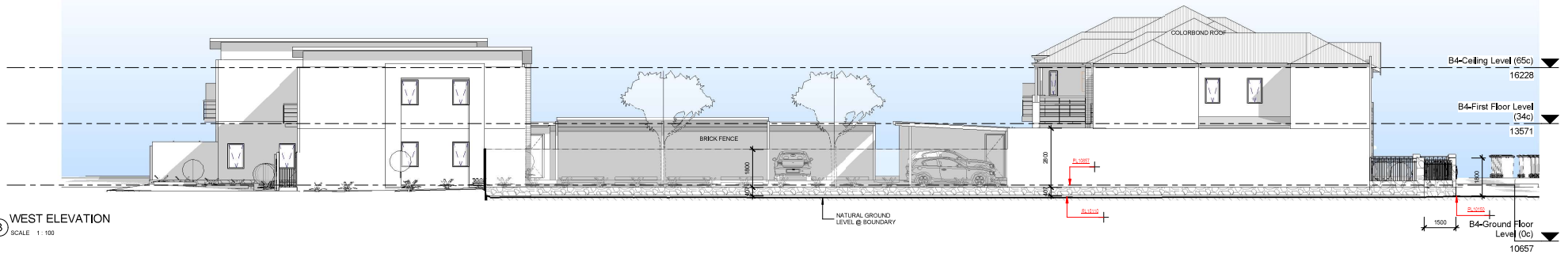
① UNIT 4 EAST ELEVATION
SCALE 1:100



⑤ SOUTH ELEVATION
SCALE 1:100



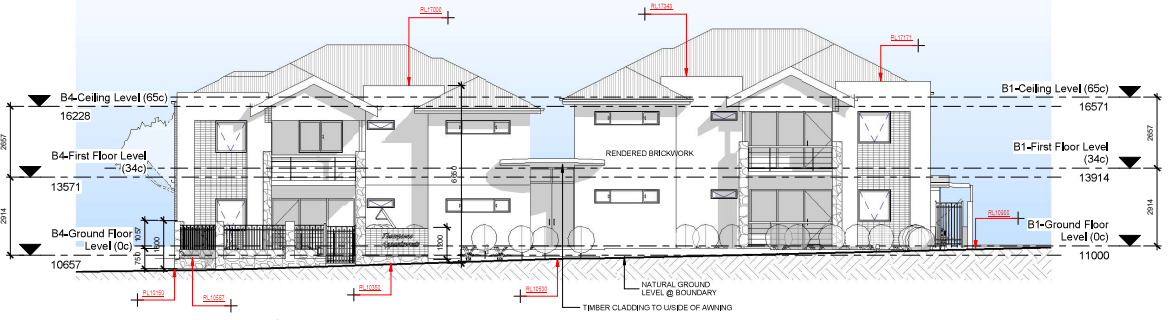
② NORTH ELEVATION FRONT BLOCK
SCALE 1:100



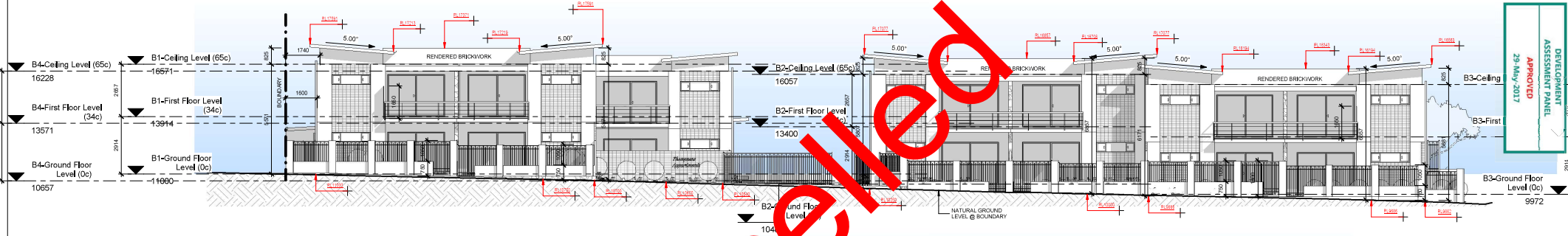
③ WEST ELEVATION
SCALE 1:100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29 May 2017

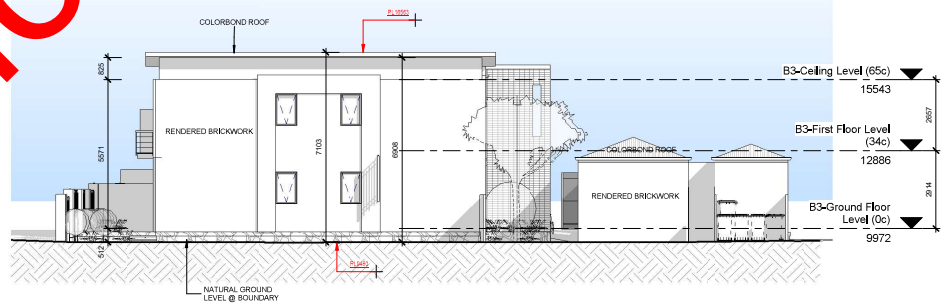
No.	Description	Date	Author	Checked	Scale	Drawn
1	PLAN PLANS	02/02/2015				
2	REVISIONS	06/07/2015				
3	REVISIONS	11/09/2015				
4	REVISIONS	22/11/15				
5	REVISIONS	22/11/15				
6	REVISIONS	22/11/15				
7	REVISIONS	22/11/15				



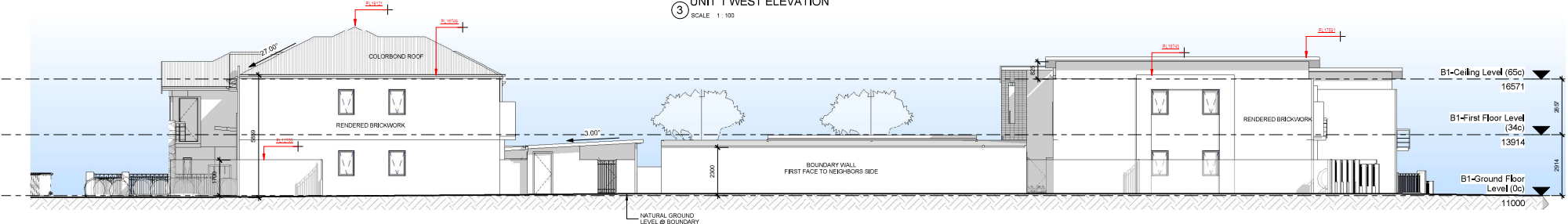
1 RAILWAY PARADE ELEVATION
SCALE: 1:100



2 ROW ELEVATION
SCALE: 1:100



3 UNIT 1 WEST ELEVATION
SCALE: 1:100



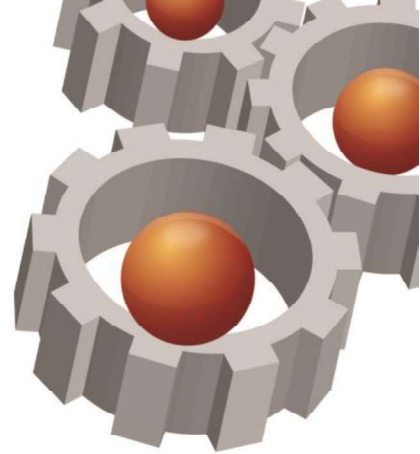
4 EAST ELEVATION
SCALE: 1:100

No.	Description	Date	REVISIONS
1	DATE PLANS	02/02/2015	
2	REVISED DATE	11/07/2015	
3	REVISED DATE	11/09/2015	
4	REVISED DATE	07/07/2017	
5	REVISED DATE	22/11/2017	
6	REVISED DATE	07/07/2018	
7	REVISED DATE	07/07/2018	

DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 3

JDAP Minutes – Original Approval 23/6/15

Cancelled



Minutes of the Metro Central Joint Development Assessment Panel

Meeting Date and Time: 23 June 2015 at 10.00am
Meeting Number: MCJDAP/110
Meeting Venue: Town of Bassendean Council Chamber
48 Old Perth Road, Bassendean

Attendance

DAP Members

Mr Ian Birch (A/Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Cr Jennie Carter (Local Government Member, Town of Bassendean)
Cr Gerry Pule (Local Government Member, Town of Bassendean)

Officers in attendance

Mr Brian Reed (Town of Bassendean)
Mr Christian Buttle (Town of Bassendean)

Local Government Minute Secretary

Mrs Amy Holmes

Applicants and Submitters

Mr Carlo Famiano (Urban and Rural Perspectives)

Members of the Public

Two

1. Declaration of Opening

The Presiding Member, Ian Birch declared the meeting open at 10.00am on 23 June 2015 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2012* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting

Mr Ian Birch
Presiding Member, Metro Central JDAP



unless the Presiding Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Mr Charles Johnson (Presiding Member)
Mr Luigi D'Alessandro (Specialist Member)

3. Members on Leave of absence

Mr Charles Johnson (Presiding Member)

4. Noting of minutes

The Minutes of the Metro Central JDAP Meeting No.109 held on 17 June 2015 were not available at time of Agenda preparation.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Nil

7. Deputations and presentations

7.1 Mr Carlo Famiano (Urban and Rural Perspectives) addressed the DAP and answered questions regarding the application at Item 8.1.

7.2 Town of Bassendean Planning Officer Christian Buttle addressed the DAP and answered questions regarding the application at Item 8.1.

8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	Lot 54 (Nos. 72-74) Railway Parade, Bassendean
	Application Details:	14 Multiple Dwellings
	Applicant:	Urban & Rural Perspectives
	Owner:	Mark & Sandra Hammond
	Responsible authority:	Town of Bassendean
	DoP File No:	DAP/15/00740

REPORT RECOMMENDATION/PRIMARY MOTION

Moved by: Cr Gerry Pule

Seconded by: Mr Clayton Higham

That the Metro Central Joint Development Assessment Panel resolves to:

Mr Ian Birch
Presiding Member, Metro Central JDAP



Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A0.00	22 Bins Verge Pick Up Plan	3	18.05.2015
A1.01	Proposed Site Development Plan (with aerial underlay)	2	11.05.2015
A1.02	Proposed Site Development Plan	2	11.05.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	2	11.05.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	2	11.05.2015
A2.05	First Floor Plan	2	11.05.2015
A3.01	Elevations	2	11.05.2015
A3.02	Elevations	2	11.05.2015

in accordance with Clause 10.3 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

1. The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
2. Upper floor unit 19 being set back from the left (and western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.
3. Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum with width and / or length dimensions of 2.4 metre minimum being provided as measured in any direction.
3. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy



- No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.
6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
 7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a building permit. The lighting plan shall take particular account of the need to for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.
 8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum 6 metre width;
 - (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick pavers, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath; and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$682 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
 9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the owner shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.

Mr Ian Birch
Presiding Member, Metro Central JDAP



10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.
12. The on site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be allocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within AS2890.3.
16. Access aisles within the car park shall be increased from 5.8m, 5.85m and 5.9 metres respectively to 6.2 metres minimum in accordance with the Town's Local Planning Policy No. 8 - Parking Specifications.
17. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
18. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
19. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.
20. The street number being prominently displayed at the front of the development.
21. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.



22. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
- (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.
23. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
24. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
25. Each dwelling shall be provided with an electric clothes dryer.
26. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
- (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.
27. The bin storage areas are:
- (a) To be increased in size to cater for bulky rubbish storage while awaiting collection to the satisfaction of the Town;



- (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
28. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
29. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
30. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
- (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
31. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
32. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
33. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
- (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);
 - (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the



- proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
- (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
- the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements (including customers and delivery vehicles) and rubbish disposal and collection;
 - determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
34. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
35. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Manager Development Services, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
36. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
- (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units



- (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively
- (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.

2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
4. The applicant is advised that the central median island within the Railway Parade road reserve allows for only left in / left out vehicle movements from the visitor parking bays on the Railway Parade frontage of the development site.
5. The issue of a Building Permit is required prior to the commencement of any works on site.
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.
7. Telecommunications Act 1997 (Commonwealth):
Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800810443.



8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

AMENDING MOTION

Moved by: Mr Clayton Higham

Seconded by: Cr Gerry Pule

That condition 2 be amended as follows:

2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To allow an option within the current design which breaks up the mass of the building on this side and allows natural light into the bathrooms, without necessarily requiring the entire wall to be setback.

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Mr Clayton Higham

That condition 16 be deleted.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: It was considered that the parking could still function adequately and that it was undesirable to increase the area of hard surfacing at the expense of landscaping.

AMENDING MOTION

Moved by: Cr Gerry Pule

Seconded by: Cr Jennie Carter

That condition 25 be amended as follows:

25. Each dwelling shall be provided with an **effective clothes drying facility**.

Mr Ian Birch
Presiding Member, Metro Central JDAP



The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To allow for options beside an electric clothes dryer.

AMENDING MOTION

Moved by: Mr Clayton Higham **Seconded by:** Cr Jennie Carter

That condition 27 (a) be amended as follows:

- 27. The bin storage areas are:
 - (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To give greater clarity to the requirement of the condition.

AMENDING MOTION

Moved by: Mr Clayton Higham **Seconded by:** Mr Ian Birch

That all relevant conditions be amended to read "*to the satisfaction of the Town*" not, to the satisfaction of the Officer.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: The Town is the responsible authority, not the Officer.

PRIMARY MOTION (AS AMENDED)

Moved by: Cr Gerry Pule **Seconded by:** Mr Clayton Higham

That the Metro Central Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
A0.00	22 Bins Verge Pick Up Plan	3	18.05.2015
A1.01	Proposed Site Development Plan (with aerial underlay)	2	11.05.2015
A1.02	Proposed Site Development Plan	2	11.05.2015
A2.01	Proposed Site / Ground Floor Plan (Part A)	2	11.05.2015
A2.02	Proposed Site / Ground Floor Plan (Part B)	2	11.05.2015
A2.05	First Floor Plan	2	11.05.2015

Mr Ian Birch
Presiding Member, Metro Central JDAP



A3.01	Elevations	2	11.05.2015
A3.02	Elevations	2	11.05.2015

in accordance with Clause 10.3 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

1. The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (not major size fixed openings) to the satisfaction of the Town.
3. Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum, with width and / or length dimensions of 2.4 metres minimum, being provided as measured in any direction.
4. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.

6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a



building permit. The lighting plan shall take particular account of the need to for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.

8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum concrete width;
 - (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick paving, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$820 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the owner shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.
10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.



12. The on-site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be relocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within AS2890.3.
16. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
17. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
18. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.
19. The street number being prominently displayed at the front of the development.
20. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.
21. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
 - (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.



22. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
23. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
24. Each dwelling shall be provided with an **effective clothes drying facility**.
25. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
 - (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.
26. The bin storage areas are:
 - (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;
 - (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.

Mr Ian Birch
Presiding Member, Metro Central JDAP



27. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
28. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
29. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
 - (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
30. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
31. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
32. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
 - (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);
 - (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
 - (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
 - the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements



- (including customers and delivery vehicles) and rubbish disposal and collection;
- determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
33. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
34. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
35. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
- (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively
 - (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.



2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
4. The applicant is advised that the central median island within the Railway Parade road reserve allows for only left in / left out vehicle movements from the visitor parking bays on the Railway Parade frontage of the development site.
5. The issue of a Building Permit is required prior to the commencement of any works on site.
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.
7. Telecommunications Act 1997 (Commonwealth):
Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800810443.
8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY

Mr Ian Birch
Presiding Member, Metro Central JDAP



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

Nil

10. Appeals to the State Administrative Tribunal

Nil

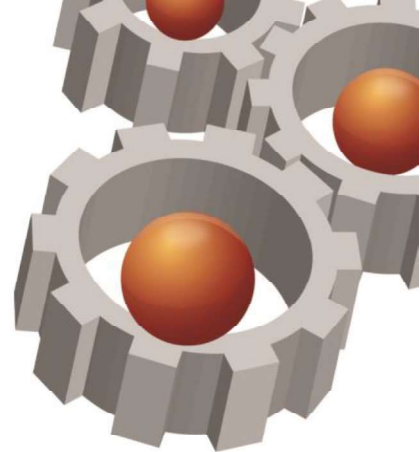
11. General Business / Meeting Close

There being no further business, the presiding member declared the meeting closed at 11.25am.

Cancelled



DYNAMIC PLANNING
AND DEVELOPMENTS

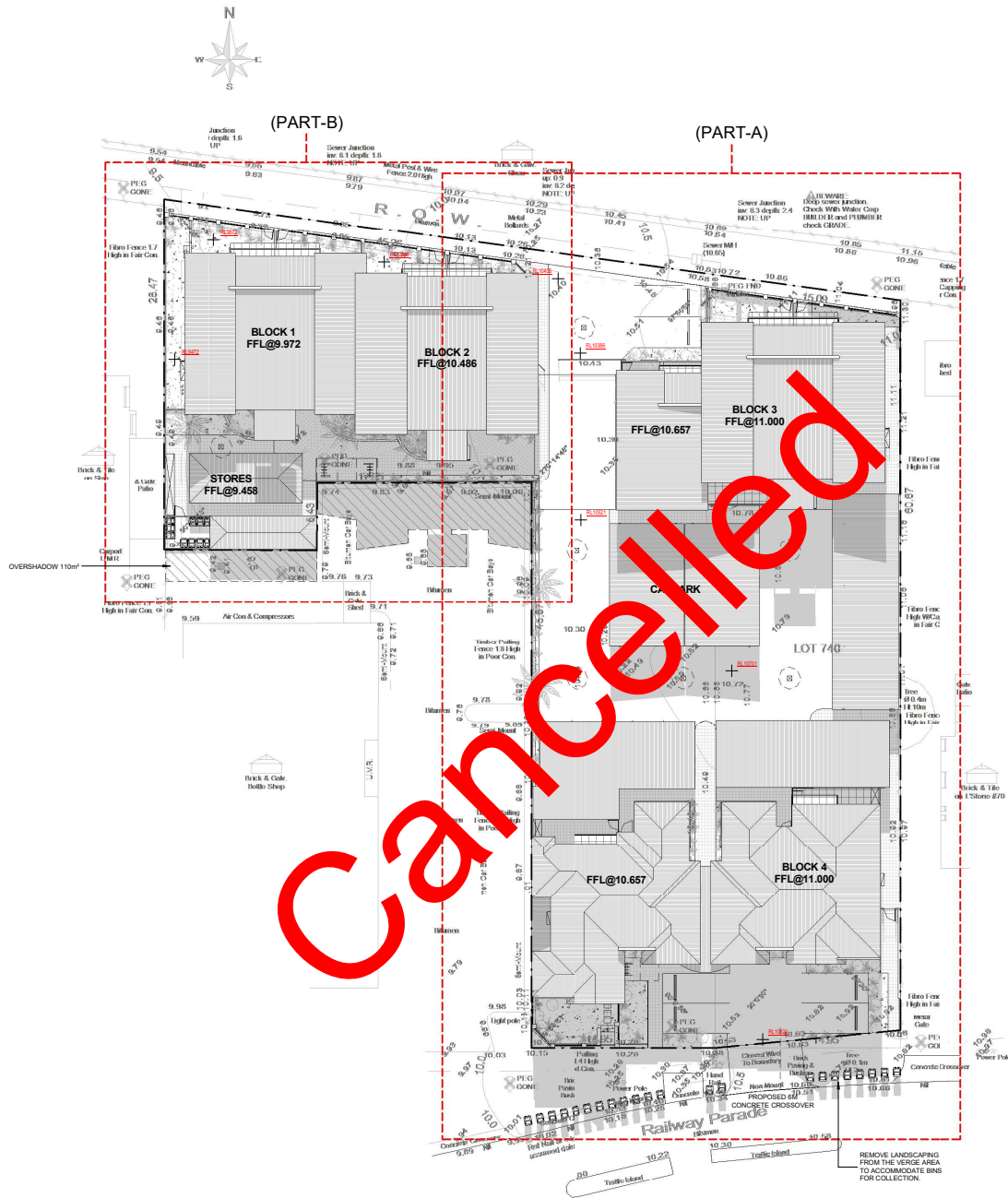


ATTACHMENT 4
Approved DA Plans for Re-Submission

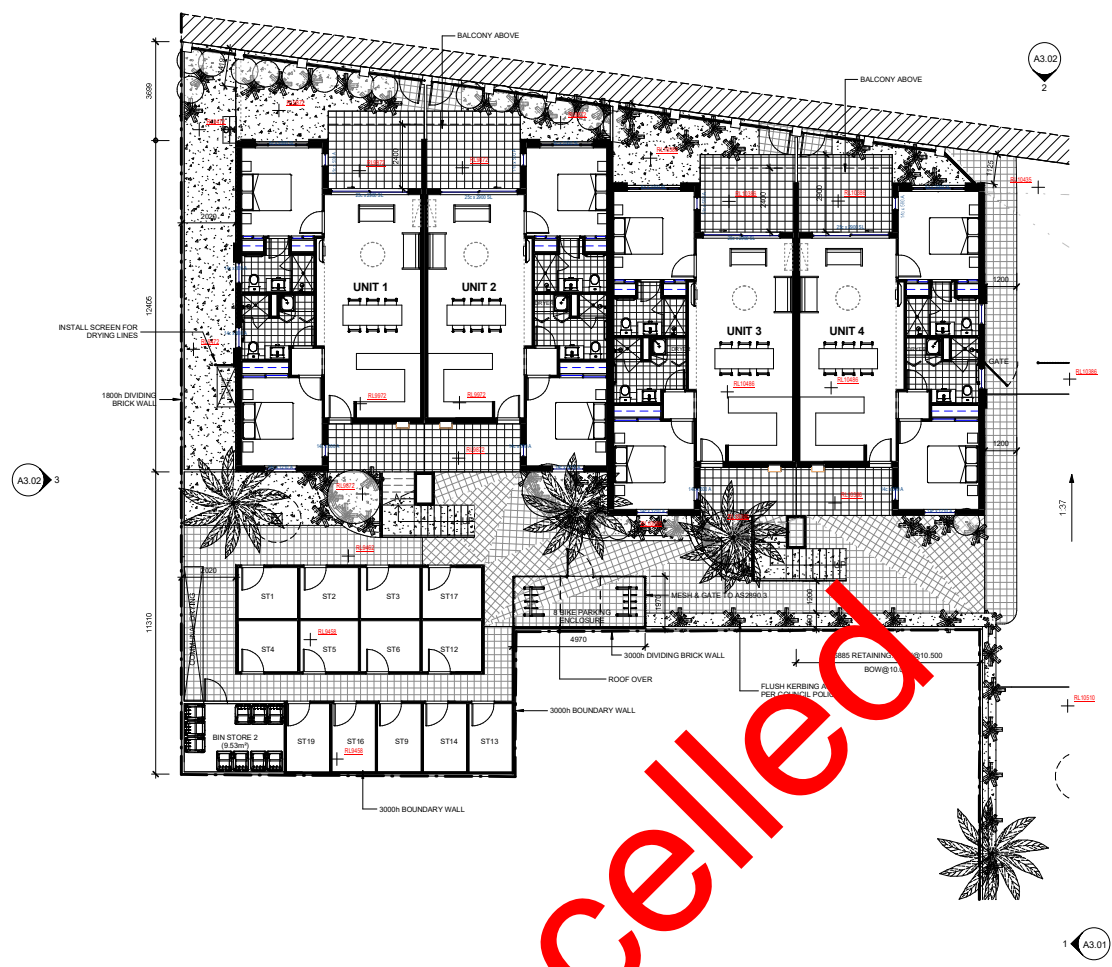
Cancelled

PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29-May-2017

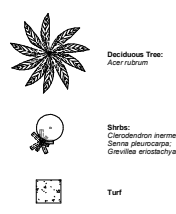


No.	Description	Date	PROPOSED SITE DEVELOPMENT PLAN		
1	DA PLANS	02.02.2015	Project number	1416	Drawing number
2	REVISED DA	11.05.2015	Issue Date	27.05.2015	A1.01
4	REVISED DA	06.07.2015	Drawn by	HK	7
5	REVISED DA	11.09.2015	Checked by	CF	Scale @ A1
7	REVISE BINS & BIKES STORES	27.10.2016	Scale @ A1	1:500	



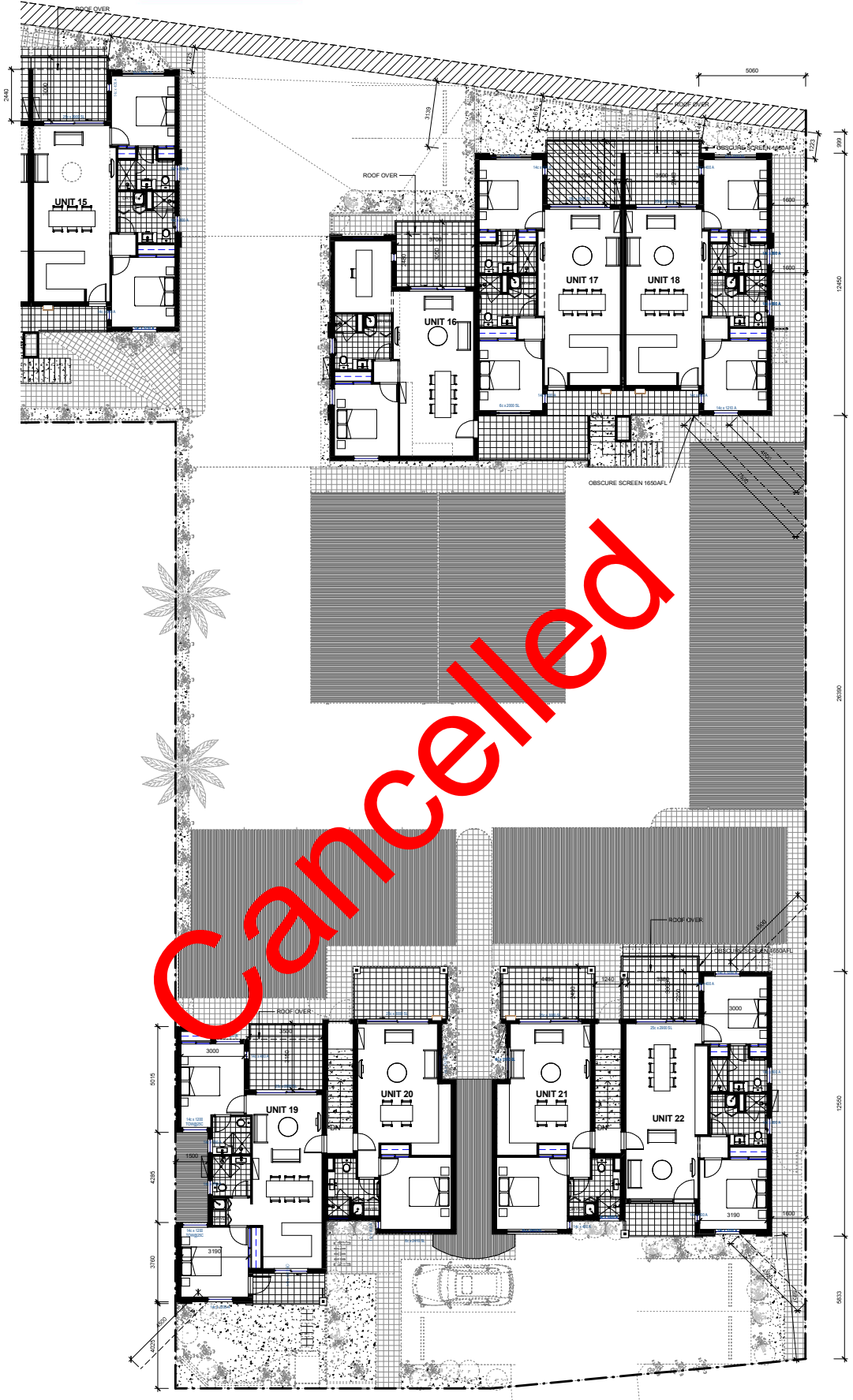
Cancelled

UNIT	ORIENTATION LONGEST AXIS (LONG NORTH)	NORTH FACING COURTYARD AND LIVING AREA WINDOWS 50% OF NORTH WALL	BED WINDOWS MINIMISED IN AREA AND NORTH FACING (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	TOTAL
1	0	25	15	20	10	0	0	70
2	0	25	15	20	10	0	0	70
3	0	25	15	20	10	0	0	70
4	0	25	15	20	10	0	0	70
5	0	25	15	20	10	0	0	70
6	0	25	15	20	10	0	0	70
7	0	25	15	20	10	0	0	70
8	0	25	15	20	10	0	0	70
9	0	25	15	20	10	0	0	70
10	0	25	15	20	10	0	0	70
11	0	25	15	20	10	0	0	70
12	0	25	15	20	10	0	0	70
13	0	25	15	20	10	0	0	70
14	0	25	15	20	10	0	0	70
15	0	25	15	20	10	0	0	70
16	0	25	15	20	10	0	0	70
17	0	25	15	20	10	0	0	70
18	0	25	15	20	10	0	0	70
19	0	25	15	20	10	0	0	70
20	0	25	15	20	10	0	0	70
21	0	25	15	20	10	0	0	70
22	0	25	15	20	10	0	0	70



Item	Area
UNIT 1	25.00 m ²
UNIT 2	25.00 m ²
UNIT 3	25.00 m ²
UNIT 4	25.00 m ²
UNIT 5	25.00 m ²
UNIT 6	25.00 m ²
UNIT 7	25.00 m ²
UNIT 8	25.00 m ²
UNIT 9	25.00 m ²
UNIT 10	25.00 m ²
UNIT 11	25.00 m ²
UNIT 12	25.00 m ²
UNIT 13	25.00 m ²
UNIT 14	25.00 m ²
UNIT 15	25.00 m ²
UNIT 16	25.00 m ²
UNIT 17	25.00 m ²
UNIT 18	25.00 m ²
UNIT 19	25.00 m ²
UNIT 20	25.00 m ²
UNIT 21	25.00 m ²
UNIT 22	25.00 m ²
Bin Store 2	10.00 m ²
Roof Over	49.70 m ²
Pergola	10.00 m ²
Mesh & Gate	10.00 m ²
Flush Kerbing	10.00 m ²
3000h Boundary Wall	10.00 m ²
3000h Dividing Brick Wall	10.00 m ²
1800h Dividing Brick Wall	10.00 m ²
Screen for Drying Lines	10.00 m ²
Landscaping	10.00 m ²
Turf	10.00 m ²
Other	10.00 m ²
Total	700.00 m²

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017

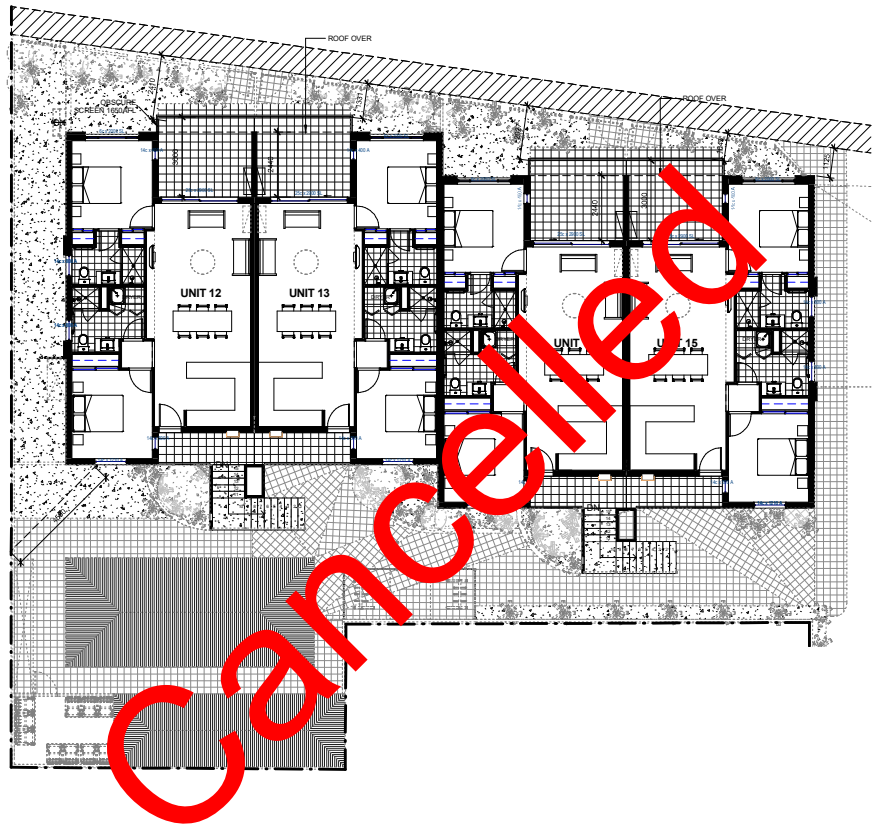


Cancelled



No.	Description	Date	FIRST FLOOR PLAN (PART A)	
2	REVISED DA	11.05.2015	Project number	1416
4	REVISED DA	09.07.2015	Drawn by	HK
5	REVISED DA	11.09.2015	Checked by	CF
6	WINDOW SIZES OF UNIT 19 ADDED	26.10.2015	Scale	A2.05
7	REVISE BINS & BIKES STORES	27.10.2015	Revision	7

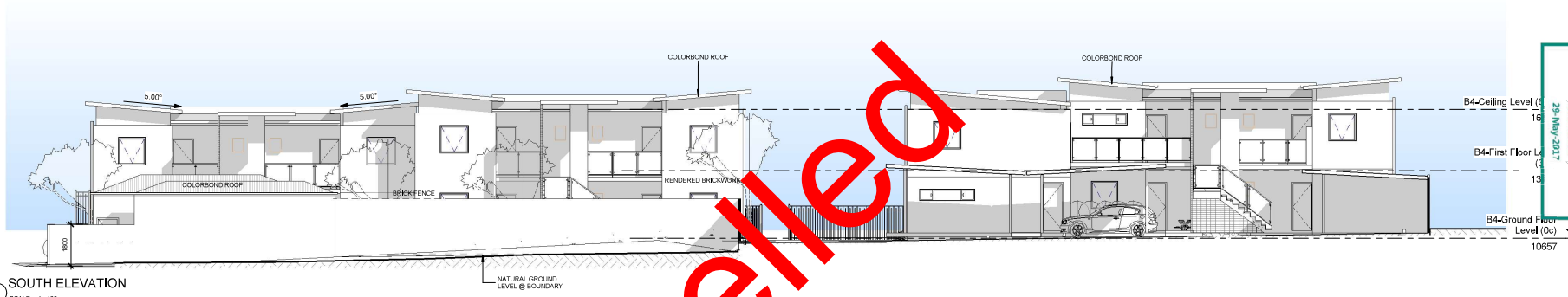
DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



No.	Description	Date	FIRST FLOOR PLAN (PART B)			
4	REVISED DA	06.07.2015	Project number	1416	Drawing number	7
5	REVISED DA	11.09.2015	Issue Date	27.10.2015	Revision	A2.06
7	REVISE BINS & BIKES STORES	27.10.2015	Drawn by	HK	Checked by	CF
			Scale	1:100		



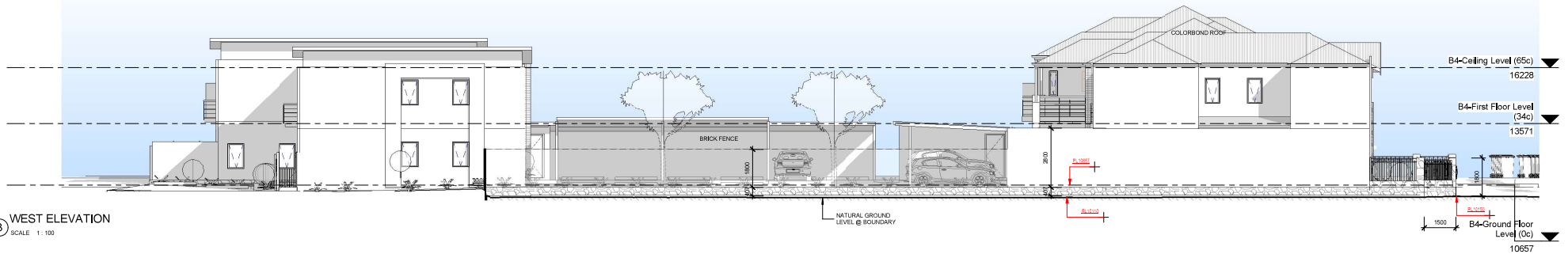
① UNIT 4 EAST ELEVATION
SCALE 1:100



⑤ SOUTH ELEVATION
SCALE 1:100



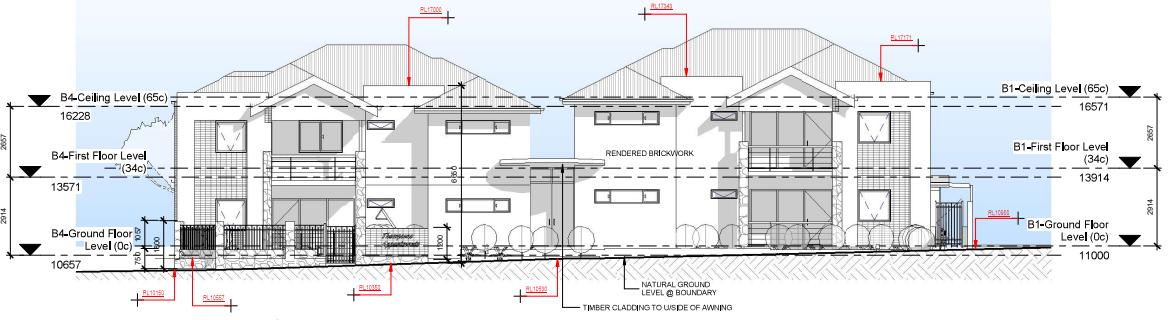
② NORTH ELEVATION FRONT BLOCK
SCALE 1:100



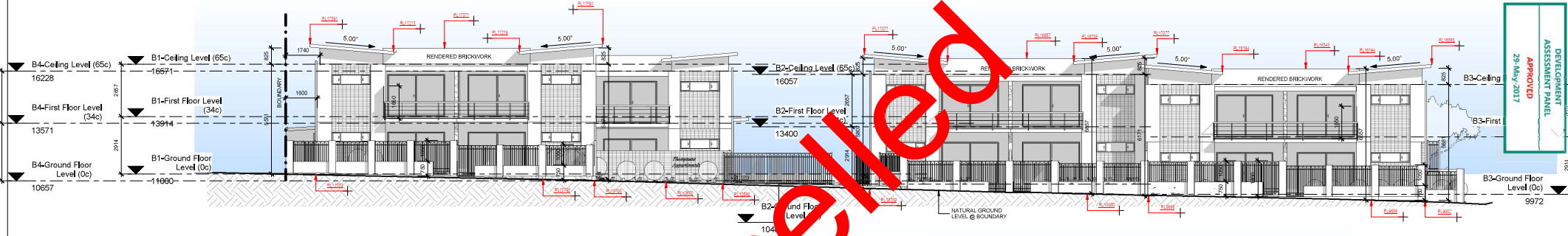
③ WEST ELEVATION
SCALE 1:100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29 May 2017

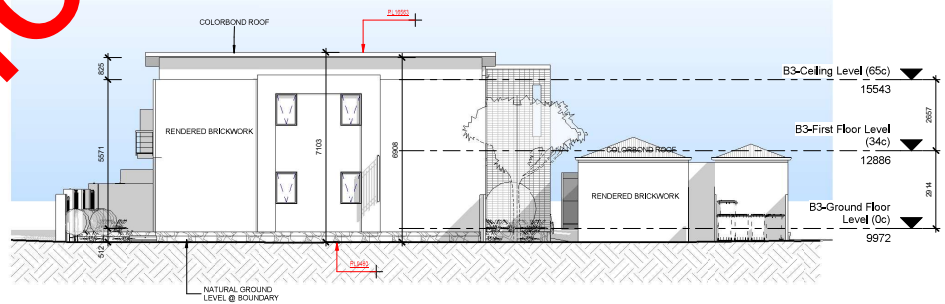
No.	Description	Date	Author	Checked	Scale	Sheet No.	Total Sheets
1	PRELIMINARY	02/02/2015				1	7
2	REVISED PLAN	06/07/2015				2	7
3	REVISED PLAN	11/09/2015				3	7
4	REVISED PLAN	22/11/15				4	7
5	REVISED PLAN	22/11/15				5	7
6	REVISED PLAN	22/11/15				6	7
7	REVISED PLAN	22/11/15				7	7



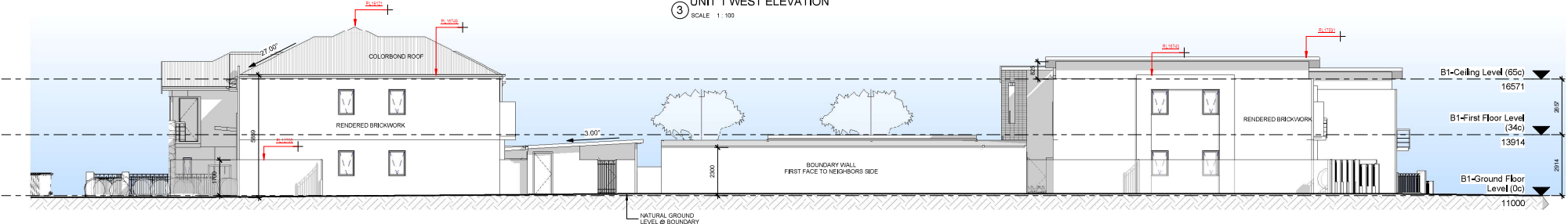
① RAILWAY PARADE ELEVATION
SCALE: 1:100



② ROW ELEVATION
SCALE: 1:100



③ UNIT 1 WEST ELEVATION
SCALE: 1:100



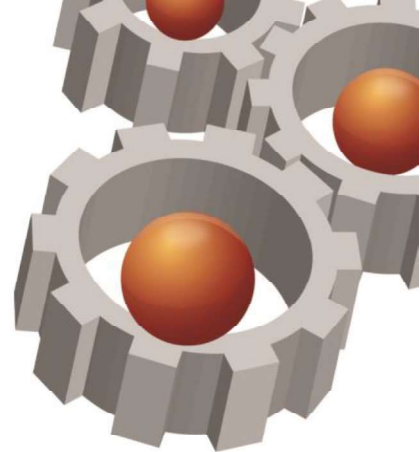
④ EAST ELEVATION
SCALE: 1:100

No.	Description	Date	REVISIONS
1	DATE PLANS	02/02/2015	
2	REVISED DATE	11/07/2015	
3	REVISED DATE	11/09/2015	
4	REVISED DATE	22/11/2015	
5	REVISED DATE	03/03/2016	
6	REVISED DATE	11/03/2016	
7	REVISED DATE	03/04/2016	

DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 5
Original Submitted Supporting Documentation

Cancelled

18 February 2015

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Attention: Mr Brain Reed – Manager, Development Services

Dear Brian

**APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED TWENTY TWO (22) NEW MULTIPLE DWELLINGS
LOTS 740 & 52 (NOS.72 & 74) RAILWAY PARADE, BASSENDEAN
TOWN OF BASSENDEAN**

Urban & Rural Perspectives, on behalf of the current landowners, hereby submits an application for planning approval to construct twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

Please find enclosed the following information to assist the Town and the Joint Development Assessment Panel's consideration and processing of the application:

- Completed and signed 'Application for Approval to Commence Development' form;
- Completed and signed 'Development Assessment Panel (DAP) Form 1';
- A current copy of the Certificate of Titles for Lots 740 & 52;
- Remittance of \$12,512.00 being the application fee payable to the Town of Bassendean and Metro Central Joint Development Assessment Panel (JDAP);
- One (1) copy of the Waste Management Plan prepared in support of the application;
- Three (3) copies of plans prepared in support of the application, including a completed 'Energy Efficient Design Policy' checklist (shown as table on plans);
- Completed 'Water Sensitive Design Policy' checklist;
- A 'Design Principles Submission Table' addressing the relevant 'design principles criteria' of the R-Codes and relevant development standards of the Town of Bassendean Local Planning Scheme No.10, for those elements/standards of the design layout that do not comply with the 'deemed to comply requirements'; and
- Two (2) copies of the application documentation and plans in electronic format.

We request that a receipt in respect of the abovementioned application fee be forwarded to this office at **PO Box 2507 MALAGA WA 6944** at the Town's earliest convenience.

In assessing the application we ask that the Town and the Metro Central Joint Development Assessment Panel (JDAP) give due consideration to the following to the following matters:

1. The subject land is legally described as:
 - Lot 740 on Plan 3262 on Certificate of Title Volume 1034, Folio 862; and
 - Lot 52 on Deposited Plan 29525 on Certificate of Title Volume 2535, Folio 762.

Lots 740 & 52 are currently owned in fee simple by Mark & Sandra Hammond (see Appendix 1 – Record of Certificates of Title).
2. Lots 740 & 52 are located approximately 150m-200m north-west of the traditional Bassendean town centre main street (Old Perth Road), on the northern side of Guildford Road and the railway line and adjacent to the Bassendean train station (see Appendix 2, Plan 1 – Location Plan).
3. Lots 740 & 52 are irregular in shape, cover a total area of 2,561m² and comprise a fall in the natural ground levels from approximately 11 metres AHD along its eastern side boundary to approximately 9.46 metres AHD along its western side boundary.
4. Lots 740 & 52 are currently vacant/unused land, with direct frontage and access to Railway Parade along its southern boundary and access from a right of way along its northern rear boundary (see Appendix 2, Plan 2 – Existing Lot Configuration & Plan 3 – Aerial Site Plan).
5. The subject land is currently classified 'Urban' zone under the provisions of the Metropolitan Region Scheme (MRS). The following definition is provided as a guide to its stated purpose/s in the MRS:
"Urban Zone - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."
6. The proposed development is considered to be consistent with the defined intent of the land's current 'Urban' zoning classification under the MRS and may therefore be approved.
7. The subject land is classified 'Residential' zone under the Town of Bassendean's current operative Local Planning Scheme No.10 (LPS No.10) with a split residential density coding of R20/40.
8. Under the terms of LPS No.10 the development and use of any land classified 'Residential' zone for 'multiple dwelling' purposes is listed as a permitted ("P") use.
9. Council's stated objectives for any land classified 'Residential' zone under LPS No.10 are as follows:
 - a) *to maintain life long or long-time residents as an integral component of the Bassendean community;*
 - b) *to continue and increase the attraction for young families to reside and raise their families in the Bassendean community;*
 - c) *to recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in population growth in a manner that provides net environmental, social and economic benefit;*

- d) *to make provision for housing types that respond to the demands of an ageing population and declining occupancy rates;*
- e) *to limit non-residential activities to those of which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such activities have no detrimental effect on the residential amenity;*
- f) *to ensure that the density of development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors; and*
- g) *to ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*
10. It is contended that the proposed development and use of the subject land for 'multiple dwelling' purposes is consistent with Council's stated objectives for land classified 'Residential' zone in LPS No.10 for the following reasons:
- It will provide opportunity for the development of an attractive and safe residential environment comprising modern, affordable, high quality housing within a well established urban area;
 - It will add to the diversity of housing stock and provide a variety of housing choice for future potential residents in the Bassendean locality;
 - It is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality; and
 - It will result in the provision of additional residential dwellings and in so-doing help satisfy the current strong demand for housing in the Bassendean locality and the Perth Metropolitan Region generally.
11. Clause 5.3.1.1 of LPS No.10 states that where a split density code is depicted on the Scheme Maps, development shall conform to the lower density code applicable to the lot unless Council determines that development up to the middle or higher density codes is acceptable, having regard for Clause 5.3.1.2.
12. Clause 5.3.1.2 states that development in excess of the lower density, in this case R40, shall be considered acceptable to Council where:
- a) *in the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear;*
- b) *There is due regard for relevant Local Planning Policies;*
- c) *Identified heritage objectives are not compromised;*
- d) *The proposal demonstrates elements of water sensitive urban design; and*
- e) *The existing streetscape is being preserved*
13. It is contended that the proposed new multiple dwelling development on the subject land is capable of being considered at the higher density coding of R40 for the following reasons:
- The subject land is located adjacent the Bassendean train station and town centre. As such it is contended that the design of the new multiple dwelling development is consistent with the built form and bulk of numerous existing

two storey buildings within the immediate locality and is therefore unlikely to have a detrimental impact upon the local streetscape;

- The land is current vacant/unused and therefore does not comprise any heritage value;
 - The new multiple dwelling development on Lots 740 & 52 have been designed with due regard for and generally meets the 'deemed to comply requirements' of the R-Codes;
 - The new multiple dwelling development has been designed with due regard for the Town's Local Planning Policy No.2 – 'Energy Efficient Design' (LPP No.2). It is significant to note that each apartment within the proposed development achieves the minimum credit points (i.e. 70 points) required by LPP No.2 (see checklist on drawing A2.02);
 - The new multiple dwelling development has been designed with due regard for the Town's Local Planning Policy No.3 – 'Water Sensitive Design' (LPP No.3)(see attached checklist);
 - The design of the new multiple dwelling development is interesting and articulated and provides for the integration of high quality materials which will make a positive contribution to the amenity and character of the local streetscape; and
 - The design of the new multiple dwelling development on Lots 740 & 52 will result in a positive contribution to the streetscape, allowing for improved passive surveillance of Railway Parade and the adjoining right of way.
14. The design of the new multiple dwelling development on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the Residential Design Codes (2013) and the Town of Bassendean's current operative local planning scheme No.10 including all associated local planning policies, with the exception of the following:
- i) R-Code Element 6.1.3 C3.1 – 'Street setback';
 - ii) R-Code Element 6.1.4 C4.1 – 'Lot boundary setbacks' (i.e. buildings on boundary);
 - iii) R-Code Element 6.3.2 C2 – 'Landscaping' (hardstand);
 - iv) R-Code Element 6.3.6 C6.3 – 'Site works'; and
 - v) R-Code Element 6.4.1 C1.1 – 'Visual privacy'.

A 'Design Principles Submission Table' addressing the relevant 'design principles criteria' for those elements of the design layout that do not meet the 'deemed to comply requirements' of the Residential Design Codes (2013) is attached herewith for review and consideration by the Town and the Metro Central JDAP (see Appendix 3).

15. A Waste Management Plan has been prepared in support of the proposed development on the subject land (see Appendix 4 – Waste Management Plan).
16. The Town is advised that the landowner has made the necessary arrangements to amalgamate Lots 740 and 52 into one (1) new separately titled lot to accommodate the proposed development. As such, it is anticipated that the Metro Central JDAP will make any planning approval for the project conditional

upon the amalgamation process being finalised prior to the Town's issuance of a building permit or prior to occupation of the multiple dwellings.

CONCLUSION

In light of the information and justifications attached herewith, we respectfully request the Town and Metro Central JDAP's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information please do not hesitate to contact me on 9248 8777 or carlo@urp.com.au.

Yours faithfully,



Carlo Famiano
Town Planner
Urban & Rural Perspectives

Encl. Completed & Signed 'Application for Approval to Commence Development' form & 'DAP Form 1'
Planning Application Fee of \$12,312.00 (Cheque)
Certificates of Title for the subject land
Three (3) copies of the site development plans
'Energy Efficient Design Policy' and 'Water Sensitive Design Policy' checklists
'Design Principles Submission Table'
Two (2) electronic copies of the application documentation & plans

cc: Mark & Sandra Hammond (Landowners)

Cancelled

DESIGN PRINCIPLES SUBMISSION TABLE

R-CODE DESIGN ELEMENT	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	DESIGN PRINCIPLES JUSTIFICATION
Element 6.1.2 C2 - 'Building height'	<p>The application proposes that:</p> <p>i) a portion of the new multiple dwelling development (i.e. Apartments 8 & 19) comprise a maximum building height of 6.421 metres from natural ground level (NGL) in lieu of a maximum wall height of 6 metres from NGL permitted by the 'deemed to comply requirements' of the R-Codes for a pitched roof structure; and</p> <p>ii) various portions of the new multiple dwelling development (i.e. Apartments 12 to 18) contain a skillion-type roof structure that will comprise a maximum wall height ranging from 6 metres to 6.994 metres from the 'natural ground level (NGL) in lieu of a maximum allowable wall height of 6 metres from NGL permitted by the 'deemed to comply requirements' of the R-Codes.</p>	<ol style="list-style-type: none"> 1. The R-Codes do not address or include development standards for skillion-type roof structures. Given this fact, it is recognised and acknowledged that there is a predisposition that the high side of the skillion roof results in a wall height greater than 6 metres from the natural ground level (NGL). As such, the skillion roof structure will require consideration under the 'design principles criteria' of Element 6.1.2 of the R-Codes. 2. The lower side the skillion roof structure proposes a maximum height of 6 metres from NGL, being consistent with the maximum permitted wall height of a pitched roof structure. Furthermore, the high side the skillion roof structure comprises a maximum height of 6.994 metres from NGL, which is lower than the maximum permitted height of a concealed roof structure. 3. In light of the above point, it is contended that a skillion roof structure has less of an impact on the streetscape and the adjoining properties in terms of bulk and scale than a development comprising a concealed roof structure with a maximum wall height of 7 metres from NGL. 4. The proposed variation to the maximum permitted wall height pertaining to Apartments 8 & 19 (i.e. 421mm) for a pitched roof is considered minor and unlikely to have any detrimental impacts on the local streetscape or the amenity of any adjoining residential properties. 5. The proposed ridge height of the proposed pitched roof component of the new development on the subject land meets the 'deemed to comply requirements' of Element 6.1.2 C2 ('Building height') of the R-Codes. 6. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes. 7. Those portions of the proposed development exceeding the maximum permitted wall height help to provide an interesting and articulated front facade. 8. Those portions of the proposed development exceeding the maximum permitted wall height will not have an adverse impact on the local streetscape in terms of its bulk and scale. 9. Lots 740 & 52 are characterised by a 1.5 metre fall from its eastern side boundary to the land's western side boundary. Given this significant variation in the NGL across the entire site, the proposed finished floor levels applicable for the new development have been designed to avoid steps between the

		<p>dwelling, pedestrian access ways and the entry points for each dwelling, in order to accommodate the physical needs of any disabled and aged occupants of the development.</p> <p>10. The R-Codes do not take into consideration lots with excessive fall. Given the significant natural fall across the width of the subject land (i.e. 1.5 metres) it should be recognised and acknowledged that there is a predisposition to greater variations to the building height arising from the land's future possible development. Notwithstanding this argument, the proposed variations to the proposed building heights are considered minor and therefore unlikely to have any detrimental impacts upon the local streetscape or amenity of any adjoining residential properties.</p> <p>11. The 'view of significance' enjoyed by the subject land and all adjoining residential properties is the Darling Scarp to the east. Despite the proposed variations to the maximum permitted wall heights for the new development on Lot 740 & 52, the variations are considered minor in scale and therefore unlikely to compromise or in any way diminish the 'view of significance' currently enjoyed by any adjoining residential property.</p> <p>12. Element 6.1.2 C2 ('Building height') of the R-Codes allows a maximum ridge height of 9 metres. The proposed maximum ridge height of the new development on Lot 740 & 52 is 9 metres. As such it is contended that where 'views of significance' are a valid consideration, the proposed development is permitted to have a higher roof line resulting in potentially greater impacts on the adjoining properties.</p> <p>Having regard for all of the above it is contended that the proposed building heights for the new multiple dwelling development on Lot 740 & 52 satisfy the 'design principles criteria' Element 6.1.2 of the R-Codes and may therefore be approved by the Town and the JDAP.</p>
<p>Element 6.1.3 C1.1 - 'Street setback'</p>	<p>The application proposes that a minor portions of the new multiple dwelling development (i.e. Apartments 2, 4, 7, 13, 15 & 18) comprises a minimum setback to the right of way boundary (i.e. secondary street) 1.125 metres in lieu of a minimum secondary street setback of 1.5 metres as required by the 'deemed to comply requirements' of the R-Codes.</p>	<p>1. The proposed setback variations to secondary street boundary (i.e. between 87mm & 375mm) are considered minor and will not result in the new development having a detrimental impact on the right of way streetscape or the amenity of any adjoining properties.</p> <p>2. It is significant to note that the setback to the secondary street of the proposed development has been calculated having due regard for the 1 metre widening of the right of way. It is contended that if the widening was not required, the proposed development would meet the 'deemed to comply requirements' of Element 6.1.3 C1.1 ('street setback') of the R-Codes.</p> <p>3. Those portions of the upper floor Apartments comprising a reduced setback from the right of way are considered an 'architectural feature' (i.e. balconies).</p> <p>4. The proposed development has been designed with a variable setback along its right of way frontage to help provide an interesting and articulated front facade.</p> <p>5. The proposed development has been designed to make a positive contribution to the right of way</p>

		<p>streetscape, with the balconies, outdoor living areas and major opening to various Apartments providing an 'active frontage' to the right of way.</p> <ol style="list-style-type: none"> 6. The proposed development will not have any adverse impacts on the right of way streetscape in terms of its overall bulk and scale. 7. The proposed development will significantly improve current levels of passive surveillance over the right of way. 8. The proposed minor setback variations to the right of way boundary will not have an adverse impact on any major openings to habitable rooms or any outdoor living areas associated with any existing dwellings on the adjoining properties. 9. Lots 740 & 52 are irregular in shape and comprise an angle along its frontage to the right of way resulting in portions of the proposed development comprising a secondary street front setback of less than 1.5 metres. 10. Other than the various minor intrusion, setback of the proposed development to the right of way boundary meets the 'deemed to comply requirements' of Element 6.1.3 C1.1 ('Street setback') of the R-Codes. <p>Having regard for all of the above it is contended that the proposed minor variations to the building setback to the right of way boundary (i.e. secondary street) for the new multiple dwelling development on Lots 740 & 52 satisfy the 'design principles criteria' of Element 6.1.3 of the R-Codes and may therefore be supported and approved by the Town and the JDAP.</p>
<p>Element 6.1.4 C4.1 – 'Lot boundary setbacks' (buildings on boundary)</p>	<p>The application proposes that a portion of the proposed multiple dwelling development (i.e. Apartments 4 & 19 and storeroom) be built up to western and southern boundaries in lieu of the R-Codes not containing any 'deemed to comply requirements' relating to the construction of a building on a boundary for a multiple dwelling type development within the on land classified 'Residential R40'.</p>	<ol style="list-style-type: none"> 1. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. 2. The proposed development makes effective use of all available space and provides for the creation of adequate internal and external living areas of each Apartment which will benefit all future occupants. 3. It is contended that those portions of the proposed development to be built up to the western and southern boundaries will not have any adverse impacts on the local streetscape in terms of its bulk and scale. 4. Other than the balconies pertaining to those dwellings orientated towards the rear right of way, the proposed development meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 5. With respect to any potential impacts the new development on Lots 740 & 52 may have on the amenity

		<p>of adjoining Lot 51 (No.76) Railway Parade, the following points are submitted in support of the proposal:</p> <ul style="list-style-type: none"> i) Those portions of the proposed development built up to the western and southern boundaries about an existing commercial development (i.e. liquor store) on adjoining Lot 51. Given this adjoining land use, the proposed development could not reasonably be expected to have any adverse amenity impacts on adjoining Lot 51; i) Those portions of the proposed development to be built up to the western and southern boundaries will assist with screening any adverse amenity impacts (i.e. noise, light spillage etc) generated by the existing commercial development on adjoining Lot 51 on the future occupants of the development on Lots 740 & 52; and ii) The current owner/s of Lots 740 & 52 own adjoining Lot 51. As such, the owners of adjoining Lot 51 raise no objections to the proposed multiple dwelling development on Lots 740 & 52. <p>Having regard for all of the above it is considered that those portions of the proposed new multiple dwelling development on Lots 740 & 52 to be built up to the western and southern boundaries satisfies the 'design principles criteria' of Element 4.1.2 of the R-Codes and may therefore be approved by the Town and the JDAP.</p>
<p>Element 6.3.2 C2 – 'Landscaping' (hardstand)</p>	<p>The application proposes that the new multiple dwelling development will comprise 39% (i.e. 47m²) of the front setback area being landscaped in lieu of 50% (i.e. 60m²) required by the 'deemed to comply requirements' of the R-Codes.</p>	<ol style="list-style-type: none"> 1. The proposed variation to the maximum permitted hardstand area (i.e. 11% or 13m²) within the street setback area of the new development is unlikely to have a detrimental impact on the amenity of the local streetscape or any adjoining properties. 2. The Railway Parade verge area adjoining Lots 740 & 52 comprises a width of approximately 3.5 metres and is currently landscaped and maintained by the Town (i.e. hedges & street trees). The current landscaping treatment within the Railway Parade verge area will help soften any potential negative visual impacts that the proposed hardstand may have on the local streetscape. 3. The proposed development has been designed to provide vehicle access to the residents car parking area from the existing right of way adjoining the rear boundary of the subject land, therefore reducing any potential visual impacts the car parking area may have on the Railway Parade streetscape. 4. The proposed development will be professionally landscaped and paved throughout to ensure it makes a positive contribution to the local streetscape and provides an attractive and safe environment for future occupants and visitors. 5. The proposed driveway crossover, vehicle and pedestrian accessways and on-site parking bays for the development have been sited and designed to ensure safe and convenient access for vehicles and pedestrians.

		<p>Having regard for all of the above it is contended that the extent of proposed hardstand within the front setback area of the new multiple dwelling development on Lots 740 & 52 satisfy the 'design principles criteria' of Element 6.3.2 of the R-Codes and may therefore be approved by the Town and the JDAP.</p>
<p>Element 6.3.6 C6.3 - 'Site works'</p>	<p>The application proposes that a portions of a new retaining walls and fill to be built up along the western side boundary will comprise a maximum height of 880mm above natural ground level (NGL) in lieu of a maximum allowable height of 500mm above NGL permitted by the 'deemed to comply requirements' of the R-Codes.</p>	<ol style="list-style-type: none"> 1. The proposed retaining wall height and fill variation (i.e. 380mm max) along the land's western side boundary is considered minor and unlikely to have any detrimental impacts on the amenity of any adjoining residential properties. 2. Lots 740 & 52 are characterised by a 1.8 metre fall from its eastern side boundary to the land's western side boundary. Given this significant variation in the natural ground level across the entire site, the proposed finished floor levels applicable for the new development have been designed to avoid steps between the dwellings, pedestrian access ways and the entry points for each dwelling, in order to accommodate the physical needs of any disabled and aged occupants of the development. 3. A 1.8 metre high solid dividing fence will be constructed on top of the new retaining wall along the western side boundary to prevent direct overlooking of the adjoining property. 4. That portion of the new retaining wall and fill along the western side boundary in excess of 500mm above NGL is unlikely to have any detrimental impacts on the local streetscape in terms of their design, bulk and scale. 6. Other than the balconies pertaining to those dwellings orientated towards the rear right of way, the proposed development meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 5. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. 6. The proposed retaining wall and fill will make effective use of all available space and provides for the creation of adequate internal and external living areas which will benefit all future occupants of the new development. 7. With respect to any potential impacts the new development on Lots 740 & 52 may have on the amenity of adjoining Lot 51 (No.76) Railway Parade, the following points are submitted in support of the proposal: <ol style="list-style-type: none"> i) That portion of the retaining wall and fill to be built up to the western side boundary abuts the car parking area for an existing commercial development (i.e. liquor store) on adjoining Lot 51. Given this adjoining land use, the proposed development could not reasonably be expected to have any adverse amenity impacts on adjoining Lot 51;

		<p>ii) That portion of the proposed retaining wall and fill to be built up to the western side boundary will assist with screening the new development from the existing commercial development on adjoining Lot 51. Furthermore, the combined height of the retaining wall and dividing fence will assist with providing improved security for the proposed residential development on Lots 740 & 52; from the car parking area on Lot 51; and</p> <p>iii) The current owner/s of Lots 740 & 52 also own adjoining Lot 51. As such, the owners of adjoining Lot 51 raise no objections to the proposed multiple dwelling development on Lots 740 & 52.</p> <p>Having regard for all of the above it is contended that those portions of the new retaining walls and fill to be built up to the western side boundary in excess of 900mm above NGL satisfies the 'design principles criteria' of Element 6.3.6 of the R-Codes and may therefore be approved by the City and the JDAP.</p>
<p>Element 6.4.1 C1.1- 'Visual privacy'</p>	<p>The application proposes a portion of the 7.5 metre 'cone of vision' from Apartments 12, 13, 14, 15, 17 & 18 will extend over the adjoining property to the north (i.e. Lot 4 Ivanhoe Street).</p>	<ol style="list-style-type: none"> 1. The proposed development has been designed to effectively locate all major openings to habitable rooms in a manner which avoids overlooking and maintains the visual privacy of all adjoining residential properties. 2. With the exception of the balconies, the proposed development on Lot 740 & 52 meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 3. Those portions of the 'cones of vision' extending over all immediately adjoining property are not considered to be excessive or detrimental in terms of visual privacy impacts. 4. The balconies for Apartments 12 to 18 will be of significant benefit in terms of improving current levels of passive surveillance over the right of way (i.e. secondary street). 5. That portion of the 'cones of vision' from the upper level rear apartments of the proposed development will extend over the side setback area of the existing church on the Lot 4 (No.6) Ivanhoe Street to the north. This proposed 'overlooking' arrangement is unlikely to have any detrimental impacts in terms of visual privacy given this land's current usage as a public building and could be expected to be of significant benefit in terms of improving current levels of passive surveillance. <p>Having regard for all of the above it is contended that those portions of the 'cones of vision' extending from the proposed multiple dwelling development on Lots 740 & 52 over the adjoining northern property satisfies the 'design principles criteria' of Element 6.4.1 of the R-Codes and may therefore be approved by the City and the JDAP.</p>

Cancelled

Waste Management Plan

Proposed Twenty Two (22) Multiple Dwellings
Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean

Town of Bassendean



Prepared for:

Mark & Sandra Hammond

Prepared by:

Urban & Rural Perspectives
Town Planners & Building Designers
Unit 8 /16 Kent Way MALAGA WA 6090
PO Box 2507 MALAGA WA 6944
(Tel) 9248 8777

FEBRUARY 2015

Background

This Waste Management Plan has been prepared in support of the application for planning approval submitted to the Town of Bassendean and the Central Joint Development Assessment Panel (JDAP) for the construction of twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

Purpose of Plan

The Waste Management Plan has been submitted in support of the planning application for the construction of twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

The aim of this Plan is to:

1. Identify the indicative volume of waste.
2. Ensure adequate facilities are provided to serve the future occupants of the proposed multiple dwelling development on the subject land.
3. Demonstrate the proposed design meets industry best practice.
4. Develop the framework of operational procedures required from the strata management company to ensure that the management of waste is to best practice.

Key Reference Material

The key references are:

- *Guide to Best Practice for Waste Management in Multi-unit Development published in June 2010 by Sustainability Victoria; and*
- *Town of Bassendean Rubbish and Recycle Collection information.*

Estimated Volumes and MGS Type

Volume

The proposed multiple dwelling development on the subject land consists of 6 x single bedroom units and 16 x 2 bedroom units.

The *Guide to Best Practice for Waste Management* indicates that on average, each multiple dwelling (i.e. 'apartment') will generate

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

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

- I) General refuse - 1,760L rubbish per week
- II) Recycling - 880L recycling material per week

Bin Type

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

This will provide for the total weekly capacity of 1,920L for general refuse and 960L for recycling, which exceeds the estimated total weekly volume of rubbish/recycling generated by the twenty two (22) multiple dwellings.

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

Collection Frequency and Provider

The Town of Bassendean (via Cleanaway) is the rubbish collection service provider. The following collection services are provided to residential properties within the municipality:

- Weekly 240 litre general refuse bin collection.
- Fortnightly 240 litre recycling bin collection.
- Annual bulk rubbish/junk collection.
- Annual collection of tree prunings.

All bins will be collected by the Cleanaway along the verge area abutting the subject land (i.e. Railway Parade) as part of its standard weekly & fortnightly waste collection service undertaken within the immediate locality.

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

Location, size and features of bin storage area

Bin storage areas will be located in two (2) separate locations within the development to facilitate ease of access (see Appendix 1 – Site Development Plan).

It is significant to note that the two (2) storage areas consist of a main facility located abutting the common driveway/car parking area within the central eastern part of the development with the smaller secondary bin storage area being located within the western part of the development abutting the storerooms.

The proposed location of the bin storage areas will:

- i) Be screened from the public realm;
- ii) Minimise odour levels commonly associated with a single larger compound; and
- iii) Provide easy access to all future occupants of the development.

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

- The bin storage areas will comprise a tap for wash-down purposes.
- The bin storage areas within the common area will be secure and screened from the future occupants of the development.
- The bin storage areas will allow for easy access and movement to the verge area on pick up days via a dedicated access way along the land's eastern boundary.
- A bin pick up area provided within the Railway Parade verge area.

Noise, odour & minimizing landfill

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

Noise

The common bin storage areas are screened and located within the common areas abutting the storeroom structures. It is expected that these storage areas will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage areas will not generate any undue noise that would not be consistent with that generated by the adjoining properties.

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

Odour

Strategies to minimize odour are:

- Separation of bin storage areas.
- Screening the bin storage areas.
- Allowing for natural ventilation of the bin storage areas.
- Regular washing of the bins and storage areas.

Minimising landfill

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

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

Furthermore, the Town of Bassendean provides an annual bulk junk and greens pick up to reduce the amount of waste being placed within the general waste bin.

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

Screening and blending of storage area/s

The bin storage areas will be purpose built compounds specifically designed and screened from the public realm (i.e. Railway Parade). The materials and finishes of

the bin storage compounds will harmonise with those materials to be used for the proposed development.

Impact on adjacent properties

The adjoining properties comprise a mix of single detached dwellings and a commercial development (i.e. liquor store). The proposed multiple dwelling development on the subject land has been designed to provide an adequate setback between the main bin storage area and the existing single dwellings on the adjoining properties. Whilst the secondary bin storage area located in the western part of the development has been designed to be small and consistent with a bin storage area akin to a conventional residential development (i.e. grouped dwelling development).

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

Strata Management Company Requirements - Waste Management

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

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

The future prospective purchasers/occupants of the complex will be provided with a copy of the Waste Management Plan on occupancy of a dwelling.

APPENDIX 1 – SITE DEVELOPMENT PLAN

Cancelled

A3.01 RIGHT OF WAY



Cancelled

-  Decorative Tree (As indicated)
-  Shrub (As indicated on drawing or as indicated)
-  Furniture

FLOOR FINISHES

Room	Finish
Living Area	Polished Concrete
Dining Area	Polished Concrete
Kitchen	Polished Concrete
Bathroom	Polished Concrete
Bedroom	Polished Concrete
Staircase	Polished Concrete
Entry	Polished Concrete
Carport	Polished Concrete
Visitor Parking	Polished Concrete
Common Area	Polished Concrete
Roof	Polished Concrete
Walls	Polished Concrete
Floors	Polished Concrete
Stairs	Polished Concrete
Landscaping	Polished Concrete
Structural	Polished Concrete
Other	Polished Concrete



PROPOSED MULTI-UNIT DWELLING DEVELOPMENT
 1015 740 & 82 (No. 72 & 74) FAIRWAY PARADE, BASSENDEAN,
 (Town of Bassen dean)

No.	Description	Date
1	As above	03/02/2015

PROPOSED SITE / GROUND FLOOR PLAN (PART A)		
Project No.	A3.01	Sheet No.
Scale	1:1	Date



Cancelled

NO.	ORIENTATION (WINDST)	NORTH FACING COURTYARD AND LIVING AREA WINDOWS (W/ OF NORTH WALL)	WEST WINDOWS (W/ OF NORTH FACING) (W/ OF SOUTH FACING)	EAST AND WEST FACING WALLS (SLAB)	80% ROOMS CROSS VENTILATED	SOLAR HOT WATER (SHT OR SOLLER PERCOLA)	LANDSCAPE DESIGN COMPLIANCE	TOTAL
1	0	28	35	28	10	0	0	10
2	0	35	35	28	10	0	0	10
3	0	25	35	28	10	0	0	10
4	0	25	35	28	10	0	0	10
5	0	25	35	28	10	0	0	10
6	0	38	35	28	10	0	0	10
7	0	28	35	28	10	0	0	10
8	0	28	35	28	10	0	0	10
9	0	28	35	28	10	0	0	10
10	0	25	35	28	10	0	0	10
11	0	25	35	28	10	0	0	10
12	0	25	35	28	10	0	0	10
13	0	25	35	28	10	0	0	10
14	0	25	35	28	10	0	0	10
15	0	28	35	28	10	0	0	10
16	0	28	35	28	10	0	0	10
17	0	28	35	28	10	0	0	10
18	0	28	35	28	10	0	0	10
19	0	25	35	28	10	0	0	10
20	0	25	35	28	10	0	0	10
21	0	28	35	28	10	0	0	10
22	0	28	35	28	10	0	0	10



PLANTING AREA

NO.	PLANTING AREA	PLANTING AREA
1	1000	1000
2	1000	1000
3	1000	1000
4	1000	1000
5	1000	1000
6	1000	1000
7	1000	1000
8	1000	1000
9	1000	1000
10	1000	1000
11	1000	1000
12	1000	1000
13	1000	1000
14	1000	1000
15	1000	1000
16	1000	1000
17	1000	1000
18	1000	1000
19	1000	1000
20	1000	1000
21	1000	1000
22	1000	1000



PROPOSED MULTIPLE DWELLING DEVELOPMENT
 (LOTS 740 & 52 (Nos. 72 & 74) RAILWAY PARADE, BASSENDEAN,
 (Town of Bassemead))

No.	Description	Date	PROPOSED SITE / GROUND FLOOR PLAN (PART 0)
1	1000	1000	1000
2	1000	1000	1000
3	1000	1000	1000
4	1000	1000	1000
5	1000	1000	1000
6	1000	1000	1000
7	1000	1000	1000
8	1000	1000	1000
9	1000	1000	1000
10	1000	1000	1000
11	1000	1000	1000
12	1000	1000	1000
13	1000	1000	1000
14	1000	1000	1000
15	1000	1000	1000
16	1000	1000	1000
17	1000	1000	1000
18	1000	1000	1000
19	1000	1000	1000
20	1000	1000	1000
21	1000	1000	1000
22	1000	1000	1000

13 May 2015



Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Document #: IPA-8758015
Date: 13.05.2015
Officer: CHRISTIAN BUTTLE
File: DABC/BDVAPPS/2015-030

Attention: Mr Christian Buttle – Senior Planning Officer

Dear Christian

**APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED TWENTY TWO (22) NEW MULTIPLE DWELLINGS
LOT 54 (NO.72) RAILWAY PARADE, BASSENDEAN
TOWN OF BASSENDEAN (REF: DAP/15/00740 & DA 2015-030)**

We refer to the Town's email correspondence to this office dated 1 May 2015 regarding the abovementioned application where in it:

- i) advised that the proposal does not comply with clause 5.3(e) of the Town's Local Planning Scheme No.10;
- ii) advised that the new multiple dwelling development does not satisfy the provisions of the Town's Local Planning Policy No.2 entitled 'Energy Efficient Design', as the proposal does not achieve a minimum score of 70 of 100 credit points;
- iii) advised that the new multiple dwelling development has not addressed the requirements of the Town of Bassendean Local Planning Policy No.3 entitled 'Water Sensitive Design';
- iv) advised that the new multiple dwelling development does not satisfy the 'deemed to comply requirements' of various design elements of the Residential Design Codes of Western Australian ('R-Codes');
- v) advised that the bin storage and collection areas are insufficient for the new development;
- vi) requested the preparation and submission of an acoustic report for the development; and
- vii) requested the preparation and submission of amended plans addressing those matters listed above.

Having regard for the abovementioned matters amended plans are enclosed herewith in support of the application for the new multiple dwelling development on the subject land. In addition we hereby submit the following information for the Town's consideration in determining the application:

Town of Bassendean Local Planning Scheme No.10 - Clause 5.3 (e)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional landscaping within the Railway Parade frontage and reduction of the entry portico height to reduce the overall bulk and scale of the building.

The existing streetscape along Railway Parade contains an eclectic mix of housing, commercial type developments and a railway station. It is significant to note that the subject land is located approximately 150m-200m north-west of the traditional Bassendean town centre main street (Old Perth Road), which comprises various two (2) storey commercial developments.

Given the close proximity of the railway station and the Bassendean townsite, it is contended that the current housing stock along Railway Parade will be redeveloped in the short term future to accommodate residential developments at a higher density (i.e. multiple dwellings), therefore replacing the current single storey built form.

In light of the above, it is considered reasonable to conclude that the streetscape along this portion of Railway Parade is poor, not uniform, comprises little character and is in a transition stage. As such it is contended that the proposed construction of a new multiple dwelling development on the subject land is unlikely to have a negative impact on the existing character and amenity of the local streetscape for the following reasons:

- i) The new multiple dwelling development is consistent with the built form and bulk of numerous existing two storey commercial developments located within the nearby Bassendean townsite;
- ii) The design of the new multiple dwelling development on the subject land is interesting and articulated and provides for the integration of high quality materials which will make a positive contribution to the amenity and character of the local streetscape;
- iii) The design of the new multiple dwelling development on the subject land will result in a positive contribution to the streetscape, allowing for improved passive surveillance of Railway Parade and the train station opposite the subject land;
- iv) The application provides the opportunity for the development of an attractive and safe residential environment comprising modern, affordable, high quality housing within a well established urban area; and
- v) The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality.

Town of Bassendean Local Planning Policy No.2 - 'Energy Efficient Design'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.2 ('Energy Efficient Design').

Town of Bassendean Local Planning Policy No.3 - 'Water Sensitive Design'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.3 ('Water Sensitive Design'). A copy of the 'Water Sensitive Design Policy Checklist' is attached herewith for the Town's assessment.

R-Codes Element 6.1.2 C2 - 'Building height'

We respectfully request the Town and Metro Central JDAP to consider the building height for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.1.4 C4.1 – 'Lot boundary setbacks'

We respectfully request the Town and Metro Central JDAP to consider the variations to the lot boundary setbacks for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.2.1 C1.1 – 'Street surveillance'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of a main communal entry point clearly visible along the land's Railway Parade frontage and entry points for Units 8 and 11 in accordance with the 'deemed to comply requirements' of Element 6.2.1 C1.1 of the R-Codes.

R-Codes Element 6.2.2 C2 – 'Street walls and fences'

Amended plans have been prepared (see copies enclosed herewith) reducing the solid portion of the retaining wall and front fence to a maximum height of 1.2 metres, with visually permeable fencing above.

R-Codes Element 6.2.4 C4 – 'Building appearance'

It is noted that the Town does have a local planning policy in respect to building appearance. As such, no further information is required to address this matter.

R-Codes Element 6.3.1 C1 – 'Outdoor living areas'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of outdoor living areas for each unit in accordance with the 'deemed to comply requirements' of Element 6.3.1 C1 of the R-Codes.

R-Codes Element 6.3.2 C1 – 'Landscaping'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional landscaping within both the Railway Parade and right of way frontages.

Notwithstanding the above, the application proposes that the new multiple dwelling development will comprise 47% of the front setback area (i.e. Railway Parade) being landscaped in lieu of 50%. As such we respectfully request the Town and Metro Central JDAP to consider the minor variation under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

In regards to the Town's request for the submission of a landscaping plan prepared by a qualified landscaping architect, we respectfully request that the Town and Metro Central JDAP impose a condition on any planning approval issued requiring the submission of a landscaping plan with the Town for approval prior to the issuance of a building permit.

R-Codes Element 6.3.3 C3.2 – 'Parking'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional bicycle parking bays to accommodate the needs of the future

occupants of the proposed development in accordance with the 'deemed to comply requirements' of Element 6.3.3 C3.2 of the R-Codes.

R-Codes Element 6.3.4 C4.1 – 'Design of car parking spaces'

Amended plans have been prepared (see copies enclosed herewith) illustrating the design of the on-site car parking bays in accordance with Australian Standards AS2890.1.

R-Codes Element 6.3.6 C6.2 & C6.3 – 'Site works'

We respectfully request the Town and Metro Central JDAP to consider the retaining wall and fill heights for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.3.8 C8 – 'Stormwater management'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.3 ('Water Sensitive Design').

R-Codes Element 6.4.1 C1.1 – 'Visual privacy'

Amended plans have been prepared (see copies enclosed herewith) relocating the bedroom window and screening the balcony area for Unit 18 in accordance with the 'deemed to comply requirements' of Element 6.4.1 C1.1 of the R-Codes.

R-Codes Element 6.4.3 C3.1 – 'Dwelling size'

It is our view, that the proposed development comprises six (6) single bedroom dwellings in accordance with the 'deemed to comply requirements' of the R-Codes (i.e. the Town has made an error in its assessment of this component of the proposed development).

R-Codes Element 6.4.5 C5.3 – 'External fixtures'

Amended plans have been prepared (see copies enclosed herewith) illustrating the location of various services in accordance with the 'deemed to comply requirements' of Element 6.4.5 C5.3 of the R-Codes.

R-Codes Element 6.4.6 C6.1 – 'Utilities and facilities' (storerooms)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provisions of storerooms for each dwelling in accordance with the 'deemed to comply requirements' of Element 6.4.6 C6.1 of the R-Codes.

R-Codes Element 6.4.6 C6.2 – 'Utilities and facilities' (rubbish bins)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provisions of additional bins to service the proposed development, increase size of bin storage areas and sufficient area along Railway Parade verge abutting the subject land to adequately accommodate the bins during collection days.

Acoustics report

The proposed development has been designed to provide adequate separation between the multiple dwellings on the subject land and existing commercial development on adjoining Lot 51. Notwithstanding this, it is contended that any issues regarding noise emanating from the existing commercial development on adjoining Lot 51 needs to be dealt with independently from this application (i.e. a compliance issue with the commercial development).

In light of the above, we request that the Town withdraw its request for an acoustic report and address any noise issues associated with the existing commercial development on adjoining Lot 51 independently to this application.

In the instance that the Town does favour our request in this matter, we respectfully request that the Town and Metro Central JDAP impose a condition on any planning approval issued requiring an acoustics report be prepared and submitted with the Town prior to the issuance of a building permit.

CONCLUSION

In light of the details contained within the enclosed amended plans and the written information provided above, we respectfully request the Town and Metro Central JDAP's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information please do not hesitate to contact me on 9248 8777 or carlo@urp.com.au.

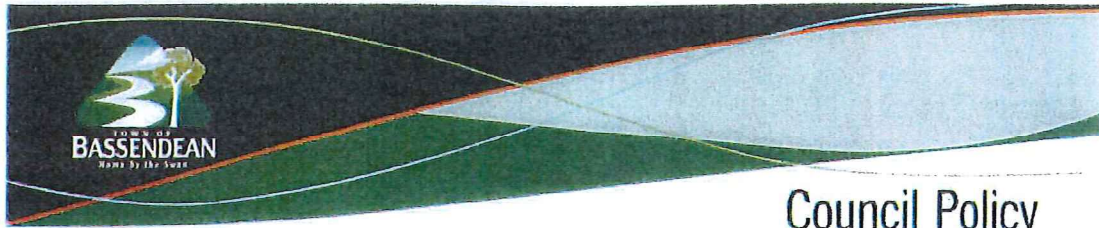
Yours faithfully,



Carlo Famiano
Town Planner
Urban & Rural Perspectives

Encl. Three (3) copies of amended plans (scale plans)
One (1) copy of colour amended plans (A3 – not to scale)
One (1) electronic copy of the plans
'Water Sensitive Design Policy' checklists

cc: Mark & Sandra Hammond (Landowners)

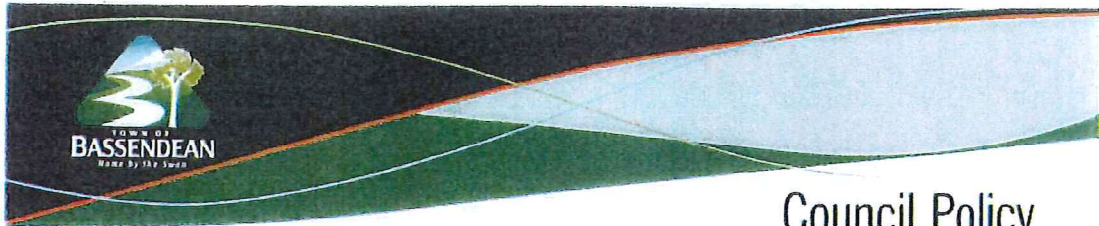


Council Policy

APPENDIX 1 - WATER SENSITIVE DESIGN POLICY CHECKLIST

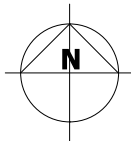
Section	Policy Application	Structure Plan	Subdivision	Development Application
5.1	Early incorporation of water resource issues in planning			
5.2	Drainage design based on sub-catchments			
5.3	Treatment Train approach from top of catchment			
	Stormwater management components follow natural contours			
	Detention capacity able to retain first flush			
	Detention capacity to meet appropriate hydraulic and detention time criteria			
	Car park runoff to landscaped detention swales			✓ Stormwater runoff from Car park area
	Sediment less than 100 microns trapped			
5.4	Floor levels 50mm above AAMGL			✓ FFL increased
	Waterway batter slopes maximum			
	Waterway reserve adequate width			
	AAMGL calculation meets W&RC requirements			
	Drainage at or above AAMGL and soil surface >1.2m above AMGL			
5.5	Hydrological study undertaken for protected wetlands			
	Post development flows approximate pre development flows through adequate detention			

Website: www.bassendean.gov.au Email: mail@bassendean.wa.gov.au Tel: (08) 9377 8000



Section	Policy Application	Structure Plan	Subdivision	Development Application
	Runoff from paving directed to garden or lawn areas			✓ Referto Plans
	Encourage use of pervious paving materials			✓ Paving provided
5.6	Natural features incorporated into stormwater design (eg native vegetation, riffles & pools)			
	Easily maintained sediment traps included			✓ Sedewells provided
5.7	Existing fringing vegetation protected			
	Fringing vegetation rehabilitated (10 or 15m)			
	Passive recreation catered for along foreshores			
	No net loss of open drain habitat			
	Potential for Multiple Use Corridors evaluated			
5.8	Multi use Corridors zoned			
	Management plans for Multiple Use Corridors prepared			

Cancelled



**PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Bassendean)**

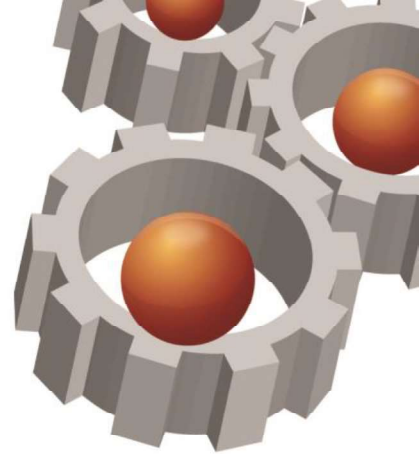
No.	DESCRIPTION	DATE
3	VERGE PICK UP PLAN	18.05.2015

22 BINS VERGE PICKUP PLAN

Project number	1416	Drawing number	Revision/Issue
Issue Date	18.05.2015	A0.00	3
Drawn by	NK		
Checked by	CF	Scale @ A3	1 : 100



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 6
Town of Bassendean – Original DA Assessment

Cancelled

8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

Background:

Insert Property Address:	Lot 54 (Nos. 72-74) Railway Parade, Bassendean
Insert Zoning	MRS: Urban
	TPS: Residential (R20/40)
Insert Use Class:	Multiple Dwelling ('P' or permitted land use)
Insert Strategy Policy:	Not applicable
Insert Development Scheme:	Town of Bassendean Local Planning Scheme No. 10.
Insert Lot Size:	2560 sq. metres
Insert Existing Land Use:	Vacant (Permits for the demolition of former single houses at each of Nos. 72 & 74 Railway Parade were issued in 2013)
Value of Development:	\$3.3 million

Nos. 72 and 74 Railway Parade were each previously developed for the purpose of a single house and the owner of these properties also owns an adjoining property which is developed with a BWS bottle shop. A demolition permit was issued for the removal of the single houses in 2013 and the entirety of the development site has now been cleared.

In January 2013 an application for planning approval was submitted to the Town for the development of 11 grouped dwellings on the same land parcel as that which is the subject of the current application for planning approval. That application was subsequently cancelled in advance of a formal determination being made at the request of the property owner in May 2013.

In October 2013, Danmar Homes on behalf of the property owner, submitted an application for planning approval for the development of 22 multiple dwellings. That application was subsequently cancelled in February 2015, having regard to a lack of required information.

In February 2015, Urban and Regional Perspectives on behalf of the property owner submitted a further application for planning approval for the development of 22 multiple dwellings. This report results from the assessment of this most recent application for planning approval.

Details: outline of development application

The application proposes the construction of 22 multiple dwellings in what is described on the plans as four separate two storey buildings (blocks 1 – 4 as shown on plans). Blocks 1 – 3 each face a rear right-of-way while block 4 faces Railway

Parade. Four visitor car parking spaces are located on the Railway Parade frontage of the development site while a further two visitor car parking spaces and all 22 occupier car parking spaces are accessed from the rear right-of-way.

Legislation & policy:

(a) Town of Bassendean Local Planning Scheme No. 10, including:

- Clause 4.2.1 – Objectives of Residential Zone;
- Clause 5.2 – Residential Design Codes;
- Clause 5.3 – Special Application of Residential Design Codes; and
- Clause 10.2 - Matters to be Considered by Local Government.

Local Planning Scheme No. 10 can be accessed via the following link:

http://www.bassendean.wa.gov.au/7_info_feedback/pdfs/10-Lps-No10-gazetted.pdf

(b) Local Planning Policies

- Local Planning Policy No. 2 – Energy Efficient Design;
- Local Planning Policy No. 3 – Water Sensitive Design;
- Local Planning Policy No. 8 – Parking Specifications;
- Local Planning Policy No. 15 – Percent for Art Policy; and
- Local Planning Policy No. 18 – Landscaping with Local Plants.

(c) Town of Bassendean Local Planning Strategy updated February 2015.

(d) Town of Bassendean Strategic Plan

The following components of the Town's adopted Strategic Plan are of relevance when considering the application for planning approval:

Town Planning and Built Environment

Objective:

- Ensure Town provides choice in housing types.

Strategies:

- Plan for the highest densities to be centred in railway stations, the Town Centre, and major transport routes
- Strive to ensure that higher density housing will have excellent design to ensure that development is people friendly and attractive.
- Strive to ensure that new housing, and particular high density housing has high environmental standards.
- Plan for the availability of a broad range of housing types and affordability

State Government Policy

The following state government policies are of relevance when considering the application for planning approval:

(a) Directions 2031 (Bassendean is an identified District Centre).

(b) State Planning Policy 3.1 – Residential Design Codes of Western Australia.

(c) State Planning Policy 4.2 – Activity Centres for Perth and Peel.

Local Policies

The application for planning approval must be assessed against the Town's adopted Local Planning Policy No. 2 "Energy Efficient Design" and Local Planning Policy No. 3 Water Sensitive Design". These policies are referenced by Clause 5.3 of Local Planning Scheme No. 10 and must be suitably addressed in order for the applicant to gain development entitlements at the higher R40 density code, as proposed.

Additionally, Local Planning Policy No. 8 – Parking Specifications; Local Planning Policy No. 15 – Percent for Art Policy and Local Planning Policy No. 18 – Landscaping with Local Plants are of relevance when considering the application for planning approval.

Local Planning Strategy

The Town has recently prepared an updated version of its Local Planning Strategy, and over the longer term, the land which is the subject of this application for planning approval is intended to be assigned a higher density code of R60/100.

A copy of the Local Planning Strategy has been provided as an attachment to this report.

In considering this proposal at its special meeting on 6 June 2015, Council expressed concern that approval of the proposed development would undermine the density of development which is contemplated within the Strategy into the future. Refer also to the section of this report titled 'Council Recommendation'.

Consultation:

Public Consultation

The application was referred to adjoining / nearby property owners for information purposes only (written comment was not sought, notwithstanding certain variations being identified) as described below:

6 Ivanhoe Street, Bassendean (Bassendean Church of Christ)

The property on the opposite side of the right-of-way to the rear (north) of the development site is owned by the Bassendean Church of Christ and is developed with their church.

The most recent application for planning approval dealt with by the Town had incorporated variations to the Deemed-to-comply provisions of the R-Codes relating to visual privacy and the new application maintains similar variations. Additionally, the current application for planning approval incorporates variations to the Deemed-to-comply provisions of the R-Codes relating to wall height, and while this variation was identified in the letter sent to the church, comment was not sought in relation to this matter.

In response to the correspondence from the Town, a representative from the Church contacted the assessing officer and advised that a submission made by the Church

in response to the most recent application for multiple dwellings on the development site held good. The content of that earlier submission is summarised below:

- Seek assurance from the Town that it will not seek to resume any church property to widen the right-of-way which runs between the development site and the church, that any widening of the right-of-way will be on the property developers side, and that the church will not be responsible for any ongoing maintenance of the right-of-way; and
- Advice that the church has 170 members and holds events 7 days a week, both within buildings and associated external surrounds. The developer and future apartment owners should be aware of noise impacts which may result from church activities.

The need for an acoustic report is detailed toward the end of this report and it is possible for the acoustic report to address concerns raised by the church.

Left Hand (western) side – Nos. 2 & 2B Broadway

The property to the rear left hand (western) side of the development site houses two single storey grouped dwellings which were constructed in 1983 and which are held in single ownership.

The Town's letter to this adjoining property owner highlighted the similarity in the current design concept to the most recent application for planning approval dealt with by the Town for the same site, noted the proposed variation to the Deemed-to-comply provisions of the R-Codes relating to wall height and went on to advise that the Town's correspondence sought to inform the adjoining property owner of the proposed development, but was not seeking written comment on the development proposal.

The property to the front left hand (western) side of the development site at No. 76 Railway Parade is developed with a BWS bottle shop which is held in the same ownership as the development site which is the subject of this application for planning approval.

Right Hand (eastern) side – No. 70 Railway Parade

The property to the right hand (eastern) side of the development site holds a single house, the earliest records for which the Town has relate to a garage addition in 1927. The Western Australian Planning Commission have recently referred a subdivision application for this property to the Town for comment which incorporates the retention of the existing house and creation of a vacant lot facing the rear right-of-way.

The Town's letter to this adjoining property owner highlighted the similarity in the current design concept to the most recent application for planning approval dealt with by the Town for the same site, noted the proposed variation to the Deemed-to-comply provisions of the R-Codes relating to wall height and a proposed boundary wall and went on to advise that the Town's correspondence sought to inform the adjoining property owner of the proposed development, but was not seeking written comment on the development proposal.

The relationship of the development site to the other properties described above can be seen on the 2014 aerial photography extract which is provided below (development site is highlighted red):



The decision to inform adjoining property owners of the proposed development without inviting comment from them is consistent with the approach advocated within Clause 4.1.3 of the R-Codes where a merits based assessment of an application will show that adjoining property owners are not adversely impacted. The body of the report will explain how the proposed development is seen to be acceptable in terms of matters flagged in the information letters to adjoining property owners relating to:

- Visual Privacy;
- Lot Boundary Setbacks, and
- Building Height

Consultation with other Agencies or Consultants
Nil.

Planning assessment:

The development site is zoned Residential with a dual density coding of R20/40 under the provisions of the Town's Local Planning Scheme No. 10. The objectives of the Residential Zone are:

- to maintain life long or long-time residents as an integral component of the Bassendean community;*
- to continue and increase the attraction for young families to reside and raise their families in the Bassendean community;*
- to recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in*

population growth in a manner that provides net environmental, social and economic benefit;

- (d) to make provision for housing types that respond to the demands of an ageing population and declining occupancy rates;*
- (e) to limit non-residential activities to those of which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such activities have no detrimental effect on the residential amenity;*
- (f) to ensure that the density of development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors; and*
- (g) to ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

The form of development which has been proposed is appropriate having regard to the location of the development site and its proximity to services and infrastructure. In this respect the development which has been proposed assists in accommodating population growth (2 dwellings replaced with 22 dwellings) while also providing a form of dwelling type that is not well represented within the Town and which caters for a lower occupancy ratio to that of a traditional family dwelling.

A summary of the technical planning assessment is provided below:

Density of Development

Clause 5.3 of the Town's Local Planning Scheme No. 10 (LPS10) is titled 'Special Application of Residential Design Codes'.

Clause 5.3.1.1 of LPS10 states that:

Where a Split Density Code is depicted on the Scheme maps, any development shall conform to the lower density code applicable to the lot, unless Council determines that development up to the middle or higher density code is acceptable, having regard for sub-clause 5.3.1.2.

Clause 5.3.1.2 of LPS10 states that:

Subdivision or development in excess of the lower density coding shall be considered to be acceptable to Council where:-

- (a) in the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear;*
- (b) There is due regard for relevant Local Planning Policies;*
- (c) Identified heritage objectives are not compromised;*
- (d) The proposal demonstrates elements of water sensitive urban design; and*

(e) *The existing streetscape is being preserved.*

An assessment of the proposed development against the provisions of clause 5.3.1.2 of LPS10 is provided in the Table below.

Scheme Requirement contained within clause 5.3.1.2 of LPS10	Officer Comment on Scheme Requirement
<p>(a) In the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear.</p>	<p>Scheme provision satisfactorily addressed.</p> <p>The proposed development incorporates eight dwellings facing Railway Parade (four ground floor and four upper floor).</p> <p>There is no need for an accessway to be provided to service development at the rear as the dwellings which are located to the rear (northern) portion of the site are provided with access from a paved right-of-way.</p>
<p>(b) There is due regard for relevant Local Planning Policies.</p>	<p>Scheme provision not satisfactorily addressed.</p> <p>The Town's Local Planning Policy No. 2 – Energy Efficient Design contains a checklist against which the application must be assessed and against which each dwelling must score a minimum score of 70 points out of an available 100 points.</p> <p>A copy of the assessment and associated score for each of the dwellings has been provided as an attachment to this report.</p> <p>Units 1 – 11 and 20 - 21 each achieve the minimum required score of 70; and Units 12-19 and 22 achieve a score of 57.5.</p> <p>It is possible for the design of units 12-19 and 22 to be refined in order that they each achieve the minimum 70 point score specified by the Policy.</p> <p>Each of the dwellings in question is located on the upper floor and the most significant design flaw which has prevented each achieving a 70 point score is linked to the depth of the balconies and associated roof cover which prevents direct sun penetration to living area windows during the winter months for each of these apartments. If the extent of roof cover were cut back to an extent that would facilitate an acceptable level of winter sun penetration to the living area of each apartment (by approximately 1.0m) or if the solid roof forms over the balconies to these dwellings were converted to a solar pergola style roof,</p>

Cancelled

		<p>the point score for each dwelling would increase from 57.5 to the required 70 point minimum.</p> <p>Alternatively, each of the dwellings could be provided with a solar hot water system which would increase their points score by 10 to 67.5 in conjunction with the provision of low water use landscaping for the development as a whole which would increase the points score for each of these dwellings by a further 5 points, thus achieving the minimum required 70 point score.</p>
(c)	Identified heritage objectives are not compromised.	Scheme provision satisfactorily addressed. The development site is vacant and there are no relevant heritage considerations that need to be taken into account in the assessment of the application for planning approval.
(d)	The proposal demonstrates elements of water sensitive urban design.	<p>Scheme provision satisfactorily addressed.</p> <p>The Town's Local Planning Policy No. 3 – Water Sensitive Design provides the matters against which the application must be assessed.</p>
(e)	The existing streetscape is being preserved.	<p>Scheme provision not satisfactorily addressed.</p> <p>The concern which is held in relation to streetscape is the blank two storey high boundary wall which has been proposed alongside the left hand (western) boundary of the development site.</p> <p>While a boundary wall which was single storey in height would be commensurate with other development within the locality, the proposed two storey boundary wall:</p> <ul style="list-style-type: none"> • Adversely affects the appearance of the development (building to the boundary does not permit openings to be incorporated into this side of the building and does not allow the design to be 'resolved' as it is on other sides of the development which are set back from lot boundaries; • The two storey wall with a zero side setback incorporates a bulk and scale which is out of keeping with the character of other development within the locality; • The wall is monolithic and blank in its appearance; • The two storey wall boundary limits opportunities for natural and cross ventilation to be provided to unit 19 which would otherwise be available; • The two storey boundary wall prevents opportunities for casual surveillance of an adjoining car park which could otherwise be provided if a

		<p>standard side setback were provided, contrary to established Crime Prevention Through Environmental Design (CPTED) principles (it is noted that such casual surveillance would have to be provided by fixed windows of a size that did not constitute major openings as defined by the R-Codes in order that other requirements contained within LPS10 and the R-Codes were not unduly compromised); and</p> <ul style="list-style-type: none"> • The wall does not demonstrate compliance with the building height limits set down within the Deemed-to-comply (DTC) provisions of the R-Codes and sits on top of a filling and retaining which also do not demonstrate compliance with the DTC provisions of the R-Codes and which act to exacerbate the bulk and scale of this highly visible component of the development. <p>If the left hand (western) side of unit 19 (upper floor of development) were provided with a standard side setback (1.5m approx.) and the design of this side of the building were detailed in a similar manner to other upper floor side boundary facing portions of the development (while also incorporating 'minor' sized fixed openings into each of the bedrooms for this dwelling which would enhance the level of casual surveillance afforded to the car park of the adjoining commercial development), this would satisfactorily address the concerns that are currently held in relation to streetscape.</p>
--	--	---

Unless the concerns identified above were addressed via the provision of suitably revised drawings or conditions of approval, it has been established that the development, as submitted, does not qualify for development at the higher R40 density code and accordingly should not be approved as currently presented and that development of the site would be limited to the base R20 density code. At an R20 density code the site would be limited to the development of 5 dwellings as opposed to the 22 dwellings which are proposed.

Notwithstanding the comments provided above, a summary of the assessment against the provisions of the R-Codes as they relate to development at an R40 density code is provided below, taking account of the ability of the Scheme related concerns to be addressed via the provision of suitably revised drawings linked to conditions of approval.

R-Codes assessment:

Design Element	Residential Design Codes	Compliance / Officer Comments
6.1.1 Building size	Maximum permissible plot ratio of 0.6 at R40 density code.	Complies

6.1.2 Building height	Top of external wall 6m. Top of pitched roof 9m.	Acceptable in part only – refer to detailed comments below.
-----------------------------	---	---

6.1.2 – Building Height – Detailed Comments

The buildings comprising blocks 1 – 3 facing the right-of-way each incorporate a skillion (single pitch) roof design, while the dwellings contained within what is referred to as block 4 incorporate a traditional pitched (hipped) roof form.

Where a two storey building with a skillion roof form is proposed, there will invariably be non-compliance with the Deemed-to-comply provisions of the R-Codes relating to wall height (as the wall on the high side exceeds the 6m DTC allowance) but compliance will be demonstrated in relation to the permissible top of roof (or ridge) height. The plans which are the subject of current consideration are no exception to this rule, having wall heights ranging from 7.0 metres (block 1) to 7.1 metres (block 3) to 7.2 metres (block 2) on the high side of each respective building. In the case of such a building design, the proposed wall height and top of roof height almost become one and the same, having regard to how each must be calculated, so the top of roof height for each of these buildings is fully compliant.

The building which faces Railway Parade (block 4) incorporates a wall height of 6.7 metres which compares with the DTC allowance of 6.0 metres and the height which is proposed results primarily from the fact that the design incorporates 1.0m of filling and retaining to the left hand side (western) property boundary.

The Design principle for building height requires that the proposed development present a design which creates no adverse impact on the amenity of adjoining properties or the streetscape, and where appropriate maintains:

- Adequate access to direct sun into buildings and appurtenant open spaces;
- Adequate daylight to major openings into habitable rooms;
- Access to views of significance;
- Buildings present a human scale for pedestrians;
- Buildings facades designed to reduce the perception of height through design measures; and
- Podium style development is provided where appropriate.

The proposed heights of the skillion roof buildings facing the right-of-way are supported for the following reasons:

- The default building height limits within this locality are intended to accommodate two storey buildings, and it is two storey buildings which are proposed;
- Upper floor side setbacks of these buildings demonstrate compliance with the Deemed-to-comply provisions of the R-Codes, meaning that there is no adverse impact on occupants of the proposed dwellings or those in neighbouring buildings in relation to matters such as access to daylight and sun;
- The increased wall height has no adverse impact on access to any views of significance; and
- The perception of the height of the walls in question is reduced through the use of differing materials for the uppermost portion of the walls in question.

The proposed heights of the pitched roof building facing Railway Parade is not supported for the following reasons:

- Unnecessary fill and retaining beneath the building exacerbates the height of the building;
- The zero setback to the two storey boundary wall is out of keeping with the context of other development within the locality (there are presently very few two storey developments on the northern side of the railway line and certainly none which incorporate similar built form);
- The zero setback to the two storey boundary wall prevents the opportunity for natural venting of two bathrooms; and
- The two storey wall is blank and monolithic in its design and appearance and will be highly visible within the streetscape, owing to its positioning alongside a car park.

6.1.3 Street setback	As prescribed by Table 4 (4m minimum primary street to Railway Parade). 1.5m minimum to right-of-way	Acceptable. Refer to detailed comments below.
----------------------------	---	---

6.1.3 – Street Setback facing right-of-way – Detailed comments

There is somewhat of a void in the R-Codes in terms of specifying setback requirements for the buildings facing the right-of-way. The right-of-way is logically a street boundary but cannot be described as such noting that the Railway Parade is the designated Primary street (as defined by the R-Codes “unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling”) and secondary street is defined as “in the case of a site that has access from more than one public road, a road that is not the primary street but which intersects with or adjoins that road.”

(For development which is assessed under Table 1 of the R-Codes this problem is addressed as there is a notation which clarifies that secondary street includes a communal street, private street and right-of-way as street, but there is no such notation within Table 4 of the R-Codes against which this application is assessed)

Notwithstanding the comments provided above, the applicant has treated the right-of-way as a ‘secondary street’ in the written submission which accompanied their application, and the Town agrees with this approach.

Buildings in blocks 1 – 3 are generally provided with setbacks of 1.5 metres or greater with exceptions for small triangular portions comprising an 87mm protrusion for unit 2, 375mm for unit 4 and 277mm for unit 7 on the ground floor and 87mm for unit 13, 375mm for unit 15 and 277mm for unit 18 on the upper floor.

The building is articulated and the built form is superior to that which could otherwise have been proposed with a straight edge along a 1.5m setback line. Given the small projections in question, and the majority of the building structure within blocks 1 – 3 having a setback of 1.5m or greater, the setbacks as proposed are supported.

6.1.4 Lot boundary	As set out in Tables 2a and 2b. No ‘as of right’	Acceptable. Refer to detailed comments below.
-----------------------	--	---

setbacks	entitlement to walls on boundary.	
----------	-----------------------------------	--

6.1.4 - Lot boundary setbacks – Detailed comments

Right hand (eastern) side boundary alongside No. 70 Railway Parade

The development incorporates a boundary wall to a parking structure associated with car parking bays 11-14, 17-18 and store 7. This boundary wall has a total length of 17.4 metres (side boundary length between Nos. 72 and 70 is 59.26 metres) and a height of 2.3 metres as viewed from the adjoining property. There are no Deemed-to-comply entitlements for a zero side setback where multiple dwellings are proposed at an R40 density code.

The wall on boundary is commensurate with that which is permitted for development at an R20 density code where the R-Codes provide a Deemed-to-comply entitlement for development of a wall on boundary within the following parameters:

- Maximum height of 3.5 metres and average height of 3.0 metres; and
- Maximum length of the greater of 9m or one-third the length of the balance of the lot boundary behind the front setback, to one side boundary (i.e. wall length of 17.75 metres).

Given the orientation of the lots (lot boundary running north/south) the proposed boundary wall will not result in overshadowing of the adjoining property, and the wall is situated alongside an area of extensive rear garden.

As the wall fits within what could otherwise be Deemed-to-comply development at an R20 density code and noting the relationship between the proposed development and what exists on the adjoining property, this setback variation is supported.

Left hand (western) side boundary alongside Nos. 2 & 2B Broadway

Setbacks to the boundary adjoining the property at No. 2 Broadway meet those set down within the Deemed-to-comply provisions of the R-Codes

Southern boundary adjoining rear of BWS site at No. 76 Railway Parade

Bin store No. 2 and stores 13-16 and 19 are built to the southern boundary of the development site which abuts the rear of the BWS bottle shop. The area to the rear of the shop contains air-conditioning plant and the like and the single storey boundary wall in this location assists in providing separation between noise generating sources on the adjoining property and noise sensitive premises on the development site. A single storey boundary wall height is consistent with the size and scale of boundary walls expected at an R40 density code and for the reasons identified above this boundary wall is supported.

Left hand (western) side boundary wall adjoining BWS site at No. 76 Railway Parade

A two storey boundary wall is proposed in conjunction with units 8 (ground floor) and 19 (upper floor) adjoining the BWS bottle shop. A two storey boundary wall does not meet the Deemed-to-comply provisions of the R-Codes and accordingly this setback must be considered against the associated Design Principles which

require:

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

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

As the adjoining property is developed for commercial purposes, no concerns are held in relation to the potential of this wall to adversely affect the amenity of the adjoining property.

Concern is, however, held in relation to the bulk and scale of this wall and the negative impact that it would have as viewed from the public realm noting the following:

- There are few two storey buildings located north of the railway line (as the development site is) and none with a similar built form;
- The wall is blank and monolithic and unrelieved, increasing the visual impact of building bulk as viewed from both the adjoining property and the public realm;
- Two storey blank boundary walls are not consistent with the established, nor desired, character of development within the locality; and
- Two storey boundary walls are not contemplated by the R-Codes in conjunction with development at an R40 density code.

6.1.5 Open space	As set out in Table 4 (40% of site)	Complies.
6.2.1 Street surveillance	Street elevations of building to address the street, with facades generally parallel to the street and clearly definable entry points. Habitable room windows or balconies that face the street.	Complies.
6.2.2 Street walls and fences	Front fences within the primary street setback area that are visually permeable to 1.2m above natural ground level.	Not Acceptable. Refer to detailed comments, below.

6.2.2 – Street walls and fences - Detailed comments

While it is noted that the height of the solid portion of fencing within the street setback area on the Railway Pde frontage of the development has been reduced from that which was originally proposed, the overall height of fencing within the street setback area remains at up to 2.5 metres in height overall above existing ground levels, well in excess of the 1.8 metre maximum which is ordinarily accepted. This height results directly from the extent of filling and retaining which is proposed. As proposed, the overall height of fencing is seen to be excessive and is not supported.

6.2.3 Sight lines	Walls, fences or other structures truncated or reduced to no higher than 0.75m within 1.5m of where such structures adjoin vehicle access points where a driveway meets a street.	Complies.
6.2.4 Building appearance	Buildings which comply with the provisions of a special control area or local planning policy.	Not Acceptable. Refer to detailed comments provided in relation to comments on compliance with Clause 5.3 of the Town's Local Planning Scheme No. 10 for further comment in this respect.
6.3.1 Outdoor living areas	Each dwelling to be provided with at least one balcony or equivalent accessed directly from a habitable room.	Acceptable with the exception of arrangements for units 5, 19 and 22. See detailed comment below.
<p>6.3.1 – Outdoor living areas (OLA's) – Detailed comments</p> <p>Arrangements for all units with the exception of units 5, 19 and 22 are unacceptable. Concerns with the OLA's for these units are described below:</p> <ul style="list-style-type: none"> • Unit 5 - undersize (beneath 10 sq. metres) generally; • Unit 19 – undersize due to impact on usable area from positioning of air-conditioning plant; and • Unit 22: - undersize due to impact of air-conditioning plant and siting of column. 		
6.3.2 Landscaping	<p>Landscaping of open spaces in accordance with the following:</p> <p>(i) Street setback max 50% hard surface and no cars save for visitors bays;</p> <p>(ii) Separate wheelchair accessible pedestrian paths connecting entries to buildings with the public footpath and car parking areas;</p> <p>(iii) Landscaping between each 6 consecutive external car bays to include shade trees;</p> <p>(iv) Lighting to pathways, communal open space and car parking areas;</p>	<p>Generally acceptable with the exception of pedestrian path provision.</p> <p>Extent of hard surface within street setback requires consideration against the Design principles.</p> <p>See detailed comments below:</p>

	<p>and</p> <p>(v) Clear line of sight at pedestrian and vehicle crossings.</p>	
<p><u>6.3.2 – Landscaping - Detailed comments</u></p> <p><u>Landscaping:</u> Landscaping within the prescribed 4m front setback area on the Railway Parade frontage is slightly less than the 50% minimum prescribed by the Deemed-to-comply provisions of the R-Codes, however, landscaping which sits forward of the buildings on the Railway Parade frontage (and which will 'read' as the setback area to any casual observer) overall equates to an area which is more than 50% of the area contained within the prescribed street setback. On this basis the proposed arrangements are supported.</p> <p><u>Pedestrian Path</u> While the design provides a satisfactory arrangement for pedestrian access within the site and to the rear right-of-way, the plan does not provide a pedestrian path from the public street to the main entrance to the development (between units 9 and 10 on the ground floor). The absence of a pedestrian path linking the front entrance of the development to the pedestrian path is not acceptable.</p>		
<p>6.3.3 Parking</p>	<p>Car and bicycle parking at the following ratios:</p> <p><u>Occupier car bays:</u> 0.75 bays per small dwelling (< 75m² or 1 bedroom)</p> <p>(Note: As the plot ratio of all dwellings is under 75 sq. metres, each dwelling has a prescribed parking requirement of 0.75 bays per dwelling).</p> <p><u>Visitor car bays:</u> 0.25 bays per dwelling</p> <p><u>Bicycle Parking:</u> 1 space per 3 dwellings for occupiers; and 1 space per 10 dwellings for visitors designed in accordance with AS2890.3 (as amended).</p>	<p>Parking is provided at the following ratios:</p> <p><u>Occupier car bays</u> Each dwelling is provided with 1 car parking bay (22 in total) which exceeds the 0.75 per bay (17 in total) required under the R-Codes.</p> <p><u>Visitor Car Bays</u> 6 bays required and 6 bays provided.</p> <p><u>Bicycle Parking</u> While the number of bays is acceptable, siting and design is not. See additional comments below.</p>
<p><u>6.3.3 – Parking - Detailed comments</u></p>		

Bicycle Parking

Clause 6.3.3 C3.2 of the Residential Design Codes states that bicycle parking is to be provided in accordance with the relevant Australian Standard (AS 2890.3) at a ratio of one space per ten dwellings (3 spaces) for visitors and one space per three dwellings (8 spaces) for occupiers.

Although the design references two bike racks which notionally would provide storage for the required number of bicycles, there are a number of deficiencies associated with the arrangement as follows:

- Lack of weather protection (required for occupier spaces);
- Lack of security (at a minimum a secure compound is required for occupier spaces);
- Siting (bike racks located beyond acceptable distance from entry to premises and visitor bays not located close to main pedestrian access points as specified within the Australian Standard).

Having regard to the deficiencies identified above, bicycle parking arrangements are not acceptable as currently proposed.

<p>6.3.4 Design of car parking spaces</p>	<p>(i) Spaces and manoeuvring areas as per AS 2890.1.</p> <p>(ii) Visitor bays marked for visitor use only, located close to or visible from the point of entry to the development and outside security barriers.</p> <p>(iii) Car parking areas comprising 6 or more spaces provided with landscaping & shade trees.</p> <p>(iv) All bays except visitors' fully concealed from the street or public place.</p>	<p>(i) Not acceptable. See detailed comments below.</p> <p>(ii) Acceptable.</p> <p>(iii) Not applicable. No uncovered car parking areas comprising 6 or more bays proposed.</p> <p>(iv) Acceptable.</p>
---	--	---

6.3.4 – Design of car parking spaces - Detailed comments

Council's Local Planning Policy No. 8 – Parking Specifications identifies a requirement for access aisles between rows of car parking bays to incorporate a minimum width of 6.2 metres. This is the minimum specified by Australian Standard AS2890.1 to allow single movement entry into car parking bays. The three access aisles within the main car parking area incorporate dimensions of 5.8 metres, 5.85 metres and 5.9 metres.

The reduced width access aisles further results in the design not demonstrating compliance with requirements contained within clause 2.5.2 (c) of AS2890.1 which requires car parking areas to be designed so as to allow two vehicles (one B99

design standard vehicle and one B85 design standard vehicle) to pass each other at intersecting parking aisles.

Visitor car parking bay 3 is under width at 2.335m as shown on the approved drawings.

6.3.5 Vehicular access	<p>(i) One opening per 20m street frontage.</p> <p>(ii) Access to be taken (where available) first from right-of-way; or second from secondary street; or third from primary street.</p> <p>(iii) Driveways designed for two way vehicle access.</p> <p>(iv) Driveways to be adequately paved and drained.</p>	<p>(i) Complies.</p> <p>(ii) Proposed arrangement accepted. See detailed comments below.</p> <p>(iii) Complies (subject to design modifications discussed in point 6.3.4 above).</p> <p>(iv) Complies.</p>
---------------------------	--	--

6.3.5 – Vehicular Access - Detailed comments

Clause 6.3.5 (C 5.2) would ordinarily expect that access to on site car parking spaces in this instance would be provided solely from the right-of-way at the rear of the site, and while the majority of car parking spaces (all occupier spaces and two visitor spaces) are accessed from this location, it is also proposed the an access point be provided from Railway Parade to serve four visitor car parking spaces. The Design principle associated with this matter requires “vehicular access to be provided so as to minimise the number of crossovers, to be safe in use and not detract from the streetscape”.

The proposed configuration is supported for the following reasons:

- The majority of car parking spaces (including all occupier spaces) are accessed from the right-of-way as called for within the Deemed-to-comply provisions of the R-Codes;
- Provision of visitor car parking spaces accessed from the public street provides the most practical siting for visitors; especially those who have not previously been to the site and are relying on a physical public street address to locate the property; and
- Siting visitor car parking bays adjacent to the main pedestrian entrance to the development is a standard and established design approach which is advocated by the R-Codes.

6.3.6 Site works	(i) Excavation or filling between street and building or within 3m of street alignment (whichever is the lesser) not exceeding 0.5m.	Not Acceptable. See detailed comments below.
---------------------	--	--

	<p>(ii) Excavation or filling within a site and behind street setback line limited by compliance with building height limits and building setback requirements.</p> <p>(iii) All excavation or filling behind a street setback line and within 1m of a lot boundary not more than 0.5m above natural ground level.</p>	
--	--	--

6.3.6 – Site Works - Detailed comments

The proposed development incorporates filling and retaining to 1000mm in height adjacent to the left hand (western) side property boundary with the BWS bottle shop. This exceeds the 500mm maximum which is allowed by the Deemed-to-comply provisions of the R-Codes and accordingly must be considered against the associated Design Principles which require:

- *Development that considers and responds to the natural features of the site and requires minimal excavation/fill; and*
- *Where excavation/fill is necessary, all finished levels respecting the natural ground level at the boundary of the site and the adjoining properties and as viewed from the street.*

The locality within which the development is proposed is essentially flat, each original lot upon which the development is proposed having a cross fall from side to side of approximately 400-500mm. However, the cross fall for the development site as a whole now exceeds this figure as it is formed from the amalgamation of a number of original lots (as viewed from the rear right-of-way the development site is four original lots wide and as viewed from Railway Parade the development site is two original lots wide).

On the right-of-way frontage of the development site the designer has responded to natural topography by stepping the floor levels of the buildings over three levels (Block 1 has a finished floor level (FFL) of 9.972, block 2 incorporates a FFL of 10.486 and block 3 incorporates a FFL of 11.00).

However, on the Railway Parade frontage of the development site, the design incorporates a single floor level of 11.00 across the entirety of the development site.

The approach which has been taken on the Railway Parade frontage of the development site is not acceptable for the following reasons:

- Selecting the highest point of natural ground level and then simply filling across the development site (as is proposed) does not consider and respond to the natural features of the site, contrary to the Design principle;
- Selecting the highest point of natural ground level and then filling across the site

<p>does not result in a development with minimal excavation/fill, contrary to the Design principle;</p> <ul style="list-style-type: none"> • The 1000mm high filling which is proposed is highly visible from both the adjoining property and the street, having regard to the nature of development on the adjoining property, contrary to the Design principle; • No other property within proximity of the development site incorporates filling and retaining as proposed with this development, so the arrangement is out of context with other development within the locality; and • The 1000mm high filling sits immediately beneath a proposed two storey boundary wall. The extent of filling which is proposed contributes to the development not complying with prescribed building heights and exacerbates the bulk and scale of this component of the development, adversely impacting the streetscape and amenity of the locality. 		
6.3.7 Retaining walls	Retaining walls of less than 0.5m high built up to lot boundary.	Not Acceptable. See detailed comments below as well as comments for Site Works (6.3.6) above.
<p><u>6.3.7 – Retaining walls - Detailed comments</u></p> <p>The proposed development incorporates a retaining wall of 1000mm in height which is built to the left hand (western) side property boundary with the BWS bottle shop. This exceeds the 500mm maximum which is allowed by the Deemed-to-comply provisions of the R-Codes and accordingly must be considered against the associated Design Principles which require:</p> <p><i>Retaining walls that result in land which can be effectively used for the benefits of residents and do not detrimentally affect adjoining properties and are designed, engineered and adequately landscaped having regard to clauses 6.3.6 and 6.4.1.</i></p> <p>Refer to comments provided in reference to Site Works, above, as the planning considerations are the same.</p>		
6.3.8 Stormwater management	All storm water contained on site where possible.	Complies.
6.4.1 Visual privacy	Major openings and unenclosed habitable spaces raised more than 0.5m above natural ground level and overlooking any other residential property behind its street setback set back in accordance with Table within cl 6.4.1 or are screened.	Acceptable. See detailed comments below.
<p><u>6.4.1 – Visual Privacy - Detailed comments</u></p> <p>The proposed development incorporates a number of major openings and unenclosed active habitable spaces which have a floor level more than 0.5m above natural ground level which overlook the BWS bottle shop site behind its street</p>		

setback line and which are not set back from a lot boundary in accordance with the distance identified within the Deemed-to-comply provisions of the R-Codes. These areas must be considered against the associated Design principles with the openings in question being:

- Rear facing Bedroom window and Balcony to Unit 19; and
- Habitable room windows and associated external areas to Units 13-15.

The property which can be viewed from the openings and spaces referred to above is the BWS bottle shop site, and while overlooking of this site is not problematic at the present time, consideration against the specified Design principles must be made as this site is zoned Residential and therefore a site upon which future residential development is permitted.

The arrangements which are proposed relative to the BWS bottle shop site are considered acceptable from a visual privacy perspective for the following reasons:

- While the BWS remains on the adjoining property the ability for there to be casual observation from the proposed development is actually a positive outcome from a Crime Prevention Through Environmental Design (CPTED) perspective;
- Views from Unit 19 provide an oblique, rather than direct, view into the adjoining property;
- Bedroom windows to upper floor units 14 and 15 are set back 4.3 metres from the common boundary which varies only minimally from the 4.5m setback prescribed by the DTC provisions;
- The elevated walkways forward of units 13-15 are spaces which will not be used for extended periods of time; and
- If the BWS site is redeveloped for residential purposes in the future, site planning for any such development can be undertaken having regard for what has been approved and developed on the adjoining property.

The proposed development also incorporates a number of major openings to active habitable spaces (balconies) facing the Bassendean Church of Christ on the opposite side of the right-of-way to the rear of the development site which are set back, in a direct line of sight to the lot boundary with the church site less than the 7.5 metre minimum dimension specified within the Deemed-to-comply provisions of the R-Codes.

The arrangements which are proposed in relation to church site are considered acceptable from a visual privacy perspective for the following reasons:

- While the church remains on the adjoining property the ability for there to be casual observation from the proposed development is actually a positive outcome from a Crime Prevention Through Environmental Design (CPTED) perspective;
- If the church site is redeveloped for residential purposes in the future, the Town would look for right-of-way widening in the same manner as that which has been called for in conjunction with this development, and the resultant right-of-way width would be 6m. This width, combined with setbacks of dwellings on each side would likely result in a scenario which was virtually 'Deemed-to-comply' compliant;
- The likely configuration of any future residential development on the church site

<p>would incorporate dwellings facing the right-of-way in the same manner as is proposed with this development. This would result in balconies facing balconies in a 'public' setting as opposed to balconies from one development site overlooking areas of private open space in a 'non-public' setting within the second development; and</p> <ul style="list-style-type: none"> • If the church site were redeveloped for residential purposes in the future, site planning for any such development can be undertaken having regard to what has been approved in conjunction with this development proposal. 		
6.4.2 Solar access for adjoining sites	Shadow cast from proposed development at noon on 21 June not to exceed 25% of R20 coded land or 35% of R40 coded land.	Complies.
6.4.3 Dwelling size	<p>Diversity in unit types and sizes as follows:</p> <p><u>1 Bedroom Dwellings</u> 20% min & 50% max (5 minimum / 11 maximum)</p> <p><u>2 Bedroom Dwellings</u> 40% minimum (9 minimum)</p> <p>Min dwelling size of 40 m² plot ratio floor area.</p>	Acceptable. See detailed comments below.
<p><u>6.4.3 – Dwelling Size – Detailed Comments</u></p> <p>All dwellings within the development incorporate a minimum plot ratio floor area of 40 sq. metres.</p> <p>The proposed development incorporates the following mix:</p> <ul style="list-style-type: none"> • 16 x two bedroom / two bathroom dwellings; • 2 x dwellings which have two rooms with the capacity to be used as bedrooms along with 1 bathroom; and • 4 x one bedroom / one bathroom dwellings. <p>The DTC provisions of the R-Codes specify a requirement for 4.4 (5) one bedroom dwellings, while the associated Design principles require the development to provide “diversity in dwellings to ensure that a range of types and sizes is provided”.</p> <p>The proposed development provides the following mix of dwelling types:</p> <p>18% one bedroom (marginally below the 20% DTC minimum) 73% two bedroom dwellings (comfortably meeting the 40% DTC minimum) 9% with two rooms which can be used as bedrooms and one bedroom.</p> <p>The two dwellings which incorporate two habitable rooms along with one bathroom do provide a dwelling type which differs from the two bed / two bath and one bed /</p>		

one bath dwellings. As such, a diversity of dwelling types is provided as required by the specified Design Principle and the dwelling mix which has been proposed is supported.

6.4.4 Outbuildings	Outbuildings in accordance with prescribed criteria (points (i) to (viii)).	Acceptable. See detailed comments below.
-----------------------	---	--

6.4.4 – Outbuildings – Detailed comments

The Deemed-to-comply provisions of the R-Codes permit the development of outbuildings which:

- i. Are not attached to a dwelling;
- ii. Are non-habitable;
- iii. Do not exceed 60m² in area or 10 per cent in aggregate of the site area, whichever is the lesser;
- iv. Do not exceed a wall height of 2.4m;
- v. Do not exceed a ridge height of 4.2m;
- vi. Are not within the primary or secondary street setback area;
- vii. Do not result in the non-compliance with open space set out in Table 4; and
- viii. Are set back in accordance with Tables 2a, 2b and Figure Series 3.

An outbuilding is defined by the R-Codes as “an enclosed non-habitable structure that is detached from any dwelling, but not a garage”. As such, the various outbuildings which are incorporated into this development include:

- The building containing bin store and stores 9 – 11 adjacent to the right hand (eastern) side property boundary;
- The building containing stores 8 and 20-22 which is built up to the left hand (western) side property boundary;
- The building containing stores 7 and 18 which is built up to the right hand (eastern) side property boundary;
- The building containing stores 13-16 and 19 which is built up to the boundary with the BWS bottle shop; and
- The building containing stores 1-6, 12 and 17.

As the outbuildings described above incorporate variations to the Deemed-to-comply provisions of the R-Codes (approx. 123 sq. metre total floor area; wall height which exceeds 2.4m; and built to boundary in some locations) they must be considered against the associated Design principle which requires:

“Outbuildings that do not detract from the streetscape or the visual amenity of residents or neighbouring properties.”

The arrangements which have been proposed in relation to proposed outbuildings are considered acceptable for the following reasons:

- The outbuildings in question are not visible from the street and as such do not detract from the streetscape; and
- The outbuildings are designed and constructed of materials which match the remainder of the development meaning that they will not detract from the visual amenity of residents or neighbouring properties.

6.4.5 External fixtures	<ul style="list-style-type: none"> (i) Solar collectors permitted. (ii) Std TV aerials; essential plumbing vent pipes & external rain water down pipes. (iii) Other external fixtures which are screened. (iv) Antennae & satellite dishes not visible from street. 	Although there is only limited information provided in relation to this matter, the proposal is seen to be acceptable (appropriate conditions would have to be included to suitably address this matter in the event that the proposed development were to be approved).
6.4.6 Utilities and facilities	<ul style="list-style-type: none"> (i) 4m² store with 1.5m min internal dimensions for each dwelling. (ii) Communal rubbish pick up area(s) which are conveniently located; accessible; adequate in size; and screened from view. (iii) Clothes drying areas screened from view. 	<ul style="list-style-type: none"> (i) Complies. (ii) See detailed comments below (iii) Complies. Communal clothes drying area provided which is located adjacent to the boundary with Nos. 2 & 2B Broadway. To be supplemented on any approval granted by the Town by conditions requiring any other clothes drying to be screened from view of the street.

6.4.6 – Utilities and Facilities – Detailed comments

The development has been provided with two bin stores. Bin store 1 is located adjacent to building block 4 while bin store 2 is located within the vicinity of building block 1.

Bins are provided at a ratio of 1 bin shared between 2 units, meaning that the development is provided with 22 bins in total (11 x 240 litre general rubbish bins which will be collected weekly and 11 x 240 litre recycling bins which will be collected fortnightly). This level of provision accords within the recommended level of capacity advocated within the “Guide to Best Practice for Waste Management in Multi-unit Developments” October 2010 prepared by Sustainability Victoria which states, at page 40:

*“Examples of best practice waste management in low-rise developments include:
Option 1: Use of mobile garbage bins (MGBs) for garbage and recyclables, with bins stored in a communal storage area. Council’s waste management unit will be able to advise what the allocation of bins will be. However, a rule of thumb is one 240L bin of each type (i.e. garbage, recycling) shared per two units.”*

The level of provision offered by the sharing of 1 bin per 2 units also provides a level of capacity which is similar in total to that advocated within the “Draft Multiple Dwelling Development Waste Management Planning Guidelines – A Toolkit for Western Australian Local Government and Developers” 2013 prepared by WALGA.

Bin store 1 is designed to accommodate 7 general waste bins and 7 recycling bins and is designed to serve the 8 dwellings in block 4 which front Railway Parade and the 6 dwellings in block 3 which front the rear right-of-way. It is located conveniently for use by the residents within the dwellings fronting Railway Parade and an acceptable distance from the residents within block 3 facing the right-of-way.

Bin store 2 is designed to accommodate 4 general waste bins and 4 recycling bins and is designed to serve the 8 dwellings in blocks 1 and 2 which front the rear right-of-way. It is located an acceptable distance from the residents within these dwellings.

With modification to existing verge treatment (there is a specifically developed and maintained verge planting treatment which sits forward of the development site which would currently prevent the placement of bins and which would need to be removed and replaced with brick paving to accommodate placement of bins while awaiting collection) there is just enough verge space available to accommodate the placement of 22 bins for collection.

A deficiency in the design of the rubbish storage areas for this development is the absence of storage capacity for bulky rubbish disposal. Best practice requires the provision of space within or immediately adjacent to bin storage areas to allow residents to temporarily store unwanted bulky items while awaiting disposal. This is said to be important to stop residents illegally dumping this material on the footpath, which detracts significantly from the quality and appearance of the development, and is of increased relevance noting that the likelihood of dwellings such as those which are proposed being used for rental accommodation and subject to a higher turnover of occupants. The design should be modified to build in capacity for bulky rubbish storage / disposal and all waste management arrangements should be addressed within an updated and refined waste management plan to be separately approved by the Town.

Noise:

When the application for grouped dwellings was made on behalf of the same landowner in 2013, the Town confirmed the need for an acoustic consultants report to be prepared which addressed the matter of potential noise impacts on the proposed dwellings, particularly from the adjoining bottle shop.

The applicant was advised that the report should address noise emissions from No. 76 (Lot 51) Railway Parade, including all existing installations, activities and processes, giving actual sound level measurements of plant, both individually and in combination.

The need for the report to include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986 was identified, along with the need for the report to include assessments of:

- Noise emissions from refrigeration motors;
- Noise emissions from air-conditioning units;
- Noise emissions from vehicular movements to and from site (include customers, deliveries, and staff at various times of the day);
- Noise emissions from the use of the bin store including waste collection activities; and
- Noise emissions from customers / patron activity.

The applicant was advised of the need for this report to be provided in conjunction with the assessment of the application for planning approval, as its recommendations may influence the design of the development.

When the application for 22 multiple dwellings was submitted by Danmar Homes on behalf of the same land owner in late 2013 the same advice was re-conveyed as it was for a third time when the current application for planning approval was made in 2015.

It is not apparent as to why the property owner has been so reluctant to have the required noise report commissioned, especially noting advice from the Town's Environmental Health staff confirming that:

- (a) there is a definite noise conflict which exists on site; and
- (b) the recommendations contained within the noise report may influence the design and layout of dwellings on the development site.

The need for an acoustic report to be produced remains outstanding and the applicant has been informed accordingly. They have requested that this matter be dealt with by way of a condition of approval.

Additionally, the noise report can also cover the church site to address concerns which have been raised by the church in their submission and should also address road and rail infrastructure which may impact occupants of proposed dwellings.

Right-of-way

The rear of the development site is adjoined by a paved and drained right-of-way. This right-of-way is 4.02 metres in width which is insufficient to accommodate two way vehicle movements. In circumstances where development adjoining such a right-of-way is proposed, it is standard planning practice for land to be excised from abutting properties on either side of the right-of-way in equal amounts in order that the overall width of the right-of-way can eventually be increased to 6.0 metres.

In this instance, the desire to see an eventual overall right-of-way width of 6.0 metres would mean that a 1.0 metre strip of land would need to be excised from the rear of the development site. The applicant is conscious and accepting of this requirement and a 1.0 metre strip of land to be excised for right-of-way widening is shown on the plans accordingly.

The Town's records show that the portion of the right-of-way which adjoins the development site is privately owned by the Church of Christ which owns the land on the opposite side of the right-of-way and that the owners of the development site would have the ability to claim 'user rights' in relation to vehicle access.

Public Art

The proposed development is subject to the provision of provide public art in accordance with the provisions described within the Town's Local Planning Policy No. 15 "Percent for Art Policy" which has been provided as an attachment to this report.

The Policy requires that the cost of public art be no less than one percent of the value of the development, and a condition of approval has been incorporated to this effect.

Options/Alternatives

If the Development Assessment Panel believes that:

- (a) areas which need to be addressed under clause 5.3 of the Town's Local Planning Scheme No. 10 to enable a determination to be granted at an R40 density code; and
- (b) the areas of concern which have been identified which are linked to the R-Code assessment;

can respectively be addressed via conditions of approval, it could approve the application in accordance with the recommendation contained within this report.

If the Development Assessment Panel believes that the areas of concern that have been identified can not suitably be addressed, then it could refuse the application subject to specifying appropriate reasons linked to non-compliance with the provisions of the Town's Local Planning Scheme and R-Codes.

Council Recommendation:

The Council of the Town of Bassendean considered this proposal at a special meeting held 8 June 2015, at which time it resolved as follows:

"That Council:

1. *Endorses the Senior Planning Officer's report and recommendation to the Metropolitan Central Joint Development Assessment Panel for the Proposed 22 Multiple Dwellings on Lot 54 (Nos. 72-74) Railway Parade, Bassendean.*
2. *Expresses its concern that approval of this development undermines the site's proposed R100 development potential as the property is directly opposite the Bassendean railway station and about to be the subject of structure planning to achieve this higher outcome."*

Conclusion:

As identified within this report, the development site is allocated a split residential density coding of R20/40 under the provisions of the Town's Local Planning Scheme No. 10, and some refinement is required to facilitate development at the R40 density

code as proposed. The required changes are relatively straightforward in terms of the design adjustments which need to be made.

In addition to changes required to facilitate approval of the development at an R40 density code, there are also a range of refinements which are required to address the numerous R-Code concerns which were detailed within this report.

Where a recommended condition of approval requires a design change to be effected, all parties need to be aware of the potential for one design change to have other 'knock on' implications. In this respect the applicant needs to be mindful that in making a design change to address an imposed condition of approval that the change which is made does not result in a new area of non-compliance being generated with respect to a new or unrelated matter.

Cancelled