



CITY OF VINCENT

AGENDA

Council Briefing

23 April 2019

Time: 6pm
Location: Administration and Civic Centre
244 Vincent Street, Leederville

Michael Quirk
A/Chief Executive Officer

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PROCEDURE FOR PUBLIC SPEAKING TIME

The City of Vincent Local Law Relating to Meeting Procedures prescribes the procedure for persons to ask questions or make public statements relating to a matter affecting the City, either verbally or in writing, at a Council meeting.

Questions or statements made at an Ordinary Council meeting can relate to matters that affect the City. Questions or statements made at a Special Meeting of the Council must only relate to the purpose for which the meeting has been called.

1. Shortly after the commencement of the meeting, the Presiding Member will ask members of the public to come forward to address the Council and to give their name and the suburb in which they reside or, where a member of the public is representing the interests of a business, the suburb in which that business is located and Agenda Item number (if known).
2. Public speaking time will be strictly limited to three (3) minutes per member of the public.
3. Members of the public are encouraged to keep their questions/statements brief to enable everyone who desires to ask a question or make a statement to have the opportunity to do so.
4. Public speaking time is declared closed when there are no further members of the public who wish to speak.
5. Questions/statements are to be directed to the Presiding Member and are to be made politely in good faith and are not to be framed in such a way as to reflect adversely or be defamatory on a Council Member or City Employee.
6. Where the Presiding Member is of the opinion that a member of the public is making a statement at a Council meeting, that does not affect the City, he may ask the person speaking to promptly cease.
7. Questions/statements and any responses will be summarised and included in the Minutes of the Council meeting.
8. Where practicable, responses to questions will be provided at the meeting. Where the information is not available or the question cannot be answered, it will be *"taken on notice"* and a written response will be sent by the Chief Executive Officer to the person asking the question. A copy of the reply will be included in the Agenda of the next Ordinary meeting of the Council.
9. It is not intended that public speaking time should be used as a means to obtain information that would not be made available if it was sought from the City's records under Section 5.94 of the Local Government Act 1995 or the Freedom of Information (FOI) Act 1992. The CEO will advise the member of the public that the information may be sought in accordance with the FOI Act 1992.

RECORDING AND WEBSTREAMING OF COUNCIL MEETINGS

- All Ordinary and Special Council Meetings are electronically recorded except when the Council resolves to go behind closed doors;
- All recordings are retained as part of the City's records in accordance with the General Disposal Authority for Local Government Records produced by the Public Records Office;
- A copy of the recorded proceedings and/or a transcript of a particular section or all of a Council meeting is available in accordance with Policy No. 4.2.4 – Council Meetings – Recording and Web Streaming.
- Ordinary Meetings of Council and Council Briefings are streamed live on the internet in accordance with the City's Policy – 4.2.4 - Council Meetings Recording and Web Streaming. It is another way the City is striving for transparency and accountability in what we do.
- The live stream can be accessed from <http://webcast.vincent.wa.gov.au/video.php>
- Images of the public gallery are not included in the webcast, however the voices of people in attendance may be captured and streamed.
- If you have any issues or concerns with the live streaming of meetings, please contact the City's Manager Governance and Risk on 08 9273 6538.

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1 DECLARATION OF OPENING / ACKNOWLEDGEMENT OF COUNTRY

“The City of Vincent would like to acknowledge the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging”.

2 APOLOGIES / MEMBERS ON LEAVE OF ABSENCE

Cr Alex Castle on approved leave of absence from 17 April 2019 to 29 April 2019.

Cr Joanne Fotakis on approved leave of absence from 19 April 2019 to 29 April 2019.

Cr Dan Loden on approved leave of absence from 09 April 2019 to 25 April 2019.

3 PUBLIC QUESTION TIME AND RECEIVING OF PUBLIC STATEMENTS

4 DECLARATIONS OF INTEREST

5 DEVELOPMENT SERVICES

5.1	NO. 128A (LOT: 2; STR: 75653) GROSVENOR ROAD, MOUNT LAWLEY - PROPOSED SINGLE HOUSE
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TRIM Ref: D19/39166

Author: Dan McCluggage, Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: South

Attachments:

1. Attachment 1 - Consultation and Location Map [↓](#) 
2. Attachment 2 - Development Plans [↓](#) 
3. Attachment 3 - Summary of Submissions and Administration's Comments [↓](#) 
4. Attachment 4 - Summary of Submissions and Applicant's Response [↓](#) 
5. Attachment 5 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for a Single House at No. 128A (Lot: 2; STR: 75653) Grosvenor Road, Mount Lawley, in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 5:

1. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary wall facing No. 128 Grosvenor Road and No. 126 Grosvenor Road in a good and clean condition prior to practical completion of the development to the satisfaction of the City. The finish of the boundary walls is to be fully rendered or face brickwork to the satisfaction of the City;

2. Car Parking and Access

- 2.1 The car parking and access areas shall be sealed, drained and paved in accordance with the approved plans and are to comply with the requirements of AS2890.1 prior to occupancy or use of the development;
- 2.2 Vehicle access points are required to match into existing right of way levels; and
- 2.3 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications;

3. External Fixtures

All external fixtures, such as television antennas (of a non-standard type), radio and other antennae, satellite dishes, solar panels, external hot water heaters, air conditioners, meter boxes and the like, shall not be visible from the street or are to be integrated with the design of the building, to the satisfaction of the City;

4. Landscaping Plan

- 4.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:
 - The location and type of existing and proposed trees and plants;
 - Areas to be irrigated or reticulated; and

- The provision of 24.8 per cent of the site area as deep soil zone and 31.1 percent canopy cover at maturity; and

4.2 All works shown in the plans as identified in condition 4.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

5. Stormwater

All stormwater produced on the subject land shall be retained on site by suitable means to the satisfaction of the City;

6. Visual Privacy

Prior to occupation or use of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Clause 5.4.1 of the Residential Design Codes (Visual Privacy) deemed to comply standards, to the satisfaction of the City; and

7. Sight Lines

No walls, letterboxes or fences above 0.75 metres in height shall be constructed within 1.5 metres of where:

- 7.1 walls, letterboxes or fences adjoin vehicular access points to the site; or
- 7.2 a driveway meets a public street; or
- 7.3 two streets intersect; unless otherwise approved by the City of Vincent.

PURPOSE OF REPORT:

To consider an application for development approval for a single house at No. 128A Grosvenor Road, Mount Lawley (the subject site).

PROPOSAL:

The application proposes a two storey Single House on the subject site with vehicle and primary pedestrian access from Dolce Lane to the west.

BACKGROUND:

Landowner:	Ryan Chu and Seren Chu
Applicant:	Neil Cownie Architect
Date of Application:	5 December 2018
Zoning:	MRS: Urban LPS2: Zone: Residential R Code: R40
Built Form Area:	Residential
Existing Land Use:	Vacant Land
Proposed Use Class:	Dwelling (Single)
Lot Area:	195m ²
Right of Way (ROW):	Yes: Dolce Lane to the west – 5.0 metres wide, drained and sealed; and ROW to the north – 6.0 metres wide, drained and sealed.
Heritage List:	No.

The subject site is currently vacant and bound by Dolce Lane to the west, a ROW to the north, a double storey single house to the east at No. 126 Grosvenor Road and a single storey single house to the south at

No. 128 Grosvenor Road. The surrounding area is generally characterised by a mixture of both single and double storey dwellings.

The subject site is zoned Residential with a density coding of R40 under the City's Local Planning Scheme No. 2 (LPS2). The subject site and the adjoining properties are within the Residential built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy).

The proposed development plans are included as **Attachment 2**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Built Form Policy and the State Government's Residential Design Codes (R Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Site Area	✓	
Street Setback	✓	
Front Fence	✓	
Lot Boundary Setback		✓
Building Height	✓	
Open Space		✓
Outdoor Living Areas		✓
Landscaping	✓	
Privacy		✓
Parking & Access		✓
Solar Access	✓	
Site Works/Retaining Walls	✓	
Essential Facilities	✓	
External Fixtures	✓	
Surveillance	✓	

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Lot Boundary Setback	
Deemed-to-Comply Standard	Proposal
R Codes Clause 5.1.3	
<u>East</u> Ground Floor Ensuite to Bedroom 2 setback 1.8m to eastern boundary.	<u>East</u> Ground Floor Ensuite to Bedroom 2 setback 1.5m to eastern boundary.
<u>South</u> Upper Living Room to Kitchen setback 1.6m to southern boundary.	<u>South</u> Upper Floor Living Room to Kitchen setback 1.5m to southern boundary.
Open Space	
Deemed-to-Comply Standard	Proposal
R Codes Clause 5.4.1	
45.0% of site area	43.2% of site area
Outdoor Living Area	
Deemed-to-Comply Standard	Proposal
R Codes Clause 5.3.1	

Minimum dimension of 4.0m.	Minimum dimension of 2.8m.
Privacy	
Deemed-to-Comply Standard	Proposal
R Codes Clause 5.4.1	
<u>Upper floor terrace</u>	<u>Upper floor terrace</u>
Setback 7.5m from No. 101A Raglan Road to the north.	Setback 7.1m from No. 101A Raglan Road to the north.
Parking & Access	
Deemed-to-Comply Standard	Proposal
R Codes Clause 5.3.3	
Two on-site parking spaces.	One on-site parking space.
R Codes Clause 5.3.5	
Driveways no closer than 6.0 metres to a street corner.	The proposed vehicle access point is not setback from the corner of Dolce Lane and the ROW.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, for a period of 14 days commencing on 7 February 2019 and concluding on 21 February 2019. The method of consultation being 13 letters mailed to all owners and occupiers surrounding the site (as shown in **Attachment 1**) and a notice on the City's website, in accordance with the City's Policy No. 4.1.5 – Community Consultation.

The City received eight submissions; six in objection, one expressing concern and one in support of the proposal. The main issues raised during the consultation related to:

- The impact of overshadowing on the surrounding properties access to natural sun light;
- The impact of the over height boundary wall abutting the southern lot boundary on the amenity of the adjoining property; and
- The impact of the proposed development on the surrounding streetscape.

Following advertising the applicant provided amended plans, with modifications to the plans including:

- Reducing the southern and eastern boundary wall heights which now satisfies the deemed-to-comply requirement of the R Codes;
- Increasing the setback for significant portions of the dwelling from 1.2 metres to 1.5 metres to the southern and eastern lot boundaries;
- Increasing the setback for significant portions of the dwelling from 1.2 metres to 1.5 metres to the eastern lot boundary; and
- Increasing the mature canopy coverage to exceed 30 percent;

The amended plans were readvertised to the previous submitters for a period of seven days commencing on 22 March 2019 and concluding on 29 March 2019. The City received eight submissions; six in objection, one expressing concern and one in support of the proposal. The objections that were received predominantly reiterated previous concerns raised. A new concern was raised during the consultation period relating to the proposed car parking shortfall and resultant additional vehicles being parked on Dolce Lane and the ROW.

A summary of the submissions received during both rounds of advertising and Administration's response is provided in **Attachment 3**. The applicant provided a response to the submissions received during the first round of advertising which is included in **Attachment 4**.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.1.1 – Built Form Policy.

Should Council refuse the application for development approval, the applicant will have the right to have the decision reviewed in accordance with Part 14 of the *Planning and Development Act 2005*.

City of Vincent Policy No. 7.1.1 – Built Form

The City has undertaken community consultation for amendments to the existing Built Form Policy. The community consultation period concluded on 11 December 2018.

The development has not been assessed against the proposed amendments to the Built Form Policy. The amendments to the Built Form Policy are in draft form and do not reflect the outcome of any changes stemming from the community consultation period. The amendments to the Built Form Policy are not considered to be 'seriously entertained' as they have not received approval from Council following community consultation and they are not certain or imminent in coming into effect in the form they were advertised in.

The amendments to the Built Form Policy are expected to be presented to Council in mid-2019 to consider its acceptability following community consultation.

Delegation to Determine Applications:

This matter is being referred to Council for determination as the proposal has received more than five objections during the City's community consultation period.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

- This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Lot Boundary Setback*Eastern boundary*

The R Codes set a 1.8 metre deemed-to-comply setback for the ground floor bedroom 2 ensuite to the eastern lot boundary. A 1.5 metre setback is proposed.

The proposed lot boundary setbacks satisfy the relevant design principles for the following reasons:

- The wall primarily abuts the garage wall of the adjoining property rather than any major openings to habitable rooms or the primary outdoor living area so as to minimise any impact;
- Due to the orientation of the subject site and adjoining property the proposed setback would allow access to adequate direct sunlight to the adjoining eastern properties;
- The development is proposed to be setback sufficiently to allow adequate ventilation for the adjoining property to the east;
- The eastern façade of the proposed dwelling has varying setbacks, glazing and a deep soil area supporting three crepe myrtle's to moderate the impact of building bulk on the adjoining property;
- The development does not result in any departures from the deemed-to-comply visual privacy requirements of the R Codes in relation to the property to the east; and
- The finished floor level of the existing dwelling to the south is approximately 1.23 metres higher than the proposed dwelling. Whilst the subject wall abuts a major opening to a habitable room on the adjoining property, the proposed development is stepped to follow the natural features of the site and would not result in undue impacts relating to bulk or loss of natural sunlight.

Southern boundary

The R Codes sets a deemed-to-comply setback of 1.6 metres for the upper floor living to kitchen to the southern lot boundary lot boundary. A 1.5 metre setback is proposed.

The proposed lot boundary setback satisfies the relevant design principles for the following reasons:

- The proposed development meets the deemed-to-comply standards of the R Codes in relation to solar access for adjoining sites. The reduced setback would not result in an undue loss of access to direct sunlight to the adjoining property, and the wall is setback from the boundary to maintain ventilation to adjacent buildings;
- The southern façade of the proposed dwelling is articulated with contrasting materials and glazing to moderate the impact of building bulk on the adjoining property; and
- The development does not result in any departures from the deemed-to-comply visual privacy requirements of the R Codes in relation to the property to the south.

Open Space

The R Codes sets a deemed-to-comply standard for open space of 45 percent of the site area for properties with an R40 density coding. A total of 43.2 percent of site is proposed to be open space.

The proposed open space satisfies the relevant design principles for the following reasons:

- The dwelling provides the primary outdoor living area on the upper floor abutting the northern lot boundary which incorporates significant landscaping, including a 20 square metres landscaped area, supporting three frangipani trees and a deep soil planter along the eastern side of the terrace supporting two dwarf frangipani trees. While not considered as open space for the purposes of the R Codes definition this would function as an area that can be utilised for outdoor pursuits and if counted the site would have well over 45 percent open space;
- The development is consistent with the established streetscape as the development has provided for the ROW widening and is setback appropriately from the ROW;
- The dwelling façade provides visual interest and articulation with the use of timber cladding to the upper floor, face brick walls and concrete planters;
- The built form outcome is consistent with the density outcome dictated by the R40 density coding and is not an overdevelopment of the site with regard to bulk and scale;

- The proposed dwelling exceeds the R Codes requirements for covered and uncovered outdoor living areas and provides ample opportunity for occupants of the dwelling to undertake outdoor pursuits; and
- The development complies with the Built Form Policy requirements for landscaping through the provision of deep soil zones and mature tree canopy areas.

Outdoor Living Area

The R Codes sets a deemed-to-comply minimum dimension for outdoor living areas of 4.0 metres. A minimum dimension of 2.8 metres is proposed.

The proposed outdoor living area satisfies the relevant design principles for the following reasons:

- The outdoor living area is open to the northern aspect and provides adequate access to winter sun;
- The outdoor living area is capable of use in conjunction with the upper floor living and dining rooms of the dwelling; and
- The 25.7 square metre total outdoor living area size exceeds the 20 square metre deemed-to-comply standard and provides a functional space for outdoor pursuits.

Landscaping

In addition to the deemed-to-comply requirements of the R Codes, the application has also been assessed against the landscaping provisions of Clause 5.14 of the Built Form Policy that proposes replacement deemed-to-comply standards to those included in the R Codes. The deemed-to-comply landscaping standards set out in the Built Form Policy have not yet been approved by the WAPC and as such, these provisions are given due regard in the assessment of the application.

The Built Form Policy sets a deemed-to-comply standard of 15 percent of the site area as deep soil zone and 30 percent of the site area as canopy coverage at maturity. The application proposes 24.8 percent of the site area as deep soil zone and 31.1 percent canopy coverage at maturity. The application proposes trees within the lot boundary and ROW setback areas which would create the sense of open space between buildings and present an appropriate landscaping outcome to the streetscape and for residents. The application proposes trees within the upper floor outdoor living area which would provide depth and visual interest as viewed from the streetscape and adjoining properties. The proposal results in an overall increase in canopy across the site from what currently exists and positively contributes to the use and activation of the ROW.

Privacy

The R Codes sets a deemed-to-comply setback of 7.5 metres from upper floor terraces and balconies to site boundaries. The application proposes a setback of 7.1 metres from the upper floor terrace to the northern lot boundary across the right of way.

The proposed overlooking is consistent with the design principles for the following reasons:

- The upper floor terrace looks in the direction of the parking area and minor openings on the ground and upper floors of the adjoining property at No. 101A Raglan Road. The departure from the deemed-to-comply standard does not have an adverse impact on any major openings to habitable rooms or the primary outdoor living area;
- Whilst the upper floor terrace does look in the direction of the adjoining properties upper floor roof deck, there is approximately a 10.7 metre separation between the two and the angle of view is oblique rather than direct; and
- The proposed visual privacy variation was advertised to the adjoining property owner to the north at No.101A Raglan Road and no objection was received.

Parking & Access

The R Codes deemed-to-comply standard is for the development to provide two on-site car parking spaces. One on-site car parking space is proposed.

The parking proposed is consistent with the design principles for the following reasons:

- Although the site is not located within 250 metres of a "high frequency bus route" as defined in the R Codes, it is well serviced by accessible public transport options. The site is located approximately 290

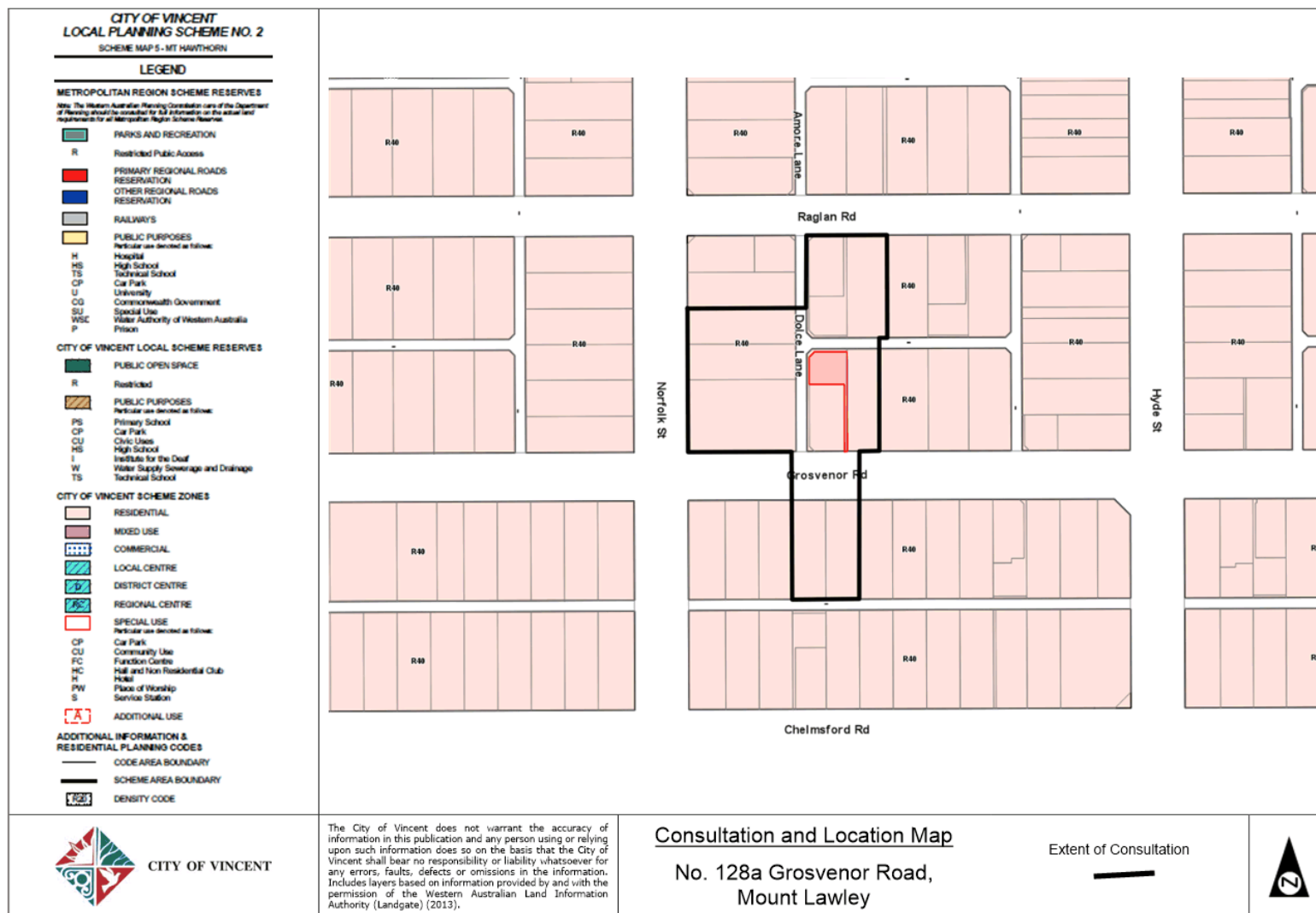
metres from William Street and approximately 400 metres from Fitzgerald Street which are both 'high frequency bus routes' in accordance with the R Codes. If the site was located within 250 metres of one of these routes the development would meet the deemed-to-comply standard under the R Codes as the number of bays necessary reduces to one bay;

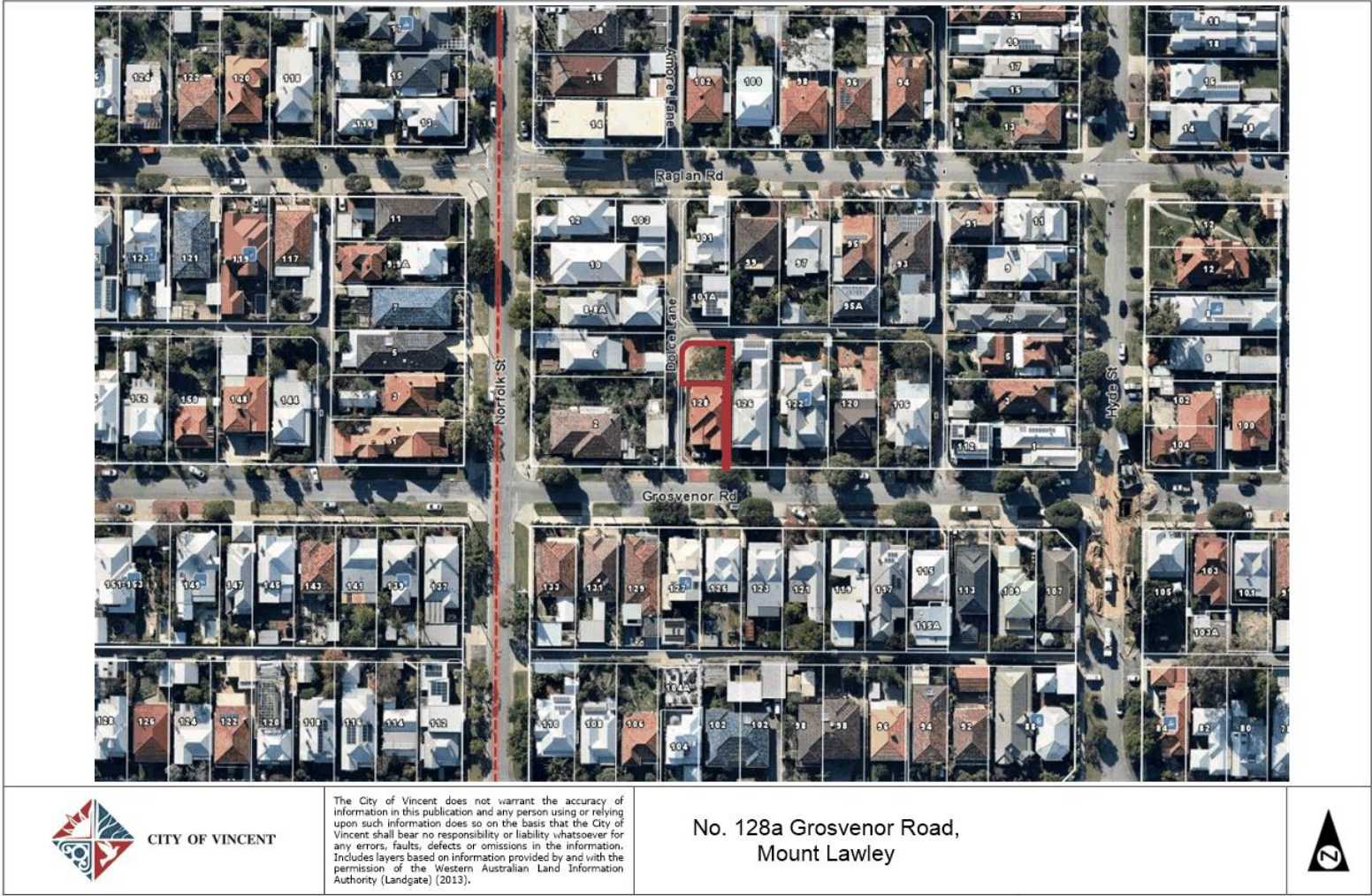
- There are accessible on-street parking options along the Grosvenor Road verge area between Fitzgerald Street and Beaufort Street which are able to be utilised by occupants and visitors of the subject site. The City's parking survey data identifies that the usage of the on-street parking along Grosvenor Street between Fitzgerald Street and Beaufort Street did not exceed 38% of capacity during the study times; and
- One car space is appropriate for the proposed development, being a Single House with an internal floor area of only 134 square metres.

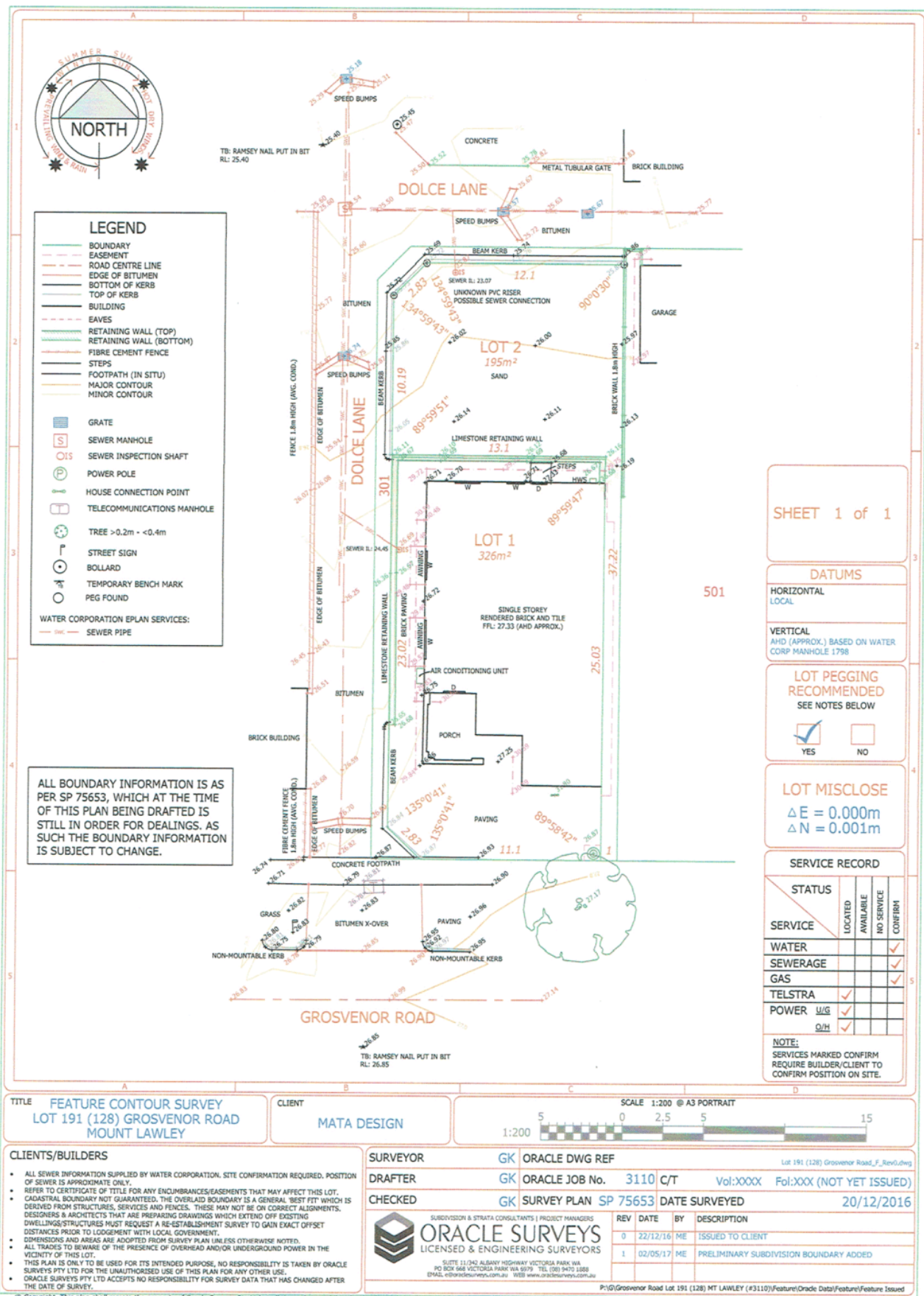
The R Codes deemed-to-comply standard is for driveways to be no closer than 6.0 metres to the street corner. The proposed vehicle access point is not setback from the corner of Dolce Lane and the ROW.

The proposed vehicle access configuration is consistent with the design principles for the following reasons:

- The development proposes an unenclosed parking space parallel to Dolce Lane which is a similar design to the approved dwelling to the north at No.101A Raglan Road;
- Dolce Lane and the ROW are low speed carriageways and the proposal would not result in an unsafe vehicle access point;
- The proposed parking area is unenclosed on the Dolce Lane boundary and the development proposes high quality landscaping, both of these design features would reduce the impact of the vehicle access point on the streetscape;
- The development proposes one vehicle access point to the site only; and
- The application has been assessed by the City's development engineers and it has been confirmed that one parallel parking space with a length of 6.6 metres is acceptable in the proposed location.







CITY OF VINCENT
RECEIVED
22 Mar 2019

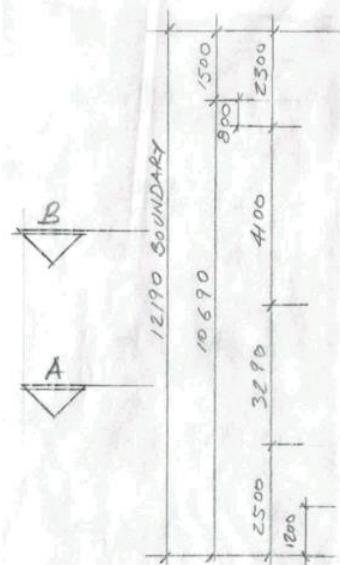
NOTE:

1. PARKING AREA PAVING TO THE TOWN OF VINCENT SPECIFICATIONS FOR PARKING
2. PARKING PROVIDED FOR ONE CAR.

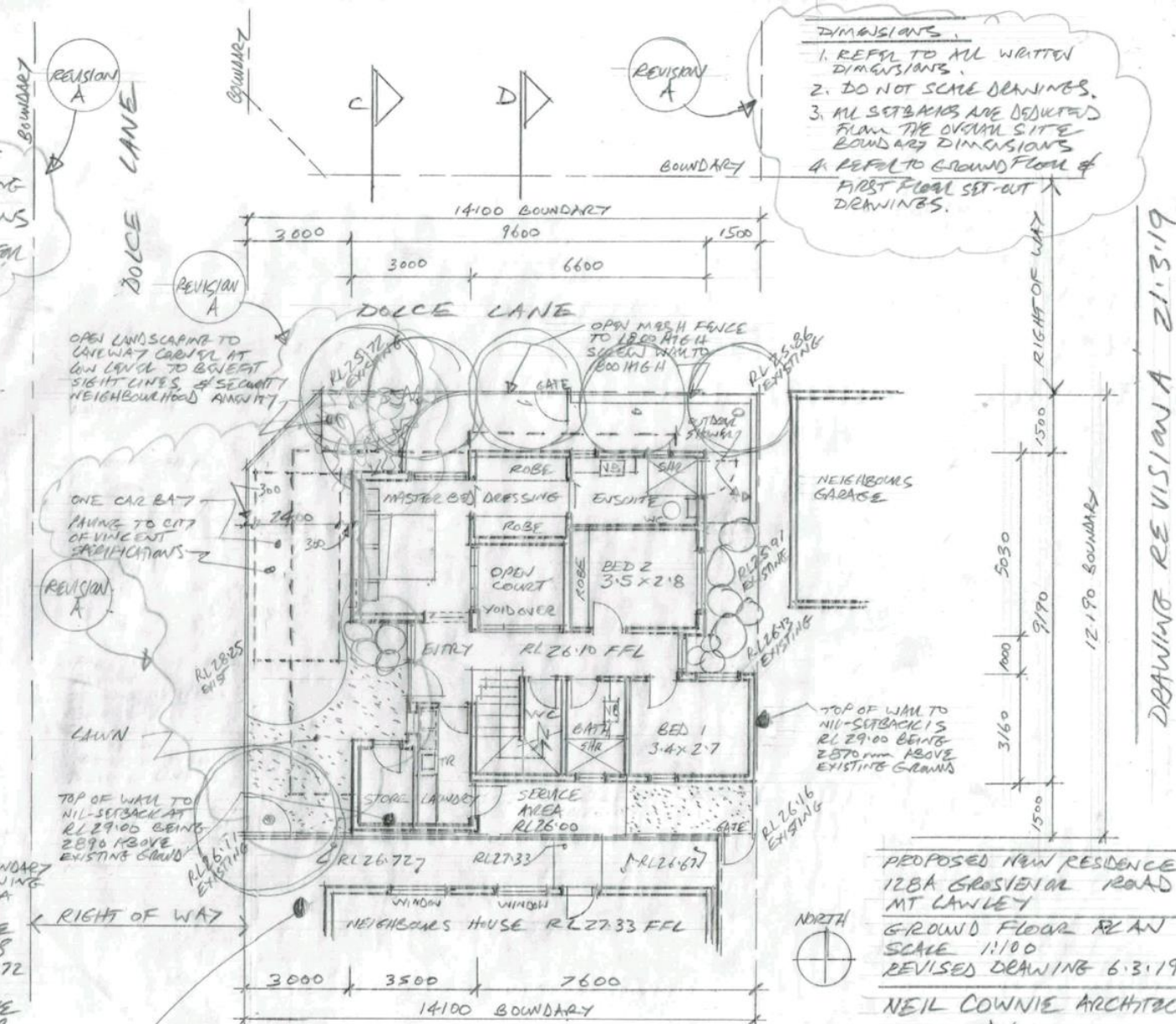
DIMENSIONS

1. REFLECT TO ALL WRITTEN DIMENSIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL SETBACKS ARE DEDUCTED FROM THE OVERALL SITE BOUNDARY DIMENSIONS.
4. REFLECT TO GROUND FLOOR & FIRST FLOOR SET-OUT IN DRAWINGS.

DRAWING REVISION A 21.3.19



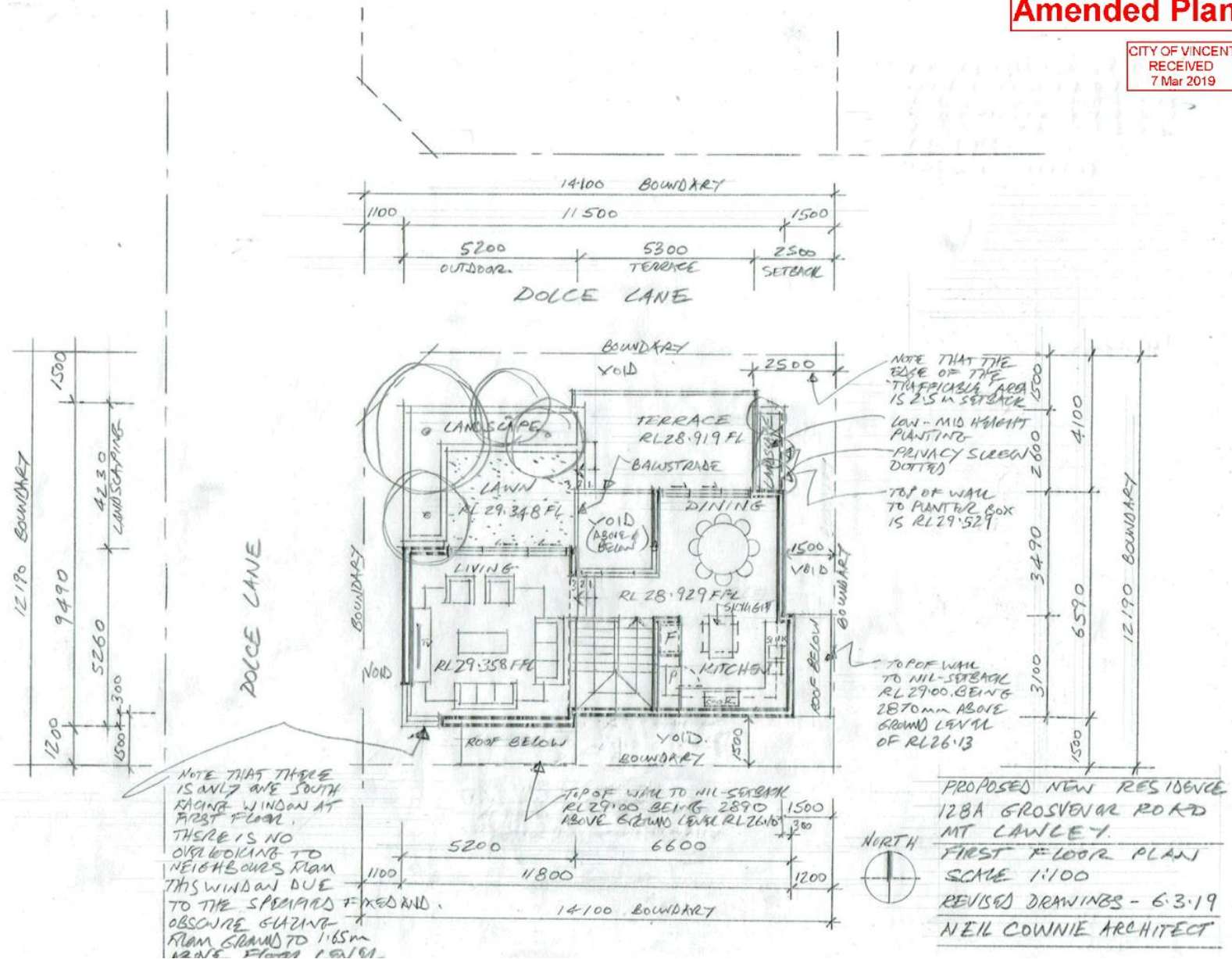
NOTE: - THE SOUTHERN BOUNDARY WAS AN EXISTING RETAINING WALL WITH A FACE TO A HEIGHT OF 18m ABOVE THE HIGHER SIDE TO THE SOUTH. THE NEIGHBARS GRAVEL LEVEL OF RL 26.72 IS 600 mm HIGHER. THE NEIGHBARS TO THE SOUTH INTERNAL FLOOR LEVEL AT RL 27.33 IS 123m HIGHER.



PROPOSED NEW RESIDENCE
128A GROSVENOR ROAD
MT LAWLEY
GROUND FLOOR PLAN
SCALE 1/100
REVISED DRAWING 6.3.19
NEIL COWNIE ARCHTBC
REVISION A - 21.3.19

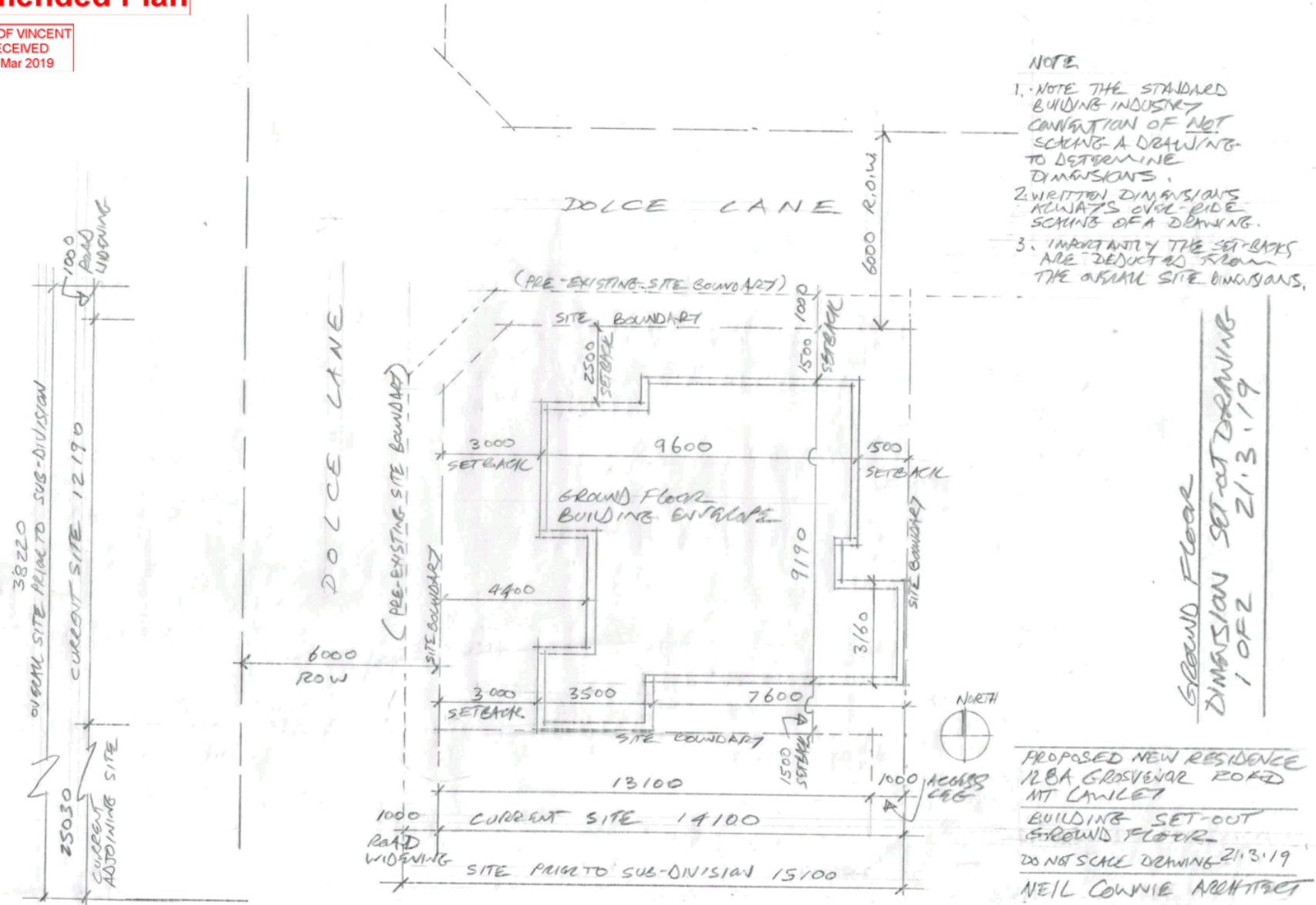
Amended Plan

CITY OF VINCENT
RECEIVED
7 Mar 2019

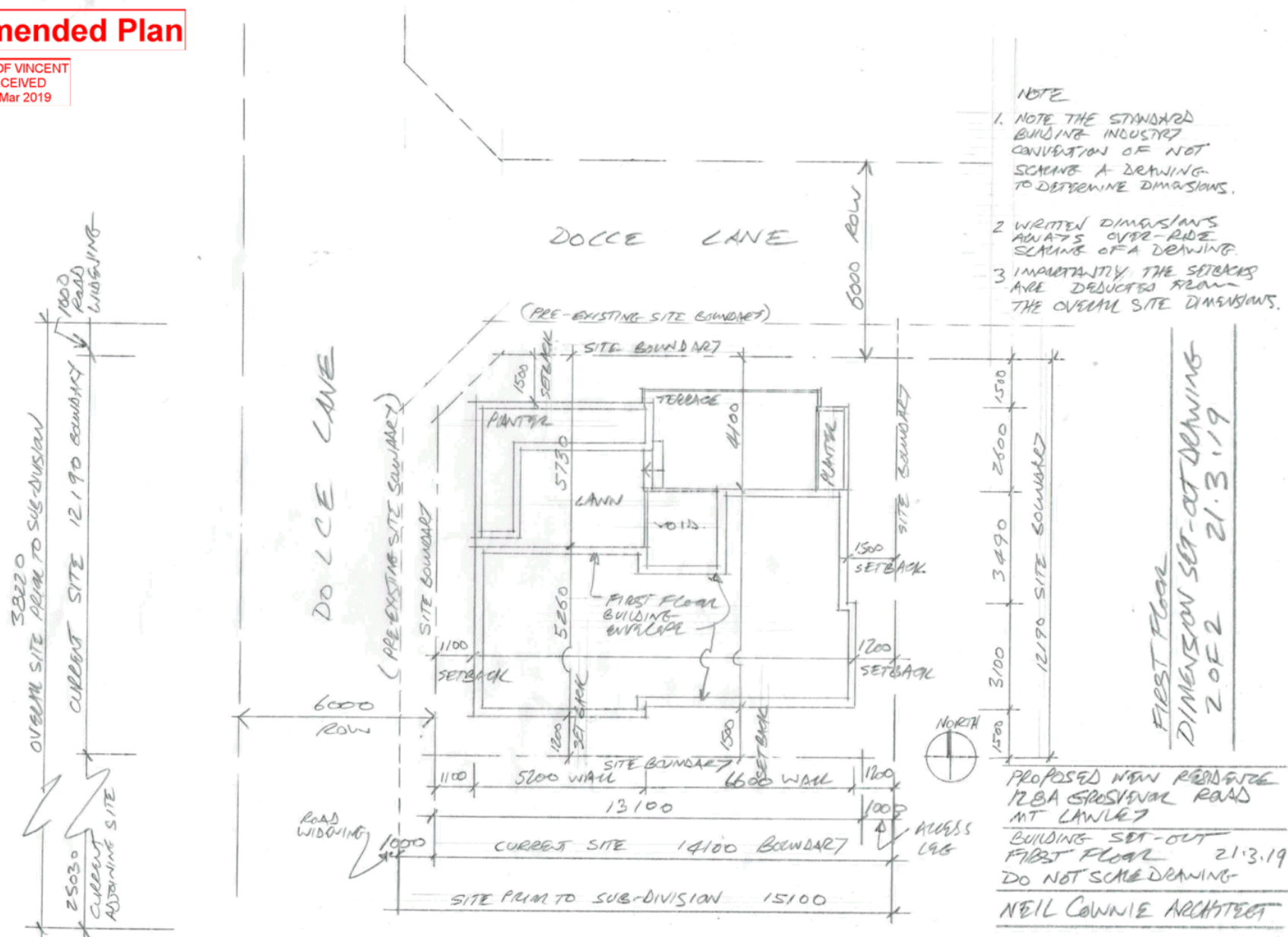


Amended Plan

CITY OF VINCENT
RECEIVED
22 Mar 2019



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22 Mar 2019



Amended Plan

CITY OF VINCENT
RECEIVED
22 Mar 2019

GROUND FLOOR TREES

REF	SPECIES
G1	CHINESE TILIA DECIDUOUS 3M CANOPY
G2	CREPE MYRTLE DECIDUOUS 3M CANOPY
G3	GLEDITSIA TRICANTHOS DECIDUOUS 4M CANOPY

TREE CANOPY EXTENT

* GROUND FLOOR AREA OF
TREE CANOPY (MEASURED
WITHIN THE SITE BOUNDARY)
= 30.2 m²

* FIRST FLOOR AREA OF
TREE CANOPY = 32.5 m²

TOTAL SITE TREE CANOPY = 62.7 m²

62.7 m² CANOPY WITHIN 195 m² SITE
= 32.15 % OF THE SITE

DEEP SOIL PLANTING

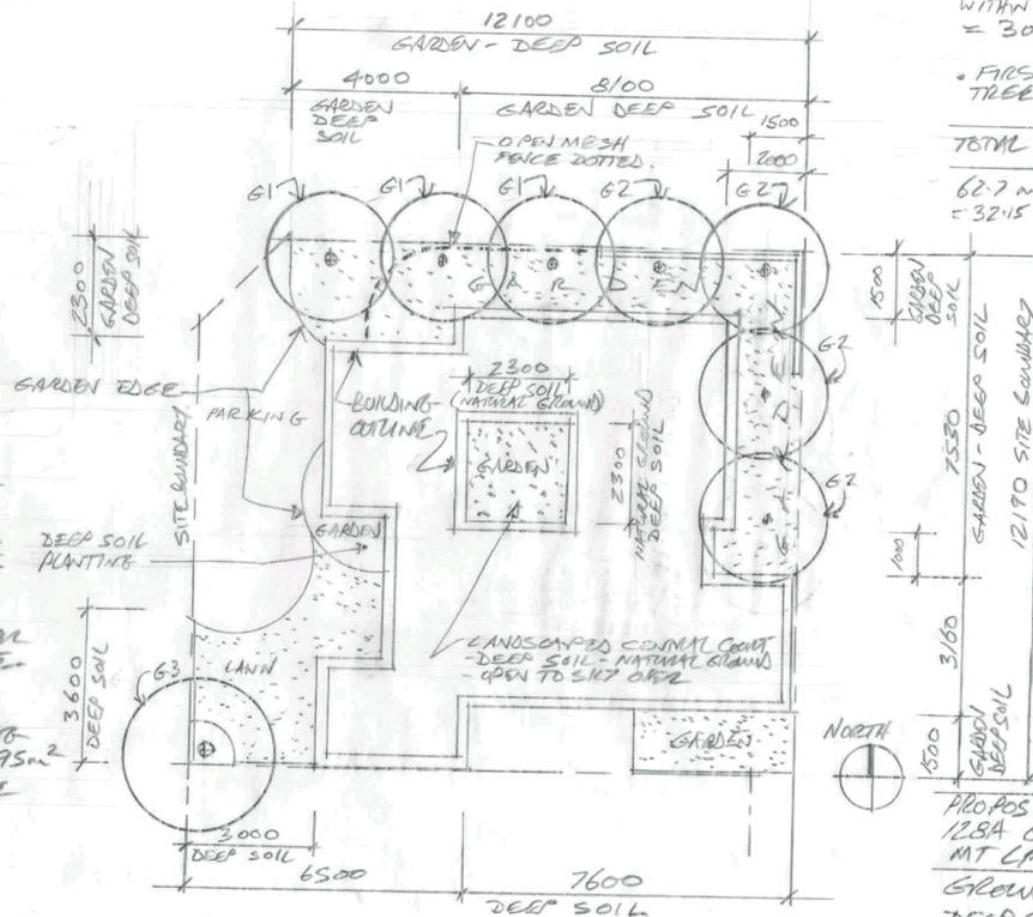
* GROUND FLOOR DEEP SOIL
PLANTING AREA = 50.6 m²

* FIRST FLOOR DEEP SOIL
PLANTING AREA = 9.4 m²

TOTAL DEEP SOIL = 60 m²

+ 11 m² LAWN AT FIRST FLOOR
WITHIN 500mm SOIL ZONE

60 m² DEEP SOIL PLANTING
WITHIN SITE AREA OF 195 m²
= 30.76 % OF THE SITE



GROUND FLOOR
LANDSCAPING DRAWING
1 OF 2
21.3.19

PROPOSED NEW RESIDENCE
1284 GROSVENOR ROAD
MT CRAWLEY

GROUND FLOOR 1 OF 2
DEEP SOIL / TREES
21.3.19

NEIL COWNIE ARCHITECT

FIRST FLOOR TREES

REF	SPECIES
F1	FRANGIPANI DECIDUOUS 4m CANOPY
F2	PRUNUS CERASIFERA DECIDUOUS 3m CANOPY
F3	SEMI-DECIDUOUS FRANGIPANI DECIDUOUS 1.5m - 2m CANOPY

DEEP SOIL PLANTING

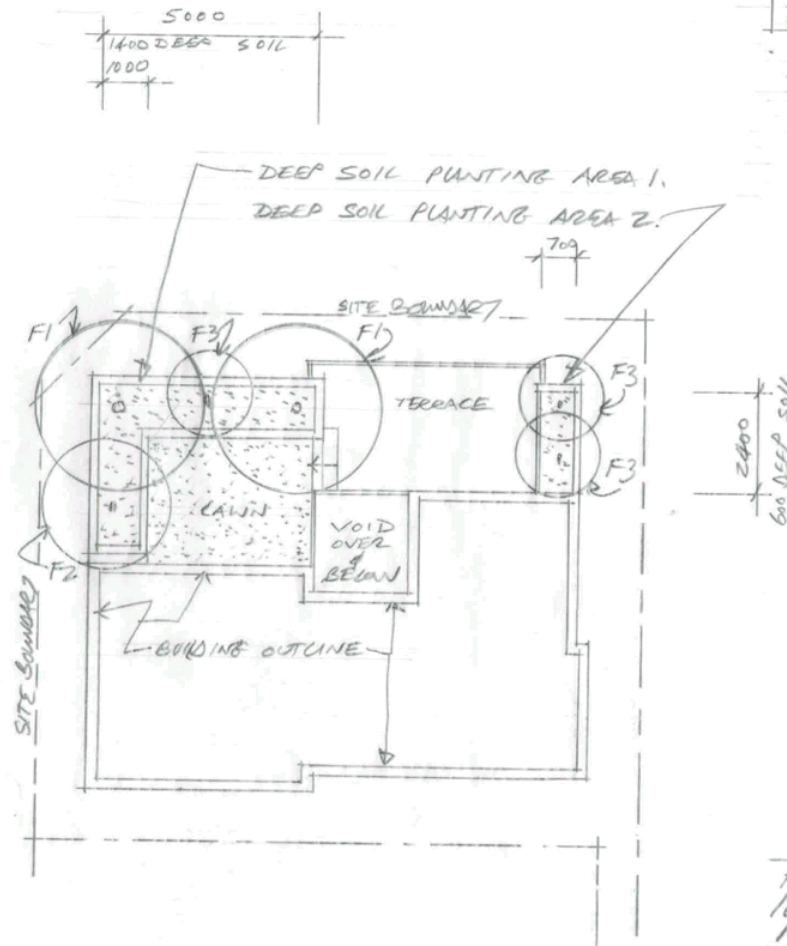
FIRST FLOOR DEEP SOIL
PLANTING AREAS AS FOLLOWS;

AREA 1 - $7.7m^2$ (1400 DEEP SOIL)

AREA 2 - $1.7m^2$ (600 DEEP SOIL)

TOTAL FIRST FLOOR DEEP SOIL = $9.4m^2$

+ $11m^2$ LAWN WITH 500 DEEP SOIL ZONE



TREE CANOPY EXTENT

FIRST FLOOR AREA OF
TREE CANOPY = $32.5m^2$

Amended Plan

CITY OF VINCENT
RECEIVED
22 Mar 2019

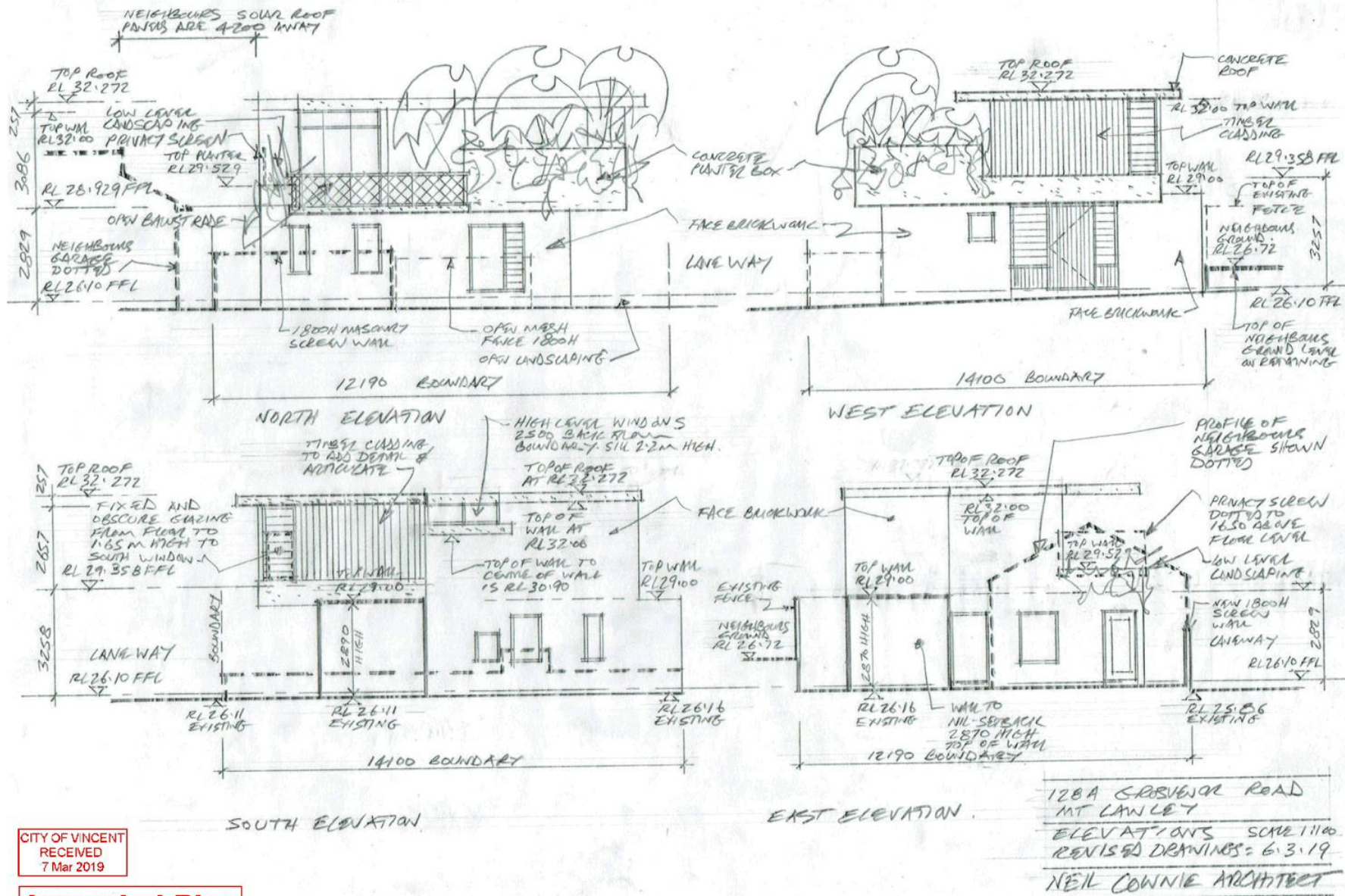
FIRST FLOOR
LANDSCAPING DRAWING
2 OF 2 21.3.19

PROPOSED NEW RESIDENCE
128A GROSVENOR ROAD
MT LAWLEY

FIRST FLOOR
DEEP SOIL/TREES 2 OF 2

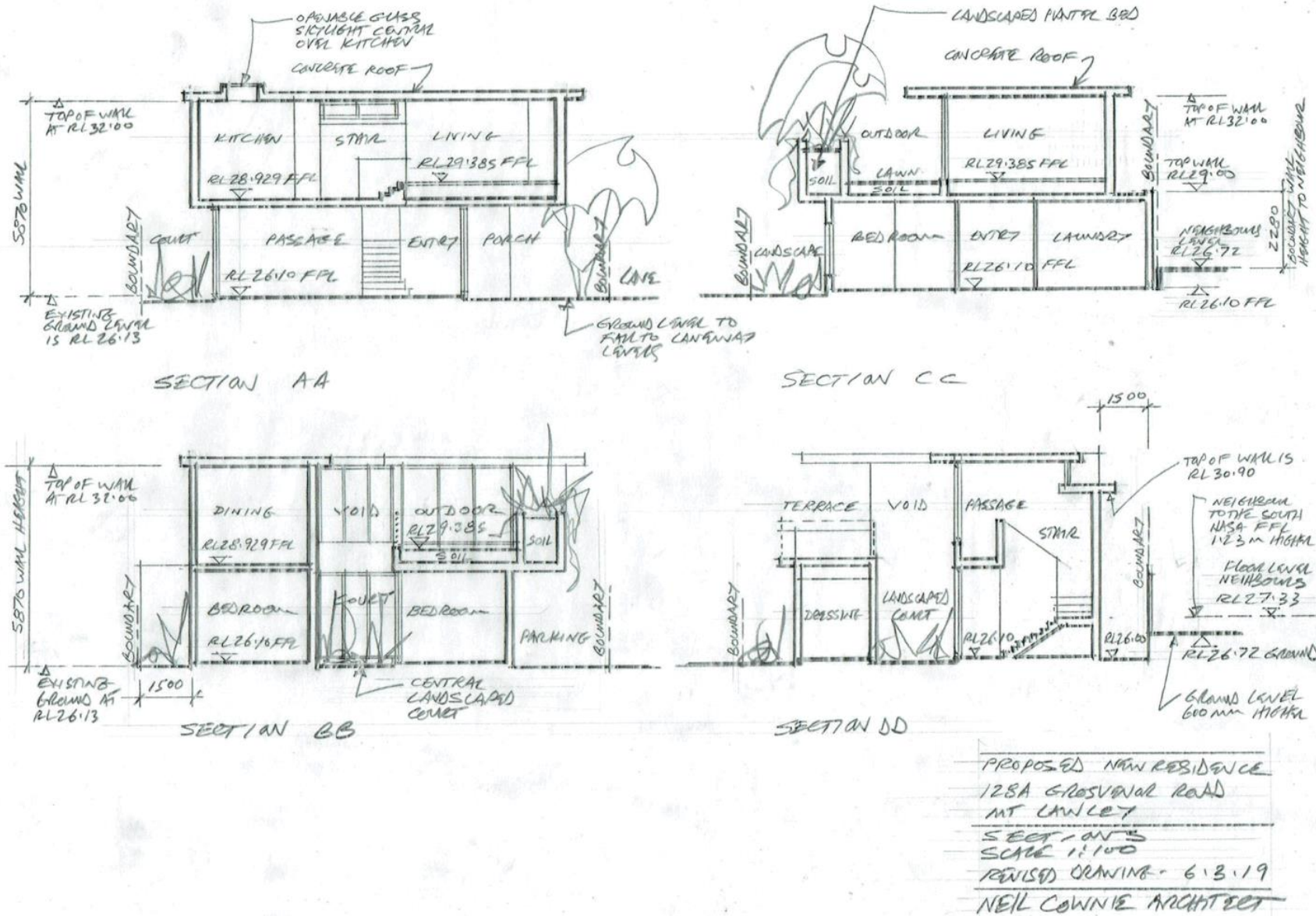
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NEIL COWNIE ARCHITECT



CITY OF VINCENT
RECEIVED
7 Mar 2019

Amended Plan



Summary of Submissions: 128a Grosvenor Road, Mount Lawley

The table below summarises the comments received during the first advertising period of the proposal (7 February 2019 – 21 February 2019), together with the Applicant's response to each comment.

Comments Received in Support:	Administration's Technical Comment:
This is a great design home for a very tight block. The architect has gone to every effort to comply whilst ensuring a liveable home.	Noted.
Comments Received in Objection:	Administration's Technical Comment:
<u>Overshadowing</u> <ul style="list-style-type: none"> The proposed two story rear wall will block a large amount of light to the property to the south including light to two habitable rooms; and The height of the proposed development in relation to the existing property will create shade over the existing property to the south. The amenity of the living spaces of the existing property will be very much downgraded in winter due to loss of winter sunshine and warmth. 	<ul style="list-style-type: none"> The proposed two storey Single House is consistent with the bulk and scale anticipated from an R40 coding and consistent with existing development within the immediate area; The proposed development satisfies the deemed-to-comply standards of the R Codes/Built Form Policy in relation to solar access for adjoining sites and building height; and Due to the orientation of the lots it is reasonable to expect that a level of overshadowing will occur to the south. The level of overshadowing proposed is consistent with the planning framework and is acceptable.
<u>Boundary Wall Height</u> <p>The back wall of the store abutting the southern lot boundary is too high.</p>	<ul style="list-style-type: none"> The property to the south is retained approximately 0.6 metres higher than the subject site meaning that the proposed boundary wall is 2.3 metres higher than the adjoining properties level rather than 3.0 metres as measured from the natural ground level; The proposed boundary wall to the southern lot boundary has a length of 3.5 metres which would not be excessive in the context of the 14.1 metre boundary; and The proposed boundary wall abutting the southern lot boundary satisfies the deemed-to-comply lot boundary setback standards of the R Codes.
<u>Noise</u> <p>Concerns raised regarding noise created by the proposed development, particularly in relation to the reduced lot boundary setbacks to adjoining properties.</p>	<p>The proposed development is a single house which is permitted within the residential zone and the level of acoustic privacy would be consistent with what is expected in an R40 coded residential area.</p>

Summary of Submissions: 128a Grosvenor Road, Mount Lawley

Comments Received in Objection:	Administration's Technical Comment:
<p><u>Streetscape</u></p> <p>Concerns raised regarding the impact of the proposed variations on the streetscape and general appearance of the neighbourhood.</p>	<ul style="list-style-type: none"> The design of the proposed development is consistent with existing two storey developments fronting Dolce Lane and the ROW (e.g. No. 8A Norfolk Street and No. 101A Raglan Road) and is acceptable; The proposed development provides articulation and visual interest as viewed from the ROW streetscape and would not have an adverse impact on the amenity of the existing streetscape; and The proposed development is setback from the ROW in accordance with the development on right of way deemed-to-comply standards of the Built Form Policy.
<p><u>Overlooking</u></p> <p>Concerns raised regarding visual privacy and overlooking to the adjoining property to the south.</p>	<ul style="list-style-type: none"> The ground floor of the proposed development sits approximately 0.6m lower than the retained level of the adjoining property to the south and would not result in any unacceptable overlooking; The upper floor living room window orienting the southern lot boundary would be fixed with obscure glazing from the floor to 1.65 metres high (as annotated on the southern elevation plan) and is acceptable; The upper floor kitchen does not contain any windows orienting the southern lot boundary; The upper floor window over the stairs is a highlight window with a sill height 2.4 metres above floor level and is acceptable; The proposed development satisfies the visual privacy deemed-to-comply standards of the R Codes in relation to adjoining property to the south.
<p><u>Landscaping</u></p> <p>Concerns raised regarding the height of the proposed trees in the planter box abutting the adjoining eastern property boundary and the impact of these trees on existing solar panels.</p>	<ul style="list-style-type: none"> The application proposes two semi-dwarf frangipani trees in the planter box abutting the eastern lot boundary. These trees have a mature canopy of 1.5 – 2.0 metres which is not anticipated to overhang the lot boundary; The eastern properties existing solar panels are located on the northern side of the garage roof ridge and would not be impacted by the proposed trees; and Due to the orientation of the subject site and adjoining property to the east the proposed development does not result in an unacceptable loss of access to direct sunlight in relation to the adjoining property.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions: 128a Grosvenor Road, Mount Lawley

The table below summarise the comments received during the second advertising period of the proposal, together with the Administration's response to each comment received (22 March 2019 – 29 March 2019). The summary includes comments raising points not covered in the original community consultation period.

Comments Received in Objection:	Administration's Technical Comment:
<p><u>Building Bulk</u></p> <ul style="list-style-type: none"> Concern regarding precedents being set for the area and general bulk; and Concern regarding the impacts of building bulk on the adjoining property to the south. 	<ul style="list-style-type: none"> The proposed development is a Single House which is a permitted use in the residential zone and would not set an undesirable precedent for future development in the area; and The built form outcome that is proposed would not result in building bulk that is out of line with the context of the surrounding area of R40 coding.
<p><u>Lot Boundary Setbacks</u></p> <ul style="list-style-type: none"> The reduced setbacks impact the adjoining southern properties outdoor living area and major openings; and The setback of the upper floor living room to the southern lot boundary is less than the 1.6m standard. 	<ul style="list-style-type: none"> The southern façade of the proposed development uses contrasting materials to provide visual interest, break up the appearance of blank solid walls and reduce the perception of building bulk; The proposed development provides significant landscaping on both the ground and upper floor levels and would contribute to the visual amenity of the ROW streetscape; The setback of the upper floor living room to the southern lot boundary is 1.2 metres and satisfies the lot boundary setback deemed-to-comply standard of the R Codes; Due to the orientation of the lots it is reasonable to expect that a level of overshadowing will occur to the south. The level of overshadowing proposed is consistent with the planning framework and is acceptable; The upper floor windows have been designed to protect the visual privacy of the adjoining property to the south; and The proposed development is a two storey single house with an upper floor setback of between 1.2 and 1.5 metres to the southern lot boundary which is acceptable.
<p><u>Overshadowing</u></p> <p>Concern raised regarding the impact of overshadowing on future solar panels on the adjoining property to the south.</p>	<ul style="list-style-type: none"> Aerial imagery from 24 February 2019 shows that there are no existing solar panels on the roof of the adjoining property to the south and the City must assess the proposed development based on the current site conditions. The proposed development would not preclude the installation of solar panels on the roof of the adjoining property to the south; and The proposed development satisfies the deemed-to-comply standards of the R Codes in relation to solar access for adjoining sites.

Summary of Submissions: 128a Grosvenor Road, Mount Lawley

Comments Received in Objection:	Administration's Technical Comment:
<p><u>Visual Privacy</u></p> <p>Concern regarding the proposed upper floor living room resulting in overlooking to the adjoining property to the south.</p>	<p>As outlined above, the upper floor living room window orienting the southern lot boundary would be fixed with obscure glazing from the floor to 1.65 metres high (as annotated on the southern elevation plan) and is acceptable.</p>
<p><u>Use of Pedestrian Access Leg</u></p> <p>Concern raised regarding the excessive use of the pedestrian access leg and associated impact on the adjoining property to the south.</p>	<ul style="list-style-type: none"> • The pedestrian access leg is part of the subject site and can be used by the owner of the land in conjunction with the Single House development; and • The intent of the pedestrian access leg is to allow for postal, visitor, rubbish collection and public utilities (e.g. water, gas, electricity and telephone), as outlined in the WAPC's <i>Planning Bulletin 33 – Rights of way or laneways in established areas</i>.
<p><u>Car Parking</u></p> <ul style="list-style-type: none"> • Concern raised regarding parking of vehicles within the ROW and Dolce Lane; and • Concern raised regarding the parking of vehicles along Grosvenor Road. 	<ul style="list-style-type: none"> • The adjoining property to the south (128 Grosvenor Road) has been previously approved with one on-site parking bay, similar to the current proposal; • The site is well serviced by accessible public transport options, being located approximately 290 metres from William Street and 400 metres from Fitzgerald Street which are both high frequency bus routes; • One car space is appropriate for the proposed development, being a Single House with an internal floor area of 134 square metres; • There are accessible on-street parking options along the Grosvenor Road verge area; and • This scale of development should not result in additional cars being parked on Dolce Lane and the ROW;
<p><u>Landscaping</u></p> <p>Concern raised regarding branches from proposed trees overhanging the adjoining property.</p>	<p>This is a civil matter between property owners and should be managed accordingly.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions: 128a Grosvenor Road, Mount Lawley

The table below summarises the objections received during the first advertising period of the proposal (7 February 2019 – 21 February 2019), together with the Applicant's response to each comment.

Comments Received in Objection:	Applicant's Response:
Issue: <u>Amenity</u> <ul style="list-style-type: none"> The lifestyle of the residents at the adjoining property to the south will be seriously degraded in terms of outlook, light, noise and privacy. 	<p>As discussed in detail below, the proposed development is consistent with the requirements relating to building heights, setbacks, overshadowing and visual privacy that apply under the City's Built Form Policy and the R-Codes.</p> <p>As such, the proposal is not considered to have any unreasonable adverse impact on the amount of sunlight penetration, noise intrusion or visual privacy for the southern neighbour.</p>
Issue: <u>Building Height/Overshadowing</u> <ul style="list-style-type: none"> The height of the proposed development in relation to the existing property will create shade over the existing property to the south. The amenity of the living spaces of the existing property will be very much downgraded in winter due to loss of winter sunshine and warmth. 	<p>The height of the proposed new house (at two storeys and 6.162 metres) complies with the provisions of the City's Built Form Policy, which permits two storey development with a height of 7.0 metres to the top of the external wall, where a concealed roof is proposed.</p> <p>The percentage of overshadowing of the property to the south also complies with the requirements of the R-Codes at 22.47% (35% permitted).</p>
Issue: <u>Departures to the R Codes deemed-to-comply</u> <ul style="list-style-type: none"> The non-compliances to lot boundary setbacks, open space, outdoor living area and visual privacy should be made compliant. 	<p>The lot boundary setbacks have been adjusted to achieve compliance and there are no visual privacy incursions to the southern or eastern neighbours.</p> <p>The design of the outdoor living area has also been adjusted in response to the officer comments below, to enhance functionality and ensure consistency with the design principles of the R-Codes.</p>
Issue: <u>Overshadowing</u> <ul style="list-style-type: none"> The proposed two story rear wall will block a large amount of light to the property to the south. This includes light to a bedroom and kitchen. 	<p>The height and lot boundary setbacks (as amended) of the proposed new house comply with requirements under the City's Built Form Policy and the R-Codes, as discussed in detail above and below.</p> <p>The percentage of overshadowing of the property to the south also complies with the requirements of the R-Codes, as noted above.</p> <p>As such, these concerns are observed to be unfounded.</p>
Issue: <u>Boundary Wall Height</u> <ul style="list-style-type: none"> The back wall of the store abutting the southern lot boundary is too high. 	<p>The proposed nil setback wall to the southern lot boundary at the ground floor is compliant with the provisions of the City's Built Form Policy, as discussed in detail in response to the officer comments below.</p> <p>As such, these concerns are unfounded.</p>
Issue: <u>Noise</u> <ul style="list-style-type: none"> Concerns raised regarding noise created by the proposed development, particularly in relation to the reduced lot boundary setbacks to adjoining properties. 	<p>As discussed in detail below, the proposal complies with the applicable lot boundary setback requirements. The level of acoustic privacy would therefore be consistent with what would typically be expected in an R40 coded residential area.</p> <p>It is also noted that the primary living spaces and outdoor habitable spaces</p>

Page 1 of 2

Summary of Submissions: 128a Grosvenor Road, Mount Lawley

Comments Received in Objection:	Applicant's Response:
	have been oriented to the north of the site, away from the directly adjoining neighbours.
Issue: <u>Streetscape</u> <ul style="list-style-type: none"> Concerns raised regarding the impact of the proposed variations on the streetscape and general appearance of the neighbourhood. 	The high quality, architecturally designed scheme provides an exemplary solution for neighbourhood security, amenity to neighbours, and brings landscape to the laneway. This scheme benefits the neighbourhood.
Issue: <u>Overlooking</u> <ul style="list-style-type: none"> Concerns raised regarding visual privacy and overlooking to the adjoining property to the south. 	There is no overlooking of the southern neighbour and their visual privacy is completely protected, with no cone of vision incursions. There is only one south-facing major opening at the first floor level, and this has fixed obscure glazing from floor to a height of 1.65m, consistent with the deemed-to-comply requirements of the R-Codes with respect to visual privacy (see Clause 5.4.1 C1.1(ii) and C1.2).
Issue: <u>Landscaping</u> <ul style="list-style-type: none"> Concerns raised regarding the height of the proposed trees in the planter box abutting the adjoining eastern property boundary and the impact of these trees on existing solar panels. 	<p>The location of the solar panels on the neighbouring property to the east is such that any possible impact (if any) to the solar panels would be limited to very short periods in the late afternoon, with unimpeded northern solar access for the majority of the day.</p> <p>Notwithstanding, the amended drawings show the proximity of the solar panels in relation to the proposed development with a separation distance of 4.2 metres between them. The height of the planter box has also been lowered and lower level landscaping will be planted in the eastern planter box.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.







Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
2. With reference to Condition 1, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.
3. The portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not be deemed to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City's specification for reinstatement of concrete paths.
4. With reference to Condition 2, all new crossovers to the development site are subject to a separate application to be approved by the City.
5. A security bond for the sum of \$3000, shall be lodged with the City by the applicant, prior to the issue of a building permit. This bond will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure in the Right of Way and the Verge along Coogee and Woodstock Streets, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.
6. With reference to Condition 4, the City encourages landscaping methods and species selection which do not rely on reticulation.
7. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an 'approved' temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.
8. With reference to Condition 5, no further consideration shall be given to the disposal of stormwater 'offsite' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'offsite' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.
9. A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site.
10. All street trees adjoining the subject land that are not conditioned for removal are to be retained and protected throughout the duration of the development. Should these trees die, decline, be damaged or are removed, charges will apply as per the City's Street and Reserve Tree Policy. Part of or all of your Verge Bond may be retained to cover the associated costs and further penalties and/or legal action may occur.

Determination Advice Notes:

11. Where the approved development has not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect. The term “substantially commenced” means that footings and walls of the subject structure have been erected within the first year of construction.
12. Where an approval has so lapsed, no development shall be carried out without the further development approval being obtained.
13. If an applicant is aggrieved by this determination there may be a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review of the decision must be lodged with the State Administrative Tribunal within 28 days of this determination.
14. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City’s attention.
15. Noisy Construction Work outside the period 7:00 am to 7:00 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City.
16. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.

5.2 NO. 3 (LOT: 43; D/P: 1237) ALMA ROAD, MOUNT LAWLEY - GROUPED DWELLING**TRIM Ref:** D19/23504**Author:** Natasha Trefry, Urban Planning Advisor**Authoriser:** John Corbellini, Executive Director Development Services**Ward:** South

- Attachments:**
1. Attachment 1 - Consultation and Location Plan [↓](#) 
 2. Attachment 2 - Development Plans [↓](#) 
 3. Attachment 3 - Summary of Submissions and Administrations Comment [↓](#) 
 4. Attachment 4 - Summary of Submissions and Applicant Comments [↓](#) 
 5. Attachment 5 - Additional Justification from Applicant [↓](#) 
 6. Attachment 6 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No.2 and the Metropolitan Region Scheme, APPROVES, the development application for a Grouped Dwelling at No. 3 (Lot: 43; D/P: 1237) Alma Road, Mount Lawley in accordance with the plans in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and surrounding properties to the satisfaction of the City;

2. Stormwater

All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City;

3. Schedule of External Finishes

Prior to the commencement of development a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

4. Landscape Plan

4.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated; and
- The provision of 15 per cent of the site area as deep soil zone and 30 per cent canopy cover at maturity; and

4.2 All works shown in the plans as identified in condition 4.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

5. Street Walls and Fences

The infill panels of the front fencing shall be 'visually permeable', as defined by State Planning policy 3.1; Residential Design Codes, to the satisfaction of the City;

6. Screening

6.1 The 'Black Powdercoated Aluminium Batten Sun Screen' shown for a portion of the eastern side of the 'Balcony' shall meet the definition of 'screening' as defined by State Planning Policy 3.1: Residential Design Codes to the satisfaction of the City. The screening shall be a minimum height of 1.6 metres from the finished floor level, permanently affixed and a minimum of 75 percent obscure to the satisfaction of the City;

6.2 Screening shall be provided to the western side of the 'Balcony' and shall meet the definition of 'screening' as defined by State Planning Policy 3.1: Residential Design Codes to the satisfaction of the City. The screening shall be a minimum height of 1.6 metres from the finished floor level, permanently affixed and a minimum of 75 percent obscure to the satisfaction of the City;

6.3 The major opening from the kitchen shall be permanently fixed to at least 1.6 metres in height measured from the finished floor level, or shall be modified to be a non-major opening, to comply with the deemed-to-comply Visual Privacy standards of Clause 5.4.1 of State Planning Policy 3.1: Residential Design Codes to the satisfaction of the City; and

6.4 Fixed planter boxes no less than 500 millimetres wide and 800 millimetres deep shall be provided on the roof terrace along the whole extent of the western length to the satisfaction of the City. Plantings within the planter boxes are to be no less than 800 millimetres high at maturity and provide a continuous screen of foliage across the length of the terrace; and

7. Right Of Way (ROW) Widening

7.1 Prior to the commencement of development, the applicant shall lodge a modified plan with the City providing a 0.5 metre setback to the southern ROW, a 1.0 metre setback to the eastern ROW and a 2.0 metre by 2.0 metre truncation setback between the southern and eastern ROW setback areas from any building or structure to enable future ROW widening, to the satisfaction of the City. The modified plan shall show the proposed Galvanised Steel and Rendered Masonry Boundary Fence relocated outside of the setback area, to the satisfaction of the City;

7.2 The 0.5 metre setback to the southern ROW, 1.0 metre setback to the eastern ROW and 2.0 metre by 2.0 metre truncation setback between the southern and eastern ROW setback areas referred to in condition 7.1 above shall be sealed, drained and graded to match into the level of the existing ROW to the satisfaction of the City, prior to the occupation or use of the development; and

7.3 The 0.5 metre setback to the southern ROW, 1.0 metre setback to the eastern ROW and 2.0 metre by 2.0 metre truncation setback between the southern and eastern ROW setback areas referred to in condition 7.1 above, shall be ceded free of cost to the City on subdivision or amalgamation of the land, including Built Strata subdivision.

PURPOSE OF REPORT:

To consider an application for development approval for a grouped dwelling at No. 3 Alma Road, Mount Lawley (subject site).

PROPOSAL:

The application proposes a three storey grouped dwelling to the rear of an existing single house that is proposed to be retained as a grouped dwelling. The third storey element of the dwelling comprises a central covered stairwell to an uncovered roof terrace only.

BACKGROUND:

Landowner:	Milton Mavrick, Lynne Mavrick, Jack Hobbs and Ella Hobbs
Applicant:	Dick Donaldson Architecture and Design
Date of Application:	06 December 2018
Zoning:	MRS: Urban LPS2: Residential R Code: R30
Built Form Area:	Residential
Existing Land Use:	Single House
Proposed Use Class:	Grouped Dwelling
Lot Area:	Total – 604m ² Subject Lot – 266m ²
Right of Way (ROW):	Yes Southern 3.82m wide, sealed and owned by City Eastern 4.02m to 5.0m wide, sealed and owned by City
Heritage List:	No

The subject site is bound by Alma Road to the north, a single storey single house to the west and a ROW to the east and south. A location plan is included as **Attachment 1**.

The surrounding residential developments to Alma Road and the adjacent ROW are single-storey and two-storey single houses. The subject site and adjoining properties are zoned Residential, with the subject properties and area to the south and east being coded R40 and the area to the north and west being coded R60. The area forms part of the Residential Built Form area in accordance with the City's Policy No. 7.7.1 – Built Form. The site currently accommodates a single storey single house with a street interface to Alma Road.

The application proposes an additional dwelling be located at the rear of the existing property, which is accessible via two existing ROWs which border the southern and eastern boundaries of the site. The development plans have been included as **Attachment 2**.

DETAILS:**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City's Policy No. 7.1.1 – Built Form and the State Government's Residential Design Codes. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Street Setback	✓	
Front Fence		✓
Building Setbacks/Boundary Wall		✓
Building Height/Storeys		✓
Open Space	✓	
Outdoor Living Areas	✓	
Landscaping	✓	
Privacy		✓
Parking & Access	✓	
Solar Access	✓	
Site Works/Retaining Walls	✓	
Essential Facilities		✓
External Fixtures	✓	
Surveillance	✓	

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Pedestrian Access Way		✓
Outbuildings	✓	
Development on Rights of Way		✓

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Lot Boundary Setbacks	
Deemed-to-Comply Standard	Proposal
Clause 5.1.3 of the R Codes <u>North Boundary:</u> Upper Floor: Balcony – 3.0m <u>Western Boundary:</u> Upper Floor: Bedroom 1 to Study – 1.6m	<u>North Boundary:</u> Upper Floor: Balcony – 2.5m <u>Western Boundary:</u> Upper Floor: Bedroom 1 to Study – 1.5m
Street Walls and Fences	
Deemed-to-Comply Standard	Proposal
Clause 5.10 of Built Form Policy <u>Eastern Boundary</u> Maximum pier height – 1.8m or 2.0m with capping detail Maximum height of solid portion of wall – 1.2m <u>Southern Boundary</u> Maximum height of solid wall – 1.8m	2.1m pier height with no capping Solid portion of wall – 1.9m Solid wall to 2.1m
Visual Privacy	
Deemed-to-Comply Standard	Proposal
Clause 5.4.1 of the R Codes Minimum setback of major openings to habitable rooms other than bedrooms and studies from property boundary – 6.0m Minimum setback of unenclosed outdoor active habitable spaces from property boundary – 7.5	<u>Kitchen</u> Setback from northern property boundary: 3.3m <u>Balcony</u> Setback from northern property boundary: 2.5m Setback from eastern property boundary: 1.0m <u>Terrace</u> Setback from northern property boundary: 6.1m Setback from eastern property boundary: 6.7m Setback from western property boundary: 4.2m
Building Height	
Deemed-to-Comply Standard	Proposal
Clause 5.6 of Built Form Policy 2 storey building height Maximum Height of Concealed Roof – 7.0m	3 storey building height (third storey consists of enclosed staircase to terrace only) Height of Concealed Roof – 8.8m
Essential Facilities	
Deemed to Comply	Proposal
Clause 5.4.1 of the R Codes	

An enclosed lockable storage area, constructed in a design and material matching the dwelling where visible from the street, accessible from outside the dwelling, with a minimum dimension of 1.5m where provided external to the garage and 1m where provided within a garage and an internal area of at least 4 square metres, for each grouped dwelling.	Store 1 (external) : 3.3 square metres Store 2 (internal): 3.5 square metres
Pedestrian Access Way	
Deemed-to-Comply Standard	Proposal
Clause 5.31 of Built Form Policy	
Minimum 1.5m wide pedestrian access way	0.9 metre wide pedestrian access way
Development on Rights of Way	
Deemed-to-Comply Standard	Proposal
Clause 5.31 of Built Form Policy	
Development setback 1.0m from a ROW or future right-of-way widening.	Eastern Boundary Ground Floor: 1.47m Upper Floor: 0m Southern Boundary Ground Floor: 0.43m Upper Floor: 0.43m
Right of Way Widening	
Deemed-to-Comply Standard	Proposal
Western Australian Planning Commission: Planning Bulletin 33: Rights of Ways or Laneways in Established Areas	
ROW Widening to provide a ROW width of 6.0 metres Eastern Boundary: 1.0m widening Southern Boundary: 1.09m widening	No ROW widening proposed.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community Consultation was undertaken in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015, for a period of 14 days commencing on 1 February 2019 to 14 February 2019. Community consultation was undertaken by means of written notifications being sent to surrounding landowners, as shown in **Attachment 1** and a notice on the City's website. At the conclusion of the community consultation period, three submissions, including two objections and one support were received by the City. The main issues raised as part of the consultation relate to the following:

- Visual privacy from the roof terrace to adjoining properties;
- Overshadowing from the dwelling and corresponding roof terrace to adjoining properties;
- Height of dwelling impacting access to light and sun for neighbouring properties; and
- Roof terrace proposes unnecessary scale of development and development that is out of character with the area.

A summary of the submissions and Administration's comments on each issue is included as **Attachment 3**, with the applicants response to submissions included as **Attachment 4**. Following the advertising period, the applicant amended the development proposal by modifying the design and materials of the façade, reducing the size of the roof terrace and providing additional landscaping. The additional justification provided with the amended plans are noted in **Attachment 5**.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.1.1 – Built Form Policy.

The deemed-to-comply landscaping standards set out in the Built Form Policy have not yet been approved by the Western Australian Planning Commission (WAPC), who have instead issued approval for a modified set of deemed-to-comply landscaping standards that are similar to those set out in Design WA but which have not yet been approved by Council. As a result the assessment shall only have due regard to those deemed-to-comply landscaping standards approved by Council in the Built Form Policy.

Delegation to Determine Applications:

The matter being referred to Council as the application proposes a height of three storeys or more.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business functions when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

The City's Strategic Plan 2013-2023 states:

Innovative and Accountable

"We are open and accountable to an engaged community."

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Lot Boundary Setbacks*Northern Boundary*

The application involves an upper floor setback of 2.5 metres from the balcony (located to the front of the property) to the northern boundary in lieu of 3.0 metre deemed-to-comply setback set by the R Codes. The proposed setback meets the relevant design principles for the following reasons:

- The majority of the northern façade is open, with an open carport on the ground floor and an open cantilevered balcony above. This articulates the north façade and reduces the bulk of the development on the existing dwelling to the north.
- The third storey is located centrally to the building and 6.1 metres from the northern site boundary, largely screening this element of the development from the existing dwelling to the north.
- The balcony wraps around the north western corner of the building, providing an articulated and open facade when viewed from the street and dwelling facing Alma Road.
- The proposal incorporates landscaping along the lot boundary of the site to further soften the building edge.

Western Boundary

The application involves an upper floor setback of 1.5 metres from the western façade to the western boundary in lieu of the 1.6 metre deemed-to-comply setback set under the R Codes. The proposed setback meets the relevant design principles for the following reasons:

- The proposed dwelling is adjacent to a shed and clothes drying area of the adjoining property to the west.
- The dwelling only extends for 11.43 metres adjacent to the extended rear yard of the adjoining property and the 1.5 metre setback proposed provides an adequate separation for this upper floor from the property boundary.
- The application proposes a tall hedge along the southern half of the western boundary, which would mitigate the bulk and scale of the development.
- Major openings to the western boundary meet the deemed to comply requirements in regards to visual privacy, and the reduced lot boundary setback does not exacerbate impacts of visual privacy on the adjacent property. The proposed setback does not result in an adverse impact on the neighbouring property in terms of privacy.

Landscaping

The landscaping proposed satisfies the existing deemed-to-comply landscaping standards set by the R Codes. The application proposes 19.5 percent of the site area as deep soil zones and a canopy coverage of 59.5 percent of the site area at maturity, satisfying the deemed-to-comply landscaping standards set in the City's Built Form Policy.

Building Height

The application proposes three storeys and a maximum height of 8.8 metres to the top of the concealed roof in lieu of the two storey and maximum concealed roof height of 7.0 metres set as a deemed-to-comply standard in the City's Built Form Policy. The building height proposed satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The third storey and maximum height applies only to the centrally located stairwell roof, which provides access to the roof terrace.
- The central location of the stairwell means that the portion of the stairwell roof is largely not visible from neighbouring properties or adjacent ROW and does not add bulk and scale to the development.
- The slope of the lot from north to south (front to rear) means the proposed dwelling to the rear sits lower than the retained dwelling and does not impact on the established Alma Road streetscape character.
- The maximum wall height of the proposed development complies with the deemed-to-comply standards and does not exceed a height of 7.0 metres.
- The central location of the stairwell means that this third storey does not add to overshadowing of adjoining properties. The overshadowing proposed meets the deemed-to-comply standards of the R Codes.
- The finished floor levels proposed have been stepped in line with the natural ground levels of the site, to ensure a reduced overall height for the building. The development considers and responds to the natural slope with minimal fill and excavation required.

Visual Privacy

Roof Terrace to Western Boundary

The setback of the roof terrace to the western property boundary is 4.2 metres in lieu of the minimum setback of 7.5 metres set as a deemed-to-comply standard in the R Codes. The visual privacy from the roof terrace to the adjacent western property satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- While the horizontal cone of vision falls over the adjacent property's shed and clothes drying area, the vertical cone of vision does not fall over any part of this property given the planters shown on the roof terrace would screen the view below (see sections D and E included in **Attachment 5**). It is recommended that any approval be conditioned to require these planters to be fixed so that there is no overlooking to No. 5 Alma Road from usable space on the roof terrace.

- The overlooking to No. 7 Alma Road falls well outside of the 7.5 metre cone of vision.

Roof Terrace to Northern Boundary

The setback of the roof terrace to the northern property boundary is 6.1 metres in lieu of the minimum setback of 7.5 metres set as a deemed-to-comply standard in the R Codes. The visual privacy from the roof terrace to the adjacent northern site satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The cone of vision falls over the southern wall of the existing dwelling to the north, which includes opaque windows only.
- The owner of the northern dwelling has consented to the proposed overlooking.
- While the vertical cone of vision falls over the northern dwelling's outdoor living area, the horizontal cone of vision does not fall over this area given the roof terrace is setback from the second storey roof, which would screen any view down to the northern property (see Section A included in **Attachment 5**). Any overlooking from the northern elevation falls to the roofline of the existing dwelling, as noted in **Attachment 5**, Section A. The cone of vision does not look to areas of open space or active habitable spaces of the adjacent property, and as such the visual privacy from the northern elevation is supported.

Roof Terrace to Eastern Boundary

The setback of the roof terrace to the eastern property boundary is 6.7 metres in lieu of the minimum setback of 7.5 metres set as a deemed-to-comply standard in the R Codes. The visual privacy from the roof terrace to the adjacent eastern properties satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The cone of vision to the east is to the ROW and portion of a vacant lot.
- Any development of this vacant lot would likely require a setback to accommodate the ROW widening. The cone of vision would then fall entirely within the ROW.

Kitchen to Northern Boundary

The setback of the kitchen window to the eastern property boundary is 3.3 metres in lieu of the minimum setback of 6.0 metres set as a deemed-to-comply standard in the R Codes. The visual privacy from the kitchen window to the adjacent property does not satisfy the relevant design principles of the R Codes for the following reasons:

- While the owner of the northern dwelling has consented to the proposed overlooking, the cone of vision from the kitchen window fall over the only outdoor living area of the adjacent property.
- The overlooking into the northern dwelling's outdoor living area is not screened or obscured by the existing dwelling.

Administration recommends the imposition of a condition to modify the proposed kitchen window so that it is either a highlight window or full obscured, such that the window meets the deemed-to-comply visual privacy standards of the R Codes.

Balcony to Northern Boundary

The setback of the balcony to the northern property boundary is 2.5 metres in lieu of the minimum setback of 6.0 metres set as a deemed-to-comply standard in the R Codes. The visual privacy from the balcony to the adjacent property satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The cone of vision falls over the southern wall of the existing dwelling to the north, which includes only opaque windows.
- The owner of the northern dwelling has consented to the proposed overlooking.
- Screening is provided to the balcony via five Lagerstroemia Indicus trees. Providing a canopy of approximately 93 square metres at maturity, the trees at maturity would block some vision to the adjacent property. In addition, the applicant proposes stainless steel wiring to assist in trailing plants, to enhance the natural screen along the boundary.

- The cone of vision from the balcony partially falls over the only outdoor living area to the existing dwelling at 3 Alma Road. It is recommended that a condition be imposed requiring the balcony be screened along the short section of the western edge so that no part of the cone of vision falls over this outdoor living area.

Balcony to Eastern Boundary

The 6.0 metre cone of vision from the proposed balcony projects 1 metre into the adjoining properties located on the opposite side of the ROW to the east. The deemed-to-comply standard of the R Codes requires the 6.0 metre cone of vision not to project into any part of any other residential property. The visual privacy from the balcony to the adjacent property satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- A sun screen to the eastern balcony elevation provides a perceived barrier and screening for the cone of vision which extends into the ROW.
- The cone of vision to the east falls into the vacant lot area at the rear of Nos. 89-91 Walcott Street, and as a non-active habitable space or outdoor living area for the subject dwelling, is not subject to the deemed to comply requirements, and is not noted to be out of line with the deemed to comply requirements. The boundary wall to No. 93 Walcott Street is blank and does not include any major openings which could be viewed from the cone of vision from the balcony.
- The balcony provides street surveillance to the ROW as well as a line of sight to Alma Road. The balcony aids in the proposed dwelling maintaining an active and interactive frontage.

Street Walls & Fences

The application proposes front fencing along the eastern and southern boundaries with the ROW. The fencing to the eastern ROW incorporates a maximum pier height of 2.1 metres in lieu of 1.8 metres set as a deemed-to-comply standard in the City's Built Form Policy. The fence is also solid for a section along both the eastern and southern boundaries to a maximum height 2.1 metres in height rather than being visually permeable above 1.2 metres in height, which is the deemed-to-comply standard in the Built Form Policy. The front fences proposed satisfy the relevant design principles and local housing objectives of the R Codes and Built Form Policy and are acceptable for the following reasons:

- The pier height above 1.8 metres is proposed as a result of the natural slope of the site.
- The height of the piers is not visually dominant on the streetscape, particularly given all other aspects of the fence comply and is generally consistent with a 1.8 metre pier height and ensure a consistent fence height along the eastern boundary.
- The street fence, which includes a vehicle access gate and pedestrian gate, meets all other requirements of the City's Built Form Policy, with the fence being solid to 0.9 metres above the footpath level and the vehicle gate being visually permeable above 1.2 metres.
- The proposed development fronts the ROW, consistent with the design intent to enhance the visual character of the ROW and consider the relationship between the private and public domain.
- The 1.9 metre solid portion of wall on the eastern elevation provides visual privacy to the primary outdoor living area on the ground floor. The wall does not impact sight lines or street surveillance to the property and is considered appropriate for the lot.
- The solid portion of fence along the southern boundary occurs for approximately half the length of the boundary, with the remaining portion of fence being visually permeable above 1.2 metres. The solid portion of wall provides privacy to the ground floor bedroom 2.
- The fences are compliant with the visual truncations and sight lines requirements of the R Codes and is safe for both pedestrians and users of the ROW.
- The permeability of the fence allows for surveillance of the ROW. The dwelling also maintains street surveillance via its entry and major openings on the ground and upper storeys.

Essential Facilities

The development proposes two store room areas, internal and external to the dwelling. The external store does not meet the minimum four square metre requirements. External to the dwelling, contained within the vehicle access area the store is 3.3 square metres, and unenclosed. The internal store area, integrated with the staircase in the entry, is a 3.5 square metre area. The proposed store area satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The store room is integrated into the dwelling, constructed of the same brick and render finish as the dwelling.
- The storage area is enclosed behind a vehicle access gate which provides additional security and serves as a lockable measure for the store.
- The external store is easily accessible from the open space of the dwelling and is considered to be in a location that is convenient for the residents.
- The external store area is not visible from the street, and does not detract from the dwelling or the ROW built form.

Pedestrian Access Way Width

The proposed development includes a pedestrian access way along the western boundary with a minimum width of 0.9 metres in lieu of 1.5 metre minimum width set by the R Codes. The proposed pedestrian access way satisfies the relevant design principles and local housing objectives of the R Codes and Built Form Policy and is acceptable for the following reasons:

- The 0.9 metre width is sufficient for pedestrian and rubbish bin access.
- Pedestrian access to the new dwelling would predominantly be via the eastern ROW.
- The pedestrian access way width is 1.5 metres at the Alma Road end and reduces to a 0.9 metres along the boundary of the existing dwelling. The 1.5 metres provided at the Alma Road interface provides sufficient space to manoeuvre and manage waste, as well as providing suitable spaces for services.
- The proposed pedestrian access way width of 0.9 metres allow for the retention of the existing character dwelling.
- The Department of Planning, Lands and Heritage (DPLH) has indicated its general support for the proposal and cited other situations where a 0.9 metre setback has been supported, where the site is constrained and an existing dwelling is retained.

Developments on Rights of Way

The proposed development is subject to two ROW widenings in accordance with the Built Form Policy and the Western Australian Planning Commission's Planning Bulletin 33: Rights of way or laneways in established areas (PB33). The current ROWs that border the site to the south and east are 3.82 metres and 4.02 to 5.0 metres in width, respectively. The 6.0 metre ROW width standard included in PB33 would require a widening of 1.0 metres to be provided along the eastern boundary and 1.09 metres along the southern boundary. The development has been set back outside of the ROW widening area, but the application has not indicated any ROW widening and the applicant has not proposed to provide such widening.

Eastern ROW

PB33 sets a deemed-to-comply ROW width of 6.0 metre for all ROWs to ensure appropriate space is available to manoeuvre a car in or out of a garage, carport or parking space at right angles to the ROW. Car parking on the subject lot is accessed from the eastern boundary, and the 1.0 metre widening on the eastern side of the lot is considered necessary to provide adequate manoeuvring for vehicles to and from this car parking area. The provision of a 1.0 metre widening on the eastern side is consistent with the widening that has been required directly opposite the subject site on the eastern side of this ROW and would ultimately facilitate the delivery of a 6.0 metre wide laneway adjoining the subject site.

The widening does not impact on any active open space and can be accommodated within the currently proposed development design by pushing the minor section of front fencing proposed either side of the driveway back to the ROW widening alignment. It is recommended that a condition be imposed on any approval requiring the front fencing to be set back outside of the widening area and that this widening be ceded as road reserve at the time of subdivision in accordance with the Western Australian Planning Commission's PB33.

Southern ROW

PB33 states that 5.0 metre wide ROWs may be appropriate where:

- The ROW does not provide for the sole direct pedestrian access from development;
- Pedestrian access, emergency, postal and other services and rubbish collectors have alternative access to the rear development and to on-street parking; and

- All development in the street block is likely to follow this pattern.

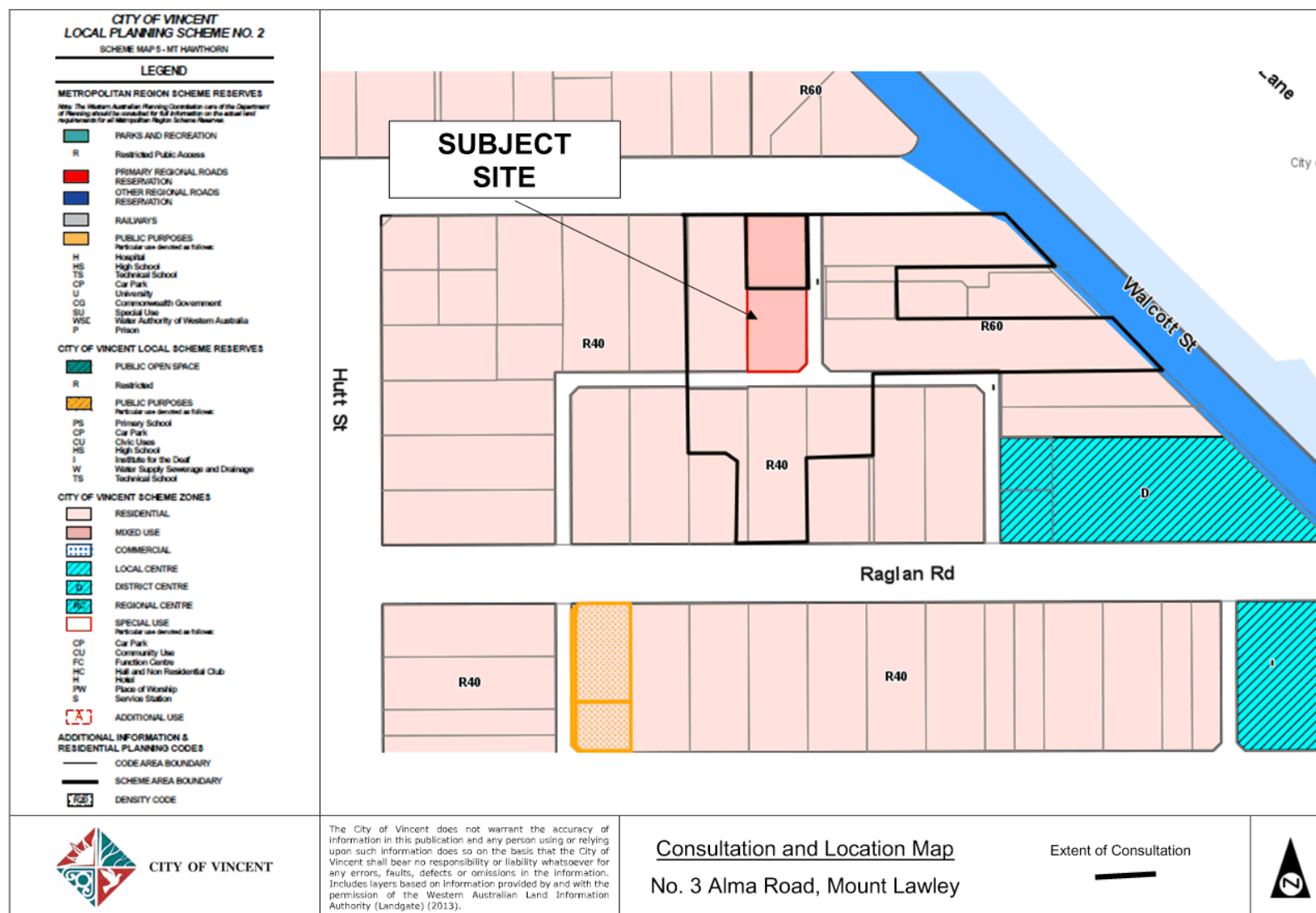
The application does not propose any access directly onto the southern ROW. None of the existing developments in the street block adjoining this ROW have direct pedestrian access onto the ROW and all are serviced from a public road, either Raglan or Alma road. A widening aligned with a 5.0 metre wide ROW, rather than 6.0 metres, is appropriate in this context.

The applicant has not proposed any widening to the southern ROW. This ROW is currently only 3.82 metres wide and does not provide adequate space for the additional vehicle traffic associated with redevelopment in this area. As explained in PB33, the current narrowness of the ROW outside of the subject site could lead to property damage and accidents due to the insufficient space for the manoeuvring of vehicles around the corner with the eastern ROW and into and out of the garages of the opposite properties. Review of the City's records has noted that the recent subdivision of 32 Raglan Road provided a 0.5 metre ROW widening. It is recommended that a 0.5 metre widening be provided to the southern ROW consistent with the widening required opposite the site at 32 Raglan Road.

ROW setback

Under clause 5.3.1 of the Built Form Policy, the deemed to comply setback provision for development on ROW's is 1.0 metres, after road widening has been applied. The first floor is proposed to be setback nil from a 6.0 metre wide ROW to the east. A portion of the first floor is proposed to be setback 0.59 metres from a 6.0 metre wide ROW to the south. The proposed ROW setbacks satisfy the relevant design principles of the Built Form Policy and are acceptable for the following reasons:

- Vehicle access to the dwelling is achieved via the eastern ROW which is 4.02 metres in width, and also increases to 5.0 metres at points. The ground floor of the dwelling is setback 2.5 metres from the existing eastern ROW and maintains a 1.5 metre setback once future widening is considered, which meets the 1.0 metre deemed-to-comply setback.
- The nil setback to the balcony to the eastern ROW widening area has been assessed by the City's engineers and is appropriate.
- The dwelling would be setback 1.02 metres from the southern ROW if it is widened by 0.5 metres as recommended, which meets the deemed-to-comply setback standard.
- The major openings from Bedroom 1, and Bedroom 2 on the ground floor break up the bulk of the wall and provide passive surveillance to the ROWs.
- The proposed ROW setbacks are consistent with the existing built form on adjacent properties that are built up to the ROW boundary.
- The ground and upper floors of the dwelling include articulated walls to the primary and secondary (ROW) streets. The balcony, highlight windows and major openings also create an interactive street frontage.
- The development provides appropriate pedestrian access to the public street (Alma Road) for postal, rubbish collection and public utilities. Suitable space is available for service areas and waste management. The proposed ROW setbacks do not impact pedestrian access to the site.







CLIENT: MAVRICK	PLAN: P 1237	LOT AREA: 604m ²	SURVEY DATE: 06/07/18
BUILDER:	C/T Vol: 263 Fol: 169		MAP REFERENCE:
BUILDER JOB #	HEIGHT DATUM: AHD		COASTAL ZONE: >1KM
AUTHORITY: CITY OF VINCENT	HEIGHT CORRECTION TO AHD: NO		SEWER INFORMATION: YES

NOTES

POWER	
ILE DOME 	POWER POLE 
BLE BOX 	CONSUMER POLE 
WER KKER 	EXPOSED CABLES 
HT POLE 	EARTH ROD 
WATER	
TER / TAP 	FIRE HYDRANT 
AP 	STOP VALVE 
SHING FT 	RETIC VALVE 
RE 	WATER MARKER 
SEWERAGE	
VER MH (JARE LID) 	SEWER MH (ROUND LID) 
FECTION IFT 	INSPECTION OPENING 
JSE WNECTION 	
TELSTRA	
STRA 	TELSTRA MANHOLE 
STRA KKER 	
DRAINAGE	
UN MH (JARE LID) 	DRAIN MH (ROUND LID) 
E 'TRY PIT 	DRAINAGE GRATE 
#BINED 'TRY PIT 	
GAS	
S METER 	GAS VALVE 
KS MKER 	
SURVEY MARKS	
FOUND 	PEG GONE 
L HOLE 	BENCH MARK 
MARK 	NAIL & PLATE 
	NAIL 
MISCELLANEOUS INFO.	
BIG TREE HEIGHT > 5m 	SPOT HEIGHT 
SMALL TREE HEIGHT < 5m 	BOLLARD 
RHEAD /ER LINE 	SEWER LINE 
ICE LINE 	WINDOW / OPENING 

SERVICE DETAILS

ATER: L
VERHEAD POWER: L
G POWER: NS
ELSTRA: L
AS: L
EWER: L

RVICE NOTES

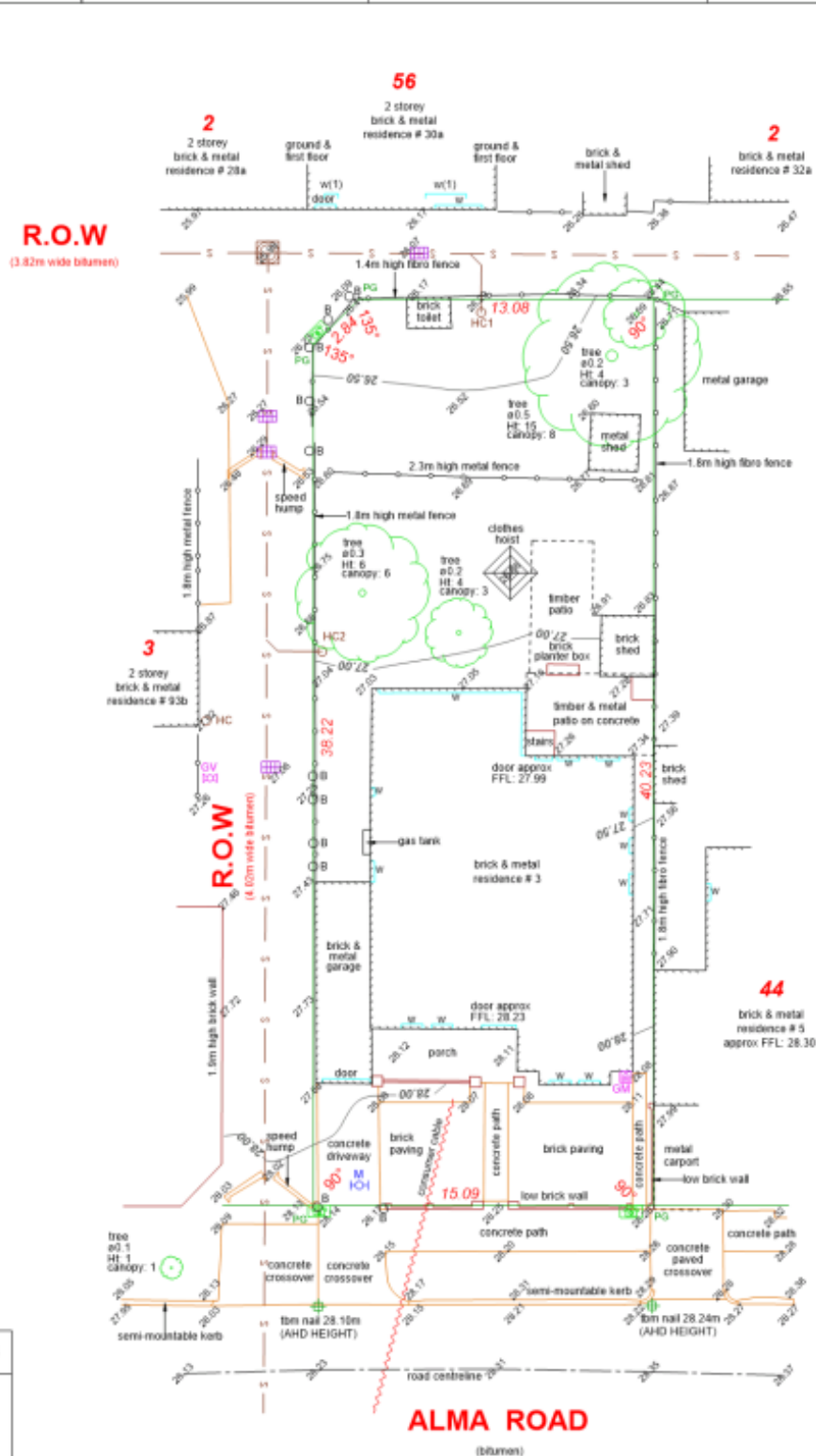
LOCATED NS: NO SERVICE
AVAILABLE BUT NOT LOCATED
= LOCATION TO BE CONFIRMED

SEWER JUNCTION DETAILS

USE CONNECTION (HC1) IL:	23.82
³ DISTANCE:	0.3
PTH TO CONNECTION:	2.19
USE CONNECTION (HC2) IL:	25.01
³ DISTANCE:	0
PTH TO CONNECTION:	1.97

IMPORTANT FEATURE SURVEY NOTES

is boundary information on this site plan is approximate only. The boundary has been postulated using a best fit of available survey marks and fence lines. A replot / body identification survey is recommended if an accurate position of features / improvements relative to the boundary is required or sewer junction on this plan has been shifted using information provided by the Water Corporation. A site inspection is required by the builder / developer in order to verify the position and depth of the sewer connection.

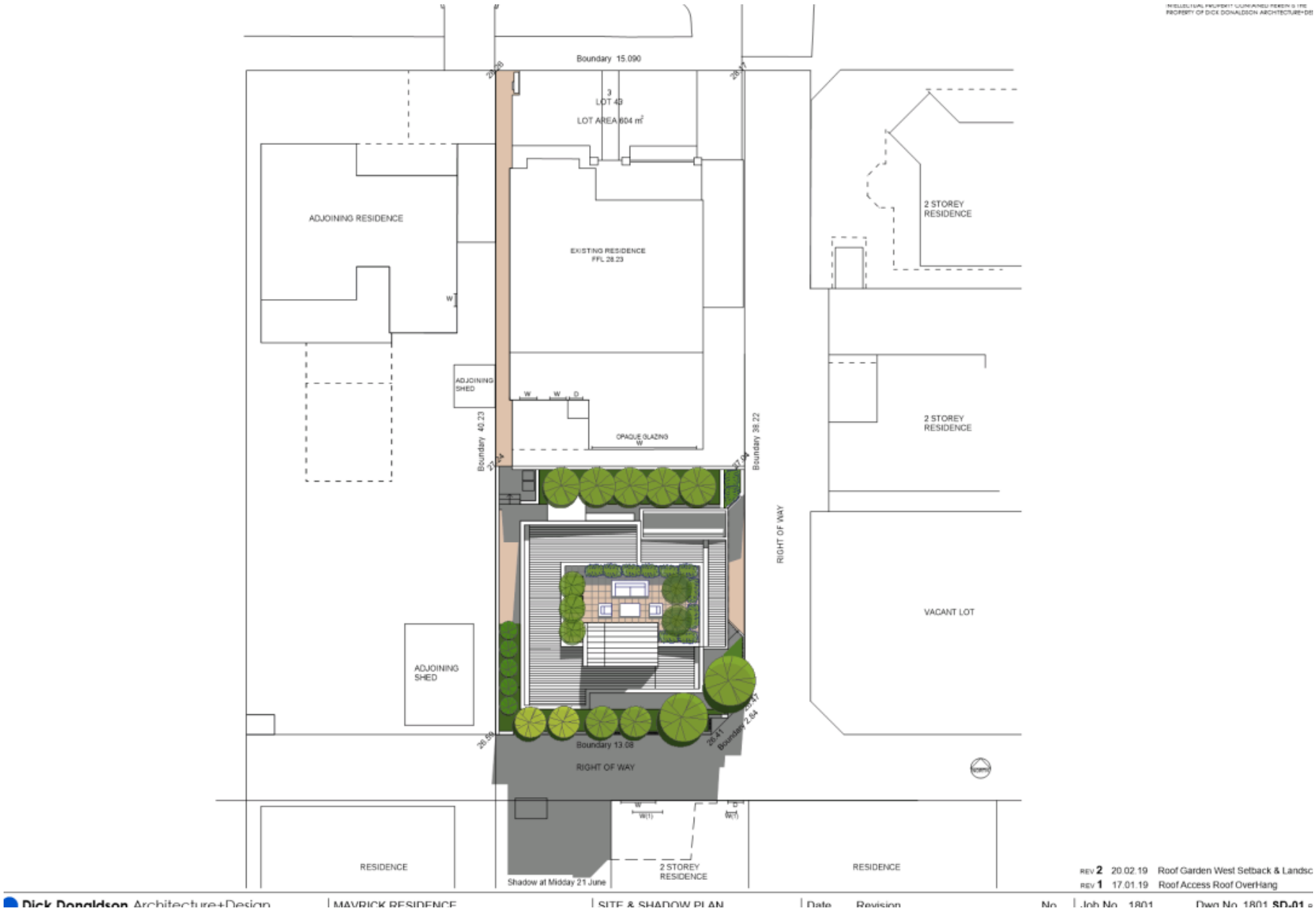


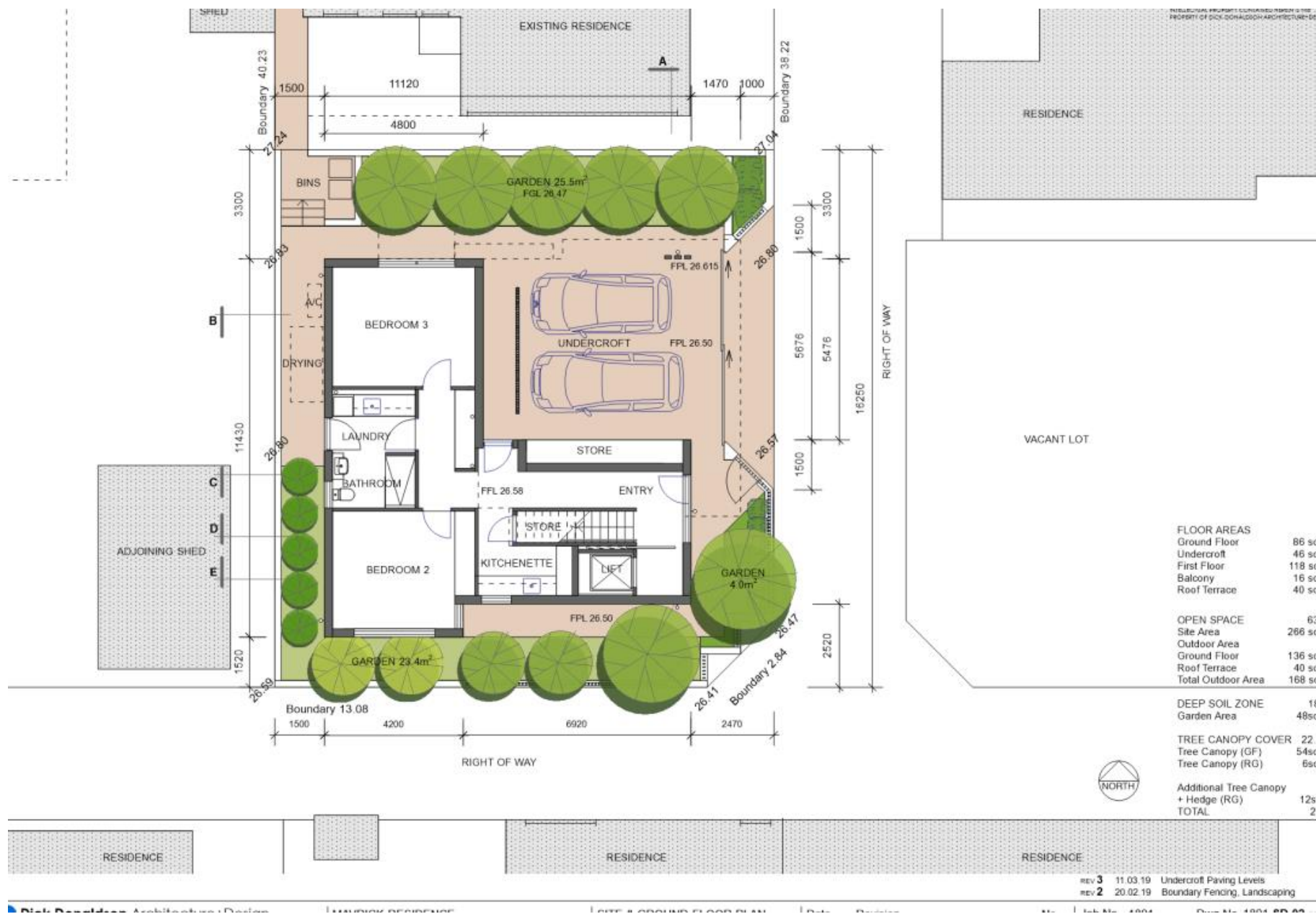
ALMA ROAD

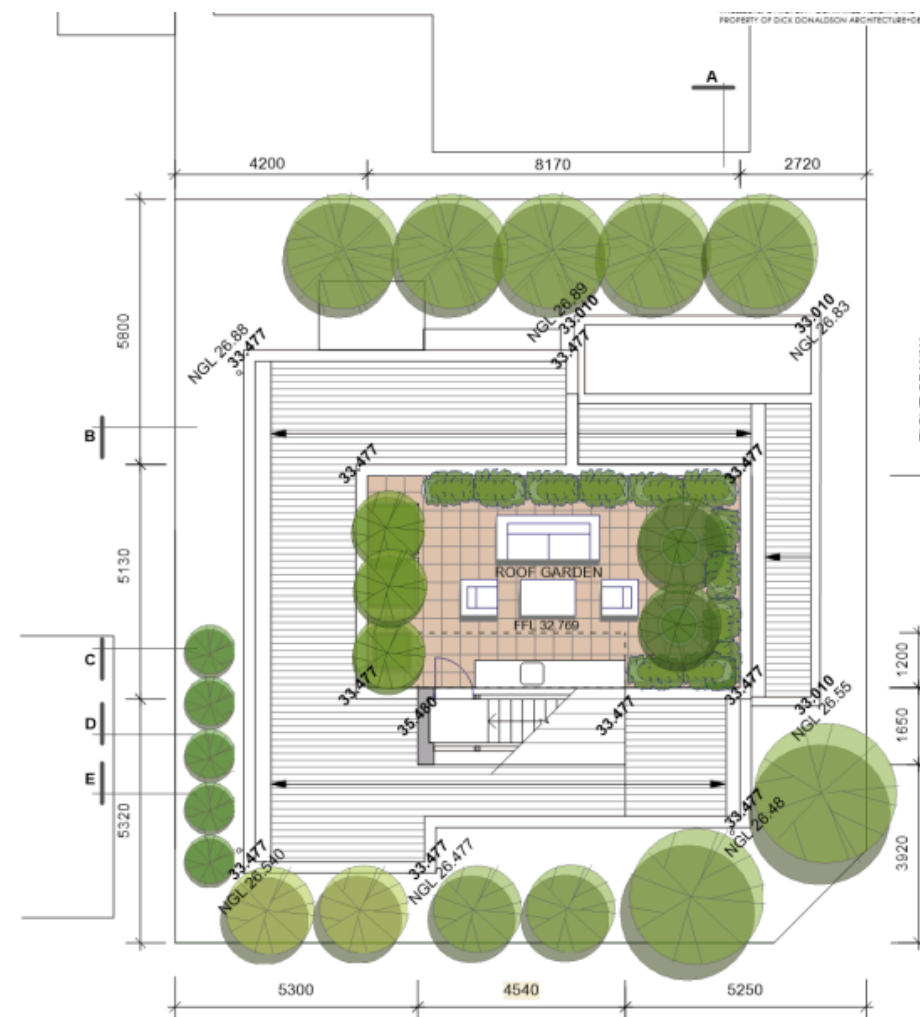
(Edwards)

SCALE 1:200 AT A3 SIZE









FLOOR AREAS	
First Floor	118 sq
Balcony	16 sq
Roof Terrace	37.6 sq

REV 2 20.02.19 Roof Garden West Setback & Landscap
REV 1 17.01.19 Roof Access Roof Overhang

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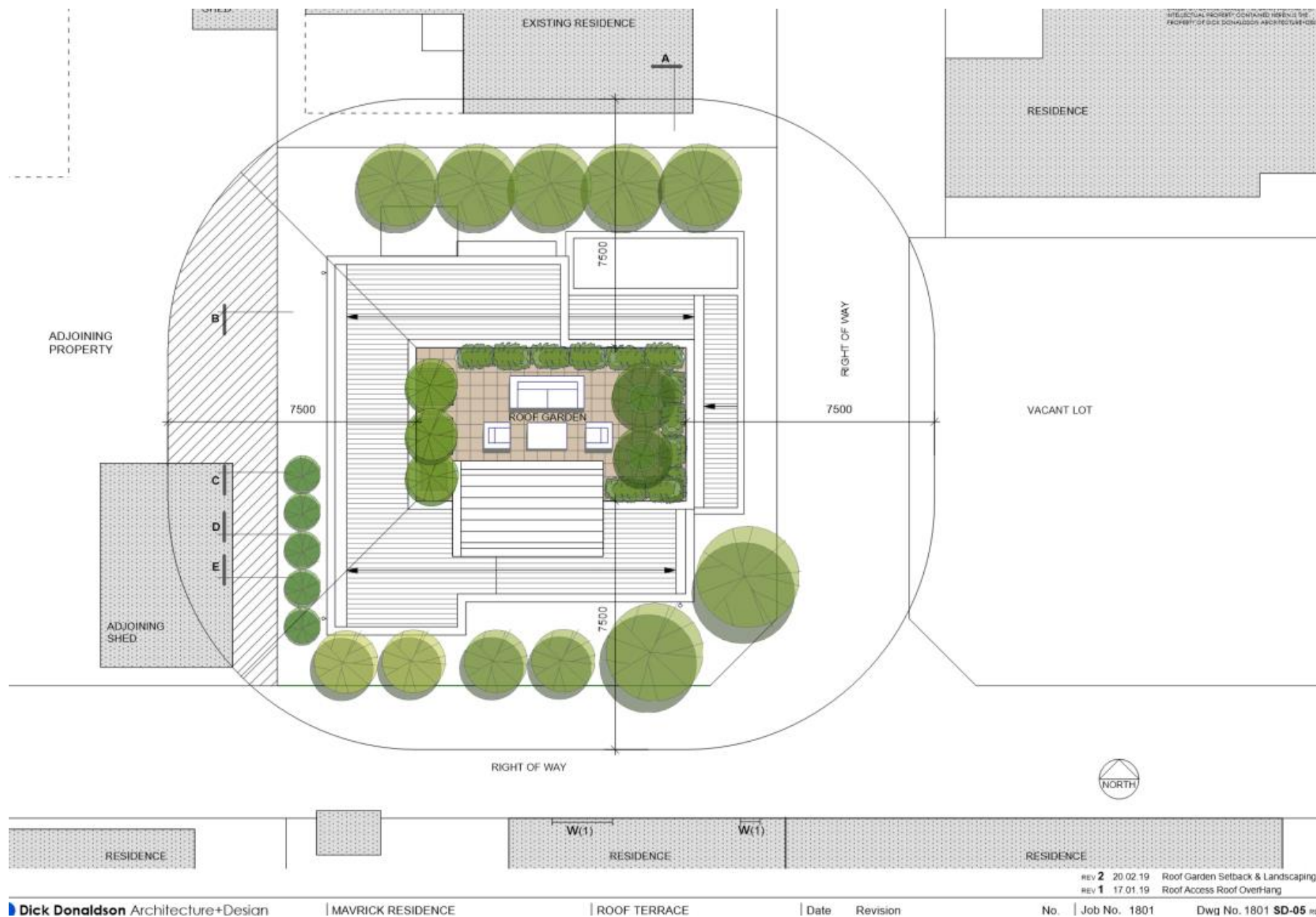
MAVRICK RESIDENCE

| FIRST FLOOR PLAN AND

Date	Revision
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No. | Job No. 1801 | Dwg No. 1801 SD-03 REV







EAST RIGHT-OF-WAY ELEVATION



EAST ELEVATION

REV 2 20.02.19 Fence, GF Brickwork, Landscaping
REV 1 17.01.19 Roof Access Roof Overhang



NORTH ELEVATION



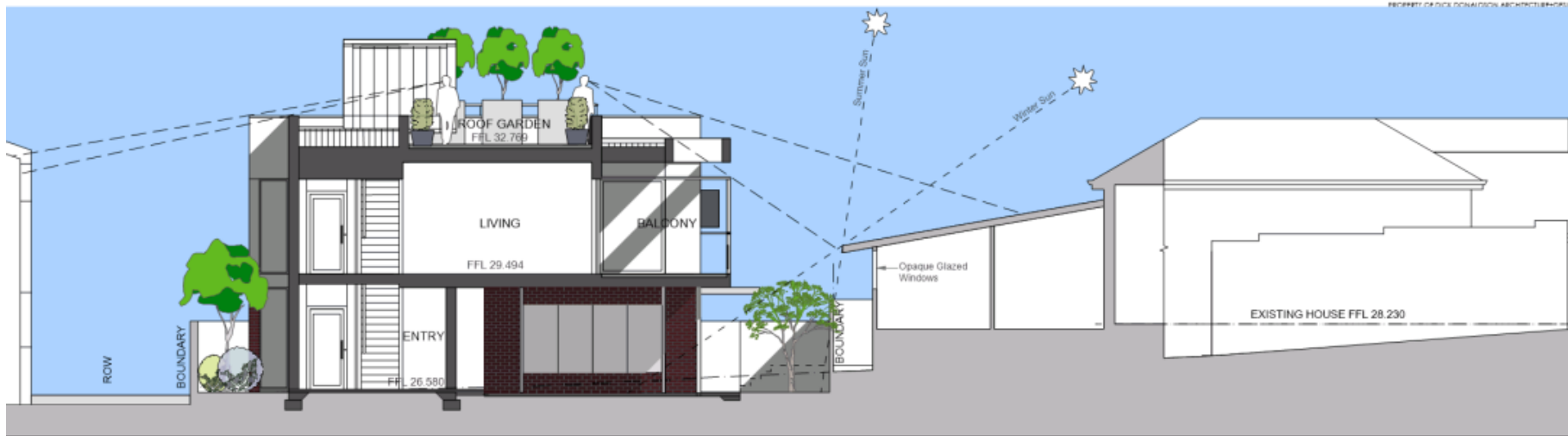
SOUTH RIGHT-OF-WAY ELEVATION



WEST ELEVATION



SOUTH ELEVATION



SECTION A



SECTION B



SECTION C

REV 2 20.02.19 Roof Planting, GF Brickwork, Landscaping
REV 1 17.01.19 Roof Access Roof Overhang

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MAVRICK RESIDENCE

SECTIONS

Date Revision

No. Job No. 1801

Dwg No. 1801 SD-08 REV

PROPERTY OF DICK DONALDSON ARCHITECTURE+DESIGN



Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Concern:	Officer Technical Comment:
<p><u>Visual Privacy</u></p> <p>The extent of the overlook created by the roof terrace is repeatedly minimised in the plans, for instance, Section D on Drawing SD-09 implying that the overlook will be mitigated by a shed on a neighbouring property, despite the fact that the shed is not directly in the path of most of the roof terrace.</p> <p>The extent of the overlook on the adjoining property is not shown in the plans. The adjacent property appears to fall outside the 'cone-of-vision' in the drawings, however believe there would still be an overlook issue.</p> <p>In Section A, the profile of the adjoining property shown on the ROW, but the two unobscured windows of the adjacent dwelling and rear fence are not shown. The terrace will overlook the courtyard area of the adjacent property as the terrace is set at a higher point. The roof terrace will also provide overlooking to habitable rooms of the adjacent properties, and affect sense of privacy.</p> <p>Privacy from roof terrace – able to look into all aspects of the house including bedroom window, courtyards, kitchen. Section drawings do not include line of sight into house in ROW.</p>	<p>The applicant has amended the development plans to reduce the nature of the visual privacy to the western setback. The City has recommended a condition of approval to provide vegetation screening and planters along the western elevation of the roof terrace, in accordance with Clause 5.4.1 of the Residential Design Codes (R Codes).</p> <p>As an unenclosed outdoor active habitable space, the roof terrace is subject to a 7.5 metre cone of vision in accordance with the Clause 5.4.1 of the R Codes. The advertised plans note the 7.5 metre cone of vision from the terrace which is contained within the lot itself and the right of way (ROW), meeting the deemed to comply standards, and is therefore deemed acceptable by the R Codes. The enclosed stairwell is also considered to reduce the extent of vision to the south.</p> <p>Visual privacy is assessed to major openings to habitable rooms within the 7.5 metre cone of vision. The 7.5 metre cone of vision is contained with the subject lot and ROW. As the deemed to comply standard is met, the element is deemed acceptable by the R Codes.</p> <p>As per Clause 5.4.1 of the R Codes the line of sight setback distances include the width of any adjoining ROW, communal street or battleaxe or the light. The development meets the deemed to comply standards, and is therefore deemed acceptable by the R Codes.</p>
<p><u>Building Height</u></p> <p>The roof terrace is an unnecessary addition which causes the building to be 1.8m over height, which is not in keeping the character of the neighbourhood, and creates an obtrusive amount of overlook into neighbouring properties.</p>	<p>The terrace is centrally located on the dwellings roof and as a result the bulk and scale of the enclosed staircase is mitigated.</p> <p>The additional storey is considered to be partially contained within the roof space of the subject lot. The 8.8 metre building height is less than the 9.0 metres permitted if a pitched roof was proposed, and the height of the building is considered to remain within the allowable heights of the City's Policy No. 7.1.1 – Built Form.</p> <p>A condition of consent is recommended to provide screening to the western elevation of the roof terrace to prevent overlooking.</p>

Page 1 of 2

Summary of Submissions:

Comments Received in Concern:	Officer Technical Comment:
<p><u>Lot Boundary Setbacks</u></p> <p>Despite asking for concessions on the southern boundary, the plans also show large, unobscured windows on the second floor living area and bedroom, which will overlook the adjacent property and existing openings to the dwelling.</p>	<p>The cone of vision only applies to major openings from habitable rooms. The only major opening on the upper floor, facing south, is from Bedroom 1 and is compliant with the deemed to comply requirements of the R Codes Clause 5.4.1.</p>
<p><u>Overshadowing</u></p> <p>The impact of overshadowing on the adjacent courtyard areas, has not been adequately addressed. The overshadowing plan (Drawing SD-01) only shows portions of the adjacent properties, and does not show the full extent of the shadow to these adjacent site. The house will also overshadow a habitable room and major opening window, and greatly reduce the amount of natural light in this room.</p> <p>The 3 storeys will block light and sun in winter. Extent of overshadowing only shows to one property.</p>	<p>Clause 5.4.2 of the Residential Design Codes sets a deemed to comply standard of 35 percent overshadowing to adjoining properties. The proposed overshadowing meets the deemed to comply requirement and is deemed acceptable by the R Codes. The generated overshadowing also largely falls within the ROW behind the dwelling.</p> <p>The City confirms that the Solar Access Diagram provided meets the deemed to comply requirements of the Residential Design Codes (Clause 5.4.2 Solar Access).</p>
<p><u>Details on Plans</u></p> <p>Concerns with minor mistakes and omissions in the plans. The existing out-house on the adjacent property does not intrude into the ROW as shown, there is no overlook diagrams for the unobscured windows, and there is no floor plate height shown for the second floor of the proposed building, which makes it difficult to determine the height (and overlook) of the windows etc. Concerns if the width of the laneway have been accurately represented in the overlook diagram.</p>	<p>The site and surrounding lot details are in accordance with the site survey submitted with the application, completed by a licensed surveyor. The assessed plans and information noted apply only to the subject site, and do not include any dwellings or structures outside the subject site. The windows of the adjacent property include one highlight window and one major opening. The cone of vision from the roof terrace is contained within the ROW and does not impose overlooking to the major opening.</p> <p>The applicant has also provided amended plans which clearly indicate the floor levels of the dwelling. The laneway widths, as noted on the plan, are consistent with the City's ROW width information.</p>
<p><u>Nature of Development</u></p> <p>The roof terrace is unnecessary as the house already has an open space on the balcony, and the ground floor.</p>	<p>Roof terraces are permitted provided they meet the deemed to comply standards of the Residential Design Codes.</p>
<p><u>Right of Way</u></p> <p>Is Council reclaiming portion of laneway.</p>	<p>The proposed dwelling is adequately setback to allow for future widening, when required by the City.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the applicant's response.

Comments Received in Concern:	Officer Technical Comment:
<p><u>Visual Privacy</u></p> <p>The extent of the overlook created by the roof terrace is repeatedly minimised in the plans, for instance, Section D on Drawing SD-09 implying that the overlook will be mitigated by a shed on a neighbouring property, despite the fact that the shed is not directly in the path of most of the roof terrace.</p> <p>The extent of the overlook on the adjoining property is not shown in the plans. Unsure how the 'cone-of-vision' applies on a roof terrace, as it seems to be a consideration designed for window openings, in which a person is looking through a fixed opening that can restrict the view, rather than an open outdoor space. The adjacent property appears to fall outside the 'cone-of-vision' in the drawings, however believe there would still be an overlook issue.</p> <p>In Section A, the profile of the adjoining property shown on the ROW, but the two unobscured windows of the adjacent dwelling are not shown. Also not shown is the height of the existing rear fencing. The terrace will overlook the courtyard area of the adjacent property as the terrace is set at a higher point. The roof terrace will also provide overlooking to habitable rooms of the adjacent properties, and affect sense of privacy. Privacy from roof terrace – able to look into all aspects of the house including bedroom window, courtyards, kitchen. Section drawings do not include line of sight into house in right of way.</p>	<p>The overlooking to neighbouring properties has been addressed by amending the plans, increasing the west boundary setback, so that there is no overlooking to the west. Refer revised Section D, Drawing SD-09 Rev 2</p> <p>Visual privacy is in accordance with the R-Codes. There is no direct overlooking to the properties from the roof garden, whether standing behind the planter box or standing at the edge of the parapet. See revised Section A, Drawing SD-08A. There is no direct overlooking to outdoor courtyard or areas of adjacent properties. See revised Section A, Drawing SD-08A.</p> <p>Line of sight from Roof Garden does not impact on dwellings addressing the right of way. It is well outside the Cone of Vision. Refer to site images for the neighbouring properties address the right of way and the subject lot.</p>
<p><u>Building Height</u></p> <p>The roof terrace is an unnecessary addition which causes the building to be 1.8m over height, which is not in keeping the character of the neighbourhood, and creates an obtrusive amount of overlook into neighbouring properties.</p>	<p>The height of the small portion of the staircase roof to the roof garden has an insignificant effect on neighbouring properties. The staircase is centrally located and is largely not visible from the neighbouring properties and right-of-way. The overall height is within the 9.0m height to the top of a pitched roof and could be considered a minor projection when referenced to a conforming pitched roof line</p>

	The roof garden will actually add to the character and diversity of the neighbourhood which consists of a wide variety of residences and built form. As noted above the roof garden does not create an obtrusive amount of overlooking into neighbouring properties.
<p><u>Lot Boundary Setbacks</u></p> <p>Despite asking for concessions on the southern boundary, the plans also show large, unobscured windows on the second floor living area and bedroom, which will overlook the adjacent property and existing openings to the dwelling.</p>	No concessions have been sought for the southern boundary setback. Southern Boundary setbacks are in accordance with the R-Codes and City of Vincent's Local Planning Policy 7.1.1 Built-Form. Notwithstanding, visual privacy considerations only apply to 'habitable rooms' which excludes the hallway to Bedroom 1 and the bathroom windows. The visual privacy setback for bedroom 1 is 4.5m and including the south right-of-way, the first floor bedroom achieves this distance.
<p><u>Overshadowing</u></p> <p>The impact of overshadowing on the adjacent courtyard areas, has not been adequately addressed. The overshadowing plan (Drawing SD-01) only shows portions of the adjacent properties, and does not show the full extent of the shadow to these adjacent site. The house will also overshadow a habitable room and major opening window, and greatly reduce the amount of natural light in this room.</p> <p>The 3 storeys will block light and sun in winter. Extent of overshadowing only shows to 1 property.</p>	<p>The overshadowing to adjoining properties is in accordance with the requirements of the R-Codes. Refer Site & Shadow Plan SD-01A that shows the shadow considerably less than 35% of the site. The shadow is 27.5sqm which is 10.5% of the adjoining site.</p> <p>Notwithstanding, the shadow at midday on 21 June is also less than the requirements of the R-Codes to the portion of the site to the west of the dwelling. The shadow is 27.5sqm which is 32% of this courtyard portion of the site. There is no overshadowing of the north-facing first floor and will not reduce the amount of natural light to either of the ground or first floor windows. Overshadowing is in accordance with the R-Code requirement. There is no effect to adjoining properties.</p>
<p><u>Details on Plans</u></p> <p>Concerns with minor mistakes and omissions in the plans. The existing out-house on the adjacent property does not intrude into the ROW as shown, there is no overlook diagrams for the unobscured windows, and there is no floor plate height shown for the second floor of the proposed building, which makes it difficult to determine the height (and overlook) of the windows etc. Concerns if the width of the laneway have been accurately represented in the overlook diagram.</p>	The site and surrounds are in accordance with the submitted site survey, completed by a licensed surveyor.
<p><u>Nature of Development</u></p> <p>The roof terrace is unnecessary as the house already has an open space on the balcony, and the ground floor.</p>	The roof garden is an added outdoor amenity on the tight inner-city site that also minimises the dwelling's environmental impact by maximizing planting on the site in accordance with the City of Vincent's Local Planning Policy 7.1.1 Built-Form.



20 February 2018

City of Vincent
PO Box 82
Leederville WA 6902

Dear Sir/Madam

Re: Development Application – New Residence, 3 Alma Road Mt Lawley

In response to your comments dated 25th January 2019 and our meeting to discuss the requirements of the letter, please find attached revised drawings that reflect a collaborative approach to improve the design of the above project. I trust the Development Application assessment will look favourably on the refinements in the design and will be approved by the City of Vincent at the Council meeting on the 2nd April 2019.

Site and Shadow Plan, Ground Floor and Site Plan, First Floor and Roof Terrace Plan, Cone of Vision Diagrams, Elevations, Sections and Landscape Plan as revised and shown on Drawings 1801: SD01-SD10 are attached.

The following comments are in response to your queries:

Residential Design Codes

Clause 5.4.1 - Visual Privacy

Amendments have been made to the design of the roof garden as outlined below, to reduce any adverse impacts on the privacy of adjoining properties and achieve a better outcome for all parties. This includes a change to the western boundary setback, an amended roof over the first floor balcony and landscape as screening.

West

The new proposal has reduced the visual privacy setback variation for the roof garden. The variation is acceptable as the roof garden western boundary setback has been increased to 4.2m that eliminates any overlooking to the adjoining property, No.5 Alma Road. Refer Sections D & E Drawing SD-09 Rev 2.

North

The proposed development has a visual privacy setback variation from the first-floor balcony (2.5m in lieu of 7.5m) and kitchen (3.3m in lieu of 6.0m) to the northern boundary. The variation is acceptable as the cone of vision does not impede on any active habitable space or outdoor living areas of the affected properties and there is no direct overlooking.

There is no overlooking from the roof garden into the north adjoining property's south west outdoor area as this outdoor area has a roof covering and the parapet wall excludes any direct overlooking. The roof over the first floor balcony has been amended to also exclude any direct overlooking. Refer Section A Drawing SD-08 Rev2.

The dwelling is also under the same ownership as the proposed new dwelling and there are no objections to the proposed variations. In addition, the front dwelling's southern face includes only opaque glazed windows. Refer attached photographs.

Architecture | Interiors | Design 38 Salvado Street Cottesloe Western Australia 6011 T: +61 438 248 877
dick@dickdonaldson.com.au



East

The proposed development has a visual privacy setback variation from the first-floor balcony (4.8m in lieu of 7.5m) to the eastern boundary. The variation is acceptable as the cone of vision does not impede on any active habitable space or outdoor living areas of the affected properties.

89/91 Walcott Street is a vacant lot used as a car park area. The boundary of the adjoining northern lot to 91 Walcott Street has been changed to widen the right of way and should Lot 41 Walcott Street be developed, its eastern boundary would likely also be changed. Currently the part eastern fence to 41 Walcott Street reflects this situation. 93 Walcott Street includes only a blank boundary wall with no openings. Refer attached photographs.

South

The proposed development setbacks are in accordance with the provisions of the R-codes and the City's Local Planning Policy 7.1.1 – Built Form. The variation is acceptable as the cone of vision does not impede on any active habitable space or outdoor living areas of the affected properties.

The siting of the roof garden and height of the parapet excludes any overlooking to the properties on the south side of the right of way, except the top quarter of the boundary bedroom window of lot 30A Raglan Road, as shown on Section A Drawing SD-08 Rev2.

Building Height

The proposed development complies with the maximum top of external parapet wall height of 7.0m. The overall height variation consists only to the staircase to the roof garden. The stairwell element is centrally located and is largely not visible from the neighbouring properties and adjoining right of way. Due to the fall of the land the rear dwelling sits lower than the retained dwelling and does not impact on the Alma Road streetscape character. The staircase is a very small proportion of the site as it only occupies 2.85% of the site with the roof eave at 2.0 %. Refer 3D Sketches.

With regard to the City's concerns regarding the staircase increasing the permissible height, the overall height is within the 9.0m height to the top of a pitched roof and could be considered a minor projection, when referenced to a conforming roof line.

A concept proposal to incorporate a roof hatch onto the roof garden was rejected by the owner, primarily for safety reasons. A roof hatch has no landing, a perimeter hob requiring a step up and over, and a non-continuous handrail.

The staircase provides a significantly safer entry/exit at roof garden level. It provides a landing at the top of the stairs and a standard door threshold. As the owners are seniors, the design provides ease of access combined with adequate weather protection when stepping out onto the roof garden. This design provides a safer solution than a roof hatch that is permissible under the codes.

The roof access also doubles as an air vent with electrically controlled glass louvres, to maximize passive ventilation.

Street Walls and Fences

The sliding gate infill to the east elevation has been amended to be permeable above 1.2m high in accordance with Clause 5.10 of the City's Local Planning Policy 7.1.1 – Built Form

The fencing has also been amended adjoining the eastern right-of-way to include a 1.5m truncation either side of the undercroft parking driveway.

The wall to the rear of the lot along the southern boundary includes amended visually permeable fencing with solid portions at the eastern corner and opposite the ground floor bedroom and kitchenette, affording privacy from the rear ROW. It commences at a height of 1800mm above the ROW at the western boundary and continues level reaching a height of 2050mm, due to the fall of the ROW.

**Landscaping**

The garden area and landscaping is maximized on this tight inner city site. A landscaping plan showing the tree canopy cover and proposed tree species is attached. The landscape approach retains an existing tree on the south east corner of the site. Refer Drawing SD-10 Rev2.

The trees selected for the project have been chosen due to their suitability for small spaces, ability to provide shade in summer, light to the residence in winter and to provide colour to the property and its surrounds. The ground level garden trees provide 20% of the site area as canopy coverage at maturity.

In addition, the owner who is interested in gardening, aims to grow a sustainable roof garden as an added outdoor amenity on the tight inner city site to maximize canopy coverage. This also minimizes the dwellings environmental impact by maximum planting on the tight site. Trees and planting also soften the view to and from the new dwelling.

The western trees on the roof garden are intended to be in 1.0 m³ planters, therefore part of the City of Vincent's allocation to canopy cover. These trees, add another 6sqm increasing the overall percentage to 22.5% of the site area as canopy coverage at maturity.

As the overall roof garden provides an environmental asset, we believe that all tree and hedge planting should also be considered as part of the landscape cover requirement. The eastern trees and hedge planting have not been included in the canopy cover calculation, however would add a further 12sqm increasing the overall coverage to 27%.

Although the canopy coverage is slightly less than the City's requirement of 30%, the landscaping plan provides a quality design maximising tree canopy coverage at maturity on this tight site.

Bulk and Scale

The proposed development has only one minor setback variation of 100mm to the first floor wall facing the eastern boundary (1.5m in lieu of 1.6m) and does not impose any excessive building bulk on the adjoining property.

Notwithstanding, the materials and colour of the new dwelling have been amended to better articulate the elevations and mitigate any concerns regarding bulk and scale. The ground floor level up to the underside of the first floor has been amended to deep red face bricks, whilst maintaining the white painted rendered masonry to the first floor.

The roof garden staircase occupies a minor area and is largely not visible from the adjoining properties and therefore does not impose any excessive building bulk.

Coloured elevations indicating revised materials and colours have been attached.

I trust these amendments to the original Development Application drawings in response to your request for further information satisfies your requirements and we request that the Development Application be approved.

Should you have any queries or require further information, please contact Dick Donaldson.

Yours faithfully

Dick Donaldson
Dick Donaldson Architecture+Design

Ref: 1801-06-01-002 DA 2 Ltr

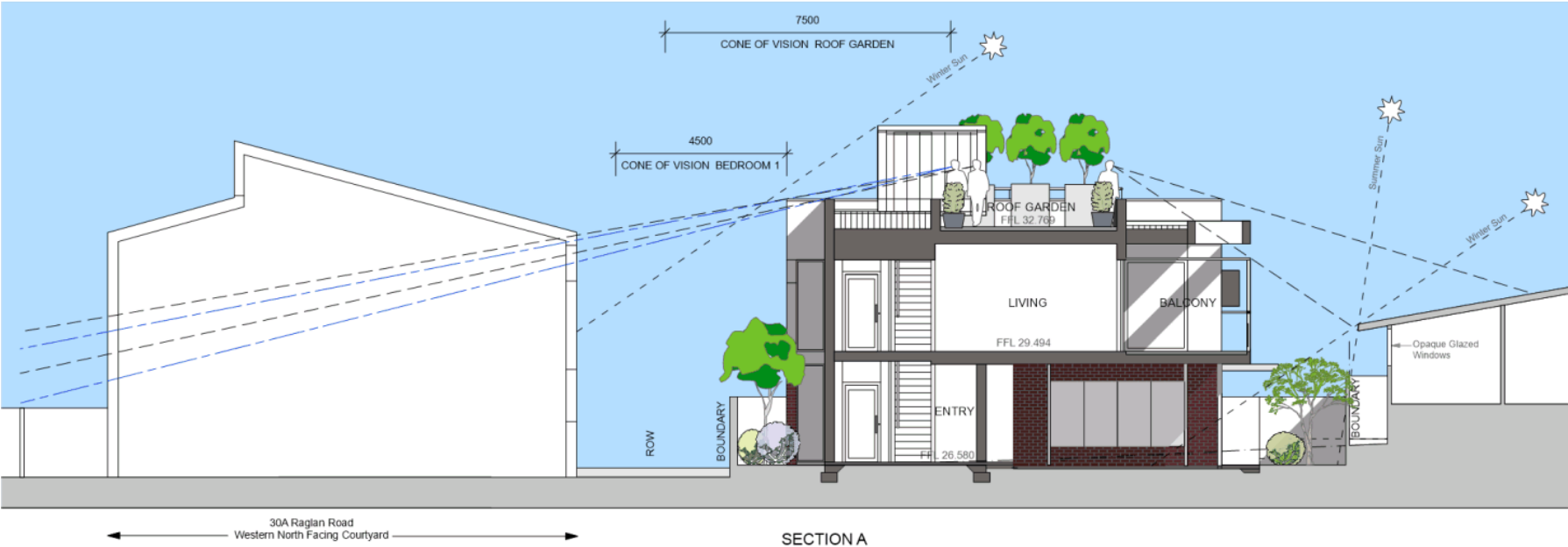
Attachment 3 – Site Imagines from Applicant:







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Dick Donaldson Architecture+Design
38 Salvado Street Cottesloe WA 6011 Tel 0438 248 877

MAVRICK RESIDENCE
3 ALMA ROAD MT LAWLEY WA 6011

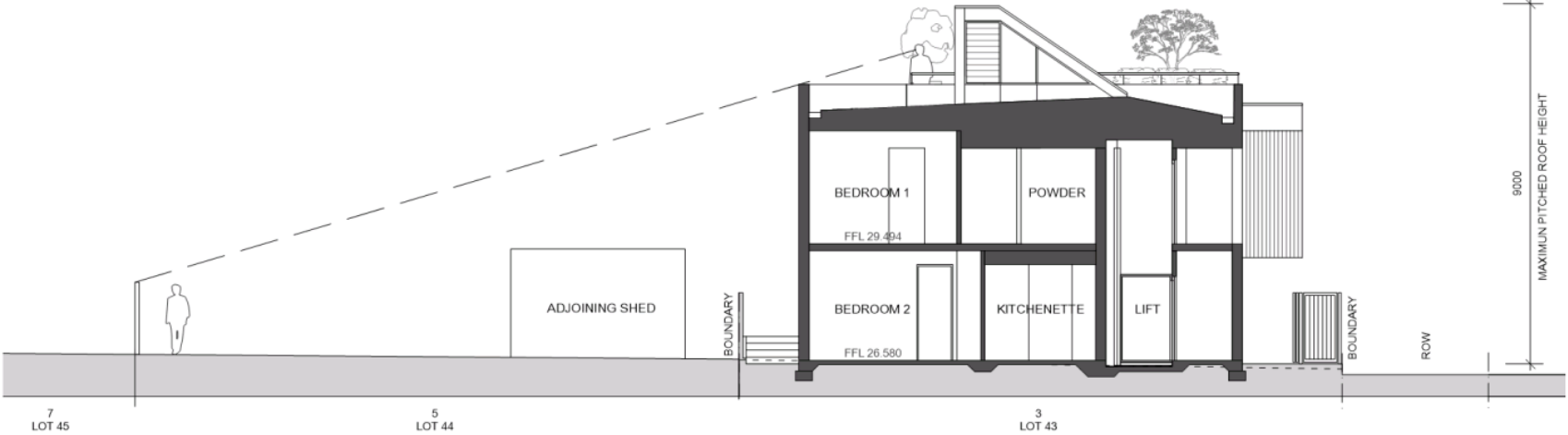
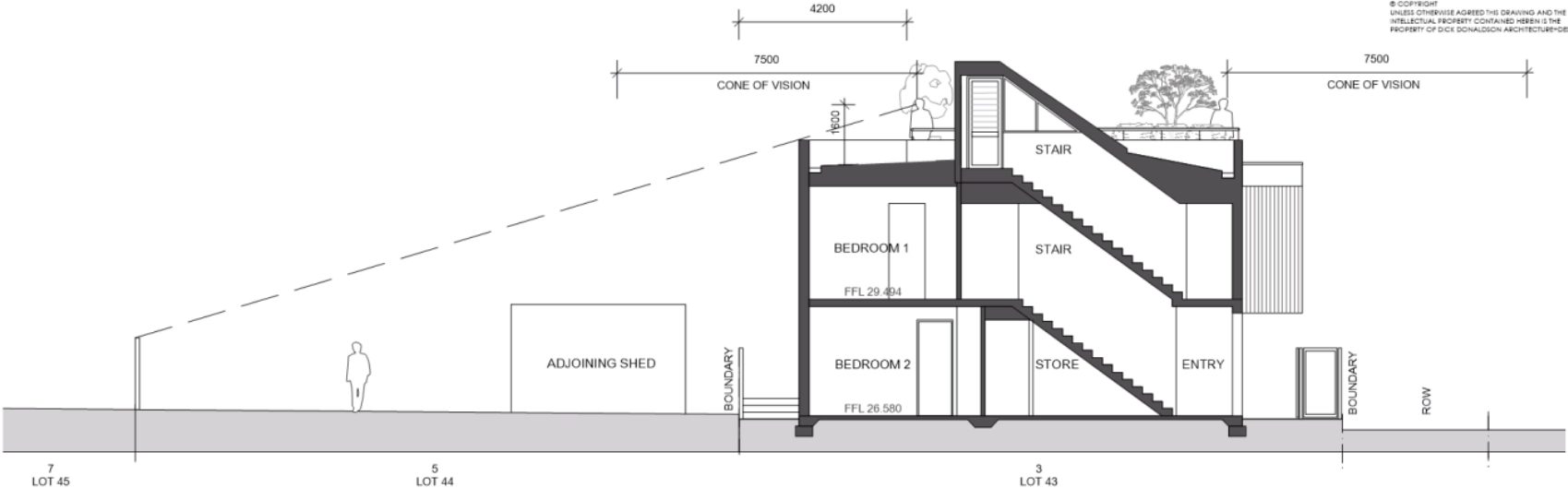
SECTIONS

Date 06.12.18
Revision DEVELOPMENT APPLICATION

No.

Job No. 1801
Scale 1:100@A3

Dwg No. 1801 SD-08A REV
0 2 4 6m



Dick Donaldson Architecture+Design
38 Salvado Street Cottesloe WA 6011 Tel 0438 248 877

MAVRICK RESIDENCE
3 ALMA ROAD MT LAWLEY WA 6011

SECTIONS

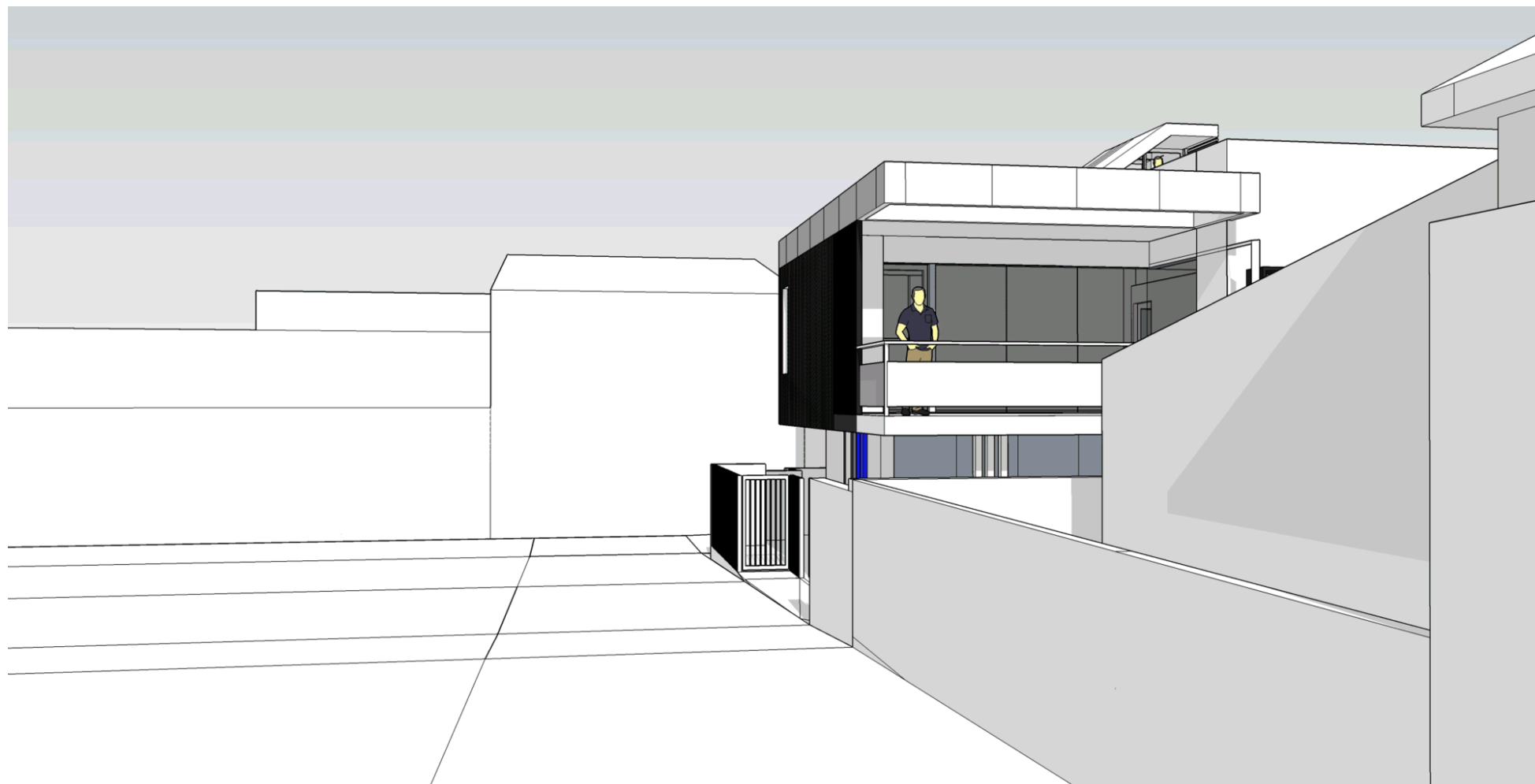
Date 06.12.18
Revision DEVELOPMENT APPLICATION

No.

Job No. 1801
Scale 1:100@A3

Dwg No. 1801 SD-09 REV 2
0 2 4 6m

REV 2 20.02.19 Roof Garden West Setback
REV 1 17.01.19 Roof Access Roof Overhang





Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
2. With reference to Condition 2, no further consideration shall be given to the disposal of stormwater 'offsite' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'offsite' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.
3. With reference to Condition 8, the acquisition of land for future right of way (ROW) widening will be considered at any future subdivision stage.
4. A security bond shall be lodged with the City by the applicant, prior to the issue of a building permit. This bond will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure in the ROW and the Verge has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.
5. The ROW shall remain open at all times and must not be used to store any building or other material or be obstructed in any way. The ROW surface (sealed or unsealed) shall be maintained in a trafficable condition for the duration of the works. If at the completion of the development the ROW condition has deteriorated, the applicant/developer shall make good the surface to the full satisfaction of the City.
6. Any additional property numbering to the abovementioned address which results from this application will be allocated by the City of Vincent. The applicant is requested to liaise with the City in this regard during the building permit process.
7. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

5.3 NO. 1/281 (LOT: 1; STR: 73298) AND NO. 2/281 (LOT: 2; STR: 73298) VINCENT STREET, LEEDERVILLE - PROPOSED CHANGE OF USE FROM HOME OFFICE TO OFFICE







TRIM Ref: D19/57719

Author: Clair Morrison, Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: South

Attachments:

1. Attachment 1 - Consultation and Location Map [↓](#) 
2. Attachment 2 - Development Plans [↓](#) 
3. Attachment 3 - Summary of Submissions and Administrations Response [↓](#) 
4. Attachment 4 - Parking Management Plan [↓](#) 
5. Attachment 5 - Minutes of the Ordinary Meeting of Council held on 18 December 2012 (Previous Council Decision) [↓](#) 
6. Attachment 6 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES** the application for development approval for a Change of Use from Home Office to Office at No. 1 (Lot: 1; STR: 73298) and No. 2/281 (Lot: 2; STR: 73298) Vincent Street, Leederville in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 6:

1. Use of Premises

- 1.1 This approval is for a change of use to 'Office' as shown on the plans dated 6 March 2019. It does not relate to any other development on the site;
- 1.2 The area shown as 'Office' on the approved plans shall be used in accordance with the definition of 'Office' as defined by the City's Local Planning Scheme No. 2;
- 1.3 A maximum of four staff are permitted to be on-site at any given time; and
- 1.4 The Office shall not operate outside of the following times without further approval from the City of Vincent:
 - 8:00am – 6:00pm Monday – Friday;
 - 8:00am – 1:00pm Saturday;
 - CLOSED Sunday and Public Holidays;

2. Interactive Frontage

The development shall maintain an active and interactive relationship and uninterrupted views between the use of the development and Vincent Street during the hours of the development's operation to the satisfaction of the City. Darkened, obscured, mirror or tinted glass or the like is prohibited. Curtains, blinds and other internal or external treatments that obscure the view of the internal area from Vincent Street are not permitted to be used during the hours of the developments operation;

3. Parking Management Plan

The Parking Management Plan approved as part of this application shall be implemented to the satisfaction of the City prior to the use or occupation of the development;

4. Bicycle Parking

A minimum of one class 3 bicycle facility for the Office shall be provided on-site and be designed and installed in accordance with AS2890.3, to the satisfaction of the City, prior to the occupation or use of the development; and

5. Signage

Any new signage shall be in strict accordance with the requirements of the City's Policy No. 7.5.2 – Signs and Advertising, unless further planning approval is granted by the City.

PURPOSE OF REPORT:

To consider an application for development approval for a Change of Use from Home Office to Office at No. 1/281 Vincent Street and No. 2/281 Vincent Street, Leederville (the subject site).

PROPOSAL:

The application proposes to change the use of the subject site from Home Office to Office. Details of the proposal include:

- Changing the use of Unit 1 and Unit 2 from Home Office to Office. According to the applicant the existing home offices are currently untenanted and changing the use to Office would allow for leasing to a third party;
- A total of four to six persons would be employed by the business, with three to four persons working on-site at any given time. The hours of operation are recommended to be conditioned to limit the operation of the office land use from between 8:00am and 6:00pm Monday to Friday and 8:00am – 1:00pm Saturday (closed on Sundays and Public Holidays); and
- The application does not propose any internal or external works to the existing building.

The proposed development plans are included as **Attachment 2**.

BACKGROUND:

Landowner:	Andrew Young (Unit 1) Peter Taylor (Unit 2)
Applicant:	Peter Taylor
Date of Application:	26 November 2018
Zoning:	MRS: Urban LPS2: Zone: Regional Centre R Code: N/A
Built Form Area:	Town Centre
Existing Land Use:	Home Office
Proposed Use Class:	Office 'D'
Lot Area:	521m ²
Right of Way (ROW):	No
Heritage List:	No

At the Ordinary Council Meeting on 18 December 2012, Council approved a development application for a four storey building on the subject site, consisting of ten multiple dwellings and two home offices.

The subject site is bounded by Vincent Street to the north, a single storey single house to the east at No. 279 Vincent Street, a single storey single house to the south at No. 200 Carr Place and a six storey multiple dwelling development to the west at No. 285 Vincent Street.

The subject site is zoned Regional Centre under Local Planning Scheme No. 2 (LPS2) and the subject site and adjoining properties are within the Town Centre built form area under the City's Policy No. 7.1.1 – Built Form.

The subject site is affected by Clause 32(1) of LPS2, which states that an Office land use is not permitted on the ground floor or at grade level with the street within the Regional Centre zone unless the application has been assessed and advertised to adjoining residents in accordance with Clause 34 of LPS2.

DETAILS:**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent LPS2 and the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Parking Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Car Parking		✓
Bicycle Facilities	✓	

Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council are as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
Local Planning Scheme No. 2	
Clause 32(1) of LPS2 states that an Office land use is not permitted on the ground floor or at grade level with the street within the Regional Centre zone.	The application proposes two Office land uses on the ground floor within the Regional Centre zone.
Car Parking	
Deemed-to-Comply Standard	Proposal
Policy No. 7.7.1	
Office: 1.5 bays per 100sqm NLA	Nil
$1.5 \times 0.31 = 0.465$ bays	
1 car parking bay	

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, for a period of 21 days commencing on 9 January 2019 and concluding on 30 January 2019. Community consultation was undertaken by means of a sign on site, a newspaper advert and 69 letters being sent to surrounding owners and occupiers, as shown in **Attachment 1**. The City received four submissions, all objecting to the proposal. A summary of the submissions received and Administration's response is provided in **Attachment 3**.

The objections received predominately raised concerns in relation to the requirement for strata approval under the *Strata Titles Act 1985*. The City is not responsible for the administration of this Act and an advice note is recommended to be included on the determination notice to remind the applicant/owner of their obligations under this Act.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;

- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation; and
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements.

Should Council refuse the application for development approval, the applicant will have the right to have the decision reviewed in accordance with Part 14 of the *Planning and Development Act 2005*.

Delegation to Determine Applications:

This matter is being referred to Council for determination as the Applicant has requested that the requirement to pay cash-in-lieu in accordance with the Parking Policy be waived.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Should the Council waive the cash-in-lieu requirement, the City would not receive the \$2,511 payment that is required under the Parking Policy.

COMMENTS:

Land Use

Clause 32(1) of LPS2 states that an Office land use is not permitted on the ground floor or at grade level with the street within the Regional Centre zone. Notwithstanding this, an Office use is capable of being approved in accordance with Clause 34(2) of LPS2 provided that the City is satisfied that the proposal satisfies the following criteria of Clause 34(5):

- (a) *approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and*
- (b) *the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.*

With regard to a) above, the proposed Office use is appropriate having regard to the matters to be considered by local government set out in Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* deemed provisions for the following reasons:

- The office land use is consistent with the objectives of the Regional Centre zone under LPS2, specifically:
 - Increasing the range of services and uses to cater for the local community; and
 - Broadening the range of employment opportunities within the area;

- The existing courtyards between the proposed office tenancy and the street provide adequate opportunity for interaction between the development and the public realm as well as passive street surveillance. A condition is recommended to ensure that an interactive frontage is maintained;
- The proposal provides increased employment opportunities within the Leederville Town Centre, noting that the subject site is currently vacant. This reflects the intent of the planning framework for the locality including the Leederville Masterplan;
- Vincent Street is characterised by single, grouped and multiple dwellings, retail, café and office land uses. The western adjoining lots include multiple dwellings with commercial and office land uses at ground level. The eastern adjoining lots include single dwellings. The northern adjoining lots include public office buildings. Given this, the application is in line with and reflective of the existing character and land uses of the locality;
- The proposal meets the objectives of the City's Parking Policy and is unlikely to generate traffic that exceeds the capacity of the existing road system in the locality, as discussed in further detail below.

With regard to b) above, the consultation process undertaken in relation to the proposal has identified that the office land use would not significantly adversely impact on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.

It is unlikely that the proposed low scale office with a total NLA of 31 square metres for the two proposed Offices would result in a land use with a greater intensity or amenity impact than that of other land uses that are permitted within the Regional Centre zone under LPS2 including shop, restaurant/café, liquor store – small, lunch bar and convenience store.

As outlined in the Consultation/Advertising section of this report, the four objections received during the consultation period raised concerns in relation to the requirement for strata approval under the *Strata Titles Act 1985* as opposed to concerns relating to planning matters. A summary of the submissions received and the Administration's response is provided in **Attachment 3**.

Car Parking

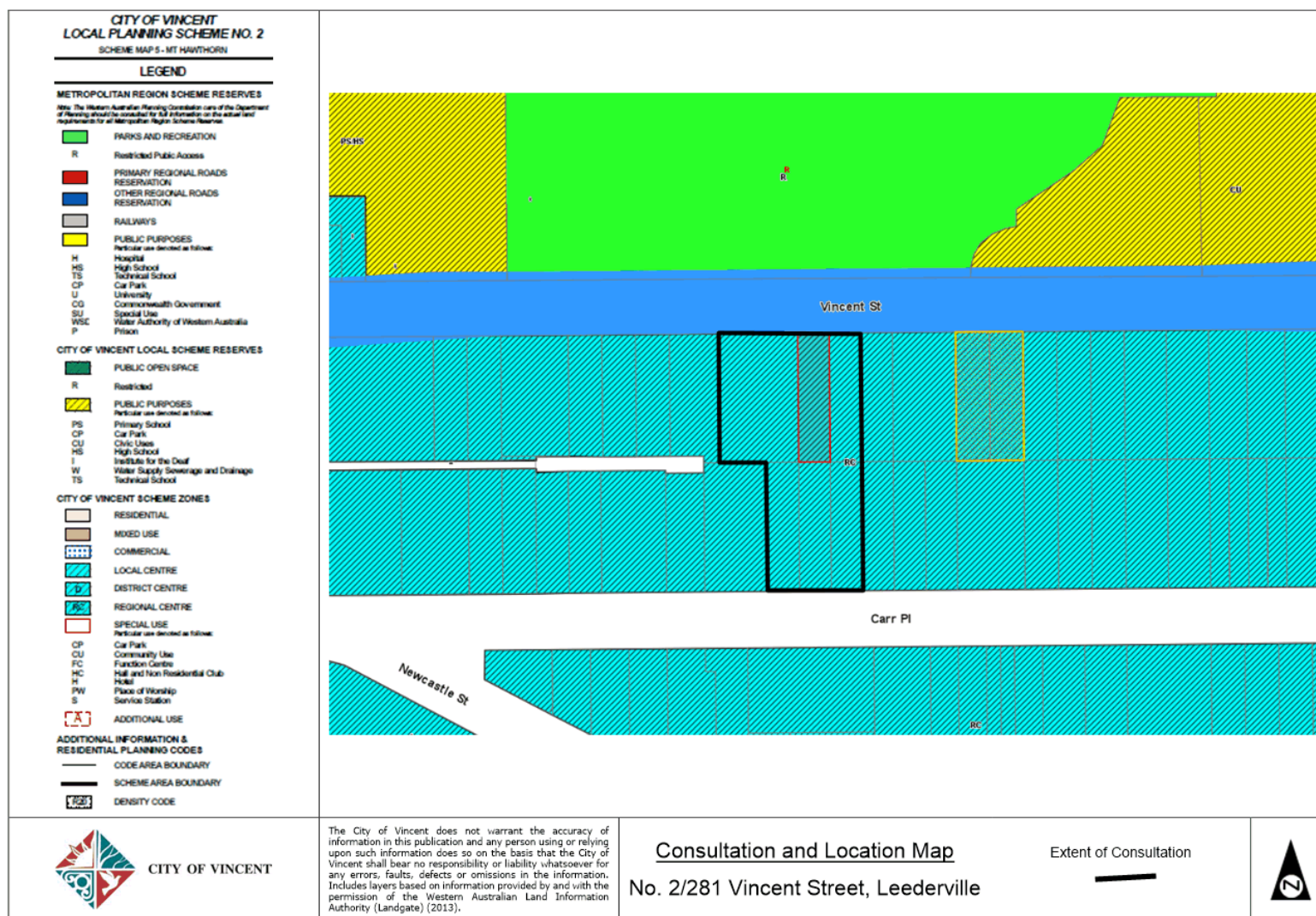
In accordance with the City's Parking Policy, an office at the subject site is required to provide 1.5 spaces per 100 square metres of net leasable area (NLA) on-site. The proposal requires one (rounded up from 0.465) parking space based on 31 square metres of NLA.

The existing development on site provides compliant resident parking and a one bay visitor parking shortfall in accordance with the approval granted by Council at its meeting on 18 December 2012. Whilst there are twelve parking spaces within the existing development to service the ten multiple dwellings, there are no parking spaces allocated to the two home offices. This results in a car parking shortfall of one space when considering the current proposal.

In considering the proposed car parking shortfall, the following is relevant:

- The proposed office with a net leasable area of 31 square metres is relatively small in comparison to other office space located along Vincent Street and is likely to have minimal visitors and associated vehicle movements during operating hours in comparison to other uses, such as medical centre, consulting rooms, café or retail land uses;
- The development is proposed to be conditioned for a maximum of four staff at any one time;
- The proposal is located within a well-served area, in relation to access, public transport and sustainable modes of transport;
 - The subject site is located approximately 580 metres from the Leederville Train Station by constructed footpaths;
 - The subject site is located approximately 200 metres from an existing high frequency bus route, as defined in the Residential Design Codes, running along Oxford Street;
- Ticketed on-street car parking is available directly adjacent to the subject site along Vincent Street. These on-street car bays are subject to a clearway parking restrictions from 7:30am to 9:00am and 4:15pm to 6:00pm Monday to Friday but are otherwise unrestricted. These bays are generally used by residents and visitors to the businesses and dwellings along this section of Vincent Street;
- The existing development on site provides compliant bicycle parking in accordance with the approval granted by Council at its meeting on 18 December 2012. Whilst the proposal does not require any additional bicycle parking facilities to be provided on site in accordance with the City's Parking Policy, the applicant has agreed to provide one class 3 bicycle facility on-site. A condition of approval is recommended to ensure that this facility is provided accordingly; and

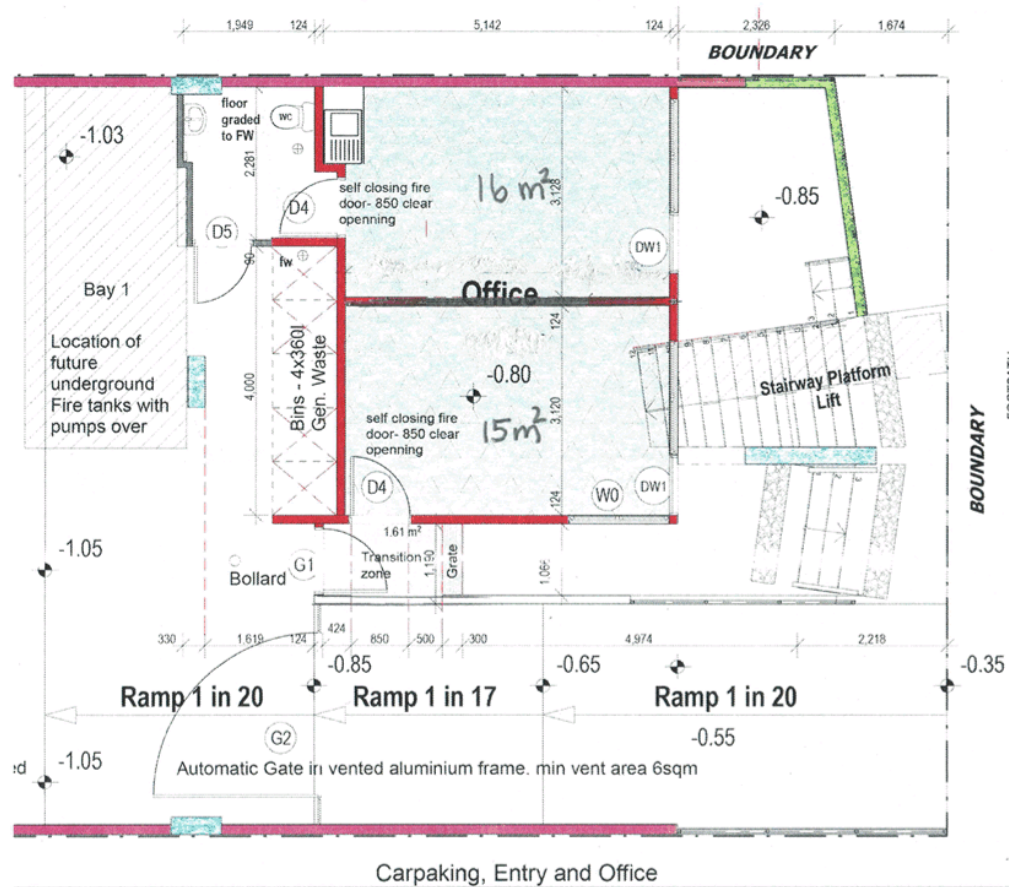
- The car parking provided satisfies the objectives of the City's Parking Policy and is acceptable to service the development without the provision of a cash-in-lieu contribution.



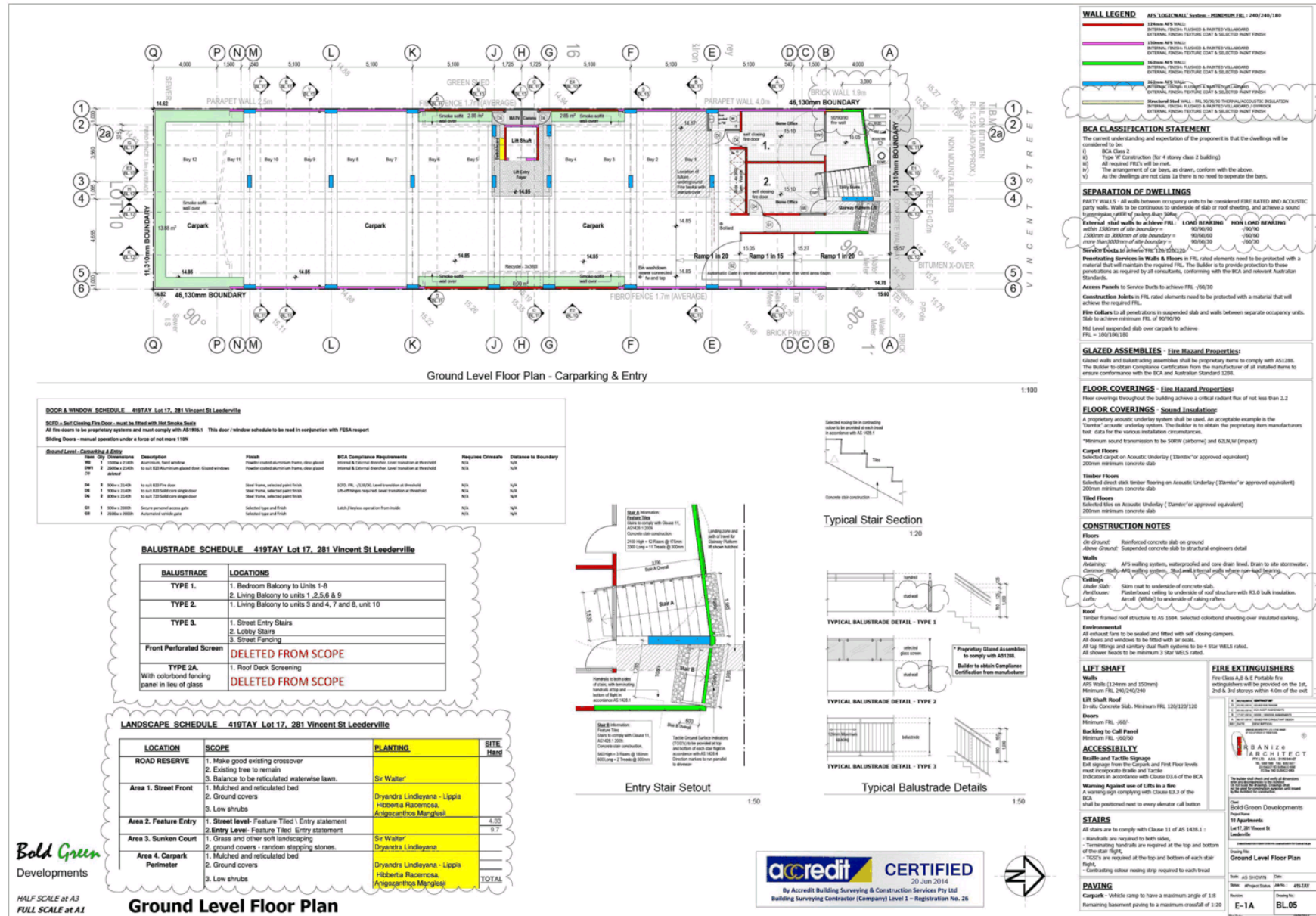


Amended Plan

CITY OF VINCENT
RECEIVED
2 April 2019



Client: BOLD GREEN DEVELOPMENTS
Project: 281 VINCENT STREET
LEEDERVILLE
Application: AMALGAMATION AND
REZONING TO OFFICE
Date: 23/5/2017



Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Officer Technical Comment:
<u>Traffic</u> Concern relating to the traffic and parking as a result of the application.	The traffic generated by the change of use does not exceed the capacity of Vincent Street. The application proposes a car parking shortfall of one bay which is considered to meet the objectives of the Parking Policy and is discussed further in the comment section of the report.
<u>Accessible Toilet</u> Concern relating to the use of the accessible toilet.	The application does not propose the exclusive use of the toilet, this is subject to Strata approval. The use of the accessible toilet facility is acceptable, given any potential tenant are within their right to use facilities accessible through leasing of the tenancy.
<u>Strata</u> The application has not been presented to a Strata Meeting.	This is subject to the <i>Strata Titles Act 1985</i> . The City is not responsible for the administration of the <i>Strata Titles Act 1985</i> and does not have the ability to administer requirements under this Act. It is recommended that an advice note accompanies the determination notice to remind the applicant/owner of their obligations under the <i>Strata Titles Act 1985</i> .

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

APPENDIX 2 – PARKING MANAGEMENT PLAN FRAMEWORK

Owner/Applicant Details	
Name:	PETER TAYLOR
Address:	Redacted personal information
Phone:	Redacted personal information
Email:	Redacted personal information
Applicant Signature:	Redacted personal information

Property Details	
Lot Number:	LOT 2
Address:	281 VINCENT STREET WEDDERBURN

Parking Allocation:

The following table should be prepared for inclusion in this Parking Management Plan to outline the parking available for the different users of this development application.

Parking Allocation	
Total Number Car Parking Spaces:	ONE DESIGNATED PLUS ONE SHARED - RESERVED FOR OFFICE DURING OFFICE HOURS
Total Number Short Term Bicycle Parking Spaces:	ONE, FORECOURT.
Total Number Long Term Bicycle Parking Spaces:	ONE FOUR, IN BASEMENT.
Total Number Other Bays:	

CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

Development Type	Development Users	Parking Allocation			
		Type / Duration	No. Car spaces	No. Bicycle Spaces	No. Other Spaces
E.g. Private Recreation Town Centre	Staff	Employee (> 3 hours)	2	1	-
	Customers	Visitor (< 3 hours)	7	2	-
	Other	Service (15 minute)	-	-	1
	Other	Disabled	-	-	1
NON-RESIDENTIAL CAR BAYS.			1	1	1 *

Note: In a mixed use development the parking allocation for residential and non-residential portions must be provided separately in the above table.

Alternative Transport:

The following table should be prepared for inclusion in this Parking Management Plan to outline the alternative transport options available to users of this development application.

Transport Option	Type & Level of Service
Public Transport	
Train	THE PROPERTY HAS TWO (2) TRAIN LINES STATIONS WITHIN 500 M: THE PERTH - JOONDALUP LINE, AND THE PERTH - FREMANTLE LINE.
Bus	BUS RUN FREQUENTLY ALONG LOFTUS ST.

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CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

Pedestrian	
Paths	
Facilities	
Cycling	
Paths	
Facilities	
Secure Bicycle Parking	
Lockers	
Showers/Change Room	

Public Parking:

Identify the number of on street and off street public parking in the vicinity in the following table.

	No. Marked Spaces	Location	Parking Restrictions
On Street Parking	1 MAY	VINCENT ST - SOUTH	AM & PM CLEARWAY
		VINCENT ST - NORTH	UNRESTRICTED
Off Street Parking	ONE (SHARED)	BASEMENT VISITOR BAY RESERVED FOR OFFICE CUSTOMER DURING OFFICE HOURS (AFTER HOURS - UNRESTRICTED)	SHARED

Parking Management Strategies

CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

Parking management strategies providing implementation details must be provided to ensure that the 'Parking Allocation' is used as demonstrated in this Parking Management Plan.

The allocation of bays as specified in the Parking Management Plan shall be included in the development application and planning approval.

The following information shall be provided, where applicable, within the Parking Management Plan:

1. Details of who will be responsible for management, operation and maintenance of parking (inclusive of car stackers);
2. Management of allocation of parking bays as specified in this Parking Management Plan including signage and enforcement;
3. Management of Tandem Parking for staff/tenants;
4. Way finding measures to ensure efficient use of parking facilities; and
5. Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.

1. THE OCCUPIER OF THE OFFICE SHALL BE RESPONSIBLE.
2. STRATA PLAN HAS ALREADY DESIGNATED TWO BAYS ONE SPARE, ONE VISITORS BAY RESERVED DURING OFFICE HOURS.
3. NOT APPLICABLE.
4. SECURE PARKING: VISITORS ACCESS BY APPOINTMENT.
5. BICYCLE RACKS PROVIDED. AMPLE PAID OFF-STREET PARKING

ORDINARY MEETING OF COUNCIL
18 DECEMBER 2012

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CITY OF VINCENT
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9.1.7 No. 281 (Lot 17; D/P 1561) Vincent Street, Leederville – Proposed Demolition of Existing Single House and Construction of Four-Storey Building Comprising Eight (8) Two Bedroom Multiple Dwellings, Two (2) Three Bedroom Multiple Dwellings, Two (2) Home Offices and Associated Parking

Ward:	South	Date:	7 December 2012
Precinct:	Oxford Centre; P4	File Ref:	PRO4724; 5.2012.420.1
Attachments:	001 – Property Information Report and Development Application Plans 002 – Applicant's Written Submission dated 20 September 2012 003 – Applicant's Response to Design Advisory Committee Recommendations 004 – 3D Drawing Demonstrating Direct Sun Access 005 – Power Line Section		
Tabled Items:	Nil		
Reporting Officer:	S Radosevich, Planning Officer (Statutory)		
Responsible Officer:	C Eldridge, Director Planning Services		

OFFICER RECOMMENDATION:

That the Council;

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application submitted by Bold Green Developments on behalf of the owner, P Taylor, for Proposed Demolition of Existing Single House and Construction of Four-Storey Building Comprising Eight (8) Two Bedroom Multiple Dwellings, Two (2) Three Bedroom Multiple Dwelling, Two (2) Home Offices and Associated Parking at No. 281 (Lot 17; D/P 1561) Vincent Street, Leederville, and as shown on plans stamp-dated 4 December 2012, subject to the following conditions:

1. a Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site;
2. the two home offices are limited to a business carried out solely within a dwelling by a resident of units 1 and 2 which does not:
 - 2.1 entail clients or customers travelling to and from the dwelling;
 - 2.2 involve any advertising signs on the premises; or
 - 2.3 require any external change to the appearance of the dwelling;
3. all external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive from Vincent Street;
4. any new street/front wall, fence and gate within the Vincent Street setback area, including along the side boundaries within this street setback area, shall comply with the City's Leederville Town Centre Masterplan and Built Form Guidelines;
5. no street verge tree(s) shall be removed. The street verge tree(s) is to be retained and protected from any damage including unauthorised pruning;

ORDINARY MEETING OF COUNCIL
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6. the owners shall make application to obtain the consent of the owners of Nos. 279 & 283 Vincent Street for entry onto their land, the owners of the subject land shall finish and maintain the surface of the boundary (parapet) walls facing Nos. 279 & 283 Vincent Street in a good and clean condition. The finish of the walls are to be fully rendered or face brickwork;
7. detailed facade treatments, anti-graffiti coatings and 'unfriendly' shrubbery against walls are to be incorporated to prevent unwanted graffiti;
8. **PRIOR TO THE SUBMISSION OF A BUILDING PERMIT APPLICATION**, the following shall be submitted to and approved by the City:
 - 8.1 Western Power

The applicant should gain approval of Western Power in relation to the proposed development;
 - 8.2 Amended Plans

Amended plans are required demonstrating that the details on the keyplan match their respective floor plans;
 - 8.3 Underground Power

In accordance with the City's Policy No. 2.2.2 relating to Undergrounding of Power, the power lines along the Vincent Street frontage of the property are to be undergrounded (with the exception of the high voltage lines), at the Developer's full cost. The developer is required to liaise with both the City of Vincent and Western Power to comply with the respective requirements;
 - 8.4 Construction Management Plan

A Construction Management Plan, detailing how the construction of the development will be managed to minimise the impact on the surrounding area, shall be submitted to and approved by the City, in accordance with the requirements of the City's Policy No. 3.5.23 relating to Construction Management Plans, and Construction Management Plan Guidelines and Construction Management Plan Application for approval Proforma;
 - 8.5 Landscape and Reticulation Plan

A detailed landscape and reticulation plan in accordance with the requirements of the City's Policy No. 3.4.8 relating to Development Guidelines for Multiple Dwellings in Residential Zones for the development site and adjoining road verge shall be submitted to the City for assessment and approval.

For the purpose of this condition, a detailed landscape and irrigation plan shall be drawn to a scale of 1:100 and show the following:

 - 8.5.1 a minimum of fifty (50) percent of the street setback area shall be landscaped;
 - 8.5.2 provision of increased soft landscaping of to ten (10) percent of the total site with a view to significantly reduce areas of hardstand and paving;
 - 8.5.3 the location and type of existing and proposed trees and plants;
 - 8.5.4 all vegetation including lawns;

MINUTES OF MEETING HELD ON 18 DECEMBER 2012

(TO BE CONFIRMED ON 12 FEBRUARY 2013)

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- 8.5.5 areas to be irrigated or reticulated and such method;
- 8.5.6 proposed watering system to ensure the establishment of species and their survival during the hot and dry months; and
- 8.5.7 separate soft and hard landscaping plants (indicating details of materials to be used).

The Council encourages landscaping methods and species selection which do not rely on reticulation.

All such works shall be undertaken in accordance with the approved plans prior to the first occupation of the development, and maintained thereafter by the owner(s)/occupier(s);

8.6 Section 70 A Notification under the Transfer of Land Act

The owner(s) shall agree in writing to a notification being lodged under section 70A of the Transfer of Land Act notifying proprietors and/or (prospective) purchasers of the property of the following:

- 8.6.1 The City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential units/dwellings. This is because at the time the planning application for the development was submitted to the City, the developer claimed that the on-site parking provided would adequately meet the current and future parking demands of the development; and
- 8.6.2 The use or enjoyment of the property may be affected by noise, traffic, car parking and other impacts associated with nearby entertainment, commercial and non-residential activities.

This notification shall be lodged and registered in accordance with the Transfer of Land Act prior to the first occupation of the development;

8.7 Schedule of External Finishes

A detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted; and

9. PRIOR TO THE FIRST OCCUPATION OF THE DEVELOPMENT, the following shall be completed to the satisfaction of the City:

9.1 Car Parking

The car parking area(s) on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of the City;

9.2 Vehicular Entry Gates

Any proposed vehicular entry gates shall be a minimum 70 per cent visually permeable, and shall be either open at all times or suitable management measures shall be implemented to ensure access is available for visitors at all times. Details of the management measures shall be submitted;

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9.3 Clothes Drying

Each multiple dwelling shall be provided with screened outdoor area for clothes drying;

9.4 Residential Car Bays

A minimum of ten (10) and two (2) car bays shall be provided for the residents and visitors respectively. The twelve (12) car parking spaces provided for the residential component and visitors of the development shall be clearly marked and signposted for the exclusive use of the residents and visitors of the development;

9.5 Visitor Bays

The car parking area shown for the visitor bays shall be shown as 'common property' on any strata or survey strata subdivision plan for the property; and

9.6 Bicycle Parking

Three (3) and one (1) bicycle bays for the residents and visitors of the development shall be provided; and

10. the development is to comply with all Building, Health, Engineering and Parks Services conditions and requirements to the satisfaction of the City's Chief Executive Officer.

COUNCIL DECISION ITEM 9.1.7

Moved Cr McGrath, Seconded Cr Topelberg

That the recommendation be adopted.

Debate ensued.

Cr Harley returned to the Chamber at 7.16pm.

Debate ensued.

Cr Wilcox and Cr Carey departed the Chamber at 7.19pm.

Debate ensued.

Cr Wilcox and Cr Carey returned to the Chamber at 7.21pm.

Debate ensued.

MOTION PUT AND CARRIED UNANIMOUSLY (9-0)

Web Link:

<https://www.vincent.wa.gov.au/council/council-committees/agendas-minutes/minutes-agendas-2012.asp>

Determination Advice Notes:

1. All signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Development Application and Building Permit application, being submitted and approved prior to the erection of the signage.
2. The development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect
3. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination
4. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
5. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.
6. The applicant/owner is reminded of their obligation under the *Strata Titles Act 1985* which may require consent from the adjoining strata owners and/or strata company before commencing any works on site.








5.4 NO. 377 (LOT: 162; D/P: 2630) WALCOTT STREET, COOLBINIA - FOUR MULTIPLE DWELLINGS

TRIM Ref: D19/40444

Author: Stephanie Norgaard, Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: North

- Attachments:**
1. Attachment 1 - Location and Consultation Plan [↓](#) 
 2. Attachment 2 - Development Plans 5 March OCM [↓](#) 
 3. Attachment 3 - Revised Development Plans [↓](#) 
 4. Attachment 4 - Administration's Response to Summary of Submissions [↓](#) 
 5. Attachment 5 - Applicant's Response to Summary of Submissions [↓](#) 
 6. Attachment 6 - Applicant's Response to Design Review Minutes [↓](#) 
 7. Attachment 7 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council in accordance with Section 31 of the State Administrative Tribunal Act 2004, the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, SETS ASIDE its deemed refusal and APPROVES the application for development approval for four Multiple Dwellings at No. 377 (Lot: 162; D/P: 2630) Walcott Street, Coolbinia in accordance with the plans shown in Attachment 3, subject to the following conditions, with the associated determination advice notes in Attachment 7:

1. Development Plans

The screening provided to the balcony of Unit 1 and Unit 3 shall restrict views into the adjoining property within the 7.5 metre cone of vision in accordance with State Planning Policy 3.1: Residential Design Codes. Screening shall be a minimum height of 1.6 metres from the finished floor level, permanently affixed and a minimum of 75 percent obscure;

2. Landscaping

2.1 A detailed landscape and reticulation plan for the development site and adjoining road verge to the City's satisfaction shall be lodged with and approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated;
- A total of 16 percent of the site area as deep soil zone; and
- The location of canopy cover at maturity equating to no less than 30 percent of the site and no less than two medium trees;

2.2 All works shown in the plans as identified in Condition 2.1 above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupation or use of the development and shall be maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

3. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary walls in a good and clean condition prior to the occupation or use of the development and thereafter to the satisfaction of the City;

4. Schedule of External Finishes

Prior to the commencement of development a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

5. Stormwater

All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City;

6. Clothes Drying Facility

All external clothes drying areas shall be adequately screened in accordance with State Planning Policy 3.1: Residential Design Codes prior to the use or occupation of the development and shall be completed to the satisfaction of the City;

7. External Fixtures

All external fixtures and building plant, including air conditioning units, piping, ducting and water tanks, shall be located so as to minimise any visual and noise impact on surrounding landowners, and shall be screened from view from the street, and surrounding properties to the satisfaction of the City;

8. Waste Management Plan

8.1 A waste management plan to the satisfaction of the City shall be submitted to, and approved by the City prior to the commencement of development;

8.2 The bin storage area shall be provided as set out in the approved waste management plan; and

8.3 Waste Management for the development shall be undertaken in accordance with the approved waste management plan for the duration of the development;

9. Car Parking and Vehicle Access

The car parking and access areas (including ramp grading) shall comply with the requirements of AS2890.1;

10. Bicycle Parking

A minimum of two bicycle bays are to be provided and installed to the satisfaction of the City in accordance with AS2890.3;

11. Construction Management Plan

A Construction Management Plan that details how the construction of the development will be managed to minimise the impact on the surrounding area, to the satisfaction of the City, shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan shall be prepared in accordance with the requirements of the City's Policy No. 7.5.23 – Construction Management Plans and include traffic and parking management requirements during construction. Construction on and management of the site shall thereafter comply with the approved Construction Management Plan;

12. Right of Way Widening

A 0.5 metre section of land shall be provided for right-of-way widening at the time of subdivision, in accordance with the approved development plan. The land required for right of way widening shall be transferred from the land owner to the Crown free of cost for the purpose of widening; and

13. Road Widening (Walcott Street)

- 13.1** The landowner agrees to remove any landscaping, development or other works at the time when the reserved land is required for the upgrading of Walcott Street at their own expense, if required; and
- 13.2** The landowner agrees that any improvements made to or loss of amenity will not be taken into consideration in determining any land acquisition cost or compensation which may be payable by Council or the Western Australian Planning Commission at such time as the land is required.

PURPOSE OF REPORT:

To consider an application for development approval for four Multiple Dwellings at No. 377 Walcott Street, Coolbinia (subject site).

PROPOSAL:

The application proposes the development of four two-bedroom Multiple Dwellings on the subject site. The proposed Multiple Dwellings have a three-storey building height above the existing natural ground level. The application proposes excavation for a portion of the site to facilitate undercroft car parking.

BACKGROUND:

Landowner:	Building Development Group Pty Ltd
Applicant:	Building Development Group Pty Ltd
Date of Application:	7 November 2018
Zoning:	MRS: Urban/Other Regional Roads LPS2: Zone: Residential R Code: R60
Built Form Area:	Transit Corridor
Existing Land Use:	Single House
Proposed Use Class:	Multiple Dwelling
Lot Area:	455 square metres
Right of Way (ROW):	Yes, 5.0 metres wide, drained and sealed
Heritage List:	No

The subject site is located at No. 377 Walcott Street, Coolbinia, as shown on the location plan included as **Attachment 1**. There is an existing Single House on the subject site.

The subject site has frontages to Walcott Street to the north-east and a right of way (ROW) to the south-west. The site is adjoining a Single House to the south-east and a Single House to the north-west. The property to the north-west has a current development approval for the construction of a two-storey Grouped Dwelling. The broader area is generally characterised by single storey Single Dwellings.

The subject site is zoned Residential with a density coding of R60 under the City's Local Planning Scheme No. 2 (LPS2). The subject site and adjoining properties along Walcott Street are within the Transit Corridor built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy). Walcott Street is reserved as an Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS). The subject site is affected by 1.5 metres of road widening to Walcott Street as per the Department of Planning, Lands and Heritage (DPLH) Land Requirement Plan. The subject site is also subject to the City's requirement for 0.5 metres of ROW widening.

The development application was presented to Council at its Ordinary Council meeting on 5 March 2019. The development plans from the March 5 2019 Ordinary Council meeting are included as **Attachment 2**. The application was deferred by Council to enable the applicant time to address following matters:

- Parking configuration;
- Visitor car parking arrangements;
- Articulation of the south east façade;
- Landscaping; and

- Storage solutions in addition to the lift return on the roof.

Administration received notification that the applicant had lodged an appeal with the State Administrative Tribunal on 6 March 2019. Administration, with the consent of the applicant, requested the Directions Hearing be postponed to the 10 May 2019 to allow the applicant time to submit amended plans for Council's consideration. The SAT issued Orders requiring the applicant to lodge revised plans with the City and invited Council to consider these revised plans pursuant to section 31(1) of the *State Administrative Tribunal Act 2004 (WA)* on or before 30 April 2019.

The applicant has submitted revised plans for reconsideration. The main changes between the deferred plans and the revised plans are summarised as follows:

- Removal of sections of feature render on the south-east elevation and introduction of face brick cladding and feature vertical cladding;
- Introduction of a central break within the roof line on the south-east façade;
- Removal of the London Plane tree species and instruction of Chinese Elm and Bradford Pear tree species;
- Reduction in tree canopy cover from 27 percent to 19.94 percent;
- Increase setback of Unit 3 from the south east boundary from 1.8 metres to 1.9 metres (living) and 1.2 metres to 1.3 metres (kitchen);
- Introduction of additional section of excavation to accommodate the lift pit;
- Orientation of skillion roof flipped;
- Reduction of overall building height by 0.1 metres;
- Introduction of two additional visitor bays so that each unit has one visitor bay each; and
- Introduction of screen gates across the resident car bays.

A copy of the revised development plans is included as **Attachment 3**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Built Form Policy and the State Government's Residential Design Codes (R Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table:

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Plot Ratio		✓
Street Setback	✓	
Front Fence	✓	
Building Setbacks/Boundary Wall		✓
Building Height	✓	
Open Space	✓	
Outdoor Living Areas	✓	
Landscaping (R Codes)	✓	
Privacy	✓	
Parking & Access	✓	
Sight Lines		✓
Bicycle Facilities	✓	
Solar Access	✓	
Site Works/Retaining Walls	✓	
Essential Facilities	✓	
External Fixtures	✓	
Surveillance	✓	

Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council is as follows:

Plot Ratio	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.1.1	
Plot Ratio: 0.70 (318.5 square metres)	Plot Ratio: 0.76 (344.4 square metres)
Lot Boundary Setbacks	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.1.4	
<u>North-West</u>	<u>North-West</u>
Unit 1: 1.5 metres Unit 2: 1.5 metres Unit 3: 1.7 metres Unit 4: 1.8 metres	Unit 1: 1.2 metres (kitchen) Unit 2: 1.2 metres (kitchen) Unit 3: 1.2 metres (kitchen) Unit 4: 1.2 metres (kitchen)
<u>South-East</u>	<u>South-East</u>
Unit 1 and Unit 2 (bedroom 1, stairwell, bedroom 1): 2.4 metres Unit 3 (bathroom, bedroom 2): 1.4 metres Unit 4 (bathroom, bedroom 2): 1.3 metres Unit 3 and Unit 4 (bedroom 1, stairwell, bedroom 1): 3.8 metres	Unit 1 and Unit 2 (bedroom 1, stairwell, bedroom 1): 1.8 metres Unit 3 (bathrooms, robe): 1.3 metres Unit 3 and Unit 4 (bedroom 1, stairwell, bedroom 1): 1.9 metres
Sight Lines	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.2.3	
Walls, fences and other structures truncated or reduced to a height of 0.75 metres within the 1.5 metres visual truncation area.	Existing boundary fencing located within visual truncation area.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, for a period of 41 days commencing on 4 December 2018 and concluding on 15 January 2019. The community consultation period was extended to account for the holiday period affecting December and January. The method of consultation included 64 letters being sent to surrounding landowners within a 100 metre radius of the subject property, as shown in **Attachment 1**.

During the community consultation period, the City received one submission in support of the proposal, seven submissions in objection to the proposal and four submissions neither objecting nor supporting to the proposal. The submission received in support of the proposal did not provide specific comments or reasons for the support. The submissions received objecting to the proposal raised the following key concerns:

- Non-compliance with the deemed-to-comply standards of the R Codes;
- Visual impact of the proposal on the nearby properties in terms of bulk and scale;
- Inconsistency of the proposal with the existing single house residential character of the area;
- Impact of the proposal on the usability of the ROW in terms of increased traffic, noise and safety; and
- Impact of the proposal on the adjoining properties in terms of overshadowing and visual privacy.

Following community consultation, the applicant provided revised plans that included an elevator within the development and other minor amendments to the building facades. The revised plans were re-advertised between 4 February and 11 February 2019. The method of community consultation was in the form of written notification to the submitters of the proposal. Following the conclusion of community consultation, the City received two submissions neither objecting nor supporting to the proposal and 15 submissions objecting to the proposal.

The key areas of concern received in objection were the same as those raised in the original submissions.

A summary of the submissions received and Administration's comment is provided in **Attachment 4**. The applicant's response to the summary of submissions is provided in **Attachment 5**.

Department of Planning Lands and Heritage (DPLH)

The development application was referred to the DPLH for comments due to the site being affected by a 1.5 metre wide ORR reserve along the Walcott Street frontage. DPLH recommended a condition be included on the development approval requiring the landowner to remove the landscaping and associated minor works located within the road widening area at the time Walcott Street is upgraded.

City of Stirling

The development application was referred to the City of Stirling as the subject site is located on the boundary of the City of Vincent and City of Stirling local government areas. The City of Stirling advised that it had no specific comments to provide on the proposal.

Design Review Panel (DRP):

Referred to DRP: Yes

The proposal was referred to the DRP prior to formal lodgement. The applicant provided a response to the comments provided by the DRP, which is included in **Attachment 5**. Administration also referred the development plans previously considered by Council at its meeting held on 5 March 2019 to the Chair of the DRP. The Chair of the DRP noted the following matters:

- The roof scape and in particular the impact of the storage structure on neighbouring lots. Consider a roof scape that responds to the neighbouring building and a roof scale that encapsulates the storage structure;
- The location of the bin storage being outside of the front setback area; and
- Increasing the sun shading to the north, east and west facing windows.

The development plans subject to this reconsideration have not been presenting to the DRP.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- *State Administrative Tribunal Act (WA) 2004*;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy; and
- Policy No. 7.5.23 – Construction Management Plans.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

City of Vincent Policy No. 7.1.1 – Built Form

The City has undertaken community consultation for amendments to the existing Built Form Policy. The community consultation period concluded on 11 December 2018.

The development has not been assessed against the proposed amendments to the Built Form Policy. The amendments to the Built Form Policy are in draft form and do not reflect the outcome of any changes stemming from the community consultation period and are not reflective of Design WA. The amendments to the Built Form Policy are not considered to be 'seriously entertained' as they have not received approval from Council following community consultation and they are not certain or imminent in coming into effect in the form they were advertised in.

The amendments to the Built Form Policy are expected to be presented to Council in the first half of 2019 to consider its acceptability following community consultation.

WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments

On 18 February 2019, the WAPC released the documentation for Design WA, which includes State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments and Design Review Guide. The Minister for Planning has announced this would become operational on 24 May 2019. An objective assessment has been completed against the policy.

Delegation to Determine Applications:

This matter is being referred to Council in accordance with the City's Delegated Authority Register as the proposed development incorporates more than three dwellings and the application received more than five objections during the community consultation period.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

"Innovative and Accountable"

"We are open and accountable to an engaged community".

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Building Size

The development proposes a plot ratio of 0.76 (344.4 square metres) in lieu of the 0.7 (318.5 square metres) deemed-to-comply standard of the R Codes. The Acceptable Standards of Design WA Clause 2.4 allows a plot ratio of 0.8. In considering the acceptability of the plot ratio, the following is noted:

- The development incorporates design measures to mitigate the impact of building bulk on the streetscape and adjoining properties. This includes the stepping in of the development, setting back the upper level and incorporating varying colours and materials into the building facade;
- The development provides deep soil areas in the front setback and at the rear of the subject site which could accommodate mature tree planting that would provide screening to the development from Walcott Street and the ROW; and
- The bulk and scale of the development is considered to be consistent with the future desired built form outcome of the locality as envisaged by the Transit Corridor built form area of the Built Form Policy. The Transit Corridor built form area permits three-storey building height to facilitate higher density development along major transport routes. The development does not contribute additional bulk due to the design measures discussed above, and is consistent with the intended built form of the area.

The proposal meets the design principles of the R Codes and is supported.

Lot Boundary Setbacks

The development does not meet the deemed-to-comply lot boundary setbacks of the R Codes for sections of the building façade on the north-west and south-east elevations. The Acceptable Standards of Design WA Clause 2.4 Side and rear setbacks require the same side and rear setbacks (3.0 metres). In considering the acceptability of the lot boundary setbacks, the following is noted:

- The development provides articulation in the building façade through stepping in sections of the building which reduces the overall bulk of the development to adjoining properties and as viewed from the street;
- The development has incorporated alternating colours and materials on the facades, which include feature brick, two shades of render, feature cladding and glazing. The inclusion of alternative finishes assists in breaking up the bulk of the building façade to the adjoining properties;
- The sections of wall subject to the reduced lot boundary setbacks do not contain any major openings, meaning the proposed lot boundary setbacks do not result in any departures to the deemed-to-comply standards for visual privacy; and
- The development meets the deemed-to-comply standards of the R Codes with respect to overshadowing. The setbacks provided are sufficient to allow for ventilation between the existing and proposed buildings.

The proposal meets the design principles of the Built Form Policy and the R Codes with regards to lot boundary setbacks and is supported.

Landscaping

The City's Built Form Policy requires 15 percent of the site to be provided as deep soil zone and 30 percent of the site to be provided as canopy coverage. The Acceptable Outcomes of Design WA Clause 3.3 Tree canopy and deep soil areas requires 10 percent minimum deep soil area and one medium tree and small trees to suit the area. The development provides 16 percent deep soil and 19.94 percent canopy coverage, with one small tree and one medium tree proposed. The landscape plan indicates two alternative tree species to be installed, being either a Chinese Elm or a Bradford Pear. In accordance with Design WA, the Bradford Pear is considered to be a small tree and the Chinese Elm is considered to be a medium tree.

The open air car parking area is required to provide one shade tree, a minimum of 80 percent canopy coverage and a 1.5 metre landscaping strip along the perimeter. The development provides 50 percent canopy coverage, one shade tree and no 1.5 metre landscaping strip.

- The proposed tree species are consistent with the City's recommended tree species list; and
- The development provides a sufficient deep soil area to achieve 30 percent canopy cover with additional tree planting within the front setback area.

The City recommends a condition be imposed requiring a revised landscape and reticulation plan to be submitted and approved by the City prior to the commencement of development. This revised landscape plan is to demonstrate a minimum of 30 percent canopy coverage and a minimum of two medium sized trees.

Sight Lines

The revised development plans have introduced an additional two visitor bays at the rear of the development. The proposed car parking arrangement does not satisfy the deemed-to-comply standards of the R Codes, which requires a 1.5 metre visual truncation.

The City's engineering team have reviewed the proposal and deemed that although the dividing fence is not truncated in accordance with the deemed-to-comply standards, the proposed sight lines are considered adequate within the context of the site. Access to the car bays is provided through a ROW, which is a low speed environment with low traffic volumes. The ROW also contains speed bumps to assist with providing traffic calming measures. The proposed sight lines provide safe vehicle access to the proposed car parking bays and are supported.

Design Review Panel Comments

The DRP provided comments in regards to the proposed roof form of the upper level, the location of the bin area within the front setback area and the shading of external windows.

- The storage structure protruding from the roof is setback from the building boundaries to minimise the impact of building bulk as viewed from adjoining properties and the street. The development complies with deemed-to-comply building height and overshadowing standards;
- The proposed bin store complies with the R Codes' deemed-to-comply standards relating to the design and location of bin store areas. Specifically, the bin store area is provided in a convenient location for residents that is enclosed and bins would be screened from view, and has been designed to integrate with the building design by incorporating materials and colours consistent with the development; and Landscaping is proposed to be installed in front of the bin store area to provide screening.
- The applicant has incorporated window shrouds to serve as a shading device.

The proposal has satisfactorily addressed the DRP's comments.

Reasons for Deferral

Parking configuration and visitor car parking arrangements

The development plans presented to the 5 March 2019 Ordinary Meeting of Council proposed four basement car bays for residents that were open to the laneway and two visitor parking bays directly behind two of the resident parking bays. The revised development plans provide a tubular steel screening gate to the four resident bays, screening these bays from the ROW. The revised plans also propose four visitor car bays in a tandem car parking arrangement, with one directly behind each of the resident parking bays. This allows each dwelling to have a visitor car bay available for the exclusive use of their visitors.

Articulation of the south east façade

The amended development plans have removed sections of the feature render on the south-east elevation and introduced sections of face brick cladding and feature vertical cladding. A central break has been added to the roof line through removal of a section of the eaves. The modifications to the south-east façade further assists in breaking up the solid nature of the building façade and reducing the perception of building bulk.

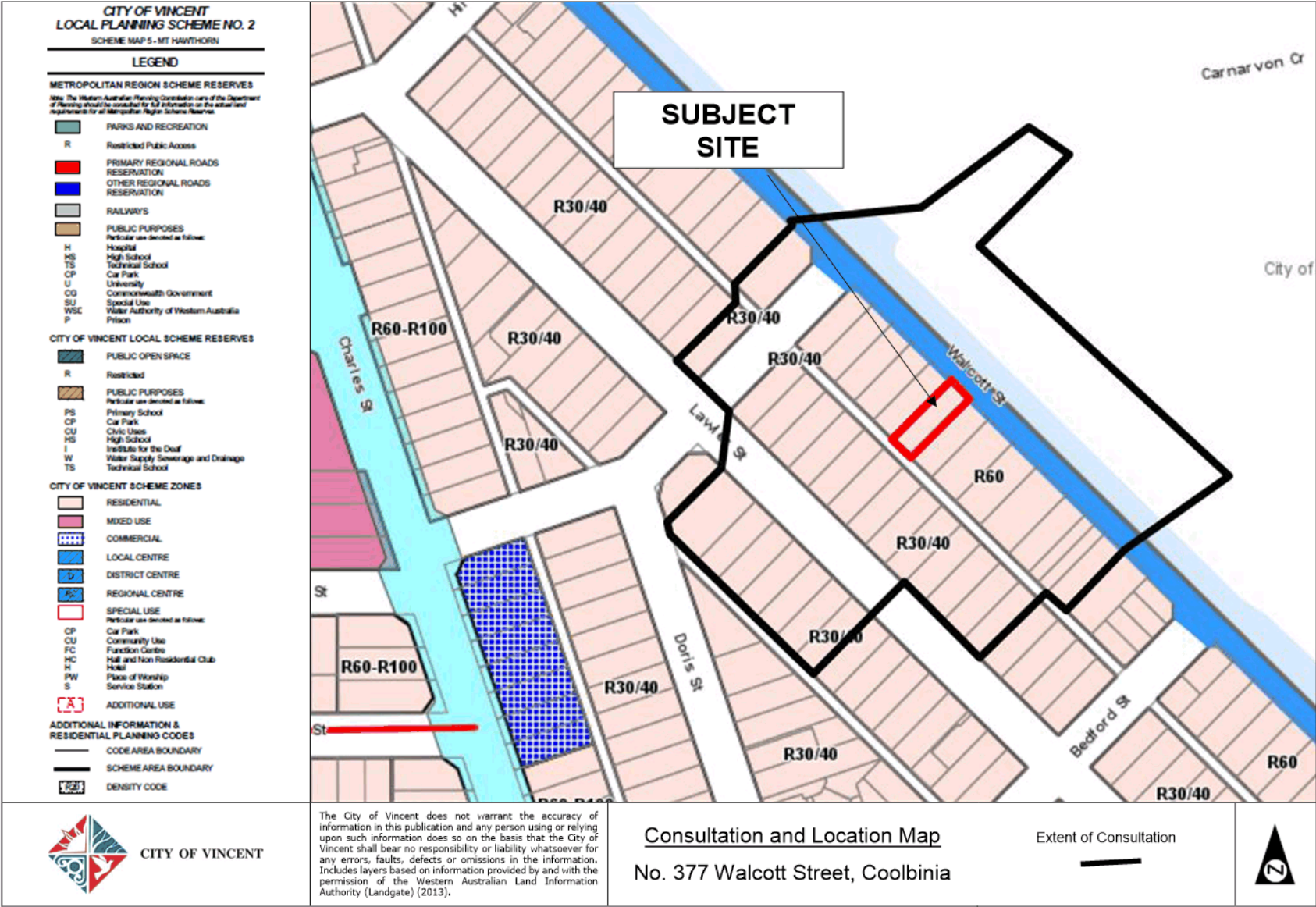
Landscaping

The amended landscape plan indicates two alternative tree species from the City's preferred tree species list. As discussed above, the proposed canopy cover from the alternative tree species does not satisfy the 30 percent canopy cover standard of the City's Built Form Policy. A condition of approval has been recommended to ensure additional tree plantings is provided to ensure a minimum of 30 percent canopy cover for the site, at maturity.

Storage solutions in addition to the lift return on the roof

The development provides four storage rooms in the basement area. Each storage room has a minimum area of four square metres. In addition to the individual storage rooms, the development provides 12 square metres of common storage in the upper level of the development. The revised development plans have reduced the height of the common storage area on the upper level by 0.1 metres. The angle of the skillion roof on top of the common store has been flipped so the higher side is now on the south-east side of the subject site. Both sides of the skillion roof now have a height of 10 metres from the existing natural ground level and with the slope of the skillion roof now matching the natural slope of the subject site. The exterior finish of the common store has also been changed from light grey render and cladding to a darker grey render and cladding.

The common store satisfies the deemed-to-comply standards of the R Codes and is largely not visible from the adjoining properties, rear ROW or Walcott Street due to its central location above the second storey.





PROPOSED 4 x MULTIPLE DWELLINGS

LOT 162 (#377) WALCOTT STREET COOLBINIA

CITY OF VINCENT
RECEIVED
8 February 2019

NOTE:
MATERIAL SHOWN ARE INDICATIVE
ONLY. REFER TO MATERIALS
SCHEDULE PROVIDED AS PER DAC
APPLICATION



DRAWINGS LIST	
A-00	COVER (MATERIAL SELECTIONS)
A-01	EXISTING SITE PLAN (AND LEVELS)
A-02	ULCROFT SITE
A-03	SITE
A-04	LANDSCAPE PLAN
A-05	CANOPY COVER
A-06	UNDERCROFT
A-07	UNDERCROFT PARKING
A-08	GROUND FLOOR
A-09	FIRST FLOOR
A-10	ELEVATIONS
A-11	ELEVATIONS
A-12	ELEVATIONS
A-13	ELEVATIONS
A-14	SECTION (UNDERCROFT NSL)
A-15	SECTION (VIEW FROM FOOTPATH)
A-16	3D VIEWS AT R.O.W

project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

LOT 162 (#377) WALCOTT STREET
COOLBINIA

SCALE BAR



REVISION DESCRIPTION	REV	REV. DATE
Initial DAC Set	A	26-02-18
Changes to Planning/DAC as per meeting	B	10-04-18
Revisions Following Shire Meeting / Pre DAC	C	16-04-18
Council Changes/Flip Apartments / Post DAC	D	00-10-18
Revised elevation and landscaping plans for DAC and DA	E	2-11-18
Revised Planning Drawings. Changes as clouded	F	14-01-19
Ulcraft parking amended. Balcony screening added	G	08-02-19

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Architecture
Sub-division
Planning
Feasibility
Development
Design
Construction

COVER (MATERIAL SELECTIONS)

drawing to
A-00

date drawn
18-Feb-19

scale

sheet size
A3

revision
REV G

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

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

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

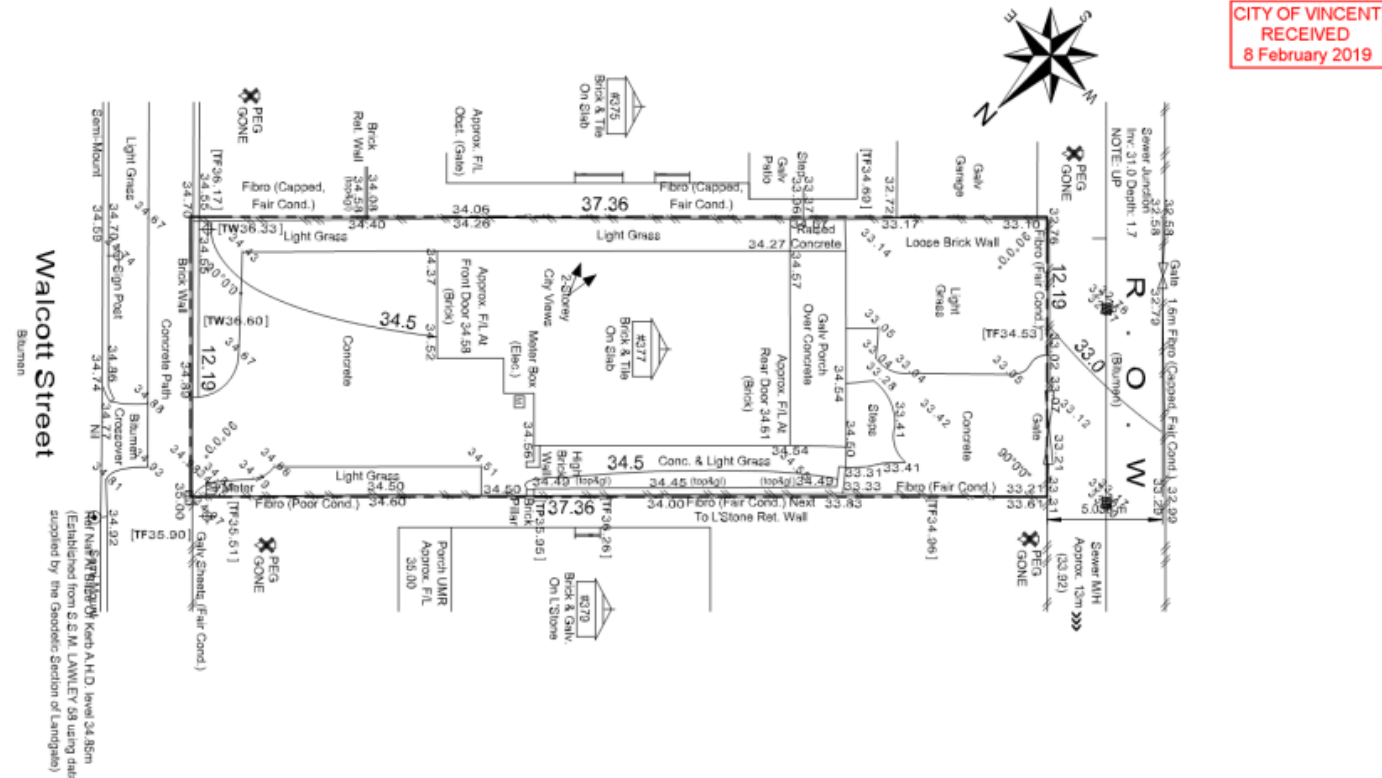
DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from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

DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment and are to be verified when repegged. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires

boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

LOT MISCLOSE
0.000 m
SOIL DESCRIPTION
Sand
Refer to Survey

COTTAGE & ENGINEERING SURVEYS Licensed Surveyors				87-89 Guthrie Street, Osborne Park, Western Australia Telephone: (08) 9446 7361 Facsimile: (08) 9445 2988 Email: info@cottage.com.au Website: www.cottage.com.au		Builder : Building Development Group Constructions CLIENT : LOT 162 #377 Walcott Street, Coolbinia		OLD AREA Plan 2630	LEGEND + SEC Dome + Power Pole + Phone Peg + Water Conn. + Tap Meter/Pipe + Tap Wall + Tap Retaining + Tap Fence
J/N:	DATE:	SCALE:	DRAWN:						
429751	09 Jan 18	1:200	M. Minko-Ware						



project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

LOT 162 (#377) WALCOTT STREET
COOLBINIA

SCALE BAR



REVISION DESCRIPTION

REV	REV. DATE
A	26-02-18
B	10-04-18
C	16-04-18
D	09-10-18
E	2-11-18
F	14-01-19
G	08-02-19

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EXISTING SITE PLAN (AHD LEVELS)

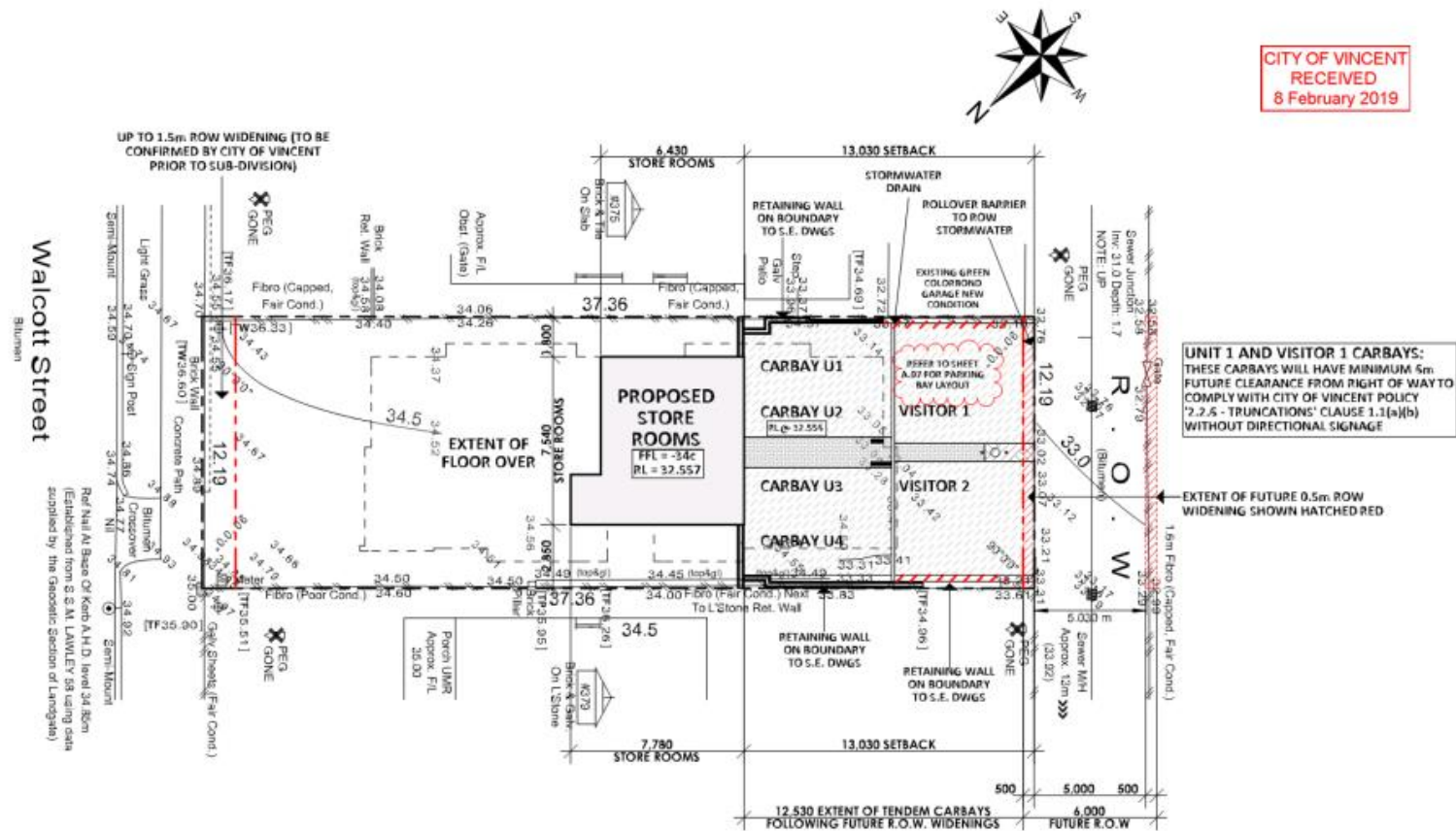
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Date drawn: 22-Feb-19

Scale: 1:200

Sheet No: A3

Revision: REV G



project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

SCALE BAR



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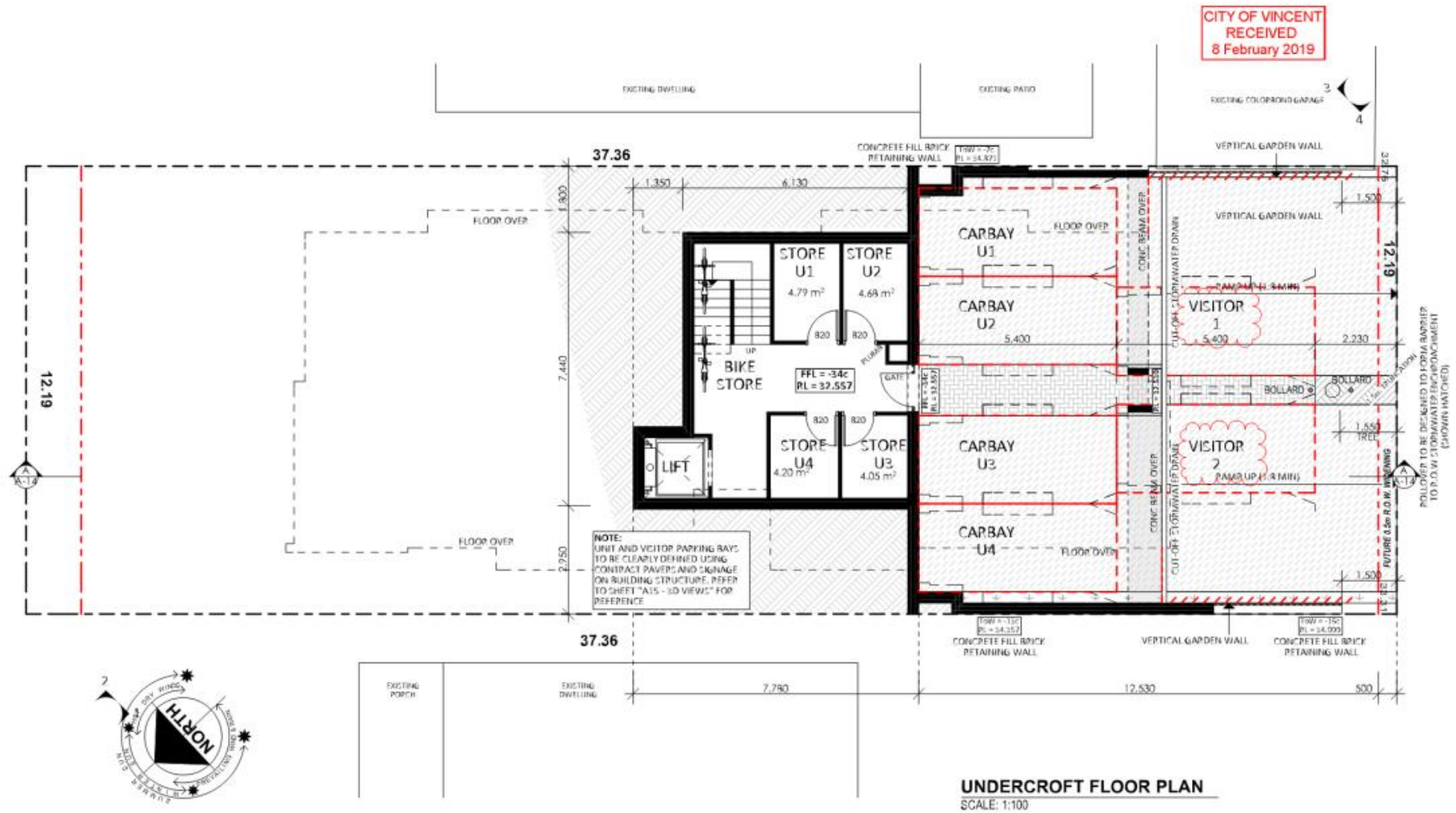
**Building Development Group Pty Ltd**

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Architecture
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UICROFT SITEDrawing to
A-02Date drawn:
18-Feb-19Scale:
1:500Sheet no:
A3Revision
REV G

Page 107



project name:
PROPOSED 4 x MULTIPLE DWELLINGS

address:
**LOT 162 (#377) WALCOTT STREET
COOLBINIA**



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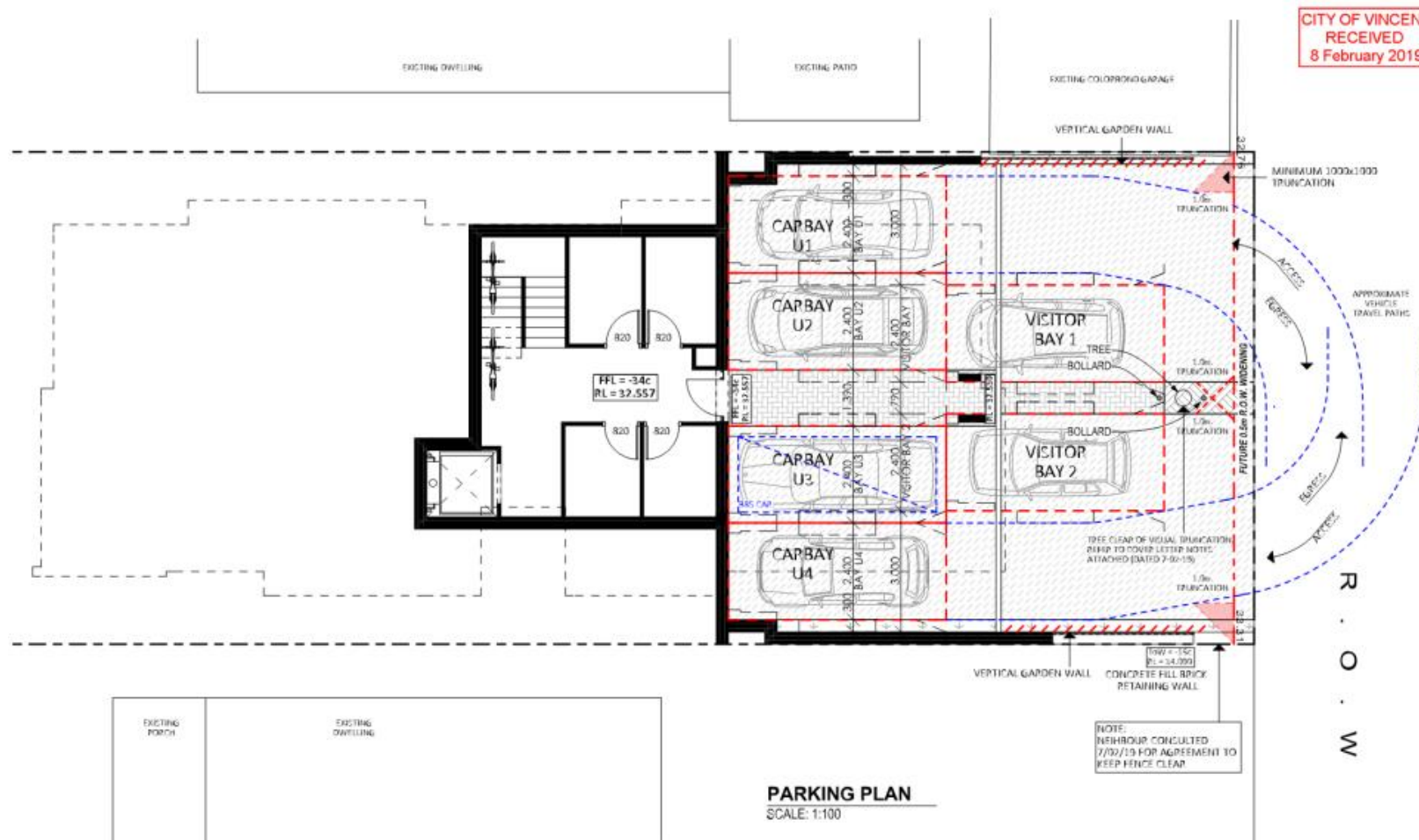




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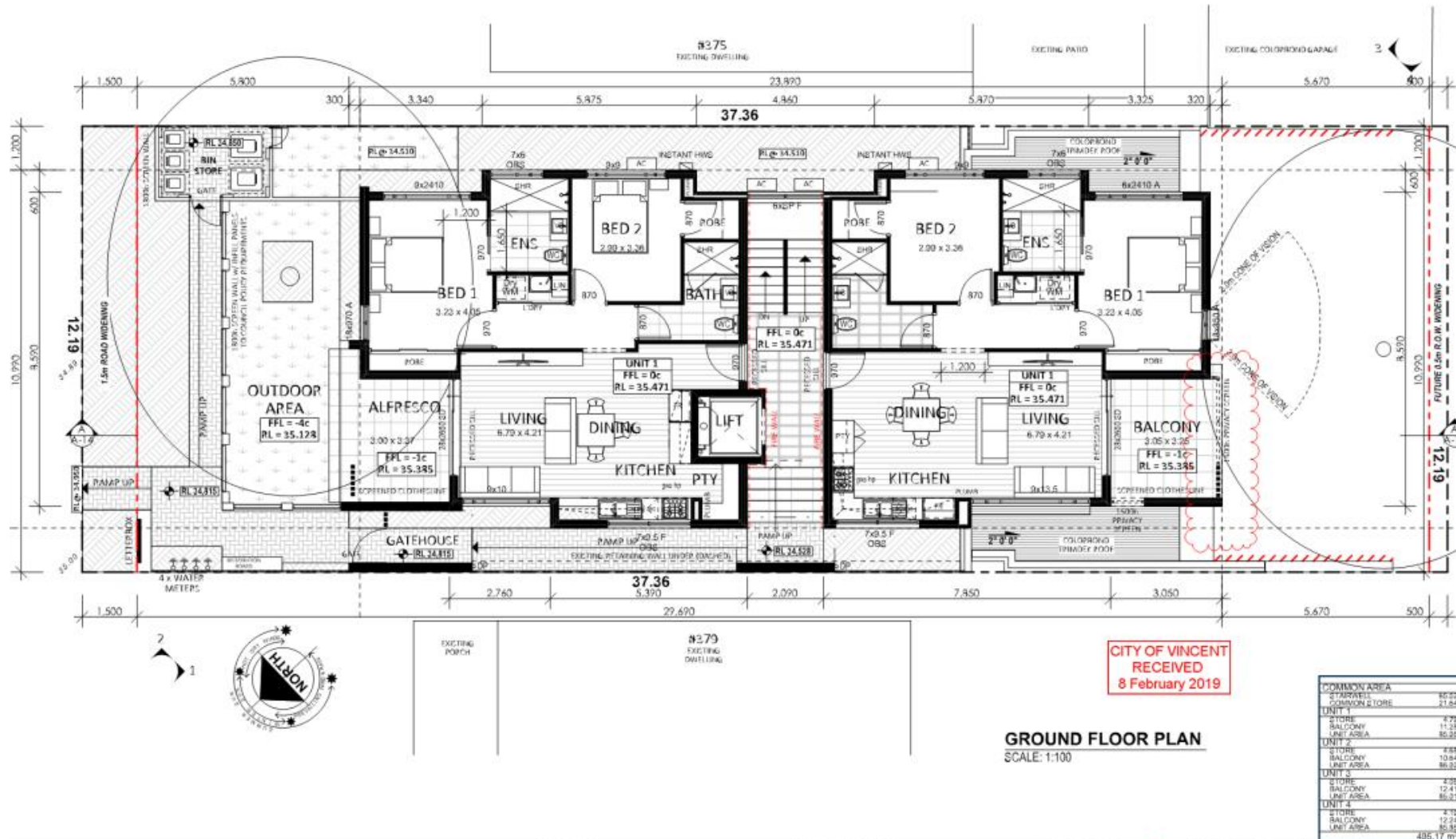
UNDERCROFT



date drawn: 18-Feb-19 scale: 1:100 sheet: A3 revision: REV G

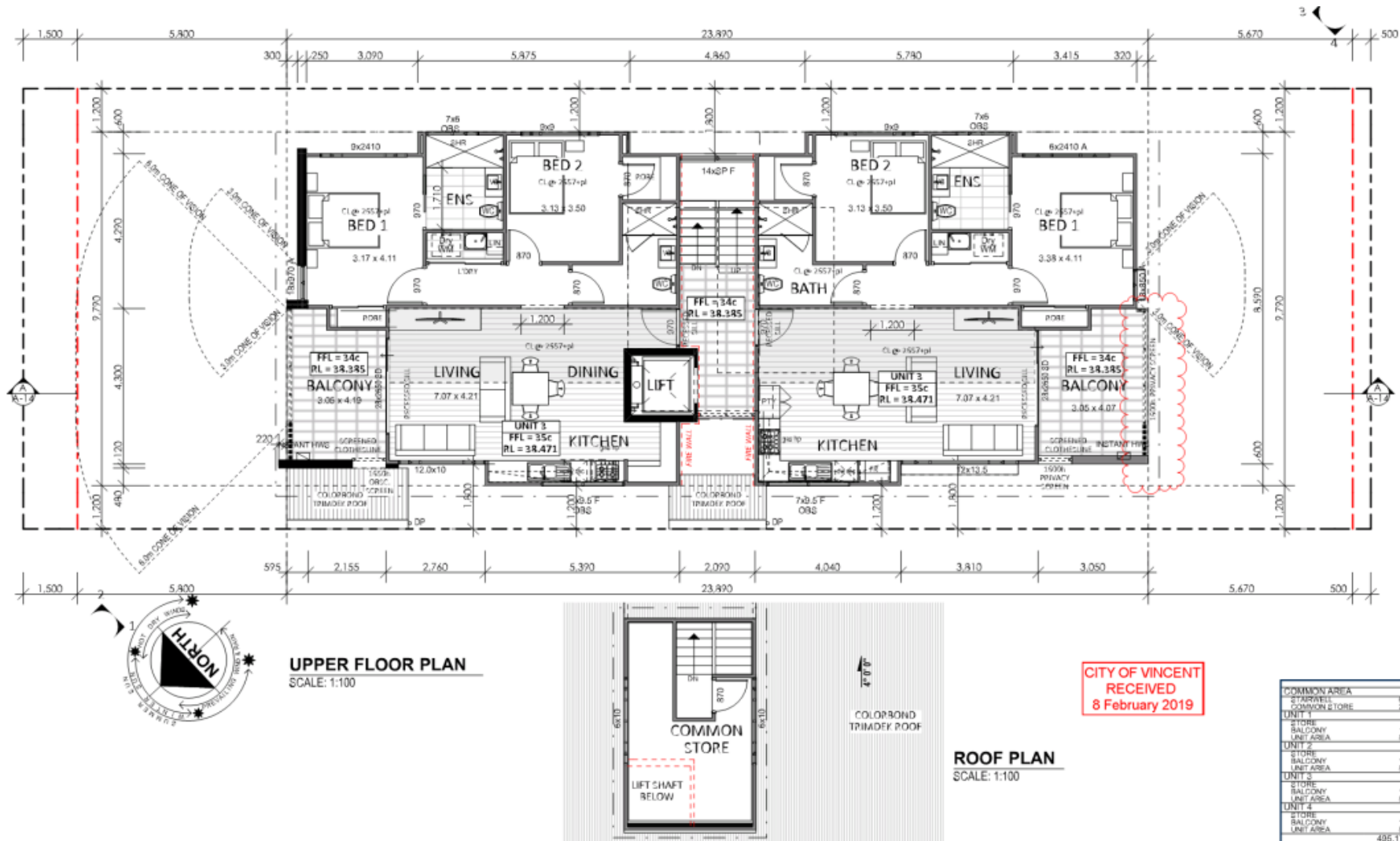
COMPLIANCE CLARIFICATION OF VEHICLE SIGHT LINES



project name: PROPOSED 4 x MULTIPLE DWELLINGS		SCALE BAR 		<table><tr><th>REVISION DESCRIPTION</th><th>REV</th><th>REV. DATE</th></tr><tr><td>Initial DAC Set</td><td>A</td><td>26-02-18</td></tr><tr><td>Changes to Planning/DAC as per meeting</td><td>B</td><td>10-04-18</td></tr><tr><td>Revisions Following Shire Meeting / Pre DAC</td><td>C</td><td>16-04-18</td></tr><tr><td>Council Changes/Flip Apartments / Post DAC</td><td>D</td><td>09-10-18</td></tr><tr><td>Revised elevation and landscaping plans for DAC and DA</td><td>E</td><td>2-11-18</td></tr><tr><td>Revised Planning Drawings. Changes as clouded</td><td>F</td><td>14-01-19</td></tr><tr><td>Urofit parking amended. Balcony screening added</td><td>G</td><td>08-02-19</td></tr></table>		REVISION DESCRIPTION	REV	REV. DATE	Initial DAC Set	A	26-02-18	Changes to Planning/DAC as per meeting	B	10-04-18	Revisions Following Shire Meeting / Pre DAC	C	16-04-18	Council Changes/Flip Apartments / Post DAC	D	09-10-18	Revised elevation and landscaping plans for DAC and DA	E	2-11-18	Revised Planning Drawings. Changes as clouded	F	14-01-19	Urofit parking amended. Balcony screening added	G	08-02-19	<div><div>Building Development Group Pty Ltd Suite 5, 18-22 Riseley St. Aradara WA, 6153 P: 08 9264 9550 E: bdgwa@westnet.com.au</div><div>Architecture Sub-Design Planning Feasibility Development Design Construction</div></div>	
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		scale: 1:100		revision: REV G																											



project name: PROPOSED 4 x MULTIPLE DWELLINGS		SCALE BAR 		<table><tr><th>REVISION DESCRIPTION</th><th>REV</th><th>REV. DATE</th></tr><tr><td>Initial DAC Set</td><td>A</td><td>26-02-18</td></tr><tr><td>Changes to Planning/DAC as per meeting</td><td>B</td><td>10-04-18</td></tr><tr><td>Revisions Following Shire Meeting / Pre DAC</td><td>C</td><td>16-04-18</td></tr><tr><td>Council Changes/Flip Apartments / Post DAC</td><td>D</td><td>09-10-18</td></tr><tr><td>Revised elevation and landscaping plans for DAC and DA</td><td>E</td><td>2-11-18</td></tr><tr><td>Revised Planning Drawings. Changes as clouded</td><td>F</td><td>14-01-19</td></tr><tr><td>Ulcraft parking amended. Balcony screening added</td><td>G</td><td>08-02-19</td></tr></table>		REVISION DESCRIPTION	REV	REV. DATE	Initial DAC Set	A	26-02-18	Changes to Planning/DAC as per meeting	B	10-04-18	Revisions Following Shire Meeting / Pre DAC	C	16-04-18	Council Changes/Flip Apartments / Post DAC	D	09-10-18	Revised elevation and landscaping plans for DAC and DA	E	2-11-18	Revised Planning Drawings. Changes as clouded	F	14-01-19	Ulcraft parking amended. Balcony screening added	G	08-02-19	 <div>Building Development Group Pty Ltd Suite 5, 18-22 Ripley St. Arrows WA, 6153 P: 08 9364 9550 E: bdgwa@westnet.com.au</div>	
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address: LOT 162 (#377) WALCOTT STREET COOLBINIA				<table><tr><td colspan="2">Site GROUND FLOOR</td><td>Drawing to A-08</td></tr><tr><td colspan="2">© copyright this plan shall remain the sole property of B.D.G. Pty Ltd and must not be given, lent, copied, issued out or otherwise disposed of or copied without the permission in 18-Feb-19</td><td>revision REV G</td></tr></table>		Site GROUND FLOOR		Drawing to A-08	© copyright this plan shall remain the sole property of B.D.G. Pty Ltd and must not be given, lent, copied, issued out or otherwise disposed of or copied without the permission in 18-Feb-19		revision REV G																				
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project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

SCALE BAR

**REVISION DESCRIPTION**

REV	REV. DATE
A	26-02-18
B	10-04-18
C	16-04-18
D	00-10-18
E	2-11-18
F	14-01-19
G	08-02-19

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P: 08 9364 9550
E: bdgwa@westnet.com.au

Architecture
Sub-division
Planning
Feasibility
Development
Design
Construction

FIRST FLOOR

date drawn: 22-Feb-19

scale: 1:100

sheet no: A3

drawing to: A-09


revision: REV G

NOTE:
GLAZING - 5.38mm. LAMINATED
GLASS. ACOUSTIC REPORT WILL BE
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TO BUILDING PERMIT.



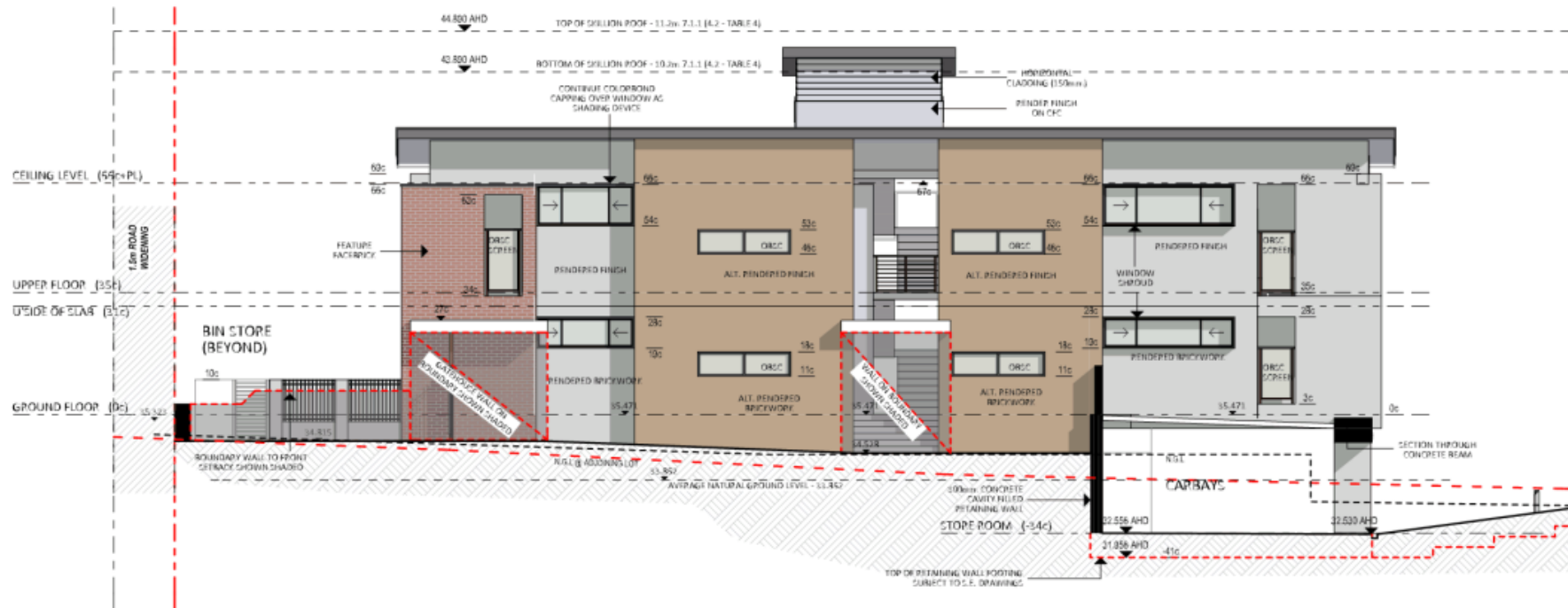
CITY OF VINCENT
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8 February 2019

1 **WALCOTT STREET / NORTH EAST ELEVATION**
SCALE: 1:100

project name: PROPOSED 4 x MULTIPLE DWELLINGS		SCALE BAR 		<table border="1"> <thead> <tr> <th>REVISION DESCRIPTION</th> <th>REV</th> <th>REV. DATE</th> </tr> </thead> <tbody> <tr> <td>Initial DAC Set</td> <td>A</td> <td>26-02-19</td> </tr> <tr> <td>Changes to Planning/DAC as per meeting</td> <td>B</td> <td>10-04-18</td> </tr> <tr> <td>Revisions Following Shire Meeting / Pre DAC</td> <td>C</td> <td>16-04-18</td> </tr> <tr> <td>Council Changes/Flip Apartments / Post DAC</td> <td>D</td> <td>08-10-18</td> </tr> <tr> <td>Revised elevation and landscaping plans for DAC and DA</td> <td>E</td> <td>2-11-18</td> </tr> <tr> <td>Revised Planning Drawings. Changes as clouded</td> <td>F</td> <td>14-01-19</td> </tr> <tr> <td>Uproft parking amended. Balcony screening added</td> <td>G</td> <td>08-02-19</td> </tr> </tbody> </table>		REVISION DESCRIPTION	REV	REV. DATE	Initial DAC Set	A	26-02-19	Changes to Planning/DAC as per meeting	B	10-04-18	Revisions Following Shire Meeting / Pre DAC	C	16-04-18	Council Changes/Flip Apartments / Post DAC	D	08-10-18	Revised elevation and landscaping plans for DAC and DA	E	2-11-18	Revised Planning Drawings. Changes as clouded	F	14-01-19	Uproft parking amended. Balcony screening added	G	08-02-19	 Building Development Group Pty Ltd Suite 5, 18-22 Rissley St. Armidale, NSW, 6153 P: 08 9364 9550 E: bdgwa@westnet.com.au	
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address: LOT 162 (#377) WALCOTT STREET COOLBINIA				title: ELEVATIONS		drawing no: A-10																									
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NOTE:
GLAZING - 5.38mm LAMINATED
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2 NORTH WEST ELEVATION
SCALE: 1:100

project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

SCALE BAR



REVISION DESCRIPTION

REV	REV. DATE
A	26-02-18
B	10-04-18
C	16-04-18
D	00-10-18
E	2-11-18
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Architecture
Sub-division
Planning
Feasibility
Development
Design
Construction

ELEVATIONS

date drawn: 18-Feb-19

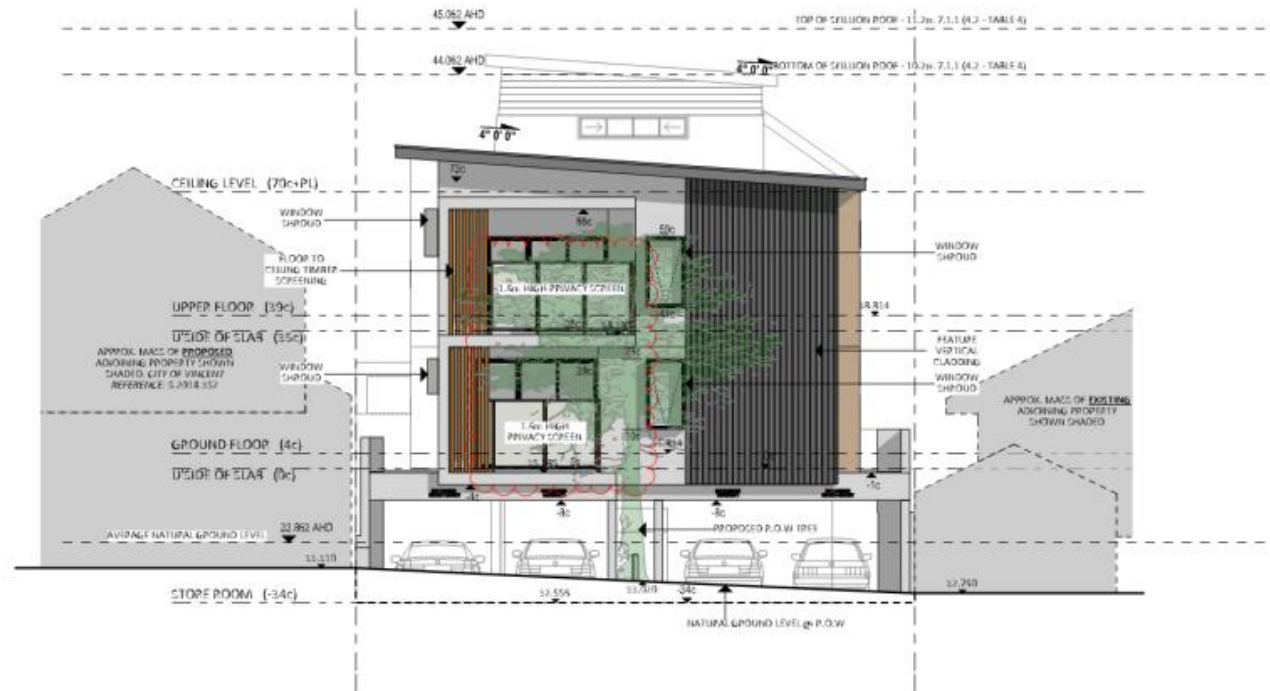
scale: 1:100

sheet no: A3


revision: REV G

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NOTE:
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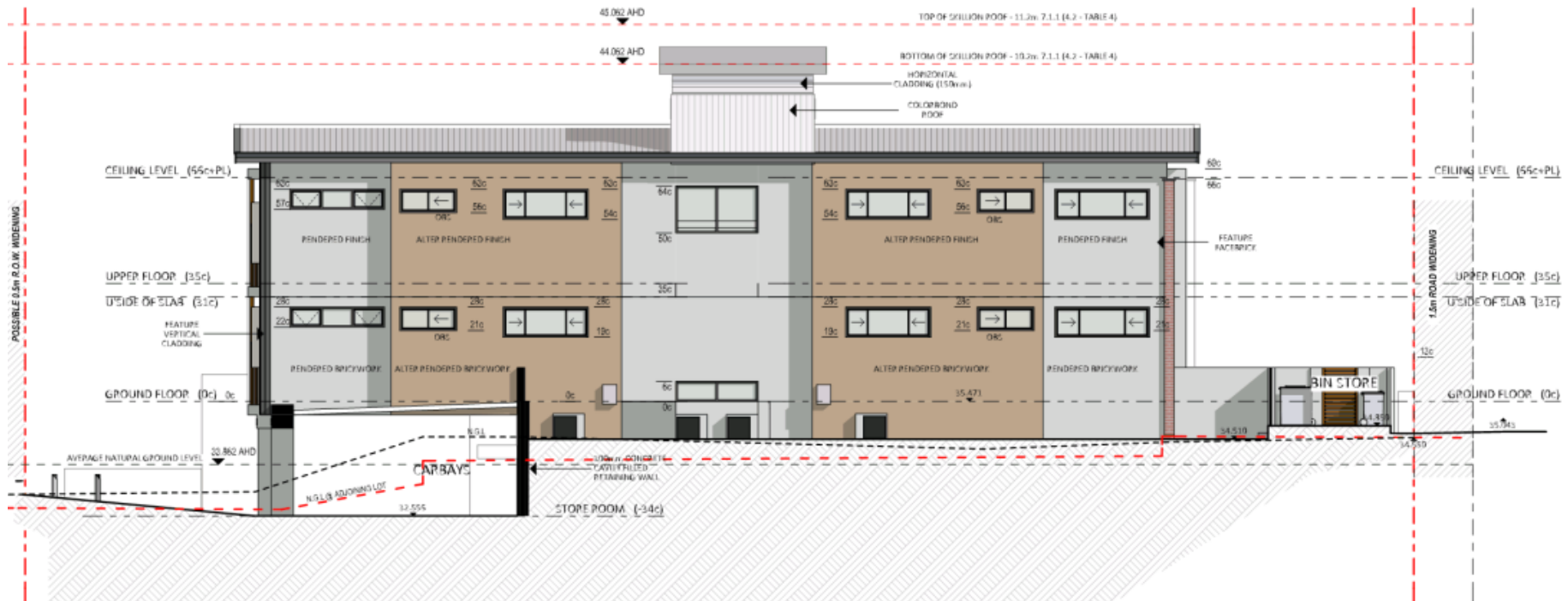


3 R.O.W. / SOUTH WEST ELEVATION
SCALE: 1:100

project name:	SCALE BAR	REVISION DESCRIPTION	REV	REV. DATE	 Building Development Group Pty Ltd Suite 5, 18-22 Ripley St. Armidale, WA, 6153 P: 08 9364 9550 E: bdgwa@westnet.com.au	Architecture
PROPOSED 4 x MULTIPLE DWELLINGS	0 1 2 3 4 5cm	Initial DAC Set	A	26-02-18		Sub-division
address:		Changes to Planning/DAC as per meeting	B	10-04-18		Planning
LOT 162 (#377) WALCOTT STREET		Revisions Following Shire Meeting / Pre DAC	C	16-04-18		Feasibility
COOLBINIA		Council Changes/Flip Apartments / Post DAC	D	09-10-18		Development
		Revised elevation and landscaping plans for DAC and DA	E	2-11-18		Design
		Revised Planning Drawings. Changes as clouded	F	14-01-19		Construction
		Microfit parking amended. Balcony screening added	G	08-02-19		
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					sheet 200: A3	revision: REV G
						drawing to: A-12

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NOTE:
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TO BUILDING PERMIT.



4 **SOUTH EAST ELEVATION**
SCALE: 1:100

project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

SCALE BAR



REVISION DESCRIPTION

REV	REV. DATE
A	26-02-18
B	10-04-18
C	16-04-18
D	00-10-18
E	2-11-18
F	14-01-19
G	08-02-19

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E: bdgwa@westnet.com.au

Architecture
Sub-division
Planning
Feasibility
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Design
Construction

ELEVATIONS

date drawn: 18-Feb-19

scale: 1:100

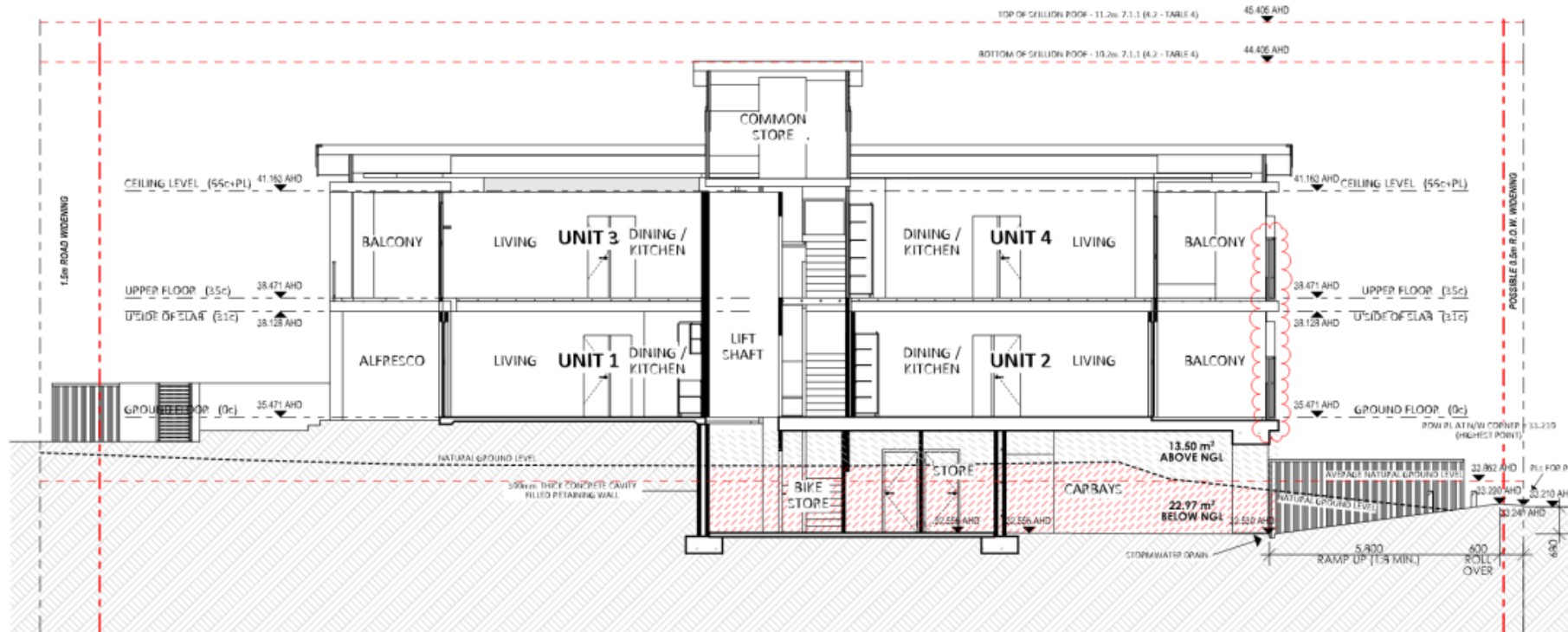
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drawing to:






A-13

revision: REV G

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A SECTION A
SCALE: 1:100



project name: PROPOSED 4 x MULTIPLE DWELLINGS		SCALE BAR 		<table><tr><th>REVISION DESCRIPTION</th><th>REV</th><th>REV. DATE</th></tr><tr><td>Initial DAC Set</td><td>A</td><td>26-02-18</td></tr><tr><td>Changes to Planning/DAC as per meeting</td><td>B</td><td>10-04-18</td></tr><tr><td>Revisions Following Shire Meeting / Pre DAC</td><td>C</td><td>16-04-18</td></tr><tr><td>Council Changes/Flip Apartments / Post DAC</td><td>D</td><td>09-10-18</td></tr><tr><td>Revised elevation and landscaping plans for DAC and DA</td><td>E</td><td>2-11-18</td></tr><tr><td>Revised Planning Drawings, Changes as clouded</td><td>F</td><td>14-01-19</td></tr><tr><td>Undercroft parking amended, Balcony screening added</td><td>G</td><td>08-02-19</td></tr></table>		REVISION DESCRIPTION	REV	REV. DATE	Initial DAC Set	A	26-02-18	Changes to Planning/DAC as per meeting	B	10-04-18	Revisions Following Shire Meeting / Pre DAC	C	16-04-18	Council Changes/Flip Apartments / Post DAC	D	09-10-18	Revised elevation and landscaping plans for DAC and DA	E	2-11-18	Revised Planning Drawings, Changes as clouded	F	14-01-19	Undercroft parking amended, Balcony screening added	G	08-02-19	<div><div>Building Development Group Pty Ltd Suite 5, 18-22 Riseley St. Adelaide, WA, 6153 P: 08 9364 9550 E: bdgwa@westnet.com.au</div></div>		<table><tr><td>Architecture Sub-division</td><td rowspan="5"></td></tr><tr><td>Planning Feasibility</td></tr><tr><td>Development</td></tr><tr><td>Design</td></tr><tr><td>Construction</td></tr></table>		Architecture Sub-division		Planning Feasibility	Development	Design	Construction
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address: LOT 162 (#377) WALCOTT STREET COOLBINIA				<table><tr><td colspan="2">date drawn: 18-Feb-19</td><td>scale: A-1:6A</td><td>sheet size: A3</td><td>drawing no: A-14</td><td>revision: REV G</td></tr></table>		date drawn: 18-Feb-19		scale: A-1:6A	sheet size: A3	drawing no: A-14	revision: REV G																												
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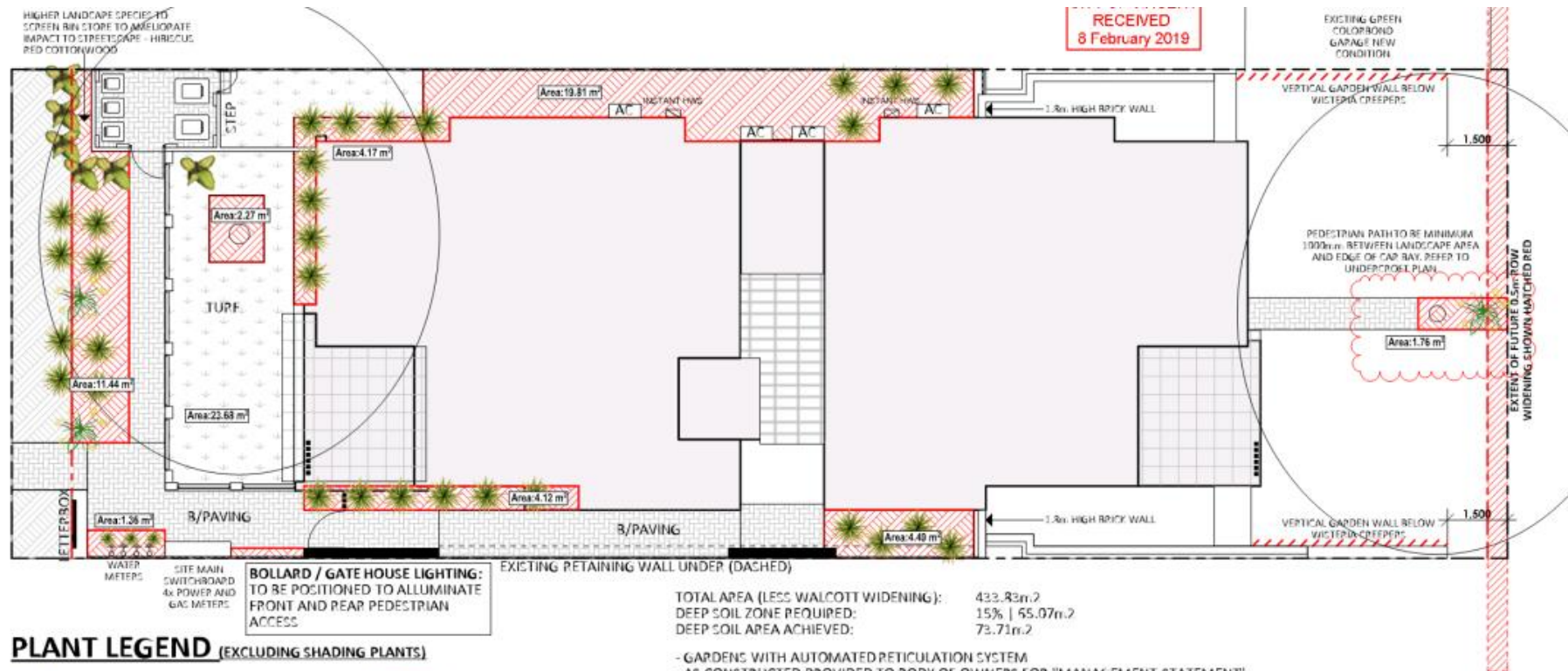
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date drawn: 18-Feb-19
scale: 1:100
sheet size: A3
revision: REV G

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8 February 2019



project name:		SCALE BAR		REVISION DESCRIPTION		REV	REV. DATE		Building Development Group Pty Ltd		
PROPOSED 4 x MULTIPLE DWELLINGS				Initial DAC Set		A	26-03-18		Suite 5, 18-22 Ripley St.		Architecture
				Changes to Planning/DAC as per meeting		B	10-04-18		Armadale WA, 6153		Sub-division
				Revisions Following Shire Meeting / Pre DAC		C	16-04-18		P: 08 9364 9650		Planning
				Council Changes/Flip Apartments / Post DAC		D	00-10-18		E: bdgwa@westnet.com.au		Feasibility
				Revised elevation and landscaping plans for DAC and DA		E	2-11-18				Development
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address:				© copyright this plan shall remain the sole property of B.D.G. Pty Ltd and must not be given, lent, copied, reproduced or otherwise disposed of or copied without the permission in writing from B.D.G. Pty Ltd.		date drawn:		scale:	sheet size:	revision:	
LOT 162 (#377) WALCOTT STREET COOLBINIA						18-Feb-19		1:200	A3	REV G	
						SECTION (VIEW FROM FOOTPATH)		drawing to:		A-15	



ARCHITECTS + PLANNING
GREG MOORE ARCHITECT
reg: 1426 tel: 0407 447 943

project name:
PROPOSED 4 x MULTIPLE DWELLINGS



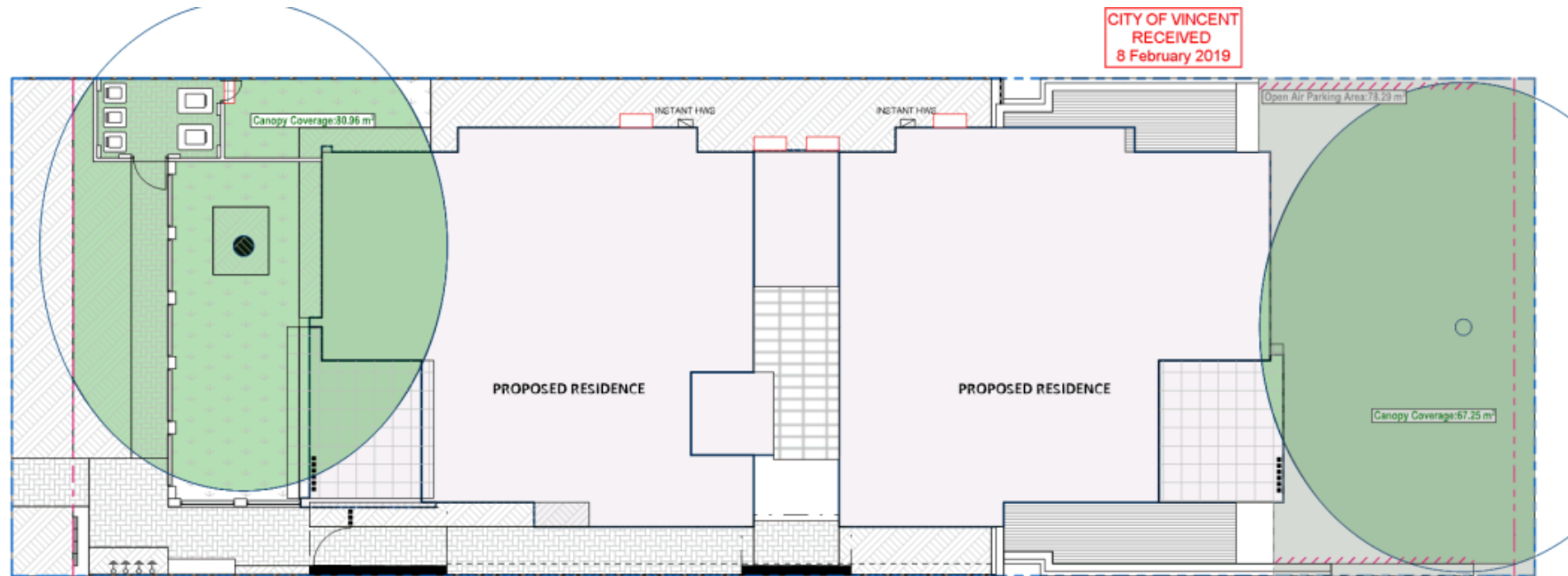
address:
**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

REVISION DESCRIPTION	REV	REV. DATE
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	Building Development Group Pty Ltd
Suite 5, 18-22 Ripley St. Armidale, WA, 6153 P: 08 9364 0650 E: bdgwa@westnet.com.au	Architecture Sub-division Planning Feasibility Development Design Construction
LANDSCAPE PLAN	Drawing to A-04

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date drawn: 28-Feb-19 scale: 1:100 sheet: A3 revision: REV G



PLANT LEGEND (SHADING PLANTS ONLY)



LONDON PLANE TREE - PLATANUS ACERIFOLIA

NOTE: ALTERNATIVE PLANT IS AGREED TO BE SELECTED USING THE CITY OF VINCENT RECOMMENDED LIST

WIDTH: 12m. (FRONT) 10m. (REAR)
HEIGHT: 12m. (FRONT) 10m. (REAR)

TOTAL AREA (LESS WALCOTT WIDENING): 433.83m.2
SITE CANOPY AREA REQUIRED: 30% | 130.15m.2
CANOPY AREA ACHIEVED: 148.11m.2

OPEN AIR PARKING AREA: 78.29m.2
SITE CANOPY AREA REQUIRED: 80% | 62.32m.2
CANOPY AREA ACHIEVED: 67.25m.2

CANOPY COVERAGE PLAN

SCALE: 1:100

project name:

PROPOSED 4 x MULTIPLE DWELLINGS

address:

LOT 162 (#377) WALCOTT STREET
COOLBINIA

SCALE BAR



REVISION DESCRIPTION	REV	REV. DATE
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Architecture
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DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19

DATE: 22-Feb-19



project name:

PROPOSED 4 x MULTIPLE DWELLINGS

SCALE BAR



address:

**LOT 162 (#377) WALCOTT STREET
COOLBINIA**CITY OF VINCENT
RECEIVED
8 February 2019

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Armadale, WA, 6153
P: 08 9364 9550
E: bdgwa@westnet.com.auArchitecture
Sub-division
Planning
Feasibility
Development
Design
Construction**3D VIEWS AT R.O.W**Drawing to
A-16Date drawn:
18-Feb-19

Scale:

Sheet size:
A3Revision:
REV G

PROPOSED 4 x MULTIPLE DWELLINGS

LOT 162 (#377) WALCOTT STREET COOLBINIA

ROOF SHEETING - COLOUR:
COLORBOND BASALT

ALTERNATIVE RENDER - COLOUR:
TAURMANG STUFFING

MAIN RENDER - COLOUR:
TO MATCH CURPHMET

COFFIT - COLOUR:
TO MATCH SURPHMET

ROOF RARGE AND FLASHING - COLOUR:
TO MATCH MONUMENT

MAIN RENDER - COLOUR:
TO MATCH CURPHMET

SCREENING POSTS - TIMBER OR STEEL - PAINTED:
TAURMANG TAMPICO BROWN

230x110x75 FACE BRICKWORK - MIDLAND BRICK 'RUSSET RED' WITH CREAM MORTAR

ALTERNATIVE RENDER - COLOUR:
TAURMANG STUFFING

MAIN RENDER - COLOUR:
TO MATCH CURPHMET

GATE - TIMBER OR STEEL - PAINTED:
TAURMANG TAMPICO BROWN

FENCE INFILLS - COLOUR:
TO MATCH CHARCOAL LUCITE

WINDOW FRAMES - COLOUR:
CHARCOAL LUCITE

MAIN RENDER - COLOUR:
TO MATCH SURPHMET

NOTE:
MATERIAL SHOWN ARE INDICATIVE ONLY. REFER TO MATERIALS SCHEDULE PROVIDED AS PER DAC APPLICATION

DRAWINGS LIST	
A-00	COVER (MATERIAL SELECTIONS)
A-01	EXISTING SITE PLAN (AHD LEVELS)
A-02	UNDERCROFT SITE
A-03	SITE
A-04	LANDSCAPE PLAN
A-05	CANOPY COVER
A-06	UNDERCROFT
A-07	GROUND FLOOR
A-08	FIRST FLOOR
A-09	ROOF PLAN
A-10	ELEVATION 1
A-11	ELEVATION 2
A-12	ELEVATION 3
A-13	ELEVATION 4
A-14	SECTION A-A (UNDERCROFT NGL)
A-15	SECTION A-A CONT.
A-16	3D VIEWS
A-17	SECTION (VIEW FROM FOOTPATH)

Amended Plan

**CITY OF VINCENT
RECEIVED
4 April 2019**

project name:
PROPOSED 4 x MULTIPLE DWELLINGS

address:
**LOT 162 (#377) WALCOTT STREET
COOLBINIA**

SCALE BAR
0 1 2 3 4 5cm

REVISION DESCRIPTION	REV	REV. DATE
Initial working drawings	00	27-03-19
Planning Amendments	01	04-04-19

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date drawn: 4/04/2019

scale: A3

sheet size: A3

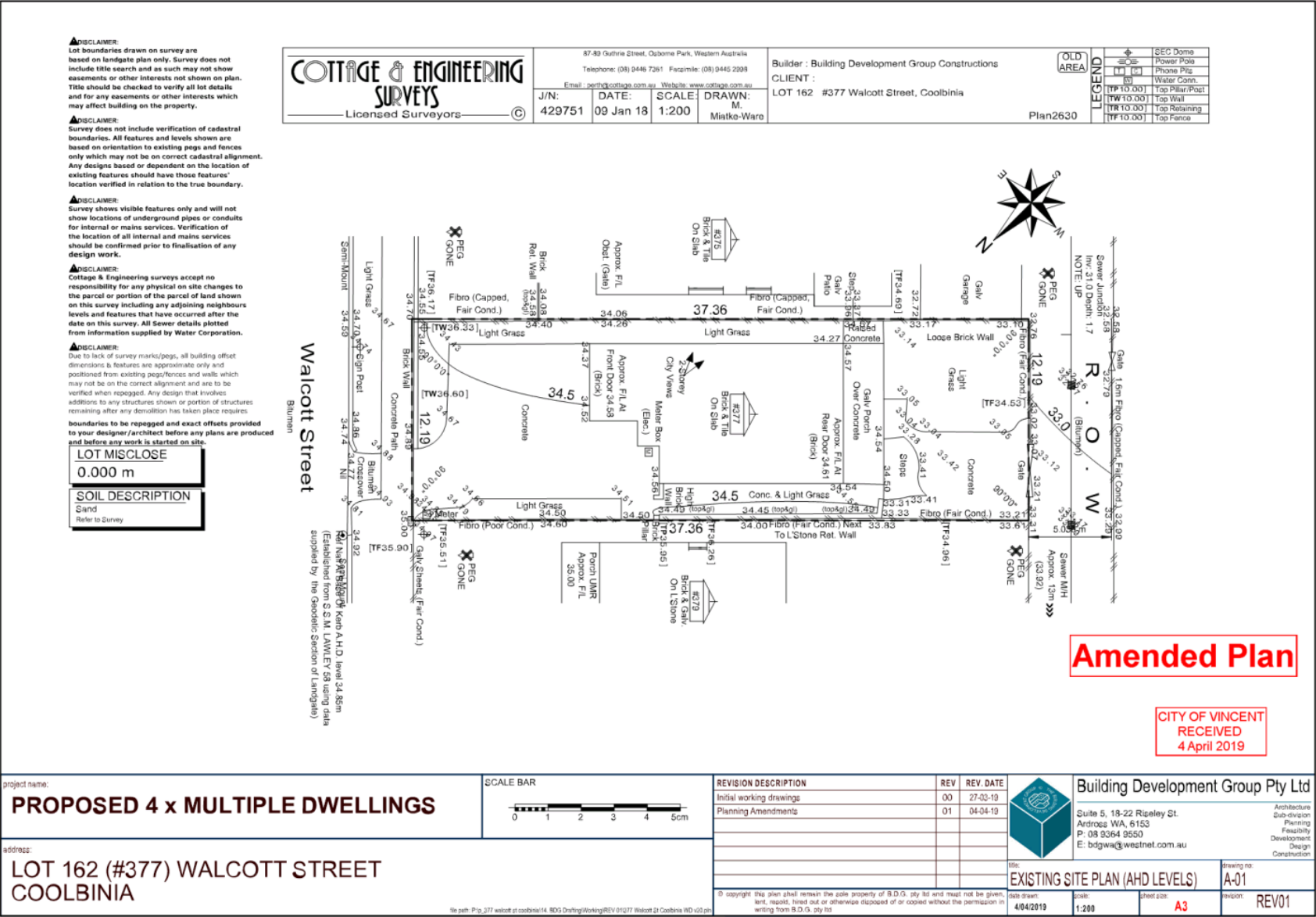
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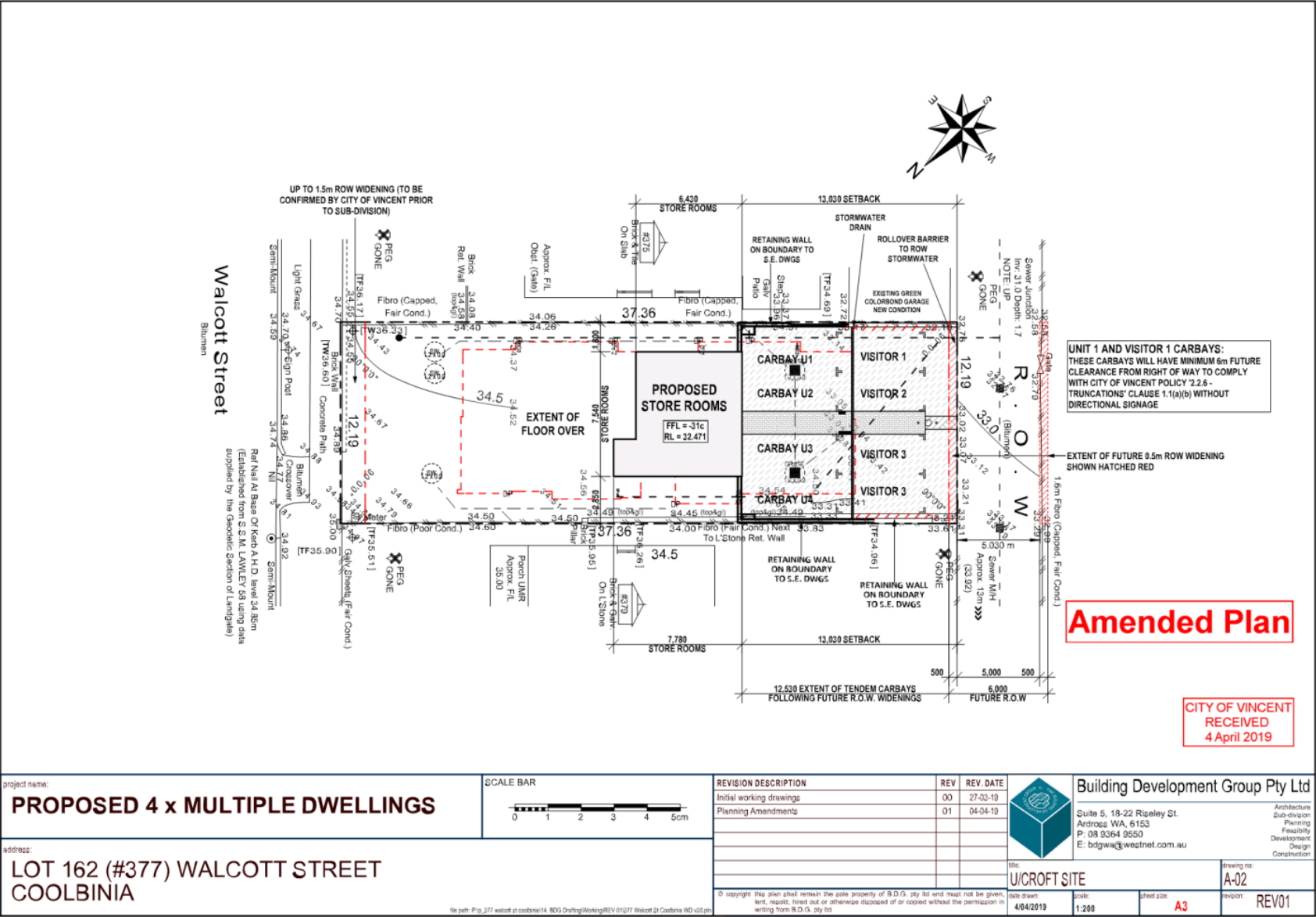
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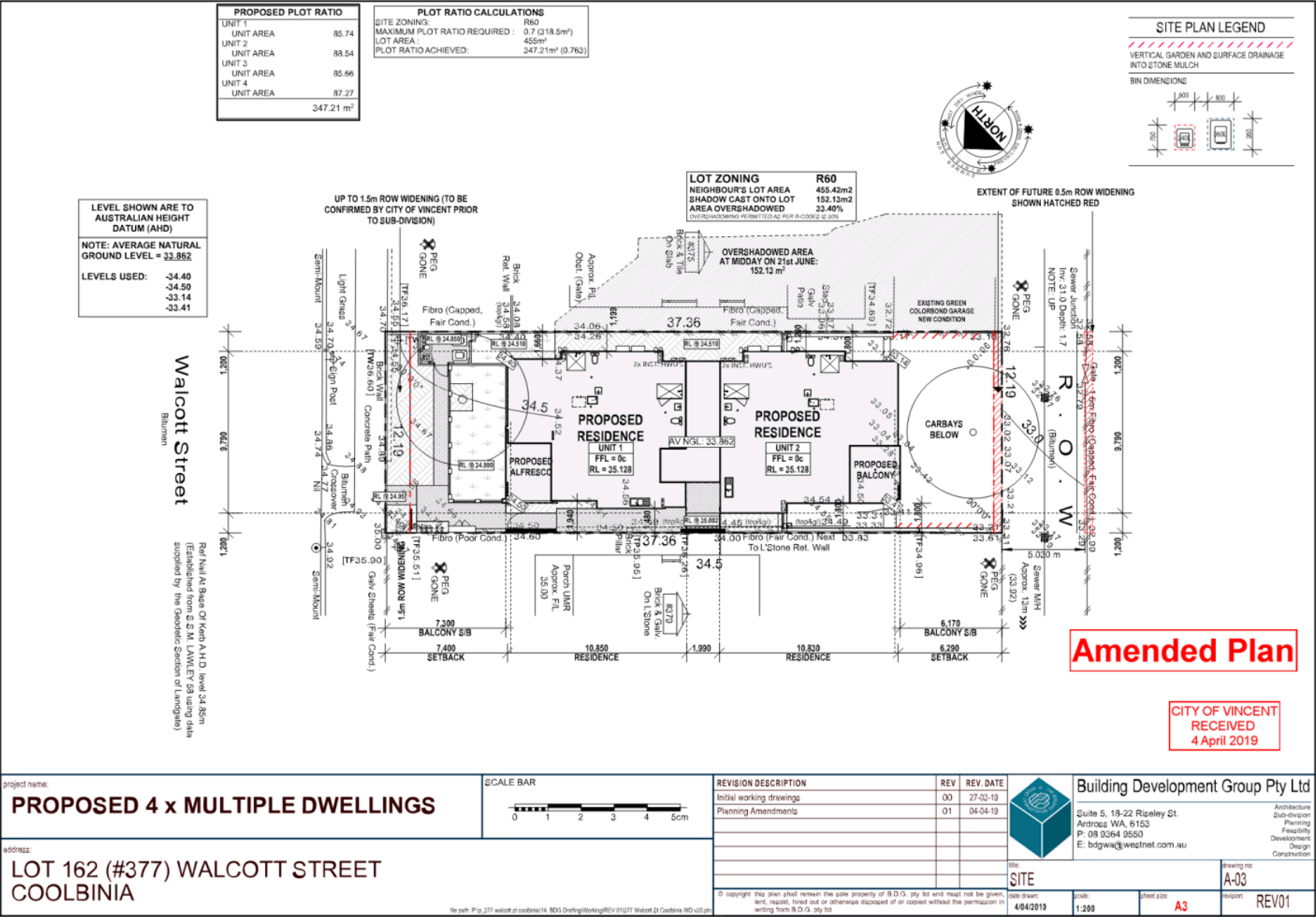
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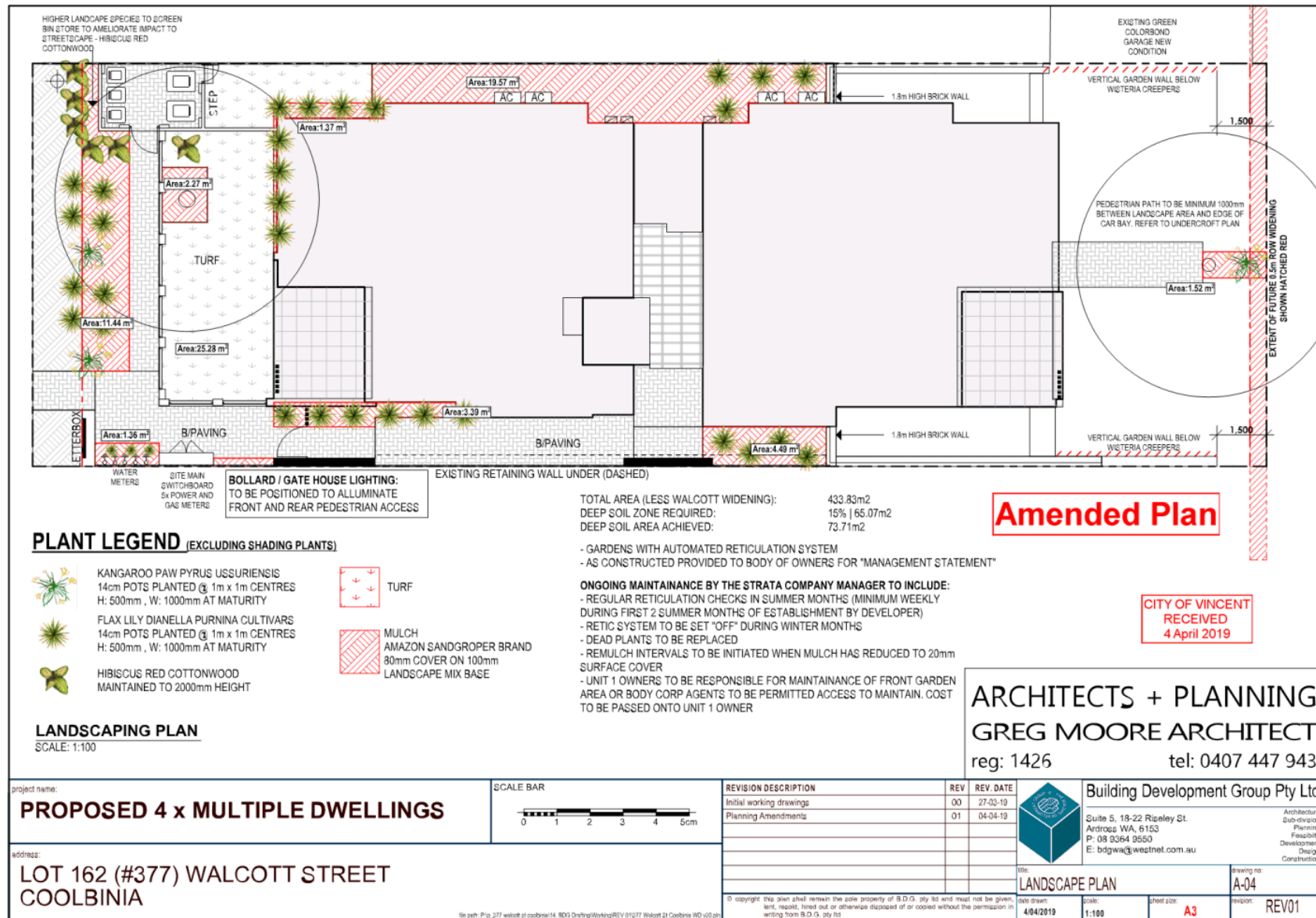
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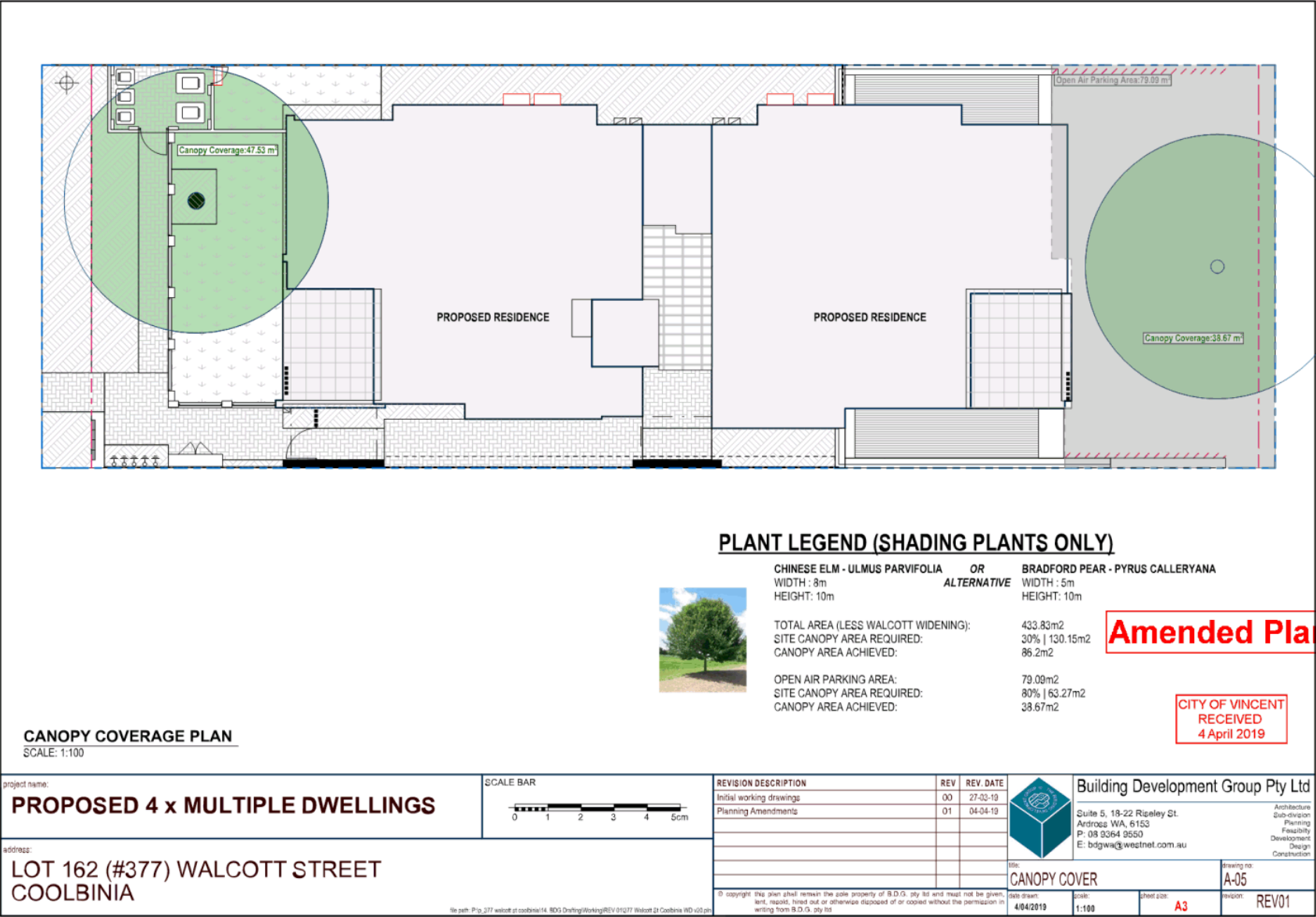
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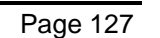


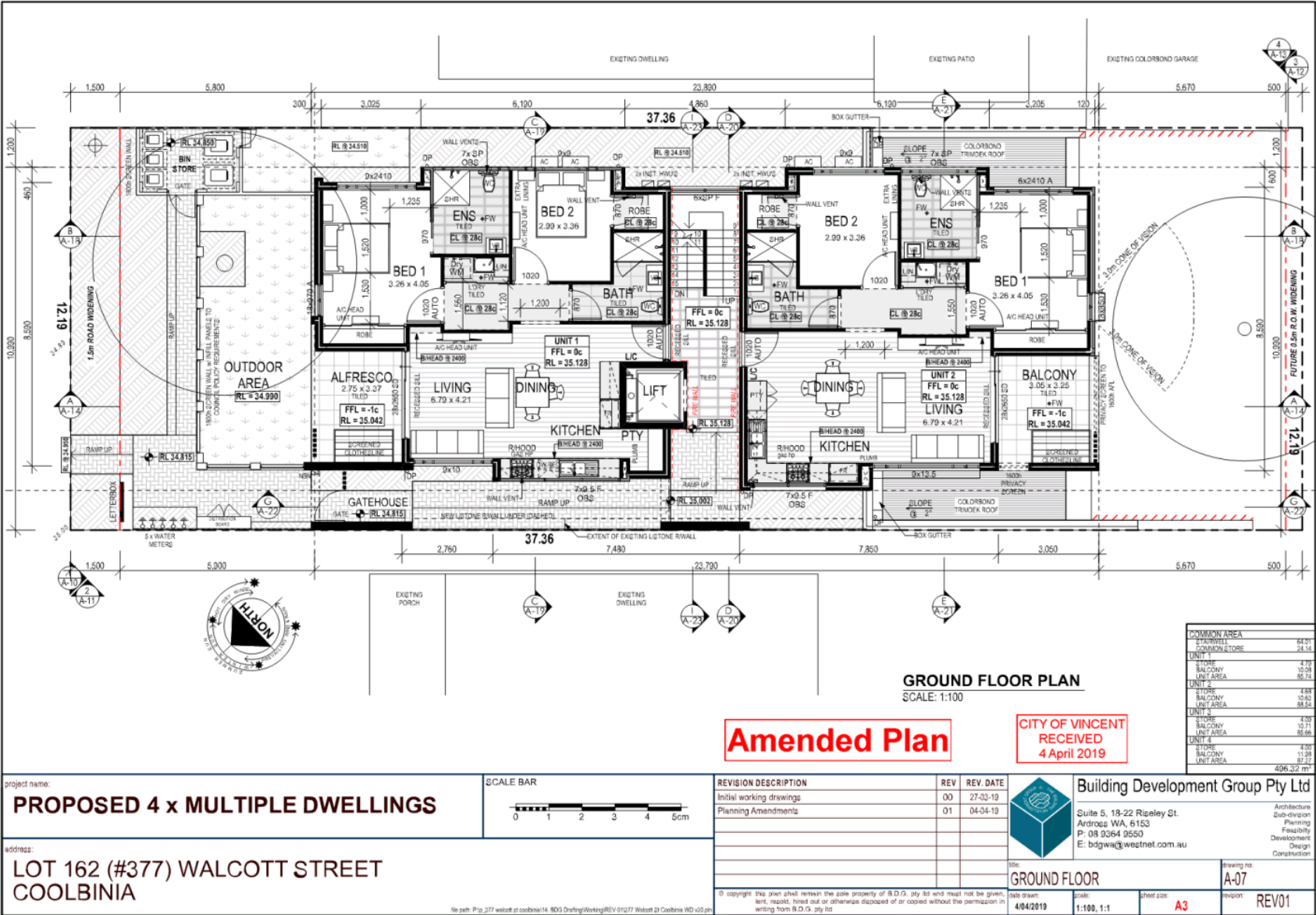


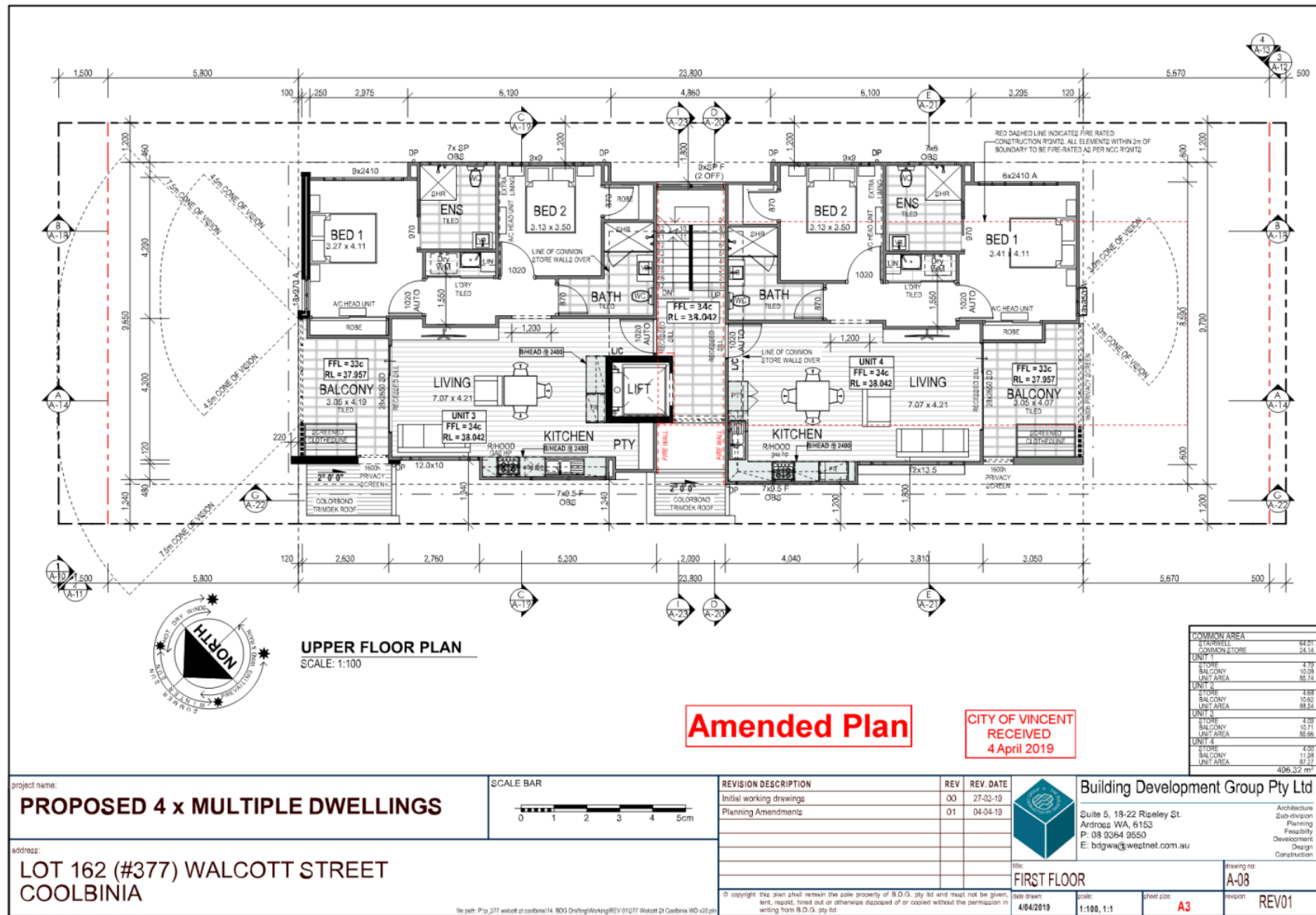


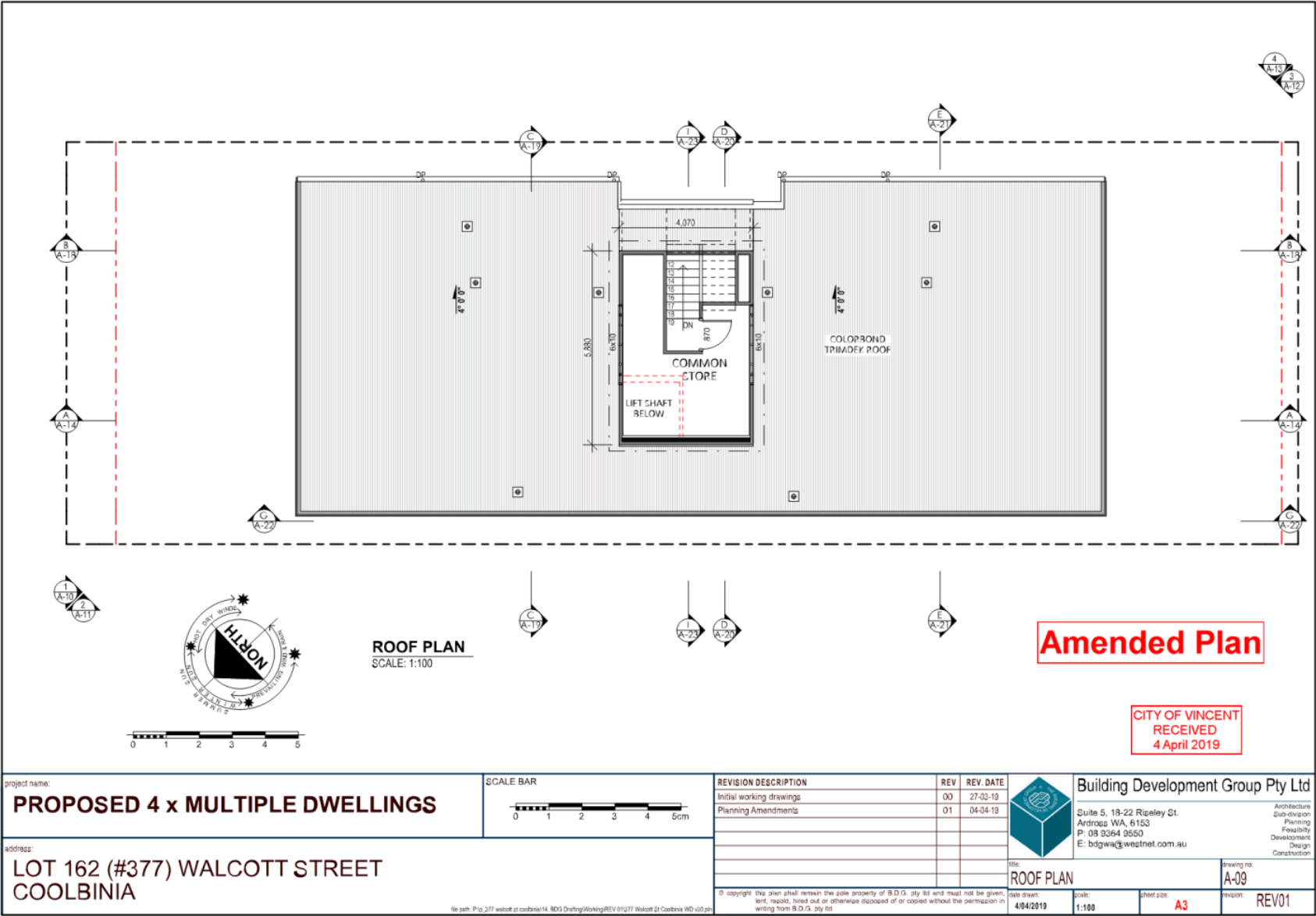


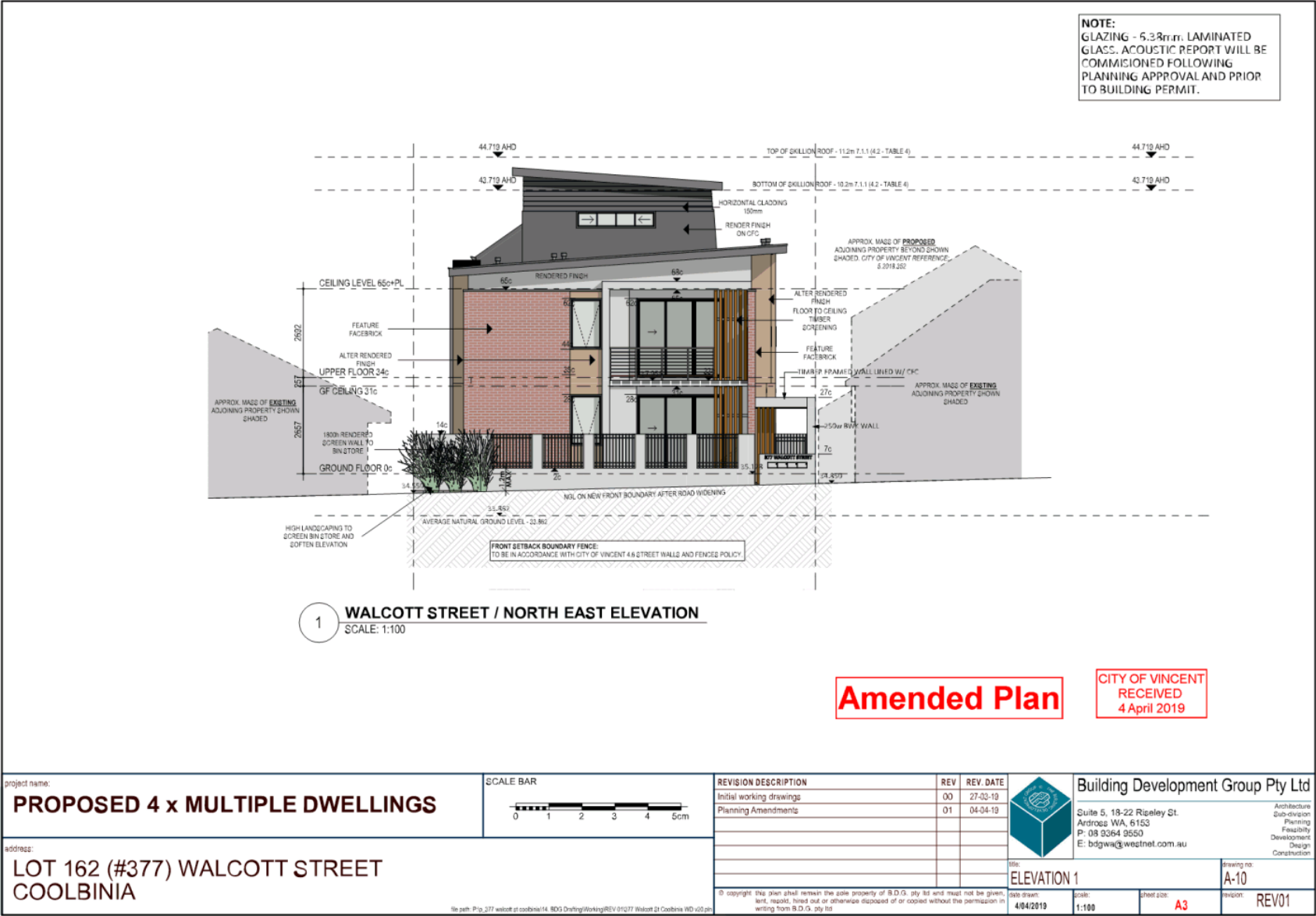


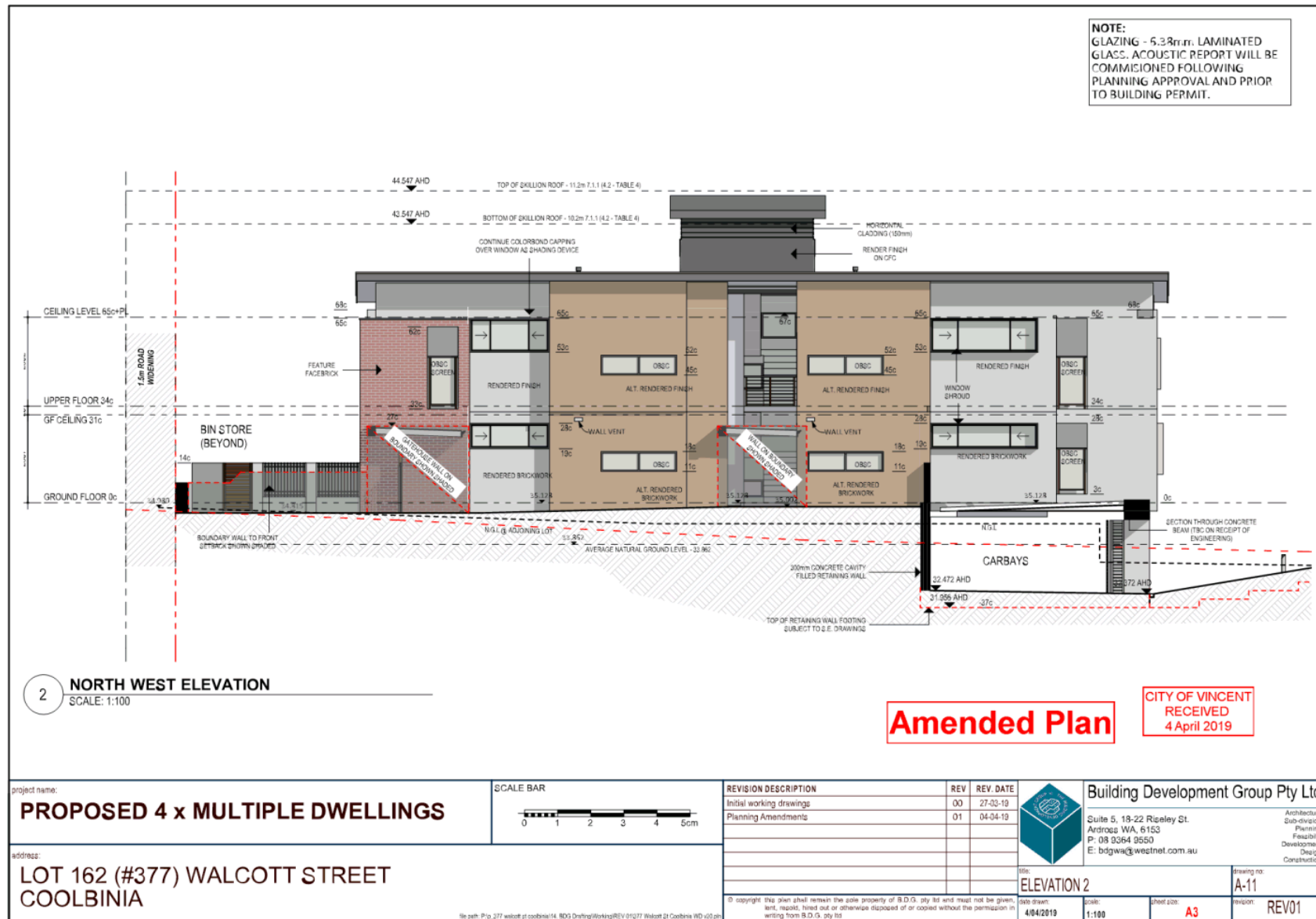


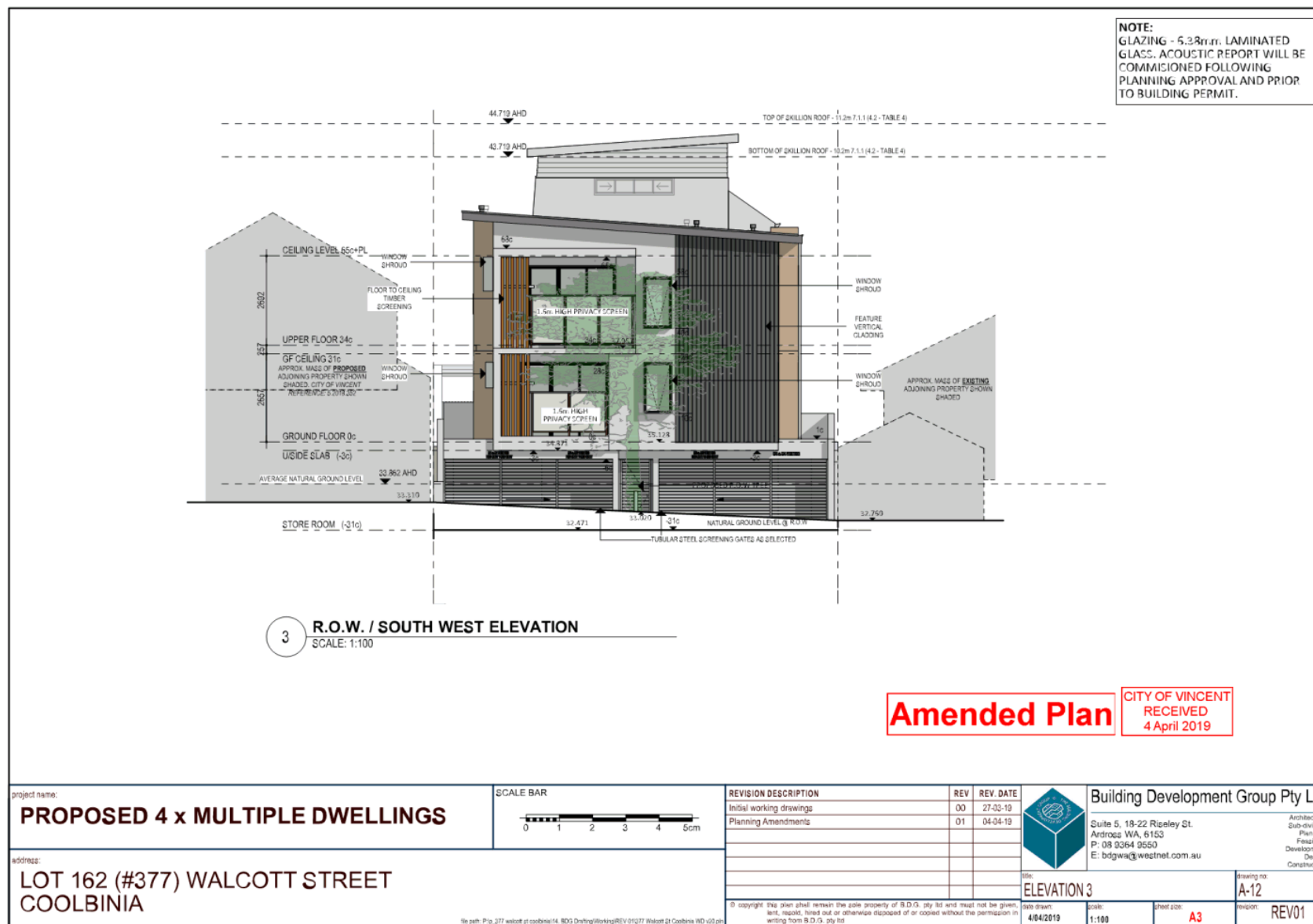


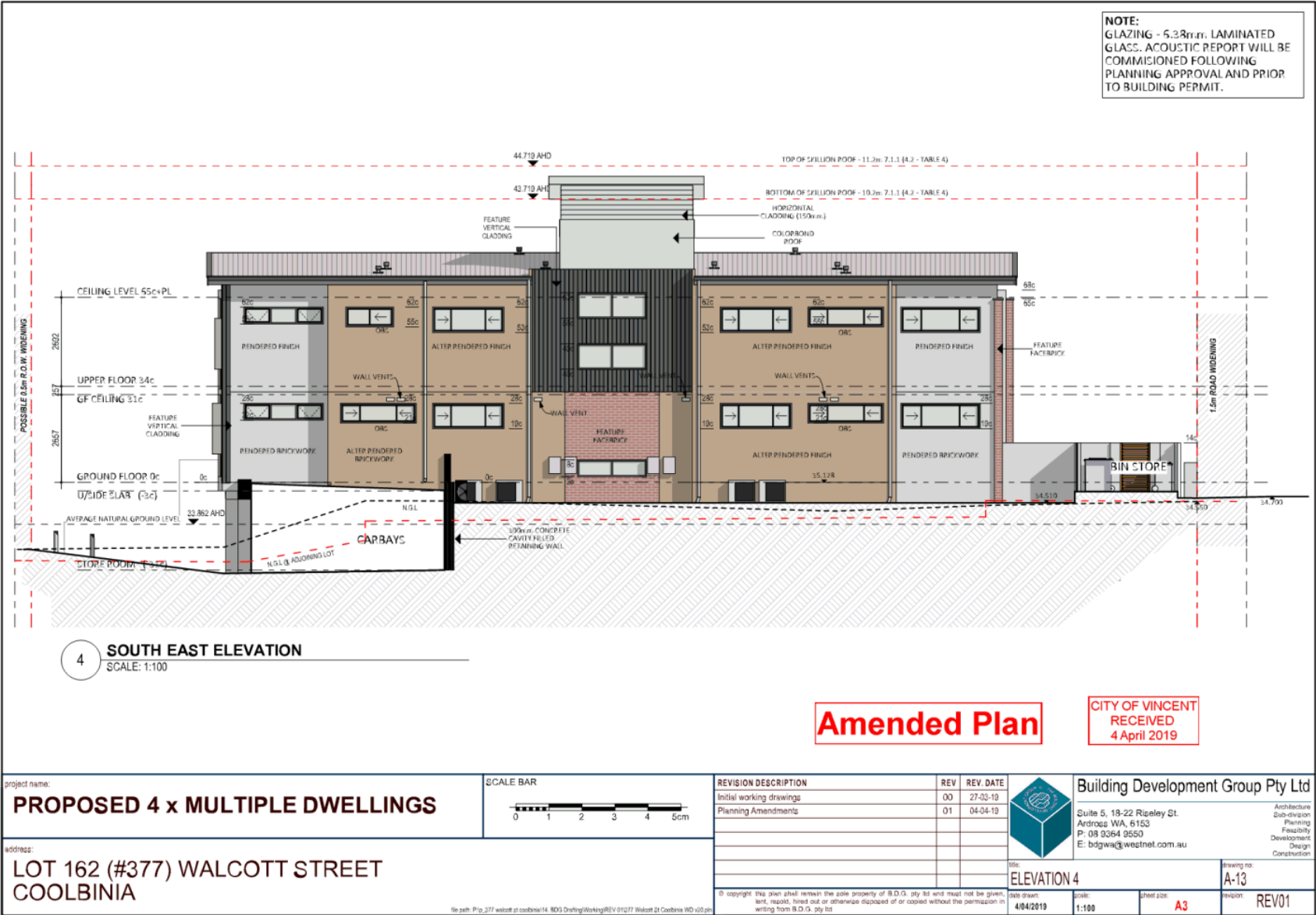


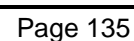


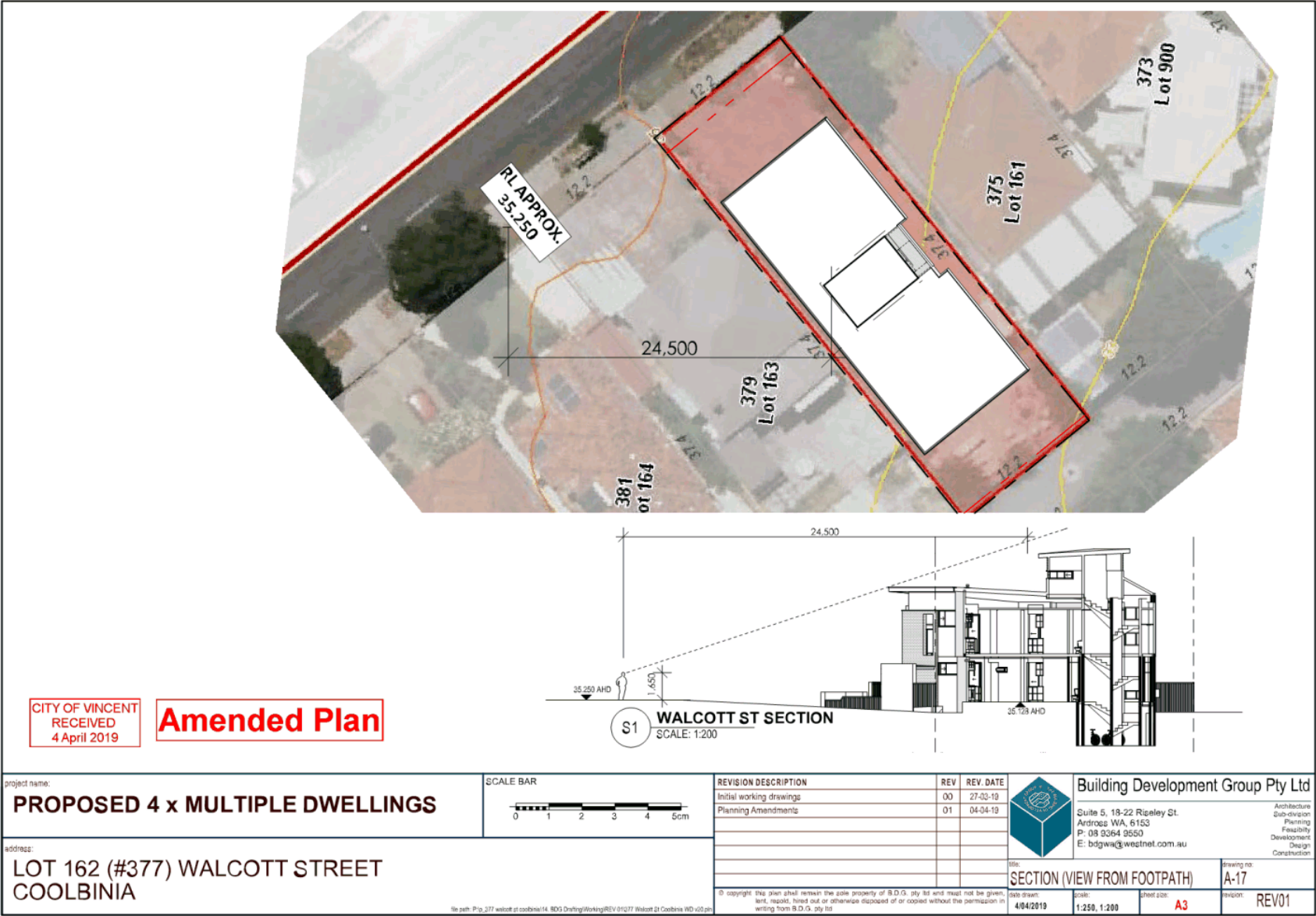












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<p>project name: PROPOSED 4 x MULTIPLE DWELLINGS</p> <p>address: LOT 162 (#377) WALCOTT STREET COOLBINIA</p>	<p>SCALE BAR</p>  <p>0 1 2 3 4 5m</p> <p>Amended Plan</p> <p>CITY OF VINCENT RECEIVED 4 April 2019</p> <p><small>file path: P:\p_377_walcott@coolbinia\16_1603_Drawing\Working\REV 01\377_Walcott St Coolbinia HD v03.dwg</small></p>	<table border="1"> <thead> <tr> <th>REVISION DESCRIPTION</th> <th>REV</th> <th>REV. DATE</th> </tr> </thead> <tbody> <tr> <td>Initial working drawings</td> <td>00</td> <td>27-03-19</td> </tr> <tr> <td>Planning Amendments</td> <td>01</td> <td>04-04-19</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>© copyright this plan shall remain the sole property of B.D.G. Pty Ltd and must not be given, lent, resold, hired out or otherwise disposed of or copied without the permission in writing from B.D.G. Pty Ltd</p>	REVISION DESCRIPTION	REV	REV. DATE	Initial working drawings	00	27-03-19	Planning Amendments	01	04-04-19										<p>Building Development Group Pty Ltd</p> <p>Suite 5, 19-22 Ripley St. Andross WA, 6153 P: 08 9364 9550 E: bdgwa@westnet.com.au</p> <p>Architecture Sub-division Planning Feasibility Development Design Construction</p> <p>title: 3D VIEWS</p> <p>date drawn: 4/04/2019</p> <p>scale: A3</p> <p>sheet size: A3</p> <p>drawing no: A-16</p> <p>revision: REV01</p>
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Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Administration's response to each comment received (4 December 2018 – 15 January 2019).

Comments Received in Support:	Administration's Comment:
No comments provided on submission for support.	Noted.
Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<p><u>Land Use</u></p> <ul style="list-style-type: none"> The proposed Multiple Dwellings are inconsistent with the character of this section of Walcott Street, which comprises of single dwellings. The amenity of the area has already been impacted by nearby large scale subdivisions. This high density development will result in a further loss of residential amenity. 	<p>The subject site is zoned 'Residential' with a density coding of R60. A Multiple Dwelling is a permitted use within the Residential zone and can be considered under the R60 density coding. The subject site is located within the 'Transit Corridor' under the City's Built Form Policy. The built form outcome of the proposed development is consistent with the outcome envisioned for the future development along the Transit Corridor.</p>
<p><u>Building Height/Plot Ratio</u></p> <ul style="list-style-type: none"> The development dwarfs over the surrounding properties and will have a visual impact on nearby dwellings. The development is 12 metres in height and will create substantial overshadowing to the adjoining dwelling. This will reduce the adjoining dwelling's access to natural light and ability to utilise sustainable energy sources. The proposed variation to the plot ratio requirement is considered excessive and an over development of the site. This is not considered consistent with the R50 density coding. The level of excavation and boundary walls is considered excessive within the context of the proposed variations to plot ratio and setbacks. The proposed storeroom is considered to be an odd and unnecessary addition that adds bulk to the development. This is considered to have a negative impact on the adjoining properties. The development meets the storage requirements of the Residential Design Codes, therefore this addition is unnecessary. Submission notes a 0.9 metre level difference between the subject site and adjoining property. 	<ul style="list-style-type: none"> The subject site is located within a three-storey building height area under the City's Built Form Policy. The development meets the deemed-to-comply standards of the Built Form Policy with respect to height. The development has a maximum roof height of 10.2 metres from natural ground level. This meets the 10.2m (bottom of roof) and 11.2m (top of roof) deemed-to-comply standards of the City's Built Form Policy for skillion roofs. The plot ratio satisfies the design principles of the R Codes as design measures to mitigate building bulk have been incorporated. These include articulating the building façade, incorporating alternative colours and materials. The bulk and scale of the development is consistent with the future built form of the locality as envisaged for the Transit Corridor by the Built Form Policy. Noted. The site survey has been considered by the City in its assessment of the development plans.

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<u>Built Form (General)</u> <ul style="list-style-type: none"> Concerns in regards to the development's presentation to the right of way (ROW) and the dominance of the car parking area. The presentation is considered to detract from the amenity of the ROW and the adjoining properties which may develop with dwellings fronting the ROW. Concern that the development does not meet the intent of the City's Built Form Policy with respect to the presentation to the ROW. Suggests the development reposition the car parking bays (parallel to the ROW), provide screening to the car parking area or reduce the hardstand. 	<ul style="list-style-type: none"> The applicant has provided amended plans screening the resident car bays from public view. This brings the development into compliance with Clause 6.3.4 of the R Codes. There are no requirements for visitor car bays to be screened from public view. The development has been designed to address its primary frontage which is Walcott. There are no requirements in the City's Built Form Policy for residential development to address both the primary street and the ROW. Noted. The City is required to assess the development plans that have been lodged and are not involved in the detailed design of the proposal. Feedback received during community consultation has been provided to the applicant for consideration.
<u>Setbacks</u> <ul style="list-style-type: none"> Does not conform to planning requirements. The proposed lot boundary setback impose on the adjoining properties and present unacceptable building bulk. This will impact both the liveability of the dwellings and the use of the outdoor living areas. The boundary walls further reduces the adjoining properties access to natural light and restricts the development potential of the adjoining properties. Reduced lot boundary setbacks increases the extent of overshadowing to the adjoining property. 	<ul style="list-style-type: none"> The proposed lot boundary setbacks were assessed against the design principles of the R Codes. The proposal satisfies the relevant design principles of Clause 5.1.3 of the R Codes. This is predominantly based on the articulated design of the facades and the colours and materials reducing the overall impact of the building bulk and scale on neighbouring properties. The development meets the deemed-to-comply standards of the R Codes with respect to overshadowing and the deemed-to-comply requirements of the City's Built Form Policy with respect to boundary walls.
<u>Visual Privacy</u> <ul style="list-style-type: none"> Does not conform to planning requirements. Multiple windows are overlooking the adjoining properties. Concerns in regards to overlooking from the stairwells to the adjoining properties. Request screening be included to maintain visual privacy to the adjoining development. Concerns in regards to overlooking from the proposed storage space on the third level. 	<ul style="list-style-type: none"> Agreed. Following community consultation, the applicant provided amended plans screening the balconies of Unit 1 and Unit 3. Administration has recommended a condition of development approval to be imposed to ensure these balconies are screened in accordance with the deemed-to-comply standards of the R Codes. The visual privacy deemed-to-comply standards of the R Codes do not apply to non-habitable spaces such as storerooms and walkways.
<u>Overshadowing</u> <p>Concerns in regards to the overshadowing generated from the proposal and the impact of this on the amenity of the adjoining lot to the south.</p>	<p>The development proposes 32 percent overshadowing to the adjoining property to the south. This meets the deemed-to-comply standards of the R Codes, which permits a maximum of 50 percent overshadowing on properties with a R60 density coding.</p>
<u>Traffic</u>	

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<ul style="list-style-type: none"> The development includes eight car bays that will be accessed by the ROW. This is considered excessive and will create additional traffic on the right of way, which will create a safety hazard for the children who currently use the laneway for travel and play. The development will overcrowd the right of way and will create on-going disruption to the other users of the ROW. The development will create additional traffic to Walcott Street, which is already a busy road due to the proximity to the Charles Street, Wanneroo Road and Walcott Street intersection. Concerns in regards to property damage from increased traffic on the laneway and additional cars parked on the nearby streets. The development has not made allowance for traffic access via Walcott Street. Concerns that the existing ROW does not have the capacity to cater for the additional traffic from the development. Allowing the development to utilise the ROW for eight vehicles contradicts the City's safe streets and laneway initiatives. 	<ul style="list-style-type: none"> Following Council's deferral, the applicant reinstated the additional two visitor bays, to address Council's concerns regarding the visitor car parking arrangement. This results in a departure to the deemed-to-comply requirements of the R Codes with regards to sightlines. The City's engineering team have reviewed the proposal and deemed that the proposed sight lines are considered adequate within the context of the site. Access to the car bays is provided through a ROW, which is a low speed environment with low traffic volumes. The ROW also contains speed bumps to assist with providing traffic calming measures. This will assist with facilitating safe vehicle access to the proposed car parking bays. The development meets the deemed-to-comply standards of the R Codes, which requires a minimum of four residential car bays and one visitor bay to be provided. It is noted that there are no requirements for a maximum number of car bays. The primary purpose of the ROW is to provide vehicle access to the properties fronting Walcott Street and Lawler Street. Clause 6.3.5 of the R Codes requires vehicle access to be taken from a ROW where available. Concerns in relation to matters that may arise during the construction process cannot be considered as part of the development assessment process. The City's Rangers can assist should the ROW be blocked by construction vehicles. All contractors must ensure that the ROW laneway is accessible and useable to all vehicle users. The Western Australian Planning Commission's (WAPC) Traffic Impact Assessment Guidelines identifies that developments with less than ten dwellings are considered to have a 'low' traffic impact. On this basis, the ROW is considered to have sufficient capacity to accommodate the additional six vehicles.
<u>Car Parking</u> <ul style="list-style-type: none"> Concerns in regards to the visitors of the development parking on nearby residential streets. It is noted that the site is located close to Kyilla School and Farmers Markets, which generates a large demand for car parking. Proposed visitor car parking is considered insufficient and will result in visitors parking on the right of way. Noting the development provides two bedroom units which would likely accommodate a couple with two cars. 	<ul style="list-style-type: none"> The development to provide four visitor car bays. This is a surplus of three car bay from the deemed-to-comply standards of the R Codes. This is considered sufficient to cater for the needs of the development. As above, the development meets the deemed-to-comply standards of the R Codes, which requires a minimum of four residential car bays and one visitor bay to be provided. There are no requirements for a maximum number of car bays.

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> Concerns of the viability of the proposed tree being located centrally within the car parking area. Concerns the root systems will cause damage to nearby infrastructure and properties. Concerns the proposed tree species are known to cause allergies. Should the development be approved, it is requested the developer plant mature trees. Submission queries when a development is required to meet the canopy cover requirements and how this can be enforced by the City. 	<ul style="list-style-type: none"> Agreed, the City's Parks team has reviewed the proposed landscape plan and identified that the proposed tree species is not appropriate for the proposed planting area. A condition of approval has been recommended to Council requiring a revised landscape plan to be submitted and approved by the City prior to the commencement of development. As above, the applicant will be required to review the proposed tree species as a condition of the development approval. The development meets the deemed-to-comply standards of the R Codes with respect to landscaping. The City's Built Form Policy requires additional landscaping to be provided in addition to the standards of the R Codes. A condition of approval has been recommended to Council requiring a revised landscape plan to be submitted and approved by the City prior to the commencement of development. The revised landscape plan is condition to be generally consistent with the landscaping standards of the Built Form Policy. The City will not issue the commencement of development until this condition of approval has been satisfied. Developments that are non-compliant with the conditions of development approval are subject to action from the City's Compliance Services.
<p><u>Other</u></p> <ul style="list-style-type: none"> The development will have a negative impact on the property values of the nearby single houses. Noting that the single houses in the area may not have been purchased if development such as this was in the area. Adjoining properties are misrepresented on the elevations and perspectives. Suggestions for more speedbumps, lighting, mirrors and signage be incorporated in the ROW to create a more pedestrian safe environment. Concerns the development will establish an undesirable precedent for the future development of the ROW. Maintenance by the strata would not include maintenance of the car bays, meaning the car bays may become unsightly. 	<ul style="list-style-type: none"> The development of the site is assessed against the applicable planning framework. Considerations in regards to property values are outside of the scope of this development application. Noted, the City's assessment of the proposal is based on the current development located on site and along Walcott Street, Coolbinia. Future works within the ROW are outside of the scope of this development application and cannot be considered as part of this development application process. The City considers the development to be consistent with the intended development within the Transit Corridor of the City's Built Form Policy. Further discussion on this is provided in the City's report to Council. The maintenance of properties is the responsibility of the individual landowners or the Strata, the City has not authority over the long term maintenance of properties.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The table below summarise the comments received during the second advertising period of the proposal, together with the Administration's response to each comment received (4 February 2018 – 11 February 2018). The summary includes comments raising points not covered in the original community consultation period.

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<p><u>Plot Ratio/Bulk and Scale</u></p> <ul style="list-style-type: none"> The proposed plot ratio demonstrates that the applicant is trying to squeeze four large units onto a small and narrow lot, at the expense of the amenity of the adjoining and nearby properties. The proposed plot ratio is 6% above the requirements for a zoned R60 block, which is considered to be inappropriate within the context of the small narrow site. Supporting an increased plot ration would create an undesirable precedent for future development. Concerns the roof storage and stairwell has not been considered in the plot ratio calculations. Submission notes the plot ratio would increase to a 23 percent increase from the deemed-to-comply requirement, should these areas be included. Submission raises concerns as to why Council would consider an increased plot ratio from the deemed-to-comply standard. The development is considered to present unreasonable adverse impact on the amenity of the adjoining and surrounding properties. The design of the development shows little regard for the surrounding homes, and if approved in its current form would set a poor example for future infill development. Small and narrow lots are not generally suitable for apartment buildings which is evidenced by the fact that most of the apartment buildings in the area are on lots greater than 15 metres. 	<ul style="list-style-type: none"> The development meets the design principles of the R Codes with respect to plot and is consistent with desired built form outcome of the locality, as in as envisaged by the Transit Corridor built form area of the Built Form Policy. The City is required to assess each development application on its individual merit. Future development applications will be assessed based on their individual merits and site characteristics. The R Codes outline what areas of a building can be considered within the plot ratio calculations. This excludes stairwells common to more than two dwellings and storage areas. When a development does not meet the deemed-to-comply standard of the R Codes, the City is required to assess the development under the applicable design principle of the R Codes. The development can be supported if the Council is satisfied the design principle has been met. The subject site is zoned Residential with a density coding of R60. A Multiple Dwelling is a permitted use within the Residential zone and can be considered under the R60 density coding.
<p><u>Building Height</u></p> <ul style="list-style-type: none"> Concerns in regards to the propose building height. Submission note that the development has a three to four storey appearance. This is considered out of context with the character of the locality, which is predominantly single storey. Although the site is located in a three-storey building height area, the proposed height restricts the ability for the development to meet the lot boundary setback requirements. This further impacts on the building bulk of the development and the amenity of the adjoining properties. Suggests increasing the level of excavation proposed and reducing the finished floor level of the ground flood to reduce building bulk. 	<ul style="list-style-type: none"> The subject site is located within a three-storey building height area under the City's Built Form Policy. A three-storey building height with a skillion roof is permitted to be of a height of 10.2m (bottom of roof) and 11.2m (top of roof). The development has a maximum roof height of 10.2 metres from natural ground level. So although the development appears over three-storeys, the metric building height still meets the deemed-to-comply standards of the Built Form Policy. The proposed lot boundary setbacks meet the design principles of R Codes. Further details on how the development is considered to meet the design principles is provided in the City's report to Council.

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<ul style="list-style-type: none"> The adjoining properties are located at a lower natural ground level than the subject site. This increases the bulk of the proposal and increases the impact on the adjoining neighbours in terms of solar access, visual privacy and building bulk. The storage unit gives a perception of a four-storey buildings. Suggests removing the storage unit and providing storage in the undercroft area. 	<ul style="list-style-type: none"> The R Codes requires building height to be measured from the existing natural ground level of the section of ground below the building. As mentioned above, the development complies with the deemed-to-comply building height standards of the Built Form Policy. For the purposes of calculating lot boundary setbacks, the wall height is taken from the natural ground level at the lot boundary. As above, the development complies with the deemed-to-comply building height standards of the Built Form Policy.
<p><u>Lot boundary Setbacks</u></p> <ul style="list-style-type: none"> The development proposes a three-storey development, however is setback as if it were a two-storey development. A 1.2 metre setback is considered unacceptable and will have a significant impact on the amenity of the adjoining property's outdoor living areas and bedroom windows. The development does not satisfy the design principles of the R Codes as it does not moderate the visual impact of building bulk adjoining properties. The proposed lot boundary setback should not be supported. It is requested that Council ask the applicant to modify the plans so that the development complies with the deemed-to-comply R Code setbacks, which is more consistent with a two storey development <i>"I don't agree with the interpretation and calculation of the north-west upper floor deemed-to-comply setback noted on the plans. When looking at the wall, it will appear as a long and high wall. I understand that the City believes that the stairwell effectively makes it two walls. However, I don't agree with that interpretation. Verandahs are included in the assessment of lot boundary wall length, and this stairwell which has a 1m wall above it and is roofed should not be assessed differently. Therefore the entire length of wall should be used, which would require a lot boundary setback of approximately 3.1m."</i> 	<ul style="list-style-type: none"> An assessment was undertaken of cumulative impact of the departures from the deemed-to-comply criteria of the Built Form Policy and the R Codes. As a result of this assessment, the articulated design of the proposed dwelling and colours and materials proposed, reduces the overall impact of the building bulk and scale on neighbouring properties. The proposal satisfies the relevant design principles of Clause 5.1.3 of the R Codes. The R Codes defines a 'wall' as <i>the vertical external face of a constructed building comprising of solid building materials and includes enclosure to verandas and balconies</i>. The proposed stairwell is an open section of the building and does not meet the definition of a wall under the R Codes. As such, the City has assessed the northern façade as two walls.
<p><u>Sight Lines</u></p> <p>Concerns in regards to sightlines and the potential for conflict between pedestrians and reversing vehicles. Even if visitor bays U1 and U4 are removed, the proposed resident bays U1 and U4 behind them will similarly not be able to exit safely due to the slope of the vehicle access and the walls on each boundary that will restrict views.</p>	<ul style="list-style-type: none"> The City's engineering team have reviewed the proposal and deemed that the proposed sight lines are considered adequate within the context of the site. Access to the car bays is provided through a ROW, which is a low speed environment with low traffic volumes. The ROW also contains speed bumps to assist with providing traffic calming measures. This will assist with facilitating safe vehicle access to the proposed car parking bays.

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<p><u>Presentation to ROW</u></p> <ul style="list-style-type: none"> The open garage area, should be concealed from view from the ROW (which is classified as a street in the R Codes) and should not be supported as it does not meet the requirements of design principles of the R Codes in terms of providing a secure parking area. Concerns in regards to light spill from the development's open style carports. Suggests the car parking be re-designed to be located below ground with a garage door or gate. The plans mention that resident and visitor parking bays to be clearly defined using contrast pavers and signage – this is not shown in the provided visuals. This will be aesthetically unappealing and will weaken the area's aesthetic. 	<ul style="list-style-type: none"> The applicant has provided amended plans screening the resident car bays from public view. This brings the development into compliance with Clause 6.3.4 of the R Codes. There are no requirements for visitor car bays to be screened from public view. The R Codes requires visitor car bays to be marked and clearly signed. There are no specific requirements that restrict pavement treatments.
<p><u>Landscaping</u></p> <p>A 1.5 metre planting strip should be provided for the open air car parking area, as per the City's Built Form Policy.</p>	<p>A 1.5 metre landscaping strip cannot be accommodated, however the proposed landscaping is considered to meet the local housing objectives of the City's Built Form Policy, as detailed in the City's report to Council.</p>
<p><u>Storage Unit</u></p> <ul style="list-style-type: none"> Submission requests the applicant provide examples of how a common roof storey has worked in other developments and if there are any measures in place to ensure this area will not be used by residents for leisure. Concerns how the City will enforce the storage area is used for storage and not as a habitable room for residents. 	<ul style="list-style-type: none"> The development will not be permitted to use the storage area without submitting an amended development application to the City. The amended development application would need to be presented to Council for consideration. The City's Compliance Services will investigate if a report is received regarding the use of the storage area for recreation/habitation.
<p><u>Other</u></p> <ul style="list-style-type: none"> Submissions request the determination of the application be deferred to give the applicant more time to address the concerns relating to bulk and scale. Concerns in regards to noise. Submission highlights that the development is inconsistent with Design WA, with respect to building setbacks. Objection to only being provide on week to provide comments on the amended plans. I am concerned that we received notification the day before the proposed meeting for the original set of plans that a new set of plans had been submitted. Submission notes that if all 16 properties location on Walcott Street develop in a similar fashion, the traffic volume of the ROW will increase by up to 112 vehicles daily. Concerns in regards to the ability for the 	<ul style="list-style-type: none"> Administration cannot recommend the application be deferred. As the issues raised have been addressed or can be through the imposition of appropriate conditions, Administration has recommended the proposal be approved. It is open to Council to defer determination to allow the applicant to address any concerns it may have with the proposal. The development is required to comply with the environmental noise regulations. The City's Health Services will investigate the development's compliance with the noise requirements should a compliant be received. Development within the City of Vincent is not be subject to the requirements of Design WA until the document has been released by the Western Australian Planning and has come into effect. The revised plans proposed amendments that predominantly relate to the interior of the development, and do not trigger full readvertising of the

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Administration's Comment:
<p>ROW to accommodate such a traffic volume. Any changes to the traffic volume should be referred to the Road Safety Authority.</p> <ul style="list-style-type: none">Concerns in regards to increase traffic on the right of way and the potential for damage to boundary fences. Requests Council installs a retaining wall to protect existing boundary fences.	<p>development. The City's Community Consultation Policy does not outline any requirements for readvertising following amended plans being provided. It is noted that the original plans were advertised for a period of 43 days from 4 December 2018 to 15 January 2019.</p> <ul style="list-style-type: none">The WAPC's Traffic Impact Assessment Guidelines identifies that developments with less than ten dwellings are considered to have a 'low' traffic impact. On this basis, the ROW is considered to have sufficient capacity to accommodate the additional six vehicles.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Comments Received in Support:	Applicant Comment:
No comments provided on submission for support.	The owners of 377 Walcott requested we use a collaborative approach with the City Statutory Planners including meetings with Remajee Narroo-Senior Urban Planner, Co-ordinator of Land Development Anne Munyard , the original neighbours details received from the City's A/Senior Rates Officer Ronel de Lange early last year, the DAC- culminating with the outcome with the current plans revision F .
Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<p>Issue: Land Use</p> <ol style="list-style-type: none"> 1. The proposed Multiple Dwellings are inconsistent with the character of this section of Walcott Street, which comprises of single dwellings. 2. The amenity of the area has already been impacted by nearby large-scale subdivisions. This high-density development will result in a further loss of residential amenity. 	<p>1 & 2. The development is ostensibly only two storeys as seen from Walcott St. The area already has a number of two storey homes and unit developments and the proposed building fits easily within the bulk, height and scale parameters of the current planning scheme requirements.</p>
<p>Issue: Building Height/Plot Ratio</p> <ol style="list-style-type: none"> 1. The development dwarfs over the surrounding properties and will have a visual impact on nearby dwellings. 2. The development is 12 metres in height and will create substantial overshadowing to the adjoining dwelling. This will reduce the adjoining dwelling's access to natural light and ability to utilise sustainable energy sources. 3. The proposed variation to the plot ratio requirement is considered excessive and an over development of the site. This is not considered consistent with the R50 density coding. 	<ol style="list-style-type: none"> 1. The development from the street frontage and the two neighbouring properties is only two storeys high. The third storey is undercroft > 50% buried and is only visible for the rear access laneway. Then roof top storage area is not visible from the neighbouring properties. 2. The height stated is not correct. The overshadowing is well within the R-Codes and Town Planning scheme requirements. The overshadowing is 34.28% whereas the R60 limit is 50%. The proposed design has minimal impact to current neighbouring windows and outdoor space (the shadow has increased over the existing neighbours roof cover. The existing house already casts shadows over #375 Walcott adjoining windows – therefore there is no material change. 3. The plot ratio is 5% over the code requirement. (Also refer email in relation to site area and proposed resumption). This is however within the bounds of what is often approved and is not excessive. The plot ratio is slightly above code as the apartments are designed in accordance with the Liveable Housing Design Guidelines for improved design and community and disability outcomes. Under these requirements, the areas of bathrooms, passageways, bedrooms etc are larger to accommodate disability (Liveable Housing Standards and NDIS housing requirements) and aging-in-place residents. (Further information can be provided regarding this aspect of the design). The extra plot ratio is therefore justified on the basis of this extra amenity and

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<p>4. The level of excavation and boundary walls is considered excessive within the context of the proposed variations to plot ratio and setbacks.</p> <p>5. The proposed storeroom is considered to be an odd and unnecessary addition that adds bulk to the development. This is considered to have a negative impact on the adjoining properties. The development meets the storage requirements of the Residential Design Codes, therefore this addition is unnecessary.</p> <p>6. Submission notes a 0.9 metre level difference between the subject site and adjoining property.</p>	<p>diversification. The addition of the lift has also resulted in an increase in plot ratio due to increased access to satisfy new NDIS requirements.</p> <p>4. Excavation and setbacks have been designed with significant collaboration with the City of Vincent Statutory Planners /Development Services, the DAC with followup meetings. We believe the current outcome demonstrates quality design and planning principles by sinking the carparking areas largely below ground and breaking up the longer facades.</p> <p>5. The loft storage area is not visible from any of the nearby properties as it is setback from the edge of the main roof line. There is no impact on adjoining properties. This is proved by the sections and images supplied in DA submission.</p> <p>6. Based on existing levels, there is already more than 0.5m and up to 1.5m between the existing property/floor levels and the neighbouring properties. There is therefore only a relatively minor increase to this in the new design with additional screening than currently exists. Pre-demolition photos show overlooking to both side neighbours and records a rear veranda /balcony height of 1.2 m above adjacent Alfresco up to 1.5m without screening. Proposed design incorporates screening to meet the current codes so will be an improved outcome for both neighbours. Refer Photos and notes attached of existing overlooking.</p>
<p>Issue: Built Form (General)</p> <p>7. Concerns in regards to the development's presentation to the right-of-way and the dominance of the car parking area. The presentation is considered to detract from the amenity of the right-of-way and the adjoining properties which may develop with dwellings fronting the right-of-way.</p> <p>8. Concern that the development does not meet the intent of the City's Built Form Policy with respect to the presentation to the right-of-way.</p> <p>9. Suggests the development reposition the car parking bays (parallel to the lane way) or provide screening to the car parking area or reduce the hardstand.</p>	<p>7 & 8. The right-of-way is currently defined by either 1.8m high solid fences or by garages immediately abutting the laneway. It is currently a poorly fenestrated and maintained space with no amenity or redeeming social attributes. As part of the upgrade of this space we are proposing to setback and landscape the space between the two proposed parking areas. We have allowed for extra visitor parking and the main part of the building is setback from the laneway more than 6m.</p> <p>9. The amenity of the space and the positive impact on the laneway will be significant to the point that on completion the laneway and rear frontage to this property will be far and away the most attractive along this laneway as seen in proposed coloured elevations versus the existing streetscape. This aspect of the design was favourably reviewed with the planner (Remajee Narroo) in early 2018.</p>

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<p>Issue: Setbacks</p> <ol style="list-style-type: none"> Does not conform to planning requirements. The proposed lot boundary setback impose on the adjoining properties and present unacceptable building bulk. This will impact both the liveability of the dwellings and the use of the outdoor living areas. The boundary walls further reduce the adjoining properties access to natural light and restricts the development potential of the adjoining properties. Reduced lot boundary setbacks increase the extent of overshadowing to the adjoining property. 	<ol style="list-style-type: none"> We note that the town planning scheme has been designed to promote higher built form with larger setbacks than required under the RCodes. However, we have proposed a building that has similar or larger setbacks to the existing building on the site and broadly complies with the RCode R60 requirements subject to a minor concession in some areas. As noted above, the building has been designed to ameliorate the impact on the neighbouring properties and in aspects of overshadowing and setback makes little or no impact and in regard to overlooking makes for a considerable improvement to the adjoining properties. However we are requesting a minor variation to the side setback requirements as per 5.1.3 of the Rcodes and Table 2A and Figure 4c. We did discussed this issue with Emily Andrews and also with Remajee Narroo prior to the DAC presentation on the 9 May 2018 who kindly resourced internal opinions and briefed us on the view that the concession could be considered based on the performance criteria outlined in 5.1.3. In that regard we have reduced the building height in order to reduce the impact on bulk and scale. The proposed setbacks do not materially reduce the amount of direct sun and ventilation and open space on either the site or on the neighbouring properties. We have also reduced the extent of overlooking from what is quite extensive in the existing situation to no overlooking in the proposed scheme. This is not correct. Currently the existing house over-shadows the adjoining property and the windows in that property. There is also an existing alfresco cover 600mm from the boundary on the adjoining property which covers that area. The current shade to these areas will not change significantly under the proposed scheme. The adjoining neighbour #379 is proposing to build a zero-lot 3.8m high boundary wall for a considerable section of the common boundary. We are of the view that each solution should be looked at on its merits and do not consider that the setbacks we are proposing significantly change the amenity of either neighbour (and in fact improve it) or have any adverse effects on their development potential. The overshadowing has been modelled, is significantly less than required under the RCodes. There is no additional impact to the south side neighbours' windows or courtyard open space compared to the exiting home on the site. Any added shadow from the new development is cast over existing roof areas
Issue: Visual Privacy	

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<ol style="list-style-type: none"> Does not conform to planning requirements. Multiple windows are overlooking the adjoining properties. Concerns in regards to overlooking from the stairwells to the adjoining properties. Request screening be included to maintain visual privacy to the adjoining development. Concerns in regards to overlooking from the proposed storage space on the third level. 	<p>1&2. This is not correct. There are no windows that directly overlook neighbours that are major openings or are visually permeable. Conversely, the existing home on the site does have significant overlooking of the adjoining properties currently (refer emailed photos evidencing overlooking). The proposed building actually, improves and protects the visual privacy of the adjoining neighbours.</p> <p>3. The stairway windows are obscure and therefore there is no overlooking of neighbours. These windows are to allow light into the space - not for outlook. As noted, – overlooking impact has been reduced from the existing home and the proposal is now compliant with the RCodes.</p> <p>4. Based on window size and location there is no possible overlooking from the storage level – this was clearly demonstrated 'Section B-B drawing A-14 Rev F' and had been discussed with senior Planners DAC throughout last year.</p>
<p>Issue: Overshadowing</p> <ol style="list-style-type: none"> Concerns in regards to the overshadowing generated from the proposal and the impact of the overshadowing on the amenity of the adjoining lot to the south. 	<ol style="list-style-type: none"> As referred in comments above, the overshadowing has been modelled and is significantly less than required under the RCodes. (Refer to Plan A-03 Rev F)
<p>Issue: Traffic</p> <ol style="list-style-type: none"> The development includes eight car bays that will be accessed by the right-of-way. This is considered excessive and will create addition traffic on the right of way, which will create a safety hazard for the children who currently use the laneway for travel and play. The development will overcrowd the right of way and will create on-going disruption to the other users of the right-of-way. The development will create additional traffic to Walcott Street, which is already a busy road due to the proximity to the Charles Street, Wanneroo Road and Walcott Street intersection. Concerns in regards to property damage from increased traffic on the laneway and additional cars parked on the nearby streets. The development has not made allowance for traffic access via Walcott Street. Concerns that the existing right-of-way does not have the capacity to cater for the additional traffic from the development. 	<ol style="list-style-type: none"> Based on the current existing 29 properties on the right-of-way (including this property) there is potentially around 58 cars with direct access to the carriageway (excluding other through traffic). This building could add an additional 6 cars to the traffic if all visitor bays are used. This is considered a minimal increase. The right-of-way is designed and designated as a traffic way and the volume of traffic is well below the capacity of the carriageway. The extra traffic on Walcott St will be completely insignificant compared to current traffic flows. This is not a planning issue There is no vehicle access allowed by City of Vincent from Walcott St as dictated by Anne Munyard (Engineering) in early 2018. The right-of-way is designed and designated as a traffic way and the volume of traffic is well below the capacity of the carriageway.

Page 4 of 6

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<p>7. Allowing the development to utilise the right-of-way for eight vehicles contradicts the City's safe streets and laneway initiatives.</p> <p>Issue: Car Parking</p> <ol style="list-style-type: none"> Concerns in regards to the visitors of the development parking on nearby residential streets. It is noted that the site is located close to Kyilla School and Farmers Markets, which generates a large demand for car parking. Proposed visitor car parking is considered insufficient and will result in visitors parking on the right of way. Noting the development provides two-bedroom units which would likely accommodate a couple with two cars. 	<p>7. Suggest City of Vincent to comment?</p> <ol style="list-style-type: none"> Three extra visitor bays are proposed – well above the normal provision required. Additionally, this development is designed to Liveable Housing Design Guidelines and in accordance with the NDIS Special Disability Housing requirements. Some of the residents will not be able to drive and not own a motor vehicle. There is also excellent access to public transport on Walcott St. (deemed a "High Frequency" bus route) The carparking numbers conforms to the requirements of the RCodes and the town planning scheme.
<p>Issue: Landscaping</p> <ol style="list-style-type: none"> Concerns of the viability of the proposed tree being located centrally within the car parking area. Concerns the root systems will cause damage to nearby infrastructure and properties. Concerns the proposed tree species are known to cause allergies. Should the development be approved, it is requested the developer plant mature trees. Submission queries when a development is required to meet the canopy cover requirements and how this can be enforced by the City. 	<ol style="list-style-type: none"> The initiative to have deep root zones and plant larger trees is supported by the owner/developer/architect. The inclusion of a larger tree at both the front and rear of the development is provided. The clearances, space and viability of the two trees is support by our landscape designer. The use of root barriers is proposed where the roots are likely to affect soak wells, services and other infrastructure on or around the site. Unaware of any allergies from the proposed trees. These species are prolific and well known in this vicinity. The developer does intend to plant advanced trees. City of Vincent to comment?
<p>Issue: Other</p> <ol style="list-style-type: none"> Concerns in regards to the construction process and the impact of the tradesperson parking on and blocking the right-of-way. The development will have a negative impact on the property values of the nearby single houses. Noting that the single houses in the area may not have been purchased if development such as this was in the area. Adjoining properties are misrepresented on the elevations and perspectives. 	<ol style="list-style-type: none"> A construction management plan can be provided at building permit/construction stage covering this aspect. The existing house is an eyesore and derelict. New development will typically increase property prices and promote urban renewal in the immediate area, so a likely outcome is the reverse of this statement. We have checked these and they seem correct. We are unaware of any discrepancy between the existing and what is drawn. We have included the outline of the proposed development at the rear of the #379 Walcott St for reference and clarity.

Page 5 of 6

Summary of Submissions:

Comments Received in Objection and/or Raising Concerns:	Applicant Comment:
<ul style="list-style-type: none">4. Suggestions for more speedbumps, lighting, mirrors and signage be incorporated in the right-of-way to create a more pedestrian safe environment.5. Concerns the development will establish an undesirable precedent for the future development of the right-of-way.6. Maintenance by the strata would not include maintenance of the car bays, meaning the car bays may become unsightly.	<ul style="list-style-type: none">4. City of Vincent to comment?5. City of Vincent to comment?6. This is not correct - maintenance of the carbays <u>is</u> part of the strata requirements.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Building Development Group Constructions Pty Ltd

Building Development Group Constructions Pty Ltd



City of Vincent
244 Vincent Street
Leederville
Western Australia, 6007

Monday, 5 November 2018

Dear Madam/Sir

Re: Planning Application for Development at 377 Walcott St Coolbinia.



We request the attached Multi Residential (proposed x 4 Units) Development Application to be assessed in conjunction with referring to DRP as per discussions with Mr Remajee Naroo (Senior Urban Planner) & Kylie Harrison. The DAC Cover Letter is attached below and still has relevance with the current design.

The attached plans were revised following our meeting 9th May 2018 with the DAC. Discussion were also held with our east side neighbours who had initially expressed an interest in a Joint development involving both properties. This is no longer viable.

BDGC (Building Development Group Constructions Pty Ltd) has now revised the plans following the DAC meeting in order of the discussion minutes as follows:

- 1) 'Principle 1'
Additional surrounding context has been added to the elevations. The West side neighbour at #379 Walcott Street – Mr Joshua Scrutton has given us a copy of his proposed DA 2 storey design lodged for a DA with City of Vincent (refer to Fiona Atkins) that will be positioned to the rear of his existing home and will offer benefit with the minimum Visual Truncation onto the ROW to satisfy the Policy 2.2.6 – item 1.1 (a) & (b). The current 5m wide ROW is deemed to be 6m with the City's Policy to Cede 500mm each Side into the city's ownership as now shown on the drawings. (We had added our comments as requested by your Statutory Planner, Fiona Atkins onto the neighbours code variations as per emailed to the city on the 1st November). Our attached drawings have the proposed neighbours design shown as "proposed mass shaded" on to Page A11 & A15 colour presentation.
- 2) 'Principal 2'
Landscaping has now been reviewed by BDGC Director Mr Greg Moore – Registered Architect. The City of Vincent Statutory Planners, Mr Naroo and recently Clair Morrison both suggested to reference our Landscape Design experience by Greg who has just been awarded the UDIA Winner 2018 for BDGC Margaret River Lifestyle Village – Seniors Living /Aged Care Award (Extract Copy attached). Greg was also the Runner Up for 2017 UDIA award for 'Best land sub-division under 250 lots' for the Fairway Exclusive Estate development. Both have significant landscaping components. Our conversations suggested that Greg's design endorsement could be considered in lieu of the Landscape Architect requirement. Future Maintenance and design are referenced in the Plans - pages A04 & A05. The Deep Soil Zone areas and % cover plus the Mature Canopy Cover areas have been determined and in keeping with the area and local policy.

- 3) 'Principle' 3
Not Applicable
- 4) 'Principle 4'
- Management Plan for the proposed visitor car bays will be based on each unit having a Single Carbay as reference in the DAC: - *"Proposed 4 x designs were considered to meet appropriate density of this area undergoing change or identified for change. This design was also proposed to be sustained by existing public transport High Frequency Bus service allowing a reduction in required Car Parking. Is viewed as appropriate for this area identity in current terms". Further - proposed visitor car bays have been located 1 for each unit behind the allocated Carbay. Appropriate Signage will be added as seen on pages A-11 & A-15 – to be clearly visible from the ROW with Black Lettering with minimum dimensions 70mm High and 30mm wide. The Wording will state **'U1 & U1 Visitor for Unit 1 use only'** and each unit accordingly.*
 - Reference to "Reconsider the position of the Bin-store that is currently too prominent in the front setback ...& unit 1 amenity". The DAC Minutes doesn't reference the comment by Committee member Joe Chindarsi who suggested to the location of the proposed "bin store be in the front setback area for easy access". We have requested Statutory Planning consider this position with adequate screening of the proposed facility for the required bin storage. The "Bin Store" area has been pushed back to allow additional landscape screening with a screen wall with tap, concrete floor & drainage to house the required bins & washdown area as discussed with Anne Munyard (Co-ordinator Land & Development). We consider the position was well away from habitable window openings for this proposed development and neighbours existing and proposed developments and allowed easy access for diverse range of buyers. Further, discussions early in the design process with Anne Munyard confirmed the rubbish service must easily address Walcott Street as has been achieved.
 - Store Rooms on the upper level offering design diversity for the market place has now been better integrated into the design to avoid the "Add-on Look" with skillion roof overhang, timber board, addition of highlight windows and contrast panelling. Floor plans have now been added as requested. Page A-14 is now added to demonstrate the Walcott sight line of a 1.65m high eye level with feet on the footpath at 32.250 AHD as seen in Section B-B. This further demonstrated a minimal impact onto the streetscape. No detrimental impact on shadowing occurs and Neighbour Shadowing is 32.11%, well within the 50% allowed onto #375. The midday June 21st shadowing is mainly onto roof cover.
 - Service Positions have further been considered as per the DAC review and now noted to incorporate screening of clotheslines and the practical location to service the services.
- 5) 'Principal 5'
- Requesting provision of Greater Sun Shading, we have now added window shrouds as per plan notes to East & West facing Living Windows.
- 6) 'Principle 6'
- In accepting the advice of the DAC, we have revised the design as suggested – mirrored the floor plans - To improve the exposure to Northern Light, added outlook, added Bollard Lighting + gatehouse lighting to the front pedestrian access and the undercroft access, revised the design to suit fire separation between the bedrooms and approached Acoustic Consultant with regard to preparing an Acoustic Assessment. Nick Della Gatta of ND Engineering, suggests preparation of an assessment to best be undertaken post Planning Approval & Pre Building Permit for efficiency as this site is situated on a busy high-volume dual carriageway on Walcott Street.

- 7) 'Principle 7'
Not Applicable
- 8) 'Principle 8'
Fire separation between the bedrooms has been resolved in the current design.
Cross Ventilation has also been considered in the proposed plans attached.

Additionally, the attached plans now eliminate the additional 500mm retaining previously on the western side boundary.

Please also note the attached title is no longer within 3 months but was within 3 months of age at the time of lodging with the DAC.

If you have any queries or comments please do not hesitate to contact the under signed.

Yours sincerely



Greg Moore
Director
BArch. AIA. Reg. Build.

Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws;
2. With reference to Condition 2, the City encourages landscaping methods and species selection which do not rely on reticulation;
3. With reference to Condition 3, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.
4. A security bond shall be lodged with the City by the applicant, prior to the issue of a building permit. This bond will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure in the Right of Way and the Verge along Bulwer Street, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.
5. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an 'approved' temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.
6. With reference to Condition 5, no further consideration shall be given to the disposal of stormwater 'offsite' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'offsite' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.
7. Any additional property numbering to the abovementioned address which results from this application will be allocated by the City of Vincent. The applicant is requested to liaise with the City in this regard during the building permit process.
8. A Demolition Permit shall be obtained from the City prior to commencement of any demolition works on the site.
9. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
10. The obligation to comply with the requirements of the condition continues whilst the approved development exists.

5.5 NOS. 12-16 (LOT: 26; D/P: 13767) CLEAVER STREET, WEST PERTH - PROPOSED AMENDMENT TO DEVELOPMENT APPROVAL: CHANGE OF USE FROM SHOWROOM/WAREHOUSE TO PLACE OF WORSHIP





TRIM Ref: D19/45558

Authors: Stephanie Norgaard, Urban Planner
Mitchell Hoad, Senior Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: South

Attachments:

1. Attachment 1 - Consultation and Location Map [↓](#) 
2. Attachment 2 - Minutes of 25 February 2014 Council Meeting [↓](#) 
3. Attachment 3 - Statement of Use [↓](#) 
4. Attachment 4 - Acoustic Report [↓](#) 

RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Local Planning Scheme Nos. 2 and the Metropolitan Region Scheme, **APPROVES** the application to amend planning approval for a Change of Use from Showroom/Office to Place of Worship at Nos. 12-16 Cleaver Street (Lot: 26; D/P: 13767) Cleaver Street, West Perth, granted on 25 February 2014, subject to the following conditions:

1. All conditions, requirements and advice notes detailed on development approval 5.2013.439.1 granted on 25 February 2014 continue to apply to this approval, with the exception of Condition 1.1 which is deleted.

PURPOSE OF REPORT:

To consider an application for development approval to amend Condition 1.1 of the development approval issued by Council at its Ordinary Council Meeting held on 25 February 2014. Condition 1.1 of the development approval restricts the approval period to a period of five years, which expired on 25 February 2019 (see **Attachment 2**).

PROPOSAL:

Council at its Ordinary Council Meeting held on 25 February 2014 granted conditional approval for a change of use on the subject site from Showroom/Warehouse to Place of Worship (previously Sonlife Church). Condition 1.1 of the development approval limited the approval period to five years. Sonlife Church ceased operations at the subject site in October 2018. The applicant, Heart of the City Church started operations from the subject site in December 2018. The application proposes to remove Condition 1.1 of the development approval to allow the Place of Worship (now Heart of the City Church) to operate in perpetuity. A summary of the operating hours of the Place of Public Worship and expected number of attendees is as follows:

Office Operations

- 8:30am – 5:00pm Tuesday – Friday
- Maximum three persons

Church Services

- 10:00am – 11:15am Sundays
- Maximum 80 persons

Music Practice

- 7:00pm – 8:30pm Wednesdays
- Maximum 15 persons

The application does not propose any physical changes to the external appearance of the existing building. The statement of use is included as **Attachment 3**. The proposed hours of operation and maximum occupancy remains consistent with the conditions of approval issued by Council on 25 February 2014. The operations of Heart of the City Church remain generally consistent with the operations of the previously approved Sonlife Life Church, with the exception of the music practice, which is a new service offered by Heart of the City Church, but which can operate in accordance with the conditions of the previous approval.

Condition 1.1 of the Council minutes identifies that there is an error in the wording of Condition 1.1 which states that the approval is valid for five years, until 25 February 2017, however the approval was issued on 25 February 2014. The application proposes the removal of this condition, which is discussed in further detail in the Comment section of this report.

BACKGROUND:

Landowner:	Anita Percudani and Loretta Ricciardi
Applicant:	Heart of the City Church
Date of Application:	11 February 2019
Zoning:	MRS: Industrial LPS2: Zone: Commercial
Built Form Area:	Mixed Use
Existing Land Use:	Place of Worship
Proposed Use Class:	Place of Worship
Lot Area:	1,682m ² (tenancy 395m ²)
Right of Way (ROW):	No
Heritage List:	No

The subject site is legally described as Nos. 12 – 16 Cleaver Street, West Perth, which comprises of four separate lots (being Lots 26, 27, 102, 103) with a combined area of 4,454 square metres. This application relates to Lot 26 only, which contains four separate premises. Of the four premises located on Lot 26, this application relates to the premises commonly known as No. 8 Cleaver Street, West Perth (the subject tenancy).

The subject tenancy is an existing Place of Worship which is built boundary to boundary, as shown on the location map included as **Attachment 1**. The site has a single frontage to Cleaver Street to the west and is bound to the north, south and east by warehouses. The broader locality is characterised by a mix of uses including offices/warehouses, vehicle sales and repair premises, recreation centre and a reception centre/exhibition centre.

The subject site and the surrounding area is zoned Commercial under the City's Local Planning Scheme No. 2 (LPS2) and located within the Mixed Use built form area under the City's Policy No. 7.1.1 – Built Form.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of LPS2. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
Local Planning Scheme No. 2	

"P" permitted use	"D" discretionary use
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The above element of the proposal does not meet the specified deemed-to-comply standards and is discussed in the comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, for a period of 14 days commencing on 18 March 2019 and concluding on 1 April 2019. Community consultation was undertaken by means of written notification being sent to all surrounding landowners, as shown in **Attachment 1** and a notice on the City's website. No submissions were received at the conclusion of community consultation.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- *Perth Parking Management Act 1999*;
- Perth Parking Policy 2014; and
- Policy No. 4.1.5 – Community Consultation.

In accordance with Schedule 2 Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Delegation to Determine Applications:

The development application is being referred to Council as the proposal relates to a matter previously determined by Council.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Land Use

The subject site and surrounding area is zoned Commercial under the City's LPS2. The proposed Place of Worship is a 'D' use within the Commercial zone, meaning the use is not permitted unless Council exercises its discretion.

The original development approval for the subject site was issued under the Town Planning Scheme No. 1 (TPS1). Under TPS1, the subject site was also zoned Commercial and the land use permissibility for a Place of Worship was 'AA', which is equivalent to a 'D' use under LPS2.

The Place of Worship is consistent with the objectives of the Commercial zone under LPS2 and is supported for the following reasons:

- The development re-uses an existing building on-site with minor modifications and upgrades proposed to the interior of the building. The adaptive re-use of an existing building is considered to be consistent with sustainability principles;
- The application proposes no alterations to the existing façade of the building, ensuring that the development would maintain the existing streetscape character and amenity of Cleaver Street;
- The subject site is located approximate 80 metres south of the closest residential dwellings, which are located on the northern side of Newcastle Street. The separation distance between the subject site and the nearby residential properties is considered sufficient to mitigate the occurrence of any conflicts between the commercial and residential land uses. The Acoustic Report provided by the applicant confirms the operations of the Place of Worship complies with the requirements of the *Environmental Noise Regulations 1997*;
- The Place of Worship is compatible with existing commercial uses along Cleaver Street, which includes a Reception Centre/Exhibition Centre, Warehouses and Recreational Facility; and
- Since approval in 2014, the City has no records of receiving any complaints relating to the operations of the Place of Worship.

Perth Parking Management Act 1999

The subject lot is located within the area subject to the *Perth Parking Management Act 1999*, which establishes the Perth Parking Management Plan Area and the Perth Parking Policy 2014. The Perth Parking Policy 2014 introduces maximum parking limits to all land located within the Perth Parking Management Plan Area. The City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements does not apply to land located within the Perth Parking Management Plan Area.

The subject lot is located within a 'Category 4' area under the Perth Parking Policy 2014, which requires a maximum of 200 car bays per 10,000 square metres of lot area. The subject lot is permitted to provide a maximum of 34 car bays for the four tenancies. The subject lot contains nil on-site car bays, which meets the requirements of the Perth Parking Policy 2014.

Signage

The development application cover letter submitted by the applicant has indicated their intention to install a wall sign on the Cleaver Street facade. The applicant has provided an indicative image of the wall sign and confirmed the wall sign would not occupy more than 10 percent of the total area of the wall. This satisfies the requirements of the City's Policy No. 7.5.2 – Signs and Advertising, meaning the sign would be exempt from development approval in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*.

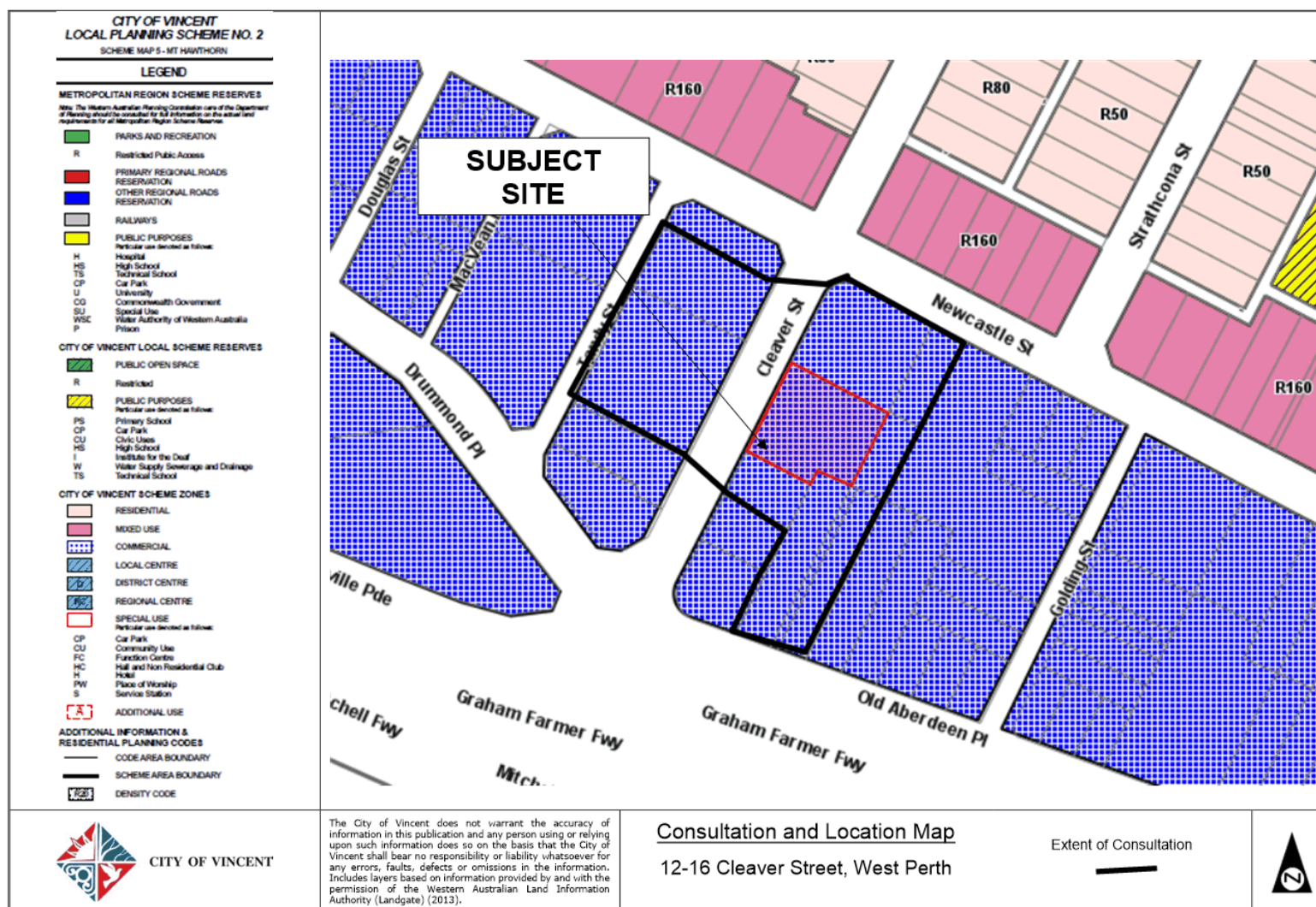
Other Conditions of Development Approval

Condition 2.1 of the development approval issued by Council requires the submission of an acoustic report prior to the occupancy of the building. An acoustic report was prepared by the Sonlife Church in 2014 and approved by Administration. The applicant has re-submitted the previously approved acoustic report. Administration has reviewed the acoustic report and deemed it acceptable for the operations of the Place of Worship, including the proposed music practice. The acoustic report is included as **Attachment 4**.

Condition 3.1 of the development approval required the installation of two class 1 or class 2 bicycle facilities (long-term storage) and five class three facilities (bicycle racks). Liaison with the applicant confirms these facilities had not been provided on site by Sonlife Church, which was the previous tenant. The applicant is agreeable to providing the required bicycle facilities to satisfy Condition 3.1 of the development approval. The applicant is agreeable to either providing the class three facilities within the subject site or on the adjoining paved road verge.

Condition 4 of the development approval required the development to comply with all the Building, Health and Engineering requirements to the satisfaction of the City. A review of the City's records indicates that Sonlife Church had not submitted a public building application, in accordance with the *Health (Public Buildings) Regulations 1992*. The applicant has been notified of the outstanding matter and is agreeable to lodging the required public building application with the City.

If the application is approved by Council the City's Compliance Services team will follow up compliance with these conditions to ensure they are met within a reasonable period.





ORDINARY MEETING OF COUNCIL
25 FEBRUARY 2014

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CITY OF VINCENT
MINUTES

Moved Cr Topelberg, Seconded Cr Buckels

That the recommendation be adopted.

Debate ensued.

OFFICER RECOMMENDATION PUT AND LOST (0-8)

REASONS FOR REFUSAL OF OFFICER RECOMMENDATION:

That the Council believe that it is an inappropriate use but fitting for the current use of the area.

COUNCIL DECISION ITEM 9.1.6

Moved Cr Topelberg, Seconded Cr Harley

ALTERNATIVE RECOMMENDATION:

That the Council;

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, **APPROVES** the application submitted by Reid Ballantine on behalf of owners A Percudani and L Ricciardi for Proposed Change of Use from Showroom/Office to Place of Public Worship (Sonlife Church) at Nos. 12 – 16 (Lot: 26 D/P: 13767) Cleaver Street, West Perth and as shown on plans stamp-dated 3 October 2013, subject to the following conditions:

1. Place of Public Worship

- 1.1 The approval for the place of public worship is valid for a period of five (5) years only, until 25 February 2017. After the period of five years the applicant is required to submit and approve by the City an application for continuation of the Place of Public Worship;
- 1.2 This approval is for Place of Worship use only, and any change of use from Place of Public Worship shall require Planning Approval to be applied for and obtained from the City prior to commencement of such use;
- 1.3 A maximum of 20 people at any one time shall be permitted at the premises from Monday to Saturday;
- 1.4 A maximum of 125 people shall be permitted at the premises on Sundays and Public Holidays;
- 1.5 The operating hours of the Place of Public Worship shall be limited to 8.00 am to midnight Monday to Saturday and 8:00 am to 3pm on Sunday inclusive of public holidays;

ORDINARY MEETING OF COUNCIL
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CITY OF VINCENT
MINUTES

2. Prior to the submission of a Building Permit application, the following shall be submitted to and approved by the City:

2.1 Acoustic Report

An Acoustic Report in accordance with the City's Policy No. 7.5.21 relating to Sound Attenuation shall be prepared and submitted. The recommended measures of the acoustic report shall be implemented and certification from an acoustic consultant that the measures have been undertaken, prior to the first occupation of the development; and

2.2 Blind Crossover

The blind crossover adjacent to the subject property off Cleaver Street to be made redundant to the satisfaction of Technical Services;

3. Prior to the submission of an Occupancy Permit, the following shall be completed to the satisfaction of the City;

3.1 Bicycle Bays

A total of seven (7) bicycle bays shall be provided with two (2) class 1 or 2 facilities and 5 Class 3 facilities. The bicycle facilities shall be designed in accordance with AS2890.3; and

4. The development is to comply with all Building, Health and Engineering Services conditions and requirements to the satisfaction of the City.

ADVICE NOTES:

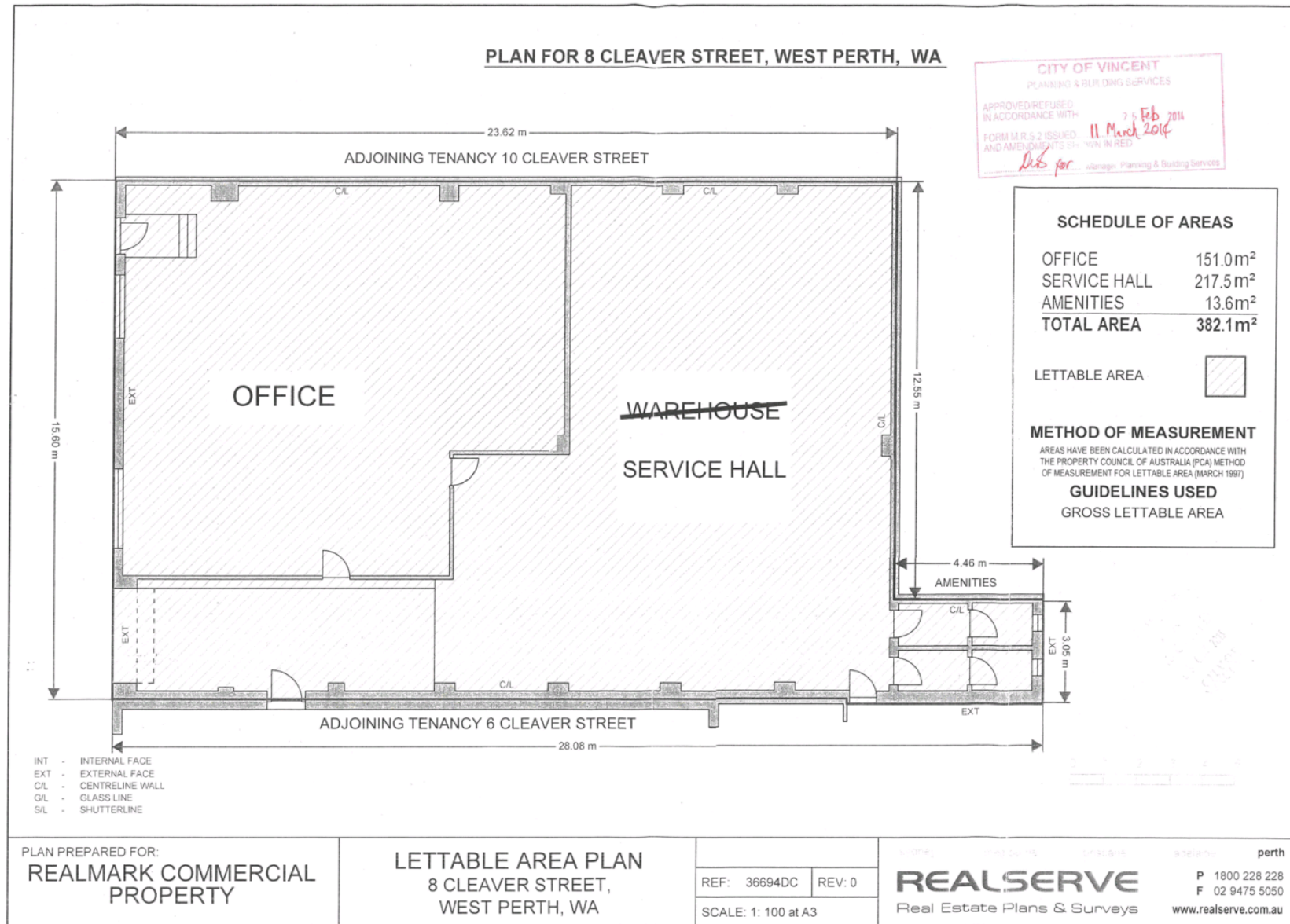
1. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive from Cleaver Street;
2. No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning; and
3. A bin store is required to be provided, of sufficient size to accommodate the City's maximum bin requirement, as assessed by the City's Technical Services Directorate.
4. Permission has been given by adjacent landowners to use their car parking spaces on Sunday. However, this is not a legal agreement and permission may be revoked at any time.

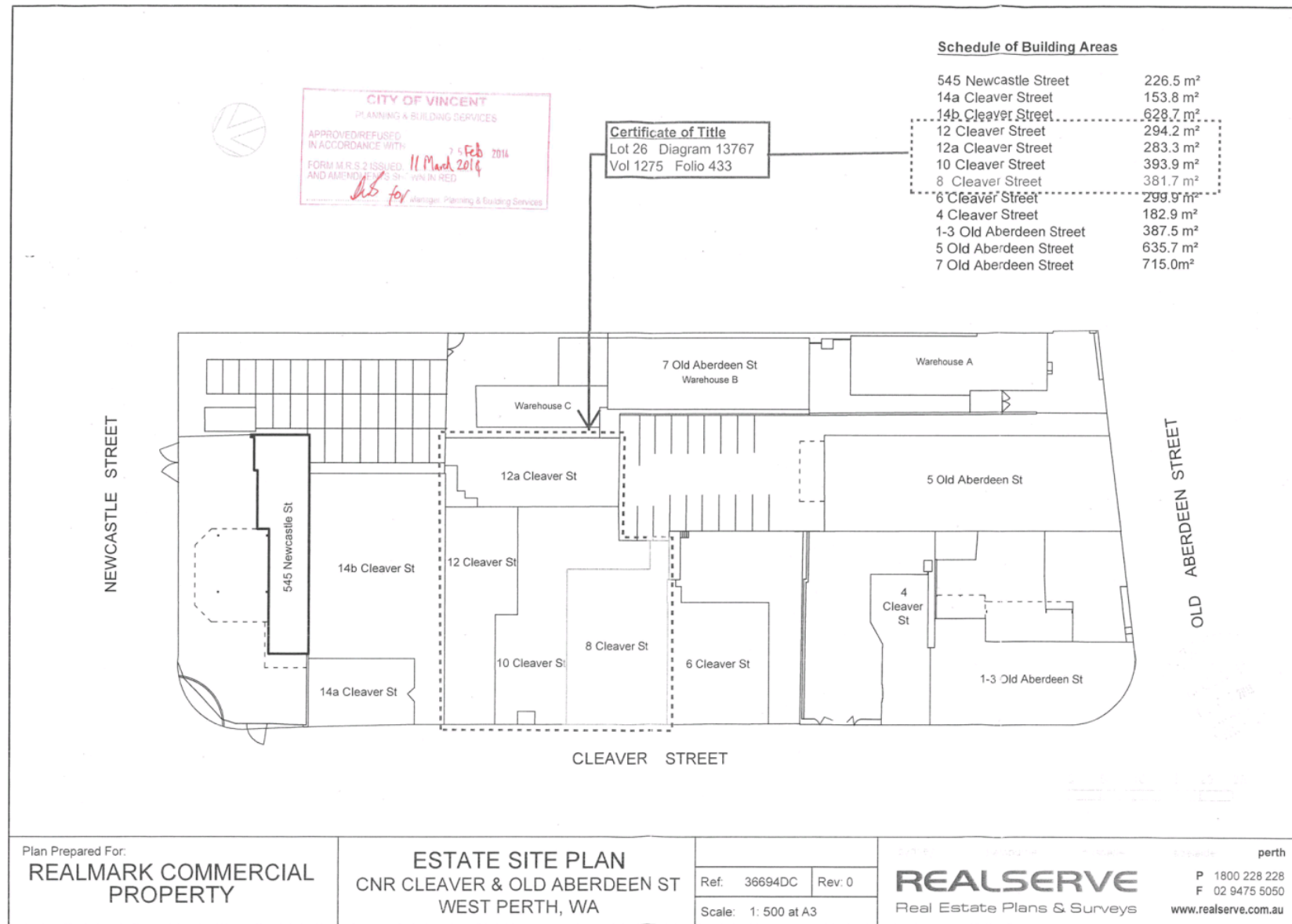
ALTERNATIVE MOTION PUT AND CARRIED UNANIMOUSLY (8-0)

Landowner:	A Percudani and L Ricciardi
Applicant:	Reid Ballantine
Zoning:	Commercial
Existing Land Use:	Showroom/Warehouse
Use Class:	Place of Public Worship
Use Classification:	"AA"
Lot Area:	1682 square metres
Access to Right of Way	Nil

MINUTES OF MEETING HELD ON 25 FEBRUARY 2014

(TO BE CONFIRMED ON 11 MARCH 2014)





8 CLEAVER STREET, WEST PERTH, 6005 - STATEMENT OF PROPOSED USE OF SITE

To City of Vincent,

We seek the continuation of our premises as a Public Place of Worship:

ACTIVITIES:**Sunday Service**

Our church service runs 10am – 11:15am on Sunday mornings. Our congregation attendance averages 70 – 80 adults on a Sunday morning. Parking is currently abundant at Bridgestone who have given us permission to park in their carpark (which is closed on Sunday) and at CTI logistics who also have given us permission to park in their large parking lot as they have a skeleton crew on Sunday mornings (email of permission supplied). This is on top of street parking which is free at that time slot on Sunday morning.

We intend to look in to the possibility of also putting bike racks out the front of the premises if City of Vincent would allow us.

Work Week

Our Church currently only has one staff member who works regular office hours Tuesday to Friday. Most meetings are held out of venue outside of office hours. However if a meeting were to take place at the premises during office hours there would be an extra 1 – 3 people at the building for an hour to two hours.

Every second Wednesday night at 7pm – 8:30pm there will be Music Practice held at the venue which will involve roughly 10 – 15 people. From experience all Cleaver Street parking is usually free at that time on weeknights. Any additional impromptu meeting will be held outside of peak period on weeknights from 7pm onwards.

EQUIPMENT

The only equipment being used is the Church sound system which is used on Sunday mornings during the Sunday service and for music practices which are held after 7pm on a weeknight.

OTHER RELEVANT INFORMATION

Some supporting notes in reference to the continuation of the Place of Public Worship at 8 Cleaver Street, West Perth for Heart for the City Church:

Sonlife Church before us, and also now us already having our church services in the building since last year, have been good tenants and never had any issues.

We aim to continue the tremendous relationship with the surrounding businesses keep that same spirit of goodwill amongst our neighbours.

SIGNAGE

With City of Vincent's approval we would like to put our logo as signage on the building. It will be a 'Wall Sign'. In accordance with City of Vincent's signs and advertising policies it will not exceed 10% in area of the Cleaver Street frontage wall.

As can be seen from the diagrams below it will be a pink heart with black writing on it. Which will be on a white wall. The sign is intended to be lit up pending council approval.





**PROPOSED CHURCH
8 CLEAVER ST, WEST PERTH
ENVIRONMENTAL NOISE REPORT**

19 May, 2014

For

BM PROJECTS

14010d 8 Cleaver St Church - Environmental Noise Report

Unit 3 / 2 Hardy Street South Perth 6151 Tel: 9474 5966 Fax: 9474 5977
GABRIELS ENVIRONMENTAL DESIGN PTY LTD ACN 059 880 198 ATF THE NORBERT GABRIELS FAMILY TRUST

PROJECT: 8 Cleaver St West Perth
Proj. No: 14010d

DATE: 19 May 2014
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Gabriels Environmental Design Pty Ltd is a Member Firm of the Association of Australian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

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14010d 8 Cleaver St Church - Environmental Noise Report

GABRIELS ENVIRONMENTAL DESIGN Pty Ltd

PROJECT: 8 Cleaver St West Perth
Proj. No: 14010d

DATE: 19 May 2014
PAGE 3

1. INTRODUCTION

Gabriels Environmental Design Pty Ltd has been commissioned to undertake a desktop review of potential noise emissions from the proposed church at 8 Cleaver St, West Perth.

The assessment has been conducted in accordance with the Environmental Protection (Noise) Regulations 1997. The following noise sources have been assessed:

- Noise break-out (amplified music) from the church building.
- Noise emissions from the air-conditioning plant.

2. BACKGROUND

The proposed Church will be located in an existing commercial property at 8 Cleaver St, West Perth.



Figure 1 – Location of proposed Church and nearest ‘Noise Sensitive Premises’

The existing building at 8 Cleaver Street has an uninsulated fibre cement roof, without a ceiling. There is some translucent roof sheeting within the roof. There are cavity masonry walls onto the adjacent commercial tenancies.

The nearest noise sensitive premises are the existing residences on the north side of Newcastle Street, approximately 90 metres away from the proposed church (eg 548 Newcastle St). The proposed church shares common walls with adjacent commercial premises.

14010d 8 Cleaver St Church - Environmental Noise Report

GABRIELS ENVIRONMENTAL DESIGN Pty Ltd

PROJECT: 8 Cleaver St West Perth
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We understand that the church will be used for the following activities:

- Sunday service including an amplified band with percussion, bass guitar, lead guitar, and piano.
- Band practice once a week during the daytime.

3. NOISE LEVEL CRITERIA

In Western Australia, noise transmission from one property to another is governed by the Environmental Protection (Noise) Regulations 1997. These regulations establish 'Assigned Levels' which are the noise levels that cannot be exceeded at surrounding noise sensitive premises.

3.1 'Assigned Levels' for 548 Newcastle St

The 'Assigned Levels' for 548 Newcastle St are outlined in Table 1 below. The 'Assigned Levels' are based on the following *influencing factors*:

- Minor Road (Newcastle St) within the 100 m radius = 2 dB
- Major Road (Mitchell Freeway) within the 450 m radius = 2 dB
- Commercial land-use within portions of the the 100 m and 450 mm radius = 3 dB

Part of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{A max}
Noise Sensitive Premises: highly sensitive area	7 am to 7 pm Monday to Saturday	52	62	72
	9 am to 7 pm Sunday and public holidays	47	57	72
	7 pm to 10 pm all days	47	57	62
	10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays	42	52	62

Table 1 – Assigned Levels for 548 Newcastle St

The 'Assigned Levels' for the adjacent commercial premises are provided in Table 2 below.

Part of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{A max}
Commercial	All hours	60	75	80

Table 2 – Assigned Levels for the commercial premises

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There are three different 'Assigned Levels', being L_{A10} , L_{A1} , and L_{Amax} . The relevant 'Assigned Level' is dependent on the length of time the noise source is present.

The L_{A10} 'Assigned Levels' are the most relevant for this assessment.

3.2 Noise Character

Regulation 7 requires that the noise emission must be 'free' of annoying characteristics, namely tonality (eg whining, droning), modulation (like a siren), and impulsiveness (eg thumping). Where noise emissions exhibit the above noise characteristics, an adjustment is made to the measured/calculated noise level:

The following adjustment/penalties will apply to the noise emissions from the proposed church:

- Amplified music +15 dB ('Impulsive' music)
- Air-conditioning +5 dB ('tonality')

4. NOISE BREAK-OUT FROM PROPOSED CHURCH (AMPLIFIED MUSIC)

Noise break-out calculations have been undertaken taking into account propagation over distance, acoustic reflections, barrier effects, etc.

The relevant criteria for the noise break-out from the church for the Sunday services (with a live band) are:

- L_{10} 47 dB(A) at the residence at 548 Newcastle St.
- L_{10} 45 dB(A) inside the adjacent commercial tenancies (15 dB less than the 'Assigned Level' due to the receiver location being internal – as per Regulation 19(4)).

4.1 Noise source data

We have previously measured noise levels of around 90 dB(A) within churches that have a live band as part of their liturgy. The following octave band noise levels were assumed for our assessment of music break-out from the church:

Frequency (Hz)	63	125	250	500	1k	2k	4k	dB(A)
Internal SPL	81	94.3	94.0	87.7	83.5	80.1	69.3	90

Table 3 – Internal music noise levels

4.2 Noise transmission to nearest residence (548 Newcastle St)

Preliminary noise break-out calculations were undertaken based on the existing construction (uninsulated fibre-cement roof without a ceiling). We have assumed that the new glazed doors on the Cleaver St façade that will replace the roller door will achieve a weighted sound reduction index of R_w 32 (ie 10.38 mm laminated glass in a high quality commercial frame with rubber perimeter seals).

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The noise break-out calculations indicate a resultant noise level of L_{10} 52 dB(A) at 548 Newcastle St, including the 15 dB penalty for amplified music. This exceeds the 'Assigned Level' on Sundays by 5 dB.

A further assessment indicates that compliance can be achieved by installing a 10 mm flush plasterboard ceiling with a minimum of 75 mm glasswool or polyester insulation over. In this situation, the calculated noise transmission to 548 Newcastle St is L_{10} 43 dB(A) – including the 15 dB penalty. This complies for all time periods except between 10 pm and 7 am (9 am on Sundays).

4.3 Noise transmission to adjacent commercial premises

We understand that the existing walls onto the adjacent commercial premises are cavity masonry. It has also been assumed that there is an air-tight acoustic seal between the top of the cavity masonry wall and the underside of the fibre cement roofing.

Assuming a band playing music at 90 dB(A) within the church space, the calculated noise transmission through the cavity masonry walls into the adjacent space is L_{10} 55 dB(A) including penalties. This exceeds the allowable noise level by 10 dB.

A further assessment suggests that compliance can be achieved if the existing walls between the proposed church and the adjacent commercial tenancies are upgraded as follows:

- Existing cavity masonry wall + 20 mm gap + 76 mm stud frame with 75 mm glasswool partition batts + 1 layer of 13 mm plasterboard.

It is important that any house speakers are installed on resilient mounts to ensure that structure-borne noise transmission is not an issue.

5. NOISE EMISSIONS FROM AIR-CONDITIONING

At this early stage of the project there is no mechanical design or equipment selection for the air-conditioning. As such, calculations have been undertaken to determine the likely requirements and limits for the air-conditioning such that it complies for the Sunday services as well as evening meetings (assuming that the air-conditioning will not operate after 10 pm).

The client has advised that there will likely be two condensing units, one for the office space, and a larger one for the worship space. The condensing units will be located on the roof.

Taking into account the distance to surrounding commercial and residential premises and the relevant 'Assigned Levels', our assessment indicates that the combined Sound Power Level of the condensing units cannot exceed 90 dB(A). This is a very achievable requirement, given that most condensing units are well less than 85 dB(A) in terms of Sound Power Level.

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6. CONCLUSION

The environmental noise assessment suggests that the proposed church has the capabilities of complying with the Environmental Protection (Noise) Regulations 1997. Compliance is reliant on the following noise control strategies:

Building envelope of worship space

- Suspended 10 mm plasterboard ceiling with a minimum of 75 mm glasswool or polyster insulation over.
- Existing walls between worship space and adjacent commercial premises shall be upgraded by installing a 76 mm stud 20 mm away from the adjacent wall, with 75 mm glasswool partition batts, and lined with 1 layer of 13 mm plasterboard.
- House speakers within the worship space to be installed using resilient mounts/fixings.
- The new glazed shop-front glazing on the Cleaver St façade shall achieve a minimum weighted sound reduction index of R_w 32. This can be achieved by using 10.38 mm laminated glass in a well-sealed, high quality commercial frame.

Condensing units on the roof

The total/combined Sound Power Level of the condensing units on the roof must not exceed 90 dB(A).

Regards

Redacted

GABRIELS ENVIRONMENTAL DESIGN PTY LTD

Member firm of the Association of Australian Acoustical Consultants

5.6 NO. 536 (LOT: 216; D/P 2672) CHARLES STREET, NORTH PERTH - MIXED USE DEVELOPMENT COMPRISING TWO COMMERCIAL TENANCIES AND THREE MULTIPLE DWELLINGS


TRIM Ref: D19/24422

Authors: Clair Morrison, Urban Planner
Mitchell Hoad, Senior Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: North

Attachments:

1. Attachment 1 - Consultation and Location Map [↓](#) 
2. Attachment 2 - Development Plans [↓](#) 
3. Attachment 3 - Written Submission [↓](#) 
4. Attachment 4 - Administration Response to Summary of Submission [↓](#) 
5. Attachment 5 - Design Review Panel Minutes and Plans [↓](#) 
6. Attachment 6 - Applicants Response to Design Review Panel Comments [↓](#) 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, REFUSES the application for Mixed Use Development comprising of two Commercial tenancies and three Multiple Dwellings at No. 536 (Lot: 216; D/P: 2672) Charles Street, North Perth, in accordance with the plans shown in Attachment 2, for the following reasons:

1. The proposed street setback to Charles Street, Hilda Street and Lawler Street does not meet the Design Principles of Clause 6.1.3 of the State Planning Policy 3.1: Residential Design Codes or the Local Housing Objectives of Clause 4.3 of the City's Policy No. 7.1.1 – Built Form as the setback is not an appropriate distance from the primary or secondary streets and the proposal does not incorporate design elements to reduce the impact of the development on Charles Street, Hilda Street or Lawler Street;
2. The development does not satisfy the design principles of Clause 6.4.2 of State Planning Policy 3.1: Residential Design Codes or Clause 3.2 Orientation of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments with respect to Solar Access for Adjoining Sites as it will result in the overshadowing of solar collectors, outdoor living areas and major openings to the existing grouped dwellings on the abutting parent lot of No. 534 Charles Street, North Perth and will have detrimental impact on the amenity if the neighbour;
3. The proposal is not consistent with Schedule 1 – Design Principles of State Planning Policy 7.0: Design of the Built Environment given:
 - 3.1 The proposed street setbacks, lot boundary walls and open space does not reflect the desired built form, streetscape or character of the area; and
 - 3.2 The design does not respond to or enhance the distinctive characteristics of the local area, in relation to built form, architectural design, colours and materials;
4. The appearance of the development is not compatible with its setting, in relation to development of adjoining land and other land in the locality due to the nil street setback of Charles Street, Hilda Street and Lawler Street, the lot boundary wall being imposing on the public realm and neighbouring property, the lack of open space resulting in a significant level of bulk on the streetscape and surrounding residential properties and the landscaping not reducing the impact of the proposed development on the surrounding residential lots;
5. The cumulative impact of the building size, building height, street setback, lot boundary setbacks and solar access for adjoining sites results in a development which would have a

detrimental impact on the character of the locality and visual amenity when viewed from the public realm and surrounding properties;

6. The proposal does not meet the Element Objectives of Clause 3.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments, given:
 - 6.1 Adequate landscaping on-site has not been provided to reduce the impact of the proposed development on adjoining properties and the streetscape; and
 - 6.2 Adequate measures have not been implemented to improve long term tree canopy, or other infrastructure to support and provide sufficient area and volume to sustain healthy plant and tree growth; and
7. The proposal does not meet the Element Objectives of Clause 3.9 of State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments, as adequate facilities have not been provided for visitor parking, bicycles parking, end of trip facilities and other modes of transport and the car parking does not minimise the negative visual impact on the amenity of the area and streetscape.

PURPOSE OF REPORT:

To consider an application for development approval for a mixed use development comprising of two commercial tenancies and three multiple dwellings and associated car parking at No. 536 Charles Street, North Perth (subject site).

PROPOSAL:

The application proposes a three storey development that comprises of two commercial tenancies and three multiple dwellings. The two commercial tenancies and five car parking bays are located on the ground floor with the multiple dwellings located on the second and third storeys.

BACKGROUND:

Landowner:	Thi Loan Tram Nguyen
Applicant:	Perth Residential Development
Date of Application:	21 August 2018
Zoning:	MRS: Urban LPS2: Zone: Residential R Code: R60-100
Built Form Area:	Transit Corridor
Existing Land Use:	Dwelling (Single)
Proposed Use Class:	Office: 'A' Dwelling (Multiple): 'P'
Lot Area:	407m ²
Right of Way (ROW):	No
Heritage List:	No

The subject site is located at No. 536 Charles Street, North Perth, as shown on the location plan included as **Attachment 1**. It currently accommodates a single-storey dwelling. The subject site is affected by future road widening at the corner of Charles Street and Hilda Street. Following this road widening, the total site area would be 344 square metres. The assessment has been undertaken based on the current lot size and boundaries. The subject site is bound to the north by Hilda Street, the east by Lawler Street and the west by Charles Street. The southern adjoining property has two grouped dwellings, one single-storey and one two-storey. The subject site is adjacent to single dwellings and is within 100 metres of the Charles Street Hotel.

The existing streetscape consists of pitched roofed dwellings, both single and two stores as well as grouped dwellings and some commercial land uses. Existing dwellings have a variety of materials including facebrick and render, and tile pitch roofs. The height of the surrounding development is between one and two storeys. The prominent colours in the locality are earthy tones, including red, brown, cream, charcoal and white.

The development plans are included as **Attachment 2**. The applicant's submission lodged with the application is included as **Attachment 3**.

DETAILS:

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City's Policy No. 7.1.1 – Built Form (Built Form Policy) and the State Government's Residential Design Codes (R Codes). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Plot Ratio		✓
Street Setback		✓
Building Setbacks/Boundary Wall		✓
Building Height/Storeys	✓	
Open Space		✓
Outdoor Living Areas		✓
Landscaping		✓
Privacy	✓	
Parking & Access		✓
Bicycle Facilities		✓
Solar Access		✓
Site Works/Retaining Walls		✓
External Fixtures	✓	
Surveillance	✓	
Environmentally Sustainable Design		✓

Detailed Assessment

The deemed-to-comply assessment of the element that requires the discretion of Council is as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
City of Vincent Local Planning Scheme No. 2 'P' Use	Office "A" Use
Street Setback	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.1.3 Street Setbacks Secondary Street Setback – 2.0 metres	Nil setback
Boundary Wall	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.1.4 Lot Boundary Setbacks Lot Boundary Walls Maximum height – 3.5 metres Average height – 3.0 metres	 <i>Southern Lot Boundary</i> 3.7 metres 3.5 metres <i>Northern Lot Boundary</i> 7.3 metres 6.7 metres

Southern Lot Boundary Permitted length – 22.9 metres	31.1 metres (including car parking area)
Northern Lot Boundary Permitted length – 18.9 metres	20.7 metres
Open Space	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.1.5 Open Space	
45 percent	32 percent
Landscaping	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.3.2 Landscaping	
50 percent of front setback to be provided as soft landscaping	48.8 percent of front setback area provided as soft landscaping
Parking and Access	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.3.3 Parking	
<u>Unit 3</u> 1.25 car parking bays	1.0 car parking bay
<u>Visitor</u> One car parking bay	Nil proposed
Bicycle Facilities	
Deemed-to-Comply Standard	Proposal
Policy 7.7.1 Non-Residential Development Parking Requirements	
<u>Bicycle Facilities</u> One long term bicycle bay One short term bicycle bay	Nil proposed Nil proposed
Solar Access	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.4.2 Solar Access for Adjoining Sites	
50 percent of the southern parent lot	55.8 percent
Site Works	
Deemed-to-Comply Standard	Proposal
R Codes Clause 6.3.6 Site Works	
No more than 0.5 metres within one metre of the lot boundary	Up to one metre of fill within one metre of the southern lot boundary

The above elements of the proposal do not meet the specified deemed-to-comply standards and is discussed in the comments section below.

CONSULTATION/ADVERTISING:

The application was advertised for a period of 21 days between 25 January 2019 and 19 February 2019, in accordance with the City's Policy No. 4.5.1 – Community Consultation. The City received 13 submissions; nine objecting to the proposal, two expressing concern over the proposal and two supporting the proposal. The concerns raised in the submissions are as follows:

- The impact of additional parking and traffic on the locality;
- The lack of landscaping;
- The impact of building bulk and scale;

- Lack of consideration for environmentally sustainable design;
- Lack of architectural design; and
- Overall height of the proposal facing Lawler Street, which has a two-storey height limit.

The applicant submitted amended plans responding to the comments raised. This resulted in a further departure to the northern and southern lot boundary wall length. This departure was not subject to additional advertising given the proposal and the extent of departure had the same impact as the previously advertised proposal.

Department of Planning, Lands and Heritage (DPLH)

In accordance with the Western Australian Planning Commission's (WAPC) delegations under the Metropolitan Region Scheme (MRS), the application was referred to DPLH because the subject site is partly reserved as an Other Regional Road under the MRS. DPLH advised the City to refer the application to Main Roads for comments as the current Planning Control Area 125 (PCA125): Charles Street (between Carr Street and Green Street) is under review by Main Roads WA.

Main Roads Western Australia

The application was referred to Main Roads WA for comment. Main Roads WA advised that the property will likely be impacted to a greater degree than defined by the current PCS125 and may impact the built form of the proposed development in the long term. Main Roads considered that there are some accommodating works that could be incorporated into the design to minimise disruption to the development in the long term.

Design Review Panel (DRP):

Referred to DRP: Yes

The application was referred to the DRP on 20 February 2019. **Attachment 4** contains the development plans presented to the DRP and an extract of the minutes of the meeting.

The applicant's written response to the DRP comments can be found in **Attachment 4**.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 3.1 – Residential Design Codes;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy; and
- Policy No. 7.7.1 – Non-Residential Development Parking Policy.

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant will have the right to apply to the State Administrative Tribunal for a review of Council's determination.

City of Vincent Policy No. 7.1.1 – Built Form

The City has undertaken community consultation for amendments to the existing Built Form Policy. The community consultation period concluded on 11 December 2018.

The development has not been assessed against the proposed amendments to the Built Form Policy. The amendments to the Built Form Policy are in draft form and do not reflect the outcome of any changes stemming from the community consultation period and are not reflective of Design WA. The amendments to the Built Form Policy are not considered to be 'seriously entertained' as they have not received approval from Council following community consultation and they are not certain or imminent in coming into effect in the form they were advertised in.

The amendments to the Built Form Policy are expected to be presented to Council at this Ordinary Meeting of Council (30 April 2019) to consider its acceptability following community consultation.

WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments

On 18 February 2019, the Western Australian Planning Commission (WAPC) released the documentation for Design WA, which includes State Planning Policy 7.3 Residential Design Codes – Volume 2 Apartments and Design Review Guide. The Minister for Planning has announced this would become operational on 24 May 2019. An objective assessment has been completed against the policy.

Delegation to Determine Applications:

This matter is being referred to Council as the development proposes a height of three storeys and received more than five objections.

In accordance with the delegations provided from the WAPC to local governments to determine development on zoned land under the MRS, the City has the delegation to determine this application under the MRS provided the application has been referred to the Department of Planning for comment and the City accepts the recommendation provided. Where the recommendation provided is unacceptable to the City, the application shall be referred immediately to the WAPC for determination under the MRS.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Plan 2018-2028 states:

"Innovative and Accountable

We are open and accountable to an engaged community"

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Land Use

Within the Residential zone, Office is an 'A' use which is not permitted unless the application has been advertised in accordance with Clause 64 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the local government has exercised its discretion and granted development approval.

The Office use satisfies the objectives of the Residential zone, given:

- The use is located at grade level and fronts Charles Street, providing an interactive frontage to the street;
- This use is complimentary and compatible with and will not generate nuisances detrimental to the existing residential land use due to the low-scale nature of the use;
- There is adequate car parking for the commercial development; and
- The location is close to public transport and there is the provision of alternative sustainable transport methods.

Plot Ratio

The City's LPS2 was adopted and endorsed by the Minister for Planning on 16 May 2018. Under LPS2, the subject site is zoned Residential with a density code of R60-100 and is subject to Clause 26(3) of the LPS2.

The criteria set out in Clause 26(3) of LPS2 state that development will only be permitted to the R100 standards where the site exceeds 2,000 square metres. As the site area is 407 square metres, the proposal has been assessed against the R60 standard.

The applicant proposes a plot ratio of 0.66 (271.8 square metres) when assessed against the current lot size of 407 square metres. Following acquisition of the road widening area, the proposal will result in a plot ratio of 0.79 in lieu of the deemed-to-comply standard of 0.7 (240 square metres). The Acceptable Standards of Design WA permit a plot ratio of 0.8 (275.2 square metres).

The applicant justifies the plot ratio based on Clause 26(3) being a “sliding density” and resulting in a designated density coding of R80.

The bulk and scale of the proposal does not satisfy the relevant design principle as it is inconsistent with the existing and future desired built form or the area and is not supported.

Street Setbacks

The applicant proposes a primary street set back of 3.7 metres from Charles Street, and a nil secondary street set back to Hilda Street and Lawler Street in lieu of the deemed-to-comply 2.0 metres. Following acquisition of the road widening area, the proposal will have a nil street setback to Charles Street. The northern boundary wall extends the length of the northern lot boundary, which totals 20.7 metres and is located within the street setback area. The Built Form Policy prescribes the minimum street setback of Table 4 of the R Codes. The Acceptable Standards of Design WA Clause 2.3 Street Setback does not change the minimum street setback required for the proposal.

The City received five objections and one submission in support of the street setback. The reasons for objecting related to the building design, lack of integration with the street and existing character and overall perception of building bulk and scale.

The proposed development does not satisfy the relevant design principles or local housing objectives relating to street setbacks and is not supported for the following reasons:

- The development does not incorporate any prominent design elements or materials in the locality or that contribute to the character of the immediate locality;
- The design, articulation and materials proposed are inconsistent with the existing streetscape and exacerbate the building bulk and scale of the development as a result of the nil setbacks when viewed from the public realm and surrounding properties;
- The nil street setbacks and boundary wall do not facilitate the provision of adequate open space, deep soil zone or canopy cover, and the development does not provide adequate space or landscaping through alternative means; and
- The lot boundary wall located in the front setback area has a nil setback to the secondary street, exacerbating the impact of the reduced lot boundary setbacks on Hilda Street.

Lot Boundary Walls

The southern lot boundary wall has a maximum height of 3.7 metres, average height of 3.5 metres and is a total length of 31.1 metres. The lot boundary wall is located within the street setback area and adjacent to the front yard of the southern adjacent lot.

The southern lot boundary wall does not satisfy the relevant local housing objectives and design principles, for the following reasons:

- The boundary wall is located within the front setback area, exacerbating the impact of building bulk on the adjoining property, and when viewed from the public realm approaching the subject site from the south of Charles Street;
- The lack of setback restricts the amount of landscaping provided on-site, and does not contribute to an adequate amount of open space across the site;
- The lot boundary wall does not include design features that mitigate the impact of building bulk and scale on the adjoining residential lot;
- The blank wall does not reflect the established streetscape, which consists of predominately single dwellings with side setbacks and significant street setbacks;

- The design of the development does not mitigate the impact of building bulk and scale on the southern adjoining lot and when viewed from the street.

Open Space

The applicant proposes 37.9 percent of open space in lieu of the deemed-to-comply requirement of 45 percent. Design WA does not include any requirement for a minimum amount of open space.

The proposal does not reflect the existing character of the locality, which is single and grouped dwellings with yards that predominantly provide significant street setbacks and open space. The proposal is not consistent with other relevant site planning requirements which include street and lot boundary setbacks, landscaping and car parking. These cumulatively contribute to the proposed development being an overdevelopment of the subject site. The open space proposed is not supported.

Parking

The application proposes a two bay shortfall associated with the residential use, with a one bay shortfall for Unit 3 and nil visitor car parking bays proposed in lieu of the deemed-to-comply standard of one visitor bay. The application proposes a bicycle bay shortfall associated with the commercial component of the development, with a shortfall of one long term and one short term bicycle bay. The application does not include end of trip facilities for the commercial tenancies. The Acceptable Standards of Design WA Clause 3.9 Car and bicycle parking require the same amount of car parking for residents and visitors as the current planning framework deemed-to-comply standard of the R Codes.

The City received two submissions expressing concern in relation to parking and six submissions objecting to any parking shortfall. The concerns were relating to the context of the area and the increase in vehicle movements and on-street parking as a result of the development.

In relation to the resident parking, the proposal satisfies the design principles, given there is one car parking bay per dwelling and the site is located fronting the Charles Street a high frequency bus route.

The visitor and commercial parking does not satisfy the design principles, element objectives or local housing objectives of the R Codes and Non-Residential Development Parking Requirements Policy for the following reasons:

- The development does not provide any visitor car parking for the residential or commercial uses;
- The lack of visitor parking will have a detrimental impact on availability of on street parking on Lawler and Hilda streets given the high parking occupancy rates on these streets;
- The applicant has not provided end of trip facilities or adequate bicycle parking and facilities to mitigate the impact of the reduced car parking bays or encourage visitors and employees to utilise public or active transport modes;
- The car parking areas are visible to the street and where screened create additional bulk that is not consistent with the existing and desired future built form of the area and so do not minimise the negative visual impact of the parking areas on the amenity of the area and streetscape.

The parking shortfall does not satisfy the objectives of the City's Non-Residential Parking Policy, given the application does not provide infrastructure or facilities to promote active or sustainable modes of transport. The bicycle parking and end of trip facilities proposed are not supported.

Solar Access

The application proposes a total of 55.8 percent overshadowing onto the parent lot of the southern adjoining lot, in lieu of the deemed-to-comply standard set by the R Codes of 50 percent. The Acceptable Standards of Design WA Clause 3.2 Orientation does not change the maximum amount of overshadowing to the southern adjoining lot.

The proposal does not satisfy the design principles and is not considered acceptable for the following reasons:

- The building layout does not respond to the streetscape or topography of the site;
- The resultant overshadowing falls onto the solar collectors of the southern, single-story grouped dwelling;

- The development results in overshadowing of adjacent major openings and outdoor living areas on the southern lot; and
- The over height lot boundary wall and southern lot boundary setback of the second floor exacerbates the amount of overshadowing on the southern adjoining lot.

Landscaping

The applicant proposes 48.8 percent of front setback area to be provided as soft landscaping in lieu of the deemed-to-comply 50 percent requirement of the R Codes. The Acceptable Outcomes of Design WA Clause 3.3 Tree Canopy and Deep Soil Areas requires 10 percent minimum deep soil area, one medium tree and one small tree to be provided to suit the area. The Built Form Policy includes a minimum of 15 percent deep soil zone and 30 percent canopy cover as deemed-to-comply standards.

The development proposes 7.5 percent deep soil zone and does not provide any canopy cover. The development does not provide any trees that meet the small, medium or large requirements of Design WA.

The City received two objections relating to the lack of landscaping proposed, and requesting the retention of existing landscaping and inclusion of landscaping to mitigate the impact of the development.

The proposed landscaping does not satisfy the relevant design principles and local housing objectives for the following reasons:

- The development has not been designed to cater for planting, given:
 - The awnings do not allow for mature trees; and
 - The lack of deep soil zone and open space does not allow for inclusion of appropriate canopy coverage;
- The proposed landscaping does not contribute to the streetscape, given there is little space provided in the street setback area for tree planting;
- The proposed landscaping does not reduce the impact of the development on surrounding properties or when viewed from the public realm, given:
 - The size of the planter boxes will not allow for significant vegetation growth facing the public realm; and
 - The location of the deep soil zone areas sit below upper floors and are limited in area and would not allow for the provision of adequate canopy cover;
- The amount of landscaping capable of growth on the site will not provide a sense of open space between the lots or create a greater landscaping amenity for the occupants or the local community;
- The proposal will not make a contribution to the City's greener landscaping amenity or reduce the impact of the urban heat island effect; and
- The proposal does not meet the Element Objectives of Design WA Clause 3.3 Tree Canopy and Deep Soil Areas, given:
 - There is no retention of existing canopy cover;
 - No measures have been taken to improve tree canopy to the locality;
 - Infrastructure to provide planting is not adequate to contribute any significant vegetation to the site.

Site Works

The applicant proposes up to 1.0 metre of fill within 1.0 metres of the lot boundary setback, in lieu of the deemed-to-comply standard of 0.5 metres of fill within 1.0 metre of a lot boundary setback. The proposed plans indicate all retaining walls comply with other deemed-to-comply standards of the R Codes.

The proposed site works satisfy the applicable design principles for the following reasons:

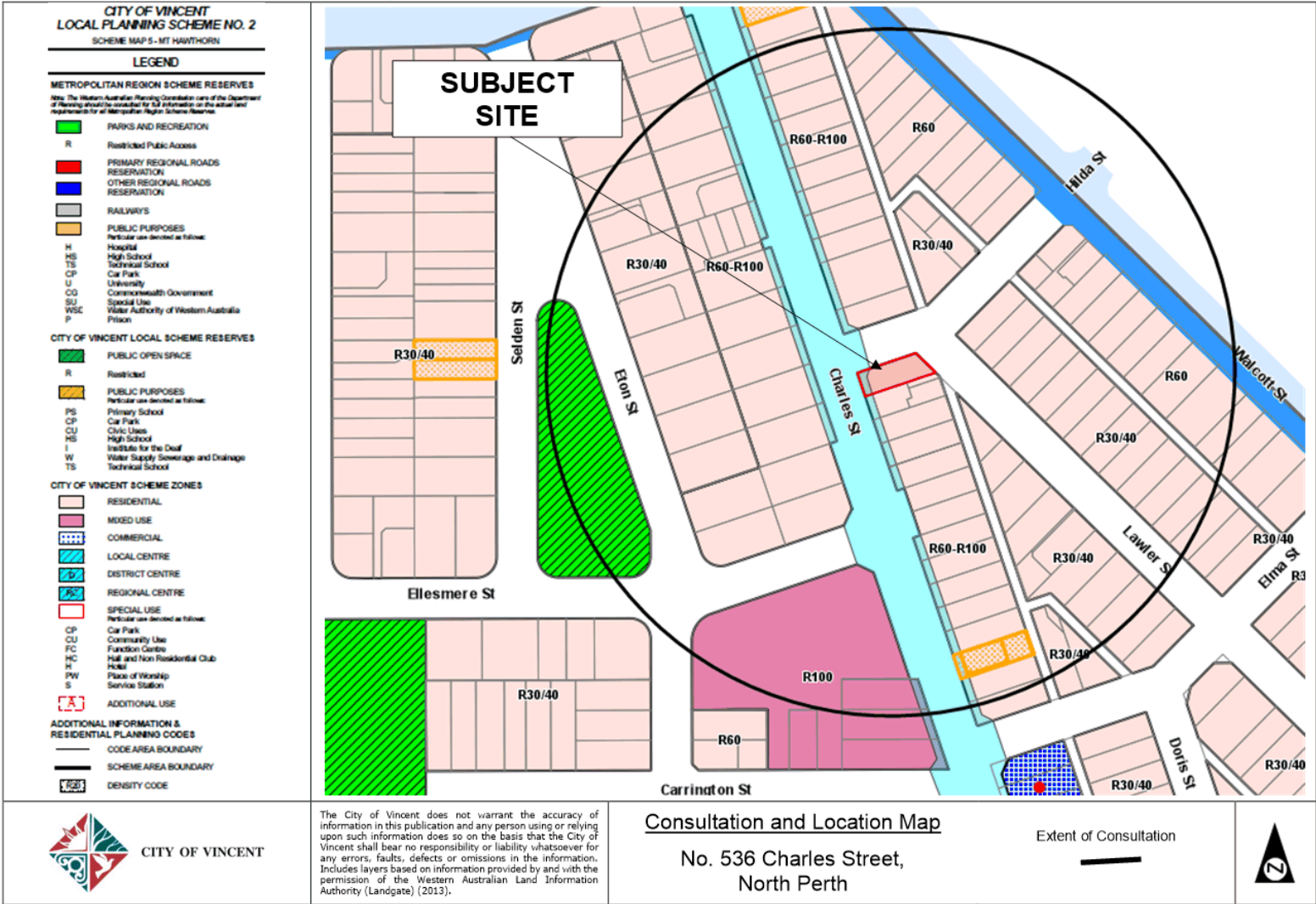
- The proposal respects the levels of the lot at the street alignment;
- The development considers and responds to the natural features of the site, by setting down the finished floor level of the rear unit;
- The proposed site works will allow for the safe use of the rear of the lot for the purpose of car parking; and
- The development does not exceed the deemed-to-comply building height.

Environmentally Sustainable Design

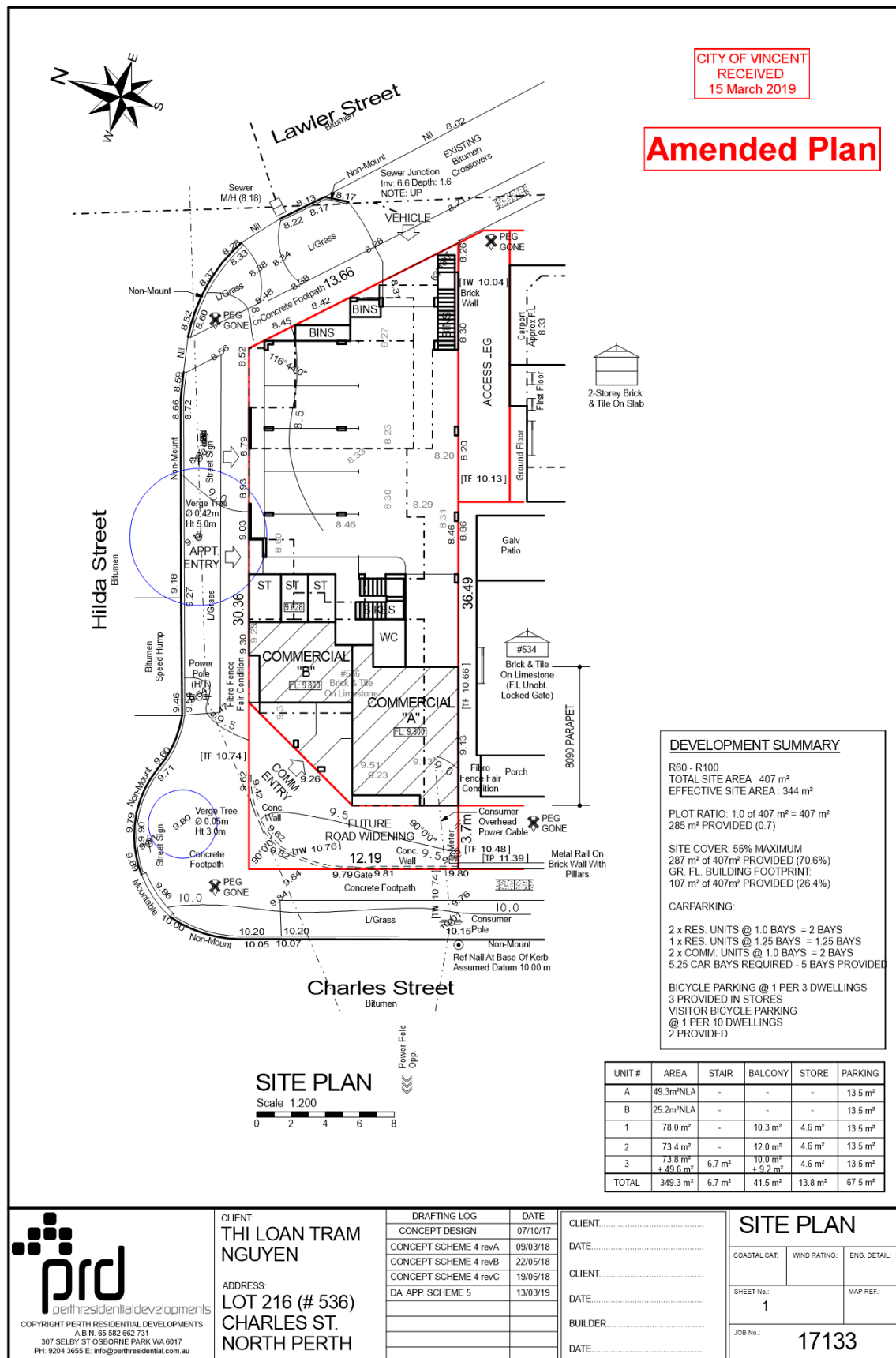
The City's Built Form Policy requires an Environmentally Sustainable Design (ESD) Report to be submitted. The applicant has not provided an ESD report and the development cannot be assessed against the above requirements.

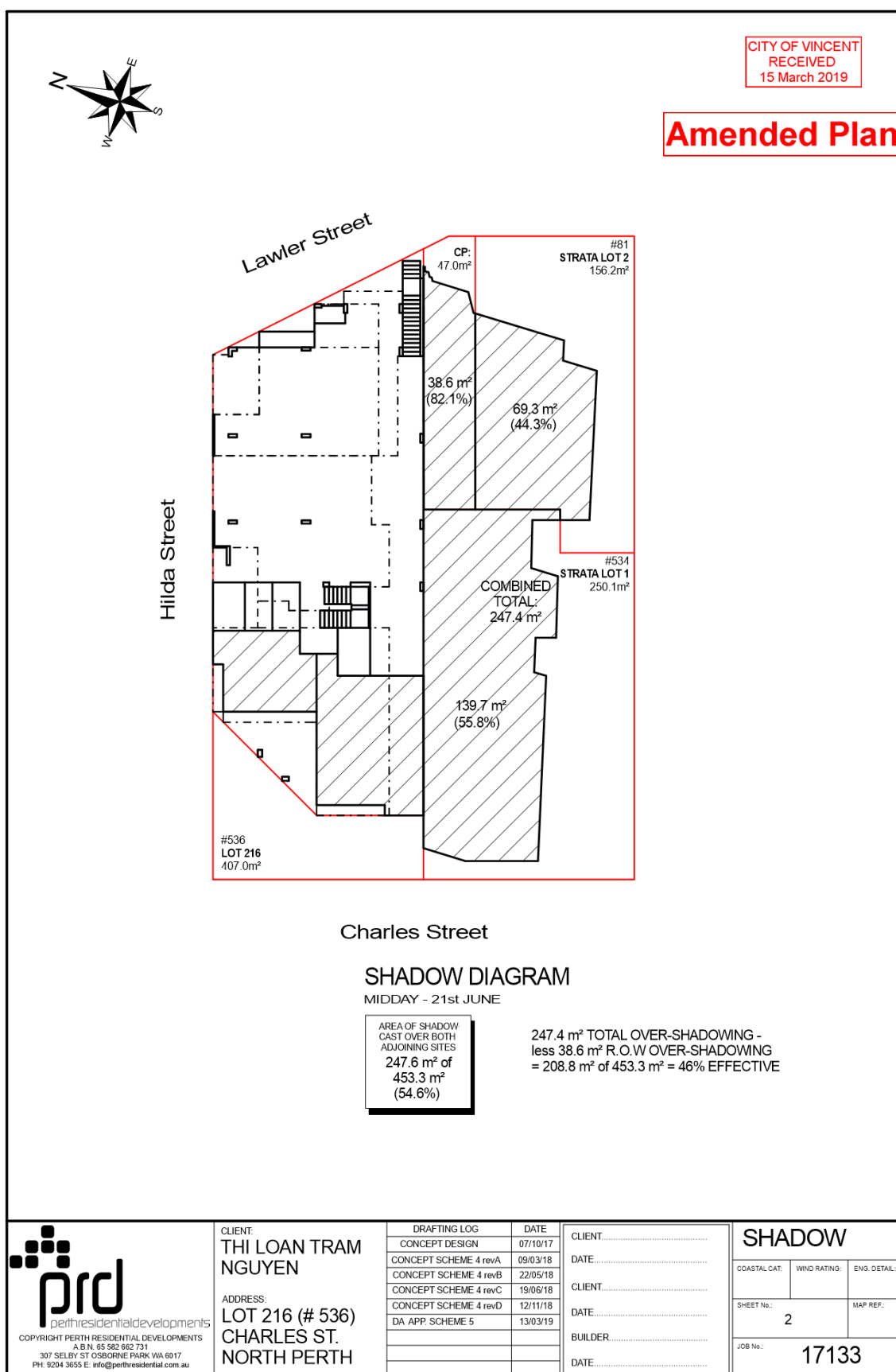
The ESD report would achieve both the Acceptable Outcomes and Element Objectives of Design WA Clause 4.1, Clause 4.2, Clause 4.15 and Clause 4.16 as the report is required to list the design strategies that demonstrates the development is capable of achieving the greenhouse gas and water reduction benchmarks, and includes considerations for elements including but not limited to, lighting efficiency, natural ventilation, access to sunlight, water usage and solar systems.

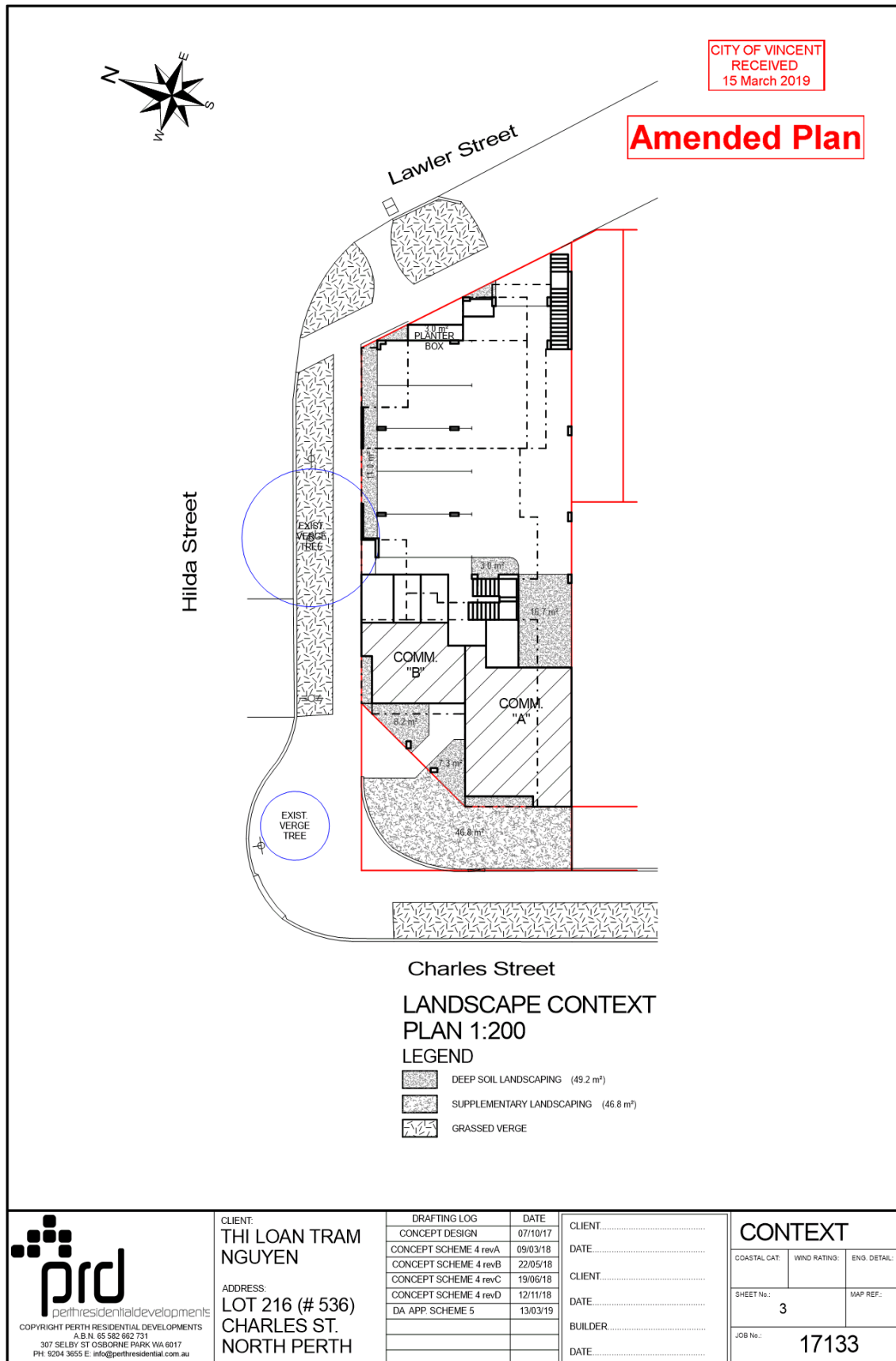
The DRP did provide comments in relation to a more sustainable design. The DRP advised that the amended plans did not adequately address the comments made in relation to environmentally sustainable design.

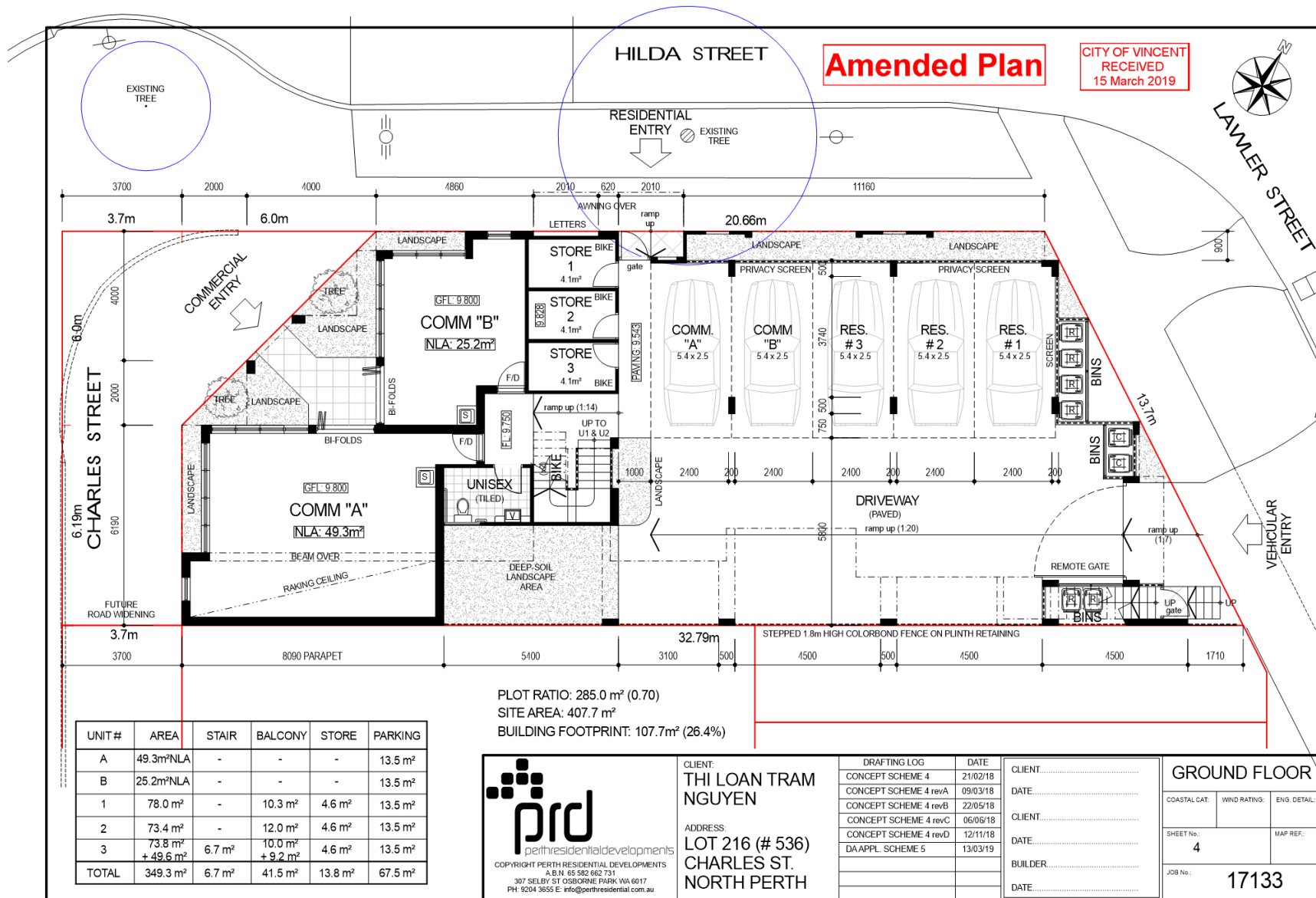


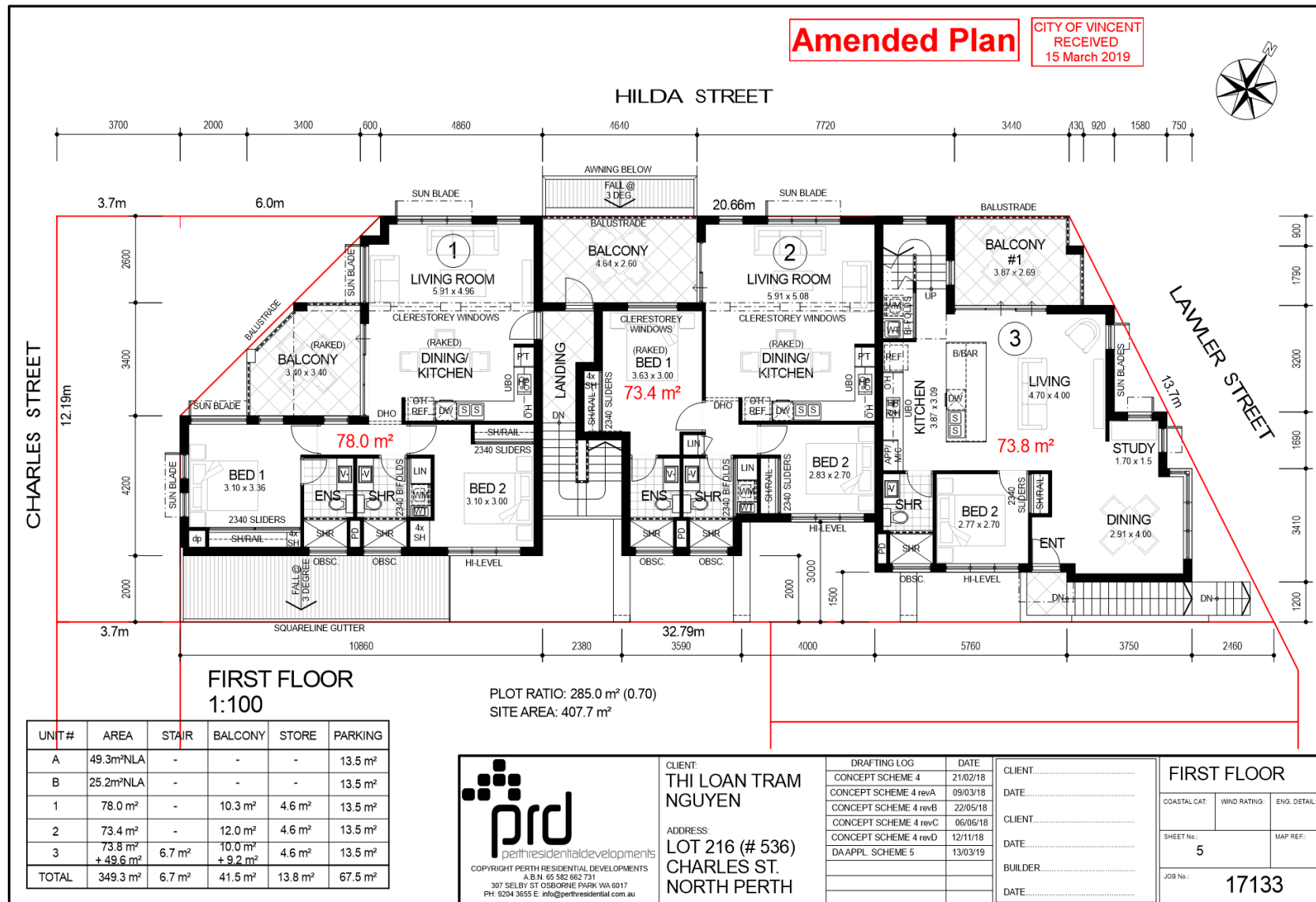


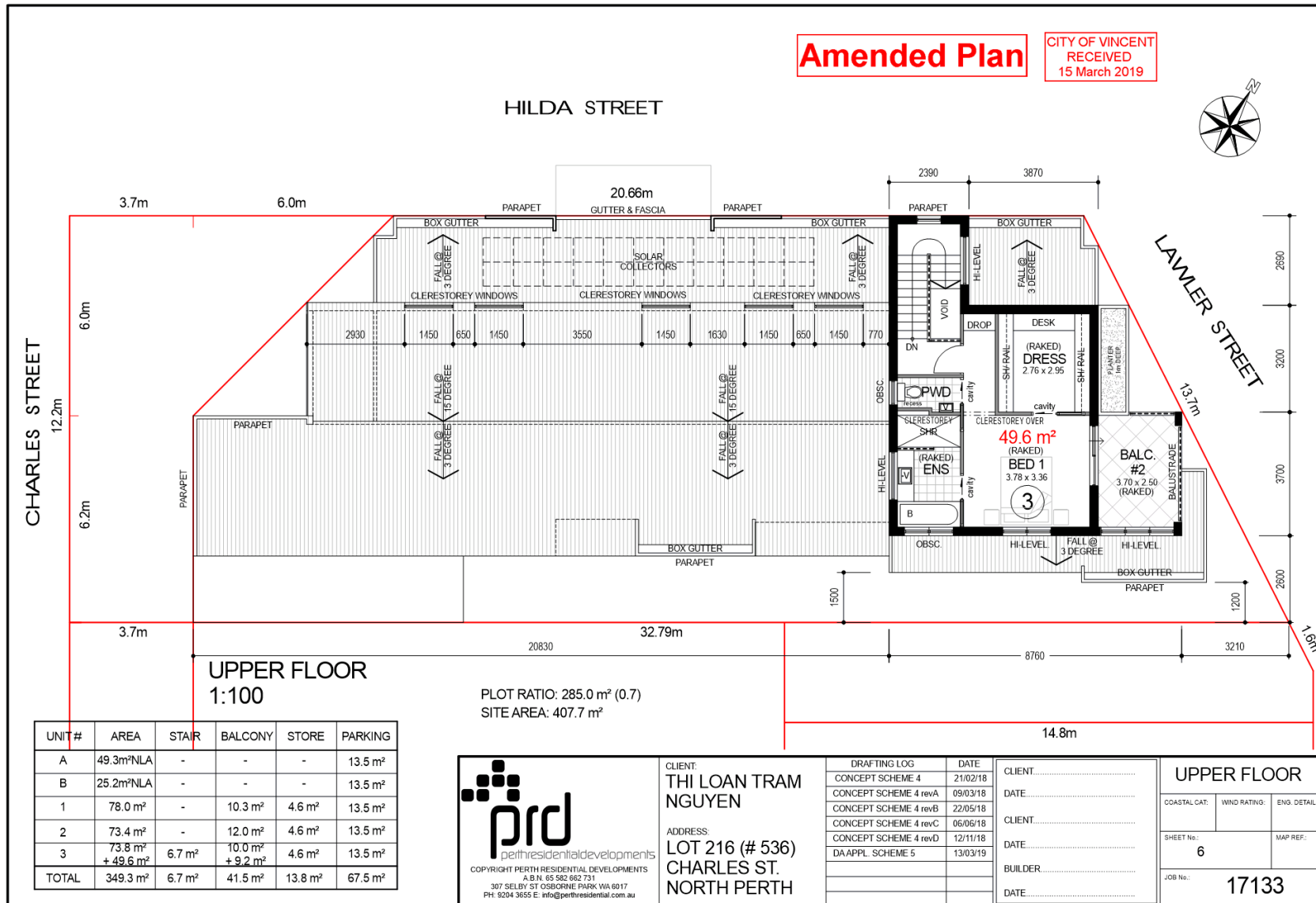


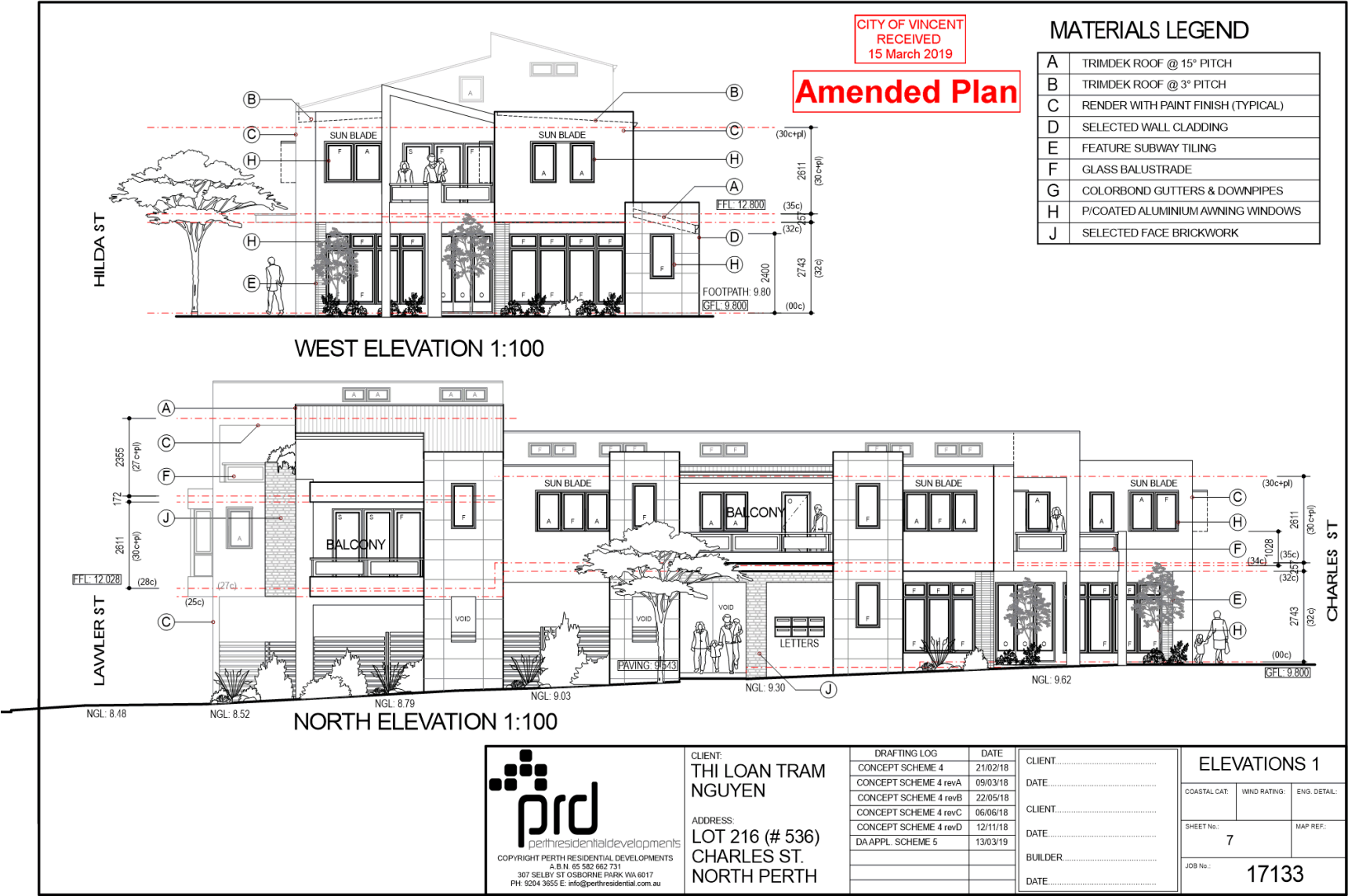


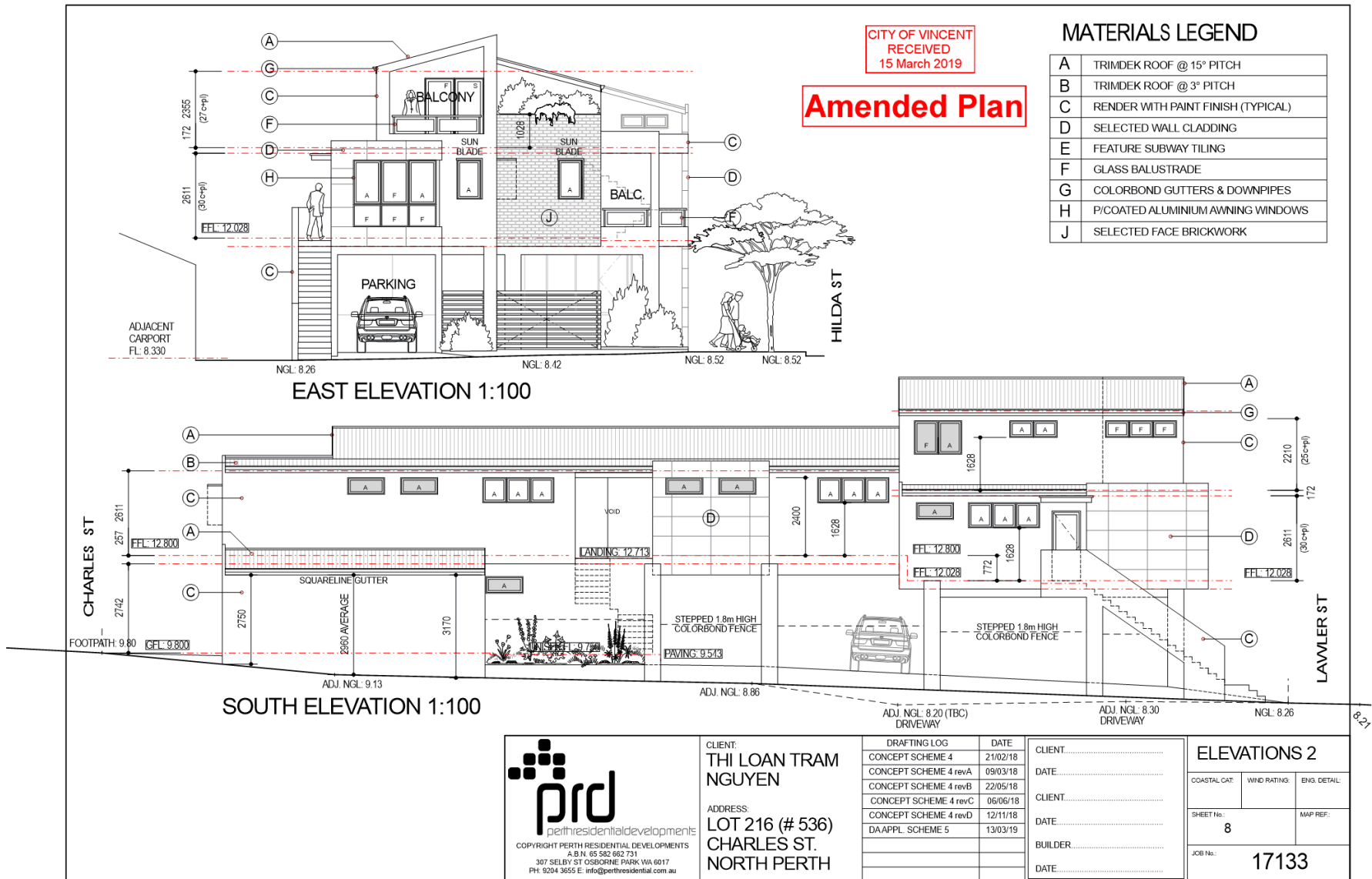












MPPM

MORSKATE PLANNING AND PROJECT MANAGEMENT

26 October 2018

City of Vincent
PO Box 82
Leederville WA 6902

Attn: Clair Morrison

Dear Clair,

PROPOSED MIXED USE DEVELOPMENT – LOT 216 (NO. 536) CHARLES STREET, NORTH PERTH

On behalf of the applicant (Perth Residential Developments), I refer to the aforementioned proposal, recent meeting and correspondence with City representatives. In addition to providing a response to the delegated officer's assessment, this response also addresses key points raised by City staff prior to and post lodgement which have influenced the design outcome.

City representatives have committed to working with the applicant to achieve a development outcome on the subject site which is conducive to inner city living on a prominent, activity corridor and this response is framed in that context. It is the expectation of the applicant that the City base its assessment on the endorsed statutory provisions of the Scheme and not the philosophical position of City representatives in respect to perceived unwritten intent of the Scheme text.

Definition of Sliding Density

During a pre-lodgement meeting in April 2018 to discuss the plans with City representatives, it was recommended that the applicant await adoption and endorsement of Town Planning Scheme No. 2 prior to lodgement as the site would be rezoned from R60, to a sliding density R60 – R100.

Based upon this advice, the applicant postponed lodgement until such time as the new scheme was endorsed and applied the 'sliding density' to the proposed development fitting within the R60 – R100 coding parameters, with a nominated R80 coding based upon location and lot size.

Following lodgement and subsequent preliminary assessment of the application, the City's delegated officers have now advised that the Scheme was drafted and endorsed in error in respect to the R60 – R100 sliding density, noting the intent was not for a sliding density but for an R60/R100 coding. It should be noted that in all other jurisdictions within the Western Australian Planning Framework R60/R100 is a 'dual density' coding – not a 'sliding density' as endorsed under the current Scheme.

Further to this City representatives have recently referenced the Special Council meeting of 28 October and 18 November 2014 in an attempt to reinforce the philosophical position. It is noted from review of the agenda and minutes that the Charles Street 'sliding densities' were

considered and the concerns raised in respect to the interface with R100 and lower density R40, however there was no reference to the intent of the sliding density being a dual density coding.

The Special Council meeting minutes clearly establish that the intent of sliding densities across precincts within the City was not limited to the lower or higher coding (as would be expected of an R60/R100 coding), but to a range of densities between R60 – R100.

The City has the relevant head of power under the adopted and endorsed statutory planning framework to consider this proposal at an R80 density, within the remit of the allocated R60 – R100 sliding density.

While the applicant is willing to address practical design requirements raised through the impending consultation process it is respectfully requested that the City uphold the statutory provisions of the Scheme and facilitate consideration of the proposal under the R60 – dR100 sliding density, through application of an R80 coding.

Please do not hesitate to contact the undersigned if you wish to discuss further on 0423 276 899 or via email morskateppm@bigpond.com.

Yours sincerely



Jared Morskate
BA (Hons) Urban and Regional Planning
MSc (Project Management)

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Comments Received in Objection:	Administration's Comments:
Parking <ul style="list-style-type: none"> Currently limited parking surrounding the subject site. Surrounding area already struggles with the demand of the commercial uses, in relation to traffic and parking. Concern the development will exacerbate the issue. Concern visitors will use other private car parking areas. Concern relating to traffic and parking implications during construction. 	<p>The development meets the minimum car parking requirements set out in the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements for the commercial component of the development.</p> <p>The application includes at least one car parking bay for each dwelling. There is potential for the commercial bays to be used as visitor or resident bays after hours. The subject site is along high frequency bus routes. As such, the residential parking satisfies the design principles of the Residential Design Codes (R Codes) and is capable of being supported, subject to a standard conditions.</p>
Size & Scale <ul style="list-style-type: none"> Height, bulk and scale does not reflect the existing character of Charles Street. Proposal is too bulky for the subject site. Will result in a detrimental impact on the adjacent residential properties. Three stories facing Lawler Street does not reflect permitted height to the eastern side of Lawler Street, should be more sympathetic. Should meet street setback requirements. 	<p>The application does not meet the deemed-to-comply plot ratio, street setback, lot boundary setback and open space.</p> <p>The proposal is not consistent with the existing or desired character of the area. The development does not incorporate any prominent design elements, materials or colours in the design. The articulated design is overcomplicated and imposing when viewed from the public realm and adjoining properties.</p> <p>The application does not satisfy the matters to be considered under clause 67 of Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, the design principles of the R Codes or the City's Policy 7.1.1 – Built Form (Built Form Policy) and is not supported.</p>
Landscaping <ul style="list-style-type: none"> Should be more priority on the provision of landscaping on-site to reflect the character of the area. Any landscaping provision would create a better amenity for the area. Should be some consideration to the retention of existing vegetation on-site. 	<p>The proposal does not meet the deemed-to-comply requirements of the R Codes, Built Form Policy or Design WA.</p> <p>The development does not allow for retention of mature vegetation or adequate deep soil zones. The location of deep soil zones and infrastructure for planting (i.e. planter boxes) will not provide sufficient space for significant vegetation growth. The proposal does not contribute to the City's overall green canopy, provide a sense of open space between the development and adjoining dwellings or create a greater landscape amenity for residents or the wider community.</p> <p>The application does not satisfy the matters to be considered under clause 67 of Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, the design principles of the R Codes or the City's Policy 7.1.1 – Built Form (Built Form Policy) and is not supported.</p>
Building Design <ul style="list-style-type: none"> Building design does not reflect the character of the area. 	<p>The proposal is not consistent with the existing or desired character of the area. The development does not incorporate any prominent design elements,</p>

Summary of Submissions:

Comments Received in Objection:	Administration's Comments:
<ul style="list-style-type: none">Applicant should demonstrate a sustainable design to consider the impact of the development on the environment.	<p>materials or colours in the design. The articulated design is overcomplicated and imposing when viewed from the public realm and adjoining properties.</p> <p>In addition, the application does not meet Schedule 1 of State Planning Policy 7.0: Design of the Built Environment, the deemed-to-comply plot ratio, street setback, lot boundary setback and open space. The application also does not satisfy the design principles of the R Codes or the Built Form Policy and is not supported.</p>
<u>External Fixtures</u> <ul style="list-style-type: none">Location of auxiliary services, i.e. air conditioning units, gas systems, should be shown to consider the impact on neighbouring properties.	Should the proposal be approved, the City will impose a standard condition requiring this information be submitted and approved by the City prior to the occupancy of the development to ensure there will be no impact on neighbouring properties.

Note: Submissions are considered and assessed by issue rather than by individual submitter.



CITY OF VINCENT

DESIGN REVIEW PANEL**Wednesday 20 February 2019 at 3.30pm****Venue: Function Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:**Design Advisory Committee Members: City of Vincent Officers

Sasha Ivanovich (Chairperson)

Stephen Carrick

Ailsa Blackwood

Joe Chindarsi

Joslin Colli (A/Manager Development & Design)

Kate Miller (A/Coordinator Planning Services)

Dan McCluggage (Urban Planner)

Mitch Hoad (Senior Urban Planner)

Karsen Reynolds (Urban Planner)

Roslyn Hill (Minute Secretary)

Applicant-Item 3.2

Vaughan Hattingh

Jared Morskate

Tram Nguyen

Perth Residential

Perth Residential

Owner

3.30pm**Member Discussion****4.00pm****1. Welcome / Declaration of Opening**

The Chairperson, Sasha Ivanovich declared the meeting open at 4.03pm.

2. Apologies**3. Business**

4.40pm–5.35pm – Applicant’s Presentation – DA Lodged 5.2018.315.1

3.2 **Address:** 536 Charles Street, North Perth

Proposal: Mixed Use Development

Applicant: Perth Residential Development/Thi Loam Tram Nguyen

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City’s Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Applicant’s Presentation:

The applicant presented a power point presentation

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • Potential for greater streetscape activation to contribute to a “friendlier” community. Consider designing a storefront to accommodate community activity that will provide additional planting with opportunities for the community to informally congregate – enliven and activate the street • Consider the broader context of the site. Demonstrate how the new development will fit in and contribute positively to its immediate neighbourhood. Details of the neighbouring existing buildings in the area should be referenced and considered as to how their positive features and character could be reinterpreted into the proposed development, as evidenced in the use of materials and detailing that will assist in fitting the new development within the current context
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Consider providing more landscaping on portions of the site that are not subject to road widening • Consider setting back the awning to accommodate mature trees, providing good tree canopy coverage and thus greater amenity whilst softening the impact of the development at this exposed location • Consider engaging a landscape architect to ensure appropriate species are selected in accordance with the City’s requirements • Follow the City’s requirements for provision of deep soil area and canopy coverage. • Triangular space between commercial tenancies can be used to accommodate deep soil landscaping and mature trees, whilst providing a focal point for the development and the community
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • Overshadowing to the southern property is exacerbated by the non-compliant setback to boundary. Consider redesigning and/or relocating balconies to achieve a greater setback and providing articulation to the wall, which would help in mitigating the bulk. Consider balconies being provided on the northern elevation for greater amenity • Consider alternative design if the permanent awning

	<p>over road widening area cannot be accommodated. Recessing of the ground floor will soften the development by accommodating landscaping and provide shading for windows</p> <ul style="list-style-type: none"> • Reconsider and further refine design of the external stairwell, currently it is a prominent feature of the facade. • Scale of the rear portion of the building should be reviewed as it currently does not fit within the existing streetscape. The east elevation presents as three storeys - it is not consistent with surrounding developments • The overall bulk of the building is exacerbated by nil setback to the primary and secondary streets as well as to the southern lot boundary • Overshadowing exceeds 50%, and falls into the solar collectors, into a major opening and over the outdoor living area of the southern lot • Insufficient open space has been provided. It indicates an overdevelopment of the R60 site and does not reflect the existing or preferred character of the locality
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Consider the number of bins and/or bin collection methods as the number proposed (5) does not appear to be adequate • Parking bays do not appear to be compliant with Australian Standards requirement for 1:20 grade for a cross fall. Consider alternative designs to achieve compliance
Principle 5 – Sustainability	<ul style="list-style-type: none"> • The eastern windows will be exposed the same as the western windows. The protection of window openings by use of canopies and screens needs to be addressed consistently across the various orientations in the development.
Principle 6 – Amenity	<ul style="list-style-type: none"> • Review the internal spaces for functionality and amenity. Spaces within the lobby and internal areas are quite tight.
Principle 7 – Legibility	N/A
Principle 8 – Safety	<ul style="list-style-type: none"> • To increase security and safety, consider providing a gate to restrict access to the car park which is currently open to the street
Principle 9 – Community	N/A
Principle 10 – Aesthetics	<ul style="list-style-type: none"> • Articulation and fenestration appears overcomplicated. Opportunities for simplifying of these features should be explored. A simplified but well-articulated development, softened with appropriate landscaping and architectural responses will appear less imposing.
Comments	N/A

Conclusion:

To be returned to DRP

**COTTAGE & ENGINEERING
SURVEYS**
Licensed Surveyors

87-89 Guthrie Street, Osborne Park, Western Australia
Telephone: (08) 9446 7361 Facsimile: (08) 9445 2998
Email: perth@cottage.com.au Website: www.cottage.com.au
J/N: 427466 DATE: 14 Nov 17 SCALE: 1:200 DRAWN: M. Bateman

Builder : Perth Residential Developments
CLIENT : Nguyen
LOT 216 #536 Charles Street, North Perth

OLD
AREA

Plan2672

+	SEC Dome
⊕	Power Pole
⊕	Phone Pils
⊕	Water Conn.
⊕	Top Pillar/Post
⊕	Top Wall
⊕	Top Retaining
⊕	Top Fence

DISCLAIMER:

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

DISCLAIMER:

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

DISCLAIMER:

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

DISCLAIMER:

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

DISCLAIMER:

Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment and are to be verified when repegged. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

LOT MISCLOSE
0.018 m

SOIL DESCRIPTION
Sand
Refer to Survey

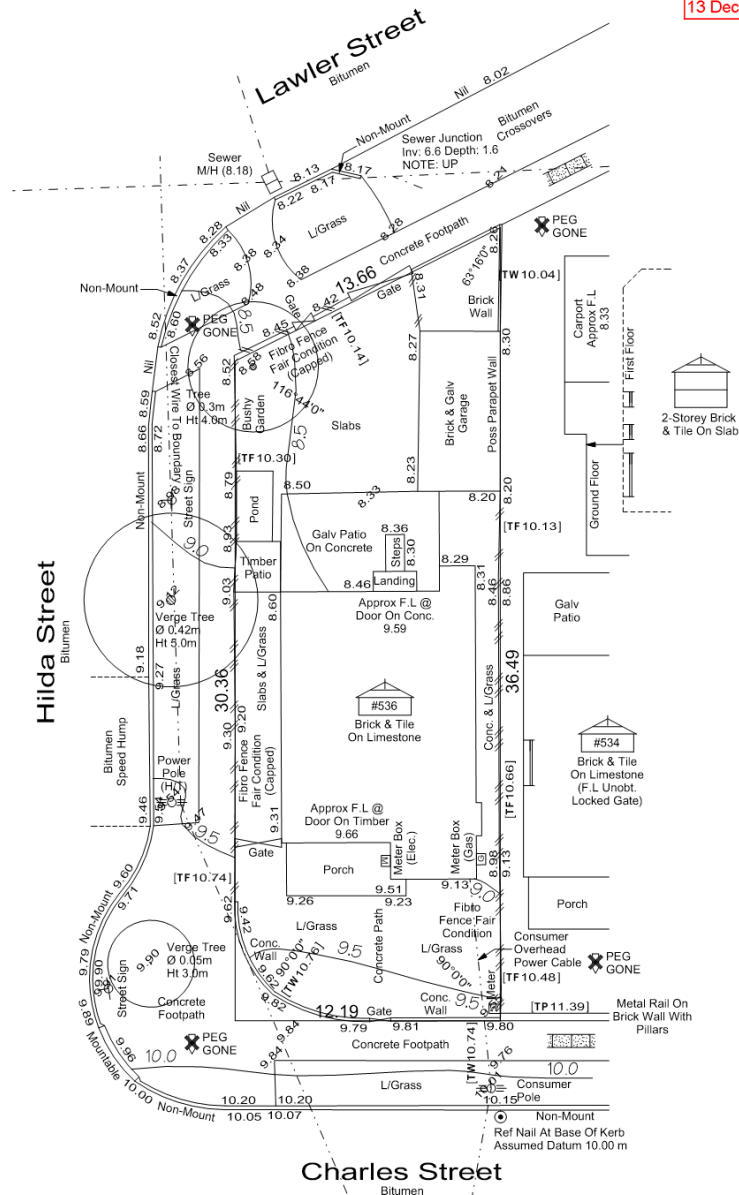


DISCLAIMER:

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

NOTE: RE-ADVISE TRADES
Overhead power lines

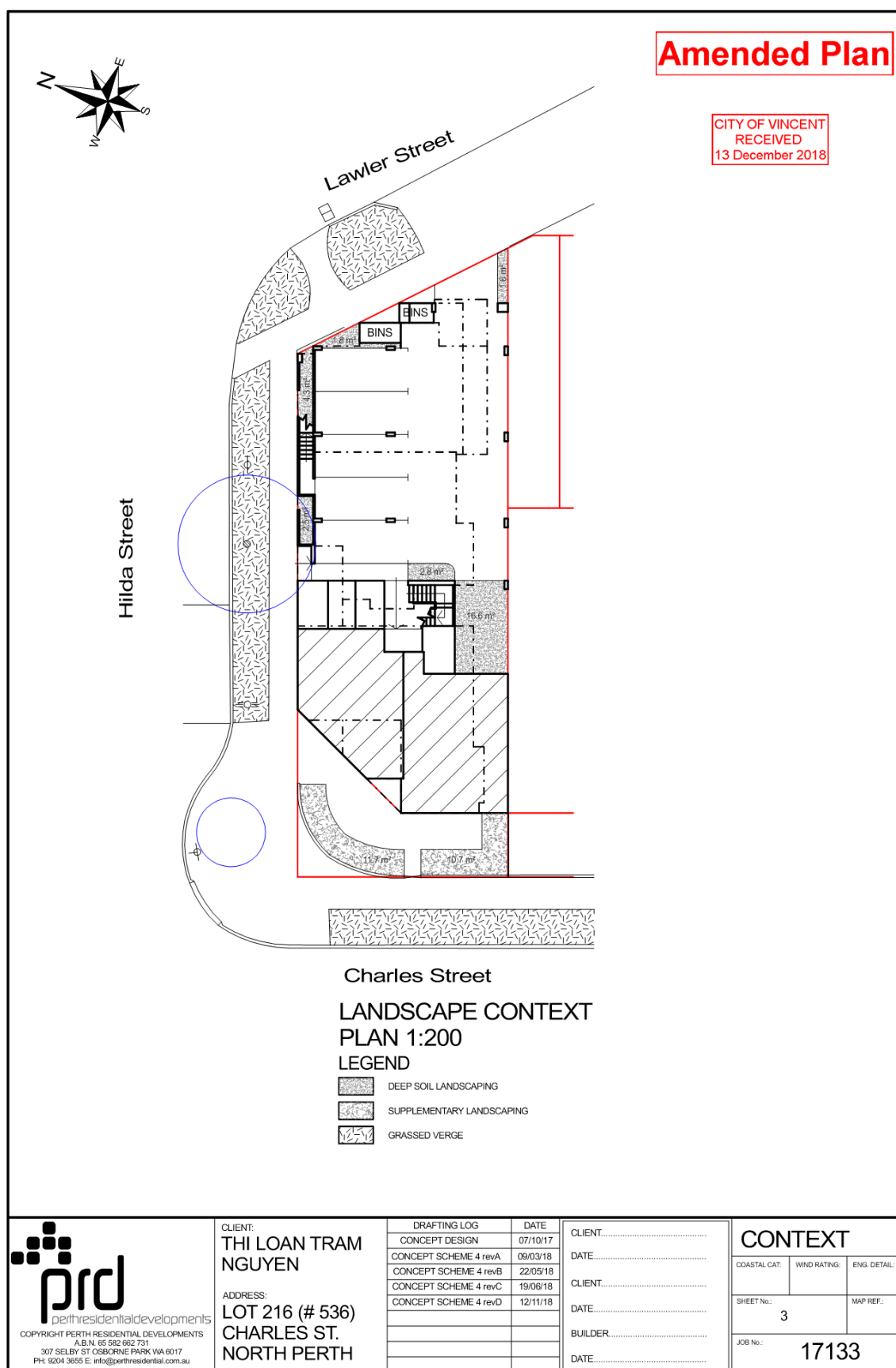
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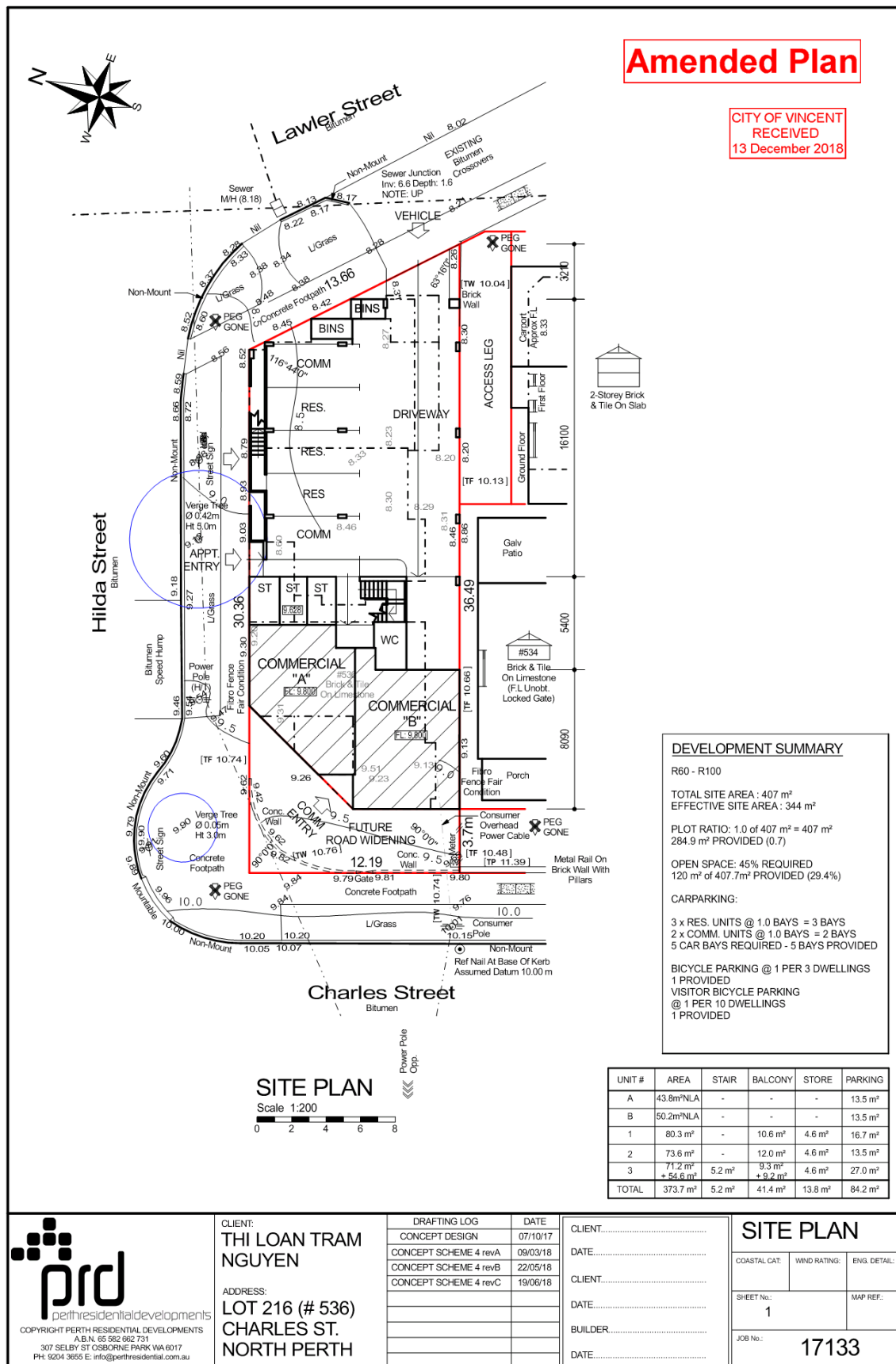


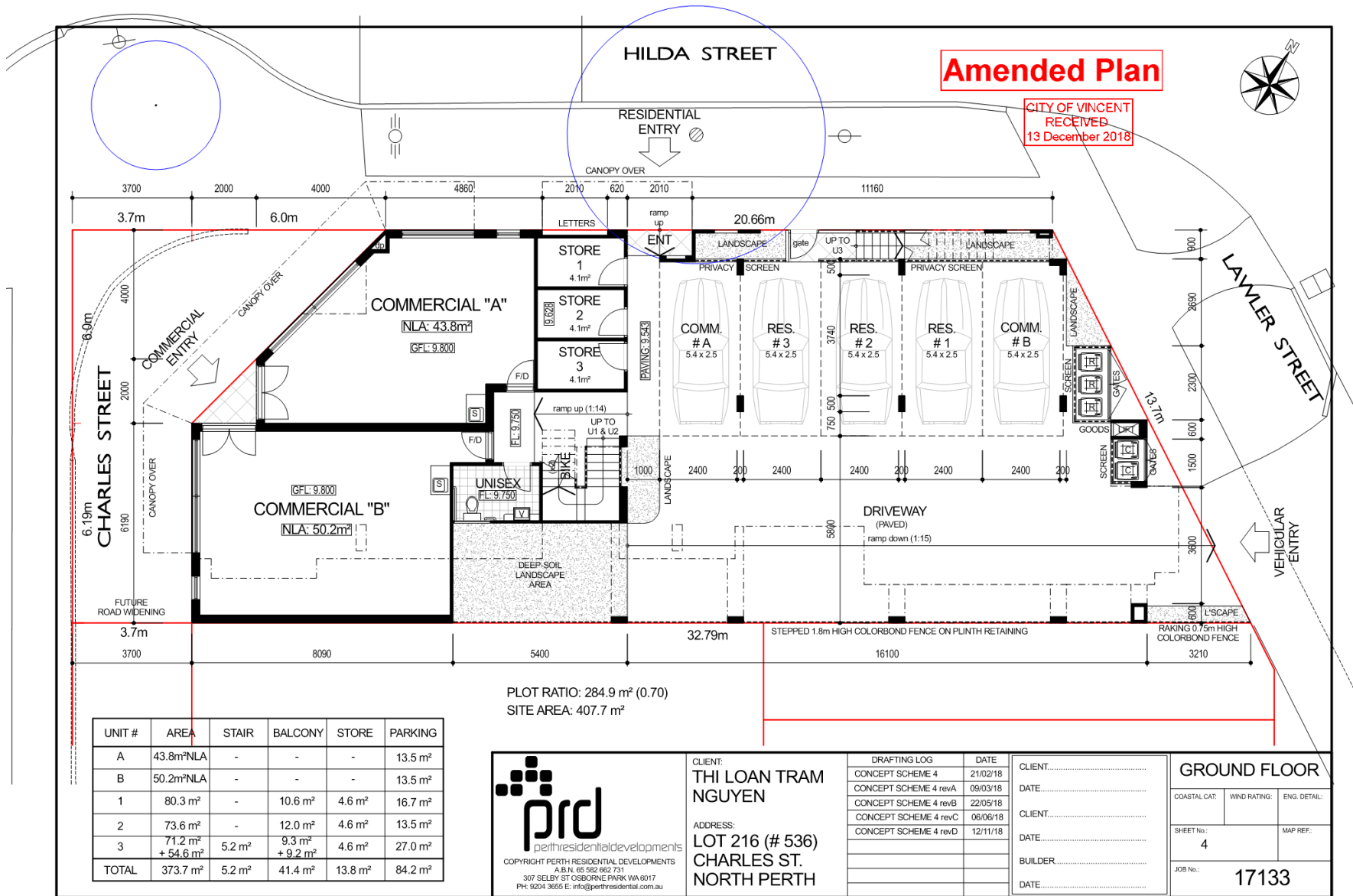
Amended Plan

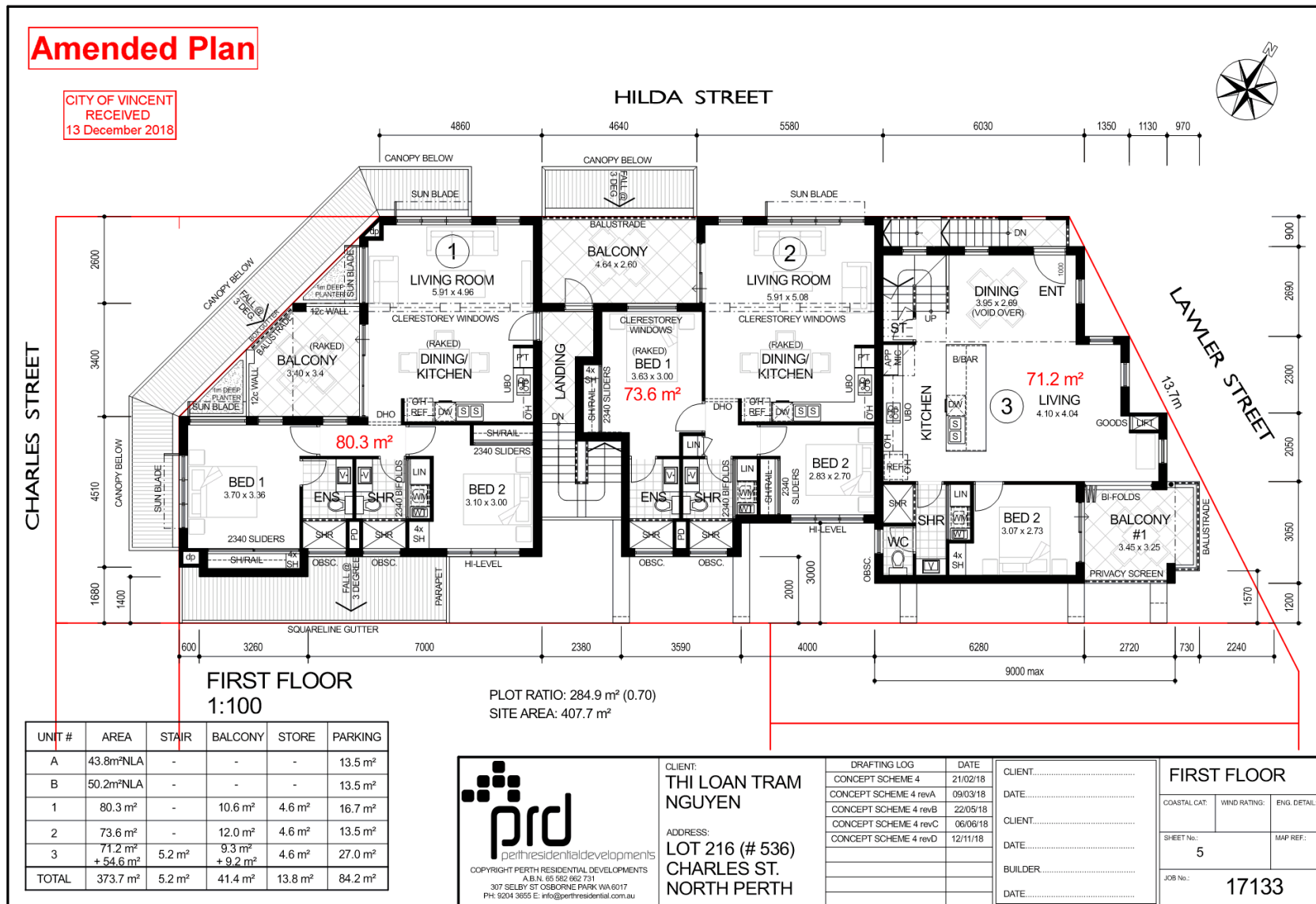
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13 December 2018

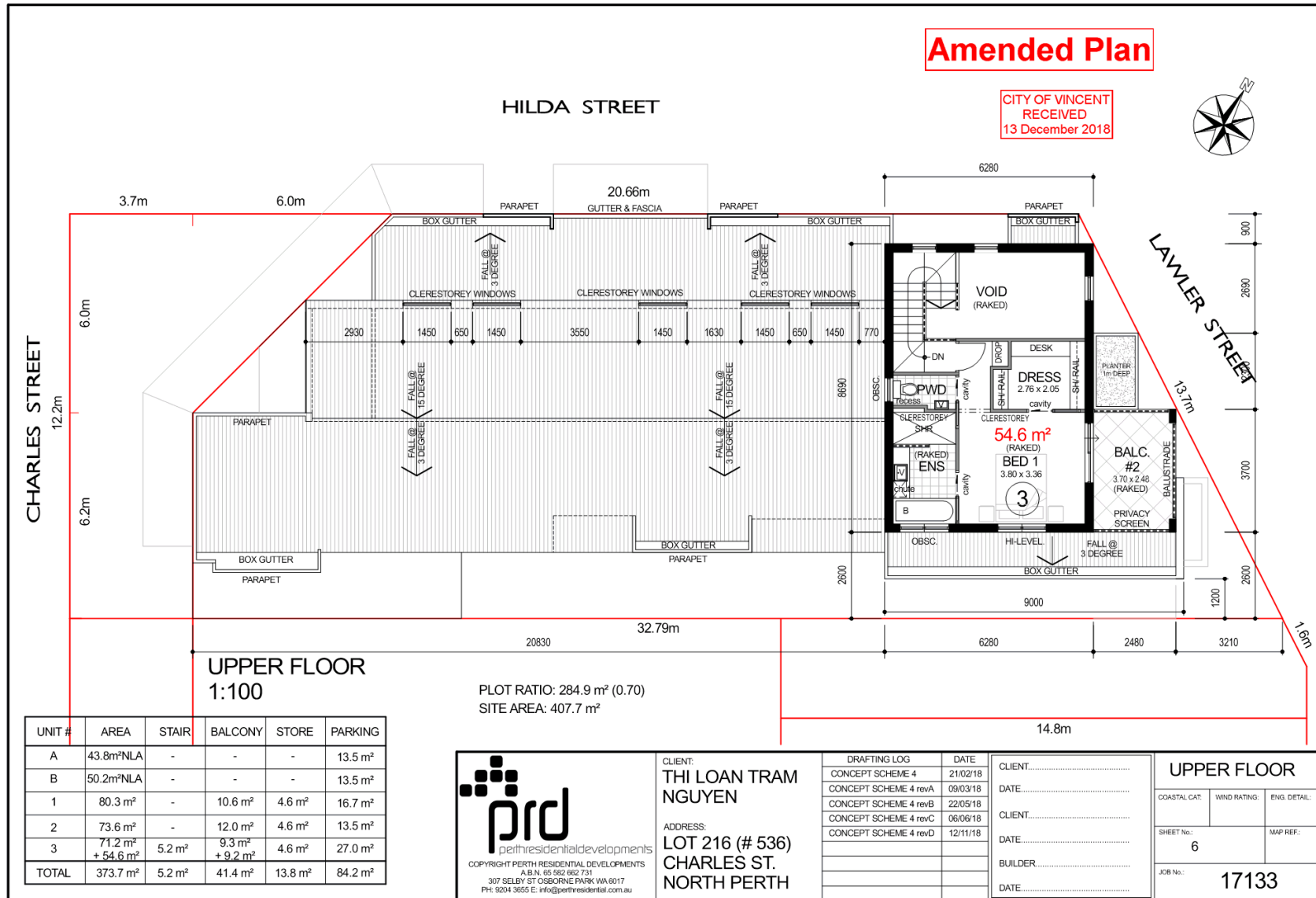
NOTE:
TELSTRA/COMMS. PIT NOT LOCATED
ADJACENT TO LOT AT TIME OF SURVEY.
VERIFY AVAILABILITY WITH TELSTRA.

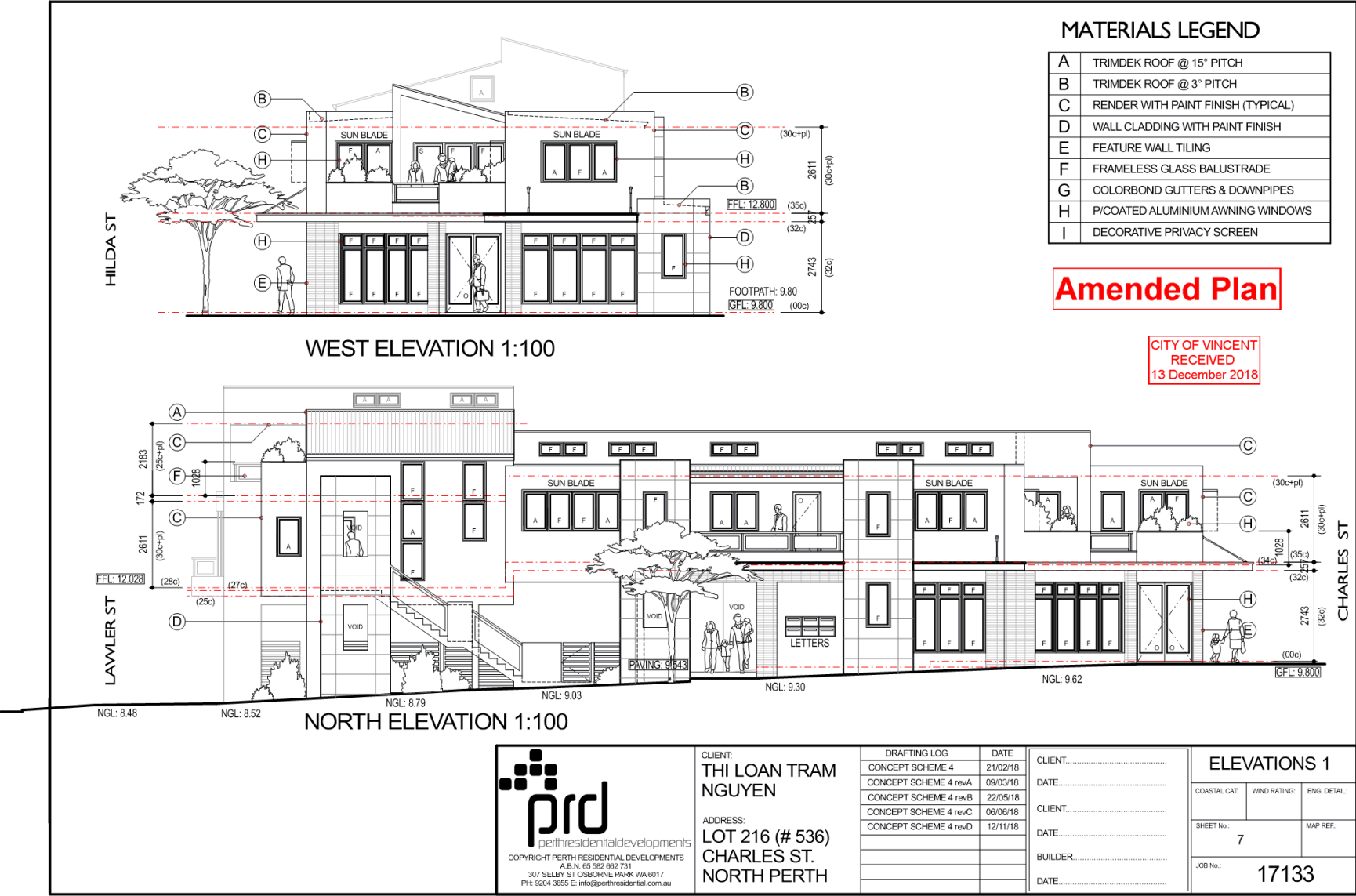


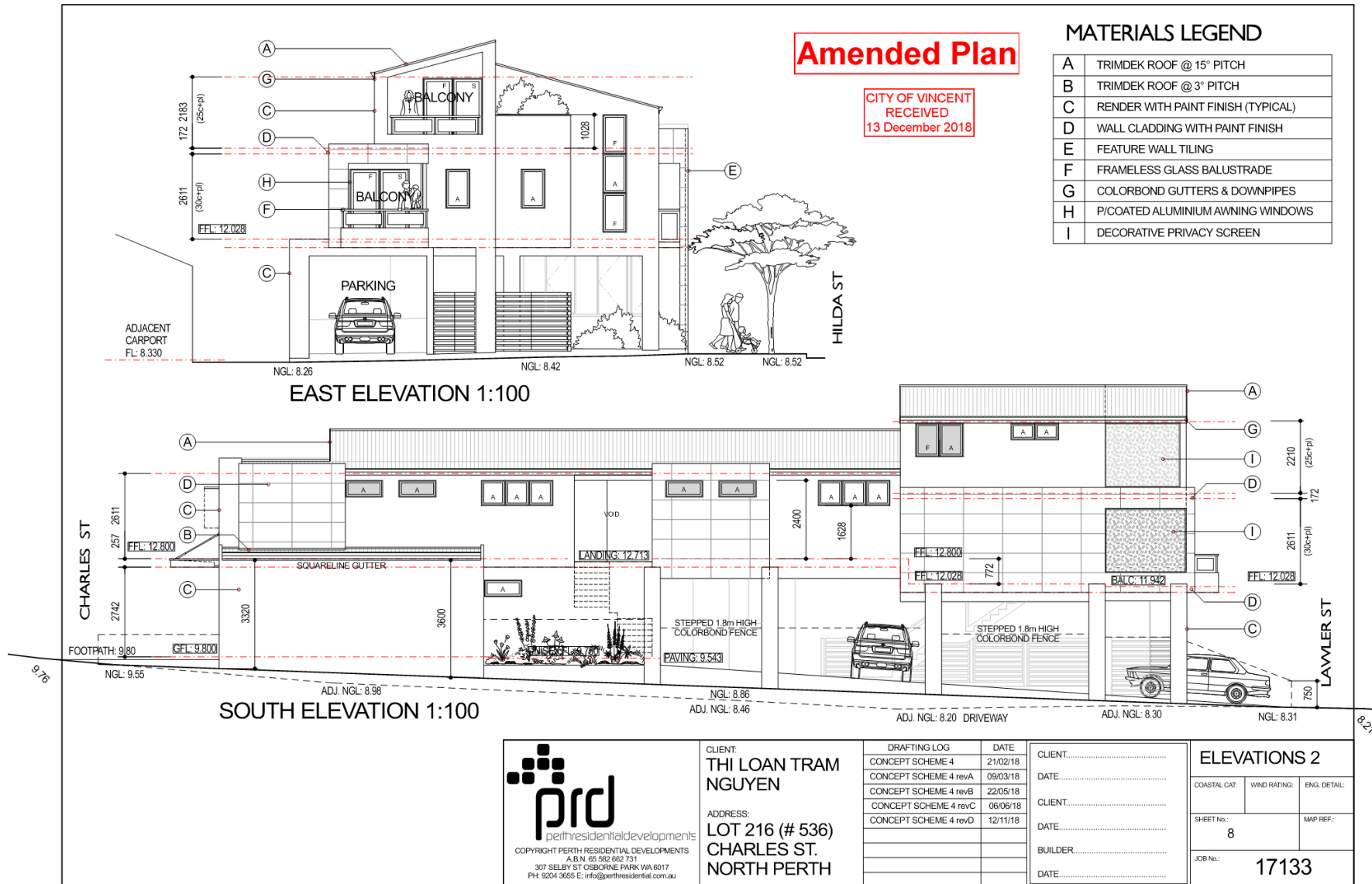


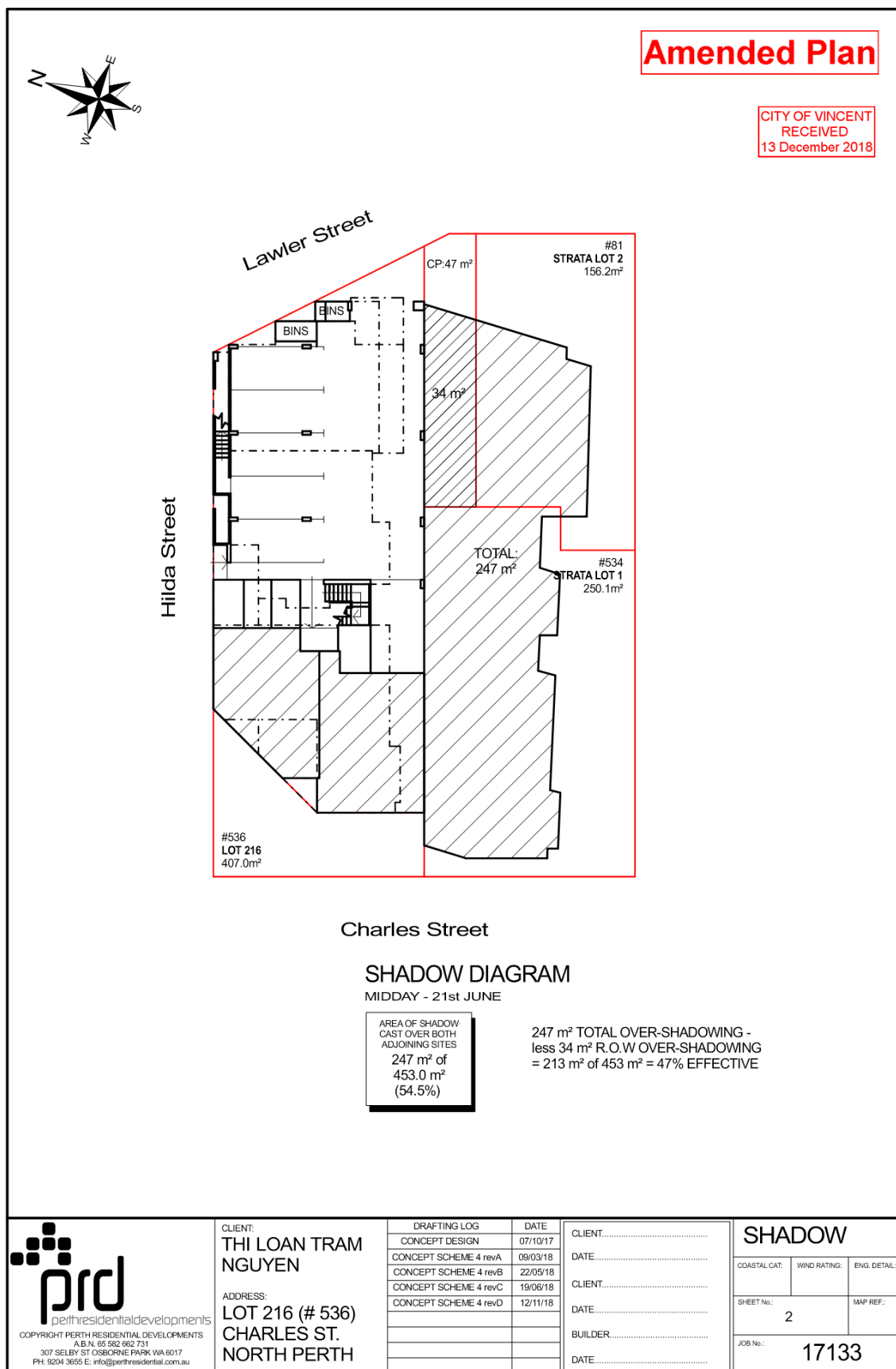












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DA: 5.2018.315.1

Address: 536 Charles Street, North Perth

Proposal: Mixed Use Development

Applicant: Perth Residential Development/Thi Loam Tram Nguyen

DESIGN PRINCIPLES	DRP RECOMMENDATIONS & COMMENTS	DESIGN RESPONSE & JUSTIFICATION
Principle 1 – Context and Character	<ul style="list-style-type: none"> Potential for greater streetscape activation to contribute to a “friendlier” community. Consider designing a storefront to accommodate community activity that will provide additional planting with opportunities for the community to informally congregate – enliven and activate the street. Consider the broader context of the site. Demonstrate how the new development will fit in and contribute positively to its immediate neighbourhood. Details of the neighbouring existing buildings in the area should be referenced and considered as to how their positive features and character could be reinterpreted into the proposed development, as evidenced in the use of materials and detailing that will assist in fitting the new development within the current context. 	<ul style="list-style-type: none"> The Commercial suite entries have been recessed and re-designed to include additional landscaping and feature fully retractable bi-fold doors, to enhance and strengthen the connectivity between indoor and outdoor spaces. The shop/ office immediately to the North of the subject site could be considered typical of the neighbourhood. The inclusion of ‘heritage red’ face-brick into the material palette, coupled with the vertically stacked subway tiles proposed, will promote cross-referencing within the current architectural context.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consider providing more landscaping on portions of the site that are not subject to road widening. Consider setting back the awning to accommodate mature trees, providing good tree canopy coverage and thus greater amenity 	<ul style="list-style-type: none"> The extent of on-site deep soil landscaping proposed has been increased by 60%, whilst landscaping to the land subject to road widening has been increased by 105%. The awning has been deleted, and the space gained by the reducing the Commercial suite

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	<p>whilst softening the impact of the development at this exposed location.</p> <ul style="list-style-type: none"> Consider engaging a landscape architect to ensure appropriate species are selected in accordance with the City's requirements Follow the City's requirements for provision of deep soil area and canopy coverage. Triangular space between commercial tenancies can be used to accommodate deep soil landscaping and mature trees, whilst providing a focal point for the development and the community 	<p>areas behind the truncation, will be used to accommodate the planting of two appropriate trees. Both existing verge trees are also to be retained.</p> <ul style="list-style-type: none"> A professional landscaping plan and planting schedule, in accordance with the City's requirements will be provided as part of this application.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> Overshadowing to the southern property is exacerbated by the non-compliant setback to boundary. Consider redesigning and/or relocating balconies to achieve a greater setback and providing articulation to the wall, which would help in mitigating the bulk. Consider balconies being provided on the northern elevation for greater amenity. Consider alternative design if the permanent awning over road widening area cannot be accommodated. Recessing of the ground floor will soften the development by accommodating landscaping and provide shading for windows Reconsider and further refine design of the external stairwell, currently it is a prominent feature of the facade. Scale of the rear portion of the building should be reviewed as it currently does not fit within the existing streetscape. The east elevation presents as three storeys - it is not consistent with surrounding developments. 	<ul style="list-style-type: none"> The balcony locations have been carefully re-considered and as such, the Balcony to Unit 3 has been relocated to the north eastern boundary. In so doing, the southern boundary setbacks are now compliant with Table 2a of the R-Codes. The revised balcony location has reduced the perceived bulk and also increased the wall articulation at the junction of Hilda and Lawler Streets. As suggested the awning has been removed, and the ground floor building envelope area reduced and recessed accordingly. The external staircase has been relocated to the less prominent southern "blindside" of the site. The scale and bulk of the north-eastern portion of the development has been reduced by the relocation of the balcony. The overall building heights are compliant with Table 4 of the R-Codes for mixed use developments within R60 density coding. The proposed nil setback parapet wall to the southern boundary has been limited to a length

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	<ul style="list-style-type: none"> The overall bulk of the building is exacerbated by nil setback to the primary and secondary streets as well as to the southern lot boundary. Overshadowing exceeds 50%, and falls into the solar collectors, into a major opening and over the outdoor living area of the southern lot. Insufficient open space has been provided. It indicates an overdevelopment of the R60 site and does not reflect the existing or preferred character of the locality. 	<p>of 8.09m and an average height of 3.0m in accordance with Table 4.</p> <ul style="list-style-type: none"> The modified design has resulted in a reduction of overshadowing to 247.6m² (54.6%). Of which 48.6m² (15.6%) falls directly over the adjacent access leg. The actual ground floor building footprint is limited to 107.7m² (26.4%) of the site. The open space requirements (as defined) are not met due to the nature of the ground floor parking.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Consider the number of bins and/or bin collection methods as the number proposed (5) does not appear to be adequate. Parking bays do not appear to be compliant with Australian Standards requirement for 1:20 grade for a cross fall. Consider alternative designs to achieve compliance. 	<ul style="list-style-type: none"> The number of bins proposed has been increased to eight (8) subject to further assessment by City engineering. The parking bays and associated crossover access ramp have been modified to achieve compliance with Australian Standards.
Principle 5 – Sustainability	<ul style="list-style-type: none"> The eastern windows will be exposed the same as the western windows. The protection of window openings by use of canopies and screens needs to be addressed consistently across the various orientations in the development. 	<ul style="list-style-type: none"> Sun blades have been provided to all appropriate windows.
Principle 6 – Amenity	<ul style="list-style-type: none"> Review the internal spaces for functionality and amenity. Spaces within the lobby and internal areas are quite tight. 	<ul style="list-style-type: none"> Landing and lobby areas have been increased and are considered appropriate.
Principle 7 – Legibility	N/A	N/A
Principle 8 – Safety	<ul style="list-style-type: none"> To increase security and safety, consider providing a gate to restrict access to the car park which is currently open to the street. 	<ul style="list-style-type: none"> Pedestrian gates and a remote-controlled vehicle access gate to the development is proposed to increase and enhance security.
Principle 9 – Community	N/A	N/A

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Principle 10 – Aesthetics	<ul style="list-style-type: none">• Articulation and fenestration appear overcomplicated. Opportunities for simplifying of these features should be explored. A simplified but well-articulated development, softened with appropriate landscaping and architectural responses will appear less imposing.	<ul style="list-style-type: none">• Articulation and fenestration have been carefully reconsidered, resulting in a more rhythmic, simplified window layout, consistent with the neighbourhood. Increased landscaping provision to the lot perimeter has further integrated and softened the development.
Comments	N/A	N/A

5.7 NO. 441 (LOT: 11; D/P: 1114) WILLIAM STREET AND NO. 6 (LOT: 10; D/P: 1114) BRISBANE PLACE, PERTH - HOTEL, RESTAURANT AND OFFICE DEVELOPMENT

TRIM Ref: D19/54680

Author: Darius Ardeshirian, Senior Urban Planner

Authoriser: John Corbellini, Executive Director Development Services

Ward: South

- Attachments:**
1. Attachment 1 - Consultation and Location Plan [↓](#) 
 2. Attachment 2 - Development Plans [↓](#) 
 3. Attachment 3 - Applicant's Report [↓](#) 
 4. Attachment 4 - Waste Management Plan [↓](#) 
 5. Attachment 5 - Traffic and Parking Demand Assessment [↓](#) 
 6. Attachment 6 - Acoustic Report [↓](#) 
 7. Attachment 7 - Environmentally Sustainable Design Report [↓](#) 
 8. Attachment 8 - Administration's Response to Summary of Submissions [↓](#) 
 9. Attachment 9 - Applicant's Response to Submissions [↓](#) 
 10. Attachment 10 - Design Review Panel Minutes [↓](#) 
 11. Attachment 11 - Loading Bay Plan [↓](#) 
 12. Attachment 12 - Parking Management Plan [↓](#) 
 13. Attachment 13 - Determination Advice Notes [↓](#) 

RECOMMENDATION:

That Council in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the development application for a Hotel comprising 30 guest rooms, a Restaurant/Café and an Office at No. 441 William Street (Lot: 11; D/P: 1114) Perth in accordance with the plans shown in Attachment 2, subject to the following conditions, with the associated determination advice notes in Attachment 13:

1. This approval is for the Hotel, Restaurant/Café and Office as shown on the approved plans dated 16 April 2019 only and no other development forms part of this approval;
2. Use of the premises:
 - 2.1 The tenancy shown as 'Coffee Shop' on the approved plans dated 16 April 2019 is approved for the use of Restaurant/Café as defined in the City of Vincent Local Planning Scheme No.2 and the subject tenancy may not be used for any other use without the prior approval of the City;
 - 2.2 The proposed restaurant/café is limited to a maximum number of 40 customers and 10 staff members at any one time; and
 - 2.3 The tenancy shown as 'Commercial unit 1' on the approved plans dated 16 April 2019 is approved for the use of Office as defined in the City of Vincent Local Planning Scheme No.2 and the subject tenancy may not be used for any other use without the prior approval of the City;
3. Cash-in-lieu of parking contributions
 - 3.1 A cash-in-lieu contribution shall be paid to the City for the shortfall of car parking bays of \$51,300 prior to the commencement of development or by entering into a written agreement with the City to pay the cash-in-lieu over an agreed period up to five years; and
 - 3.2 Prior to the Occupation of the development the owner(s) or the applicant on behalf of the owner(s) shall comply with the following requirements:

3.2.1 pay a cash-in-lieu contribution of \$51,300; OR

3.2.2 lodge an appropriate assurance bond/ bank guarantee of a value of \$51,300 to the satisfaction of the City. This assurance bond/bank guarantee would only be released in the following circumstances:

3.2.2.1. to the owner(s)/applicant where the subject 'Approval to Commence Development' did not commence and subsequently expired;

4. Loading Bay

4.1 The two existing on-street car bays adjacent to the subject site on William Street are to be used as the Loading Bay and Drop Off/Pick Up Bay for the proposed development;

4.2 Detailed drawings in compliance with the relevant Australian Standards, including swept path analysis of the largest vehicle expected to use the bay, is to be provided to and approved by the City prior to submission of a Building Permit; and

4.3 All costs associated with the establishment of the bay, including line marking and modifications to the public infrastructure, are the responsibility of the Applicant;

5. Parking Management Plan

5.1 Prior to the occupation of the development a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan is to include, but not limited to, addressing the following:

- Detailed management measures for the use and operation of the loading bay/drop off and pick up bay, to ensure access is readily available for service vehicles and guests of the hotel at all times; and
- Detailed management measures for Hotel staff and guests relating to availability of parking within the area;
- Details of a long term staff car parking permit arrangement within an existing car park within the vicinity of the site;

5.2 The Parking Management Plan as identified in Condition 5.1 above shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers;

6. Service Management Plan

6.1 A detailed loading bay management plan, to the satisfaction of the City, shall be lodged with and approved by the City prior to the commencement of development; and

6.2 The approved loading bay management plan shall be implemented and maintained to the satisfaction of the City of Vincent;

7. Boundary Walls

The owners of the subject land shall finish and maintain the surface of the boundary walls in a good and clean condition prior to the occupation or use of the development and thereafter to the satisfaction of the City;

8. Schedule of External Finishes

Prior to the commencement of development a detailed schedule of external finishes (including materials and colour schemes and details) shall be submitted to and approved by

the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development;

9. Stormwater

All stormwater produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City;

10. Waste Management Plan

10.1 A Waste Management Plan must be submitted to and approved by the Local Government prior to lodging an application for a building permit. The plan must include the following details to the satisfaction and specification of the Local Government:

10.1.1 the location of bin storage areas and bin collection areas;

10.1.2 the number, volume and type of bins, and the type of waste to be placed in the bins;

10.1.3 details on the future ongoing management of the bins and the bin storage areas, including cleaning, rotation and moving bins to and from the bin collection areas; and

10.1.4 frequency of bin collections; and

10.2 The approved Waste Management Plan must be implemented at all times to the satisfaction of the Local Government unless otherwise approved;

11. Bicycle Parking

A minimum of 10 bicycle bays are to be provided and installed in accordance with AS2890.3 prior to the occupation or use of the development;

12. Construction Management Plan

A Construction Management Plan that details how the construction of the development would be managed to minimise the impact on the surrounding area shall be lodged with and approved by the City prior to the commencement of the development. The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Dilapidation Reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and
- Compliance with AS4970-2009 relating to the protection of trees on the development site;

13. Environmentally Sustainable Design

The building is to be constructed in accordance with the requirements of the ESD report prepared by Cundall dated 13 December 2018 to satisfy the design principles of Clause 1.8 Policy No. 7.1.1 – Built Form Policy;

14. Public Art

- 14.1** Percent for public art contribution of \$45,000 being one percent of the total \$4.5 million value of the development shall be allocated towards public art prior to the commencement of the development;
- 14.2** Confirmation in writing outlining how the proposed development would comply with the City of Vincent Policy No. 7.5.13 – Percent for Art shall be submitted prior to commencement of development; and
- 14.3** Public art shall be approved by the City and fully installed or alternatively a cash-in-lieu payment made prior to occupation of the development; and

15. Landscape and Reticulation Plan

- 15.1** A detailed landscape and reticulation plan for the development site, to the satisfaction of the City, shall be lodged with and approved by the City prior to lodgement of a Building Permit.

The plan shall be drawn to a scale of 1:100 and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum of 9.5 percent deep soil area, as defined by the City's Policy No. 7.1.1 – Built Form; and
- The provision of trees contributing towards canopy coverage within deep soil areas provided and within the front setback area. The tree species are to be in accordance with the City's recommended tree species list; and

- 15.2** All works shown in the plans as identified in the condition above shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers; and

16. Amalgamation

Prior to the commencement of development, Lot 10 and Lot 11 ('The lots') shall be amalgamated into a single lot on a Certificate of Title or alternatively, the owner shall enter into a legal agreement with the City and secure by an absolute caveat lodged over the certificates of title to the Lots requiring the amalgamation to be completed within twelve months of development commencing. The owner shall be responsible to pay all costs associated with the City's solicitor's costs incidental to the preparation of (including all drafts) and stamping of the agreement and lodgement of the absolute caveat.

PURPOSE OF REPORT:

To consider an application for development approval for a Five Storey Mixed Use Development comprising a Hotel with 30 guest rooms, a Restaurant/Café and an Office at No. 441 William Street and No. 6 Brisbane Place, Perth (the subject site).

The application was considered at the 2 April 2019 Ordinary Council Meeting where Council resolved to defer the application to allow the applicant to reconsider the design of the ground floor to improve services access and the operation of the bike rental facility, and to address staff car parking in a Parking Management Plan. Amended plans and a Parking Management Plan have been provided and the application is presented to Council for its consideration.

BACKGROUND:

Landowner:	Xiuyi Guo and Shuya Duan
Applicant:	Architectural Online
Date of Application:	22 August 2018 (amended plans submitted 14/12/18 and 23/1/19)
Zoning:	MRS: Urban LPS2: Zone: District Centre R Code: N/A
Built Form Area:	Town Centre
Existing Land Use:	Vacant Site
Proposed Use Class:	Mixed Use Development (Hotel, Restaurant/Café and Office)
Lot Area:	506m ²
Right of Way (ROW):	N/A
Heritage List:	N/A

The subject site is zoned District Centre under the City's Local Planning Scheme No. 2 (LPS2). No. 6 Brisbane Place is located within the Town Centre Area in Policy No. 7.1.1. – Built Form (Built Form Policy) and No. 441 William Street is located within the Design Guidelines for William Street Design, Between Bulwer and Newcastle Streets, Perth (William Street Design Guidelines).

The site is currently vacant and is bound by William Street to the east, Brisbane Place to the west, grouped dwellings and a commercial premises to the north and grouped dwellings and a place of worship to the south. The opposite side of William Street comprises commercial development. This area is zoned District Centre under the City's LPS2 and forms part of the Town Centre Built Form area. The opposite side of Brisbane Place comprises grouped and multiple dwellings, is zoned Residential R50 under the City's LPS2 and forms part of the Residential Built Form area. A location plan is included as **Attachment 1**.

DETAILS:

The application proposes a Five Storey Mixed Use Development comprising a Hotel with 30 guest rooms, a Restaurant/Café and a bicycle rental shop, which is ancillary to the Hotel. An Office tenancy is also proposed. No vehicle parking is proposed on site. A pedestrian laneway is proposed along the northern boundary of the site to facilitate access to the different uses and for outdoor café seating.

Council at its 2 April 2019 Ordinary Meeting resolved to defer the application to allow the applicant to address Council's concerns regarding the configuration of the ground floor of the development and staff car parking arrangements. The applicant submitted amended plans that reconfigured the layout of the ground floor as included as Attachment 2 and a revised Parking Management Plan included as **Attachment 12**. The building footprint remains largely unchanged. In summary, the applicant has made the following changes to the proposed plans:

- Relocated the Hotel reception from the centre of the site to the William Street frontage of the site;
- Relocated the Café from the William Street frontage of the site to the centre of the site;
- Relocated the bike rental facility from the centre of the site to the Brisbane Place frontage of the site;
- Relocated the bin store and interim store room closer to the William Street frontage of the site for ease of access for pick-ups, deliveries and waste collection from the proposed William Street loading bay; and
- Added two end-of-trip facilities and staff lockers.

The applicant provided a Parking Management Plan (refer to **Attachment 12**) that proposes to purchase five staff parking permits in an existing parking facility within walking distance of the site. It also considers acquiring two commercial passes for non-paid parking for hotel managers and providing staff with smart riders as part of their employment contracts.

The Hotel proposes to accommodate a maximum of 60 guests, who would be serviced 24 hours a day, 7 days a week by a maximum of 15 staff at any one time. The Office is proposed to operate from 9:00am to 5:00pm, Monday to Friday and would accommodate a maximum of three staff at any one time. The café is proposed to accommodate a maximum of 40 customers and 10 staff, and operate between 7:00am and 10:00pm 7 days a week. The laneway proposes gates that would be closed at night time for security purposes.

Summary Assessment

The table below summarises the planning assessment of the proposal against the provisions of the City of Vincent Local Planning Scheme No. 2 (LPS2), the City's Policy No. 7.1.1 – Built Form, the William Street Design Guidelines and the City's Policy No. 7.7.1 – Non-Residential Parking. In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires the Discretion of Council
Land Use		✓
Street Setback	✓	
Building Setbacks/Boundary Wall		✓
Building Height/Storeys		✓
Landscaping		✓
Parking & Access		✓
Bicycle Facilities	✓	
Essential Facilities	✓	
External Fixtures	✓	
Surveillance	✓	
Outbuildings	✓	
Ground Floor Design	✓	
Awnings, Verandahs and Collonades		✓
Building Design	✓	
Environmentally Sustainable Design	✓	

Detailed Assessment

The deemed-to-comply assessment of the elements that requires the discretion of Council are as follows:

Land Use	
Deemed-to-Comply Standard	Proposal
Local Planning Scheme No. 2 'P' use Clause 32(1) of LPS2 states that an Office land use is not permitted on the ground floor or at grade level with the street within the Regional Centre zone.	Hotel: 'A' Office: 'D'
Building Height	
Deemed-to-Comply Standard	Proposal
William Street Design Guidelines – Height and Massing Three storeys adjacent to the Primary Street Built Form Policy Clause 1.1 – Building Height Maximum six storeys	The proposed development is five storeys.
Lot Boundary Setbacks	
Deemed-to-Comply Standard	Proposal
William Street Design Guidelines – Height and Massing Buildings are to have nil setbacks to the front, side and rear boundaries, with interfaces and facades to William Street being interconnected with the streetscape.	<u>Northern Boundary</u> First storey: Nil to 3.1 metres Second storey: Nil to 3.1 metres Third storey: Nil to 1.5 metres Fourth storey: Nil to 1.5 metres Fifth storey: 1.5 metres

Built Form Policy Clause 1.2 – Setbacks Minimum side boundary setbacks for the first two storeys is nil. The Third storey and above requires a minimum setback of 4 metres.	<u>Southern Boundary</u> Third storey: Nil to 1.9 metres Fourth storey: 1.9 metres Fifth storey: 1.8 metres
Awnings	
Deemed-to-Comply Standard	Proposal
William Street Design Guidelines – Awnings Awnings are to be provided over the footpath for the entire length of William Street to provide pedestrians with weather protection.	An awning is provided for 83 percent of the lot frontage.
Tenancy Size	
Deemed-to-Comply Standard	Proposal
Built Form Policy Clause 1.4 Tenancy Size Ground floor spaces with a width between 7.5m to 9m	Restaurant/Café: 6.5 metres Office: 4.4 metres
Vehicle Parking	
Deemed-to-Comply Standard	Proposal
Non-Residential Development Parking Requirements Policy Hotel: 15 vehicle bays Restaurant/ Café: 7.5 vehicle bays Office: 0.39 vehicle bays Total vehicle bays required: 22.89 bays (rounds to 23) Motorcycle /Scooter Bays: 1.6 bays (rounds to 2)	Nil vehicle bays would be provided on site Nil motorcycle/scooter bays would be provided on site
Landscaping	
Deemed-to-Comply Standard	Proposal
Built Form Policy Clause 1.7 Landscaping 15 percent of the site is to be provided as deep soil zones, being a minimum space of 1 metre. 80 percent of the rear or side setback area is to be provided as canopy coverage at maturity	9.5 percent of the site area is provided as deep soil zones Nil percent of the rear or side setback area is provided as canopy coverage at maturity

The above element of the proposal do not meet the specified deemed-to-comply standards and are discussed in the comments section below.

CONSULTATION/ADVERTISING:

Public Consultation

Community consultation was undertaken for a period of 21 days in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, from 7 November 2018 to 27 November 2018. The method of advertising included 453 letters being mailed to all owners and occupiers within 150 metres of the site, a sign being erected on-site, a newspaper advertisement and a notice on the City's website in accordance with the City's Policy No. 4.1.5 – Community Consultation.

During the consultation period, a total of 12 submissions were received, being three supporting the proposal, three objecting to the proposal and six neither supporting nor objecting to the proposal. The main concern raised within the submissions received related to the following matters:

- Lack of parking;
- Congestion caused by service vehicles;
- Noise;
- Lack of landscaping; and
- Waste.

A summary of the submissions with Administration's and the applicant's response is provided within **Attachment 8** and **Attachment 9**, respectively.

Design Review Panel (DRP):

Referred to DRP: Yes

The proposed development was presented to the DRP on 17 January 2018, 7 March 2018, and 14 November 2018. The comments made by the DRP is summarised as follows:

- The DRP supported the concept of the laneway and suggested amendments to ensure activation is achieved and landscaping and lighting is incorporated to create the appropriate ambiance (atmosphere) as well as providing a safe environment (night light);
- Consider activation by protruding the bar/café into the laneway to provide surveillance of the spaces, or locate the café/bar fronting William Street and the Reception in the middle of the plan;
- Consider planting significant trees within the laneway and landscaping on the Juliet balconies;
- Levels 3, 4 and 5 setback needs more consideration. Look into additional landscaping and openings to break up the mass and built form on these levels or possibly a roof top deck. This would provide greater light and cross-ventilation through the site;
- Look at the possibility of a service lift as the traffic may be too great. Obtaining advice and input from a boutique hotel operator would help in this regard;
- Functional aspects need to be worked on and finalised (i.e. bins, patron drop off, laundry); and
- The project has significant potential but requires further development. An integrated and considered combination of high quality soft landscaping, public art, lighting and streetscape activation strategies need to be applied to the laneway area to ensure the success of this area.

The DRP's comments on the proposal is included within **Attachment 10**.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation;
- Policy No. 7.1.1 – Built Form Policy;
- Policy No. 7.5.13 – Percent for Public Art;
- Policy No. 7.5.21 – Sound Attenuation;
- Policy No. 7.5.23 – Construction Management Plans;
- Policy No. 7.7.1 – Non-Residential Development Parking Requirements; and
- Appendix No. 18 – Design Guidelines for William Street, Between Bulwer and Newcastle Streets, Perth.

RISK MANAGEMENT IMPLICATIONS:

There is minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

"Innovative and Accountable

We are open and accountable to an engaged community".

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:Local Planning Scheme No. 2

Clause 32(1) of LPS2 states that an Office land use is not permitted on the ground floor or at grade level with the street within the District Centre zone. Notwithstanding this, an Office use is capable of being approved in accordance with Clause 34(2) of LPS2 provided that the City is satisfied that the proposal satisfies the following criteria of Clause 34(5):

- (a) *approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and*
- (b) *the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.*

With regard to a) above, the proposed Office use is appropriate having regard to the matters to be considered by local government set out in Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* deemed provisions for the following reasons:

- The subject site and surrounding properties along William Street are zoned District Centre under the City's LPS2 and comprise commercial development. The proposed development satisfies the objectives of the District Centre Zone as the land uses would be compatible and consistent with the surrounding context. The land uses add an additional service to the locality and provide additional opportunities for employment. The surrounding businesses may also benefit from the increase in density created by the hotel occupants.
- The Office proposes its primary access from Brisbane Place and pedestrian access via William Street. Office land uses are less intensive than other land uses capable of consideration in this location and the office is appropriately located opposite the residential development on the opposite side of Brisbane Place.
- The proposal meets the objectives of the City's Parking Policy and is unlikely to generate traffic that exceeds the capacity of the existing road system in the locality, as discussed in further detail below.

Land Use

The applicant seeks approval for a Hotel which is an 'A' use, a Restaurant/Café which is a 'P' use and an Office which is a 'D' use within the District Centre Zone, as prescribed by LPS2.

The objectives of the District Centre zone are as follows:

- *To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas;*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction.*
- *To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces;*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation;*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community;*

- *To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre;*
- *To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment; and*
- *To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 – Activity Centres for Perth and Peel.*

The application proposes a boutique-sized hotel, which adds diversity to the existing land uses within the locality. The hotel would be compatible with the existing food and beverage premises along William Street. The area benefits from close proximity to public transport, food and beverage options and late night bars and restaurants. The added inclusion of bikes for hotel guests would increase the accessibility to these offerings.

The Restaurant/Café is intended to service the Hotel guests whilst also benefiting the wider community. The design of the development also incorporates a pedestrian access way and additional seating area, which may provide opportunity for further activation of the street.

The land uses would satisfy the objectives of the zone and is acceptable.

Building Height

The William Street Design Guidelines prescribes a maximum building height of three storeys when development is adjacent to the primary street and up to four storeys within the site. The Built Form Policy permits a maximum of six storeys.

The application proposes a maximum of five storeys over both sites. The first three storeys propose a nil setback to the William Street boundary. The fourth and the fifth storey propose a 7.5 metre setback from the William Street boundary.

The William Street Design Guidelines stipulate the fourth storey of all development is to be setback a minimum of 5 metres from the William Street boundary. The William Street Design Guidelines require consideration of the maximum building height along William Street in view of the unique topography and uninterrupted vista to the Perth Central Business District (CBD).

In considering the above, the following is relevant:

- The development situated on No. 6 Brisbane Place satisfies the deemed to comply height requirements prescribed by the Built Form Policy;
- The application proposes a large setback from the William Street boundary, which moderates the impacts of building bulk and mass on the streetscape. The setbacks also ensure views along William Street, towards Perth CBD would be maintained;
- The northern property adjacent to No. 441 William Street comprises a two storey building with a large setback from William Street to allow for vehicle access and parking. As this building is not consistent with the intent of the William Street Design Guidelines, redevelopment is encouraged. The subject application proposes the building to be setback from the northern boundary, which would ameliorate impacts of building bulk and mass as viewed from the adjoining property and the street;
- The southern property adjacent to No. 441 William Street comprises a two storey building built up to the boundary. The proposed development would have no impact on the amenity of the adjoining occupants; and
- Amendments to the William Street Design Guidelines were recently advertised in accordance with the City's Consultation Policy. The amendments propose to increase the maximum heights from three storeys to four storeys where adjacent to William Street and four storeys to five storeys where the development is setback from the William Street boundary. In accordance with Clause 67 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, this amendment is considered seriously entertained and the decision maker is required to have Due Regards when considering the application. The proposed development is consistent with the proposed amendment, which is to be presented to Council at an upcoming Ordinary Council Meeting.

For the above reasons, the proposed building height is acceptable.

Lot Boundary Setbacks

The William Street Design Guidelines require buildings to have a nil setback to the side lot boundaries. The Built Form Policy permits nil setbacks for the first two storeys. A three metre setback is required thereafter.

The proposed development was advertised to adjoining properties in accordance with the City's Consultation Policy. No submissions raised any concerns in relation to lot boundary setbacks.

Northern boundary

The development proposes 13 evenly spaced beams on the first four levels with a nil setback to the northern lot boundary. The remainder of the building is setback between 1.4 metres to 3.5 metres on all levels.

The proposed setbacks from the northern boundary ensures the pedestrian access way and guest rooms would be provided with access to natural sunlight and ventilation. The beams would not be imposing on the streetscape or adjoining properties or cause impacts of building bulk or mass. The bulk and scale of the building is further moderated by the setback of the first two storeys, which creates a pedestrian access way. This setback provides opportunity for landscaping and activation on the site.

The northern boundary setbacks are acceptable.

Southern boundary

The southern elevation of the development proposes nil setback to the first three storeys, and a 1.9 metre and 1.8 metre setback to the fourth and fifth storeys, respectively.

The adjoining property comprises a place of worship adjacent to William Street and grouped dwellings adjacent to Brisbane Place. The place of worship is a two storey building built up to the shared lot boundary. The grouped dwellings are two storey development which are setback 4.8 metres from the shared lot boundary to allow for vehicle access. A car parking area separates the place of worship from the grouped dwellings.

The application proposes the fourth and fifth storeys of the building to be setback 7.5 metres from William Street and 7 metres from Brisbane Place which would assist in moderating the impacts of building bulk and mass on adjoining properties and the streetscapes. The southern elevation of the fourth and fifth storeys also contain large openings to increase the glazing aspect of the development and reduce portions of blank solid walls. The application incorporates design elements such as contrasting colours and materials and landscaping on the upper floors to assist in further moderating the impact of building bulk.

The southern boundary setbacks are acceptable.

Awnings

The William Street Design Guidelines requires continuous awnings for the entire length of William Street to provide pedestrians with weather protection.

The application proposes an awning over the entire frontage of the building, which continues within the pedestrian access way. This does not create a continuous awning along the entire William Street frontage.

Although an awning is not provided over the entire access way, the access way is a design element proposed to increase activation of the site by providing additional seating for the Restaurant/Café and Hotel guests, which is visible from the public realm.

The proposed awning would provide continuous weather protection by connecting with the existing awning on the building to the south. The adjoining property to the north does not provide an awning. The awning length would not be inconsistent with the established streetscape. The awning covers 83 percent of the William Street frontage and would provide weather protection for guests and passers-by. The proposed awning length is acceptable.

Tenancy Size

The Built Form Policy requires tenancy widths to be between 7.5 metres and 9 metres. The application proposes the Restaurant/Café to be 6.5 metres in width and the Office to be 4.9 metres in width.

The subject site is 10 metres wide. The Restaurant/Café is reduced by the pedestrian access way along the northern side of the site, which provides external seating and public amenity. The William Street elevation of the building proposes large openings and a clearly defined entrance to provide greater opportunity for activation of the site.

The Brisbane Place streetscape comprises a mix of residential and commercial development, with large areas of blank and non-active frontages. The Office, albeit a small space, proposes large openings, landscaping and articulation to create a clearly defined entrance. The activation of this space would be visible from other properties and passers-by.

The tenancy width is acceptable.

Car Parking

The City's Policy No. 7.7.1 – Non-Residential Parking Policy (Parking Policy) requires a minimum of 23 vehicle parking bays (rounded up from 22.89), comprising 15 bays for the Hotel, 7.5 bays for the Restaurant/Café and 0.39 bays for the Office.

The Parking Policy designates car parking standards for a Hotel use based on the number of bedrooms in the Hotel and the number of persons proposed to be accommodated in the licenced area of the Hotel. The application does not propose a licence area and so the car parking requirement for the proposed Hotel use is 15 bays based on the 30 bedrooms proposed only. The car parking standard for the Hotel use referenced in the 2 April 2019 Council Report of 24 bays was calculated based on both the number of bedrooms proposed (30) and the maximum number of hotel guests (60) and staff (15) that were proposed to be accommodated in the Hotel. This essentially double counted the parking for those using the Hotel bedrooms.

The application does not propose any parking bays be provided on site but the applicant is agreeable to a condition for cash-in-lieu to be imposed.

The applicant considers the surrounding parking and transport options would be sufficient to serve the site. The applicant also considers that due to the site constraints (narrow width), accommodating vehicle parking on site would have an adverse impact on the public and commercial usage of the site.

The applicant provided a parking survey, detailing the following information:

- There is 53 on-street bays available along William Street (two hour ticketed parking from 8:00am to 6:00pm Monday to Friday and 8:00am to 12:00pm Saturdays);
- There is 18 on-street bays along Forbes Street (two hour ticketed parking from 8:00am to 7:00pm Monday to Friday and 8:00am to 12:00pm Saturday);
- There is 16 on-street bays along Robinson Avenue (one hour parking 8:00am to 5:30pm Monday to Friday);
- There is 68 on-street bays along Brisbane Street (clear way from 7:00am to 9:00am and two hour ticketed parking from 9:00am to 7:00pm Monday to Friday);
- Wilsons Carpark located on William Street comprises 45 parking bays;
- A total of 208 bays is available within the vicinity of the subject site;
- A parking survey was undertaken on Saturday 15 September 2018 from 8:00am to 9:00pm. The maximum occupancy was 63 percent of the parking bays at 5:00pm, whereby 77 spaces remained available. The lowest occupancy of the bays was 25 percent at 9:00pm; and
- A second parking survey was undertaken on Thursday 20 September 2018. The maximum occupancy was 60 percent of the parking bays at 5pm, whereby 83 bays remained available. The lowest occupancy of the bays was 28 percent at 9:00pm.

The applicant's parking survey is provided within **Attachment 5**. The applicant also provided the following justification in support of the proposal:

- There are numerous parking facilities within the vicinity, such as the State Library and Brisbane Street carparks, to accommodate long term parking. Many of the long term parking facilities are open 24 hours and are secure;
- 48 bicycle parking/rental bicycles would be provided on site to service guests of the hotel;
- The site is highly accessible through public transport, with bus routes servicing William Street, Brisbane Street, Beaufort Street and Aberdeen Street (Blue Cat);

- The site is approximately a 15 minute walk from the Perth Bus port and the Perth Train Station;
- The applicant considers many of the hotel guests would be likely to travel from overseas and would not have a vehicle;
- The parking survey demonstrates sufficient on-street and public parking is available to satisfy parking demand of the proposed development;
- The applicant contends numerous other hotel in Perth do not provide on-site parking;
- Guests would be notified of the parking arrangements through the booking websites; and
- Employees of the commercial tenancies would be able to access the site as per the above facilities.

Administration provide the following further comments in relation to the parking arrangement proposed by the applicant:

- The CPP State Library car park contains 605 parking bays, is located approximately 700 metres from the subject site and is open 24 hours a day, seven days a week;
- There are two Wilsons car parks being No. 154 Newcastle Street which contains 58 bays and Nos. 6-8 Errichetti Place which contains 237 bays, located approximately 600 metres from the subject site. These car parks are also open 24 hours a day, seven days a week;
- There are five bus stops within 500 metres of the subject site, noting two of those are high frequency bus routes; and
- The Blue Cat travels along Aberdeen Street, which is approximately 500 metres from the subject site.

The Parking Policy requires the decision maker to consider the objectives of the policy and the following relevant requirements when making a decision with respect to a car parking shortfall.

There are alternative short term and long term public car parking arrangements within close proximity of the site as detailed above. The proposal incorporates a 24 bicycle rental system. Two (2) end of trip facilities and staff lockers have been incorporated into the development to ensure walking or cycling to the site for staff members is convenient and functional.

The alternative transport modes available to the site includes public buses, trains, cycling and walking. Perth's central bus and train station is located 1km from the subject site and operate for the majority of the proposed Hotel's operating hours.

The lack of parking on-site is a deterrent for the reliance on cars for transportation, thereby encouraging alternative forms of transportation. This would assist in relieving traffic congestion and reducing greenhouse gas emissions associated with the operation of the development. From a sustainability standpoint, discouraging reliance on motor vehicles for transportation to central locations such as the subject site, that is inherently highly accessible by alternative transport modes, is a positive outcome.

The need for on-site parking should be balanced against the impacts on the aesthetic qualities of the building design and loss of laneway activation. The site has a maximum width of 10 metres and is constrained in terms of the manoeuvring space and the amount of parking that could be practically provided on site. It would be a poor urban design outcome for a vehicle access point and car parking area to consume the Brisbane Place frontage of the site. In considering the development as a whole it would be preferable to avoid having on-site car parking in order to maximise activation of the laneway.

Guests would be made aware through the booking process that the hotel does not provide on-site parking. This would narrow down the Hotel's clientele to those guests who would rely on alternative forms of transportation and do not require on-site parking or are willing to pay for long term parking in one of the surrounding car parks. The proposed café is located in the middle of the site, away from William Street and Brisbane Place and so it is expected that café customers would largely consist of hotel guests. The provision of nil on-site car parking for the Hotel guests and cafe customers is accepted due to the nature of these uses as described above.

Given the location of the site within walking distance of Perth's central train and bus stations, it is reasonable for staff employed at the proposed development to rely upon public transportation to commute to the site to some degree. Council requested that consideration be given to staff car parking in the form of a car parking management plan in its reason for deferral from the 2 April 2019 Council Meeting. The applicant provided a Parking Management Plan as included as **Attachment 12**. The Parking Management Plan proposes the following:

- To acquire five staff parking permits within an existing car parking facility in the vicinity of the site;

- To provide staff with smart riders as part of their employment contracts to encourage staff to commute to the site by public transport; and
- To consider acquiring two commercial parking permits for non-paid parking in the area for hotel managers.

Given staff from the hotel, café and office would commute to the site by motor vehicle and rely on the existing short term public parking infrastructure it is appropriate for a cash-in-lieu of car parking payment to be required as a condition of approval so that changes to the parking infrastructure in the area that result from this development are funded by this development. The application proposes 10 staff for the café and 15 staff for the Hotel/Office use. Based on the Parking Policy's rate of 0.15 bays per person for both Café and Hotel the staff generate a demand of 4.75 bays. At the current \$10,800 per car parking bay or part thereof, set in the City's Schedule of Fees and Charges, a cash-in-lieu of car parking contribution of \$51,300 is required to address the shortfall in staff car parking.

A combination of a cash-in-lieu of car parking payment and staff parking permits suitably addresses the lack of on-site staff car parking and alleviates the demand that the proposed use would potentially place on public parking infrastructure.

Service Vehicles

The proposed hotel requires services relating to waste management, laundry, deliveries and maintenance. The application proposes private waste collection once per week, laundry services twice per week, and deliveries and maintenance as required.

As there is no parking or vehicle access proposed on the site, a loading bay is proposed on the William street frontage of the site to accommodate the above services, refer to **Attachment 11**. The loading bay would occupy the two existing on-street parking bays and would act as a drop off/pick up bay for the Hotel when not in use by service vehicles. The commercial tenancies would be required to book services and/or deliveries within a shared calendar to ensure conflicts associated with the use of the service bay are avoided.

The proposed loading bay would be a public bay and has the potential to be used for loading or deliveries by other properties in the area. Given that many of the other properties in the vicinity of the site have existing on-site vehicle access and have operated without reliance on the proposed loading bay in the past, it is not expected that the proposed loading bay would be frequently used other properties. An existing loading bay is located opposite the subject site on William Street. A 15 minute time limit is proposed and it would be capable of use for drop off and pick up purposes for the Hotel.

Engineering drawings demonstrating compliance with the relevant Australian Standard for the loading bay are to be submitted and approved by the City prior to operation of the development. All costs associated with the use of the on-street bays would be borne by the applicant. A condition to this effect is recommended on the approval.

At the 2 April 2019 Council Meeting concerns were raised regarding the functional aspects of servicing the site and the potential for adverse impacts on the public domain. The configuration of ground floor was modified to improve the functional performance of the Hotel. The key changes include:

- The relocation of the bin store and an interim storage area within closer proximity of the proposed William Street loading bay for ease of access;
- Swapping the Hotel reception and Café in order to prevent potential conflict between the outdoor dining area and service deliveries and pick-ups using the pedestrian laneway; and
- Relocating the bike rental facility to the rear of the site for ease of access and storage, and to prevent conflict between users of the internal laneway.

The modified ground floor plan addresses the concerns raised and improves the functional aspects of servicing the site.

Landscaping

The Built Form Policy requires 15 percent of the site area to be provided as deep soil zones and 80 percent of the side or rear setback areas to be provided as canopy coverage. The application proposes 9.5 percent of the site to be provided as deep soil zones and nil percent of the Brisbane Place setback area as canopy

coverage at maturity. It is noted that the William Street Design Guidelines require a nil side and rear setback and 80 percent canopy coverage cannot practically be achieved.

Given that the subject site is only 10 metres wide, the proposed development has incorporated a reasonable amount of landscaping within the internal pedestrian access way, at the rear laneway interface and on the front and rear rooftop terraces. The landscaping 'softens' the impact of the development on the residential land to the rear and the public domain more generally. The proposed landscaping on the rooftop terraces make a contribution to the City's green canopy to reduce the impact of the urban heat island effect.

The proposed landscaping would assist in improving urban air quality and providing a sense of open space between buildings through the use of landscaping on all five storeys of the building and on balconies.

The landscaping at the rear laneway interface is positioned to avoid the windows of the proposed office to maintain outlook and activation of the rear laneway. Landscaping has been creatively incorporated into the fourth storey rear terrace taking into account the limited space available at ground level.

Sustainable plant species are proposed that would be capable of survival in locations receiving limited natural light such as the pedestrian access way.

As demonstrated above the proposed landscaping is consistent with the relevant Design Principles and Local Housing Objectives of the Built Form Policy.

Public Art

The development is subject to the requirements of the City's Policy No. 7.5.13 – Percent for Public Art (Percent for Public Art Policy). Clause 1.1 of the Percent for Public Art Policy states the following:

Proposals for commercial and mixed residential/commercial developments over the Threshold Value is to set aside a minimum of one per cent (1%) of the Total Project Cost for the development of Public Art which reflects the place, locality or community.

The Threshold Value is \$1,092,000 and the development which is valued at \$4.5 million is required to contribute \$45,000 towards public art, being one percent of the \$4.5 million value of the development. The Percent for Public Art Policy allows two options for this to be provided, being either payment of cash-in-lieu to the City, or the owner/applicant coordinating the public art project, in consultation with the City.

It is recommended that a condition of approval be imposed requiring the development to comply with the City's Percent for Public Art Policy.

Environmentally Sustainable Design

The City's Built Form Policy requires an Environmentally Sustainable Design (ESD) Report to be submitted, demonstrating the following:

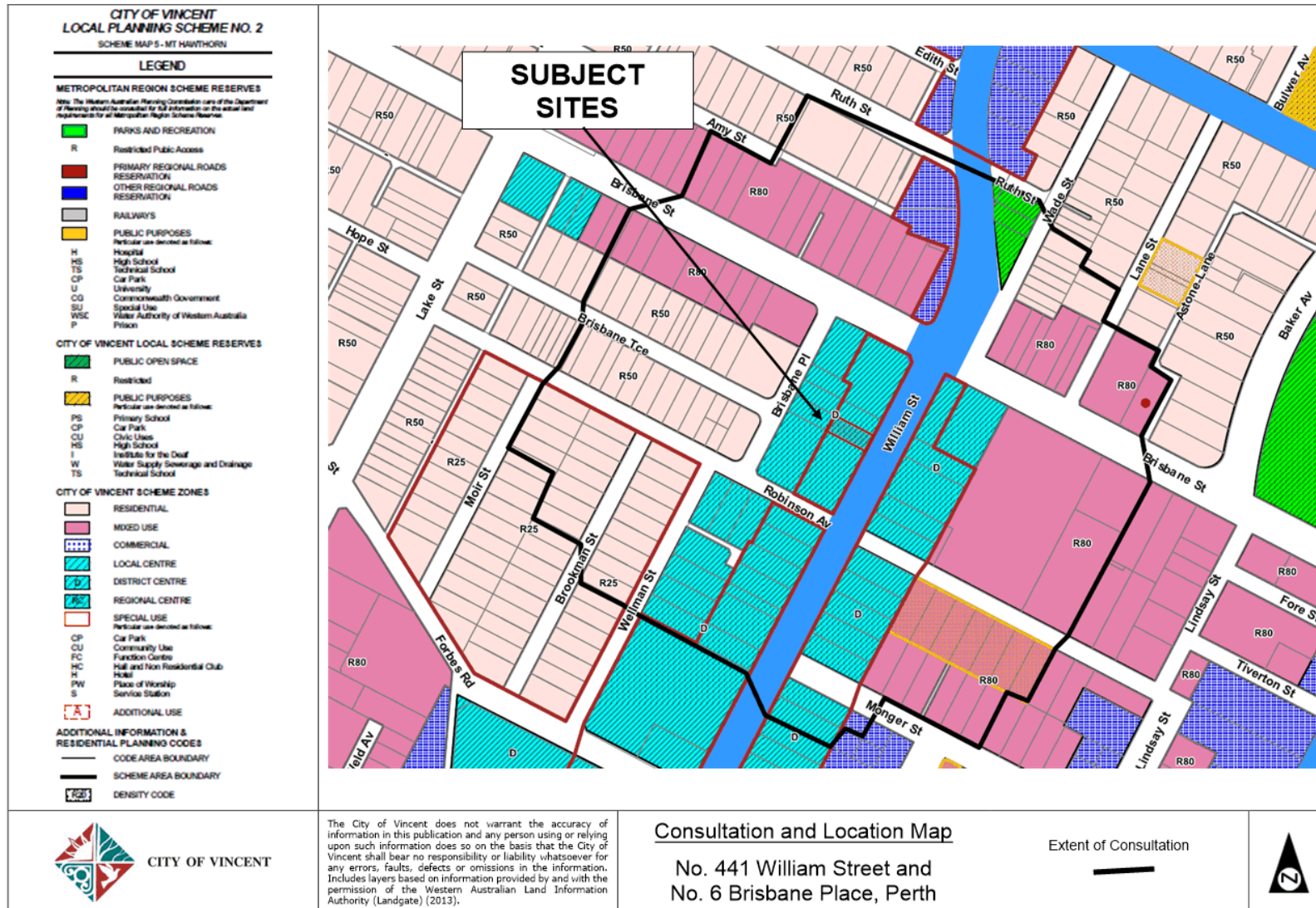
- P1.8.1 It maximises passive solar heating, cooling, natural ventilation and light penetration to reduce energy consumption;
- P1.8.2 It is capable of recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications;
- P1.8.3 Climate moderation devices can be incorporated to reduce passive solar gain in summer and increase passive solar gain in winter; and
- P1.8.4 The development is capable of either achieving (i) a 5 star Green Star rating or (ii) a 50% reduction in global warming potential and a 25% reduction in water use.

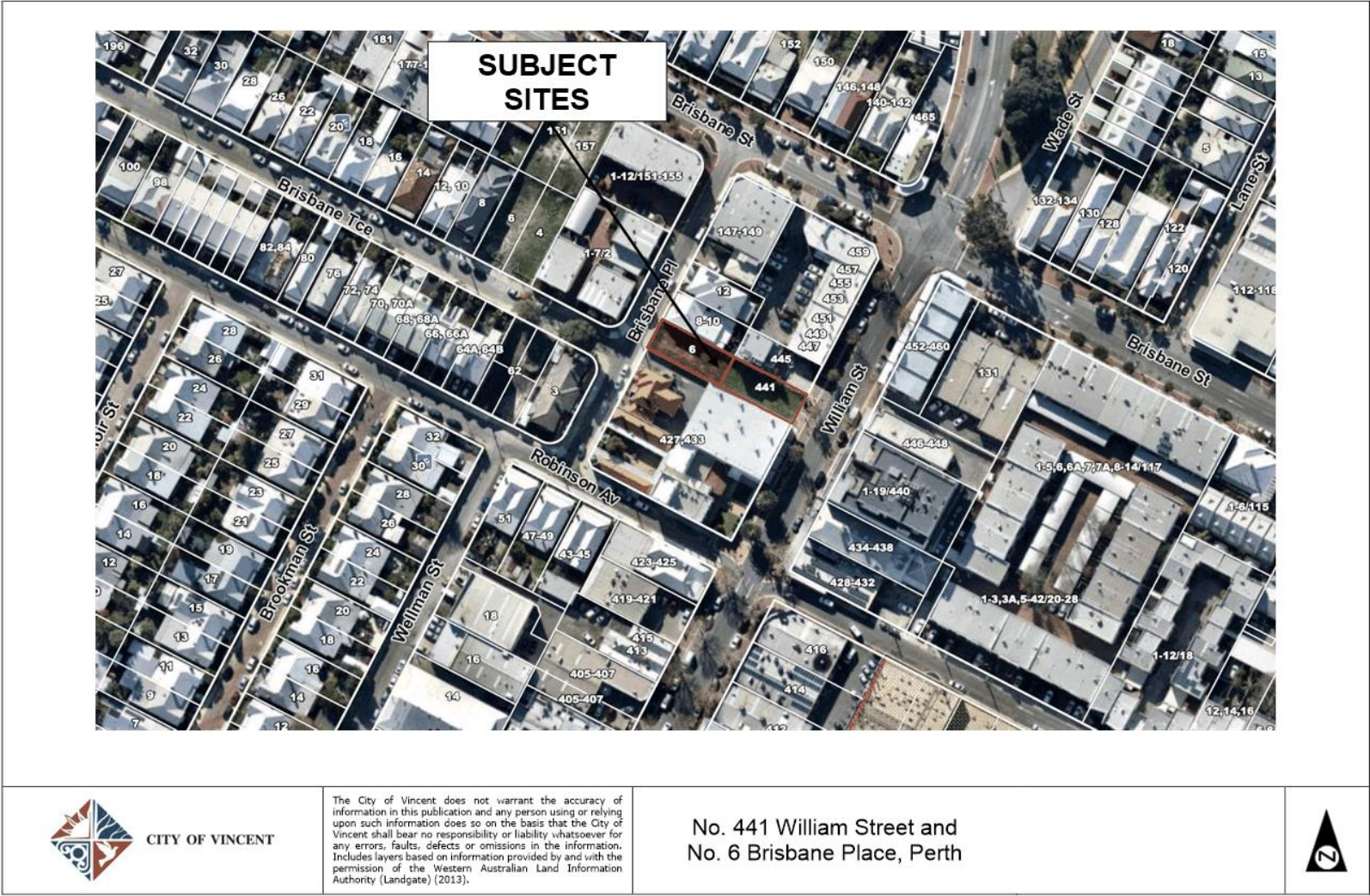
An ESD Report has been prepared and submitted and is included as **Attachment 7**.

The report demonstrates that the development is capable of achieving a 5 star Green Star rating and confirms that all Green Star requirements have been integrated into the project design documentation.

The letter accompanying the ESD Report provides a commitment to carry this 5 star performance through to the working drawing stage even though the development is subject to further review and design development.

The Report satisfies the ESD requirements in the City's Built Form Policy and is supported. Should the application be approved, the City recommends a condition be imposed requiring the design strategies to be implemented so as to achieve a minimum 5 star Green Star rating.







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AREAS	
LOT AREA:	258.20m ²
GROUND FLOOR BUILT AREA:	258.00m ²
GROUND FLOOR OPEN SPACE:	100.70m ²
BUILT AREA %:	80.7%
OVERSPREADS:	20.2%
FIRST FLOOR:	181.60m ²
SECOND FLOOR:	180.30m ²
THIRD FLOOR:	232.75m ²
ROOF TERRACE:	56.16m ²
PLANT SPACE:	48.40m ²
FOURTH FLOOR:	238.75m ²
GROUND FLOOR AREAS:	
COMMERCIAL 1:	46.30m ²
COMMERCIAL 2:	80.70m ²
FIRE STAIRWELL:	20.16m ²
HOTEL LEASE:	7.96m ²
SERVICE:	4.30m ²
BACKSTONE:	33.80m ²

WATER

SEWER COVER

WATER MAIN

DRAINAGE

SEWER MAN

WATER METER

SEWER INSPECTION

ELECTRICAL

OVERHEAD POWER

POWER POLE

POWER DOME

EARTHING

TELEGRAPH PIT

BUILDING

HOUSE / BUILDING

FLOOR LEVEL

EVE / GUTTER EDGE

VEGETATION

SMALL PALM/LARGE PALM

SMALL GUM

LARGE GUM

SMALL TREE

LARGE TREE

TREE / BUSH LINE

SURVEY

56.40

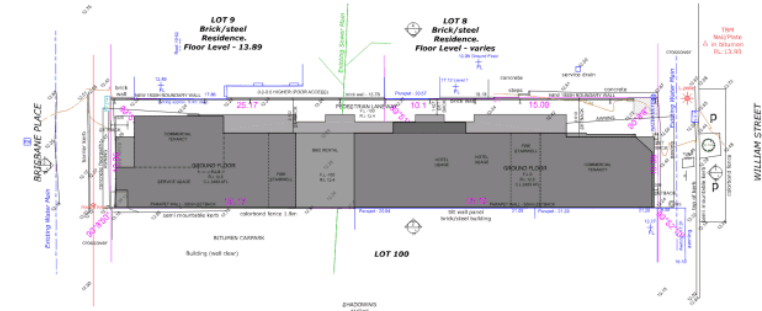
SURFACE CONTOUR

SITE BENCH MARK

SURVEY PEG

NO SURVEY PEG

BOUNDARY LINE



SITE PLAN
1:200

<p>Note: Contractor to consult with Before You Dig for location of services in road verge.</p> <p>Position and depth of Water & Sewer to be confirmed on site by contractor.</p>	<p>Features are related to Fences and walls only. No connection made to boundaries.</p>	<p>Note: Sewer has been fixed using information provided by The Water Corporation. In order for the true position of the Sewer Connections to be established, CADASTRAL CONNECTION IS RECOMMENDED.</p>	<p>TBM - Nail/Plate in bitumen equals RL - 13.80 AHD Based on Sewer Manhole N1835 R.L. - 16.45 (water corp e-plan) Contractor to check datum before adopting levels.</p>
<p>FEATURE AND CONTOUR SURVEY OF LOTS 10 & 11 on Plan 1114 441 William Street, Perth our ref. Z50251</p> <p>NOTE: Zenith Surveys strongly suggests that no major design decisions be made close to the boundary, until a Cadastral Connection has been performed by a Licensed Surveyor. We can not guarantee the true location of Boundary or Sewer until this has been done.</p>			

DATE	AMENDMENTS	JOB No.	DWG TITLE	SITE PLAN	SCALE	DATE	PAGE
		11218			1:200	14/02/18	01 of 01
		CLIENT	PROJECT ADDRESS	DRAWN BY			
		NKOLIC ENTERPRISES	441 WILLIAM STREET, PERTH	JOHN BUDY			

To the best of my knowledge these plans are drawn to comply with current laws and building specifications and any changes made on these plans are made at the client's risk. The contractor shall be responsible for the accuracy and completeness of the information and drawings. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION AND DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION AND DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION AND DRAWINGS.

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14/02/18



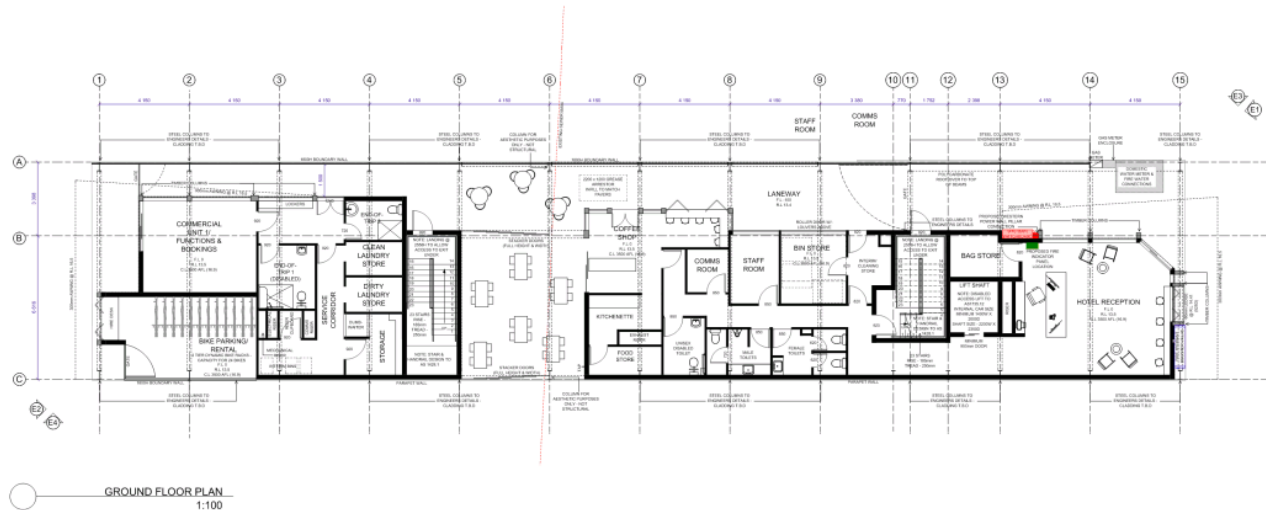
PLANNING APPROVAL ONLY

To the best of my knowledge these plans are drawn to comply with current laws and regulations and any changes made on these plans are made at the client's risk. The architect is not responsible for the construction of the building or the safety of the building. The architect is not responsible for the construction of the building or the safety of the building. The architect is not responsible for the construction of the building or the safety of the building.

1:100



AREAS	
LOT AREA	709.25sqm
GROUND FLOOR BUILT AREA	709.25sqm
GROUND FLOOR OPEN SPACE	709.25sqm
BUILT AREA %	85.7%
OPEN SPACE %	14.3%
FIRST FLOOR	735.14sqm
SECOND FLOOR	735.14sqm
THIRD FLOOR	735.14sqm
ROOF TERRACE	735.14sqm
PLANT SPACE	735.14sqm
FOURTH FLOOR	735.14sqm
GROUND FLOOR AREAS	
COMMERCIAL 1	44.8sqm
COMMERCIAL 2	33.1sqm
FOUR STAIRWELL	75.1sqm
HOTEL USEAGE	716.8sqm
SERVICE	4.8sqm
BIKE STORE	38.6sqm



DATE	AMENDMENTS	JOB No.	DWG TITLE	FLOOR PLANS	SCALE	DATE	PAGE
		17-016			1:100	11-08-2018	4 of 12
		CLIENT	PROJECT ADDRESS	441 WILLIAM STREET, PERTH	DRAWN BY:		
		NIKOLIC ENTERPRISES			CORAL BLUESY		



PLANNING APPROVAL ONLY

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AREAS	
LOT AREA:	508.25sq'
GROUND FLOOR BUILT AREA:	308.5sq'
GROUND FLOOR OPEN SPACE:	199.7sq'
1 ST FLOOR	
BUILT AREA:	86.7sq'
OPEN SPACE:	39.3sq'
2 ND FLOOR	
BUILT AREA:	351.4sq'
3 RD FLOOR	
BUILT AREA:	238.25sq'
ROOF TERRACE:	56.0sq'
PLANT SPACE:	44.6sq'
4 TH FLOOR	
BUILT AREA:	235.72sq'
GROUND FLOOR AREAS	
COMMERCIAL 1:	44.8sq'
COMMERCIAL 2:	53.1sq'
FIRE STATION (1):	11.0sq'
ROSTER BUILDING:	116.85sq'
DETRUS:	4.0sq'
WINE STORE:	38.8sq'



DATE	AMENDMENTS	JOB No. 17-015	DWG TITLE FLOOR PLANS	SCALE 1:100	DATE: 11-08-2018	PAGE: 5 of 12
		CLIENT NKOLIC ENTERPRISES	PROJECT ADDRESS 441 WILLIAM STREET, PERTH	DRAWN BY: CORAL GUXBY		



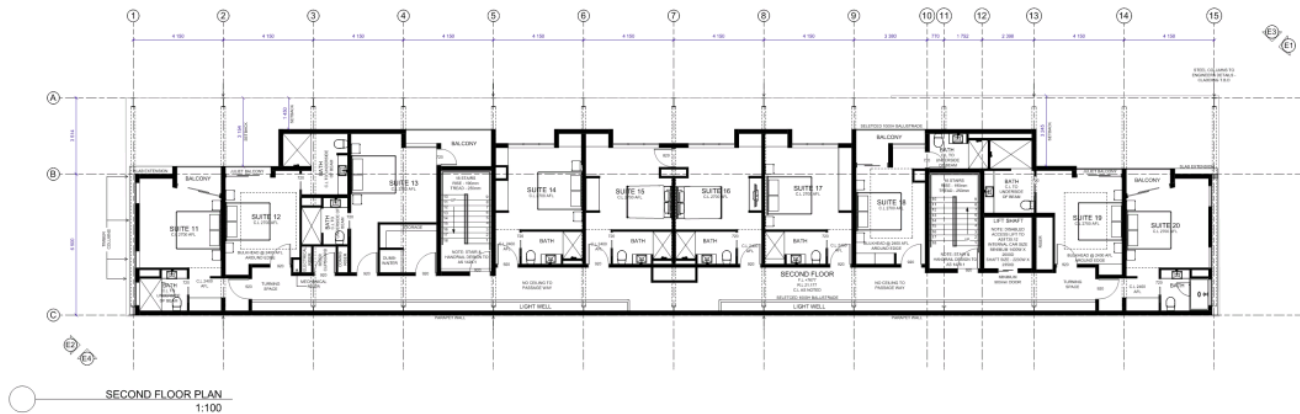
PLANNING APPROVAL ONLY

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1:100



AREAS	
LOT AREA	509.25sqm
GROUND FLOOR BUILT AREA	708.5sqm
GROUND FLOOR OPEN SPACE	199.7sqm
BUILT AREA %	85.7%
OPEN SPACE %	39.3%
FIRST FLOOR	751.4sqm
SECOND FLOOR	790.8sqm
THIRD FLOOR	735.2sqm
ROOF TERRACE	56.1sqm
PLANT SPACE	48.6sqm
FOURTH FLOOR	735.7sqm
GROUND FLOOR AREAS	
COMMERCIAL 1	46.8sqm
COMMERCIAL 2	33.1sqm
FOOD STALLS/STALLS	75.1sqm
HOTEL DECK	116.8sqm
SERVICES	7.8sqm
BIKE STORE	38.6sqm



DATE	AMENDMENTS	JOB No.	DWG TITLE	FLOOR PLANS	SCALE	DATE	PAGE
		17-216			1:100	11-08-2018	6 of 12
		CLIENT	PROJECT ADDRESS	441 WILLIAM STREET, PERTH	DRAWN BY:		
		NKOLIC ENTERPRISES			CORAL BLUESY		



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Item 5.7- Attachment 2



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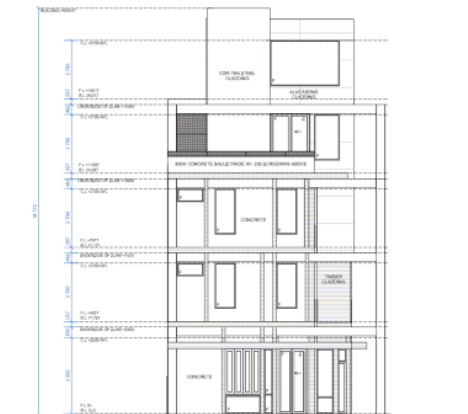
Item 5.7- Attachment 2



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ELEVATION 1
1:100



ELEVATION 2
1:100



DATE	AMENDMENTS	JOB No.	DWG TITLE	SCALE	DATE	PAGE
		17-018	ELEVATION 1 & 2	1:100	11-08-2018	07 OF 09
		CLIENT	PROJECT ADDRESS	DRAWN BY		
		NKOLIC ENTERPRISES	441 WILLIAM STREET, PERTH	ROBAL BUDY		

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DATE	AMMENDMENT#	JOB No. 17-015	DWG TITLE ELEVATION 2	SCALE 1:50	DATE 15-08-2018	PAGE 08 of 08
		CLIENT MAYOR C. ENTERPRISES	PROJECT ADDRESS 441 WILLIAM STREET, PERTH	DRAWN BY:		

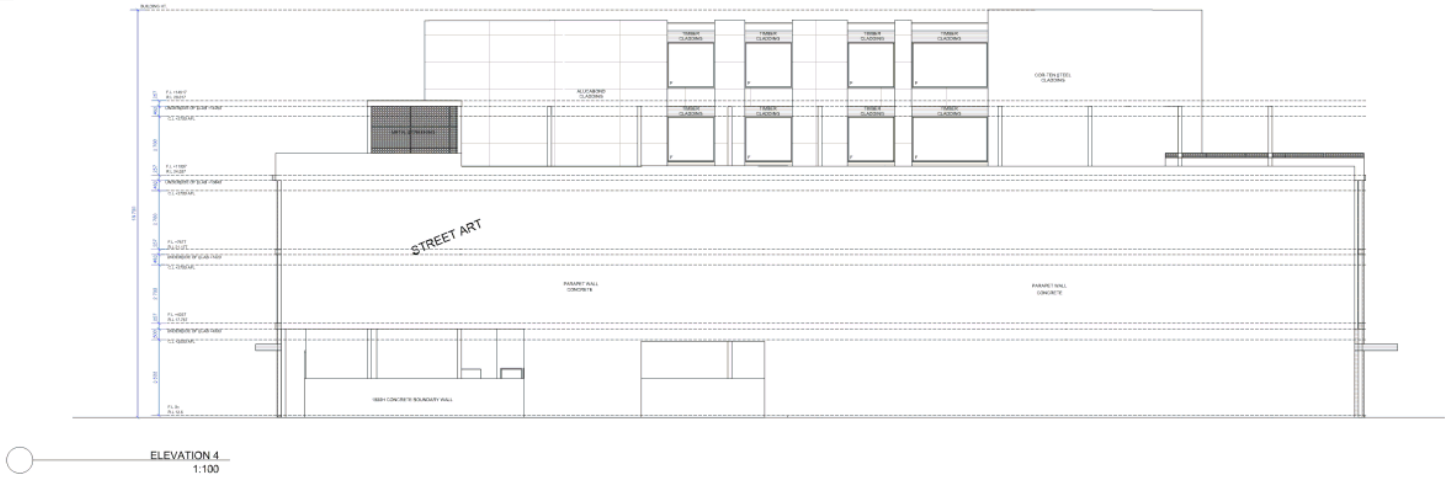
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PLANNING APPROVAL ONLY

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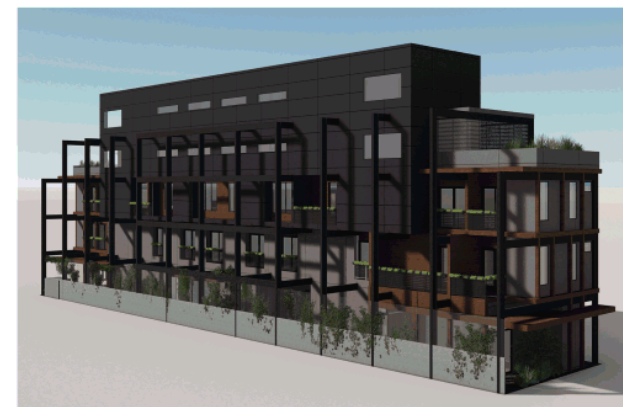


DATE	AMENDMENTS	JOB No.	DWG TITLE	SCALE	DATE	PAGE
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		CLIENT	PROJECT ADDRESS	DRAWN BY		
		NIKOLIC ENTERPRISES	441 WILLIAM STREET, PERTH	ROBAL BUDY		

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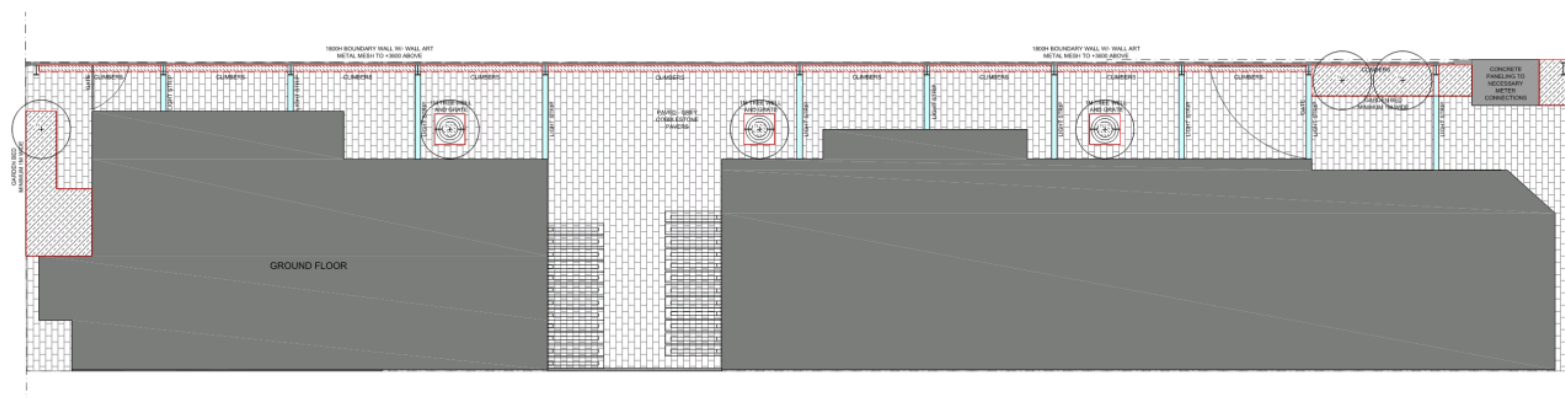


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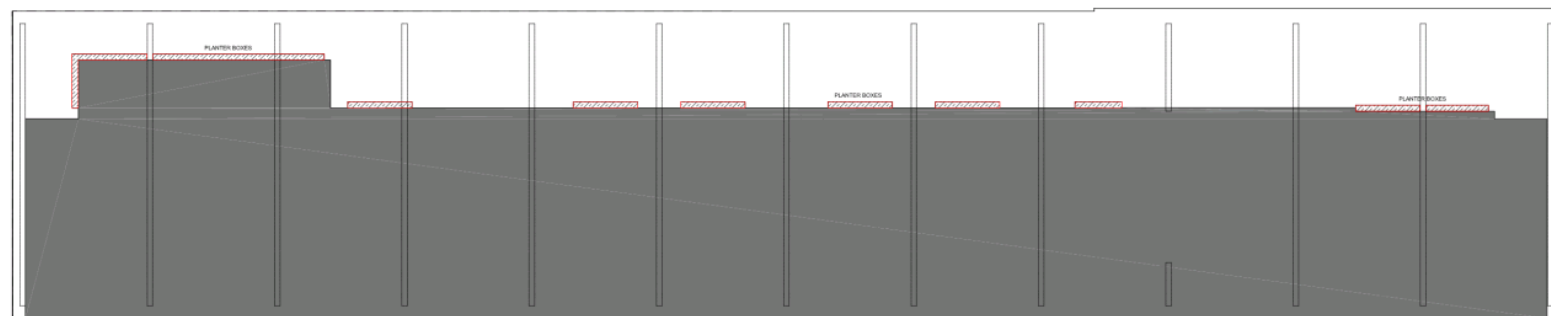


DATE	AMMENDMENTS	JOB No. 17-015	DWG TITLE PERSPECTIVE VIEWS	SCALE N/A	DATE: 11-08-2018	PAGE: 13 of 38
		CLIENT NATIONAL ENTERPRISES	PROJECT ADDRESS 441 WILLIAM STREET, PERTH	DRAWN BY: DORAL BUXBY		









GROUND FLOOR



FIRST FLOOR

LEGEND

-  L-VE-01 Stone Mulch_10~20mm
 L-VE-02 Organic Mulch
 RETIC Line denotes areas to be reticulated
-  Proposed Trees
 T1 Lagerstroemia indica x fauriei 'Zuni' Crepe myrtle
 T2 Olea europaea 'Tolley's upright' Olive

GENERAL NOTES

THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH OTHER
CONSULTANT DRAWINGS INCLUDING RELEVANT ARCHITECTURAL AND
IRRIGATION DRAWINGS, SPECIFICATION AND MATERIALS SCHEDULES.

GARDEN BED PREPARATION
APPLY 150MM (OR DEPTH AS SPECIFIED) OF SOIL CONDITIONER
OVER GARDEN BEDS AND CULTIVATE TO A DEPTH OF 300MM.
A LIGHT WEIGHT SOIL MIX IS TO BE USED IN ALL PLANTER BEDS
ON SLAB i.e. 40% HYDROCELL FLAKES, 60% SOIL.

MULCH
ALL GARDEN BED AREAS ARE TO BE MULCHED TO A DEPTH OF
65MM WITH STONE MULCH OR ORGANIC MULCH (AS SPECIFIED).

PLANTING
REFER TO TREE AND PLANT SCHEDULES FOR PLANT SPECIES
INFORMATION.

GENERAL NOTES (continued)

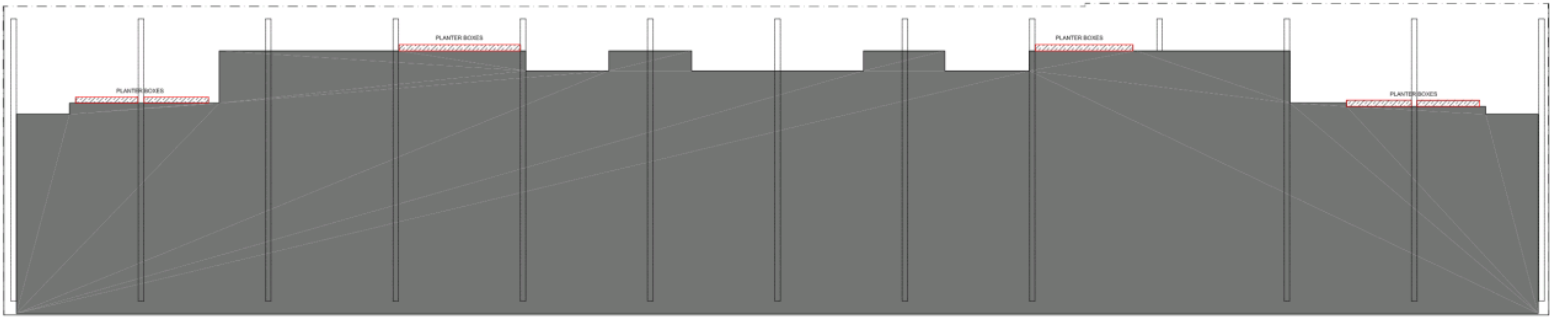
IRRIGATION
DESIGN AND INSTALL AN APPROVED AUTOMATED DRIP IRRIGATION
SYSTEM TO GARDEN BEDS AND TREES. THE SYSTEM SHALL BE
DESIGNED AND INSTALLED BY A QUALIFIED LICENSED IRRIGATION
SPECIALIST TO SUIT THE LANDSCAPE LAYOUT AND THE PLANT
SPECIES NOMINATED IN THE DESIGN.

IRRIGATION WILL BE INSTALLED AND OPERATED IN ACCORDANCE TO THE LATEST WATER RESTRICTIONS, REGULATIONS AND WATERING TIMES. THE SYSTEM SHALL INCLUDE A BACKFLOW PREVENTION VALVE, AND MOISTURE SENSORS. THE SYSTEM SHALL BE TESTED AND APPROVED UPON COMPLETION, AND MONITORED AND MAINTAINED THROUGHOUT THE CONSOLIDATION PERIOD.

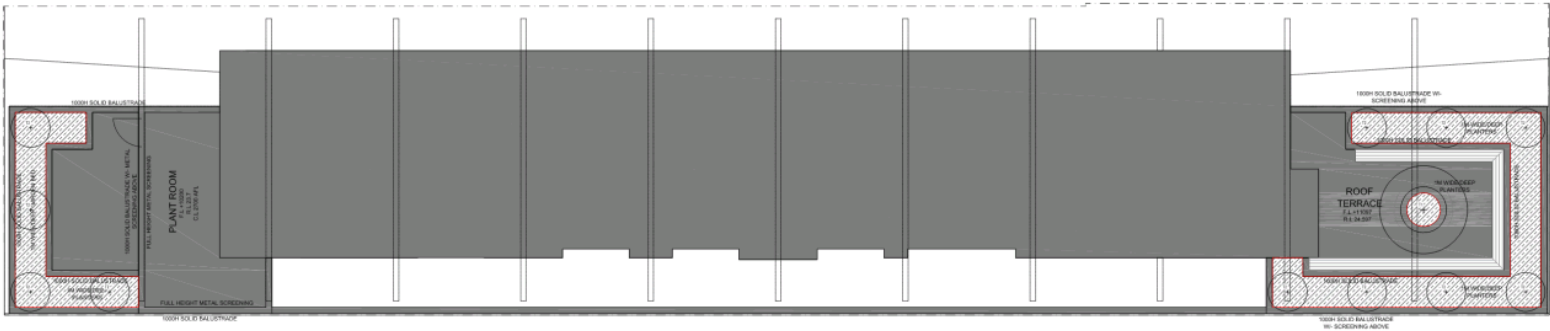
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FIRST FLOOR



SECOND FLOOR



THIRD FLOOR ROOF TERRACE

- LEGEND**
- L-VE-01 Stone Mulch_10-20mm
 - L-VE-02 Organic Mulch
 - RETIC Line denotes areas to be reticulated
 - Proposed Trees
 - T1 Lagerstroemia indica x fauriei 'Zuni' Crepe myrtle
 - T2 Olea europaea 'Tolley's upright' Olive

GENERAL NOTES

THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH OTHER CONSULTANT DRAWINGS INCLUDING RELEVANT ARCHITECTURAL AND IRRIGATION DRAWINGS, SPECIFICATION AND MATERIALS SCHEDULES.

GARDEN BED PREPARATION
APPLY 150MM (OR DEPTH AS SPECIFIED) OF SOIL CONDITIONER OVER GARDEN BEDS AND CULTIVATE TO A DEPTH OF 300MM. A LIGHT WEIGHT SOIL MIX IS TO BE USED IN ALL PLANTER BEDS ON SLAB i.e. 40% HYDROCELL FLAKES, 60% SOIL.

MULCH
ALL GARDEN BED AREAS ARE TO BE MULCHED TO A DEPTH OF 65MM WITH STONE MULCH OR ORGANIC MULCH (AS SPECIFIED).

PLANTING
REFER TO TREE AND PLANT SCHEDULES FOR PLANT SPECIES INFORMATION.

GENERAL NOTES (continued)

IRRIGATION DESIGN AND INSTALL AN APPROVED AUTOMATED DRIP IRRIGATION SYSTEM TO GARDEN BEDS AND TREES. THE SYSTEM SHALL BE DESIGNED AND INSTALLED BY A QUALIFIED LICENSED IRRIGATION SPECIALIST TO SUIT THE LANDSCAPE LAYOUT AND THE PLANT SPECIES NOMINATED IN THE DESIGN.

IRRIGATION WILL BE INSTALLED AND OPERATED IN ACCORDANCE TO THE LATEST WATER RESTRICTIONS, REGULATIONS AND WATERING TIMES. THE SYSTEM SHALL INCLUDE A BACKFLOW PREVENTION VALVE, AND MOISTURE SENSORS. THE SYSTEM SHALL BE TESTED AND APPROVED UPON COMPLETION, AND MONITORED AND MAINTAINED THROUGHOUT THE CONSOLIDATION PERIOD.

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441 WILLIAM ST
PERTH, WESTERN AUSTRALIA

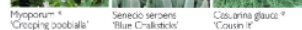
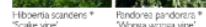
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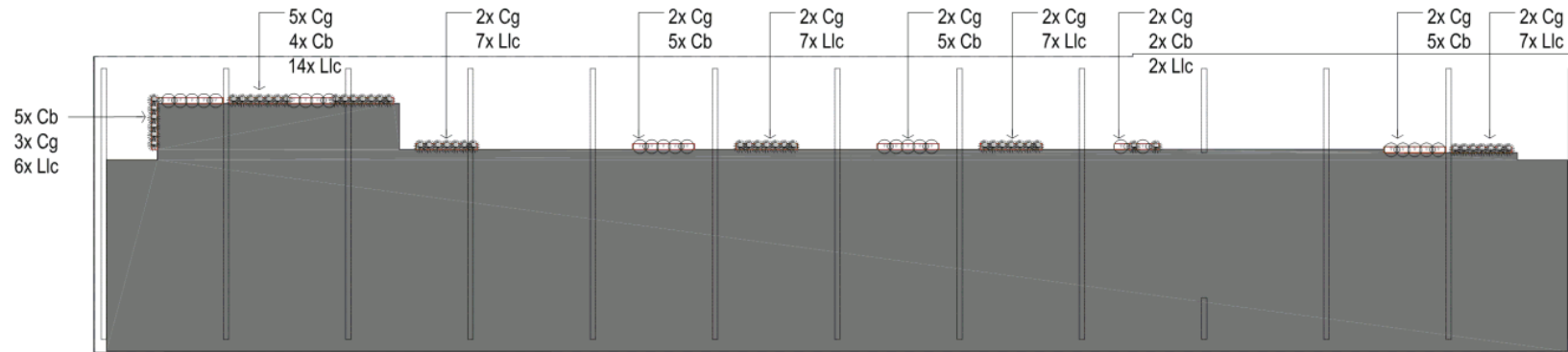
DRAWING TITLE
LANDSCAPE FINISHES PLAN

REVISION
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FIRST FLOOR

TREES



Lagerstroemia indica
x *fauriei* 'Zuni'
Crape myrtle

Olea europaea
'Tolley's upright' Olive

CLIMBERS

* native



Hibiscus scandens *
'Snake vine'

Pandorea pandorana *
'Wonga wonga vine'

SHRUBS

* native



Agave attenuata
'Century plant'

Buxus sempervirens
'clipped balls'

Correa alba *
'White correa'

Crataeva ovata
'Blue bird'

Lauro nobilis
'Baby bay'

Westringia *
'Grey box'

GRASSES

* native



Anthropodium cirratum
'NZ Rock lily'

Burchardia yuccoides
'Mexican Lily'

Lomandra longifolia *
'Lime tuff'

Lomandra longifolia *
'Tanka'

GROUNDCOVERS

* native



Myoporum *
'Creeping boobialla'

Senecio serpens
'Blue Chalksticks'

Casuarina glauca *
'Cousin it'

PLANT SCHEDULE

TYPE	SPECIES	*native	MATURE HEIGHT	MATURE SPREAD	STOCK SIZE	QTY
ADVANCED TREE	T1	LAGERSTROEMIA INDICA x FAURIEI 'ZUNI'	4M	3M	200Ltr	7
	T2	OLEA EUROPAEA 'Tolley's upright' Olive	4M	4M	90Ltr	11
TOTAL						18
SHRUB	Ag	AGAVE ATTENUATA 'Century plant'	1M	0.8M	5Ltr	5
	Bs	BUXUS SEMPERVIRENS 'Buxus' Clipped balls	0.5M	0.5M	12Ltr	8
	Co	CORREA ALBA * 'White correa'	0.5-1M	1M	5Ltr	3
	Cb	CRATAEVA 'Bluebird' succulent	0.5M	0.5M	5Ltr	55
	Lbb	LAURUS NOBILIS 'Baby Bay'	2M	0.5M	12Ltr	6
	Wg	WESTRINGIA * 'Grey box'	0.3M	0.3M	5Ltr	11
GRASSES	Ac	ANTHROPIDIUM CIRRATUM 'NZ Rock Lily'	0.7M	0.7M	5Ltr	10
	Be	BESCHORNERIA YUCCOIDES 'Mexican Lily'	1M	2M	12Ltr	2
	Lc	LOMANDRA LONGIFOLIA * 'Lime tuff'	0.5M	0.5M	5Ltr	275
	Lt	LOMANDRA LONGIFOLIA * 'Tanka'	0.7M	0.6M	5Ltr	44
GROUND COVER	Cg	CASUARINA GLAUCA 'Cousin it' Prostrate	GROUND COVER		140mm	58
	Mo	MYOPORUM PARVIFOLIUM * 'Creeping boobialla'	GROUND COVER		140mm	24
	Ss	SENECIO SERPENS 'Blue chalksticks' succulent	GROUND COVER		140mm	16
CLIMBER	Hs	HIBBERTIA SCANDENS * 'Snake vine'	CLIMBER		5Ltr	42
	Pp	PANDOREA PANDORANA * 'Wonga wonga vine'	CLIMBER		5Ltr	24
TOTAL						583

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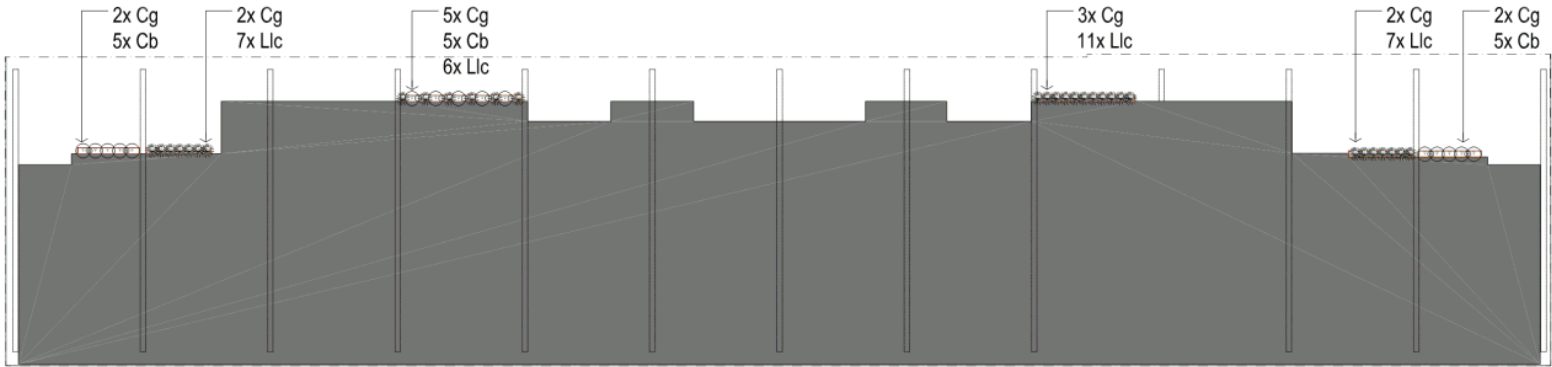
PROJECT
441 WILLIAM STREET
441 WILLIAM ST
PERTH, WESTERN AUSTRALIA

DATE 22/01/2019
SCALE 1:100 (D 42)
JOB NO AL_004
DRAWN BY DA

DRAWING NO
L111

DRAWING TITLE
LANDSCAPE PLANTING PLAN
FIRST FLOOR

REVISION



SECOND FLOOR

TREES

Lagerstroemia indica x fauriei 'Zuni' Crepe myrtle

CLIMBERS

* native

Hibbertia scandens * 'Snake vine'

Pandorea pandorana * 'Wonga wonga vine'

SHRUBS

* native

Agave attenuata 'Century plant'

Buxus sempervirens 'clipped balls'

Correa alba * 'White Correa'

Crassula ovata 'Blue bird'

Laurus nobilis 'Baby bay'

Westringia * 'Grey box'

GRASSES

* native

Anthropodium cirratum 'NZ Rock Lily'

Burchardia yuccoides 'Mexican Lily'

Lomandra longifolia * 'Lime turf'

Lomandra longifolia * 'Tanka'

GROUNDCOVERS

* native

Myoporum * 'Creeping boobialla'

Senecio serpens 'Blue Chalksticks'

Casuarina glauca * 'Cousin it'

PLANT SCHEDULE						
TYPE	SPECIES *native		MATURE HEIGHT	MATURE SPREAD	STOCK SIZE	QTY
*growth will be significantly reduced due to the restricted root area and site conditions.						
ADVANCED TREE	T1	LAGERSTROEMIA INDICA x FAURIEI 'ZUNI'	4M	3M	200Ltr	7
	T2	OLEA EUROPAEA 'Tolley's upright' Olive	4M	4M	90Ltr	11
					TOTAL	18
SHRUB	Ag	AGAVE ATTENUATA 'Century plant'	1M	0.8M	5Ltr	5
	Bs	BUXUS SEMPERVIRENS 'Buxus' Clipped balls	0.5M	0.5M	12Ltr	8
	Co	CORREA ALBA * 'White correa'	0.5-1M	1M	5Ltr	3
	Cb	CRASSULA 'Bluebird' succulent	0.5M	0.5M	5Ltr	55
	Lbb	LAURUS NOBILIS 'Baby Bay'	2M	0.5M	12Ltr	6
	Wg	WESTRINGIA * 'Grey box'	0.3M	0.3M	5Ltr	11
GRASSES	Ac	ANTHROPIDIUM CIRRATUM 'NZ Rock Lily'	0.7M	0.7M	5Ltr	10
	Be	BESCHORNERIA YUCCOIDES 'Mexican Lily'	1M	2M	12Ltr	2
	Lc	LOMANDRA LONGIFOLIA * 'Lime turf'	0.5M	0.5M	5Ltr	275
	Lt	LOMANDRA LONGIFOLIA * 'Tanka'	0.7M	0.6M	5Ltr	44
GROUND COVER	Cg	CASUARINA GLAUCA 'Cousin it' Prostrate	GROUNDCOVER		140mm	58
	Mo	MYOPORUM PARVIFOLIUM * 'Creeping boobialla'	GROUNDCOVER		140mm	24
	Ss	SENECIO SERPENS 'Blue chalksticks' succulent	GROUNDCOVER		140mm	16
CLIMBER	Hs	HIBBERTIA SCANDENS * 'Snake vine'	CLIMBER		5Ltr	42
	Pp	PANDOREA PANDORANA * 'Wonga wonga vine'	CLIMBER		5Ltr	24
					TOTAL	583

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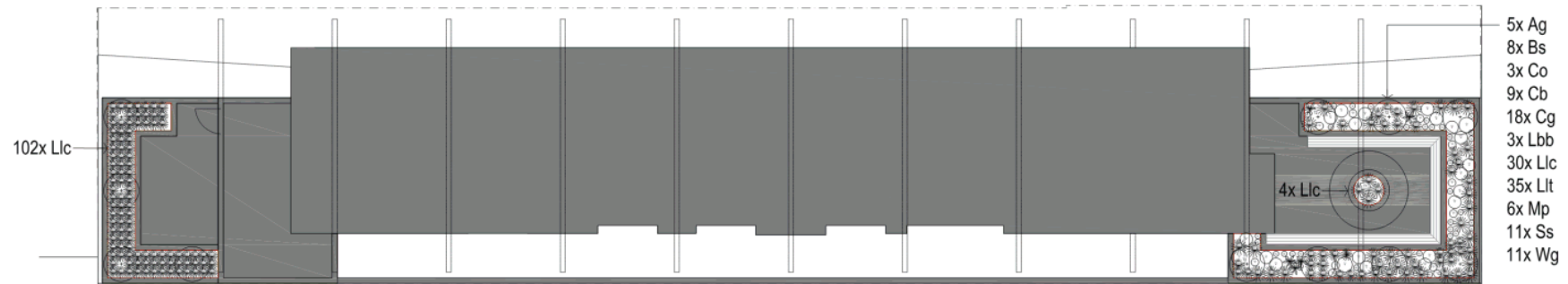
PROJECT
441 WILLIAM STREET
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PERTH, WESTERN AUSTRALIA

DATE: 22/01/2019
SCALE: 1:100 (D & A)
JOB NO: AL_008
DRAWN BY: DA

DRAWING NO:
L112

DRAWING TITLE:
**LANDSCAPE PLANTING PLAN
SECOND FLOOR**

REVISION:
8



THIRD FLOOR ROOF TERRACE

TREES



Lagerstroemia indica
x *fauriei* 'Zuni'
Crape myrtle

Olea europaea
'Tolley's upright' Olive

CLIMBERS

* native



Hibiscus scandens *
'Snake vine'

Pandorea pandorana *
'Wonga wonga vine'

SHRUBS

* native



Agave attenuata
'Century plant'

Buxus sempervirens
'clipped balls'

Correa alba *
'White correa'

Crataegus ovata
'Blue bird'

Laurocarya nobilis
'Baby bay'

Westringia *
'Grey box'

GRASSES

* native



Anthropodium cirratum
'NZ Rock Lily'

Burchardia yuccoides
'Mexican Lily'

Lomandra longifolia *
'Lime turf'

Lomandra longifolia *
'Tinkia'

GROUNDCOVERS

* native



Myoporum *
'Creeping boobialla'

Senecio serpens
'Blue Chalksticks'

Casuarina glauca *
'Cousin it'

PLANT SCHEDULE

TYPE	SPECIES *native	MATURE HEIGHT	MATURE SPREAD	STOCK SIZE	QTY
ADVANCED TREE	T1 LAGERSTROEMIA INDICA x FAURIEI 'ZUNI'	4M	3M	200Ltr	7
	T2 OLEA EUROPAEA 'Tolley's upright' Olive	4M	4M	90Ltr	11
TOTAL					18
SHRUB	Ag AGAVE ATTENUATA 'Century plant'	1M	0.8M	5Ltr	5
	Bs BUXUS SEMPERVIRENS 'Buxus' Clipped balls	0.5M	0.5M	12Ltr	8
	Co CORREA ALBA * 'White correa'	0.5-1M	1M	5Ltr	3
	Cb CRASSULA 'Bluebird' succulent	0.5M	0.5M	5Ltr	55
	Lbb LAURUS NOBILIS 'Baby Bay'	2M	0.5M	12Ltr	6
	Wg WESTRINGIA * 'Grey box'	0.3M	0.3M	5Ltr	11
GRASSES	Ac ANTHROPODIUM CIRRATUM 'NZ Rock Lily'	0.7M	0.7M	5Ltr	10
	Be BESCHORNERIA YUCCOIDES 'Mexican Lily'	1M	2M	12Ltr	2
	Llc LOMANDRA LONGIFOLIA * 'Lime turf'	0.5M	0.5M	5Ltr	275
	Lit LOMANDRA LONGIFOLIA * 'Tinkia'	0.7M	0.6M	5Ltr	44
GROUND COVER	Cg CASUARINA GLAUCA 'Cousin it' Prostrate	GROUND COVER		140mm	58
	Mp MYOPORUM PARVIFOLIUM * 'Creeping boobialla'	GROUND COVER		140mm	24
	Ss SENECIO SERPENS 'Blue chalksticks' succulent	GROUND COVER		140mm	16
CLIMBER	Hs HIBBERTIA SCANDENS * 'Snake vine'	CLIMBER		5Ltr	42
	Pp PANDOREA PANDORANA * 'Wonga wonga vine'	CLIMBER		5Ltr	24
TOTAL					583

*growth will be significantly reduced due to the restricted root area and site conditions.

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LANDSCAPE ARCHITECT
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LANDSCAPE ARCHITECTURE + DESIGN
11408 DUNDAS ST WEST, WESTERN AUSTRALIA 6150 94204000

PROJECT
441 WILLIAM STREET
441 WILLIAM ST
PERTH, WESTERN AUSTRALIA

DATE 22/01/2019
SCALE 1:100 (D & A)
JOB NO AL_008
DRAWN BY DA

DRAWING NO
L_113

DRAWING TITLE
LANDSCAPE PLANTING PLAN / 8
ROOF TERRACE
THIRD FLOOR

REVISION



28th June 2018

Planning Department
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6902

RE: 441 William Street, Northbridge

To whom it may concern,

We are requesting the following variations for the proposed hotel development noted above and have outlined issues for your attention.

- An amendment to the overall allowed building height. The Design Guidelines note a maximum of 3 storeys adjacent to the streets and 4 storeys setback within the site. We are proposing 3 storeys adjacent to the streets and 5 storeys within the site. Due to the building height of the property directly across from 441 William Street we believe that this is justified. That property also has a height of 3 storeys at the street and 5 storeys setback from the street. We believe the extra storey will allow for the hotel to house an appropriate number of guests that will in turn benefit the community.

We believe that the proposed design maximises the potential of the lot, with any amendments required only serving to increase functionality and profitability. The proposal has been undertaken with significant consideration to neighbouring properties and we believe that any amendments will have no adverse effects on these properties or the surrounding area.

Should you have any issues regarding the above please do not hesitate to contact me on 0437 33 815.

Yours Sincerely,

Coral Buxey
Masters of Architecture
Design Manager
TEGAN LOUISE DESIGNS

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Project: William Street Hotel
Project Address: 441 William Street
Client: Davor Nikolic on behalf of Xiayi Guo & Shu YaDuam
Designer: Tegan Louise Designs

Nature of Proposal -

- Hotel (30 suites)
- Commercial Tenancy (proposed café)
- Commercial Tenancy (proposed office)

Operation Hours/Days -

- Hotel** – 24/7 usage
- 24/7 reception services
 - Full office staff 9am-5pm/ 5 days per week (as required)
 - Cleaning staff 9am-5pm/ 7 days per week (as required)

Commercial Tenancy (café)– 7am-10pm(maximum)/ 7 days per week

Commercial Tenancy (office)– 9am-5pm(maximum)/ 5 days per week

Maximum Expected Employees -

Hotel – 10-15

Commercial Tenancy (café)– 5-10

Commercial Tenancy (office)– 2-3 (small office)

Maximum Expected Visitors -

Hotel – 60

Commercial Tenancy (café)– 30-40

Commercial Tenancy (office)– 1-2 (small office)

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Project: William Street Hotel

Project Address: 441 William Street

Client: Davor Nikolic on behalf of Xiayi Guo & Shu YaDuam

Designer: Tegan Louise Designs

Sustainability Considerations

The city of Vincent places high value on sustainable design and hence consideration has been given to this in the proposal. Sustainable building materials and claddings such as concrete, timber and copper have been used because of this.

In terms of positioning the major setback from the side boundary occurs to the North boundary for solar passive reasons. The majority of openings occur to this side. There are minimal windows to the East and West elevations with awnings to these elevations acting as shade devices. The building is primarily rectangular, thus the buildings total surface area is kept to a minimum allowing for better performance of the building fabric.

Awnings and cantilever have been utilised at various points throughout the proposal for sun shading purposes. Some windows to the North façade have also been recessed for shading purposes.

Please see attached for sun/shadowing diagrams.

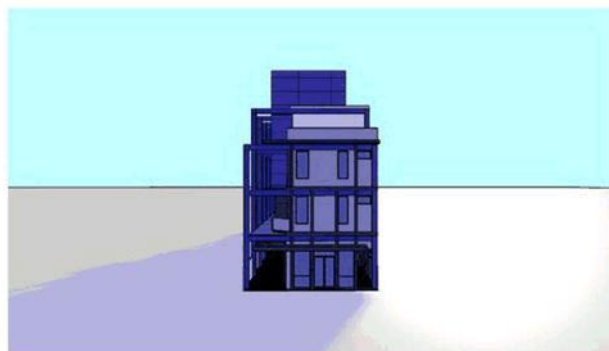
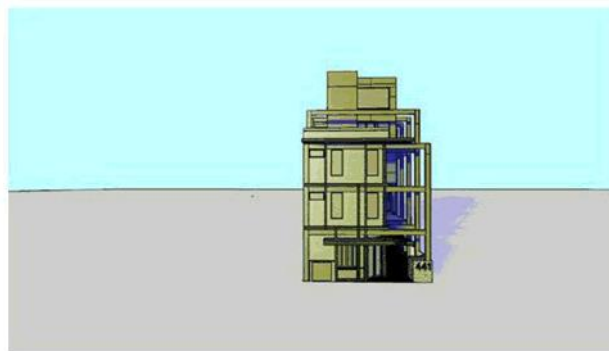
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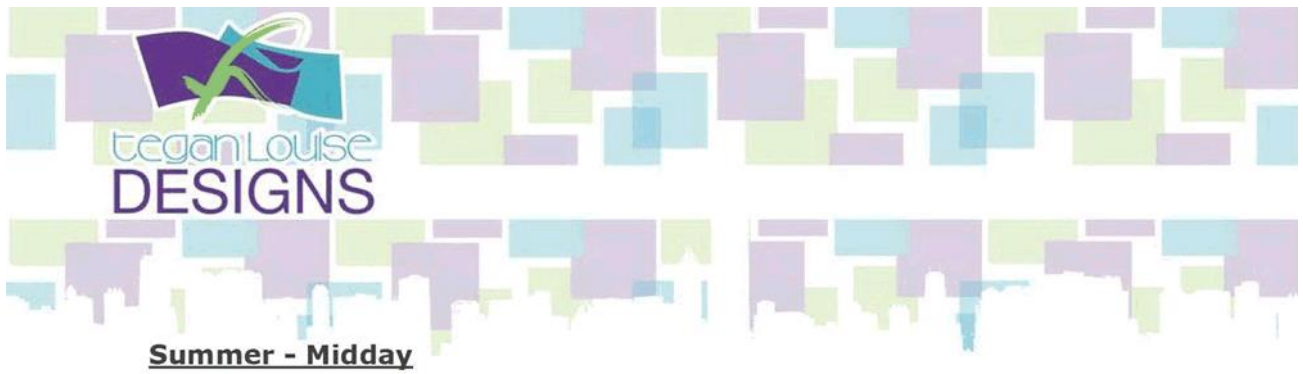
Summer - Morning



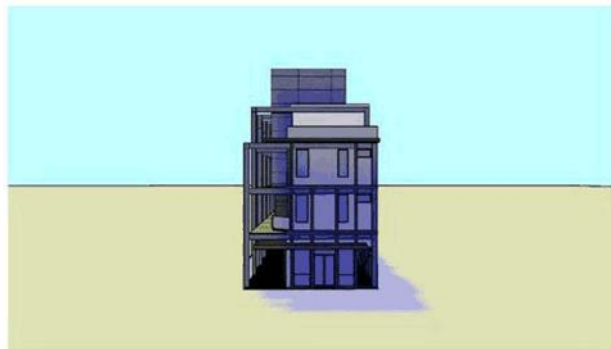
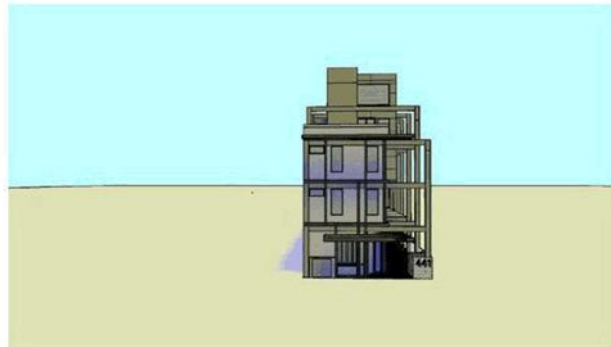
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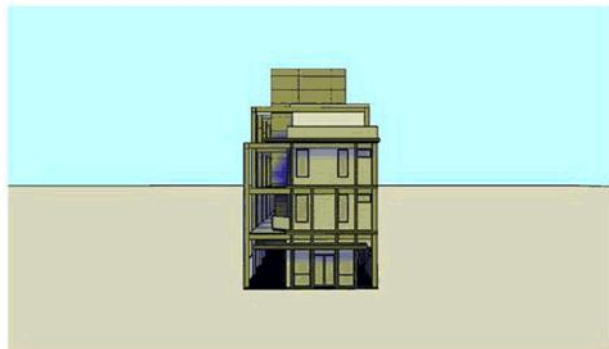
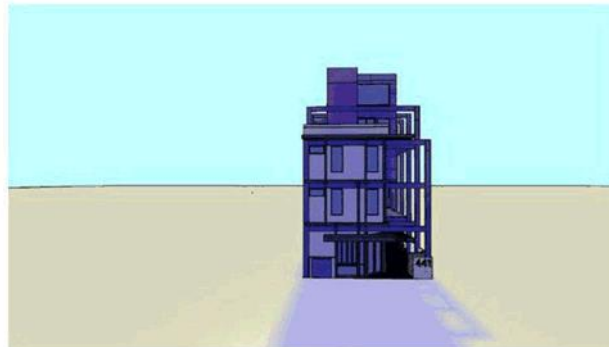
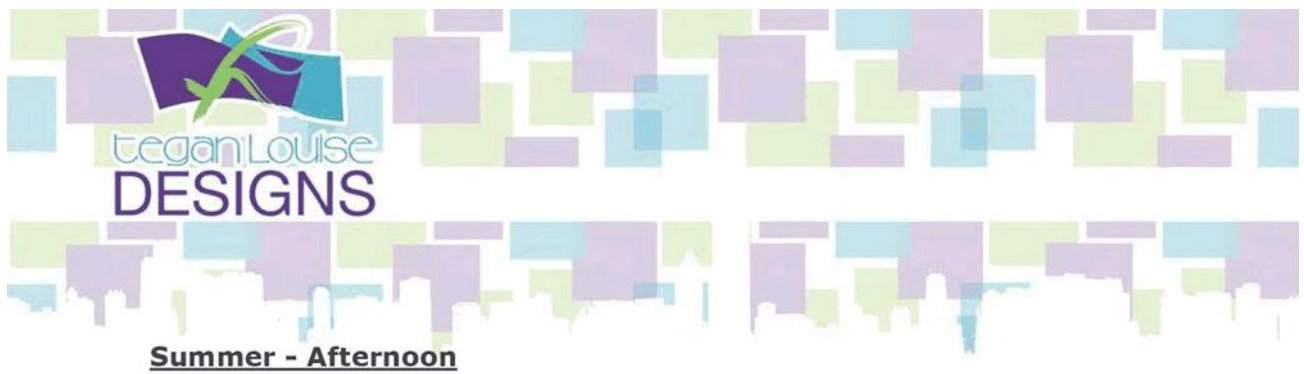
Summer - Midday



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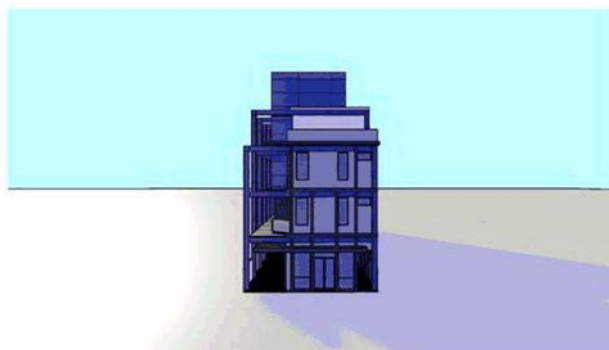
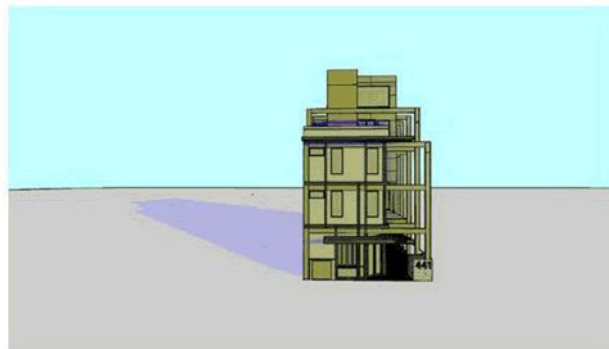
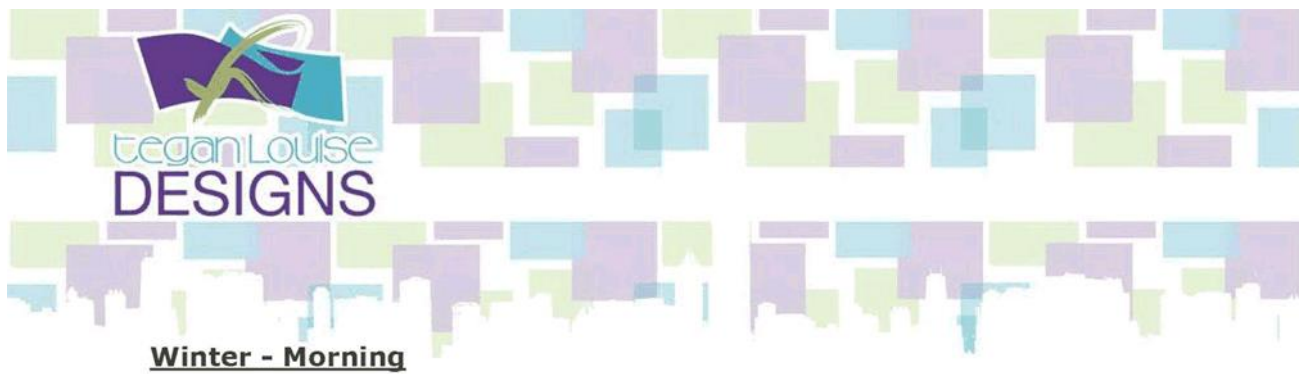
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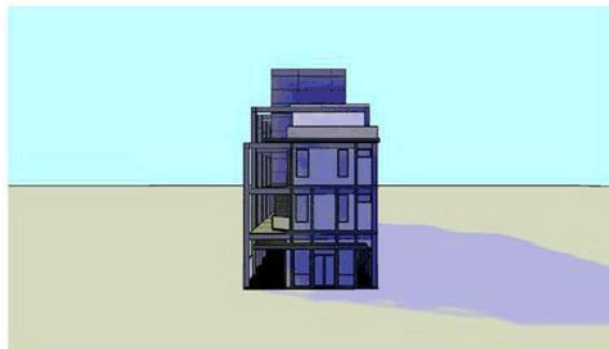
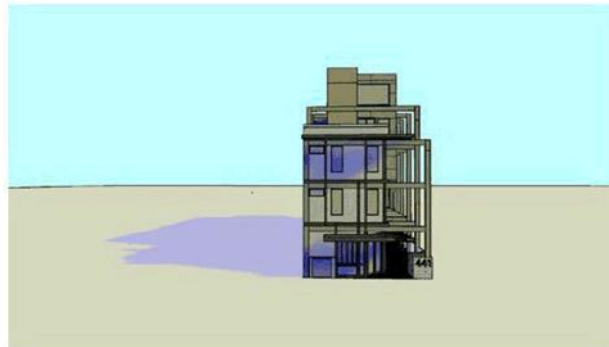
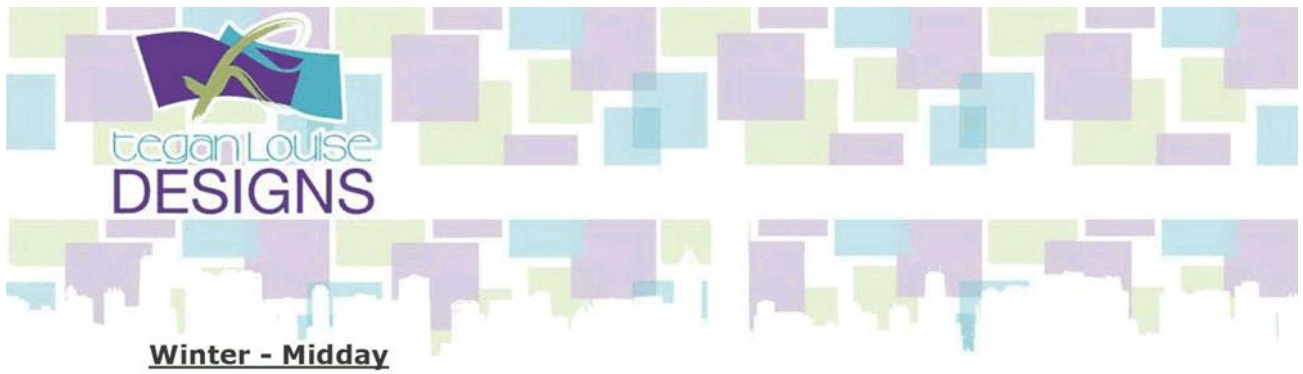
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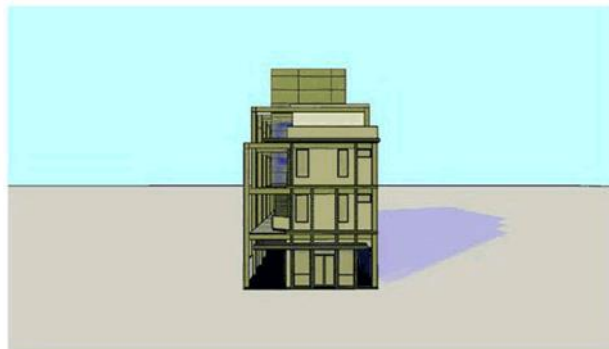
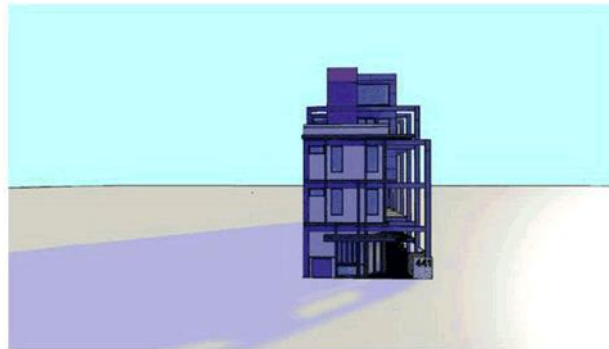
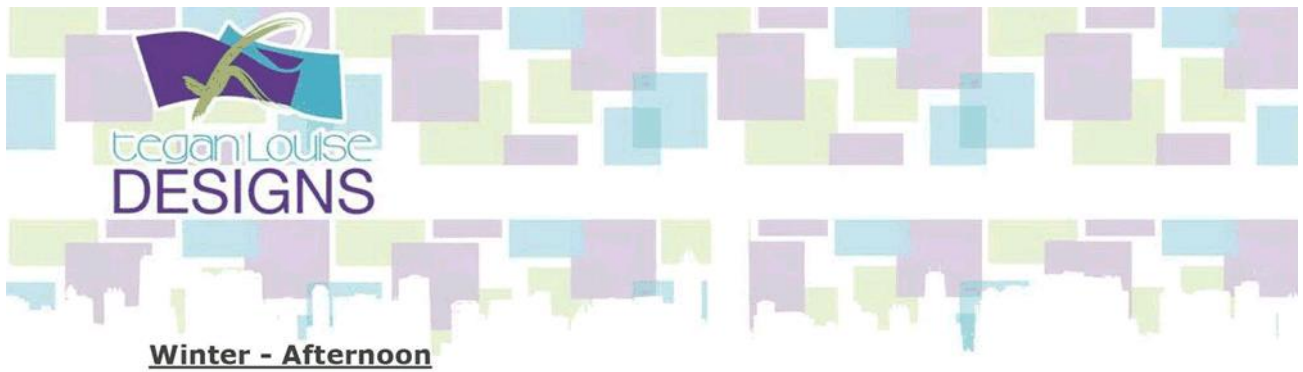
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William Street Hotel – 441 William Street



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Materials/Finishes schedule –

Project: William Street Hotel

Project Address: 441 William Street

Client: Davor Nikolic on behalf of Xiayi Guo & Shu Ya Duam

Applicant: Tegan Louise Designs

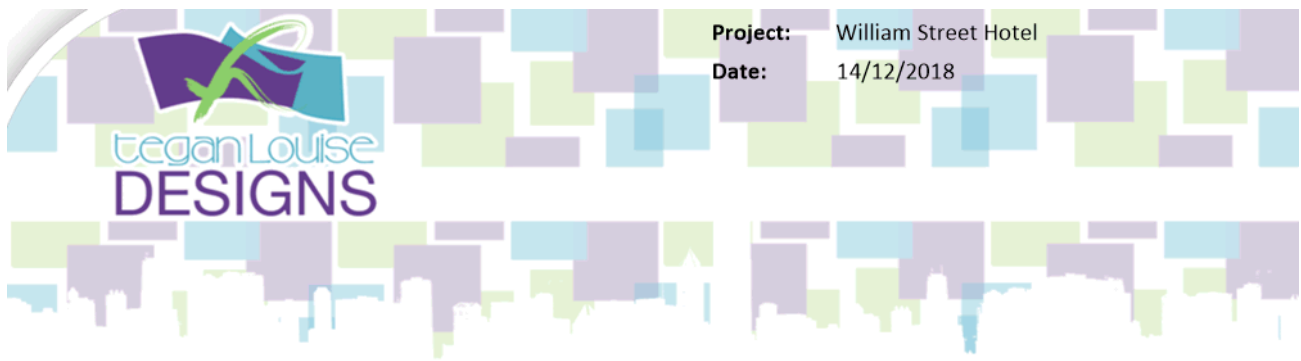
Building Materials	
Exterior Walls	Concrete Panels
Interior walls	Steel Stud
Roof	Colorbond/Trimdeck
Structure	Steel (w/- appropriate Cladding for fire resistance)

Finishes and Cladding	
"Lower Box"	Concrete
"Higher Box"	Alucabond – Nominated colour Anthrazit Grey 105
Recesses	Timber Cladding – Urbanline Euro Selekt Clad – Cedar or White Oak (Or similar Product)
Facade feature columns and awnings	Timber Cladding – Urbanline Euro Selekt Clad – Cedar or White Oak (Or similar Product)
Front Facade Feature	Cor-ten steel
Balcony Balustrades	Metal – Laser Cut – Middle eastern/Arabic Pattern – Colour Black Satin
Screening	Metal – Laser Cut – Middle eastern/Arabic Pattern – Colour Black Satin
Ground Floor Pedestrian Access ways/ Alfresco	Exposed Aggregate – Night Sky – Black Oxide

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14th December 2018

Planning Department
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6902

RE: 441 William Street, Northbridge

To whom it may concern,

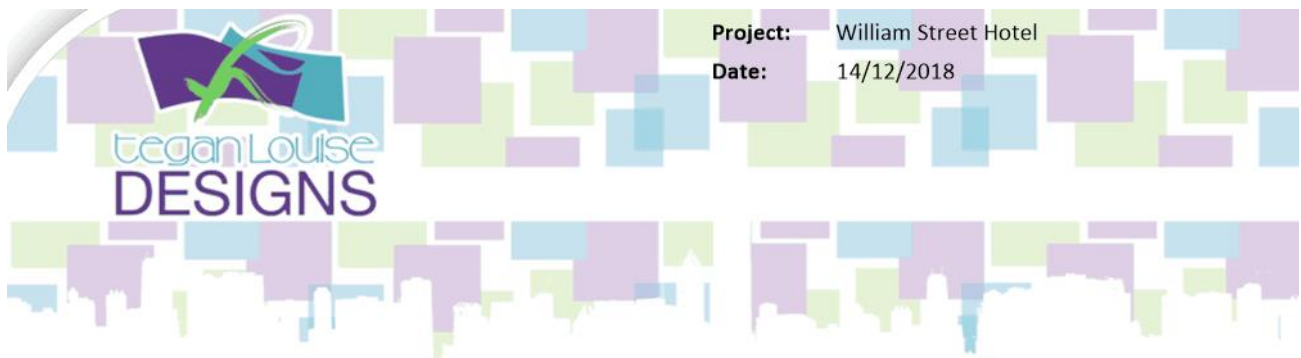
We are proposing that there will be no car parking on site. Instead a payment of cash-in-lieu is to be supplied. We believe that the surround parking and transport options are sufficient to serve the site and that given the size of the site, and in particular its narrowness, having on site parking would limit the potential for public and commercial usage to the ground floor.

The below report will demonstrate the parking and transport options available in the immediate vicinity of the site which sufficiently services the proposal and its employees/visitors.

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Car Parking

Street parking

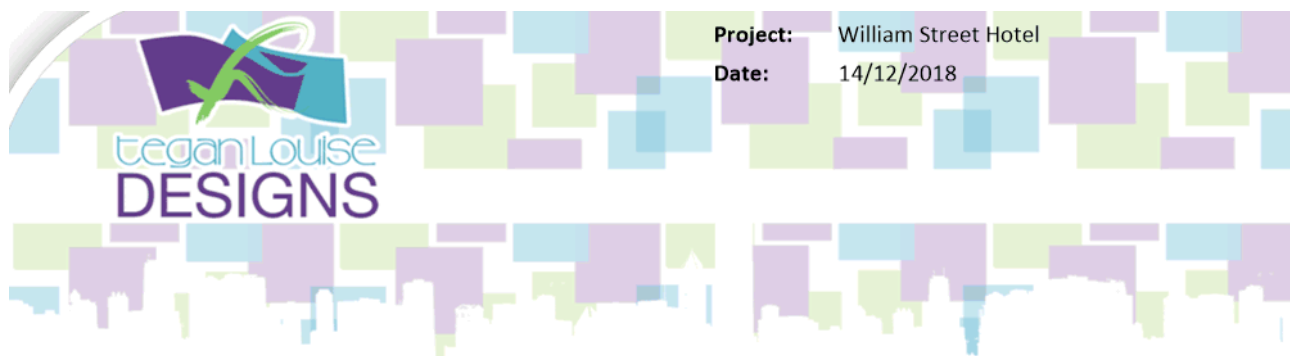
As per the image below there is 2 hour street parking in the vicinity of the site along William street and Brisbane street. There is also 1hr street parking along Robinson Avenue. This street parking will be sufficient to serve short stay visitors to the site such as those looking to utilise the commercial tenancies for a short period of time. It is to be noted that this street parking is sufficient to serve other commercial tenancies in the area.



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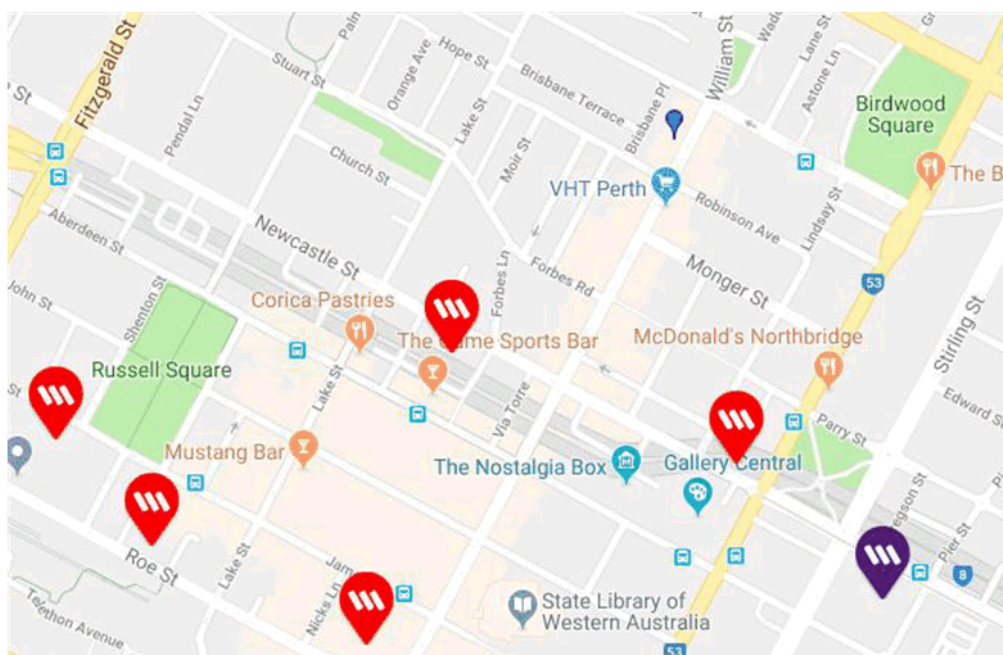
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Longer stay parking

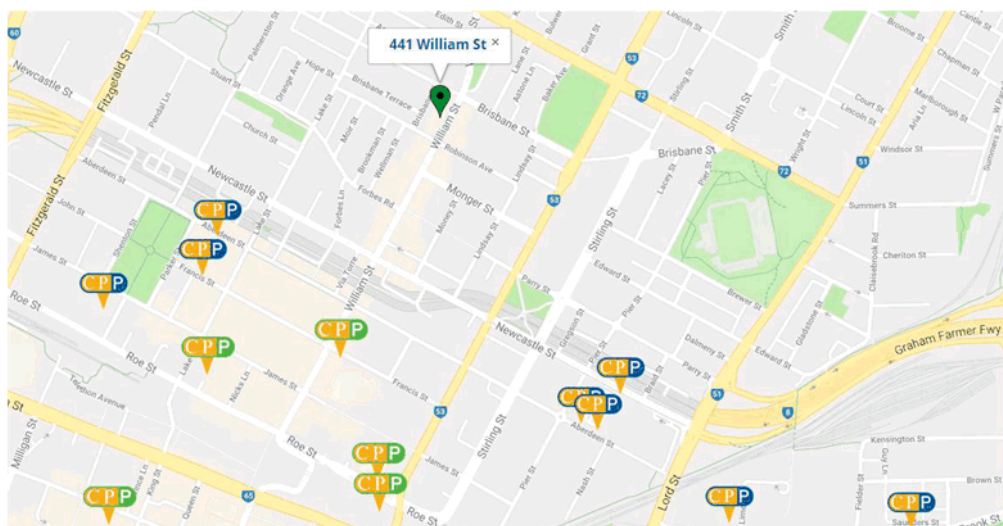
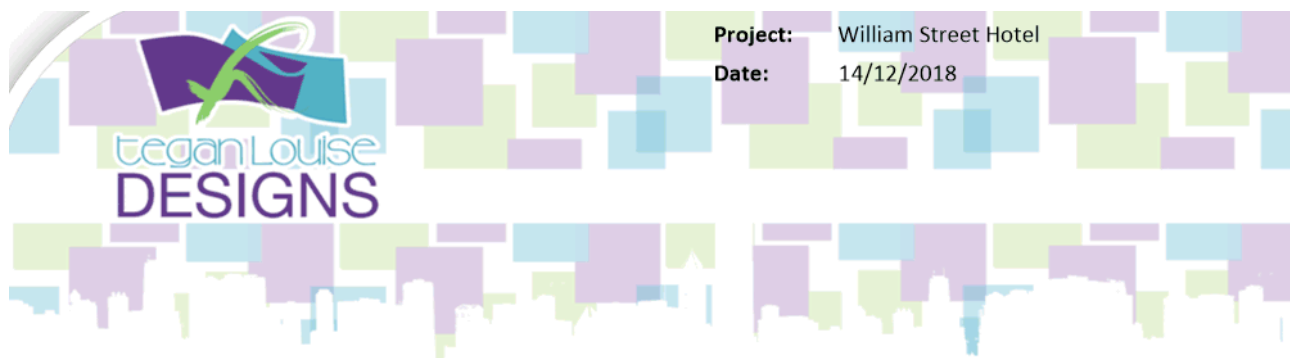
As per the image below there are numerous parking facilities in the vicinity of the site that can accommodate longer stay parking. In addition to these images there is also public parking at the State Library and the Brisbane Street Car Park. Many of these facilities are open 24hrs and are secure. Many of the hotel guests are likely to be short stay business travellers from overseas and hence it is likely that they will not have a car to accommodate however in the event that guests to have cars these can be accommodated in the parking facilities in the area. This is not dissimilar to how numerous other hotels in Perth operate and notification of this can be given to guests via booking websites and emails as per the operation of other hotels. Staff who require car parking can also use these facilities as per the employees of most workplaces in Perth.



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Guests will be informed about the parking situation prior to booking/arriving. There will be information regarding parking on the hotel website as well as all relevant booking sites. Parking information should also be included on confirmation emails and further correspondence to guests.

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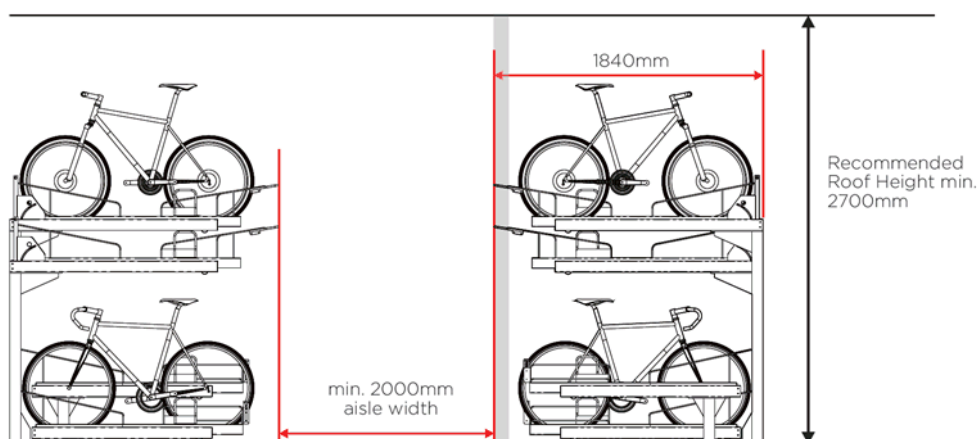


Project: William Street Hotel
Date: 14/12/2018

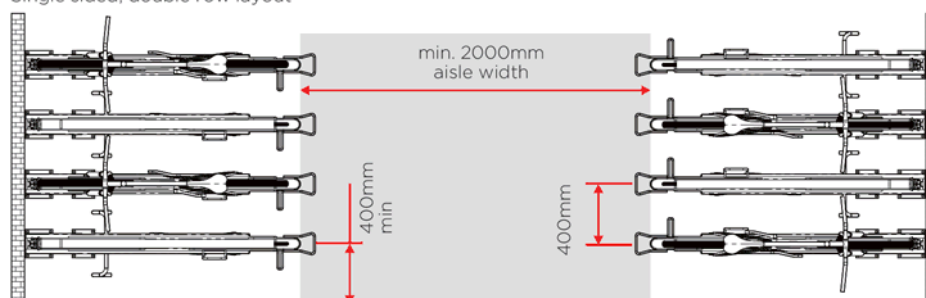
Bicycle Parking

As per the ground floor plan and the image bicycle parking/rental supplied on site that should accommodate up to 48 bicycles. We believe that this amount of parking in addition to the bicycle parking areas supplied in the immediate area (as pictured below) will be enough to service the proposal.

The bicycles will be stored using dynamic 2 tier bike racks that are to Australian standards. Please refer to the images below for further information.



Single sided, double row layout



To comply with AS2890.3 (2015) minimum 400mm spacing between post centres and to edge of walls or other obstructions

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Project: William Street Hotel

Date: 14/12/2018

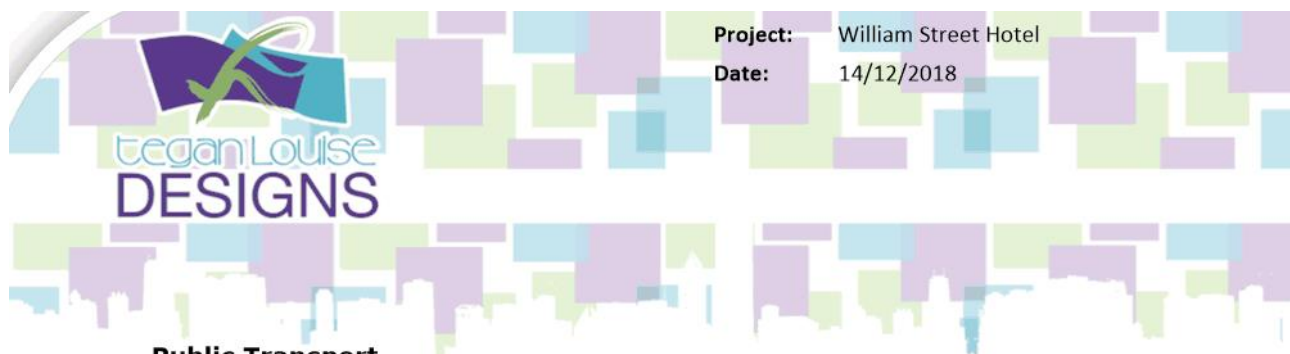


**ON PATHWAY
BICYCLE PARKING**

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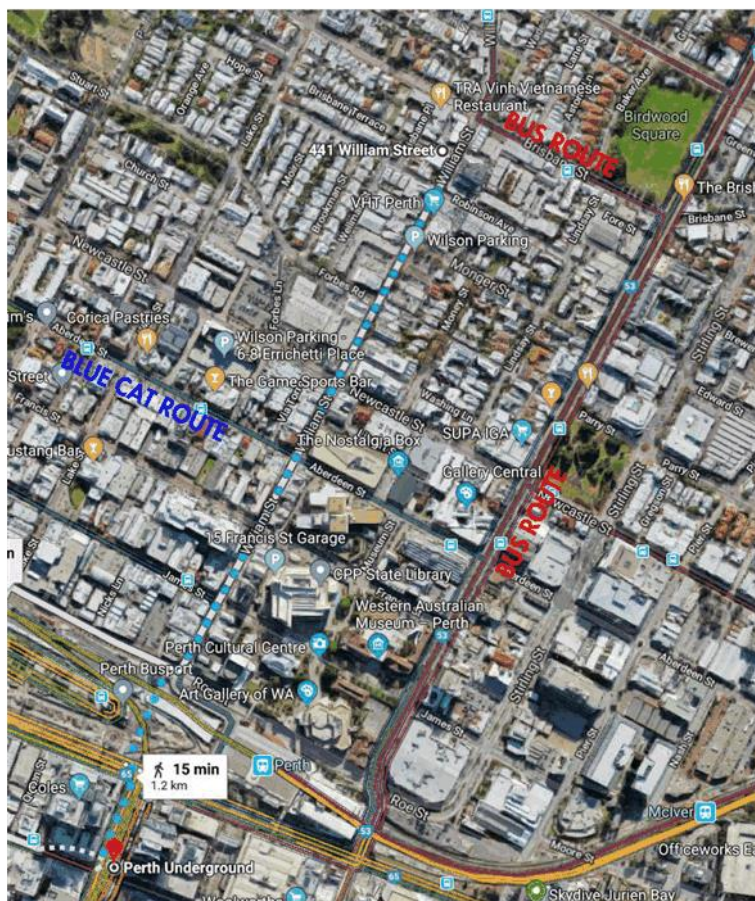
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Public Transport

Being close to Perth CBD means that the site is highly accessible through public transport. As per the image below there are Transperth bus routes that service William street to the North of the Site (stopping at Brisbane Street) as well as Beaufort street which is in the immediate vicinity of the site. There is also the Blue Cat 7 service which runs along Aberdeen street, again in the immediate vicinity of the site.

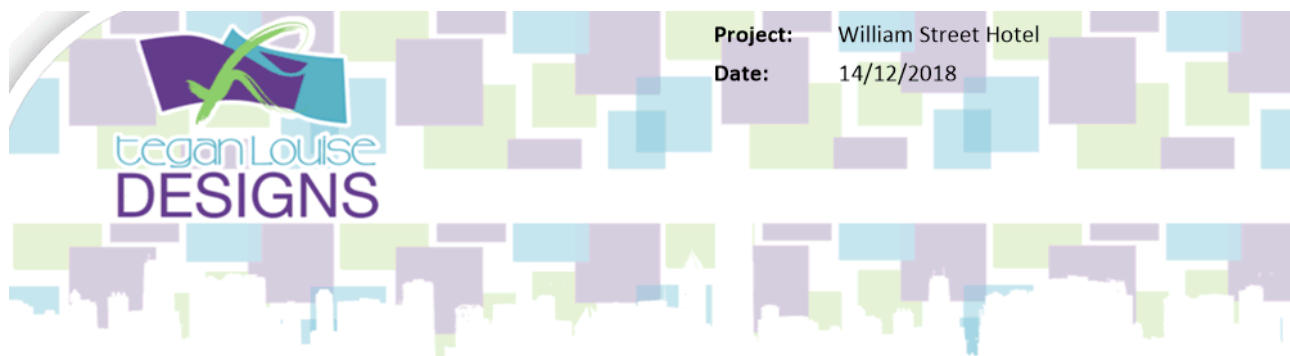
The Perth Bus port, the Perth Train Station and the Perth Underground Station are all within 15 minutes walk of the site hence making it highly accessible for those looking to utilise public transport. As per most commercial building in the city the proposal seeks to utilise the transport options available for employees and visitors alike.



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Owing to the above we believe that the site is very accessible and has significant transport options available to service it. As such we believe that the City should consider a cash in lieu payment to accommodate for the proposed shortfall. We believe that the proposal seeks to utilise the options available in the surrounding area and maximise the potential of more energy efficient transport options such as cycling or using public transport. The cash in lieu payment allows the proposal to maximise the potential of the ground floor space for public and commercial usages and including parking or car accessways to the ground floor would have a detrimental effect on this.

Should you have any issues regarding the above please do not hesitate to contact me on 0437 33 815.

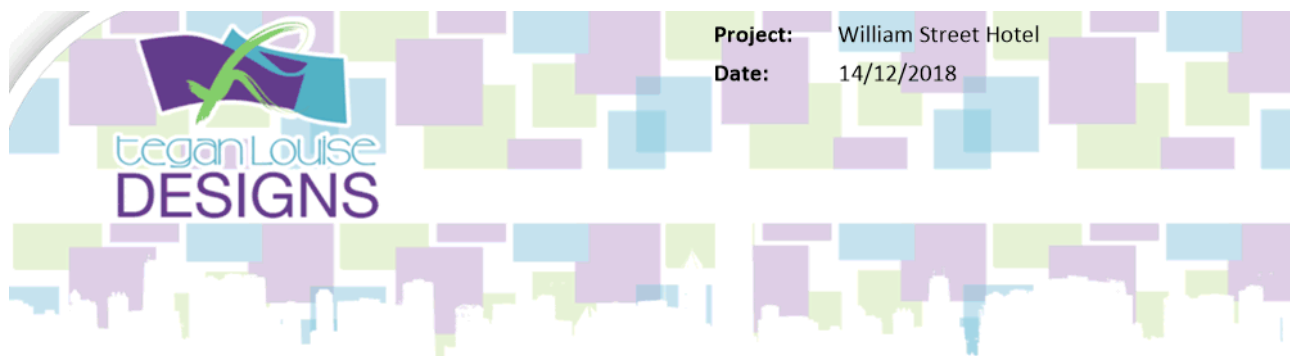
Yours Sincerely,

Coral Buxey
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TEGAN LOUISE DESIGNS

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14th December 2018

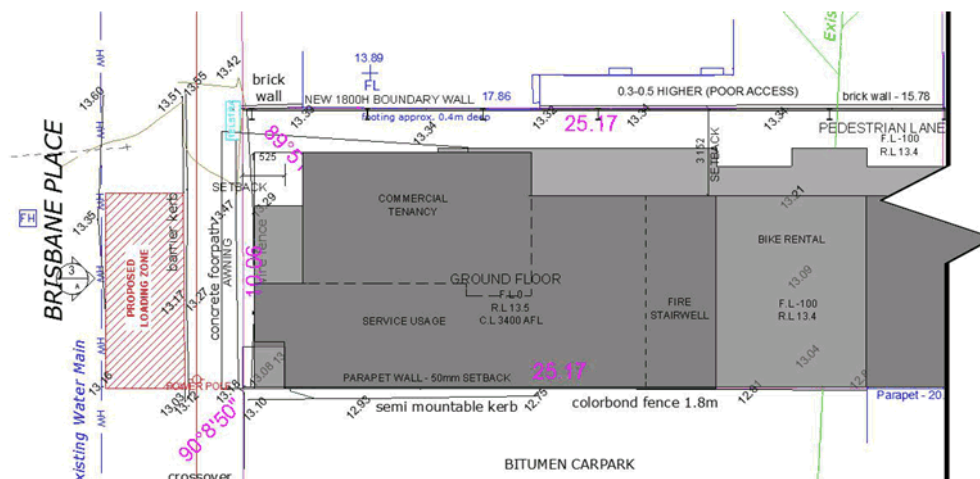
Planning Department
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6902

RE: 441 William Street, Northbridge

Services Management Plan

Vehicle Access

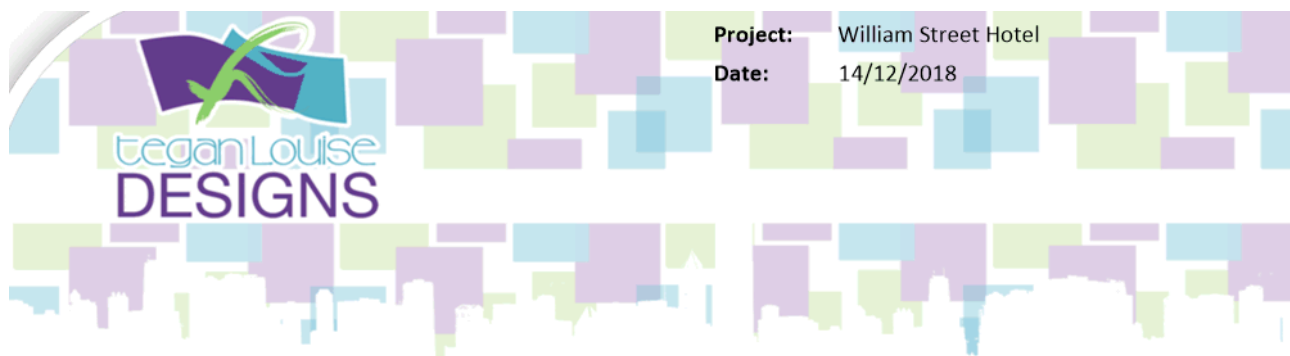
We are proposing all vehicle access to occur from Brisbane Place. We are proposing the designation of 1 loading bay to Brisbane place similar to those already on Robinson Avenue. Service vehicles will occupy this loading bay/zone for short periods of time at different intervals throughout the week. There is direct access from Brisbane place to the service corridor allowing for efficient and easy transportation of goods and services.



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Services to Consider

- Waste Management – Bin Collection
- Laundry Services
- Hotel deliveries (food/beverages, office supplies, cleaning supplies, guest amenities etc..)
- Coffee Shop deliveries (food/beverages, cleaning supplies etc..)
- Commercial Deliveries (office Supplies)
- Maintenance

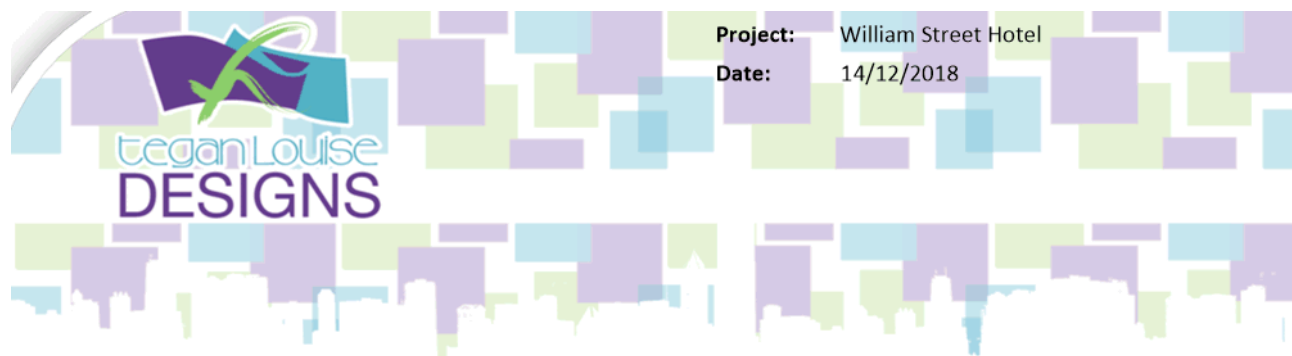
Services Collection Plan

Service	Frequency	Proposed Day/Time
Waste Collection	Once Weekly	Thursday Morning
Laundry Services – delivery of clean laundry and collection of dirty Laundry	Twice Weekly – To be confirmed once hotel is in operation and business can be assessed	Monday Afternoon Thursday Afternoon
Hotel/coffee shop/commercial Deliveries	To be arrange with suppliers as required	Proposed to be Tuesdays, Wednesdays, Fridays or Saturdays as required. Ensure delivery is staggered with other service vehicles
Maintenance	As Required	Day and time to be booked in as required. Ensure no other service vehicles to be using loading zone at this time.

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**Management**

The hotel and all commercial tenancies will have access to a calendar with bookings for the loading zone. A booking is to be confirmed using this calendar to ensure no overlaps occur. This will prevent congestion to Brisbane place.

Once the site is operational the hotel and commercial tenancies can confirm delivery days and frequencies with suppliers using this calendar. The occupation of the loading bay/zone by service vehicles is to be staggered on different days and at different times to avoid congestion.

Service vehicles will have direct access to the service corridor (note: the gate may have pin access with the pin being supplied to services). The waste services will have direct access to the bin store utilising this corridor. The laundry services will have direct access to the laundry store using this corridor. Other suppliers will have direct access to a storage/holding area using this corridor. Once goods have been deposited staff is able to transfer them to locations as needed. The dumbbell waiter will service this area to transfer goods to storage areas on upper levels. Each upper level has it's own storage area to house goods as well as cleaning trolleys etc..

Amenity

It will be the responsibility of the hotel and commercial tenancies staff to ensure the service corridor is clean and unobstructed. This will aid ease of access and use for services.

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ABN 18 162 361 042

WASTE MANAGEMENT PLAN

441 William Street, Perth WA 6000

Proposed Commercial Unit, Café & 30 Suite Hotel Development

Prepared for:

Architectural Online

Date Prepared

December 2018

Revision:

1.3

City of Vincent Council Application #:

TBA



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1. Introduction

AusWide Consulting was commissioned by Architectural Online to prepare a Waste Management Plan (WMP) for approval of a proposed Retail Shop, Café & 30 Suite Hotel Development at 441 William Street, Perth WA.

The proposed development consists of; Retail Shop (41.04m²), Café/Bar (66.09m²) & 30 Suite Hotel with Reception (Approx. 54.90m²).

In the course of preparing this WMP, the subject site and its environs have been inspected, plans of the development examined, and all relevant council requirements and documentation collected and analysed.

This WMP has been prepared based on the following information:

- Architectural Plans provided by Architectural Online (22/09/2018)
- City of Vincent Council Waste Guidelines for Developments.

2. Background and Existing Conditions

The subject site is located at 441 William Street, Perth WA, on Northwest side of William Street, with the property continuing through to Brisbane Lane, and the nearby land uses are all commercial whilst residential to the west.

Figure 1 provides an overview of the area and its surrounding land uses whilst **Figure 2** provides an aerial view of the immediate area surround the subject site.

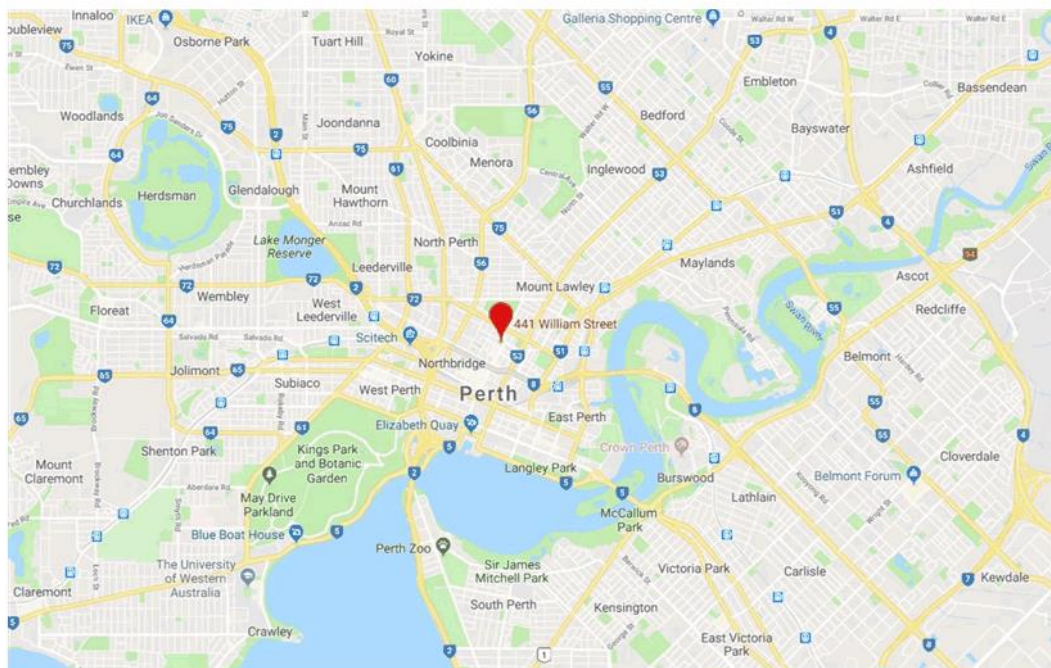


Figure 1: Location of the Subject Site



Figure 2: Aerial View of the Subject Site



3. Proposed Development

The proposed development consists of a Retail Shop, Café & 30 Suite Hotel. Access to the proposed development can be accessed via the paved walkways off William Street and Brisbane Place. The commercial waste area can be accessed via the service corridor on Brisbane Lane and the Café/Bar waste area can be accessed through the Café through to the waste area on the Southwest side of the Café/Bar. **NOTE:** The Retail Shop will use the commercial waste area (**Refer Appendix A**).

4. Anticipated Waste Generation, Storage and Collection

Waste will be collected by a private contractor.

Waste Generation

As per the City of Vincent Council Waste Guidelines for Developments,

The waste entitlement for; (a) Retail under 100m² is 50L/100m² of floor area per day garbage, 50L/100m² of floor area per day recycling. (b) Café is 300L/100m² of floor area per day garbage, 200L/100m² of floor area per day recycling. (c) Hotel/Motel is 5L/bed/day of garbage, 1L/bed/day of recycling, 50L/100m² bar area/day of garbage, 50L/100m² bar and dining area/day of recycling and 667L/100m² dining area/day of garbage. (d) Offices are 10L/100m² of floor area per day garbage, 10L/100m² of floor area per day recycling.

The following table illustrates the typical garbage and recycling generation rates.

Table 1: Typical Garbage and Recycling Generation Rates for Retail, Café, Hotel/Motel & Offices.

Type of Premises	Land Waste Collection	Comingled Recycling Generation
Retail under 100m ²	50L/100m ² floor area/day	25L/100m ² floor area/day
Café (Dine in)	300L/100m ² floor area/day	200L/100m ² floor area/day
Hotel/Motel	5L/bed/day	1L/bed/day
	50L/100m ² bar area/day	50L/100m ² bar and dining area/day
	667L/100m ² dining area/day	
Offices	10L/100m ² floor area/day	10L/100m ² floor area/day



Using the garbage and recycling generation rates above, the following can be calculated;

Retail (41.04m²)

- 50L/100m² of floor area per day garbage = 143.64L per week (uncompacted)
- 25L/100m² of floor area per day recycling = 71.82L per week (uncompacted)

Café/Bar (66.09m²)

- 300L/100m² of floor area per day garbage = 1,387.89L per week (uncompacted)
- 200L/100m² of floor area per day recycling = 925.26L per week (uncompacted)

Hotel (30 Suite, Double Beds or 2 Single Beds)

- 5L/per/bed/per day garbage = 2,100L per week (uncompacted)
- 1L/per/bed/per day garbage = 420L per week (uncompacted)

Hotel Reception (54.90m²)

- 10L/100m² of floor area per day garbage = 38.43L per week (uncompacted)
- 10L/100m² of floor area per day recycling = 38.43L per week (uncompacted)

Total 3669.96L garbage per week and 1455.51L recycling per week.

There are 2 Waste Storage Areas;

Commercial Waste Area:

- 2 x 1,100L General Waste MGBs – collected weekly.
- 1 x 1,100L Recycling MGBs – collected fortnightly.

Café/Bar Waste Area:

- 3 x 240L General Waste MGBs – collected 2 times per week.
- 2 x 240L Recycling MGBs – collected 2 times per week.

The following figure illustrates the typical dimensions of 1,100L & 240L MGBs mentioned above.

Table 2: Typical Dimensions of 1,100L & 240L MGBs

Size MGB	Height	Depth	Width
1,100L	1390mm	1090mm	1360mm
240L	1060mm	730mm	550mm



The following figure illustrates a scaled diagram of the MGB's within the waste storage area.

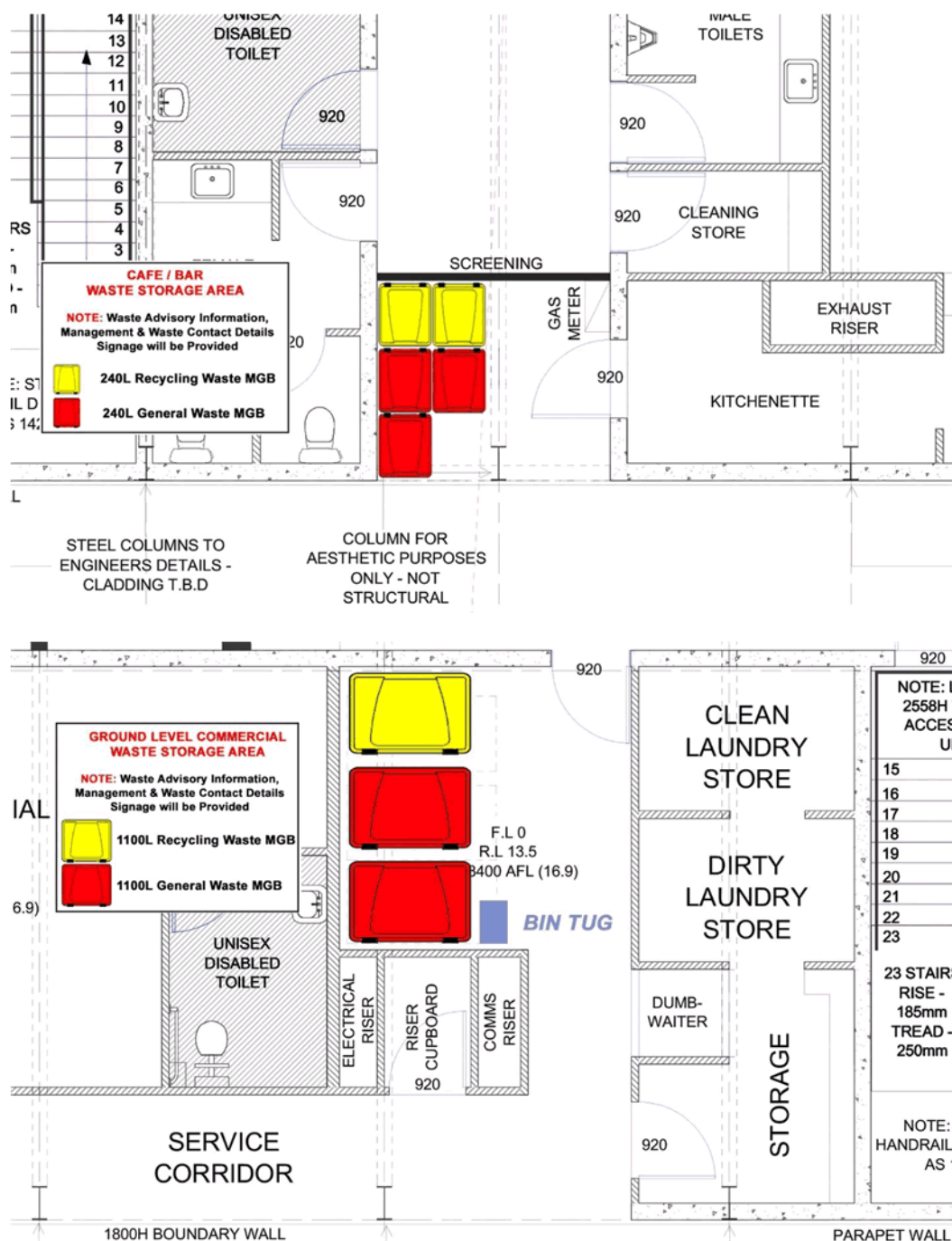


Figure 3: Scaled Diagram of the Waste Storage Areas.



Figure 5: Typical Bin Tug



5. Waste Collection

The waste collection service for the proposed restaurants of the development will be provided by a private contractor.

The waste collection vehicles will park on Brisbane Place.

Commercial Waste Area: Using the Bin Tug, wheel the MGBs to/from the waste vehicle via the service corridor on the Southwest side of the building.

Café/Bar Waste Area: Wheel the MGBs to/from the waste vehicle via the paved walkway on the Northeast side of the building. **NOTE:** On the days of collection, the MGBs will be placed along the boundary wall by café staff at an arranged time with council.

Once the MGB's have been collected and emptied, the waste vehicle will leave in a forward motion.

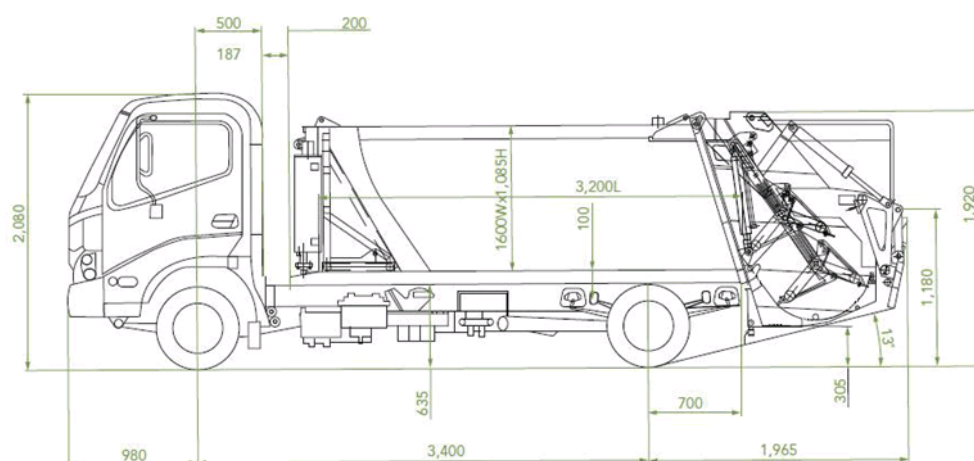


Figure 6: Template of the Waste Collection Vehicle



6. Amenity

Noise

The only noise generated from the waste management at the property will be that of the MGB's being collected by the waste collection truck and emptied. Any other noise related to the waste management will be kept to a minimum.

Ventilation

The garbage waste bin areas should be ventilated.

Cleaning Facilities

Management & Staff will be responsible for keeping the MGB's clean. An MGB wash area with impervious floors, draining to the sewer should be provided.

Prevention of Vermin

Management & Staff will be advised to not overfill the bins so that the lids are closed at all times. The waste area should be constructed to help keep vermin out with lockable gates. Rat traps should be placed in a safe place within the waste area.

Security

All MGB's will be secured in the waste areas behind lockable gates.



7. Miscellaneous

Communal Composting Facility

No consideration has been given to a composting facility.

Green Waste

Green waste won't be needed.

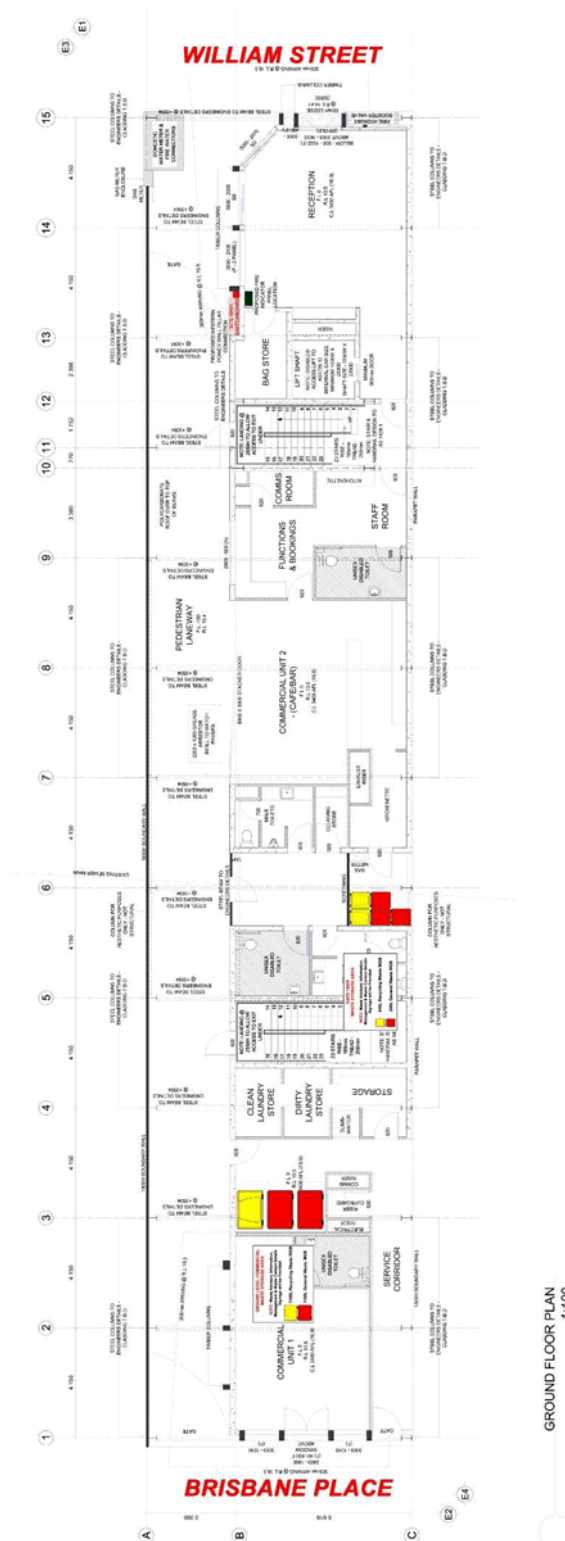
Hard Waste

More information and conditions can be found using;

URL Ref: <https://www.vincent.wa.gov.au/residents/waste-recycling.aspx>



Appendix A – Site Plans



441 William Street, Perth WA 6000

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by AusWide Consulting



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TRAFFIC & PARKING DEMAND ASSESSMENT

441 William Street, Perth WA 6000

Proposed Commercial Unit, Café & 30 Suite Hotel Development

Prepared for:	Architectural Online
Date Prepared	March 2019
Revision:	1.4
City of Vincent Council Application #:	TBA



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Introduction

AusWide Consulting was commissioned by Architectural Online to prepare a Traffic and Parking Demand Assessment for the proposed Hotel development at 441 William St in Perth, WA 6000.

The subject site is located along the western side of William Street. The proposal includes construction of a five level building for a Hotel with a total gross floor area of 1507.38 m².

There will be 30 Suites in the proposed Hotel.

The two Commercial areas on the ground floor will be occupied by a Café/Bar and a small office commercial space for a Bike Shop.

The estimated number of staff for the whole building is summarised in Table 1 below:

Table 1: Estimate of total staff for the whole development

Part of Building	Gross Floor Area	Estimated Staff Numbers
Hotel	1507.38m ²	10-15
Commercial Unit 1: Bike Shop	41.04m ²	2-3
Commercial Unit 2: Café/Bar	54m ²	10
Lane Way Outdoor Seating	148.7m ²	
TOTAL	1751.5m²	22-28

This report will assess the traffic impacts of this proposed development on the surrounding environment and the compliance of the proposed car parking with the Australian Standards and relevant clauses presented within the City of Perth Planning Scheme. In the course of preparing this assessment, the subject site and its environment have been inspected, plans of the development examined, and all relevant traffic data collected and analysed.



Background and Existing Conditions

Location and Land Use

The subject site is currently vacant. The proposal involves the construction of a new building for a five level new Hotel with 30 Suites and two Commercial Units on the ground floor.

The subject site is located along the western side of William St in Perth. William St is a Main road about 10.5m wide with parking permitted on both sides of the street and a traffic lane in each direction. William Street carries over 10,000 vehicles per day near the subject site. The site is situated within an established Commercial Zone in the Vincent City Council Planning Scheme. The area in the vicinity of the subject site is primarily occupied by Commercial buildings.

There are frequent bus services leaving from a short 4-minute walk from the site to Perth CBD, providing residents and businesses with direct access to Perth CBD and other nearby suburbs near the site.

Figure 1 shows the site from the local road network from a street map perspective.

Figure 2 presents an aerial photograph of the subject site and the surrounding areas.

Figure 3 presents a photo of the site as seen from William St (Before construction of the proposed development).

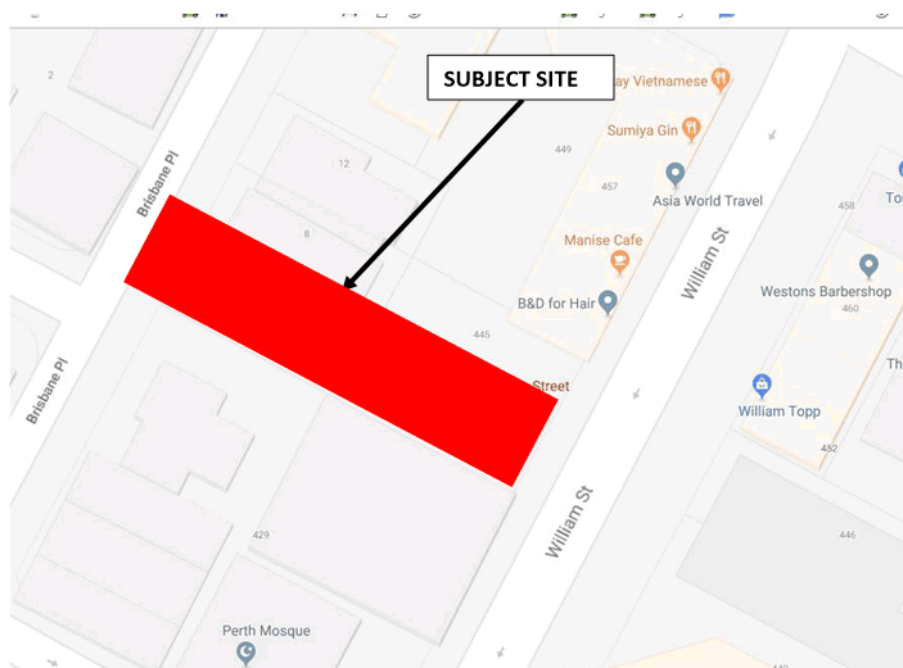


Figure 1: Location of the Subject Site on a Street map



Figure 2: Location of the Subject Site on Aerial View



Figure 3: View of the site frontage from William St (Before construction of the Hotel development)

441 William St, Perth, WA 6000

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Public Transport

Bus Services

The subject site has convenient accessibility to Bus services from Perth City Centre to Morley Bus Station. Figure 4 shows the Bus Route 60 map from Elizabeth Quay Bus Station to a stop at William St/ Edith St within a 331 m walk or 4 minutes to the site.

Table 2 below outlines the details of the Bus Route 80 Services available from the City to Morley Bus Station.

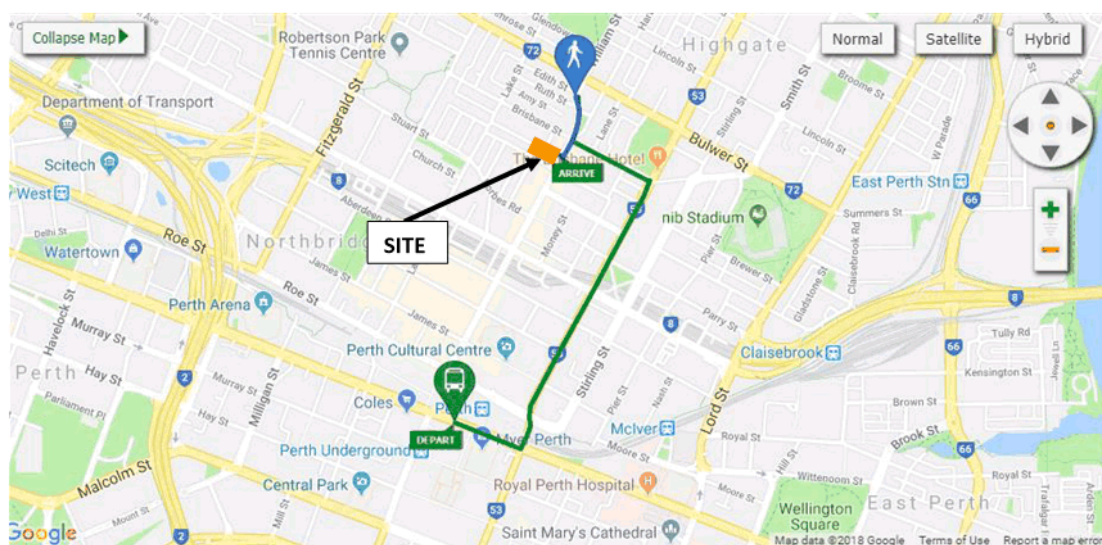


Figure 4: Map of Bus Route 60 from Elizabeth Quay Bus Station to the site.

Table 2: Bus Route 60 Service details

Bus Route	Stop Location	Distance m	Walking Time [mins]	Origin	Destination	Bus Frequency
60 Mon-Fri	William St /Edith St	230	4	Elizabeth Quay	Morley Station	16 mins
60 Sat/Sun	William St /Edith St	230	4	Elizabeth Quay	Morley Station	27-31 mins

Bus Services

Bus Route 60 provides a connecting service from Elizabeth Quay in the City and stops at William St/ Edith St, within a 230 m walk or 4 min. to the site. Table 2 above shows the service details for Bus Route 60.

From the above bus services information, buses run between 1 every 16 minutes during weekdays and during the weekend, buses run between 1 every 27-31 minutes.



Traffic Impacts of the Proposed Development

The proposed development at the subject site includes the construction of a new building for a Hotel with 30 Suites. In addition, the ground floor will have a Cafe/Bar and a Commercial Office Unit.

The NSW RTA Guide to Traffic Generating Development (2002) document does not provide any trip rate for Hotels. The trip rates for Motels under section 3.4.1 have been used instead. The following trip rates have been outlined in this document;

Motel development:

- Daily vehicle trips = 3/Unit.
- Weekday PM peak hour vehicle trips = 0.4 per Unit.

The calculation of peak hour trips and Daily trips for the Hotel development based on the NSW RTA rates for Motels is summarised in Table 3 below.

Table 3: Calculation of Trip Generation from the proposed development

PROPOSED USE	RTA NSW TRIP RATES		No. of Peak Hour Trips	No. of Daily Trips
	Peak Hour Trip Rate	Daily Trip Rate		
Hotel 30 Suites	0.4/Suite	3.0/Suite	12	90
Café/Bar + Laneway 202.7m ²	5/100m ² GFA	60/100m ² GFA	10	122
Commercial/ Office 41m ²	2/100m ² GFA	10/100m ² GFA	1	4
TOTAL			23	216
	Equivalent total trips		1 trip /3 mins	1 trip/ 3 mins

Total peak hour vehicle trips generated by the proposed development= 23 trips.

Total daily vehicle trips generated by the proposed development= 216 trips.

This number of trips during each peak hour is rather insignificant as it represents 1 vehicle every 3 minutes during each peak hour (assuming 100% in during the AM peak hour and 100% out during the PM peak hour).

The daily total traffic generated by this development at 216 trips, which equates to 1 trip every 3 minutes for a 12hour day. As no on-site parking is proposed, the traffic generated by this development is spread around the neighbouring streets rather than on William St only. This would have a less than minor effect on the daily traffic of around 10,000 vehicles per day already present on William St and other nearby roads.

As such, it is clear that the additional development traffic represents a very small fraction of the existing traffic volumes and therefore the additional traffic generated from the proposal is unlikely to generate any material impact on the existing traffic operations in the vicinity.

**Department of Planning, Lands and Heritage (DPLH) Comments**

The comments from the DPLH regarding the impact of transport noise on the proposed development have been considered. Due to the proximity of the proposed Hotel to significant traffic volumes on William St, the applicant shall provide measures for attenuation of traffic noise for Hotel residents under SPP5.4, in the application of a Building Permit for this development.

No vehicle access is proposed from William Street. Any servicing will take place on Brisbane Place.



Car Parking Assessment

No on-site car parking has been proposed, at the subject site because the building will occupy the whole narrow site.

Full scale drawings of the proposed development are provided as part of the Development Application package and hence reference should be made to these drawings.

Vincent Council Planning Scheme - Car Parking Requirements

The car parking requirements for Special Residential developments are contained in Table 1 of the Vincent Council Planning Scheme.

Car parking provisions for Hotel and associated development must be made as follows in Table 4;

Table 4: Vincent Planning Scheme Car Parking Requirements (Table 1)

Type of Development	Number of units	Parking Requirement	Required Number of Spaces
Hotel (30 Suites)	30	0.5/Bedroom	15
Café/ Bar incl. Lane Way (202.7m ²)	Estimated Ave. seating=96	0.2/person	19 reduced to 10 ¹
Commercial Office Unit (41.04m ²)	1	2/100m ² NLA	1
Total Spaces Required			26

Note 1: It is considered that the clients of the Café/Bar will be mainly from the Hotel and the nearby Commercial sites, who would walk rather than drive. A 50% reduction has been applied to the Café/Bar parking requirement.

From the requirements presented in table 4 above, it is evident that a total of 26 car spaces is required for the overall development. The proposed residential development will have a shortfall of only 26 spaces.

Considering the frequent bus services to and from Perth City Centre, stopping within a short walk of the site, some of the visitors would choose public transport instead of driving or park in the available on-street parking on William St and other nearby streets and in the Public Wilson's car Park at 386-388 William St, within a 250m walk from the site.



Parking Demand Surveys

On-Street & Off-Street Parking Surveys

As a part of this study, parking utilization surveys were undertaken on street on both sides of William St, Brisbane St, Robinson Ave and Forbes St plus the William St Car Park on Saturday and Tuesday. The peak days and times surveyed are Saturday 15th September and Friday 14th September (8am to 9pm). Figure 5 shows the extent of the on-street and off-street parking surveys, which covers an area within 250 metres of the site.

The results for the on-street and off-street parking surveys are summarized in Tables 5, 6 and 7. The available parking spaces are shown together with the parking restrictions, which apply to each section of road that was surveyed. The following sections summarize and discuss these results.



Figure 5: Map showing the extent of the On-Street and Off-Street parking surveys

441 William St, Perth, WA 6000

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Table 5: On-Street & Off-Street Parking Survey for Saturday 15th September 2018 (8am to 9pm)

Road	Direction	Parking Controls	Available Parking Spaces	Parking Occupancy at times below														
				8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	
William St	Nthbnd & Sthbnd	2P Ticket (8-6pm, M-F/8-12pm Sat)	53	21	23	24	26	28	25	28	29	31	33	23	21	16	13	
Forbes St	Eastbnd	2P Ticket (8-7pm, M-F/P 7am-MidNt 8-12pm Sat)	18	7	8	8	9	10	9	9	10	10	11	8	7	5	4	
Robinson Ave	Eastbnd & Westbnd	1P (8-5.30pm, M-F)	16	6	7	7	8	8	8	8	9	9	10	7	6	5	4	
Brisbane St	Eastbnd & Westbnd	2P Ticket (8-8pm, M-Sun	68	28	29	31	33	36	32	36	37	40	44	30	28	21	18	
Brisbane St	Westbnd	CW 7-9am, M-F/2P 9am-7pm	8	3	3	4	4	4	4	4	4	5	5	3	3	2	2	
William St Car Park	(Wilsons Parking)		45	18	19	22	22	24	22	23	25	26	28	20	18	13	11	
	TOTAL OCCUPANCY		208	83	89	96	102	110	100	108	114	121	131	91	83	62	52	
	%Occupancy			40%	43%	46%	49%	53%	48%	52%	55%	58%	63%	44%	40%	30%	25%	
	Vacant Spaces			125	119	112	106	98	108	100	94	87	77	117	125	146	156	



Table 6: On-Street & Off-Street Parking Survey for Friday 14th September 2018 (8am to 9pm)

Road	Direction	Parking Controls	Available Parking Spaces	Parking Occupancy at times below														
				8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	
William St	Nthbnd & Sthbnd	2PTicket (8-6pm, M-F/8-12pm Sat)	53	20	22	23	25	27	24	26	28	30	32	22	20	17	15	
Forbes St	Eastbnd	2P Ticket (8-7pm, M-F/P 7am-MidNit 8-12pm Sat)	18	7	7	8	9	9	8	9	10	10	11	8	7	6	5	
Robinson Ave	Eastbnd & Westbnd	1P (8-5.30pm, M-F)	16	6	7	7	7	8	7	8	8	9	10	7	6	5	4	
Brisbane St	Eastbnd & Westbnd	2P Ticket (8-8pm, M-Sun)	68	26	28	30	32	35	31	35	36	37	41	29	26	22	19	
Brisbane St	Westbnd	CW 7-9am, M-F/2P 9am-7pm	8	3	3	3	4	4	4	4	4	5	5	3	3	3	2	
William St Car Park			45	17	18	20	21	23	20	22	24	25	26	19	17	15	13	
	TOTAL OCCUPANCY		208	79	85	91	98	106	94	104	110	116	125	87	79	69	58	
	%Occupancy			38%	41%	44%	47%	51%	45%	50%	53%	56%	60%	42%	38%	33%	28%	
	Vacant Spaces			129	123	117	110	102	114	104	98	92	83	121	129	139	150	

Table 7: Overall summary of on-street & off-street Parking Surveys

Survey	Friday 14th September (8am-9pm)		Saturday 15th September (9am-9pm)	
	Peak Occupancy %	Min. No. Vacant spaces	Peak Occupancy %	Min. No. Vacant spaces
On-Street + Off-Street Capacity=208 Spaces	60 % (125)	83	63 % (131)	77

Survey Results

From Table 7 above, the peak occupancy on-street was 60% to 63% and the corresponding minimum number of vacant spaces was 77 to 83 spaces. This will be more than sufficient to accommodate the parking shortfall of 26 spaces for the proposed Hotel development.



Conclusion

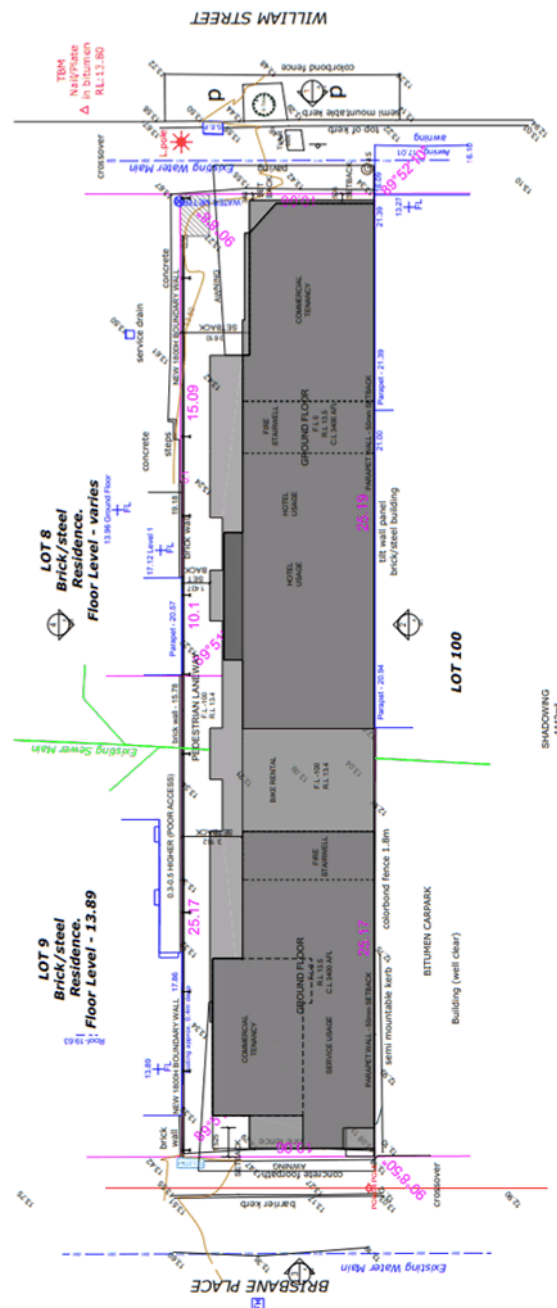
Based on the assessment presented in this report, it is considered that:

- The proposed site is very well located to public transport services with frequent bus services from Perth City Centre, which stops within a short distance from the site. This would encourage patrons to use public transport instead of driving to the site and therefore reducing the parking demand for this development.
- The proposed site will generate additional, but very low levels of trips (1 trip per 3 minutes) in the weekday AM and PM peak hours. The daily trips equate to 1 trip per 3 minutes.
- This would have a less than minor effect on the daily traffic of around 10,000 vehicles per day already present on William St and other nearby roads. These trips can be accommodated at the nearby intersections, without affecting intersection performance or increasing delays and queues.
- The comments from the Department of Planning, Lands and Heritage (DPLH) have been considered and they will be addressed in the Building Permit application.
- The car parking assessment indicates that the proposed Hotel development, including ancillary Commercial spaces has a shortfall of 26 spaces, compared to the parking requirement in the Vincent Council Planning Scheme.
- The on-street and off-street parking surveys show that the minimum vacant spaces at peak times are 77 to 83 spaces, which are more than sufficient to cater for shortfall of 26 spaces for the proposed development.

Based on this study, there are many traffic engineering reasons why a planning permit for the proposed Hotel development at 441 William St, Perth should be granted.



Appendix A: Site Plan of the Proposed Hotel



441 William St, Perth, WA 6000

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441 William Street Northbridge Planning Stage Acoustic Report

Report Date: Wednesday, 6 June 2018
Reference: P17365RP1, Revision 1

441 William Street Northbridge
Planning Stage Acoustic Report
P17365RP1 Revision 2



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Document Information

Project	441 William Street Northbridge	
Client	Nikolic Enterprises Pty Ltd	
Report title	Planning Stage Acoustic Report	
Project Number	P17365	
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Reviewed by	Martti Warpenius	

Revision Table

Report revision	Date	Comments
0	30 August 2017	Noise intrusion assessment
1	21 December 2017	NCC/BCA advice
2	6 June 2018	Moved stairwell, delete levels 5-6

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Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L ₁₀	Noise level exceeded for 10 % of the measurement time. The L ₁₀ level represents the typical upper noise level and is often used to represent traffic or music noise.
L ₁	Noise level exceeded for 1 % of the measurement time. The L ₁ level represents mostly short duration, high level sound events.
L _{max}	The maximum instantaneous noise level.
D _w	Weighted Level Difference—the noise level difference or reduction between two enclosed spaces. It quantifies the acoustic separation between two spaces. It relates to the R _w rating of the separating building elements (such as walls and doors) and includes all noise flanking paths (such as ceiling voids, joins and seals) and the acoustic absorption in the receiving space. The higher the D _w rating the better the acoustic separation.
L _{n,w}	A measure of the noise impact performance of a floor and ceiling.
L _{nT,w}	Weighted Standardised Impact Sound Pressure Level— A measure of the impact noise performance of a floor and ceiling between two enclosed spaces. It is an on-site measured level that relates to the laboratory L _{n,w} value. The lower the L _{nT,w} rating the better the impact isolation.
R _w	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the R _w the better the noise isolation provided by a building element.
R _w + C _{tr}	A measure of the sound insulation performance of a building element with a C _{tr} spectrum adaptation term placing greater emphasis on the low frequency performance.

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1 Introduction

Resonate Acoustics has been commissioned by Nikolic Enterprises Pty Ltd to provide acoustic consultancy advice for the proposed hotel development at 441 William Street Northbridge in response to the Development Application requirements in the City of Vincent planning policy No. 7.5.21. The development is to consist of a 33 guest-room, 4-story hotel located over ground floor commercial areas.

Resonate Acoustics has conducted the following activities in accordance with our scope of work:

- Reviewed the proposed development plans (reference Job 17-015, dated 18/07/2017).
- Established applicable acoustic criteria to protect the amenity of guests from noise from adjoining guest-rooms, common areas and building services as required by the National Construction Code (NCC)
- Established applicable acoustic criteria to protect the amenity of guest rooms from traffic noise intrusion and other external noises in the local area such as adjoining commercial activity.
- Assess environmental noise emission from the site - to be controlled to meet the Environment Protection (Noise) Regulations
- Explore in-principal acoustic treatments

This report details the results of our DA phase assessment.

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2 Site and Surrounds

The site is located at 441 William Street consisting of 5 hotel levels above a commercial ground floor.

Lifestyle use/Entertainment venues such as Hotels, nightclubs, restaurants and cafes require assessment under the City of Vincent Planning and Building Policy. The lifestyle uses near the subject site have been identified and are summarised in Table 1 below and the Site Plan, Figure 1.

Table 1 – Nearest Lifestyle Uses and Entertainment Venues to Site

Lifestyle Use	Type	Distance to site	Operation after 10pm (Saturday)
Tetsuo Night Club	Bar / Music Venue	40 m, S	Yes
399 Bar	Bar	110 m, SE	Yes
Dough Pizza	Food	30 m, SE	Yes
Express Kebabs	Food	30 m, NE	Yes
Perth Mosque	Worship	30 m, SW	No
Bankok on William Thai	Food	20 m, SE	No
Manise Café	Café	10 m, NW	No
Okay Vietnamese	Food	40 m, NW	No
Lido	Food	70 m, S	No
Mela Indian Sweets and Eats	Food	40 m, S	No

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Figure 1: Site and surrounds

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3 Council Requirements

3.1 Qualifications of Acoustical Consultant/Engineer

Council requires a summary of the qualifications of the person directing the assessment.

Mr James Leader prepared this assessment. His qualifications are as follows:

- BE (Mech) Hons
- Member of Australian Acoustical Society MAAS

Mr Martti Warpenius reviewed this assessment. His qualifications are as follows:

- BE (Mech) Hons
- M Eng Sc
- Member of Australian Acoustical Society MAAS
- Member of the Institution of Engineers MIEAust
- Former Chairman of the Association of Australian Acoustical Consultants, AAAC 2011 to 2013

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4 Internal sound insulation

4.1 NCC/BCA Requirements

The residential part of the proposed hotel development is classified as Class 3 under the National Construction Code. These buildings must achieve the objectives outlined in Part F5 of the NCC *Sound Transmission and Insulation*.

The acoustic requirements applicable to this development are outlined in Table 1. Refer also to Appendix A for a markup of the required acoustic treatments to meet the NCC for residential apartments.




Additional design advice may be required for non-acoustical requirements such as fire ratings, structural integrity, buildability, etc.

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Table 2: BCA requirements for Class 2 and 3 buildings

Building element	Description	Impact noise requirements	Airborne noise criterion	Minimum proposed Construction	Legend
Walls ²	Separating sole occupancy units	—	$R_w + C_{tr} \geq 50$	Rendered cavity brickwork - 250 mm Midland Acoustic Maxibricks or equivalent OR Minimum 150 mm concrete	
	Separating a habitable room (other than a kitchen) of a sole occupancy unit from a bathroom, sanitary compartment, laundry or kitchen in an adjacent sole occupancy unit	Discontinuous construction	$R_w + C_{tr} \geq 50$	Rendered cavity brickwork - 250 mm Midland Acoustic Maxibricks or equivalent with no ties or resilient ties OR Minimum 150 mm concrete with free-standing stud and plasterboard. ⁷ Gap between stud and concrete is to be no less than 20 mm.	 
	Separating a sole occupancy unit and a stairway, public corridor, public lobby, commercial tenancy, or the like ²	—	$R_w \geq 50$	Minimum 230 mm cavity brickwork OR Minimum 150 mm concrete	

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P17365RP1 Revision 2

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Building element	Description	Impact noise requirements	Airborne noise criterion	Minimum proposed Construction	Legend
	Separating a sole occupancy unit from a lift shaft	Discontinuous construction	$R_w \geq 50$	Minimum 150 mm concrete with a free standing 10 mm plaster wall. Gap between stud and concrete is to be no less than 20 mm.	
Doors	Access doors to apartments	—	$R_w 30$	Minimum 35 mm solid core with acoustic seals to meet $R_w 30$	Not shown (minimum standard to all)
Floors	Floor over apartments (including rooftop flooring in roof terrace and entertaining area)	$L_{nw} \leq 52-56^6$	$R_w + C_{tr} \geq 50$	Minimum 250 mm concrete AND Carpet on floor or 5 mm Impactamat or 5 mm equivalent 'regupol' isolation layer under timber & tiles	Not shown (minimum standard to all)
Pumps	The point of connection between the service pipes in a building and any circulating or other pump.	A flexible coupling at the connection	—		Not shown
Services Access Doors and Panels	An access door or panel in a sole-occupancy unit - for all services		$R_w + C_{tr}$ 25 for all non-habitable rooms	Proprietary product such as from Tyco (no access panels permitted in habitable	Not shown

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Building element	Description	Impact noise requirements	Airborne noise criterion	Minimum proposed Construction	Legend
			and kitchens	rooms except Kitchens)	
Services	A duct, soil/waste/supply/stormwater pipe located in a wall or floor cavity, which serves or passes through more than one occupancy unit - adjacent room is non-habitable	—	$R_w + C_{tr} \geq 25$	10 mm plaster ceiling/bulkhead/wall/riser ^{3, 5} and 75 mm acoustic insulation blanket. OR Rendered 90 mm brick.	Not shown (minimum standard to all ceilings/risers/bulkheads)
	A duct, soil/waste/supply/stormwater pipe located in a wall or floor cavity, which serves or passes through more than one sole occupancy unit - adjacent room is habitable	—	$R_w + C_{tr} \geq 40$	<u>Wall or Riser</u> 110 mm rendered clay brick with 75 mm acoustic insulation ⁴ behind OR 10 mm plaster ceiling/bulkhead/wall/riser ^{3, 5} and 75 mm acoustic insulation blanket, and services acoustically lagged ¹	
				<u>Ceiling or Bulkhead</u> 10 mm plaster ceiling/bulkhead/wall/riser ^{3, 5} and 75 mm acoustic insulation blanket, and services acoustically lagged ¹	

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Notes to Table above

1. No supply or waste pipes to have direct contact with surrounding elements. All pipes to be acoustically fixed at mounting points/penetrations. Use Bradflex, 6 mm thick neoprene, closed-cell foam or 'unicushion' between all pipes and pipe clamps. Pipes and ducts behind plaster need to be lagged with Pyrotek '4525C', Bradford 'Acoustilag 45', Acoustica 'Greenlag SQ' or equivalent. Alternative 'quiet' pipe constructions such as Rehau Raupiano, which lessen the need for wrapping can be submitted for approval
2. Acoustically rated walls to extend full height to underside of soffit/roof. Where this does not occur, ceilings to be acoustically rated
3. Any additional penetrations for lighting, ventilation grilles, sprinklers etc. to be acoustically treated
4. Unless noted otherwise, all acoustic insulation to be 14 kg/m³ acoustic grade glasswool insulation or equivalent. Nominal thickness 75 mm unless otherwise noted
5. Plaster to be upgraded to 10 mm Sound rated with a 50 mm acoustic insulation blanket where ceilings have more than 2 sealed downlights and a 150 mm exhaust fan
6. Based on the findings of a recent case in the State Administrative Tribunal, regarding impact noise from floors (Friday and Luck [2014] WASAT 109, August 2014), it is our interpretation that a floor system possessing an impact performance compliant with the NCC/BCA requirement not to exceed 62 dB is not necessarily compliant with the Strata Titles Act 1985 – Schedule 2, i.e. *"...treated to an extent sufficient to prevent the transmission of noise likely to disturb the peaceful enjoyment of the proprietor"*. Therefore, we recommend a rating between 52-56 dB, which would be noticeably quieter and would more likely be compliant with the Strata Titles Act, where it applies
7. Walls are not to be chased, and pipes are not to be fixed to the wall leaf on the side adjoining any other sole-occupancy unit and must have a clearance not less than 10 mm to the other wall leaf.

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5 External noise intrusion

Council requires that the ambient noise environment around the subject site is assessed for the potential of noise intrusion into the site. The ambient noise environment is controlled by road traffic on William Street. Council also requires an assessment of the noise generated by nearby Lifestyle Uses and Entertainment Venues. These have been identified and summarised in Table 1. It was found that Lifestyle Uses and Entertainment Venues did not noticeably contribute to the ambient noise environment at the time of measurement.

The section below summarises our findings regarding external noise intrusion.

Criteria

Residential buildings are to be designed so that noise intrusion achieves the Council requirements in Section 3.3.2 (a) (i) of:

- Leq 35 dB(A) in sleeping areas (bedrooms) and
- Leq 40 dB(A) in living/work areas and other habitable rooms

Offices, general retail spaces and Hotels are to be designed according to Section 3.3.2 (a) (iii) to meet the Australian Standard AS/NZS 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors*.

These criteria are summarised below in Table 3.

Table 3 – Noise intrusion criteria

Type of occupancy/activity	Design Sound Level $L_{Aeq,t}$
Hotels and Motels near major roads - sleeping areas (night-time)	35 – 40 dB
Reception areas	40 – 45 dB
Small retail stores (general)	45 – 50 dB

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Existing Traffic Noise Environment (City of Vincent Outcome 2)

Peak traffic attended measurements were taken on Friday 9 August 2017 between 07:45 and 08:45. The free-field noise level at 7 m from the centre of the road and 1.2 m above ground (Measurement Location A) was recorded to be L_{Aeq} 66 dB.

William Street has one way traffic (leading into the city), and therefore the morning peak has been recorded to have a much higher traffic count than afternoon peak (DMR 2014/15).

Existing Night-time Noise in Area (City of Vincent Outcome 3)

Night-time attended measurements were taken on Friday 9 August 2017 between 22:05 and 22:20 at Measurement Location A. During this time, Tetsuo Night Club was playing music and had gathered 21 people talking loudly outside whilst waiting to enter. 440 William St had a clearly audible beeper on their gate and in addition to mild traffic, there were multiple car start-ups audible along the street. The L_{Aeq} recorded over this time period was 59 dB, is more than 5 dB below the peak traffic noise level and does not have a significant low frequency content compared to the traffic measurement (Table 4).

Table 4 – Measured noise levels (dB) at each octave band (Hz): Measurement Location A

Activity	63	125	250	500	1K	2K	4K	8K
Peak morning traffic	44	50	57	59	62	59	52	43
Night time noise (Tetsu night club)	40	43	46	53	55	52	46	40

The site layout and measurement locations are shown in Figure 2.

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Figure 2: Proposed building layout (ground floor) and noise measurement locations (labelled)

Noise Treatment Solutions – Design Principals (City of Vincent Outcome 7)

The measured noise levels indicated that the dominant noise in the area was from traffic on William Street. On this basis, we recommend the following design principals be adopted for the dwellings:

- Orientation/Layout of units is such that the glazing of the most sensitive areas, i.e. bedrooms face away from the external roads where possible.
- The dwellings are to “step in” where possible so that upper floors are partially shielded from external noise sources where possible.
- Where bedrooms face William Street, sound rated glazing is recommended.
- The size of all glazing facing the roadway to be minimised as far as practicable. This action reduces the acoustic requirements of specific glazing options.

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Noise Insulation Requirements (City of Vincent Sound Attenuation Policy Outcome 9)

The recommended construction methods and materials will be outlined as part of the building permit application as required in the City of Vincent Development and Design Policy 7.5.21 Sound Attenuation, Section 5.2

Glazing requirements:

- Bedrooms with glazing facing William Street require $R_w + C_{tr}$ 34.
- All other Bedrooms require $R_w + C_{tr}$ 30.
- The reception area on the ground floor requires $R_w + C_{tr}$ 32.

Table 5 lists typical minimum glazing required to achieve the specified ratings. Note that this rating strongly depends on the acoustic seals and frame of the glazing system, and thus a laboratory test certificate that demonstrates the required performance must be sought prior to purchasing a glazing system.

Table 5 – Minimum glazing requirements

Glazing requirement	Typical minimum glazing thickness (requires test certificate of system including seals and frame)
$R_w + C_{tr}$ 34	10.38 laminated awning
$R_w + C_{tr}$ 32	10.38 laminated sliding door
$R_w + C_{tr}$ 30	6.38 laminated

Other Façade requirements:

- Balconies are to have solid gap free balustrades
- External walls are to be R_w 50 (150 mm concrete or 230 mm double brick)

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6 Environmental Noise Emission

6.1 Assessment Criteria

The Environmental Protection (Noise) Regulations 1997 provide limits for allowable noise from the proposed development. The allowable noise level (called Assigned Noise Level) when received at a residence is determined by the calculations of an influencing factor added to a base level.

Time of day also affects the assigned levels for noise-sensitive premises, as follows:

- Lowest levels at night (10 pm to 7 am any day or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 7 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

For noise-sensitive premises, assigned levels are calculated by looking at land use zonings within circles of 100 m and 450 m radius from the noise receiver, including:

- The proportion of industrial land use zonings;
- The proportion of commercial zonings; and
- The presence of major roads.

William Street has historically recorded 9,980 vehicles per day (DMR 2014/15) and is therefore classified as a minor road.

Beaufort Street is within a 450 m radius and has historically recorded 14,140 vehicles per day (DMR 2012/13). This level of traffic flow has close to the 15,000 vehicles per day, required to be classified as a Major Road. For the purposes of this assessment though a conservative assumption has been made to classify it as a minor road, leading to a more-stringent noise emission criterion.

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The influencing factor, combined with the assigned levels result in the criteria given in Table 6.

Table 6 Environmental noise emission criteria for 441 William Street

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	49	59	69
	0900 to 1900 hours Sunday and public holidays	44	54	69
	1900 to 2200 hours all days	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	39	49	59
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80
Industrial and utility premises other than those in the Kwinana Industrial Area	All hours	65	80	90

Note that adjustments are applied to the noise sources for a variety of characteristics. In the unlikely event that tonality, impulsiveness or modulation is present in the noise signals then rectification measures are required to remove these characteristics from the noise source.

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6.2 Nearby noise-sensitive premises (City of Vincent Outcome 6)

The nearest and potentially most affected noise-sensitive neighbours are shown in Figure 2. Of these the nearest residence is directly adjacent to the site. Noise emission to all residential and commercial premises must be controlled.

6.3 Noise control measures (City of Vincent Outcome 5)

Noise sources

External mechanical services for the proposed development consists of air conditioning external condenser units and some fans.

Noise associated with the operation of these services must be adequately controlled such that it does not exceed the noise criteria set out in Table 6 above.

Additional sources of noise emission may be developed in the form of ground floor café/restaurant spaces. These areas have been chosen as they are already shielded from the nearest residential areas, at the rear of the site by the bulk of the building.

Other residential areas such as those to the West of the site are also shielded by existing surrounding buildings and are unlikely to receive high noise levels from the site

Treatments

The recommended construction methods and materials will be outlined as part of the building permit application as required in the City of Vincent Development and Design Policy 7.5.21 Sound Attenuation, Section 5.2. The following general principals apply though:

The use of 'quiet' rated plant is recommended, and considerations made about the location of these plant. In addition, the following treatments will be applied where required, after the plant selections have been made:

- solid noise barriers
- secondary barriers/shielding,
- enclosures, and
- acoustic linings

To control noise emission from the restaurants/cafes, minor façade treatments may be required.

If the cafe/bar is restricted to daytime operation and only plays light background music (i.e. 70 dBA / 70 dB linear max, no live music) then extending the awning to join with the adjacent building with no gaps will provide suitable noise control. This awning may have 6 mm laminated glass, perspex, or polycarbonate. Glazing may need to be toughened, or weather treated to withstand the external conditions.

Specific treatments will be developed as the project designs progresses.

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7 Conclusions

Resonate Acoustics has assessed acoustic considerations for the proposed residential development at 441 William Street in response to City of Vincent Planning Policy Requirements for Development Applications.

Based on the measured Life-style external noise levels, and potential traffic noise levels at the site, noise control measures will be developed to control these sources.

External plant noise will need to be controlled with some of the measures outlined in this report.

Party walls, external walls, floor/ceilings, bulkheads, risers and services constructions will need to be developed to meet the external noise intrusion, and National construction code requirements.

The treatments to the site will be developed to meet State, Council and legislated requirements at the site.

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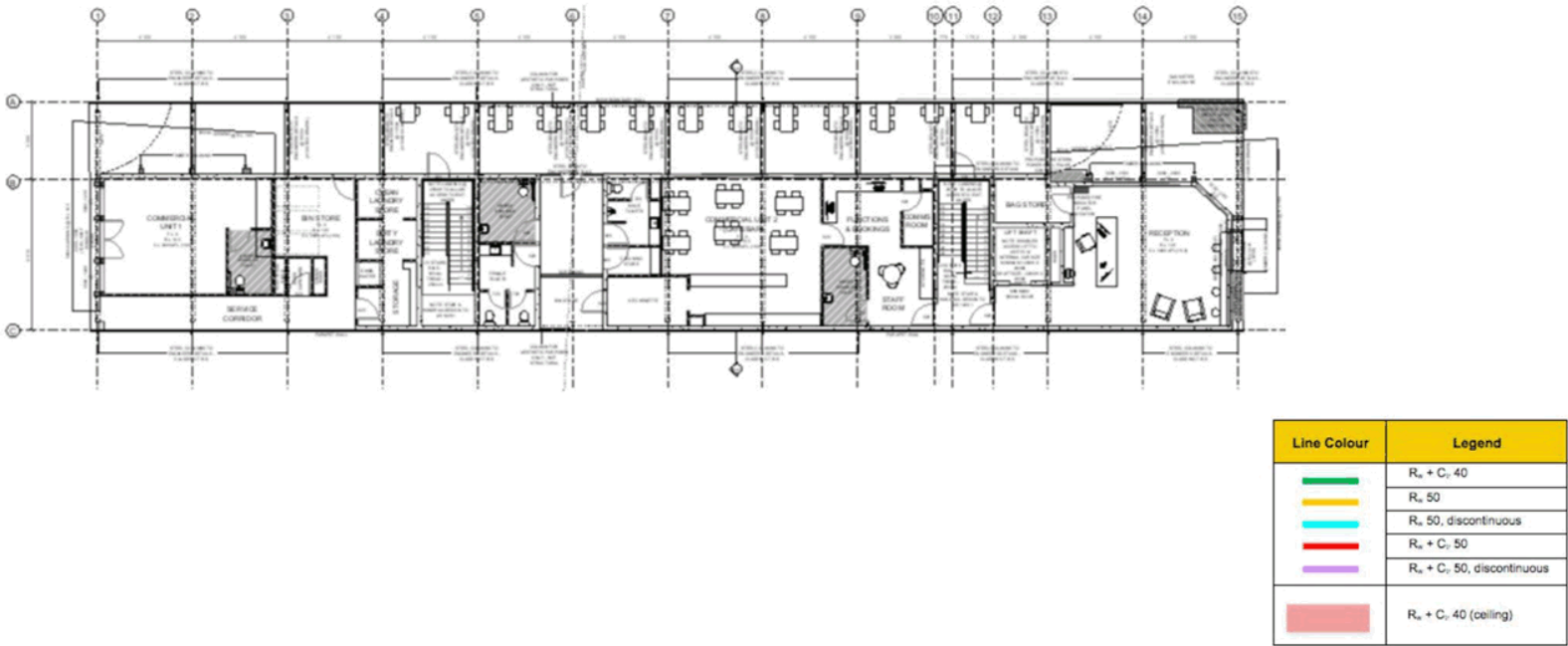
Figure 3: Building elevation facing William Street

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Level 0 (Ground)

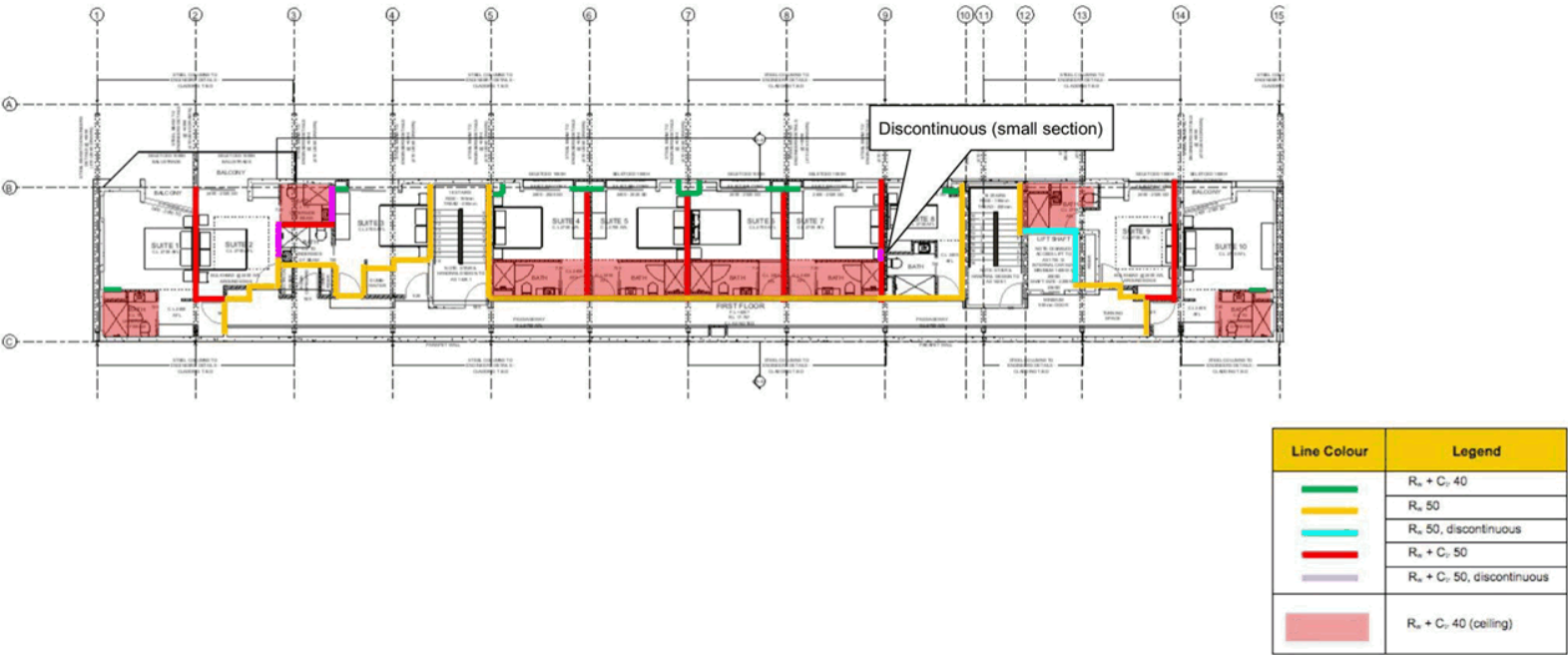


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Level 1

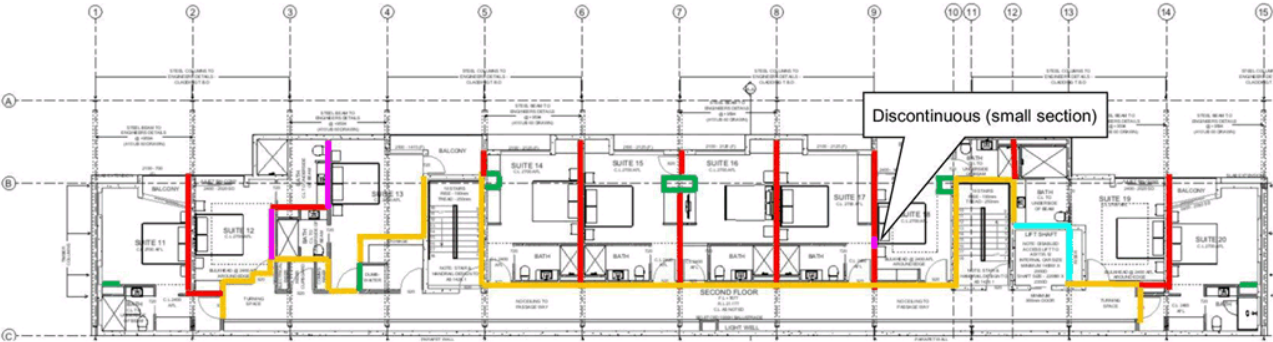


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Level 2



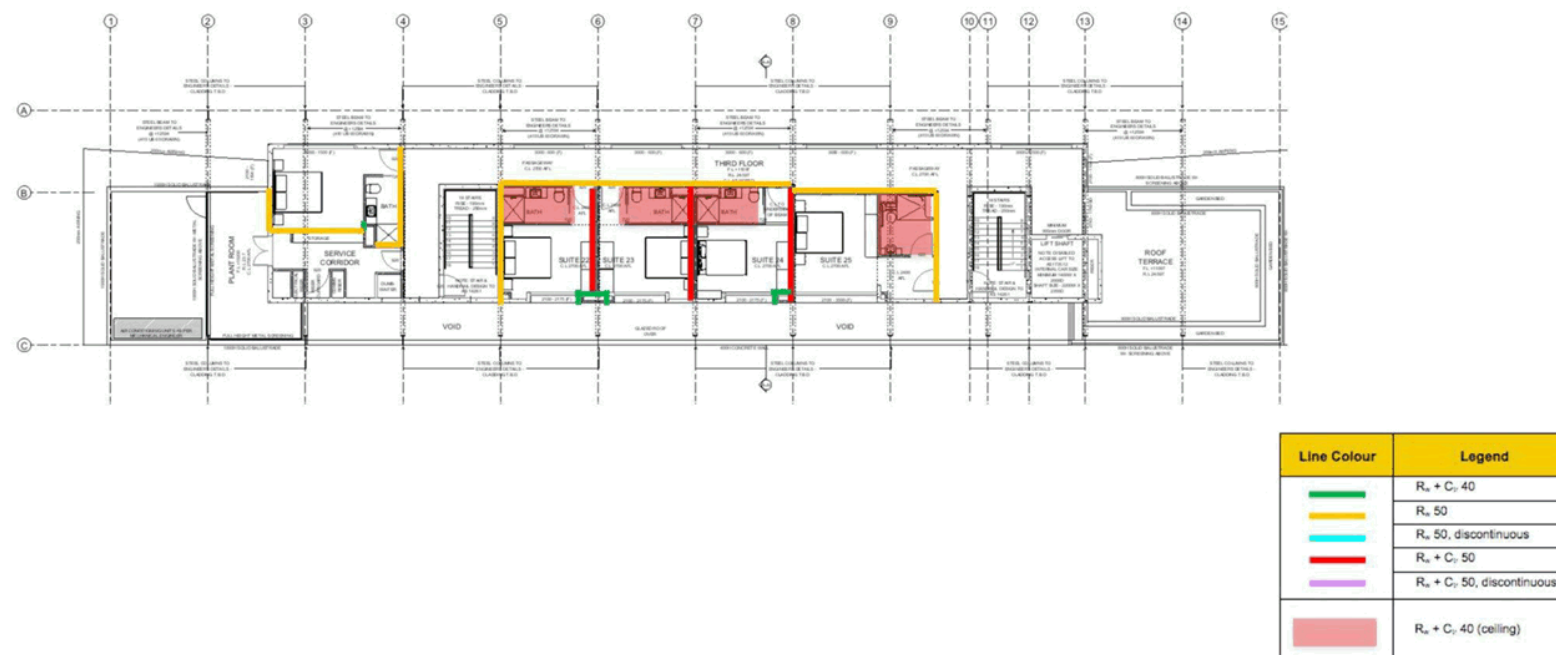
Line Colour	Legend
—	R _s + C _v 40
—	R _s 50
—	R _s 50, discontinuous
—	R _s + C _v 50
—	R _s + C _v 50, discontinuous
	R _s + C _v 40 (ceiling)

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Level 3

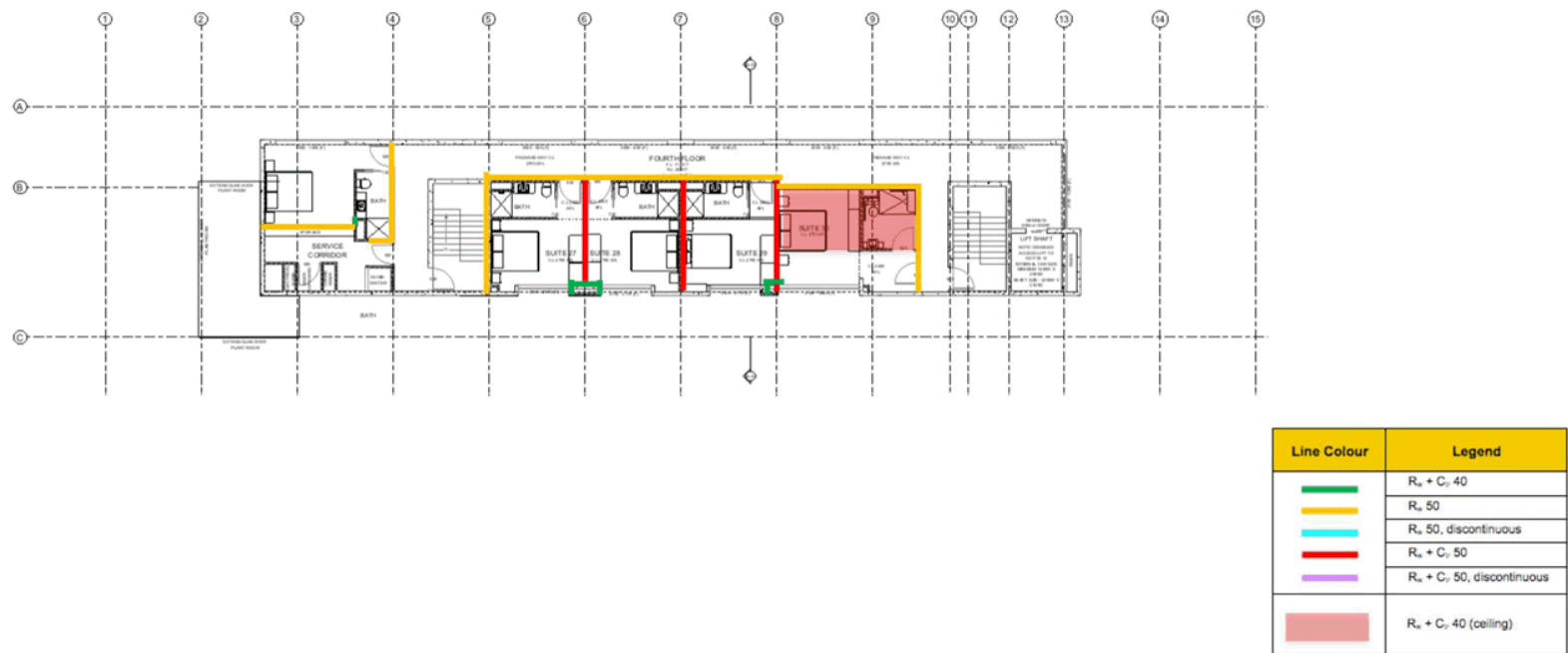


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Level 4





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Consultant Advice Notice

Project:	441 William Street, Perth	Project No.	1020186
Subject:	Green Star Strategy	Doc No.	ESD-001
Author:	Mathuran Marianayagam	Date:	13 December 2018
Attention:	Davor Nikolic – Architectural Online	Revision:	-

Dear Davor,

This consultant's advice is prepared to provide a summary review of the Environmental Sustainability Design (ESD) report of the above proposed development dated October 2018 and outline how the development will achieve the equivalent benchmark of a 5 Star Green Star Design & As-Built v1.2 rating.

The proposed development is a 5-storey hotel facility with retail shops, cafes and 30 no. hotel suites. The City of Vincent requires a preliminary sustainable design assessment report prepared for the new non-residential development to include:

- A description of the sustainability strategies and initiatives that will be targeted by the development;
- A Green Star score card showing the number of points that can be achieved by the targeted strategies and initiatives;
- Confirmation that all targeted strategies and initiatives have been integrated into the project design documentation submitted with the DA; and
- A statement confirming the DA applicant's intent to retain sufficient sustainability strategies and initiatives to the working drawing stage to ensure that the final design is capable of achieving a 5 Star Green Star rating.

It is noted that the ESD report prepared and issued for the development is assessed against common Sustainability Design Assessment in the Planning Process principles, primarily developed by the local governments of Victoria. However, as per the City of Vincent requirements, the ESD report is assessed against Green Star Design & As Built v1.2, the latest rating tool available.

Review Summary

The sustainability measures proposed and included in the design documents and ESD report appears to achieve 51 points when assessed against the Green Star Design & As Built v1.2 rating system. We have recommended the following additional measures so that the development can meet a 5 Star Green Star equivalency rating.

- Active involvement of Green Star Accredited Professional (GSAP) in the project;
- BMS system to monitor and record energy and water consumptions;
- Involvement of ISO 14000 accredited builder / head contractor;
- Well-lit spaces that provide high degree of visual comfort via surface illuminance;
- No engineering wood use or low formaldehyde engineering wood;
- Solar hot water system for domestic hot water usage;
- Specifying products with EPDs (Environmental Product Declaration);
- Minimum 90% diversion of construction wastes from landfill; and
- Minimising the light pollution to night sky.

Together with the above additional sustainability initiatives, the proposed development is expected to be capable of achieving 5 Star Green Star rating with a total point of 61. Please refer to the Appendix B of this CAN which provides the Green Star points that are targeted for the development.

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We trust the above is succinct and sufficient for your purposes, however should you have any questions please do not hesitate to contact us.

Kind Regards,

For and on behalf of Cundall,



Mathuran Marianayagam

Principal ESD Consultant / Green Star Accredited Professional (GSAP)

e: m.marianayagam@cundall.com

t: 08 9421 3700



Appendix A – Applicant Statement – Sustainability Strategies

Please see overleaf.



PO Box: 47, Mount Lawley, WA, 6929 * Mob. 0402 856 468 * info@architecturalonline.com.au

Ref: Applicant Statement
Date: 12 December 2018

City of Vincent
244 Vincent Street (cnr Loftus Street)
Leederville, WA 6007

Dear Kate,

RE: 441 William St, Perth WA 6000 – Development Application
Applicant Statement – Sustainability Strategies

This letter confirms that, Architectural Online as the Applicant of the above-mentioned project, I confirm my intent to retain sufficient sustainability strategies / initiatives to the working drawing stage to ensure that the final design is capable of achieving the global warming and water benchmarks set out in the City's Built Form Policy.

I trust the foregoing is adequate for your purposes, but should you have any questions please do not hesitate to contact me.

Yours sincerely
For and on behalf of Architectural Online

A handwritten signature in black ink, appearing to read 'D.A.', with a stylized flourish at the end.

Davor Nikolic
Architectural Online
Director
Tel: 0402 856 468
Email: info@architecturalonline.com.au

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Appendix B – Green Star Design & As Built Scorecard

Please see overleaf.

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Green Star - Design & As Built Scorecard v1.2

Project: 441 William St, Perth
 Targeted rating: 5 Stars
 Date: December-2018

	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED
Points	51	10
Cumulative	61	61
Rating	4 Star	5 Star

CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	COMPLIANCE REQUIREMENTS	POINTS AVAILABLE	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED	RESPONSIBILITY	Review Comments
Management									
Green Star Accredited Professional	To recognise the appointment and active involvement of a Green Star Accredited Professional in order to ensure that the rating tool is applied effectively and as intended.	1.1	Accredited Professional	Engage GSAP through all stages of project from schematic design to certification.	1	0	1	ESD Consultant	Cundall can provide ESD consultancy services for the project.
Commissioning and Tuning	To encourage and recognise commissioning, handover and tuning initiatives that ensure all building services operate to their full potential.	2.0	Environmental Performance Targets	Document environmental performance targets for project (through a design intent report or similar).	-	Complies		ESD Consultant	ESD report to include design intent or owner's project requirements.
		2.1	Services and Maintainability Review	Services and maintainability review prior to construction, led by contractor and ICA or owner's rep with input from the design team. Required to: - Include specific commissioning requirements in contracts; - Develop a commissioning plan; and - Demonstrate commissioning was carried out in accordance with the plan and spec requirements.	1	0		N/A	Not targeted.
		2.2	Building Commissioning	- Air tightness testing Commitment from the building owner to building systems tuning, 12 months post PC tuning, based on BMS data and occupancy surveys, also requires: - Building tuning plan to be prepared in accordance with standards; - Building tuning team to be formed; and - Organisations have been engaged to tune nominated systems.	1	0		N/A	Not targeted.
		2.3	Building Systems Tuning		1	0		N/A	Not targeted.
		2.4	Independent Commissioning Agent	ICA to be engaged throughout design and construction.	1	0		N/A	Not targeted.
Adaptation and Resilience	To encourage and recognise projects that are resilient to the impacts of a changing climate and natural disasters.	3.1	Implementation of a Climate Adaptation Plan	Climate adaptation risk assessment to be undertaken and strategies incorporated to mitigate risks.	2	0		N/A	Not targeted.
Building Information	To recognise the development and provision of building information that facilitates understanding of a building's systems, operation and maintenance requirements, and environmental targets to enable the optimised performance.	4.1	Building Operations and Maintenance Information	O&Ms and Building Log Book (reference directory on where to find building information, regularly updated) generated in accordance with standards. Must also include details regarding updating O&Ms.	1	1		Services Consultants	Although the requirements for Building User Guide is included in the ESD report, the requirements for the Building Log Book is not clearly mentioned; Recommended to add additional specification clauses.
		4.2	Building User Information	Building user information to be provided. Must be digital and editable by FM to stay up to date. Available in signage or information kiosks in building foyer. Building owner and tenant jointly agree and commit to targets through formal commitments to each other through a 'Best Practice Lease' Agreement, or similar formal agreement, or a memorandum of understanding. Targets must include at least 2 of: GHG, Water, Waste, IEQ.	1	0		N/A	Not targeted.
Commitment to Performance	To recognise practices that encourage building owners, building occupants and facilities management teams to set targets and monitor environmental performance in a collaborative way.	5.1	Environmental Building Performance	Building owner and tenant demonstrate a commitment to best practice 'make good' clauses in the lease, which must follow industry recognised standards or guidelines.	1	0		N/A	Not targeted.
		5.2	End of Life Waste Performance		1	0		N/A	Not targeted.
Metering and Monitoring	To recognise the implementation of effective energy and water metering and monitoring systems.	6.0	Metering	Conditional - metering provided for all major uses and sources of water and energy.	-	0	Likely to Comply	Electrical Consultant	The credit requirements can be easily met via appropriate electrical design.
		6.1	Monitoring Systems	System (BMS) present to monitor and record data, with the ability to clearly present to the user. Data integrity to be included.	1	0	1	Electrical Consultant	Credit requirements are relatively easy to meet.
Construction Environmental Management	To reward projects that use best practice formal environmental management procedures during construction.	7.0	Environmental Management Plan	Conditional - Comprehensive EMP in place complying with NSW EMS guidelines.	-	Likely to Comply	Likely to Comply	Builder	Owner to select Builder / Head Contractor who are capable of implementing the EMS guidelines.
		7.1	Formalised Environmental Management System	Contractor has ISO-14001 certification.	1	0	1	Builder	Specifications can include requirements for ISO 14000 accreditation.
Operational Waste	To recognise projects that implement waste management plans that facilitate the re-use, upcycling, or conversion of waste into energy and stewardship of items to reduce the quantity of outgoing waste	8.1	Waste in Operations	Facilities in place to separate waste streams which meets best practice access requirements. Min: Landfill, paper/cardboard, Glass, Plastic, 1 other.	1	1		Owner	The ESD report recommends operational waste management guidelines and adequate facilities to help implement such measures.
Total					13	2	3		
Indoor Environment Quality									
Indoor Air Quality	To recognise projects that provide high air quality to occupants.	9.1	Ventilation System Attributes	Ductwork to be cleaned or kept clean and taped up prior to occupancy - Maintenance access to be provided to both sides of moisture and debris catching components - Intakes located away from pollutants in accordance with ASHRAE Standard 62-2013	1	0		N/A	Not targeted.
		9.2	Provision of Outside Air	Mechanically air conditioned areas: - 1 point for 50% greater outdoor air than AS1668.2:2012 OR CO2 concentrations kept below 800ppm - 2 points for 100% greater outdoor air than AS1668.2:2012 OR CO2 concentrations kept below 700ppm Naturally Ventilated areas: - 2 points where requirements of AS1668.4-2012 are met. Separate exhaust of kitchen pollutants. All printers to be low emissions	2	0		N/A	Not targeted.
		9.3	Exhaust or Elimination of Pollutants		1	0		N/A	Not targeted.
Acoustic Comfort	To reward projects that provide appropriate and comfortable acoustic conditions for occupants.	10.1	Internal Noise Levels	Appropriate noise levels (outside and building systems) not more than 5dB above satisfactory levels outlined in AS2107:2000 (10dB for nat vent buildings). There is no lower limit on sound levels. Measurements required. Reverberation time in the centre management office and any other occupied spaces must be below the maximum stated in the 'Recommended Reverberation Time' provided in Table 1 of AS/NZ 2107:2000.	1	1		Architect / Acoustician	ESD report calls for appropriate noise levels and noise transfer restrictions
		10.2	Reverberation	Where note 3 of AS/NZ 2107:2000 applies and requires that reverberation times be minimised as far as practical, acoustic absorption should be installed in the noise sensitive space. The amount of acoustic absorption must be equivalent to at least 50% of the area in the space. Tenant areas will be treated by requirements included in the 'tenant fitout guide'.	1	1		Architect / Acoustician	ESD report calls for appropriate noise levels and noise transfer restrictions

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Green Star - Design & As Built Scorecard v1.2

Project: 441 William St, Perth
 Targeted rating: 5 Stars
 Date: December-2018

	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED
Points	51	10
Cumulative	61	61
Rating	4 Star	5 Star

CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	COMPLIANCE REQUIREMENTS	POINTS AVAILABLE	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED	RESPONSIBILITY	Review Comments
Lighting Comfort	To encourage and recognise well-lit spaces that provide a high degree of comfort to users.	10.3	Acoustic Separation	Acoustic separation requirements to minimise cross-talk between rooms and between rooms and open areas. The partition between the spaces should be constructed to achieve a weighted sound reduction index (Rw) of at least 45. To be considered between all occupied spaces (tenancies, centre management, parking office.).	1	1		Architect / Acoustician	ESD report calls for appropriate noise levels and noise transfer restrictions
		11.0	Minimum Lighting Comfort	High frequency ballasts or LED and minimum colour rendering index of 80	-	Complies		Electrical Designer	ESD report calls for LED or T5 high frequency ballasts
		11.1	General Illuminance and Glare Reduction	General lighting levels to meet maintained illuminance in AS1680 series (modelling representative areas or measurements, uses area weighted average, not points). Glare from lamps to be reduced through either: >> all lamps having diffusers, baffles etc.; >> Lighting system compliant with luminaire selection system in section 8.3.4 of AS1680.1-2006; OR >> Unified Glare Rating on a representative floor less than Table 8.2 of AS1680.1-2006	1	0		N/A	Not targeted.
		11.2	Surface Illuminance	All regularly occupied spaces including mall, centre management and any other occupied spaces must be modelled to show that: * The average ceiling luminance (excluding light fixtures) does not exceed 0.5 kcd/m² and the maximum luminance at any point on the ceiling does not exceed 1.5 kcd/m². * The ceiling area has an average surface illuminance of at least 30% of the lighting levels on the working plane; and * In rooms less than 100m² (eg centre management, security), or in rooms where more than 20% of workstations are located within 3m of walls, the wall area above the working plane has an average surface illuminance of at least 50% of the lighting levels on the working plane. The illuminance values for ceilings, walls, and floors must be calculated in accordance with Appendix B of AS/NZS 1680.1:2006.	1	0	1	Electrical Designer	The credit requirements can be included in the lighting design.
		11.3	Localised Lighting Control	Tenant areas will be treated by requirements included in the "tenant fitout guide". Occupants have the ability to control the lighting in their immediate environment. This includes turning the lights on and off and adjusting their light levels. Provide task lighting to the centre management and car parking offices to comply. The background lighting could be reduced to a lower lighting level since we have task lighting. Tenant areas will be treated by requirements included in the "tenant fitout guide".	1	1		Electrical Designer	ESD report includes requirements for lighting controls.
Visual Comfort	To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants.	12.0	Glare Reduction	Provide blinds or external shading to control glare.	-	Likely to Comply		Architect	Adequate shading provisions are to be included in the building design
		12.1	Daylight	40% of nominated area received at least 2%DF (60% 2 points)	2	2		Architect	ESD report calls for maximizing natural light provisions via design.
		12.2	Views	60% of nominated area has access to high quality internal or external views (within 6m direct line of sight).	1	1		Architect	The design documents appear to indicate adequate views to outside.
Indoor Pollutants	To recognise projects that safeguard occupant health through the reduction in internal air pollutant levels.	13.1	Paints, Adhesives, Sealants and Carpets	95% of Paints, Adhesives, Sealants, Carpets to be low VOC	1	1		Architect / Builder	ESD report calls for low VOC products to be used.
		13.2	Engineered Wood Products	95% of engineered wood to be low Formaldehyde, or no new engineered wood is installed. Mech vent - High levels of thermal comfort (PMV +/-1) achieved for 95% of the nominated area, 98% of the year.	1	0	1	Architect / Builder	Requirements to meet the credit criteria can be included in the specifications.
Thermal Comfort	To encourage and recognise projects that achieve high levels of thermal comfort.	14.1	Thermal Comfort	Nat Vent - Internal spaced are within 80% of Acceptability Limit of ASHRAE Standard 55-2013 in accordance with 14.1.1 High levels of thermal comfort (PMV +/-0.5) achieved for 95% of the nominated area, 98% of the year.	1	1		Architect / Builder	Based on the improved building envelope thermal performances for roof, wall & glazing systems, a point for thermal comfort is anticipated.
		14.2	Advanced Thermal Comfort		N/A	0		N/A	Not targeted.
Total					16	9	2		
Energy									
Greenhouse Gas Emissions	A. Prescriptive Pathway	15A.0	Conditional Requirement: Prescriptive Pathway	The thermal performance of the development to exceed the DTS requirements of BCA NCC Parts J1 and J2 by at least 5%.	-	Complies		Architect / Builder	ESD report includes requirements for better thermal performance.
		15A.1	Building Envelope	The thermal performance of the development to exceed the DTS requirements of BCA NCC Parts J1 and J2 by at least 15%.	1	1		Architect / Builder	ESD report includes requirements for better thermal performance.
		15A.2	Glazing	The total energy used for each orientation and each storey is not greater than 85% of the total allowance of BCA NCC Part J2	1	1		Architect / Builder	ESD report includes requirements for better glazing performance.
		15A.3	Lighting	Illumination power density is 30% less than the maximum illumination power densities defined in Table J6.2a; Automated lighting control systems for 95% of nominated Area;	1	1		Electrical Consultant	ESD report includes requirements for improved lighting power density.
		15A.4	Ventilation and Air-Conditioning	Fan motor power and pump power, is at least 15% less than the maximum fan motor power and pump power defined in Tables J5.2; energy efficiency ratio for packaged air conditioning equipment and refrigerant chillers is at least 15% higher than that specified	1	1		Mechanical Consultant	ESD report includes requirements for higher efficiency air conditioning system.
		15A.5	Domestic Hot Water System	Domestic hot water systems are powered by one of the following heat sources: Renewable Energy (which may include electric/gas boost); Natural Gas; Electric heat pump (minimum COP 3.5 under design conditions); or Waste heat or heat recovered from another process.	1	0	1	Mechanical Consultant	Solar hot water system can be included in the design to meet the credit criteria.
		15A.6	Accredited Green Power		5	0		N/A	Not targeted.
Peak Electricity Demand Reduction	Performance Pathway	16B	Performance Pathway - Reference Building	Achieve a peak demand reduction of 20-30% compared to a reference building model.	2	2		Electrical Consultant	The ESD report recommends the use of photovoltaic (PV) system. In addition, energy efficient appliances are also proposed. Hence, it is anticipated that these measures will help achieve the peak demand reduction of 30%.
Total					12	6	1		

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Green Star - Design & As Built Scorecard v1.2

Project: 441 William St, Perth
Targeted rating: 5 Stars
Date: December-2018

	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED
Points	51	10
Cumulative	51	61
Rating	4 Star	5 Star

CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	COMPLIANCE REQUIREMENTS	POINTS AVAILABLE	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED	RESPONSIBILITY	Review Comments
Transport									
Sustainable Transport	Performance Pathway	17A.1	Modelled pathway	Points are available where projects provide access to sustainable transport infrastructure which decreases greenhouse gas emissions from transport, decreases mental and social impacts of commuting, and encourages the uptake of healthier transport options by building occupants.	10	10		Architect / ESD Consultant	The project is located in a dense area with a 97 walk score and 92 transit score. In addition, secure bicycle parking facilities are also recommended. Based on these details, the development is expected to achieve 10 points.
Total					10	10	0		
Water									
Potable Water	Performance Pathway	18A.1	Potable Water - Performance Pathway	Up to 12 points awarded for incremental reductions in potable water demand compared to a reference building up to 100% reduction.	12	6		Architect / ESD Consultant	ESD report includes requirements for higher water efficiency measures such as higher WELS rated fittings, rainwater harvesting system etc. Based on these measures, the development is expected to achieve 6 points.
Total					12	6	0		
Materials									
Life Cycle Impacts	Performance Pathway - Life Cycle Assessment	19A.1	Comparative Life Cycle Assessment	Conduct LCA to demonstrate improvement against benchmark building.	6	0		N/A	Not targeted.
		19A.2	Additional Life Cycle Impact Reporting	Report on an additional impact categories.	1	0		N/A	Not targeted.
		19.B.1	Concrete	Portland cement content is reduced by 40%	3	2		Architect / Structural Designer	ESD report includes requirements of the credit.
		19.B.2	Steel	Reduction in the mass of steel reinforcement used when compared to standard practice	1	1		Architect / Structural Designer	ESD report includes requirements of the credit.
Responsible Building Materials	To reward projects that include materials that are responsibly sourced or have a sustainable supply chain.	19.B.3	Building Reuse	Not applicable for new projects	0	0		N/A	Not targeted.
		20.1	Structural and Reinforcing Steel	95% of steel (by mass) is sourced from a responsible steel maker AND at least 60% of the fabricated structural steelwork is supplied by a steel fabricator/steel contractor accredited to the Environmental Sustainability Charter of the ASI	1	1		Architect / Structural Designer	ESD report includes requirements of the credit.
		20.2	Timber Products	95% (by cost) of timber is FSC, PEFC or reused. If less than 0.1% of total cost credit will be N/A	1	1		Architect	ESD report includes requirements of the credit.
		20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables	90% (by cost) of all cables, pipes, floors and blinds meet best practice PVC guidelines OR do not contain PVC (and have EPDs).	1	1		Architect / Services Consultants	ESD report includes requirements of the credit.
Sustainable Products	To encourage sustainability and transparency in product specification.	21.1	Product Transparency and Sustainability	Up to 3 points available for 3%, 6% or 9% of products by cost being sourced as reused or having recycled content, EPDs, third-party certifications or product stewardship programs.	3	0	2	Architect / ESD Consultant / Builder	Specifying products with EPDs are recommended for the project. Project team is expected to identify products that would meet the credit requirement and include them in the design and tender documents.
Construction and Demolition Waste	To reward projects that reduce construction waste going to landfill by reusing or recycling building materials	22B	Percentage Benchmark	Divert 90% of waste from landfill.	1	0	1	Architect / Builder	ESD report only requires minimum 70% of construction wastes to be diverted from landfills. 90% can be targeted.
Total					18	6	3		
Land Use & Ecology									
Ecological Value	To reward projects that improve the ecological value of their site.	23.0	Endangered, Threatened or Vulnerable Species	Conditional - Demonstrate that no species or ecological communities were present on site which have the status: critically endangered, endangered or vulnerable.	-	Complies		Architect / Builder	ESD report includes requirements of the credit.
		23.1	Ecological Value	Points awarded for improving the site ecology (by site area) e.g. replacing hardscape with native vegetation. Uses GBCA calculator	3	2		Architect / Builder	ESD report includes requirements of the credit. It is anticipated that 2 points can be achieved with the landscape measures proposed.
Sustainable Sites	To reward projects that choose to develop sites that have limited ecological value, re-use previously developed land and remediate contaminate land.	24.0	Conditional Requirement	Site at purchase must not contain: - Old growth forest; - Prime agricultural land; - Wetland of high importance (unless wetland protection measures in place); - Matters of national significance as per Environmental Protection and Biodiversity Conservation Act (1999).	-	Complies		N/A	The location of the project site meets the credit requirements.
		24.1	Reuse of Land	Over 75% of site previously developed.	1	0		N/A	Not targeted. Undeveloped land.
		24.2	Contamination and Hazardous Materials	Significant contamination exists at time of purchase and is remediated in accordance with a best practice remediation strategy.	1	1		Architect / Builder	ESD report includes requirements of the credit.
Heat Island Effect	To encourage and recognise projects that reduce the contribution of the project site to the heat island effect.	25.0	Heat Island Effect Reduction	75% of site area has building or landscape that reduce the heat island effect e.g.: - Vegetation; - Green roof; - High Surface Reflectance Index (SRI) roof or hardscape; - Hardscape shaded by vegetation; OR - Water bodies.	1	1		Architect	ESD report includes requirements of the credit.
Total					6	4	0		
Emissions									
Stormwater	To reward projects that minimise peak stormwater flows and reduce pollutants entering public sewer infrastructure.	26.1	Reduced Peak Discharge	Post development peak discharge not to exceed pre-development peak discharge based on the Average Recurrence Interval.	1	1		Civil & Structural Consultant	ESD report includes requirements of the credit: measures include re-use of storm water and pollutant reducing drainage systems.
		26.2	Reduced Pollution Targets	Discharge meets pollution reduction targets in column A of GBCA table	1	1		Civil & Structural Consultant	ESD report includes requirements of the credit.
Light Pollution	To reward projects that minimise light pollution.	27.0	Light Pollution to Neighbouring Bodies	Credit conditional - Site must comply with AS4282 Control of the Obtrusive Effects of Outdoor Lighting Either: - No luminaire to have an upward light output ratio above 5%; OR - Direct illuminance no greater than 0.5Lux at site boundary and 0.1 Lux beyond highest point of building into night sky.	-	Complies		Electrical Consultant	The credit requirements can be included in the design.
		27.1	Light Pollution to Night Sky	- No luminaire to have an upward light output ratio above 5%; OR - Direct illuminance no greater than 0.5Lux at site boundary and 0.1 Lux beyond highest point of building into night sky.	1		1	Electrical Consultant	The credit requirements can be included in the design.

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Green Star - Design & As Built Scorecard v1.2

Project: 441 William St, Perth
 Targeted rating: 5 Stars
 Date: December-2018

	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED
Points	51	10
Cumulative	51	61
Rating	4 Star	5 Star

CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	COMPLIANCE REQUIREMENTS	POINTS AVAILABLE	POINTS TARGETED IN ESD REPORT	ADDITIONAL POINTS RECOMMENDED	RESPONSIBILITY	Review Comments
Microbial Control	To recognise projects that implement systems to minimise the impacts associated with harmful microbes in building systems.	28.0	Legionella Impacts from Cooling Systems	Either: - Building is naturally ventilated; - Heat rejection is waterless; OR - Heat rejection is water based but includes measures for Legionella control (System meets AS/NZS 3666.1:2011, no water stagnation, water never between 20 and 50degC while still, no aerosol spray)	1	1		Mechanical Consultant	Waterless heat rejection system.
Refrigerant Impacts	To encourage operational practices that minimise the environmental impacts of refrigeration equipment.	29.0	Refrigerants Impacts	Either: - All refrigerants have ODP of 0 and GWP below 10 - Weighted impact of refrigerants on ODP and GWP has Total system Direct environmental impact below 15 (refer TM for calculation); OR - Weighted impact of refrigerants on ODP and GWP has Total system Direct environmental impact between 15 and 30 AND a leak detection system is in place	1	1		Mechanical Consultant	ESD report includes requirements of the credit.
Total					6	4	1		
Innovation									
Innovative Technology or Process	The project meets the aims of an existing credit using a technology or process that is considered innovative in Australia or the world.	30A	Innovative Technology or Process	Project achieves an existing credit using a technology or process that is considered innovative in Australia or worldwide	10	4			
Market Transformation	The project has undertaken a sustainability initiative that substantially contributes to the broader market transformation towards sustainable development in Australia or in the world.	30B	Market Transformation	The project has undertaken a sustainability initiative that substantially contributes to the broader market transformation towards sustainable development in Australia or in the world.					
Improving on Green Star Benchmarks	The project has achieved full points in a Green Star credit and demonstrates a substantial improvement on the benchmark required to achieve full points.	30C	Improving on Green Star Benchmarks	The project has exceeded the benchmark of an existing credit, and demonstrates substantial improvement over the benchmark.				Architect / Builder / Services Consultants	Passive Design Strategies - The ESD report indicates that passive design strategies such as extensive sun shadings have been used in the design to control solar radiation during summer months. It is anticipated that all living areas are not exposed to sun penetration. Dematerialisation - The ESD report recommends strategies that finishes shall be raw and exposed where possible to reduce the embodied energy of the building. 6 Star energy rating - The ESD report indicates that the development will meet 6-Star energy rating, while it's not clear which rating it refers to, it is anticipated that NABERS energy rating is considered. Clothes drying - Single central facility to service all hotel suites.
Innovation Challenge	Where the project addresses an sustainability issue not included within any of the Credits in the existing Green Star rating tools.	30D	Innovation Challenge	Where the project addresses an sustainability issue not included within any of the Credits in the existing Green Star rating tools.					
Global Sustainability	Project teams may adopt an approved credit from a Global Green Building Rating tool that addresses a sustainability issue that is currently outside the scope of this Green Star rating tools.	30E	Global Sustainability	Project complies with a credit from a different rating tool (LEED, BREAM etc.)					
Total					10	4	0		
TOTAL					POINTS AVAILABLE 110	4-STAR POINTS 51	5-STAR POINTS 61		

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Objection:	Officer Technical Comment:
<p><u>Parking and Traffic Congestion</u></p> <ul style="list-style-type: none"> The provision of nil parking provided on site is not acceptable as parking is extremely limited within the area (i.e. caused by the Mosque and other commercial development within the locality). The nil parking will affect the surrounding businesses and the public parking supply within the locality does not exceed the parking demand. On-street parking in other nearby streets is for residents only whereas Brisbane Place accommodates 2 hour time limited parking, with residential parking only after business hours. Therefore, Brisbane Place cannot accommodate the additional parking demand that will be created by the Hotel. The service vehicles will cause further traffic congestion along Brisbane Place. Brisbane Place and the surrounding local road network cannot accommodate heavy vehicles due to the roads being narrow and being used of on-street parking. Concerns service vehicles cannot be accommodated along Brisbane Place. 	<ul style="list-style-type: none"> There are sufficient public transport and public parking options available within close proximity of the subject site to service the proposed development. Given the location of the site within walking distance of Perth's central train and bus stations, it is not unreasonable for staff and patrons of the proposed development to rely upon public transportation to commute to the site. The Hotel's guests would be made aware through the booking process that there is no parking available on-site which would discourage the use of cars. In the event that long term parking is required, guests would have the option of using a long term public car park. Service vehicles are proposed to utilise William Street and therefore would not adversely affect Brisbane Place in terms of traffic congestion.
<p><u>Noise</u></p> <p>The increase in traffic including heavy vehicles for deliveries to the proposed hotel poses a noise and safety issue to residents within the locality.</p>	<p>The development proposes no vehicle activity at the rear of the site and will therefore have not impact on residents at the rear of the site from a noise and safety perspective.</p>
<p><u>Landscaping</u></p> <p>Additional vegetation should be provided on site.</p>	<p>Amended plans with additional landscaping on site have been provided (see Attachment 2). Given the physical constraints of the site, a reasonable amount of landscaping at multiple levels is proposed and balances the impacts of the built form.</p>
<p><u>Waste</u></p> <p>Rubbish bins left on the verge will cause further congestion along Brisbane Place.</p>	<p>Waste collection is proposed via private contractor using the William Street loading bay. There would be no impact on Brisbane Place.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Objection:	Response:
<u>Issue: Parking and Traffic Congestion</u> <ul style="list-style-type: none"> The provision of nil parking provided on site is not acceptable as parking is extremely limited within the area (i.e. caused by the Mosque and other commercial development within the locality). The nil parking will affect the surrounding businesses and the public parking supply within the locality does not exceed the parking demand. On-street parking in other nearby streets is for residents only whereas Brisbane Place accommodates 2 hour time limited parking, with residential parking only after business hours. Therefore, Brisbane Place cannot accommodate the additional parking demand that will be created by the Hotel. The service vehicles will cause further traffic congestion along Brisbane Place. Brisbane Place and the surrounding local road network cannot accommodate heavy vehicles due to the roads being narrow and being used of on-street parking. Concerns service vehicles cannot be accommodated along Brisbane Place. 	<ul style="list-style-type: none"> Please refer to the parking management plan provided for justifications regarding parking In summary:- hotel usage is different to residential usage in that only a small amount of occupants are likely to have vehicles (the proposal will be marketed towards overseas business travellers meaning the use of vehicles is less likely) As per numerous other hotel in Perth and Northbridge guests can use all day and night paid parking if required. There will be on-site bike parking/rental to serve the surrounding community and to aid commutes within the area Guests and workers can utilise numerous public transport options Street parking is available for short-stay guests to the site only. Please refer to the services management plan for information regarding service vehicles In Summary:- We are proposing a designated loading bay/zone to Brisbane place Service vehicles are to be staggered at different days and times using a management calendar to prevent congestion
<u>Issue: Noise</u> <ul style="list-style-type: none"> The increase in traffic including heavy vehicles for deliveries to the proposed hotel poses a noise and safety issue to residents within the locality. 	<ul style="list-style-type: none"> The service vehicles will be managed to prevent congestion and traffic. Service vehicles should only need to access the site for small period at appropriate times during daylight hours The service vehicles will be no different to those already accessing the street for waste collection, deliveries etc..
<u>Issue: Landscaping</u> <ul style="list-style-type: none"> Additional vegetation should be provided on site. 	<ul style="list-style-type: none"> See updated landscape plan, additional vegetation has been provided
<u>Issue: Waste</u> <ul style="list-style-type: none"> Rubbish bins left on the verge will cause further congestion along Brisbane Place. 	<ul style="list-style-type: none"> The bins will be collected once per week and will operate on the same schedule of other waste collection in the area. Waste collection is unavoidable and the management plan will ensure as little disruption as possible.

Note: Submissions are considered and assessed by issue rather than by individual submitter.



CITY OF VINCENT

DESIGN ADVISORY COMMITTEE

Wednesday 17 January 2018 at 3.15pm

Venue: Committee Room
City of Vincent Administration and Civic Centre

MINUTES**Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
Sasha Ivanovich (Chairperson)	Joslin Colli (Coordinator Statutory Planning)
Munira Mackay (Member)	Rob Sklarski (Special Project Officer)
Adrian Iredale (Member)	Stephanie Norgaard (Urban Planner)
Joe Chindarsi (Member)	Emily Andrews (Urban Planner)
	Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

REDACTED FOR PRIVACY PURPOSES

Applicant-Item 3.2

Coral Buxey Tegan Louise Designs

Applicant-Item 3.3

REDACTED FOR PRIVACY PURPOSES

Applicant-Item 3.4

REDACTED FOR PRIVACY PURPOSES

3.15pm

Member Discussion

4.00pm

1. Welcome / Declaration of Opening

The Chairperson, Sasha Ivanovich declared the meeting open at 4.00pm.

2. Apologies**3. Business**

4.00pm–4.40pm – Applicant Presentation – No DA Lodged

REDACTED FOR PRIVACY PURPOSES

REDACTED FOR PRIVACY PURPOSES

4.45pm–5.25pm – Applicant's Presentation – No DA Lodged

3.2 **Address:** No. 441 William Street, Perth

Proposal: Five Storey Mixed Use Development (Hotel and commercial uses at ground floor level)

Applicant: Tegan Louise Designs

Reason for Referral: The proposal will likely benefit from the referral to the DAC in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Recommendations & Comments by DAC (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • The roof dominates the scheme. The angled top is mismatched and the provision of a boxed shape outline may be better. • More consideration is needed at ground level in terms of façade articulation. • Provide further detail of façade treatment including alfresco area. • Consider introducing texture, cobbles etc. in the laneway, including the provision of a detailed schedule of finishes and materials. • Consider referencing the adjoining heritage building (mosque), in terms of identifying any strong features that could be reinterpreted into the façade. • Consider further activation of the rear and front façades. • Take into account the final outlook and durability of public art. Consider wrapping around the corner.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Provide more detail on landscaping to demonstrate compliance with City's landscaping requirements including calculations of hard and soft landscaping areas. The ground level and laneway provides great opportunities. Develop this space further, articulate further and provide more detail.
Principle 3 –	

Page 4 of 9

Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • The provision of more natural light and ventilation to the internal passage way is encouraged. • Consider an active land use as an alternative to the provision of car parking bays at the rear (Brisbane Place), particularly as there are some publicly accessible front entrances to buildings along the streetscape noting the dual frontage nature of the site. • A management plan in lieu of the provision of car parking could be considered to address drop off/pick up areas for guests etc. • Consider adding windows into the foyer to the corridors on the upper levels facing north rather than relying on the end of the corridor for light. • Allow for openable windows in the corridors or other solutions to address the issue of light and ventilation access. • Consider natural light and ventilation to ensuites rather than having these located next to parapet walls. • Consider flipping the layout of Rooms 1 and 10 in terms of bed arrangement to free up the facades. • Details on sun control will need to be demonstrated. • The swing of the escape doors will need to be reversed to ensure building code compliance.
Principle 5 – Sustainability	
Principle 6 – Amenity	<ul style="list-style-type: none"> • Consider windows on the front façade to facilitate outlook for the residents and improving occupant amenity and sense of place. • Reconsider the layout of the ground floors in terms of occupant amenity, providing a good relationship between foyer and alfresco area. • Examine whether the ground floor layout is functional. Allow for storage areas to be adequate, accessible and functional. • Examine screening options for the fire services panel at the front of the development to reduce the negative impact on the building façade. • Show proposed air-conditioner locations on plans.
Principle 7 – Legibility	
Principle 8 – Safety	<ul style="list-style-type: none"> • Check building code setback requirements for fire separation to boundaries. This may impact on the 'heritage like' reference with the steel structures.
Principle 9 – Community	
Principle 10 – Aesthetics	
Comments	<ul style="list-style-type: none"> • Provide more detail of finishes and materials including colour schemes. • Any design changes should allow for air conditioning units to be screened from view of the street and adjoining properties. • The size of the bin store areas will need further consideration including resizing to facilitate fewer or greater frequency of bin collection.

- | | |
|--|---|
| | <ul style="list-style-type: none">• Consider the City's guidelines in the Built Form Policy for ground floor design standards.• Demonstrate sun shading by submitting a cross section. |
|--|---|

Conclusion: To be returned to DAC.

REDACTED FOR PRIVACY PURPOSES



CITY OF VINCENT

DESIGN REVIEW PANEL**Wednesday 14 November 2018 at 3.30pm****Venue: Function Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
James Christou (Chairperson)	Joslin Colli (Coordinator Planning Services)
Munira Mackay	Kate Miller (Senior Urban Planner)
Simon Venturi	Roslyn Hill (Minute Secretary)
Ailsa Blackwood	

Applicant-Item 3.1

Davor Nikolic	Architectural Online
Coral Buxey	Tegan Louise Designs

**3.30pm
4.00pm****Member Discussion****1. Welcome / Declaration of Opening**

The Chairperson, James Christou declared the meeting open at 4.00pm.

2. Apologies**3. Business****4.00pm–4.40pm – Applicant's Presentation – DA Lodged 5.2018.320.1****3.1 Address:** 441 William Street and 6 Brisbane Place, Perth**Proposal:** Mixed Use Development (Office, Restaurant/Café and Hotel)**Applicant:** Architectural Online**Reason for Referral:** For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 7 March 2018**Applicant's Presentation:**

The presented a power point presentation

Recommendations & Comments by DRP on 7 March 2018:

Principle 1 – Context and Character	<ul style="list-style-type: none"> • Reconsider the size of the windows. Corridor windows may let in too much sun. Reduce the size to hi-lights or introducing awnings. • Create more activation measures to incorporate a more urban approach with sightlines into communal areas. • Reconsider the sight lines of the access way which limits safety aspects for residents and the public. • Consider making the balcony slide out at the back. • Look at incorporating a design element (eg seating) or artwork instead of bollards to the cross site link. • Bring some texture, possibly cobble paving or timber to break down the monotone concrete paving in the accessway – consider using the steel column grid for the pattern of the paving strips.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Select and encourage plants to grow up through the structure. Incorporate lighting to enhance safety and security.
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Demonstrate how the waste removal and laundry will work in a functional manner and not impact on the public domain. • Consider including a laundry and dual waste/rubbish chutes at the western end. • Consider engaging a waste management consultant. Show how many bins will be needed and waste bin arrangements on the plans. A waste management plan may need to be submitted. Examine consolidating one central bin and laundry location. • Consideration will need to be given to safety aspects of the communal area given the minimal activation proposed. Take into account the activation and layout of commercial tenancies to make this more viable. • Consider allowing for vertical exhaust ducts to provide flexibility for the tenancy outlets to be converted to Food and Beverage. • Ground plan and landscaping need more articulation. • Public accessway (corridor) is considered too narrow and long to be sustainable – refer to further notes below. • Explain thoroughfare and public space and how is this controlled? • Consider a service lift as there is only one lift for guests.
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	<ul style="list-style-type: none"> • Provide a link between the front and the rear. • Consider seating arrangements and patron utilisation of the alfresco area into a recessed area so it doesn't block flow through the thoroughfare.
Principle 7 – Legibility	<ul style="list-style-type: none"> • Signage and lighting elements could be hung from steel structure and integrated to the expressed steel space-frame in order to produce a more integrated design approach.
Principle 8 – Safety	<ul style="list-style-type: none"> • Proponent to undertake and report on crime prevention through environmental design (CPTED). • Consider gates at the access way entry points. Possibly look at locking the gates after business hours. Public accessway is considered too narrow and long to sustain being fully open and accessible at night. Look at redesigning or mechanisms to create a more secure area for communal use to minimise opportunity for anti-social behaviour. • Examine reducing potential hiding locations in the front elements. • A good proportion of the boundary wall to the north adjoining car park may need access restrictions.

Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> Consider clearance distances that may be required between the development and power lines. Further consideration is required in relation to the logistics and amenity of the overall development with respect to the running of a CBD hotel (linen, storage, servicing etc.). The Alex Hotel is a comparable example to examine.

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<p>The DRP supports the concept of the laneway, however, the Applicant needs to refine the design to outline.</p> <ul style="list-style-type: none"> How activation will be achieved. To this end the Applicant may explore: Integration of landscaping (hard and soft) the use of lighting to create the appropriate ambiance (atmosphere) as well as providing a safe environment (night light). Consider activation by either protruding the bar, café into the laneway. This will provide additional eyes to the laneway and the facilities can be visually seen from the two streets OR Consider locating the café and bar fronting William Street and the Reception in the middle of the plan to provide greater street activation. The Applicant needs to explore how the Public Art will relate to the context of the site. Reconsider the need for the canopy over the laneway to enable the void to be fully appreciated and for acoustic use double glazing or thicker glazing (Note : impact from Mosque).
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consider additional landscaping on Juliet balconies. The Applicant needs to explore or implement a tree with a canopy of at least 4 meters within the laneway. Provide a detailed plan showing paving, street furniture and plant selection (including proposed creeper / Note additional soil space for creeper) including lighting to show the feel of the laneway. Consider using soft landscaping as screening for the toilets if they are to stay where they are. Lower courtyard may require more sunlight.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> Levels 3, 4 and 5 setback needs more consideration. Look into additional landscaping and openings to break up the mass and built form on these levels or possibly a roof top deck. This will provide greater light and cross-ventilation through the site.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> The laneway appears very long (approximately 50m x 3m) – Consider an intermediate recess to provide some focal / visual relief and diversity in the space (i.e. a space for a tree). The upper level rooms look tight – show the furniture within the rooms to show the functionality of the spaces.

	<ul style="list-style-type: none"> Look at the possibility of a service lift as the traffic may be too great. Obtaining advice and input from a boutique hotel operator will help in this regard. Functional aspects need to be worked on and finalised (i.e. bins, patron drop off, laundry).
Principle 5 – Sustainability	<ul style="list-style-type: none"> Size of the Beams and landscaping may block natural light into the courtyard.
Principle 6 – Amenity	<ul style="list-style-type: none"> Consider re-design of the central M and F toilet area connect directly to the café / bar to release space for intermediate landscape.
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> The project has significant potential but requires further development. An integrated and considered combination of high quality soft landscaping, public art, lighting and streetscape activation strategies need to be applied to the laneway area to ensure the success of this area. Consider engaging a hotel operator to assist with the function / design of the hotel (i.e. services, room sizes, etc). The floorplans are quite faint and hard to read. More legible plans with the adjoining context shown on them as well as the elevations and perspectives needs to be submitted.

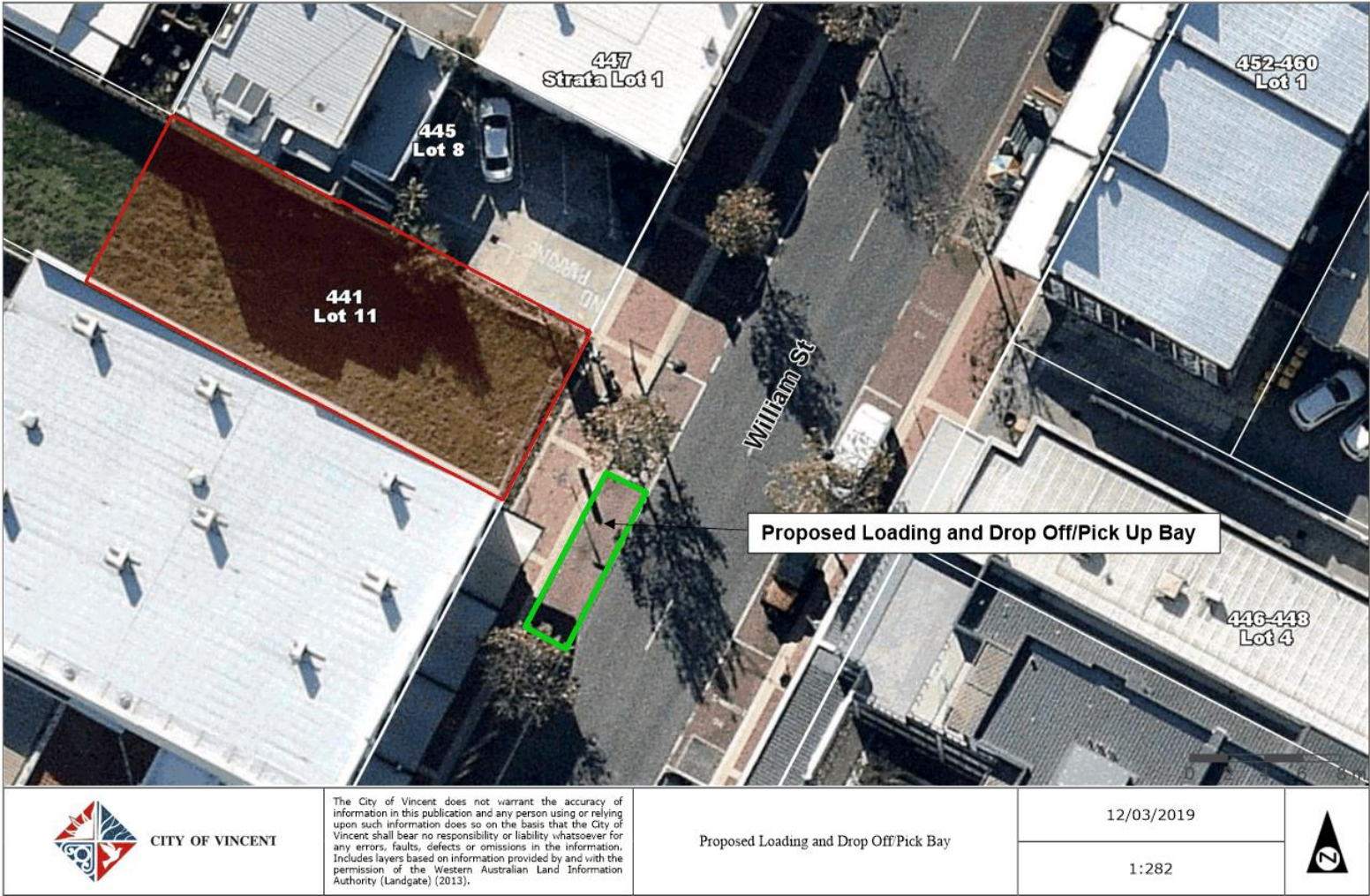
Conclusion:

To be returned to DRP.

4. General Business**5. Close / Next Meeting**

There being no further business, the Chairperson, James Christou declared the meeting closed 4.45pm.

The next meeting will be held on 28 November 2018.





Project: William Street Hotel
Date: 14/12/2018

15th April 2019

Planning Department
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6902

RE: 441 William Street, Northbridge

To whom it may concern,

We are proposing that there will be no car parking on site. Instead a payment of cash-in-lieu is to be supplied. We believe that the surround parking and transport options are sufficient to serve the site and that given the size of the site, and in particular its narrowness, having on site parking would limit the potential for public and commercial usage to the ground floor.

The below report will demonstrate the parking and transport options available in the immediate vicinity of the site which sufficiently services the proposal and its employees/visitors.

E: info@tldesigns.com.au

Mob: 0437 333 815
PO Box 406, JOONDALUP DC 6919

W: www.tldesigns.com.au



Project: William Street Hotel
Date: 14/12/2018

Car Parking

Street parking

As per the image below there is 2 hour street parking in the vicinity of the site along William street and Brisbane street. There is also 1hr street parking along Robinson Avenue. This street parking will be sufficient to serve short stay visitors to the site such as those looking to utilise the commercial tenancies for a short period of time. It is to be noted that this street parking is sufficient to serve other commercial tenancies in the area.



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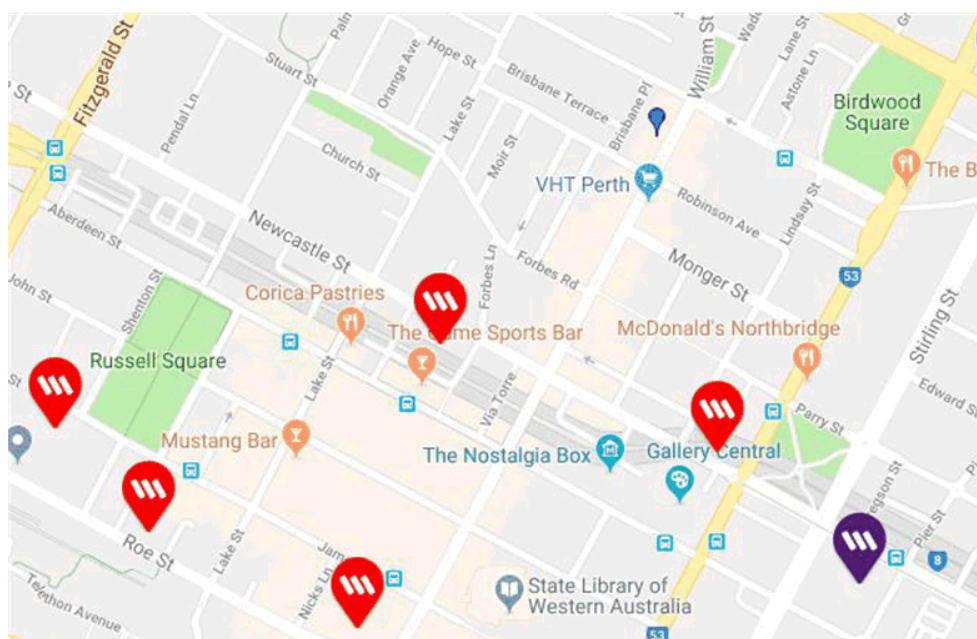
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Project: William Street Hotel
Date: 14/12/2018

Longer stay parking

As per the image below there are numerous parking facilities in the vicinity of the site that can accommodate longer stay parking. In addition to these images there is also public parking at the State Library and the Brisbane Street Car Park. Many of these facilities are open 24hrs and are secure. Many of the hotel guests are likely to be short stay business travellers from overseas and hence it is likely that they will not have a car to accommodate however in the event that guests to have cars these can be accommodated in the parking facilities in the area. This is not dissimilar to how numerous other hotels in Perth operate and notification of this can be given to guests via booking websites and emails as per the operation of other hotels. Staff who require car parking can also use these facilities as per the employees of most workplaces in Perth.



E: info@tldesigns.com.au

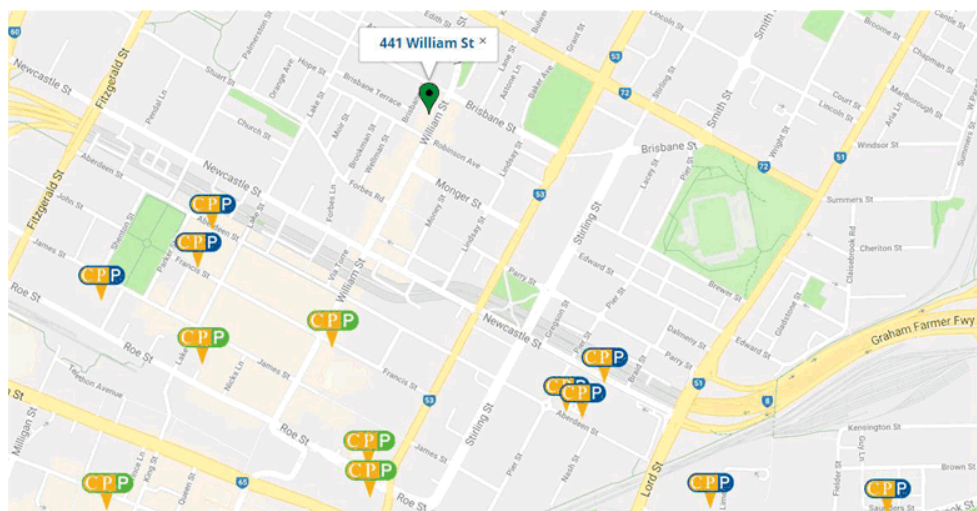
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The logo for Tegan Louise Designs features a stylized graphic of a person with arms raised in a 'V' shape, composed of purple and blue geometric shapes. Below the graphic, the text 'tegan Louise' is in a light blue sans-serif font, and 'DESIGNS' is in a larger, bold, purple sans-serif font.

Project: William Street Hotel

Date: 14/12/2018



Guests will be informed about the parking situation prior to booking/arriving. There will be information regarding parking on the hotel website as well as all relevant booking sites. Parking information should also be included on confirmation emails and further correspondence to guests.

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PO Box 406, JOONDALUP DC 6919W: www.tldesigns.com.au



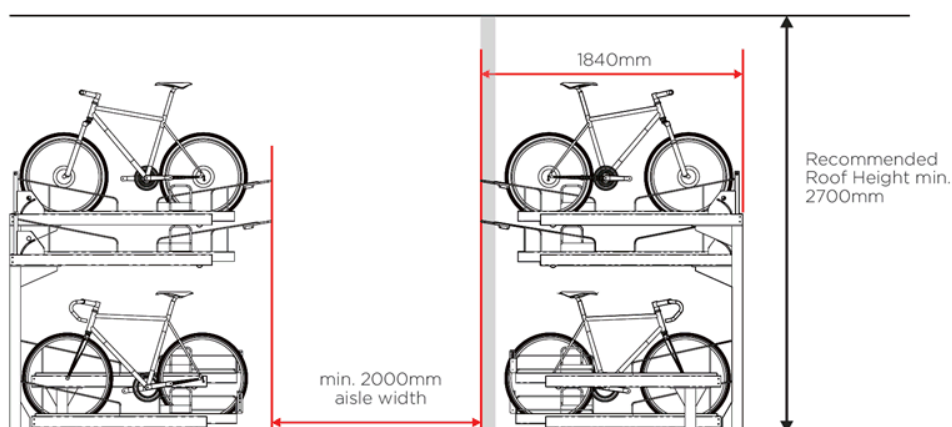
Project: William Street Hotel

Date: 14/12/2018

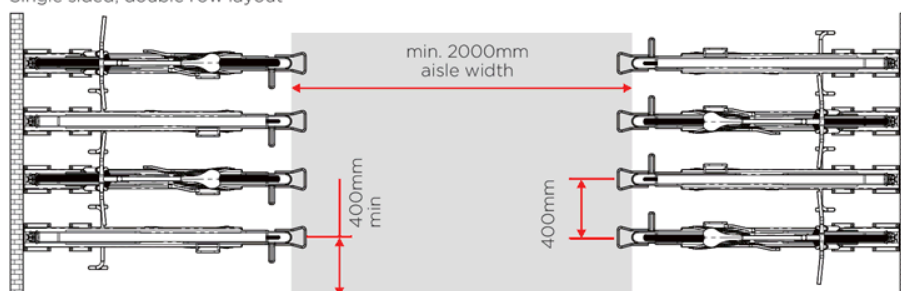
Bicycle Parking

As per the ground floor plan and the image bicycle parking/rental supplied on site that should accommodate up to 24 bicycles. We believe that this amount of parking in addition to the bicycle parking areas supplied in the immediate area (as pictured below) will be enough to service the proposal.

The bicycles will be stored using dynamic 2 tier bike racks that are to Australian standards. Please refer to the images below for further information.



Single sided, double row layout



To comply with AS2890.3 (2015) minimum 400mm spacing between post centres and to edge of walls or other obstructions

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Project: William Street Hotel
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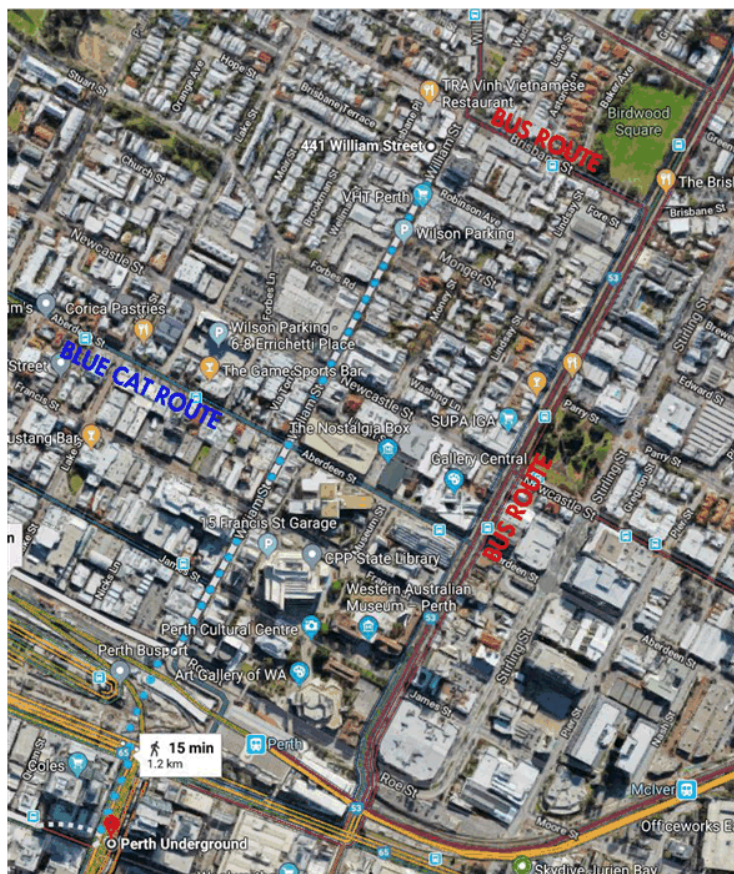
Project: William Street Hotel

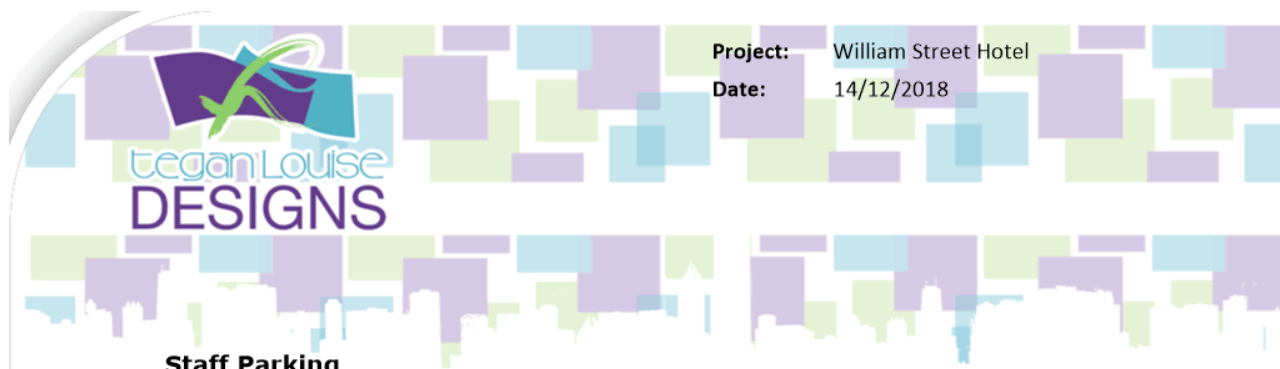
Date: 14/12/2018

Public Transport

Being close to Perth CBD means that the site is highly accessible through public transport. As per the image below there are Transperth bus routes that service William street to the North of the Site (stopping at Brisbane Street) as well as Beaufort street which is in the immediate vicinity of the site. There is also the Blue Cat 7 service which runs along Aberdeen street, again in the immediate vicinity of the site.

The Perth Bus port, the Perth Train Station and the Perth Underground Station are all within 15 minutes walk of the site hence making it highly accessible for those looking to utilise public transport. As per most commercial building in the city the proposal seeks to utilise the transport options available for employees and visitors alike.

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Staff Parking

We propose that a set number of bays will be purchased at a nearby parking facility to accommodate staff. These bays will be reserved 365 days of the year for staff only. This will reduce the impact of staff parking in the surrounding area and also increase the ease of access to the site for staff.

We estimate that there will be at absolute maximum (during peak times) 15 staff on site at any one time. This is inclusive of 2 hotel managers, 4 cleaning staff, 5 café staff and 4 hotel operations staff. The City of Perth Profile id study (<https://profile.id.com.au/perth/travel-to-work>) estimated that 32.8% of workers in the Perth CBD area drive to work (as a driver and not a passenger) and thus we estimate that 5 car bays will need to be purchased to accommodate staff on site. There is also the possibility of us acquiring 2 commercial passes for non-paid parking in the area for the hotel managers. We understand that this does not guarantee parking however which is why these passes would be in addition to the 5 purchased bays. In terms of the parking facilities there are numerous parking facilities all within walking distance of the site as identified earlier in this report. The bays could be purchased at any of these facilities.

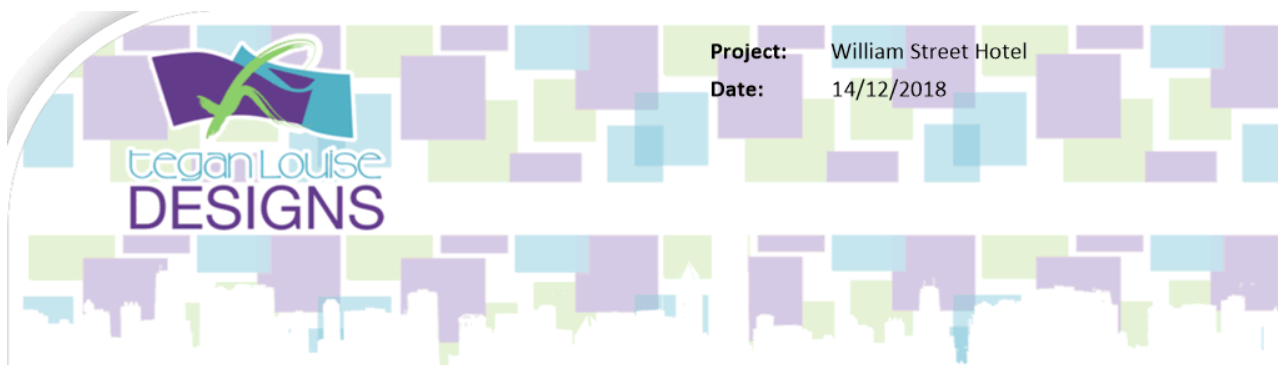
For staff using public transport smart riders could be provided as part of their individual contracts. This will help alleviate the disparity of some staff having access to a car bay and others not. We estimate that there will also be some staff who live locally and walk to work.

The above will alleviate the impact of staff parking on the surrounding area. Staff will have pre-arranged transport options available and will not be having any impact on the non-paid parking spaces in the area that are primarily used to serve residents and visitors. The pre-arranged transport options should also mean that staff are not using the street parking on William Street, Thus keeping this free for customers of the surrounding businesses.

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Owing to the above we believe that the site is very accessible and has significant transport options available to service it. As such we believe that the City should consider a cash in lieu payment to accommodate for the proposed shortfall. We believe that the proposal seeks to utilise the options available in the surrounding area and maximise the potential of more energy efficient transport options such as cycling or using public transport. The cash in lieu payment allows the proposal to maximise the potential of the ground floor space for public and commercial usages and including parking or car accessways to the ground floor would have a detrimental effect on this. In addition to this staff will be accommodated for thus reducing the impact on the surrounding area.

Should you have any issues regarding the above please do not hesitate to contact me on 0437 33 815.

Yours Sincerely,

Coral Buxey
Masters of Architecture
Design Manager
TEGAN LOUISE DESIGNS

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Determination Advice Notes:

1. All signage that does not comply with the City's Policy No. 7.5.2 – Signs and Advertising shall be subject to a separate Development Application and Building Permit application, being submitted and approved prior to the erection of the signage.
2. The development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect.
3. A security bond shall be lodged with the City by the applicant, prior to the issue of a building permit. This bond will be held until all building/development works have been completed and any disturbance of, or damage to the City's infrastructure in the Right of Way and the Verge along William Street, including verge trees, has been repaired/reinstated to the satisfaction of the City. An application for the refund of the security bond shall be made in writing. The bond is non-transferable.
4. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5 metres) shall be maintained for all users at all times during construction works. If the safety of the path is compromised resulting from either construction damage or as a result of a temporary obstruction appropriate warning signs (in accordance with AS1742.3) shall be erected. Should a continuous path not be able to be maintained, an 'approved' temporary pedestrian facility suitable for all path users shall be put in place. If there is a request to erect scaffolding, site fencing etc. or if building materials are required to be stored within the road reserve, once a formal request has been received, the matter will be assessed by the City and if considered appropriate a permit shall be issued by the City. No permit will be issued if the proposed encroachment into the road reserve is deemed to be inappropriate.
5. With reference to Condition 5, no further consideration shall be given to the disposal of stormwater 'offsite' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of stormwater 'offsite' be subsequently provided, detailed design drainage plans and associated calculations for the proposed stormwater disposal shall be lodged together with the building permit application working drawings.
6. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
7. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
8. The obligation to comply with the requirements of a time limited condition continues whilst the approved development exists.
9. The applicant/owner is reminded of their obligation under the *Strata Titles Act 1985* which may require consent from the adjoining strata owners and/or strata company before commencing any works on site.

6 INFRASTRUCTURE AND ENVIRONMENT













6.1 MINOR PARKING RESTRICTION IMPROVEMENTS/AMENDMENTS

TRIM Ref: D19/52500

Author: Craig Wilson, Manager Asset & Engineering

Authoriser: Andrew Murphy, Executive Director Infrastructure and Engineering

Attachments:

1. Plan No. 3510-PP-01  
2. Plan No. 3513-PP-01  
3. Plan No. 3512-PP-01  
4. Plan No. 3509-PP-01  
5. Plan No. 3490-PP-01  
6. Plan No. 3511-PP-01  

RECOMMENDATION:

That Council:

1. **APPROVES** the following minor parking restriction improvements and amendments:
 - 1.1 install an on-road Loading Zone in Carr Place, Leederville adjacent No. 228 Carr Place, as shown on Plan No. 3510-PP-01-PP-01 (Attachment 1);
 - 1.2 extend the paid period in two bays outside No. 742 Newcastle Street, Leederville to 1P ticket parking 8.00am to 7.00pm and ticket parking 7.00pm to Midnight, as shown on Plan No. 3513-PP-01 (Attachment 2);
 - 1.3 install a 1/4 P bay outside 454 William Street, Perth, as shown on Plan No. 3512-PP-01 (Attachment 3);
 - 1.4 install an on-road Loading Zone in Angove Street, North Perth, adjacent 122 Angove Street, and amend the time restrictions for the existing 1/4P to 1P 8.00am to 6.00pm Monday to Saturday, and the three adjacent 5P bays to 1P 8.00am to 6.00pm Monday to Saturday, as shown on Plan No. 3509-PP-01 (Attachment 4);
 - 1.5 install a 3P 8.00am to 6.00pm Monday to Friday, as shown on Plan 3490-PP-01 (Attachment 5) parking restrictions in Summers Street, East Perth, from Joel Terrace to the Swan River Foreshore, the Banks Reserve car park, and banning parking on the service road connecting the two; and
 - 1.6 introduce a 2P 8.00am to 5.30pm Monday to Friday parking restriction on the southern side of Bourke Street, Leederville, between Leicester Street and the cul-de-sac at the Mitchell Freeway Road Reserve, and a 2P 8.00am to 5.30pm Monday to Friday parking restriction the length of the verge abutting Britannia Reserve on the northern side of the street, as shown on Plan No. 3511-PP-01 (Attachment 6).

PURPOSE OF REPORT:

To consider improvements and amendments to parking arrangements at various locations throughout the City of Vincent as detailed in the report.

BACKGROUND:

The City regularly receives requests for the introduction of, or changes to, parking restrictions in both residential and commercial areas. Administration generally undertakes a range of investigations including parking demand and traffic volume surveys to assess traffic and on-street parking conditions. That data is then used to determine whether new or amended restrictions are warranted to improve parking availability

and amenity. Where changes are considered justifiable a report is then presented to Council for consideration as Administration does not have delegated authority to make such changes.

DETAILS:

A number of parking issues have recently been identified and investigated with details provided below:

Proposed Loading Zone Adjacent No. 228 Carr Place, Leederville

No. 228 Carr Place, Leederville, is a relatively new multi storey mixed use development located near the intersection of Newcastle Street. The development, and that of the adjoining property at No.226 Carr Place, includes food premises (restaurant and cafe), commercial and retail tenancies.

The City has recently received a request for a Loading Zone to service the aforementioned properties, specifically utilising the existing 'No Stopping Zone', nearest Newcastle Street and the pedestrian 'Shared Zone'. This suggestion is not supported given its proximity to the intersection and the potential safety issue it would create for vehicles entering Carr Place. The rear end of a large delivery vehicle would partially obstruct the turning movement pushing the vehicle onto the wrong side of the road in what is already a constricted space.

A compliant loading zone could be accommodated if the first 1/4P bay is moved one parking space east (currently a 1P bay). The 'No Stopping Zone' could then be shortened by 3.0m to the west to provide a standard 8.0m long loading zone, open ended for ease of access.

While there is an existing loading zone at No. 662 Newcastle Street, adjacent Duende Restaurant, it is not conveniently located for Carr Place and is often occupied.

It is recommended that a loading zone have operational hours to match that of the adjacent restrictions, 8.00am to 5.30pm Monday to Friday and 8.00am to 12noon Saturdays, be approved as shown on Plan No. 3510-PP-01 (**Attachment 1**).

Extended 'Ticket' Parking in the Two Existing Bays outside No. 742 Newcastle Street, Leederville Hotel / Leederville Village Square

A part of the current Leederville Village Square works a number of on-road parking spaces in Newcastle Street, including that of a Loading Zone at No. 749 Newcastle Street, have been removed albeit temporarily. At the conclusion of the works there is an opportunity to correct an anomaly on the northern side of Newcastle Street outside the hotel. Currently there is an ACROD bay, which will be reinstated, and two 1P bays, that require a ticket until 6.00pm, after which they are unrestricted.

The southern side of Newcastle Street allows 1P ticket parking until 7.00pm, and then paid ticket parking to midnight. As do the majority of the bays along Oxford Street within the Town Centre.

Currently a vehicle can be parked in either bay (outside the hotel), from 5.00pm for the cost a 1 hour tariff and stay until 8.00am the following morning.

It is recommended that the operational hours of the two aforementioned bays are changed to match that of the southern side of Newcastle Street, 1P ticket, 8.00am to 7.00pm and ticket 7.00pm to Midnight, as shown on Plan No. 3513-PP-01 (**Attachment 2**).

Proposed 1/4P Bay at No. 454 William Street, Perth

The above location is toward the Brisbane Street end of the William Street commercial and entertainment precinct. The City has recently received a request for a either a loading zone and/or 1/4P bay(s) to service the various food, beverage and retail premises located either side of William Street.

Given that there already is a loading zone located at No. 446/448 William Street consideration was given to the installation of a 1/4P within the immediate vicinity.

Currently the City has an on road 'parklet' located adjacent No. 452 William Street, which leaves a single 'ticketed' paid parking space outside No. 454 (William Street). The proposal is to re-assign this bay to a free 1/4P (at all times). This will ensure a consistent 'turn-over' of the space enabling clients of the various businesses a convenient location to park for short transactions/visits.

The majority of William Street (south of Brisbane Street) is paid ticket parking 8.00am to Midnight, Monday to Sunday.

It is therefore recommended that the existing parking space at No. 452 William Street be changed to a 1/4P, for which no fee is applicable, as shown on Plan No. 3512-PP-01 (**Attachment 3**).

Proposed 1P restriction and Loading Zone – No. 122 Angove Street, North Perth

No. 122 Angove Street is located on the intersection of Farmer Street and is currently being refurbished and will reopen as a cafe in the near future. Further, it is located adjacent an existing automotive workshop that has dual frontages onto both Angove and Farmer Streets.

The developer of the cafe has asked the City to consider amending the parking restrictions along the Angove Street frontage to better reflect the nature of the new tenancy and that of the existing workshop.

Currently there is a 1/4P bay closest to the Farmer Street intersection, intended to be retained, albeit with amended times. From this point east there is a 5P 8.00am to 6.00pm Monday to Friday restriction installed as part of the North Perth Town Centre Parking Review.

Having met with the applicant, and reviewing the current land use and surrounding restrictions, including that of the commercial premises on the southern side of Angove Street, the Officer recommendation is that the restrictions be amended as shown on Plan No. 3509-PP-01 (**Attachment 4**).

The 1/4P is retained and the restriction end time extended by half an hour to 6.00pm Monday to Saturday to match that of the surrounding restrictions. In addition the next (approximately) 20m of kerb-side parking be re-assigned to 1P 8.00am to 6.00pm Monday to Saturday replacing the current 5P restriction. The final 8m to the existing crossover (No Stopping Zone) would become a loading zone so as to better regulate the parking associated with the automotive workshop. The loading zone hours would reflect that of the proposed 1P parking. The restrictions on the southern side of Angove Street, adjacent the commercial premises, are currently 1/2P changing to 5P where the street becomes predominately residential.

Proposed 3P restriction Summers Street, Banks Reserve Car Park and Service Road, East Perth

In 2018, the City installed a footpath along the northern side of Summers Street, from Joel Terrace to the river, which coincided with the opening of the Perth Stadium, to provide a safer pedestrian link for those patrons walking from East Perth Station to the stadium via the foreshore and Windan Bridge.

In addition, the City planted a series of street trees between the bays as streetscape enhancement in keeping with the guiding principles of the 'Greening Plan'. However, this section of Summers Street has never had parking restrictions and has always been very popular with both CBD workers, combining free parking with exercise, and those based at the adjacent Western Power office and sub-station. As a consequence it is typically at 100% occupancy Monday to Friday. The overflow is now spilling into the Banks Reserve car park that is consistently 90%+ occupancy on weekdays. More recently, motorists have started parking along the service, or slip road that links Summer Street to the car park exasperating the congestion. The net result is that there is limited parking for the casual visitors and users of Banks Reserve and the foreshore during the working week.

Further, the City is soon to embark on an upgrade of the aforementioned car park, subject to the relevant regulatory approvals, as part of the approved Banks Reserve Master Plan Implementation Program.

Therefore it is proposed to install time restrictions to coincide with the works, the recommendation being 3P 8.00am to 6.00pm Monday to Friday, as shown on Plan 3490-PP-01 (**Attachment 5**), in both Summers Street and the car park, as well as banning parking along the service road.

While these restrictions will not impact upon Perth Stadium patrons, as the majority of events are after hours or on weekends, they do reflect the Monday to Friday restrictions in the commercial zone west of Joel Terrace, and will draw stadium patrons away from the residential area.

Bourke Street, Leederville

As part of the Safe Active Streets Project (Bike Boulevard) Stage II in 2018 the City upgraded Bourke Street from Scott Street to the Mitchell Freeway Principal Shared Path to create a safer, low speed road environment for cyclists and pedestrians.

While the changes resulted in fewer of on-road parking spaces the majority of aforementioned section of Bourke Street, Scott Street to Leicester Street, already has 2P parking restrictions so that the impact was not significant and maintained a level of amenity for the adjacent residents.

However, it has pushed a lot of CBD / commuter parking into the unrestricted portion of Bourke Street west of Leicester Street. Consequently it is typically at 100% occupancy Monday to Friday, both on the road along the southern side (abutting Leederville Tennis Club), and the verge adjacent Britannia Reserve, on the northern side. The City has, and continues to receive, complaints, particularly from residents and visitors to the reserve. It has also resulted in increased congestion and made it potentially more hazardous for cyclists as they are susceptible to 'dooring' or unsighted motorists reversing out from the verge parking.

Therefore it is proposed to install time restrictions to match that of the rest of Bourke Street being 2P 8.00am to 5.30pm Monday to Friday, as shown on Plan 3511-PP-01 (**Attachment 6**). The same restrictions apply in Leicester Street.

CONSULTATION/ADVERTISING:

All affected property owners and occupiers will be notified of the parking restriction changes although it should be noted that in each instance the level of amenity for adjacent businesses, residents and visitors will improve. There is minimal impact upon the wider community.

LEGAL/POLICY:

The *City of Vincent Parking and Parking Facilities Local Law 2007* regulates the parking or standing of vehicles in all or specified thoroughfares and reserves under the care, control and management of the City and provides for the management and operation of parking facilities.

RISK MANAGEMENT IMPLICATIONS:

Low: These proposed parking restriction changes will deliver amenity improvements for residents, businesses, and visitors.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

"Accessible City"

- *We have better integrated all modes of transport and increased services throughout the City."*

SUSTAINABILITY IMPLICATIONS:

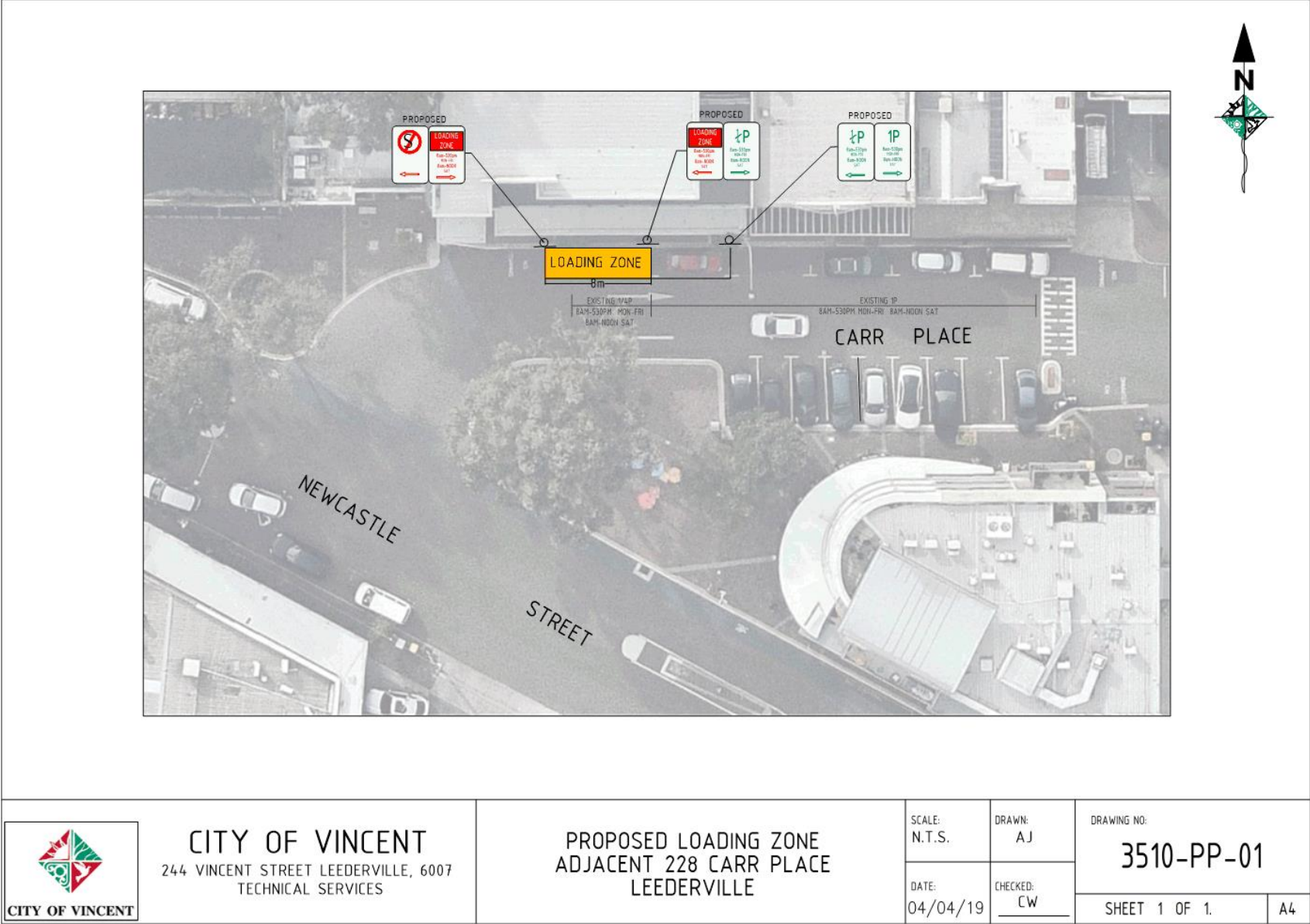
Nil.

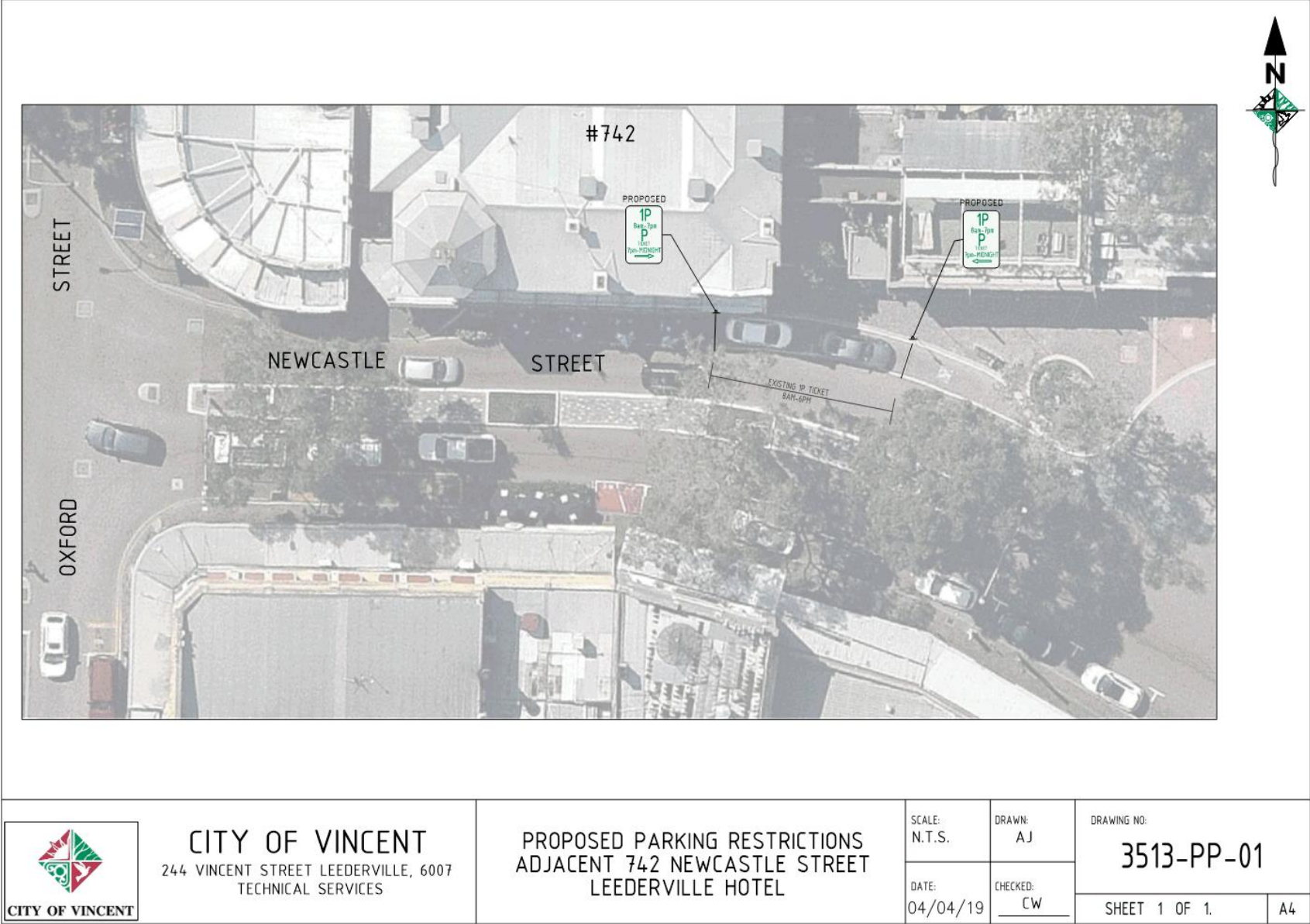
FINANCIAL/BUDGET IMPLICATIONS:

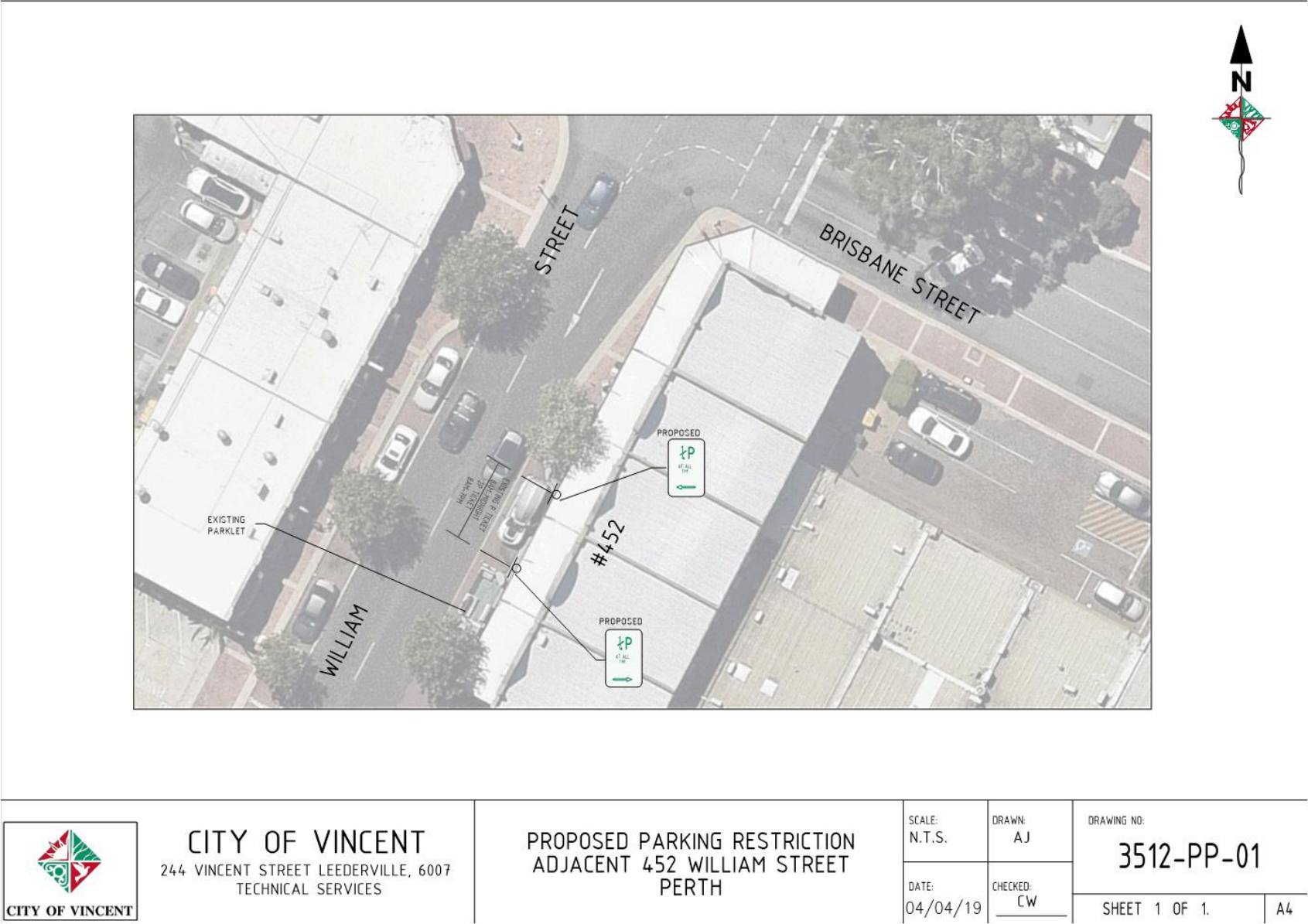
Costs associated with these parking restriction changes will be completed utilising existing funding from the appropriate signage and line-marking budgets.

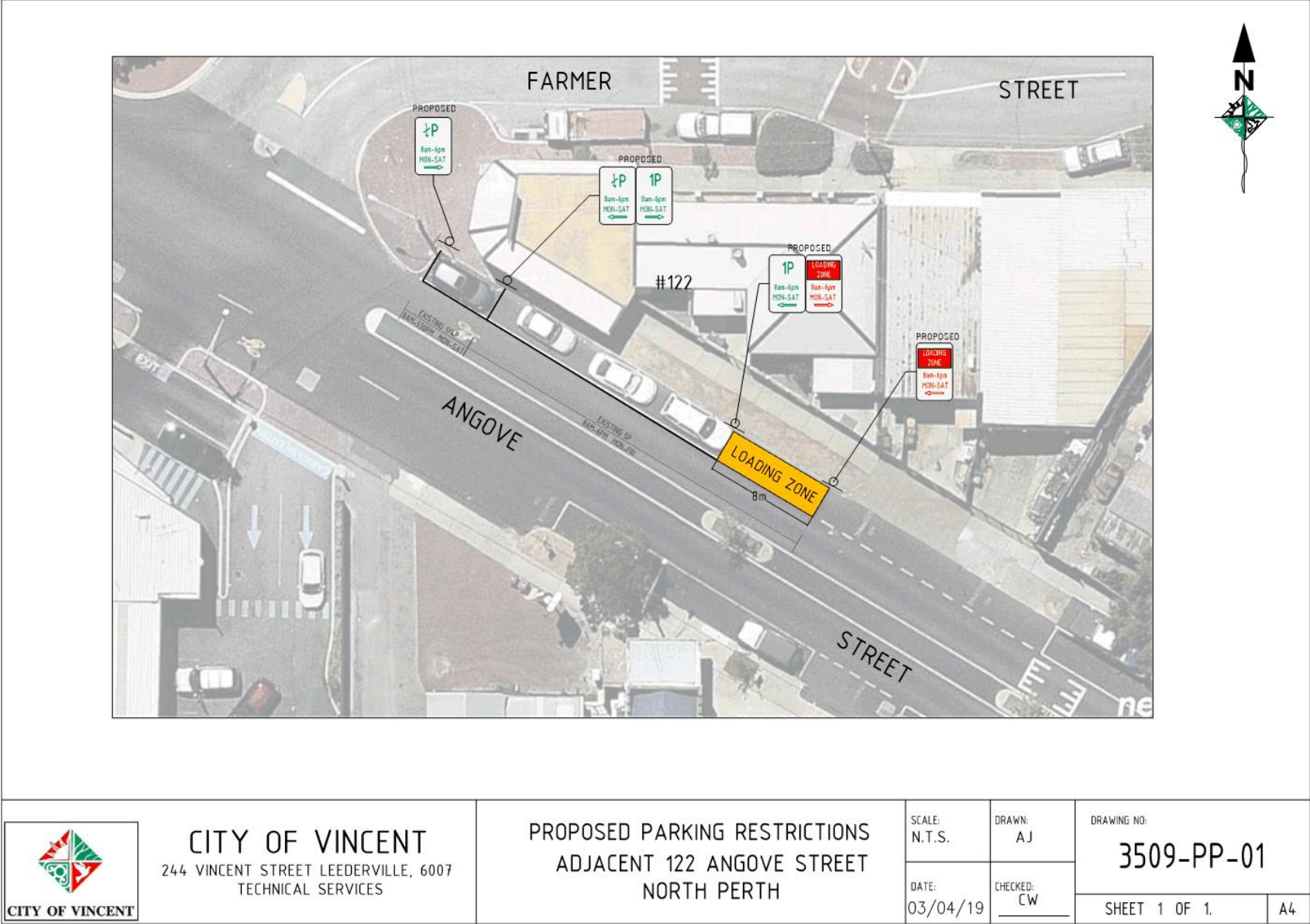
COMMENTS:

Administration has investigated current parking and traffic management issues at these locations, and it considered appropriate to implement minor improvements and amendments to improve amenity and on-street parking availability. While significant changes to parking arrangements should await completion of the Integrated Transport Strategy it is necessary for Administration to continue to effectively respond to site-specific issues. It is anticipated that Administration will continue to present parking reports to Council over the coming months to deal with current parking issues.

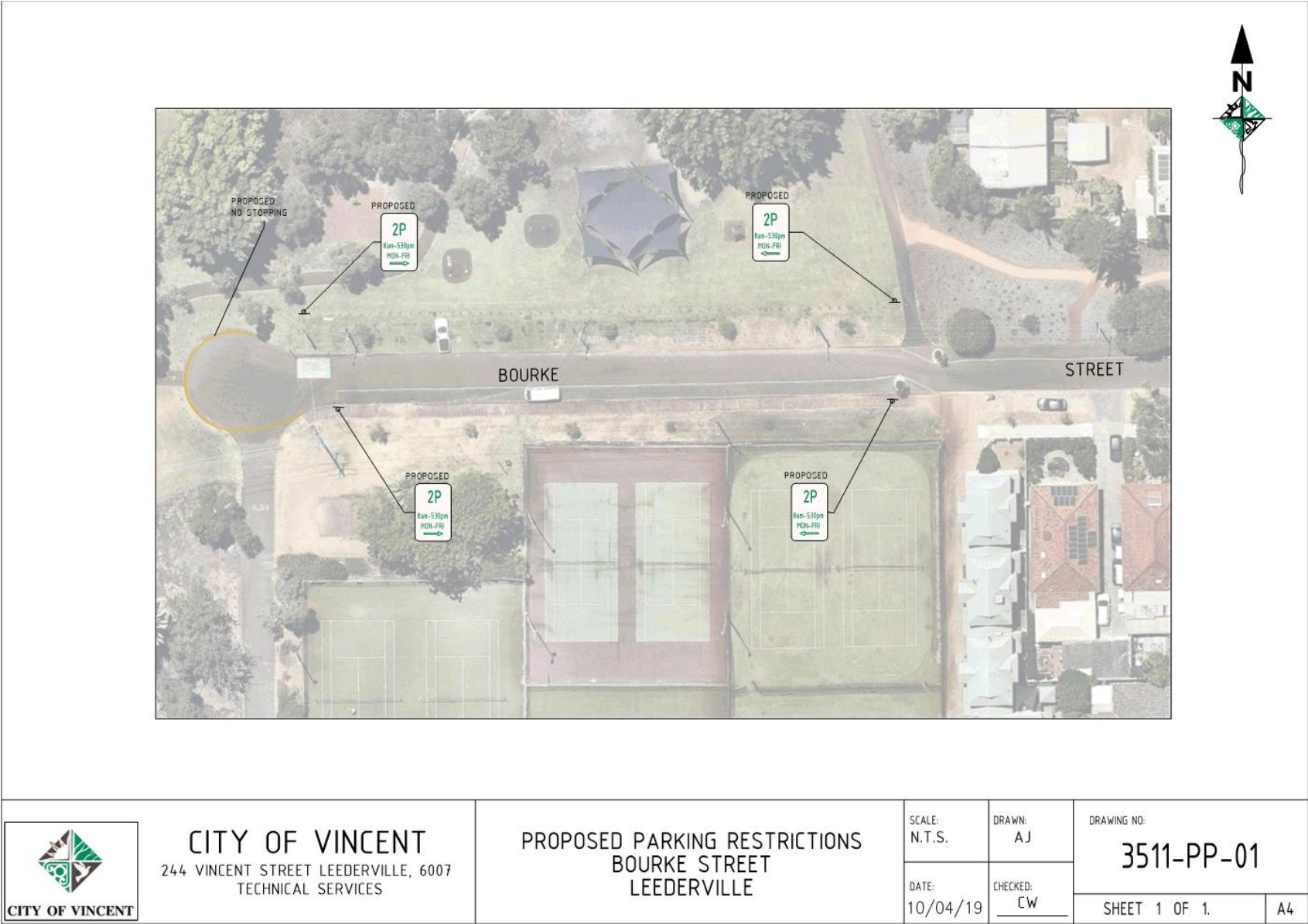












6.2	LATE REPORT: TENDER 565-19 SUPPLY AND DELIVERY OF TWO (2) WASTE COLLECTION VEHICLES - APPOINTMENT OF SUCCESSFUL TENDERER
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REPORT TO BE ISSUED ON THURSDAY 18 APRIL 2019

7 CORPORATE SERVICES

7.1 INVESTMENT REPORT AS AT 31 MARCH 2019

TRIM Ref: D19/51721

Author: Nirav Shah, Coordinator Financial Services

Authoriser: Kerry Batten, Executive Director Corporate Services

Attachments: 1. Investment Report March 2019  

RECOMMENDATION:

That Council **NOTES** the Investment Report for the month ended 31 March 2019 as detailed in Attachment 1.

PURPOSE OF REPORT:

To advise Council of the nature and value of the City's investments as at 31 March 2019 and the interest earned year to date.

BACKGROUND:

Surplus funds from day to day operational requirements are invested in bank term deposits for various terms, to facilitate maximum investment returns in accordance with good governance, legislative requirements and the City's Investment Policy (No. 1.2.4).

Details of the investments are included in **Attachment 1** and comprise:

- Investment performance and policy compliance charts;
- Investment portfolio data;
- Investment interest earnings; and
- Current investment holdings.

DETAILS:

The City's investment portfolio is diversified across several financial institutions in accordance with the City's Investment Policy.

As at 31 March 2019, the total funds held in the City's operating account (including on call) is \$39,157,958, compared to \$36,377,700 for the period ending 31 March 2018. This is as a result of an increase in rates revenue compared to the previous year at this time, because the 2018/2019 rates instalment notices were issued a month earlier. In addition, year to date capital expenditure is underspent relative to the year to date budget.

Total term deposit investments for the period ending 31 March 2019 are \$32,739,750 compared to \$36,178,794 in the previous month. The reduced balance of term deposits is to ensure cash flows are managed effectively to accommodate for operational needs as required.

The following table shows funds under management for the previous and current year:

Month Ended	2017/18		2018/19	
	Total funds held	Total term deposits	Total funds held	Total term deposits
July	\$23,433,728	\$21,212,649	\$26,826,861	\$23,990,516
August	\$30,161,860	\$27,714,651	\$44,327,708	\$37,499,275
September	\$40,305,364	\$37,944,911	\$44,209,274	\$40,651,147
October	\$41,087,462	\$38,947,823	\$44,463,021	\$41,180,325
November	\$41,716,473	\$39,482,047	\$44,188,761	\$42,678,504
December	\$38,768,084	\$37,065,389	\$40,977,846	\$38,667,039

January	\$39,498,741	\$36,147,499	\$42,109,674	\$35,225,189
February	\$39,217,278	\$36,665,928	\$44,227,308	\$36,178,794
March	\$36,377,700	\$34,622,001	\$39,157,958	\$32,739,750
April	\$33,647,074	\$31,177,278	-	-
May	\$30,338,407	\$28,712,736	-	-
June	\$28,409,157	\$24,687,341	-	-

Total accrued interest earned on investments as at 31 March 2019 is:

	Adopted Budget	YTD Budget	YTD Actual	% of YTD Budget
Municipal	\$420,000	\$370,000	\$418,014	112.76%
Reserve	\$246,060	\$175,900	\$214,308	121.84%
Sub-total	\$666,060	\$546,600	\$632,322	115.68%
Leederville Gardens Inc. Surplus Trust*	\$0	\$0	\$104,847	N/A

*Interest estimates for Leederville Gardens Inc. Surplus Trust were not included in the 2018/19 Budget as actual interest earned is held in trust that is restricted.

The City has obtained a weighted average interest rate of 2.39% for current investments including the operating account and 2.74% excluding the operating account. The Reserve Bank 90 days accepted bill rate for March 2019 is 1.83%. As summarised in the table above, year to date actual interest earnings are tracking higher than the year to date budgeted amount.

Sustainable investments

The City's Investment Policy states that preference "is to be given to investments with institutions that have been assessed to have no current record of funding fossil fuels, providing that doing so will secure a rate of return that is at least equal to alternatives offered by other institutions". Administration currently uses Marketforces.org.au to assist in assessing whether a bank promotes non-investments in fossil fuel related entities.

As at 31 March 2019, 39.1% of the City's investments were held in financial institutions considered to be investing in non-fossil fuel related activities. This is a 6% increase in this portfolio compared to last month.

An intern has been engaged to review the City's current investment policy with a view to revising the investment policy to optimise investment returns whilst considering factors such as fossil fuels and ethical investments.

CONSULTATION/ADVERTISING:

Nil.

LEGAL/POLICY:

The power to invest is governed by the *Local Government Act 1995*.

6.14. Power to invest

- (1) Money held in the municipal fund or the trust fund of a local government that is not, for the time being, required by the local government for any other purpose may be invested as trust funds under the *Trustees Act 1962 Part III*.
- (2A) A local government is to comply with the regulations when investing money referred to in subsection (1).
- (2) Regulations in relation to investments by local governments may —
 - (a) make provision in respect of the investment of money referred to in subsection (1); and
 - [(b) deleted]
 - (c) prescribe circumstances in which a local government is required to invest money held by it; and
 - (d) provide for the application of investment earnings; and
 - (e) generally provide for the management of those investments.

Further controls are established through the following provisions in the Local Government (Financial Management) Regulations 1996:

19. Investments, control procedures for

- (1) A local government is to establish and document internal control procedures to be followed by employees to ensure control over investments.
- (2) The control procedures are to enable the identification of —
 - (a) the nature and location of all investments; and
 - (b) the transactions related to each investment.

19C. Investment of money, restrictions on (Act s. 6.14(2)(a))

- (1) In this regulation —
authorised institution means —
 - (a) an authorised deposit-taking institution as defined in the Banking Act 1959 (Commonwealth) section 5; or
 - (b) the Western Australian Treasury Corporation established by the Western Australian Treasury Corporation Act 1986;**foreign currency** means a currency except the currency of Australia.
- (2) When investing money under section 6.14(1), a local government may not do any of the following —
 - (a) deposit with an institution except an authorised institution;
 - (b) deposit for a fixed term of more than 3 years;
 - (c) invest in bonds that are not guaranteed by the Commonwealth Government, or a State or Territory government;
 - (d) invest in bonds with a term to maturity of more than 3 years;
 - (e) invest in a foreign currency.

Council has delegated the authority to invest surplus funds to the Chief Executive Officer or his delegate to facilitate prudent and responsible investment.

Administration has established guidelines for the management of the City's investments, including maximum investment ratios as shown in the following table:

Short Term Rating (Standard & Poor's) or Equivalent	Direct Investments Maximum % with any one institution		Managed Funds Maximum % with any one institution		Maximum % of Total Portfolio	
	Policy	Current position	Policy	Current position	Policy	Current position
A1+	30%	27.0%	30%	Nil	90%	51.3%
A1	25%	5.1%	30%	Nil	80%	5.1%
A2	20%	20.3%*	n/a	Nil	60%	43.6%

* The maximum allowable position with an A2 accredited institution (ME Bank) has exceeded the threshold. The total investment closing balance at the end of the month has decreased compared to when the investments were undertaken. This fluctuation in cash flows is a normal trend at this time of the year.

RISK MANAGEMENT IMPLICATIONS:

Low: Administration has developed effective controls to ensure funds are invested in accordance with the City's Investment Policy. This report enhances transparency and accountability for the City's investments.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

Our community is aware of what we are doing and how we are meeting our goals.

Our community is satisfied with the service we provide.

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

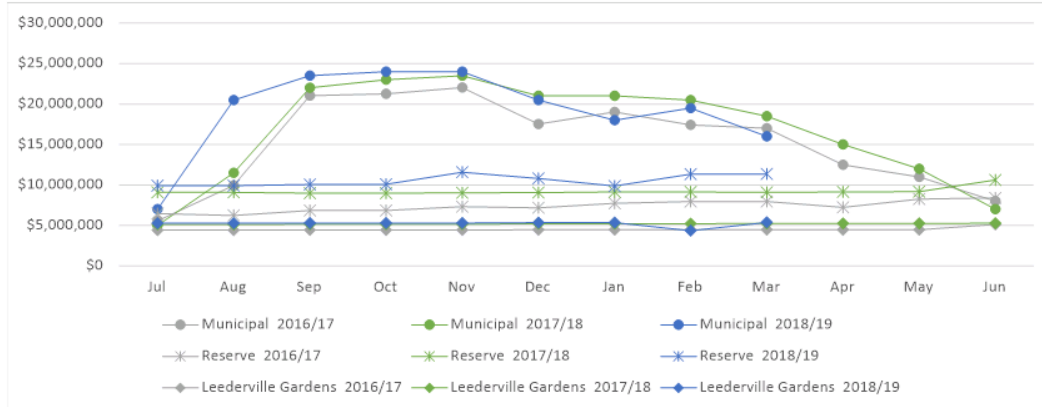
Nil.

FINANCIAL/BUDGET IMPLICATIONS:

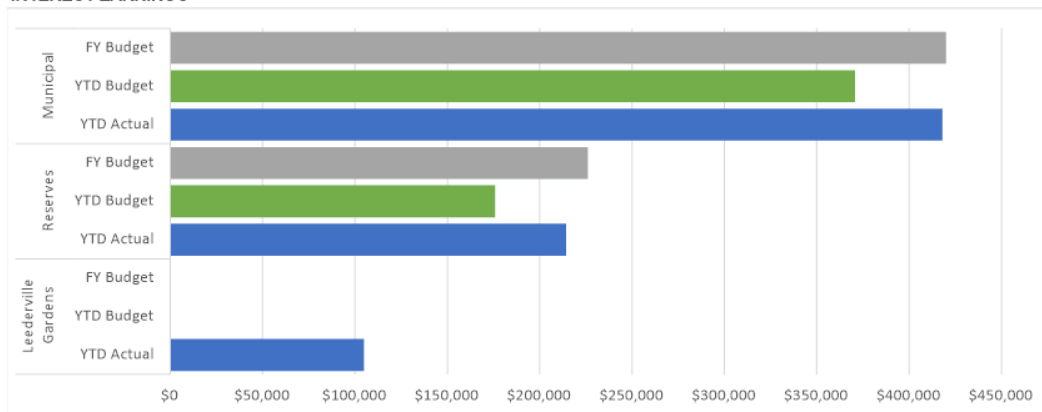
The financial implications of this report are as noted in the Details section of the report. Administration is satisfied that appropriate and responsible measures are in place to protect the City's financial assets.

**CITY OF VINCENT
INVESTMENT PERFORMANCE
AS AT 31 MARCH 2019**

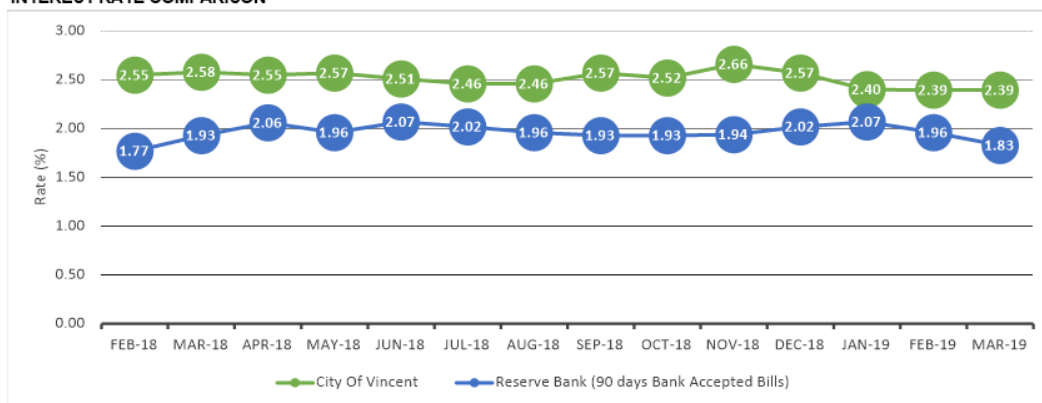
FUNDS INVESTED OVER 3 YEARS



INTEREST EARNINGS

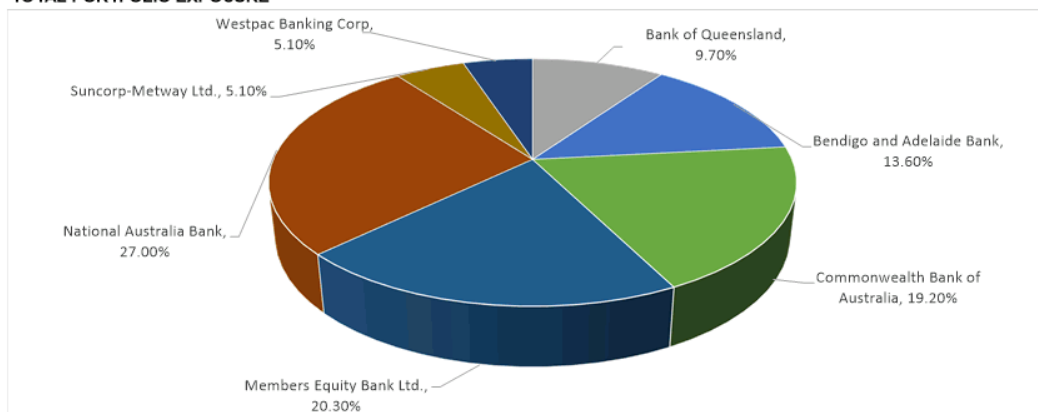


INTEREST RATE COMPARISON

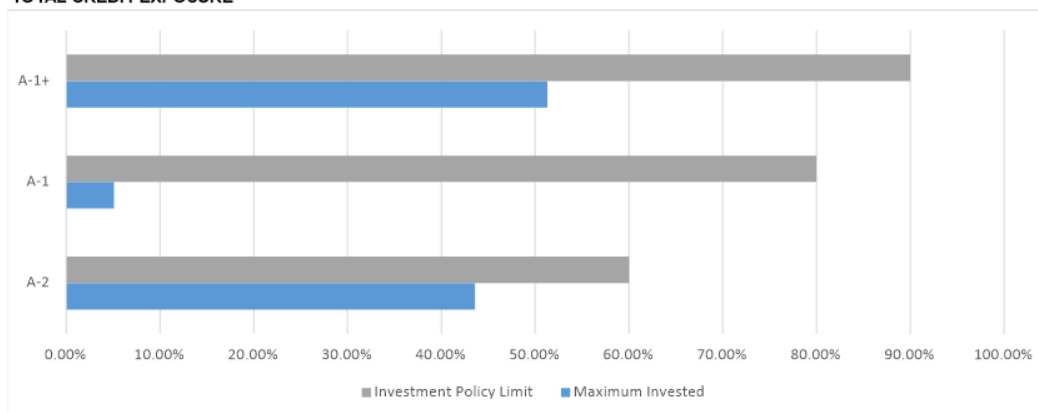


**CITY OF VINCENT
INVESTMENT POLICY COMPLIANCE
AS AT 31 MARCH 2019**

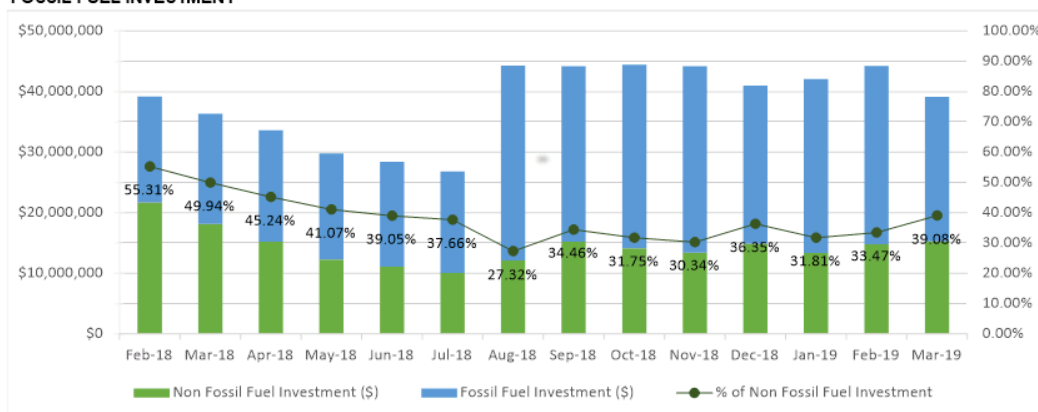
TOTAL PORTFOLIO EXPOSURE



TOTAL CREDIT EXPOSURE



FOSSIL FUEL INVESTMENT



* Selection of non fossil fuel investments is based on information provided by www.marketforces.org.au.

**CITY OF VINCENT
INVESTMENT PORTFOLIO
AS AT 31 MARCH 2019**

	Municipal	Reserve	Trust	Leederville Gardens Inc Surplus Trust	Total	Total
	\$	\$	\$	\$	\$	%
BY INVESTMENT HOLDINGS						
Operating Accounts	3,097,188	973,989	2,347,031	0	6,418,208	16.4%
Term Deposits	16,000,000	11,361,324	0	5,367,426	32,728,750	83.6%
Equity Shares	11,000	0	0	0	11,000	0.0%
	19,108,188	12,335,313	2,347,031	5,367,426	39,157,958	100.0%

BY INSTITUTION

Bank of Queensland	2,000,000	989,287	0	798,109	3,787,396	9.7%
Bendigo and Adelaide Bank	2,200,000	3,140,063	0	0	5,340,063	13.6%
Commonwealth Bank of Australia	3,097,188	973,989	2,347,031	1,074,654	7,492,862	19.2%
Members Equity Bank Ltd.	1,500,000	4,376,301	0	2,074,359	7,950,660	20.3%
National Australia Bank	6,300,000	2,855,674	0	1,420,303	10,575,977	27.0%
North Perth Community Bank	11,000	0	0	0	11,000	0.0%
Suncorp-Metway Ltd.	2,000,000	0	0	0	2,000,000	5.1%
Westpac Banking Corp	2,000,000	0	0	0	2,000,000	5.1%
	19,108,188	12,335,314	2,347,031	5,367,425	39,157,958	100.0%

BY CREDIT RATINGS (SHORT-TERM ISSUE)

A-1+	11,397,188	3,829,663	2,347,031	2,494,958	20,068,840	51.3%
A-1	2,000,000	0	0	0	2,000,000	5.1%
A-2	5,711,000	8,505,650	0	2,872,468	17,089,118	43.6%
	19,108,188	12,335,313	2,347,031	5,367,426	39,157,958	100.0%

BY TERMS

0-30 days	3,097,188	973,989	2,347,031	0	6,418,208	16.4%
31-90 days	0	0	0	0	0	0.0%
91-180 days	10,200,000	2,406,457	0	798,110	13,404,567	34.2%
181-270 days	4,500,000	0	0	2,074,359	6,574,359	16.8%
270-365 days	1,300,000	8,954,867	0	2,494,957	12,749,824	32.6%
> 1 year	11,000	0	0	0	11,000	0.0%
	19,108,188	12,335,313	2,347,031	5,367,426	39,157,958	100.0%

BY MATURITY

0-30 days	6,597,188	1,553,927	2,347,031	0	10,498,146	26.8%
31-90 days	9,000,000	3,165,765	0	1,420,303	13,586,068	34.7%
91-180 days	3,000,000	4,419,342	0	3,947,123	11,366,465	29.0%
181-270 days	500,000	3,196,279	0	0	3,696,279	9.5%
270-365 days	0	0	0	0	0	0.0%
> 1 year	11,000	0	0	0	11,000	0.0%
	19,108,188	12,335,313	2,347,031	5,367,426	39,157,958	100.0%

BY FOSSIL FUEL EXPOSURE (as determined by www.marketforces.org.au)

Fossil Fuel Lending	13,397,188	4,818,950	2,347,031	3,293,067	23,856,236	60.9%
Non Fossil Fuel Lending	5,711,000	7,516,363	0	2,074,359	15,301,722	39.1%
	19,108,188	12,335,313	2,347,031	5,367,426	39,157,958	100.0%

**CITY OF VINCENT
INVESTMENT INTEREST EARNINGS
AS AT 31 MARCH 2019**

	YTD 31/03/2019 \$	YTD 31/03/2018 \$	FY 2018/19 \$	FY 2017/18 \$
MUNICIPAL FUNDS				
Budget	370,700	380,152	420,000	423,000
Interest Earnings	418,014	399,095	418,014	506,274
% Income to Budget	112.76%	104.98%	99.53%	119.69%
RESERVE FUNDS				
Budget	175,900	175,014	226,060	220,000
Interest Earnings	214,308	179,820	214,308	240,110
% Income to Budget	121.84%	102.75%	94.80%	109.14%
LEEDERVILLE GARDENS INC SURPLUS TRUST				
Budget	0	0	0	0
Interest Earnings	104,847	105,050	104,847	139,939
% Income to Budget	0.00%	0.00%	0.00%	0.00%
TOTAL				
Budget	546,600	555,166	646,060	643,000
Interest Earnings	737,169	683,965	737,169	886,323
% Income to Budget	134.86%	123.20%	114.10%	137.84%
Variance	190,569	128,799	91,109	243,323
% Variance to Budget	34.86%	23.20%	14.10%	37.84%
TOTAL (EXCL. LEEDERVILLE GARDENS INC SURPLUS TRUST)				
Budget	546,600	555,166	646,060	643,000
Interest Earnings	632,322	578,915	632,322	746,384
% Income to Budget	115.68%	104.28%	97.87%	116.08%
Variance	85,722	23,749	(13,738)	103,384
% Variance to Budget	15.68%	4.28%	-2.13%	16.08%

CITY OF VINCENT
CURRENT INVESTMENT HOLDING
AS AT 31 MARCH 2019

Funds	Institution	Investment Date	Maturity Date	Term	Interest Rate	Principal \$
OPERATING ACCOUNTS						
Municipal	Commonwealth Bank of Australia					3,097,188
Reserve	Commonwealth Bank of Australia					973,989
Trust	Commonwealth Bank of Australia					2,347,031
Total Operating Funds						6,418,208
EQUITY SHARES						
Municipal	North Perth Community Bank	23/11/2001				11,000
Total Shares						11,000
TERM DEPOSITS						
Municipal	Bank of Queensland	04/09/2018	01/04/2019	209	2.75%	500,000
Reserve	Members Equity Bank Ltd.	12/04/2018	08/04/2019	361	2.75%	579,938
Municipal	Suncorp-Metway Ltd.	20/09/2018	08/04/2019	200	2.70%	1,000,000
Municipal	National Australia Bank	11/10/2018	15/04/2019	186	2.70%	500,000
Municipal	Suncorp-Metway Ltd.	20/09/2018	23/04/2019	215	2.70%	1,000,000
Municipal	National Australia Bank	11/10/2018	29/04/2019	200	2.71%	500,000
Reserve	Members Equity Bank Ltd.	08/05/2018	06/05/2019	363	2.80%	750,744
Municipal	National Australia Bank	11/10/2018	06/05/2019	207	2.71%	1,000,000
Municipal	National Australia Bank	30/11/2018	13/05/2019	164	2.73%	500,000
Municipal	National Australia Bank	30/11/2018	20/05/2019	171	2.73%	1,000,000
Municipal	Bendigo and Adelaide Bank	19/12/2018	27/05/2019	159	2.75%	500,000
Municipal	Bendigo and Adelaide Bank	19/12/2018	04/06/2019	167	2.75%	1,000,000
Municipal	National Australia Bank	14/06/2018	11/06/2019	362	2.80%	300,000
Leederville Gardens Inc	National Australia Bank	14/06/2018	11/06/2019	362	2.80%	1,420,303
Reserve	Bendigo and Adelaide Bank	29/06/2018	11/06/2019	347	2.85%	2,415,020
Municipal	Bendigo and Adelaide Bank	19/12/2018	11/06/2019	174	2.75%	500,000
Municipal	Bendigo and Adelaide Bank	19/12/2018	11/06/2019	174	2.75%	200,000
Municipal	Westpac Banking Corp	19/12/2018	17/06/2019	180	2.80%	1,500,000
Leederville Gardens Inc	Members Equity Bank Ltd.	19/12/2018	15/07/2019	208	2.80%	2,074,359
Reserve	Bendigo and Adelaide Bank	17/08/2018	29/07/2019	346	2.75%	725,042
Reserve	Members Equity Bank Ltd.	05/09/2018	26/08/2019	355	2.75%	639,162
Municipal	Members Equity Bank Ltd.	05/09/2018	02/09/2019	362	2.75%	500,000
Leederville Gardens Inc	Commonwealth Bank of Australia	19/09/2018	02/09/2019	348	2.72%	1,074,654
Reserve	National Australia Bank	11/10/2018	23/09/2019	347	2.75%	648,681
Reserve	National Australia Bank	08/11/2018	14/10/2019	340	2.72%	727,443
Reserve	National Australia Bank	30/11/2018	25/11/2019	360	2.78%	1,479,550
Municipal	Westpac Banking Corp	19/12/2018	19/12/2019	365	2.80%	500,000
Municipal	National Australia Bank	08/02/2019	24/06/2019	136	2.70%	2,500,000
Reserve	Members Equity Bank Ltd.	11/02/2019	08/07/2019	147	2.75%	2,406,456
Reserve	Bank of Queensland	06/03/2019	16/12/2019	285	2.65%	989,287
Leederville Gardens Inc	Bank of Queensland	19/03/2019	02/09/2019	167	2.68%	798,109
Municipal	Bank of Queensland	19/03/2019	08/07/2019	111	2.60%	1,500,000
Municipal	Members Equity Bank Ltd.	19/03/2019	15/07/2019	118	2.65%	1,000,000
Total Term Deposits						32,728,750
Total Investment Including At Call						39,157,958

CITY OF VINCENT
Investment Report - Agenda
31/03/2019

Total Funds Held	39,157,958
Total Investment	32,739,750

Total Accrued Interest Earned on Investment	Budget Adopted	Budget YTD	Actual YTD	% of FY Budget
Municipal	\$420,000	\$370,700	\$418,014	112.76%
Reserve	\$226,060	\$175,900	\$214,308	121.84%
Subtotal	\$646,060	\$546,600	\$632,322	115.68%
Leederville Gardens Inc Surplus Trust*	\$0	\$0	\$104,847	0.00%
Total	\$646,060	\$546,600	\$737,169	134.86%

	Maximum % with one Institution		Maximum % of Total Portfolio	
A-1+	30.0%	27.0%	90.0%	51.3%
A-1	25.0%	5.1%	80.0%	5.1%
A-2	20.0%	20.3%	60.0%	43.6%
				100.00%

Weighted Average Interest Rate for the last day of the month	
City of Vincent (incl. operating funds)	2.39%
City of Vincent (excl. operating funds)	2.74%
Reserve Bank of Australia	1.96%

Investment Earnings - Exceed/(deficit)	\$	%
Total investment earnings variance	190,569.00	34.86%
Interest earned by LGI Investment	104,847.00	
Total investment earnings variance excl. LGI Investment	85,722.00	15.68%

Non-fossil Fuel investment	
Total non-fossil fuel investment	39.08%

7.2	AUTHORISATION OF EXPENDITURE FOR THE PERIOD 1 MARCH 2019 TO 31 MARCH 2019
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TRIM Ref: D19/51212

Author: Nikki Hirrill, Accounts Payable Officer

Authoriser: Kerry Batten, Executive Director Corporate Services

Attachments:

1. Payments by EFT, BPAY and Payroll March 19 
2. Payments by Cheque March 19 
3. Payments by Direct Debit March 19 

RECOMMENDATION:

That Council RECEIVES the list of accounts paid under delegated authority for the period 1 March 2019 to 31 March 2019 as detailed in attachments 1, 2 and 3 as summarised below:

EFT and BPAY payments, including payroll	\$6,826,698.78
Cheques	\$124,356.36
Direct debits, including credit cards	\$184,296.43
Total payments for February 2019	\$7,135,351.57

PURPOSE OF REPORT:

To present to Council the expenditure and list of accounts paid for the period 1 March 2019 to 31 March 2019.

BACKGROUND:

Council has delegated to the Chief Executive Officer (Delegation No. 1.14) the power to make payments from the City's Municipal and Trust funds. In accordance with *Regulation 13(1) of the Local Government (Financial Management) Regulations 1996* a list of accounts paid by the Chief Executive Officer is to be provided to Council, where such delegation is made.

The list of accounts paid must be recorded in the minutes of the Council Meeting.

DETAILS:

The Schedule of Accounts paid for the period 1 March 2019 to 31 March 2019, covers the following:

FUND	CHEQUE NUMBERS/ BATCH NUMBER	AMOUNT
Municipal Account (Attachment 1, 2 and 3)		
EFT and BPAY Payments	2377 - 2387	\$5,559,602.75
Payroll by Direct Credit	March 2019	\$1,267 096.03
Sub Total		\$6,826,698.78
Cheques		
Cheques	82492 - 82494	\$124,461.36
Cancelled cheques	81359	-\$105.00
Sub Total		\$124,356.36

Direct Debits, including credit cards

Lease Fees	\$385.00
Loan Repayments	\$149,993.82
Bank Charges – CBA	\$28,647.96
Credit Cards	\$5,269.65
Sub Total	\$184,296.43

Total Payments **\$7,135,351.57**

CONSULTING/ADVERTISING:

Not applicable.

LEGAL/POLICY:

Regulation 12(1) and (2) of the *Local Government (Financial Management) Regulations 1996* refers, i.e. -

12. *Payments from municipal fund or trust fund, restrictions on making*

- (1) *A payment may only be made from the municipal fund or the trust fund —*
 - *if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or*
 - *otherwise, if the payment is authorised in advance by a resolution of Council.*
- (2) *Council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to Council.*

Regulation 13(1) and (3) of the *Local Government (Financial Management) Regulations 1996* refers, i.e. -

13. *Lists of Accounts*

- (1) *If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared -*
 - *the payee's name;*
 - *the amount of the payment;*
 - *the date of the payment; and*
 - *sufficient information to identify the transaction.*
- (3) *A list prepared under sub regulation (1) is to be —*
 - *presented to Council at the next ordinary meeting of Council after the list is prepared; and*
 - *recorded in the minutes of that meeting.*

RISK MANAGEMENT IMPLICATIONS:

Low: Management systems are in place which establish satisfactory controls, supported by the internal and external audit functions. Financial Reporting to Council increases transparency and accountability.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

Our community is aware of what we are doing and how we are meeting our goals.

Our community is satisfied with the service we provide.

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Not applicable.

FINANCIAL/BUDGET IMPLICATIONS:

All municipal fund expenditure included in the list of payments is in accordance with Council's annual budget.

Creditors Report - Payments by Cheque				
01/03/2019 to 31/03/19				
Creditor	Date	Payee	Description	Amount
00082492	20/03/2019	BCITF Building & Construction Industry Training Fund	Levy collection - 2 months	\$ 124,160.26
00082493	20/03/2019	Petty Cash - Library	Petty cash recoup	\$ 111.65
00082494	20/03/2019	Petty Cash - CEO	Petty cash recoup	\$ 189.45
				\$ 124,461.36
Cancelled Cheques				
00081359	21/06/2017	D Cole	Stale cheque, cancelled and paid by EFT	-\$ 105.00
Total Cancelled Cheques				-\$ 105.00
Total Nett Cheque Payments				\$ 124,356.36

Creditors Report - Payments by Direct Debit				
01/03/2019 to 31/03/19				
Credit Card Transactions for the Period 07 February 2019 - 06 March 2019				
Card Holder	Date	Payee	Description	Amount
CEO	07/02/2019	Wilson Parking	Parking - CEO forum	\$ 30.24
	07/02/2019	Wilson Parking	Parking - DPLH meeting	\$ 8.10
	07/02/2019	UDIAWA	Seminar registration - Design WA	\$ 319.30
	14/02/2019	Wilson Parking	Parking - LandCorp meeting	\$ 10.00
	22/02/2019	West Australian Newspapers Ltd	Funeral notice - Local Government member	\$ 168.30
				\$ 535.94
Director Corporate Services	20/02/2019	Secure Parking Forte	Parking - IPAA President's address	\$ 15.38
Manager Community Partnerships	07/02/2019	Seadog TV International Pty Ltd	Book for library	55.85
	07/02/2019	Book Depository	Books for library	222.71
	07/02/2019	The Re Store	Gifts - Launch of Arts in Vincent 2 event	24.80
	07/02/2019	The Re Store	Refreshments - Launch of Arts in Vincent 2 event	94.93
	13/02/2019	Batchelor Press	Book for library	33.30
	13/02/2019	JB Hi-Fi	DVD for library	21.67
	13/02/2019	Spinning Top Records Pty Ltd	CD for library	24.00
	13/02/2019	Book Depository	Book for library	26.86
	14/02/2019	Booktopia	Books for library	291.30
	14/02/2019	Howards Storage	Clothes airer - Staff use	89.90
	14/02/2019	Sanity	CDs for library	597.04
	14/02/2019	Sanity	CD for library	20.14
	15/02/2019	Magshop online	Library magazine subscription	99.95
	15/02/2019	Magshop online	Library magazine subscription	64.99
	20/02/2019	Sanity	CDs for library	35.26
	21/02/2019	Sanity	CDs for library	256.59
	22/02/2019	Kosmic Sound	Microphone stand and clip	48.98
	22/02/2019	Sanity	CDs for library	135.87
	23/02/2019	Sanity	CDs for library	65.42
	25/02/2019	Sanity	CD for library	20.15
	25/02/2019	Sanity	CD for library	30.14
	28/02/2019	Sanity	CDs for library	35.26
	28/02/2019	Sanity	CD for library	25.14
	04/03/2019	Sanity	CDs for library	30.14

Card Holder	Date	Payee	Description	Amount
	06/03/2019	Sanity	CDs for library	70.39
	06/03/2019	Sanity	CDs for library	20.15
	07/03/2019	Sanity	CD for library	30.84
				\$ 2,471.77
Manager Marketing and Communications	07/02/2019	Woolworths	Supplies - Unfair Day event	76.00
	07/02/2019	Kmart	Supplies - Unfair Day event	24.00
	07/02/2019	Coles	Unfair Day event prize	5.00
	10/02/2019	Mailchimp	Email campaign	211.62
	11/02/2019	Net World Sports	Sports net for Leedy Streets Open	629.98
	12/02/2019	Big W	Supplies - Leedy Streets Open	17.00
	12/02/2019	Red Dot Stores	Supplies - Dancing in the Street stall	17.00
	12/02/2019	KMart	Supplies - Leedy Streets Open	38.00
	13/02/2019	The Party People	Decorations - St Patrick's day stall	139.90
	14/02/2019	Kmart	Supplies - Leedy Streets Open	15.00
	22/02/2019	Asana	Marketing project management task tool subscription	105.87
	22/02/2019	International transaction fee	Marketing project management task tool subscription	2.65
	24/02/2019	Survey Monkey	Subscription renewal	324.00
	25/02/2019	KMart	Decorations - Leedy Streets Open	33.50
	25/02/2019	STK Shutterstock	Image download subscription	108.90
	25/02/2019	Super Cheap Auto	Supplies - St Patrick's Day festival	4.29
	25/02/2019	Pricesavers	Decorations - Leedy Streets Open	19.00
	27/02/2019	Bunnings	Supplies - St Patrick's Day festival	6.90
	27/02/2019	Officeworks	Supplies - St Patrick's Day festival	15.12
	28/02/2019	Facebook	Advertising	8.23
	28/02/2019	Facebook	Advertising	61.16
	01/03/2019	Createsend.com	Email campaign	31.68
				\$ 1,894.80
Procurement and Contracts Officer	13/02/2019	Digistore and Adimex	Computer accessories - Micro convertors	81.38
	20/02/2019	Supreme Court Perth	Document search and inspection fee	48.20
	25/02/2019	Dominos	Refreshments - Frame Court proposal meeting	68.18
	26/02/2019	IPAA	Staff training - Generating public value through risk based regulation	154.00
				\$ 351.76
Total Corporate Credit Cards				\$ 5,269.65

<i>Card Holder</i>	<i>Date</i>	<i>Payee</i>	<i>Description</i>	<i>Amount</i>
Direct Debits				
Lease Fees	04/03/2019	Neopost 1659932	Franking machine	\$ 385.00
Loan Repayments		Treasury Corporation	Department Sport and Recreation Building, Loftus Centre, Loftus Underground Car Park and Beatty Park Leisure Centre	\$ 149,993.82
Bank Fees and Charges		Commonwealth Bank	Bank fees	\$ 28,647.96
Total Direct Debits including Credit Cards				\$ 184,296.43

7.3 LATE REPORT: FINANCIAL STATEMENTS AS AT 31 MARCH 2019




REPORT TO BE ISSUED PRIOR TO THE COUNCIL MEETING ON 30 APRIL 2019

7.4 TRANSFER AND DEDICATION OF LOTS AS ROAD - CHARLES STREET, NORTH PERTH

TRIM Ref: D19/2174

Authors: Caroline Ngunjiri, Property Officer
Meluka Bancroft, Manager Governance, Property and Contracts

Authoriser: Kerryn Batten, Executive Director Corporate Services

Attachments: 1. Main Roads WA land dealings plan [↓](#) 
2. Main Roads WA - Lots 45 and 162 map [↓](#) 
3. Correspondence from Main Roads WA dated 18 and 19 October 2018 [↓](#) 

RECOMMENDATION:

That Council:

1. **NOTES** that Lot 50 on Diagram 25944, being the land comprised in Certificate of Title Volume 2738 Folio 413:
 - (a) was not transferred to the City of Vincent in accordance with section 28 of the *City of Perth Restructuring Act 1993* and remains in the ownership of the City of Perth; and
 - (b) that the Western Australian Land Information Authority (Landgate) is in the process of rectifying this error and issuing a new Certificate of Title for Lot 50 with the City of Vincent as the registered proprietor;
2. **APPROVES** the transfer of the following lots adjoining Charles Street, North Perth at Attachments 1 and 2, to the Crown (State of Western Australia) for the purpose of dedication as road, pursuant to section 168(5) of the *Planning and Development Act 2005*:
 - Lot 50 on Diagram 25944, being the land comprised in Certificate of Title Volume 2738 Folio 413
 - Lot 51 on Plan 7624, being the land comprised in Certificate of Title Volume 1721 Folio 313;
 - Lot 54 on Plan 7634, being the land comprised in Certificate of Title Volume 1671 Folio 183;
 - Lot 55 on Plan 7634, being the land comprised in Certificate of Title Volume 1671 Folio 182;
 - Part of Lot 12 on Plan 1151, being the land comprised in Certificate of Title Volume 1176 Folio 497;
 - Lot 45 on Plan 7601, being the land comprised in Certificate of Title Volume 1334 Folio 960; and
 - Lot 162 on Plan 7489 being part of the land comprised in Certificate of Title Volume 1943 Folio 499;
3. **AUTHORISES** the Mayor and Director Corporate Services to affix the common seal and execute the Transfer of Land for the lots described in 2 above;
4. **REQUESTS** the Minister for Lands (Minister) to acquire as Crown land the private right of way known as Lot 66 on Plan 1151 (Lot 66), as shown in the plan at Attachment 1, pursuant to section 52(1)(b) of the *Land Administration Act 1997* (LAA), subject to the City:
 - 4.1 providing notice to the Lot 66 owner's estate of the proposed acquisition;
 - 4.2 advertising the proposed acquisition in the local paper;
 - 4.3 advising all suppliers of public utility services to Lot 66 of the proposed acquisition;
 - 4.4 stating in the notices sent out in 4.1-4.3 above that objections must be lodged within 31 days of the date of the notice;

- 4.5 considering and responding to any objections received; and
- 4.6 referring the proposed acquisition to the Department of Planning, Lands and Heritage (Planning Division) for comment;
5. NOTES that any objections received in relation to 4. above will be considered by Administration and incorporated into the request to the Minister;
6. REQUESTS the Minister to dedicate the 4.2m x 3.5m portion of Lot 66 that lies within Planning Control Area No. 125 as road, pursuant to section 56(1)(a) of the LAA; and
7. REQUESTS the Minister to reserve the balance of Lot 66 as a reserve for the purpose of a public right of way and place the care, control and management of the reserve in the City pursuant to sections 41 and 46(1) of the LAA.

PURPOSE OF REPORT:

For Council to consider the requests from Main Roads WA (Main Roads) dated 18 and 19 October 2018 (**Attachment 3**) with respect to the Charles Street widening and bus project land rationalisation.

BACKGROUND:

Planning Control Area (PCA) No. 125

On 31 January 2017, the Minister for Planning declared Planning Control Area (PCA) 125 over the portion of Charles Street between Carr Street and Green Street. This land was previously subject to PCA 100, which was due to expire on 10 February 2017. The Western Australian Planning Commission considers that PCA 125 is required to continue to ensure that no development occurs on this land which may prejudice its reservation as a Primary Regional Road under the Metropolitan Region Scheme (MRS).

A number of freehold lots within PCA 125 are currently used as road.

Lot Number	Volume/Folio	Owner	LPS2 Zoning	MRS Zoning	Current Usage	Area	PCA
50	2738/413	City of Perth	Residential R60	Urban	Bus Stop	283m ²	125
51	1721/313	COV	Residential R80	Urban	Widening of Road	71m ²	N/A
54	1671/183	COV	Residential R80	Urban	Footpath	38m ²	125
55	1671/182	COV	Residential R80	Urban	Footpath	38m ²	125
12	1176/497	COV	Residential R80	Urban	Vacant Land	293m ²	125
45	1334/960	COV	Commercial	Urban	Footpath	476m ²	125
162	1943/499	COV	Residential R60	Urban	Reserve	1,459m ²	125
66	2/335	Private	Residential R80	Urban	Right of Way	385m ²	125

Charles Street bus project land rationalisation

In June 2017, Main Roads completed the Charles Street Bus Bridge and Busway Project, which resulted in the widening of Charles Street between Newcastle Street and Janet Street in West Perth to accommodate 500 metres of new bus lanes. Main Roads is also undertaking a broader land rationalisation project to ensure that no tenure anomalies exist, and that the land is zoned and dedicated as road where reserved under the MRS. As part of this project, Main Roads has requested the City's agreement to transfer the above lots to the Crown to be dedicated as road.

The background of each lot is briefly explained below:

Lot 50 was created in 1960 as a portion of Swan Location 112. It is situated near the corner of Charles and Albert Streets, North Perth. Lot 50 is currently held in the name of the City of Perth, but pursuant to section 28 of the *City of Perth Restructuring Act 1993* this lot should have been but was not transferred to the City of Vincent. The City is in the process of finalising this transfer.

Lot 51 was created as a portion of Perth Town Lot Y263 in 1986 and acquired for street realignment purposes. It is situated at the corner of Charles Street and Prospect Place, West Perth. While it is not located within PCA 125, Main Roads is requesting that the City transfers this lot to the Crown to be dedicated as road as it lies within the Charles Street road reserve and the present status of its ownership is a tenure anomaly.

Lots 54 and 55 were both created as portions of Perth Town Lot Y260 in 1984 and acquired for street extension purposes. Both lots are situated on Charles Street, West Perth, adjacent to the intersection of Ivy Street, West Perth, and are located within PCA 125.

Lot 12 was created in 1954 as a portion of Perth Town Lot Y260. It was privately owned until 1975, when it was purchased by the City of Perth for the purposes of street realignment and widening.

Lot 45 was created in 1962 as a portion of Swan Location 660. It was compulsorily acquired for street realignment purposes in 1972 by the City of Perth.

Lot 162 was created as a portion of Swan Location 112. It was acquired in 1963 by the City of Perth for recreational purposes and as part of the development of the Smith's Lake residential subdivision.

Lot 66 is a privately owned right of way (ROW) situated between Cowle, Charles and Carr Streets in West Perth. A 4.2m x 3.5m portion of the ROW that provides access from Charles Street to all lots adjoining the ROW and exists within PCA 125 is the subject of this request from Main Roads. Administration has conducted a probate search and found that the owner, Francis Albert Craig, died on 17 July 1974 and the administration of his estate was granted to the Public Trustee.

DETAILS:

Request to Landgate to change the registered proprietor of Lot 50

An application has been lodged at Landgate pursuant to section 242 of the *Transfer of Land Act 1893* to change the registered proprietor of the land from the City of Perth to the City of Vincent.

Transfer and dedication of Lots 50, 51, 54, 12, 45, 9 and 162

In order to dedicate the lots as road pursuant to section 168(5) of the *Planning and Development Act 2005*, a Transfer of Land needs to be prepared and registered at Landgate. No consideration is payable and note four of the Transfer of Land will provide the following in reference to any consideration:

"No monetary consideration. In order that the above land be dedicated as road pursuant to section 168(5) of the Planning and Development Act 2005."

As Charles Street is under the responsibility of Main Roads and Main Roads has the delegated authority to sign documents on behalf of the State of Western Australia with respect to road reserves within their care, control and management, Main Roads can sign the Transfer of Land.

Compulsory acquisition and dedication of portion of Lot 66 and reservation of the balance as a public right of way

Administration has reviewed Main Roads' request to dedicate the portion of Lot 66 that lies within PCA 125 as road and has no issues with the proposed dedication. This land could be acquired as road through freehold subdivision under section 168(5) of the *Planning and Development Act 2005*. This would not be practical for Main Roads due to the scale, timing and nature of the acquisition.

While Main Roads has the delegated authority to acquire land pursuant to the LAA, it cannot request land to be dedicated as road as section 56(1) provides that the relevant local government must resolve to request that the portion of land acquired for use as road be dedicated.

Administration is proposing to request that:

1. the Minister acquires the portion of Lot 66 that lies within PCA 125 and dedicate it as road pursuant to section 56(1)(a) of the LAA. Upon dedication, the land will form part of the Charles Street road reservation and become the responsibility of Main Roads as it lies within PCA 125; and

2. the Minister acquires the balance of Lot 66 as Crown land and reserves it as a public right of way vested in the City, so that it can be accessed by the public and is the City's responsibility to upgrade and manage.

The process for the Minister to acquire Lot 66 as Crown land is as follows:

- Council resolves that Lot 66 should be acquired by the Minister as Crown land pursuant to section 52(1)(b) of the LAA, subject to Administration advertising its intention to make the request and considering any objections;
- The City advertises its intention in the local paper and notifies the estate of Francis Albert Craig, the adjoining land owners and occupiers and the relevant utility providers, and invites submissions/ objections for a 31 day period from the date of the notice / advertisement;
- The City considers and responds to any submissions/objections received;
- The City makes a request to the Minister for Lot 66 to be acquired as Crown land, which includes the following details, as required by regulation 6 of the *Land Administration Regulations 1998*:
 - written confirmation that the City has resolved to make this request;
 - details of the reasons for the City making this request;
 - plan of Lot 66;
 - written confirmation that the City has taken all reasonable steps to identify and notify the owner of Lot 66, the adjoining land owners and the utility providers, as specified in section 52(3)(a) of the LAA;
 - copies of any submissions / objections received in response to the public notice, and the City's comments on these submissions / objections; and
 - written confirmation that the City has complied with section 52(3) of the LAA.
- The City pays the document lodgement costs, which are estimated to be \$169.

If the Minister grants the City's request, Lot 66 will become unallocated Crown land. Unallocated Crown land is not under the local authority's care, control and management and does not have a particular purpose. The portion of the land not dedicated as a main road would then be reserved as Crown land for the purpose of a public right of way, pursuant to section 41 of the LAA. Once the land is reserved, the Minister would place the care, control and management of the reserve with the City pursuant to section 46(1) of the LAA. This means that Lot 66 would become Crown land vested in the City for the purpose of a public right of way.

CONSULTATION/ADVERTISING:

Administration has reached a consensus with Main Roads and there is no requirement for the City to provide public notice of the proposed transfers as the Transferee is the Crown (State of Western Australia).

It is necessary for Administration to provide public notice of the acquisition and dedication process for Lot 66 and allow 31 days for submissions or objections to be provided. The City must also demonstrate that it has made all reasonable efforts to contact the estate of Lot 66.

LEGAL/POLICY:

Dedication of land by transfer:

Section 168(5) of the *Planning and Development Act 2005* provides the following with respect to the process for transferring lots owned in freehold to the Crown:

- "(5) *When a portion of land is transferred to the Crown or a local government for the purpose of extending or adding to a road, the transferred portion is to be taken –*
- (a) to be dedicated to the public use; and*
 - (b) to form part of the road,*
- as and from the date of registration of the transfer."*

Request for the acquisition of land

Section 52 of the LAA sets out the process for requesting the Minister to acquire Lot 66 as Crown land:

"52. *Local government may ask Minister to acquire as Crown land certain land in district*

- (1) Subject to this section, a local government may request the Minister to acquire as Crown land –*
 - (a) any alienated land designated for a public purpose on a plan of survey or sketch plan lodged with the Registrar; or*

- (b) any private road; or
- (c) any alienated land in a townsite which the Minister proposes to abolish under section 26, within the district of the local government (in this section called the subject land).
- (2) A request made under subsection (1) is to be accompanied by —
 - (a) a plan of survey or sketch plan —
 - (i) showing the subject land; and
 - (ii) approved by the Planning Commission; and
 - (b) copies of all objections lodged with the local government during the period referred to in subsection (3)(b)(i) or (ii), as the case requires.
- (3) Before making a request under subsection (1), a local government must —
 - (a) take all reasonable steps to give notice of that request to —
 - (i) the holder of the freehold in the subject land unless the local government holds that freehold; and
 - (ii) the holders of the freehold in land adjoining the subject land unless the local government holds that freehold; and
 - (iii) all suppliers of public utility services to the subject land; and
 - (b) in the case of —
 - (i) alienated land referred to in subsection (1)(a) or a private road referred to in subsection (1)(b), state in the notice a period of not less than 30 days from the day of that notice during which period persons may lodge objections with it against the making of that request; or
 - (ii) any land referred to in subsection (1)(c), advertise or take such steps as may be prescribed to notify interested persons of an intention to make the request and state in the notification a period of not less than 30 days from the day of that notification during which period persons may lodge objections with it against the making of that request.
- (4) The Minister may, on receiving a request made under subsection (1), the accompanying plan of survey or sketch plan referred to in subsection (2)(a) and copies of all objections referred to in subsection (2)(b) —
 - (a) by order grant that request; or
 - (b) direct the local government to reconsider that request, having regard to such matters as he or she thinks fit to mention in that direction; or
 - (c) refuse to grant that request.
- (5) On the registration of an order made under subsection (4)(a), the subject land —
 - (a) ceases to belong to the holder of its freehold; and
 - (b) is freed from all encumbrances; and
 - (c) becomes Crown land."

Regulation 6 of the *Land Administration Regulations* 1998 sets out the requirements for a local government to make a request pursuant to section 52(1)(b) of the Act:

- "(a) must give to the Minister written confirmation that the local government has resolved to make the request, details of the date when the relevant resolution was passed and any other information relating to that resolution that the Minister may require; and
- (b) must give to the Minister written reasons as to why the local government proposes to request the Minister to acquire the subject land; and
- (c) must give to the Minister and to the persons given notice under section 52(3)(a) of the Act a sketch plan showing the proposed future disposition of the subject land after it has been acquired; and
- (d) must give to the Minister written advice that the local government has taken all reasonable steps to identify the persons who are required to be given notice under section 52(3)(a) of the Act; and
- (e) must give to the Minister —
 - (i) copies of any submissions (other than objections given under section 52(2)(b) of the Act) relating to the proposed request to acquire the subject land that, after complying with the requirements to give notice and advertise under section 52(3) of the Act, the local government has received; and
 - (ii) the local government's comments on those submissions; and
- (f) must give to the Minister written confirmation that the local government has complied with section 52(3) of the Act."

Dedication of land acquired for use as a road:

Section 56 of the LAA provides the following with respect to the process for dedicating acquired land as road and provides:

- “(1) *If in the district of a local government –*
- (a) *land is reserved or acquired for use by the public, or is used by the public, as a road under the care, control and management of the local government; or*
 - (b) *in the case of land comprising a private road constructed and maintained to the satisfaction of the local government –*
 - (i) *the holder of the freehold in that land applies to the local government, requesting it to do so; or*
 - (ii) *those holders of the freehold in rateable land abutting the private road, the aggregate of the rateable value of whose land is greater than one half of the rateable value of all the rateable land abutting the private road, apply to the local government, requesting it to do so;*
- or*
- (c) *land comprises a private road of which the public has had uninterrupted use for a period of not less than 10 years;*
- and that land is described in a plan of survey, sketch plan or document, the local government may request the Minister to dedicate that land as a road.*

Reservation of Crown land as a public right of way

Section 41 of the LAA provides that the Minister may by order reserve Crown land to the Crown for one or more purposes in the public interest. Section 46(1) of the LAA provides that the Minister may vest a reserve:

- “(1) *The Minister may by order place with any one person or jointly with any 2 or more persons the care, control and management of a reserve for the same purpose as that for which the relevant Crown land is reserved under section 41 and for purposes ancillary or beneficial to that purpose and may in that order subject that care, control and management to such conditions as the Minister specifies.”*

Signing of transfer of land:

The City's Policy No. 4.1.10 *Execution of Documents Policy* provides the following with respect to the signing and affixation of the common seal to Category 1(A) documents:

“Category 1(A) documents require a specific resolution of Council to sell, lease or enter into an agreement as well as an authority to affix the seal.

These documents will be executed by having the common seal affixed under the authorisation of Council with the affixing of the seal in the presence of and being attested to by the Mayor and CEO or pursuant to s9.49A(3)(b) of the Local Government Act 1995, the Mayor and a senior employee authorised by the CEO to do so.”

RISK MANAGEMENT IMPLICATIONS:

Low: The proposed transfer and dedication will resolve the current uncertainty in terms of legal liability for loss or damage arising on the land and in respect to the repair, maintenance and upgrade of these parcels of land.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

“Accessible City

- *We have better integrated all modes of transport and increased services through the City.*

Thriving Places

- *Our physical assets are efficiently and effectively managed and maintained.*

Innovative and Accountable

- *Our resources and assets are planned and managed in an efficient and sustainable manner."*

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

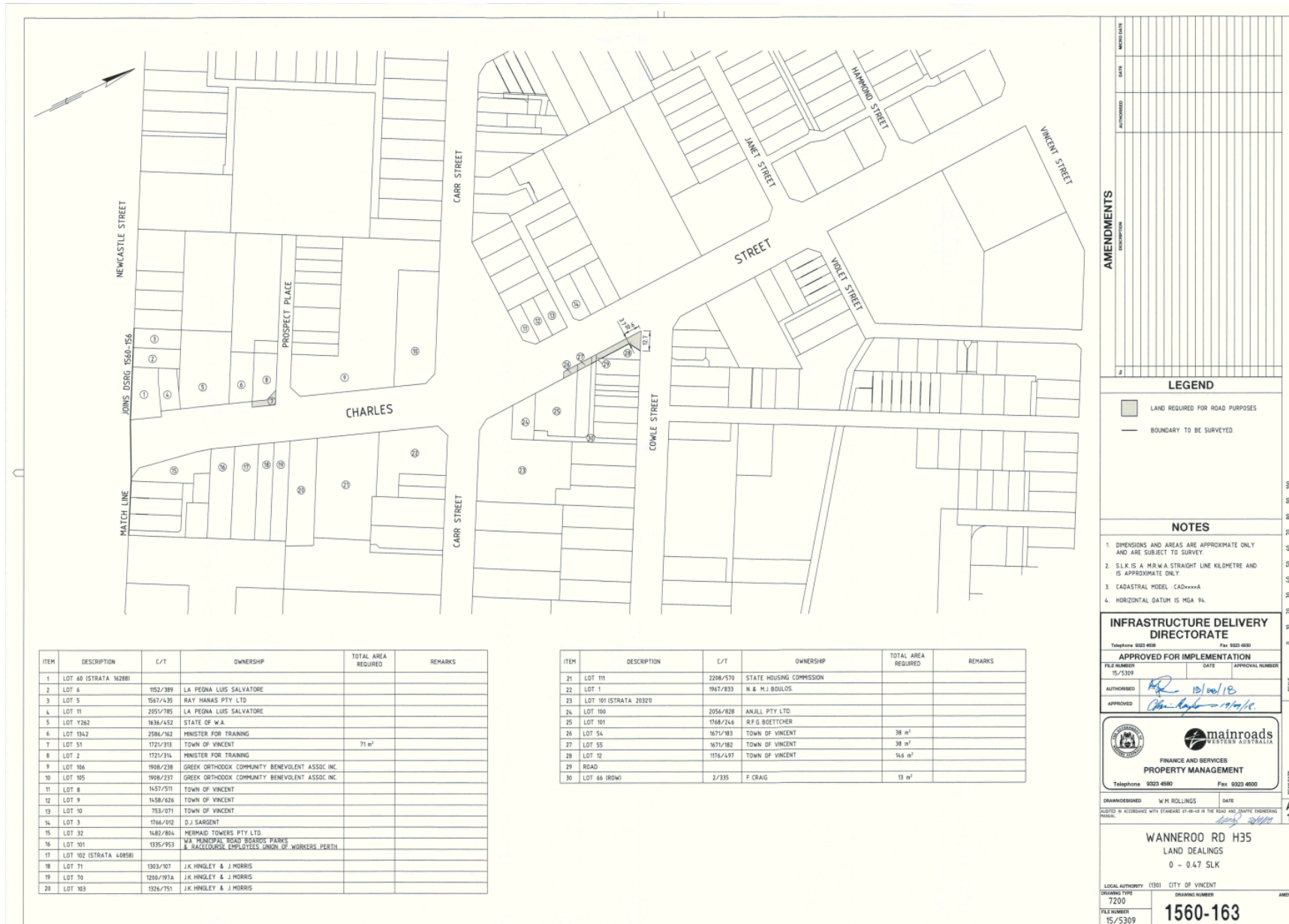
The Landgate registration fee to transfer Lot 50 from the City of Perth to the City of Vincent was \$171.20.

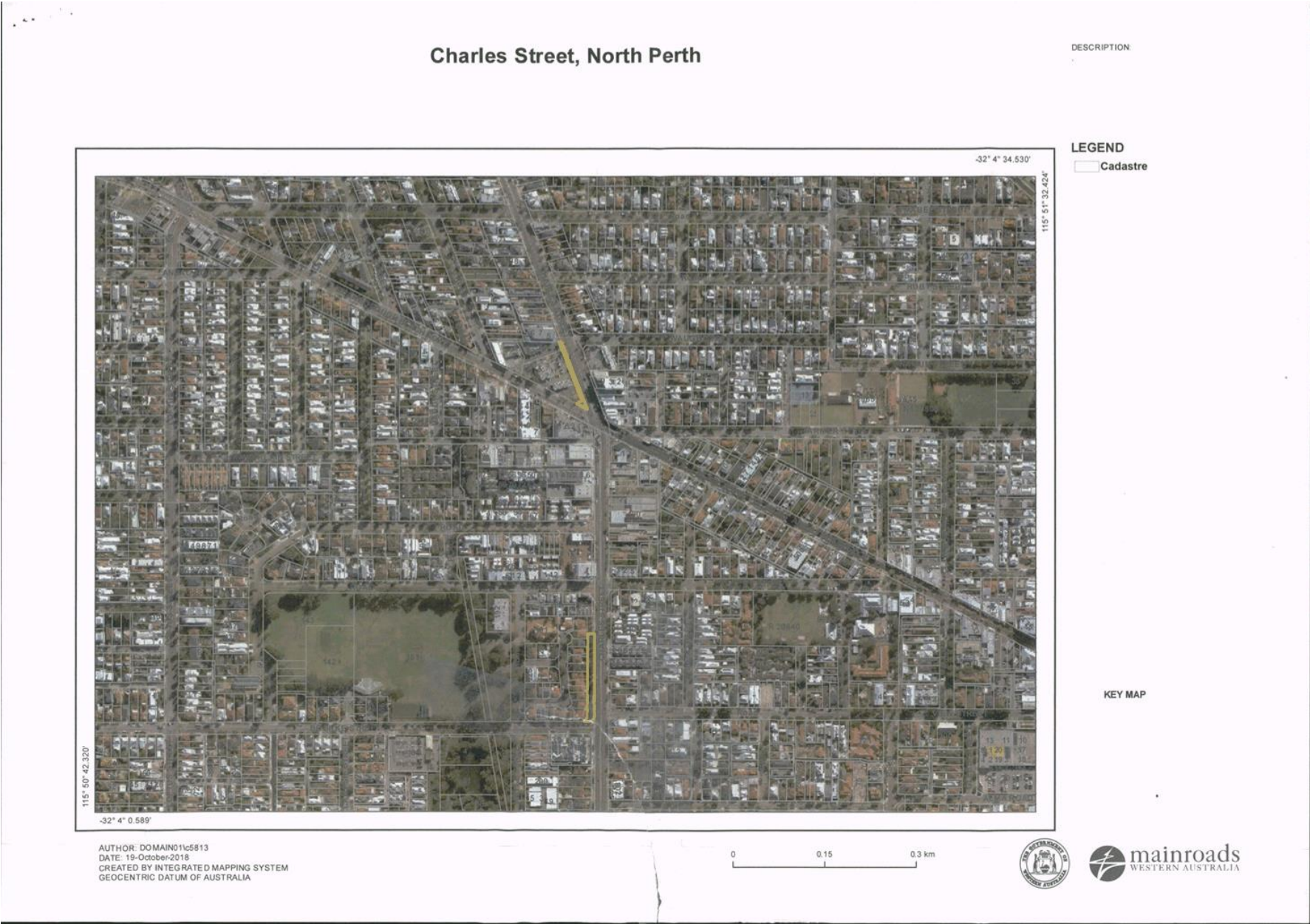
No consideration is payable for the transfer of the Lots to the Crown (State of Western Australia). The State Solicitor's Office will arrange for the preparation and registration of the Transfer of Land on behalf of Main Roads. Administration will review the Transfer of Land and arrange for its execution, with the only costs payable by Administration being those associated with the Verification of Identity (VOI). The identities of the Mayor and Director Corporate Services were verified on 20 July 2018 by HWL Ebsworth. HWL Ebsworth will provide the necessary VOI letter to effect the transfer. The estimated cost for HWL Ebsworth to prepare the VOI letter is \$100. Main Roads will meet the survey, conveyancing and registration fees.

The City will be responsible for the costs associated with providing local public notice (newspaper advertisements) and lodging the documents at Landgate (estimated to be \$169) in relation to Lot 66.

There is no cost associated with the request that the Minister acquire and dedicate Lot 66 as road pursuant to section 56(1) of the LAA or reserve it as a public right of way pursuant to section 41 and 46 of the LAA.

No compensation is payable to the owner(s) of Lot 66.







mainroads
WESTERN AUSTRALIA

Enquiries: Alf Parolo 9323 4636

Our Ref: 15/5309

Your Ref:

18 October 2018

Chief Executive Officer
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

City Of Vincent Records
RECEIVED

24 OCT 2018

CTN Ref: _____
REC No: _____

Dear Sir

**CHARLES STREET BUS PROJECT LAND RATIONALISATION
CHARLES STREET - NEWCASTLE TO VINCENT**

As part of the Main Roads WA project closure, the review of land tenure associated with Charles Street Bus Project has identified parcels of land held on title to the City of Vincent that should be dedicated as road.

Attached Land Dealing Plan1560-163 (plan and aerial) identifies items 8, 26, 27, 28 & 30 (Pt ROW) that should be dedicated, either whole, or in part as they hold road and other infrastructure associated with Charles Street. The aerial plan together with the current Planning Control Area (125), plan 1.7445 should assist you with this decision.

Main Roads WA is will facilitate the dedication for these portions of land as part of the bus project and meet the cost of survey, conveyancing and registration fees to achieve transfer and dedication of the land.

Can the City please consider the proposal from Main Roads WA and confirm agreement to the surrender of the land identified as items 8, 26, 27 and the portions of items 28 & 30 (Pt ROW) on Land Dealing Plan1560-163 to enable dedication as road. However I will require confirmation in support of this and a contact within your office to liaise with as this process will require signatures from the City as the registered landowner.

I look forward to your response and if I can be of assistance on this matter please feel welcome to contact me on alf.parolo@mainroads.wa.gov.au or on 9323 4636.

Yours sincerely

Alf Parolo
Road Reserves Manager

Main Roads Western Australia
Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892

mainroads.wa.gov.au
enquiries@mainroads.wa.gov.au
138 138



mainroads
WESTERN AUSTRALIA

Enquiries: Mark Minissale
Our Ref: 17/5117-02
Your Ref:

City Of Vincent Records
RECEIVED

25 OCT 2018

CTN Ref: _____
REC No: _____

19 October 2018

Ms Joslin Colli
Coordinator Planning Services
City of Vincent
PO Box 82
LEEDERVILLE WA 6902

Dear Ms Colli

CHARLES STREET WIDENING WITHIN THE CITY OF VINCENT

Main Roads has been carrying out a review of the outstanding main road dedications in the metropolitan area. The dedications that have yet to be finalised include two parcels of freehold land within a section of the Charles Street in North Perth, as shown bordered yellow on the attached plan.

This land is described as Lot 45 on Plan 7601 being the land comprised in Certificate of Title Volume 1334 Folio 960 and Lot 162 on Plan 7489 being part the land comprised in Certificate of Title Volume 1943 Folio 499. As can be noted from the attached copy of these Certificates of Title, these Lots are held by the Town of Vincent.

The presence of this freehold land within the Charles Street road corridor, which is a Main Roads asset, is a tenure anomaly. In order to rationalise this situation I now request the City of Vincent's agreement to transfer this land to the State of Western Australia in order that it be dedicated as road pursuant to section 168(5) of the *Planning and Development Act 2005*.

Upon receipt of this agreement I will instruct the State Solicitor's Office to prepare the documentation required to effect these road dedications.

If you would like to discuss the above matter I can be contacted on telephone number (08) 9323 4301 or via my email address of mark.minissale@mainroads.wa.gov.au.

Yours sincerely

Mark Minissale
A/LAND OFFICER

Main Roads Western Australia
Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892

mainroads.wa.gov.au
enquiries@mainroads.wa.gov.au
138 138

7.5 AMENDMENT TO POLICY NO. 1.2.8 - CORPORATE CREDIT CARDS

TRIM Ref: D19/52963

Authors: Meluka Bancroft, Manager Governance, Property and Contracts
Vanisha Govender, Manager Financial Services

Authoriser: Kerryn Batten, Executive Director Corporate Services

Attachments: 1. Policy No. 1.2.8 - Corporate Credit Cards - proposed amendments [↓](#) 

RECOMMENDATION:

That Council **APPROVES** the administrative amendments to Policy No. 1.2.8 – Corporate Credit Cards, as at Attachment 1.

PURPOSE OF REPORT:

To consider the administrative amendments to the City's Policy No. 1.2.8 – Corporate Credit Cards (Policy).

BACKGROUND:

The Policy governs use of corporate credit cards by City staff. The purpose of the Policy is to ensure legislative compliance and financial requirements relating to corporate credit card use are met.

DETAILS:

The Policy was last amended in 2012. Administration has reviewed the Policy and proposes to make administrative amendments to ensure that the Policy aligns with current practices, ensures good corporate governance and limits the likelihood of fraud or inappropriate corporate credit card use.

CONSULTATION/ADVERTISING:

The City's Policy No. 4.1.1 – Adoption and Review of Policies, provides that public notice of amendments to a policy are not required where the amendments are only administrative in nature. The amendments to the Policy are administrative, as they do not change the substantive effect of the Policy.

LEGAL/POLICY:

Policy No. 4.1.1 – Adoption and Review of Policies.

RISK MANAGEMENT IMPLICATIONS:

Low: The proposed recommendations present a low risk to the City.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Innovative and Accountable

Our resources and assets are planned and managed in an efficient and sustainable manner.

SUSTAINABILITY IMPLICATIONS:

Nil.

FINANCIAL/BUDGET IMPLICATIONS:

The proposed amendments to the Policy would ensure continued good practice financial management of corporate credit card use.

POLICY NO. 1.2.8 – CORPORATE CREDIT CARDS



CITY OF VINCENT

1. PURPOSE

To ensure legislative compliance and financial [good practice](#) are met through the effective issue and use of corporate credit cards.

2. OBJECTIVES

To ensure that adequate controls exist for the issue of corporate credit [cards](#) and outline the appropriate use of [corporate credit cards](#) by the City's officers.

The use of [corporate credit cards](#) shall only be approved if there is a demonstrated need and advantage to the City. This may include:

- a. reduction of time spent on paper-based ordering and payments;
- b. reduction of administrative costs;
- c. reduction of the number of payments processed per month;
- d. facilitating regular on-line fixed subscriptions for services such as internet service providers;
- e. [timely remittance of payments to suppliers resulting in better customer service; and](#)
- f. [facilitating payment in emergency situations.](#)

3. POLICY OWNER

Manager Financial Services

4. RELATED DOCUMENTS

[Administrative Procedure 1.2.8 – Corporate Credit Cards;](#)

[City's Policy No. 1.2.3 – Purchasing Policy; and](#)

[Local Government \(Financial Management\) Regulations 1996.](#)

5. POLICY STATEMENT

5.1 Applications for [corporate credit cards](#) and approval

- All applications for a corporate credit card shall be approved by the [Executive Director Corporate Services](#) or the Chief Executive Officer;
- [The Executive Director Corporate Services or the Chief Executive Officer will](#) determine the conditions for use, maximum credit limit and credit limit for individual transactions; [and](#)
- In the case of the Chief Executive Officer, [Council the Mayor](#) shall approve the application and determine the conditions for use and maximum credit limit and credit limit for ~~each~~ individual transactions.

5.2 Issuing of corporate credit cards to Elected Members

The *Local Government Act 1995* does not make provision for the issuing of credit cards to Elected Members. As such Elected Members shall not be issued with a [corporate credit card](#).

5.3 Eligibility

POLICY NO. 1.2.8 – CORPORATE CREDIT CARDS



CITY OF VINCENT

The City may issue a corporate credit card to an employee that: meet the following criteria:

- a. is an ongoing or fixed term employee of the City;
- b. occupies a position that has a regular and demonstrated need to purchase goods and services; of the type listed as 'Appropriate Expenditure' below; and
- c. is willing to abide by the will comply with the conditions of use as stated in the City's credit card custodian agreement at Attachment 1, this policy and any relevant administrative procedure. and to comply with relevant City policies and procedures.

5.4 Register

The Manager Financial Services will maintain a register shall be maintained by of all corporate credit cards issued. The register shall include:

- a. credit card number;
- b. name of card holder;
- c. expiry date and credit limit by card and individual transactions;
- d. date of approval by Chief Executive Officer;
- e. conditions of use of the card; and
- f. a review date for continuing use of the card, not exceeding 24 months.

5.5 Conditions of Use

The following conditions of use must be complied with: shall be complied with for controlling the use of corporate credit cards:

- a. an agreement shall be signed by the cardholder which sets out the cardholder's responsibilities and legal obligations when using the credit card (Attachment 1);
- b. all new and existing cardholders shall be provided with a copy of the policies and procedures relating to the use of credit cards;
- c. in the event an employee ceases employment with the City, an extended period of leave is taken of more than three months or they are moved to a position which does not require the use of a credit card, the card shall be surrendered to the Manager Financial Services;
- d. when an employee misplaces their credit card, they shall promptly report the matter to the financial institution and Manager Financial Services, who shall immediately cancel the card;
- e. credit cards shall not be transferred to other users;
- f. use of the reward schemes, such as Fly Buys, will not be permitted for personal gain; and
- g. all surrendered credit cards shall be destroyed by the Manager Financial Services preferably in the presence of another employee.

5.5 Making Purchases

- Credit cards shall only be used for purchasing goods and services on behalf of the City and done so in accordance with the City's Policy No. 1.2.3 - Purchasing Policy;

5.6 Misuse of corporate credit card

The following acts are considered misuse of a corporate credit card.

- a. use of corporate credit cards for personal expenditure;
- b. cash withdrawals;

POLICY NO. 1.2.8 – CORPORATE CREDIT CARDS



CITY OF VINCENT

- c. personal entertainment purposes; and
- d. use of the card in conjunction with reward schemes, such as Fly Buys, ~~will not be permitted.~~

Misuse of the corporate credit card will result in the Chief Executive Officer withdrawing the authority to use the corporate credit card and taking appropriate disciplinary action.

Instances of alleged criminal or fraudulent misuse shall be reported in accordance with Part 3 of the *Crime and Corruption Act*.

5.7 Payment Reconciliation

- a. The cardholder must retain ~~tax invoices and evidence of approval of expenditure to allow the validity of the purchase to be determined. This must be provided with the card statement to facilitate acquittal; and~~
- b. ~~The Executive Director Corporate Services must approve all acquittals, except for the Executive Director Corporate Services' acquittal, which must be approved by the Chief Executive Officer.~~
- c. ~~Upon receipt of a credit card statement the cardholder will be required to provide Finance with the acquittal of transactions within seven days;~~
- d. ~~Cardholders cannot approve expenditure incurred on their own cards. The statement, with related receipts and approvals, is to be passed on to the respective Executive Director for authorising prior to providing to Finance for Executive Director Corporate Services approval.~~
- e. ~~The Executive Director Corporate Services will provide their acquittal to the Chief Executive Officer for approval; and~~
- f. ~~The Chief Executive Officer shall refer their acquittal to the Executive Director Corporate Services for approval.~~
- g. ~~Time frames for all payment of accounts shall be monitored by Manager Financial Services to ensure that credit charges are minimised and accounts are paid so as not incur a penalty or interest.~~

6. ROLES AND RESPONSIBILITIES

Manager Financial Services:

- maintain register of credit card holders and coordinate the credit card approval process; and
- develop and ensure compliance with good practice use of corporate credit cards processes.

Executive Director Corporate Services and Chief Executive Officer:

- approval of credit card applications and authorising payment acquittals.

Officers :

- sign the cardholder agreement at **Attachment 1**, comply with this policy and any associated procedure, as amended from time to time, and ensure timely acquittal.

7. CREATION / REVIEW

Created:	Approved by: Council, on 06/12/2019, see TRIM: <TRIM Ref>
Review / Amend:	23 January 2007, 28 February 2012, 30 April 2019
Next Review Date:	April 2021

POLICY NO. 1.2.8 – CORPORATE CREDIT CARDS



CITY OF VINCENT

ATTACHMENT 1: CARDHOLDER AGREEMENT

Corporate credit card custodian's agreement

I

(Name)

(Position)

understand and agree that a corporate credit card is issued to me on the condition that I will at all times, use the corporate credit card in accordance with the City of Vincent Corporate Credit Card Policy, Purchasing Policy and Commonwealth Bank Credit Cards Conditions of Use.

I acknowledge that the corporate credit card issued in my name:

1. has a monthly credit limit of \$_____.
2. has a single purchasing transaction limit of \$_____.
3. can be used only to make purchases for City purposes.
4. cannot be used to incur personal expenses.
5. cannot be used for making cash withdrawals.
6. may be withdrawn should the card be used in a manner not consistent with the relevant policy and procedures and that appropriate disciplinary action may be taken.

I acknowledge my personal responsibility for:

1. the safe custody of the card and will ensure that the card is within my care and control at all times.
2. ensuring the card is not transferred to or used by other City officers.
3. immediately notifying the Manager Financial Services in the event that the card is lost, misplaced or stolen.
4. immediately notifying the Manager Financial Services and the Commonwealth Bank of any disputed or suspicious transactions noted on the credit card statement.
5. the timely (monthly) completion and submission to Financial Services of the statement accompanied by all relevant tax invoices and supporting documents.
6. ensuring that all expenditure acquittals are completed prior to going on leave.
7. promptly following up with the relevant supplier any disputed transactions and notifying the Manager Financial Services of the same.
8. ensuring that the card is promptly returned to the Manager Financial Services in the event that I leave the employment of the City, or am away or likely to be away from work for three months or more.

I have read and fully understood, the conditions of use set out above which govern the issue and use of a corporate credit card. I am aware of the City of Vincent Corporate Credit Card Policy and Purchasing Policy, the use of corporate credit cards procedure and the Commonwealth Bank credit card conditions of use.

POLICY NO. 1.2.8 – CORPORATE CREDIT CARDS



CITY OF VINCENT

(Signature)

(Card holder name)

(Date)

(Signature)

(Approving Officer / CEO)

(Date)

8 COMMUNITY ENGAGEMENT

8.1	LATE REPORT: DRAFT CITY OF VINCENT 'INNOVATE' RECONCILIATION ACTION PLAN 2019-21
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COMMUNITY CONSULTATION PERIOD CLOSING 18 APRIL 2019. REPORT TO BE ISSUED ON THURSDAY 18 APRIL 2019.


















9 CHIEF EXECUTIVE OFFICER

9.1 INFORMATION BULLETIN

TRIM Ref: D19/51484

Author: Emma Simmons, Governance and Council Support Officer

Authoriser: Kerryn Batten, Executive Director Corporate Services

- Attachments:
1. Minutes of the Environmental Advisory Group Meeting held on 11 February 2019 [↓](#) 
 2. Minutes of the Design Review Panel Meeting held on 6 March 2019 [↓](#) 
 3. Minutes of the Design Review Panel Meeting held on 20 March 2019 [↓](#) 
 4. Minutes of the Design Review Panel Meeting held on 3 April 2019 [↓](#) 
 5. Minutes of the Arts Advisory Group Meeting held on 7 February 2019 [↓](#) 
 6. Minutes of the Children and Young People Advisory Group held on 4 February 2019 [↓](#) 
 7. Minutes of the Children and Young People held on 10 December 2019 [↓](#) 
 8. Unconfirmed Minutes of the Reconciliation Action Plan Working Group Meeting held on 25 February 2019 [↓](#) 
 9. Unconfirmed Minutes of the Safer Vincent Advisory Group Meeting held on 20 February 2019 [↓](#) 
 10. Statistics for Development Applications as at end of March 2019 [↓](#) 
 11. Street Tree Removal Information [↓](#) 
 12. Register of Legal Action and Prosecutions Register Monthly - Confidential
 13. Register of State Administrative Tribunal (SAT) Appeals – Progress Report as at 11 April 2019 [↓](#) 
 14. Register of Applications Referred to the MetroWest Development Assessment Panel – Current [↓](#) 
 15. Register of Applications Referred to the Design Review Panel – Current [↓](#) 
 16. Register of Petitions - Progress Report - 30 April 2019 [↓](#) 
 17. Register of Notices of Motion - Progress Report - 30 April 2019 [↓](#) 
 18. Register of Reports to be Actioned - Progress Report - 30 April 2019 [↓](#) 

RECOMMENDATION:

That Council RECEIVES the Information Bulletin dated March 2019.



CITY OF VINCENT

ENVIRONMENTAL ADVISORY GROUP MEETING

11 February 2019 AT 6:00PM

Venue: City of Vincent – Committee Room

CONFIRMED MINUTES

Attendees:City of Vincent Councillors:Cr Loden (*Chair*)Community Representatives:

Chris Cutress, David White, Halinka Lamparski, Jacinta Key, Leanne Jones

City of Vincent Officers:

Chief Executive Officer (CEO), Director Engineering Services (DES), Manager Policy and Place (MPP), Coordinator Policy and Place, Sustainability Officer (SO) Anita Marriott

1. Welcome/Declaration of Opening and Introductions

The Chair opened the meeting at 6.05pm.

2. Apologies

Cr. Hallett, Lisa Edwards, Isaac Lorca, Zoe Myers, Anthony Horton, Fiamma Riviera, Project Officer Parks and Environment

3. Confirmation of Minutes

Minutes from the EAG meeting on 6 August 2018 were confirmed by all members in attendance.

4. Business**4.1 Draft Sustainable Environment Strategy**

The EAG was presented with an update on the development of the City's new Sustainable Environment Strategy (SES) 2019-2024. The Group was asked to endorse the proposed way forward to completion of the draft document and to provide feedback via email on:

- The layout of the draft SES document;
- The introduction to the draft SES document;

- The draft baselines, targets and actions provided by Administration to the SES Consultants; and
- The Consultant's assessment of the City's approach to the SES.

Outcome:

The EAG endorsed the proposed approach to completion of the draft SES.

Actions:

- Administration to share the PowerPoint presentation from tonight's meeting with the Group via email;
- Administration to share the EAG Project Priorities (established at the start of the current term of the EAG) with the Group via email; and
- EAG members to provide feedback relating to the draft SES as outlined above via email by 25 February 2019.

4.2 Climathon

Climathon is a global 24-hour climate change hackathon that takes place simultaneously in more than 100 cities. It brings together challenges faced by the world's cities with people who are passionate about solving them.

The EAG received an overview of the Climathon initiative and a summary of the Town of Bassendean's experience in 2017 and 2018. The Town of Bassendean welcomes participation in its upcoming 2019 Climathon event by people who live outside the Town but have an interest in the theme of the event.

Recommendation:

That the City's officers attend the Town of Bassendean's 2019 Climathon event to gain an understanding of the process and its potential application in the City of Vincent.

Action:

Administration to pass on details of Bassendean's 2019 Climathon event to the EAG when available as some EAG members may wish to attend.

4.3. Schedule of EAG meeting for 2019

The EAG considered a draft schedule of dates for its remaining 2019 meetings.

The agreed EAG meeting dates for 2019 are as follows:

1 April
17 June
19 August
21 October
2 December

Action:

Administration to send calendar invitations for the above dates.

4.4 Previous Agenda Items – status update

Item	Current Status	Next Step
Greening Plan	Completed – adopted by Council September 2018	
Waste Strategy	Completed – adopted by Council September 2018	
Sustainable Environment Strategy development	draft Strategy prepared	To be reviewed by EAG at its February 2019 meeting.
Hyde Park Floating Reed Bed Filtration System - Trial	City's Officers to prepare a report for Council to consider approving trial.	Council to consider approving trial.
Encouraging Community Solar	Online resource page completed. Promotion rolled out via social media/news. Solar workshop for community delivered October 2018.	
Hyde Park Lakes Turtle Study	Project specifics and timeline being revised by UWA	TBD following receipt of revised project specifics
Verge Policy Review	Completed	Develop flyers for quick reference on what can be done on verges

9. Next meeting

1 April, 2019

10. Close

The Chair closed the meeting at 7.13pm

These Minutes were confirmed as a true and correct record of the meeting of the Environmental Advisory Group held on 11 February 2019.

Signed: Chairperson

Dated: This day of 2019



CITY OF VINCENT

DESIGN REVIEW PANEL**Wednesday 6 March 2019 at 3.30pm****Venue: Function Room
City of Vincent Administration and Civic Centre****MINUTES****Attendees:****Design Advisory Committee Members:**

Munira Mackay (Chairperson)
Simon Venturi
Tom Griffiths

City of Vincent Officers

John Corbellini (Director Development Services)
Joslin Colli (A/Manager Development & Design)
Katie Miller (A/Coordinator Planning Services)
Darius Ardeshirian (Urban Planner)
Karsen Reynolds (Urban Planner)
Stephanie Norgaard (Urban Planner)
Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

Claude Giorgi	Giorgi
Graham Hutton	Giorgi

Applicant-Item 3.2

Felipe Soto	Hillam Architects
Mandy Leung	Hillam Architects
Sean van der Poel	Hillam Architects

Applicant-Item 3.3

Tony Watson	MW Urban
Shamim Babee	Client
Nima Jim	Nim & Jim Design
Robin Burnage	TDL

3.30pm**Member Discussion****4.10pm****1. Welcome / Declaration of Opening**

The Chairperson, Munira Mackay declared the meeting open at 4.10pm.

2. Apologies**3. Business****4.10pm–4.50pm – Applicant Presentation – No DA Lodged**

3.1 **Address:** 320-324 Oxford Street & 51 Marian Street, Leederville

Proposal: Mixed Use Development comprising of commercial tenancies and multiple dwellings

Applicant: Giorgi

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1)

Applicant's Presentation:

The presented a power point presentation

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Limited surrounding context shown on floorplans, elevations and perspectives. Show the adjoining buildings to illustrate how the proposal responds to and enhances the surrounding context. Include the verge trees when generating perspectives Oxford Street elevation and shop front – The façade along Marian Street responds more to the human scale however the full height glazing along Oxford Street is out of scale and presents as too commercial. Full height glazing is generally not accepted as it does not reflect the character of traditional shop fronts in the area. Look at fine grain detail and materials of the character building and houses in the area and break down the scale to Oxford Street streetscape elevation. The shop front and entrances should be at grade. The current proposal will not allow for alfresco dining encouraging interaction between the tenancies and footpath activities. Also look at the proportions of the commercial tenancies. Review the sightlines so the upper floors are not visible from Oxford Street. It is recommended to review the Aston on Oxford Street project (four storeys presented to the street with two upper storeys setback). This is an example where the two upper floors are not visible from the street. The current bulk and scale will impact the streetscape and adjoining properties / context. The protruding roof form also adds bulk. Consider changes to break down the bulk and massing. Along Marian Street, where the vehicle entrance and access is, the building above could be broken up with colours and materials to break up the building into two distinct portions. This would assist in breaking the bulk and massing along Marian Street which is very horizontal / monotonous at present. Marian Street is mostly a narrow width residential lot type; expression of verticality on the elevation would reference this local character.
Principle 2 –	<ul style="list-style-type: none"> It will be a challenge to meet the Deep Soil Zone as

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Landscape quality	<p>prescribed by Design WA. Additional information is required</p> <ul style="list-style-type: none"> The width of the central common space is limited but has potential for a positive outcome. Engage a landscape architect to ensure this space is inviting for usability, resident amenity and generating a sense of community. The success of this space is vital for the project. Raised planters do not seem sufficiently deep to accommodate planting. Seek advice from a Landscape Architect on soil depths to planting areas.
Principle 3 – Built form and scale	n/a
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Exiting and entering the lift, stair and storage rooms into the vehicle access appears crude and requiring further separation Some of the balconies on the upper levels which are thin do not necessarily add value. The balconies could be bigger to a number of the apartments to make them more useable and functional. It is considered the apartments are quite large and would allow for this More detailed information is to be provided for the functionality of the town houses on Marian Street (the basement and light well)
Principle 5 – Sustainability	<ul style="list-style-type: none"> Suggested to remove the gym and storage rooms on levels 1 & 2 to improve cross ventilation through the site and into internal courtyard
Principle 6 – Amenity	n/a
Principle 7 – Legibility	<ul style="list-style-type: none"> The commercial and residential entrances are recommended to be separated. If the commercial tenancies are at grade, this may alleviate this requirement
Principle 8 – Safety	n/a
Principle 9 – Community	n/a
Principle 10 – Aesthetics	n/a
Comments	<ul style="list-style-type: none"> Given the proposal is significantly over plot ratio, building height and setbacks, the currently proposal may not be supported and requires further development Council's vision for Oxford Street (between Town Centres) is four storeys. The Aston is an example of a six storey development where the two upper floors are setback and bulk and scale has been addressed. Further consideration as to how the development presents to the Marian Street R30 site is required (currently a blank solid wall) The lowered height can be considered to address the 'R30' zoning however the other elements may affect Council's position on the proposal / Scheme Amendment Diversity of housing product, general site organisation, apartment unit planning, amenity for residents, screening of parking and internal landscaped area all

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	<p>have the potential to work well</p> <ul style="list-style-type: none"> • The design is logical and organised in terms of cross ventilation and natural lighting access to apartments • Further development in reducing the bulk and massing of the project is required.
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Conclusion:

Proposal to be returned to DRP.

4.50pm–5.20pm – Applicant's Presentation – No DA Lodged

3.2 **Address:** 194-200 Carr Place, Leederville

Proposal: Mixed Use Development

Applicant: Hillam Architects

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1).

Tom Griffiths left the meeting as a conflict of interest.

Applicant's Presentation:

The presented a power point presentation

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> • The way the site is broken up works well and creates corridors creating natural light/ventilation access which is important in contemporary apartment design • The materiality and textures proposed are good and well considered • The verandah study reflects the context. The raised floor provides a level of privacy but also is connected to the street and works well • The verandah gives a good human scale quality to the building • More consideration and design is needed in relation to the bulk and scale especially to the west
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • The 'pocket park' is a positive community benefit as well as acting as an entry for the residents
Principle 3 – Built form and scale	<ul style="list-style-type: none"> • The apartment mix is good and the planning is functional • Good choice of materiality that adds softness and texture to the development
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Many bathrooms do not have windows – look for opportunities to install windows for natural light • Commercial premises may be viable in the future with increase in density along Carr Street • Efficient building with the location of a central stair and lift shaft • The ground floor does appear flexible with separate apartment entrances via the verandas from the street – home-based businesses may be possible here. • Consider ways the parking bays can be adapted for

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	alternate use in the future <ul style="list-style-type: none"> The open communal corridors are supported.
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	N/A
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	<ul style="list-style-type: none"> The roof garden appears to be completely planted. Look for opportunities for seating or the like.
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> Treatment to the east works well as it matches the adjoining sites The applicant is encouraged to consult with the adjoining property owners. The presentation and proposal is of a high quality and is commended. The information supplied in terms of contextual analysis, design diagrams and design intent is good.

Conclusion:

To be returned to DRP

5.25pm–5.55pm – Applicant’s Presentation – No DA Lodged

3.3 Address: 64 Cleaver Street, West Perth

Proposal: 12 Multiple Dwellings

Applicant: MW Urban

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 28 November 2018

Applicant’s Presentation:

The presented a power point presentation

Recommendations & Comments by DRP on 28 November 2018:

Principle 1 – Context and Character	<ul style="list-style-type: none"> The applicant has not considered to the satisfaction of the DRP members, street activation specifically, the public interface of the internal program of the building. Consider the broader precinct landscape and context in relation to the development. Identify some of the features and materials used in the streetscape as a reference in developing the architectural language of the facades. These can be reinterpret or reference the local context in a contemporary way, without necessarily mimicking them. There is insufficient information provided on surrounding context as shown on floorplans, elevations and perspectives. Show the adjoining buildings including Cleaver Court to illustrate how the proposal responds to the surrounding context Consider articulating the floors to break up the bulk
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	<ul style="list-style-type: none"> Consider an apartment at street level given stair and stores are located at ground level
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consideration needed for the type of species to be planted in areas. For example bougainvillea species will may become problematic in proximity to shared-use driveway (pedestrian and bicycle use of driveway). Establishing a multiple story height for vine may be challenging without a high level of maintenance, and sufficient ground level bed size; consider multiple points of planting for vine(s) at various levels. Recommend engaging with a landscape architect. Specifically to consider increasing the diversity of species included in design, and in a redesign of engaging ground level space. In ground level redesign, increasing the deep soil zone areas is important; there is potential in redesign to add trees to open up the street level and provide canopy coverage.
Principle 3 – Built form and scale	<ul style="list-style-type: none"> The breaking up of the mass of the smaller building into smaller parts is supported. The detailing of the building mass height and proportion requires further refinement. The black blades contradicts the breaking up of the mass and that element should be reviewed.
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Consideration needed for WC's being visible from living areas in apartments such as A1, A2, B3. Kitchens with windows over hot plates are not supported Shortfall in visitor car bays is not supported if an oversupply of resident car bays is generated B1 and C2 bathrooms open into living areas and need to be reconsidered Apartments B2 and C4 living areas have minimal access to northern light Reconsider the layout of the kitchen, dining and lounge in apartment A4 Consider a centralised outdoor area to allow northern sun light and cross ventilation opportunities The visitor parking bay is located behind the security gate which is not supported
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	<ul style="list-style-type: none"> Balconies and living areas have minimal access to north facing light. Look for opportunities to improve north light access. Consider high level windows to upper floor apartments. Notwithstanding Principle 1 the applicant needs to provide a clear sequence of way finding to the entry points of each apartment building. Together with the design of the car parking convert. The current design approach from carpark undercroft to an entry canopy to the apartment blocks.
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> The general site organisation including the development's bulk massing, streetscape activation and entry experience require further development. The elevations also require further development to integrate into the developments

surrounding local context and character.

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The ground floor apartment helps the building create an active streetscape and generates additional soft landscaped garden area The introduction of brickwork is encouraged however it appears a bit disjointed and unbalanced. More face-brick may assist however review the locations to ensure the project displays a balanced architectural language and aesthetic The architectural language looks disjointed as there are some character references but it is not cohesive Review the Bottle Yard on Palmerston Street and Fringe Apartments on William Street. These are good examples of how a development—relates to the surrounding contextual character in a contemporary way. The use of the black bands around the building accentuates the bulk and does not necessarily contribute towards a cohesive balanced appearance for the building The corner window and room in the roof assist in reducing the bulk however the front elevation appears as being quite busy Further consideration needed to break down the bulk and minimise how it presents to adjoining properties
Principle 2 – Landscape quality	<ul style="list-style-type: none"> The landscape plans make the most of a limited zone. Reasonable sized trees within the access way are supported and well received Consideration needed for the location of some planters on the upper floors. Ensure that planters can be easily accessed as planting will need to be to be maintained
Principle 3 – Built form and scale	<ul style="list-style-type: none"> The side facades of the building need to be given more attention and detail to mitigate the perception of building bulk. They have little articulation or visual interest
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Demonstrate parking manoeuvre into the parking bays specifically the last bay Some of the balconies overlook the adjoining properties outdoor living areas. Make the balconies compliant in terms of overlooking
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	<ul style="list-style-type: none"> Consider how non-compliant items which affect the amenity of the adjoining properties (i.e. visual privacy) can be resolved
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A

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Comments	<ul style="list-style-type: none">• The reduced number of stair cores and improved legibility, engagement of a landscape architect, better apartment planning, removal of the black arch elements and adding the ground floor apartment/landscape at the front of the complex have all improved the proposal. A number of the previous comments have been taken on board• The architectural language in elevation, articulation and massing / bulk do not tie in with the surrounding context and require further development.
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Conclusion:

To be returned to DRP.

4. General Business**5. Close / Next Meeting**

There being no further business, the Chairperson, Munira Mackay declared the meeting closed 6.00pm.

The next meeting will be held on 20 March 2019



CITY OF VINCENT
DESIGN REVIEW PANEL

Wednesday 20 March 2019 at 3.30pm

**Venue: Function Room
City of Vincent Administration and Civic Centre**

MINUTES

Attendees:

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
James Christou (Chairperson)	John Corbellini (Director Development Services)
Simon Venturi	Joslin Colli (A/Manager Development & Design)
Tom Griffiths	Kate Miller (A/Coordinator Planning Services)
Anthony Duckworth-Smith	Mitch Hoad (Senior Urban Planner)
	Karsen Reynolds (Urban Planner)
	Roslyn Hill (Minute Secretary)

Applicant-Item 3.1

Barry Baltinas	Baltinas
Jonathan Choy	Baltinas
Hide Shigeyoshi	Baltinas

Applicant-Item 3.2

Alicia Jones	
Megan Garman	Urbis
Mason Harrison	Hames Sharley
Jonathan Jones	Hames Sharley

Applicant-Item 3.3

Alene Sullivan	FJM
Dan Lees	Element
Alison Healey	Element
Yong Lee	Hassell
Kyle Jeawons	FJM

Applicant-Item 3.4

Petar Mrdja	Urbanista
Anderson Toh	Toh Construction

3.30pm

Member Discussion

4.00pm

1. Welcome / Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.10pm.

2. Apologies

3. Business

4.10pm–4.45pm – Applicant Presentation – DA Lodged 5.2018.473.1

3.1 **Address:** 539-545 Beaufort Street, Mount Lawley

Proposal: Eight Storey Mixed Use Development, Comprising Four Shops, Two Offices, 27 Multiple Dwellings and Associated Parking

Applicant: Baltinas / Bronze Penny Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 4 October 2017

Chair James Christou had to excuse himself from the application. Simon Venturi was the chair.

Applicant's Presentation:

The applicant presented a power point presentation

Recommendations & Comments by DRP on 23 January 2019:

Principle 1 – Context and Character	<ul style="list-style-type: none"> Ground floor – consider some articulation in the ground floor retail environment – consider the character of Beaufort street and the context of the street – quite big commercial frontages are proposed – ensure the ground elevation reads as part of the existing fine-grained street context of independent small retailers Look at possibly greater articulation at the upper storey levels because there is no relief. The development currently presents quite repetitive and bulky
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Consider the technical issues in implementing landscaping. Planter depths around planters are too narrow, might need more soil volume. Careful thought to ensure the soils do not dry out
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Apartments A3 and A1, for example, have generous living areas. Consider what the space next to the kitchen would be used for in this space Bathrooms off living areas are not supported, such as Apts 24 and 25 Apartment 26 has laundry in living area
Principle 5 – Sustainability	<ul style="list-style-type: none"> Consider alternative floor plan design for north-west and north-east apartments eg. Apt 3 & 4 on Level 2. In the current apartment configuration, the bedrooms in these apartments have good north orientation, however the thermal performance of these apartments would be improved if the main living areas (kitchen, lounge, dining) are oriented north Study in Apt 5 receives no direct natural daylight - consider alternative floor plan. Also check daylight factor levels from light well serving study in Apt 2. Also consider how these rooms will receive natural ventilation The typical floor plan layout for each level does not appear to provide optimum cross ventilation opportunities for individual apartments with an east or west orientation eg. Apt 2 and 5 There are large areas of glazing facing east and west, particularly for upper level apartments - the optimum glazing to floor area percentage for these elevations is typically 5–10%. While proposed landscaping may provide some shading, additional vertical shading devices are likely to be

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	<p>required. Also check north glazing to floor area percentages - typically 20-25% is optimal. Recommend this is considered prior to DA being finalised so any shading measures can be considered on the plans</p> <ul style="list-style-type: none"> Strongly recommend preliminary NatHERS ratings are completed for each typical apartment to check insulation and glazing performance requirements, and ways in which the design can be optimised prior to finalising development application Overshadowing of Lot 19 opposite and street corner needs further consideration, especially given the proposed design is seeking a 33% increase in plot ratio
Principle 6 – Amenity	<ul style="list-style-type: none"> Consider sound proofing to ensure the amenity of the residents is not affected by nearby tenancies (i.e. the Queens)
Principle 7 – Legibility	<ul style="list-style-type: none"> The entry to the building needs to be more legible as it is narrow, long and indistinguishable on the commercial frontage. Is there potential to relocate to Harold street with direct entry to lift access and to allow opportunity for a light well, day light, and ventilation to upper floors via a window on the external wall
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	N/A

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Concerns over the street interface and the scale of the glazing elements. Try to break down the commercial tenancies to a finer grain to be more sympathetic with the area. Review the materials along Beaufort Street to see how these can be incorporated to fit within the Beaufort Street character. Consider a sill around the glazing to help with reducing the impact of floor to ceiling glazing. Also look at other shops fronts such as Mary Street bakery for references. There is not enough articulation and development of the facades for the scale and height of the development in relation to the repetition of the four levels over the podium element. Look at different materials in the 4 middle levels to break up the massing The art deco style typically displays a solid / heavy aesthetic which doesn't minimise the visual bulk and massing of the development. The issues of bulk and scale need to be considered from all perspectives, not just those shown within the elevations. The view of the development on the corner is particularly heavy and bulky and this is a prominent location. Interface of the development with the ROW relies heavily on the success of the landscaping and ongoing maintenance. Rear setbacks are to be reconsidered to provide sensitivity to rear single storey properties. The four mid-levels appear bulky and require further work to be less dominating on the streetscape. Consider
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	<ul style="list-style-type: none"> setting the four levels back to reduce the massing. The closed balconies don't assist in breaking down the massing as they do on other similar height developments on Beaufort Street. Greater articulation of facades required to reduce perceptions of bulk Showing surrounding context on the plans elevations and 3D images will assist with assessing impacts on adjoining sites Look at the Fringe Apartments on William Street for a good example of referencing the Art Deco in a contemporary way. The massing of the development into the surrounding lower scale residential context is also relevant to this project. Given the development is significantly over plot ratio and height, additional work is required to address the bulk and massing of the development Consider the interface with the adjoining residential development to the rear and impacts with regards overlooking and to loss of privacy.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Planting is a critical component of this design and needs to be documented and integrated with the building correctly. The development relies heavily on the success of the landscaping, landscaping maintenance schedules are required. Landscaping should not be used as screening to achieve compliance in relation to requirements such as overlooking as it is highly dependent on ongoing strata or owner maintenance schedules and a landscaping management plan.
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Open corridors are encouraged to assist with the cross ventilation and natural light access into apartments. Studies without windows are a concern. The light well is not large enough to provide adequate natural light and fresh air into the adjoining bedrooms The kitchen in apartments 4, 6, 10 and 12 appears small in comparison to the size of the apartments Apartment 15 appears inefficient. Consider reallocating the inefficient space from the bathroom to add to the balcony The plot ratio is of a concern as a result of the bulk and mass of the development and the reduced setbacks are not supported Apartment 23 is in-efficient which can be improved
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	N/A
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	<ul style="list-style-type: none"> Benefit of the increased density and height needs to be considered as a concession. Provision of community benefit, level of resident amenity and the design approach including materiality and rhythm is to be

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	considered
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> Many of the comments from the previous minutes have not been addressed

Conclusion:

To be returned to DRP.

4.45pm–5.15pm – Applicant’s Presentation – No DA Lodged

3.2 Address: Nos. 291-293, 295 and 307 Stirling Street (80 Bulwer Street), Perth

Proposal: Mixed Use Development

Applicant: Urbis / Fabcot Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 16 January 2019.

James Christou returned to chair

Applicant’s Presentation:

The applicant presented a power point presentation

Recommendations & Comments by DRP from 16 January 2019

Principle 1 – Context and Character	<ul style="list-style-type: none"> The majority of pedestrian traffic will be arriving from the basement carpark. Look at opportunities to create more interactivity on the ground plane with the pedestrian life on the street. Possibly moving the residential lobby to the corner may create greater activation as it links to the Café. Look at creating a larger Café then what is envisaged and possibly adding internet capabilities. This can help with ground plane activation. Concerned that the commercial land use is being pushed northwards into a residential area. Street is characterised by residential developments. There needs to be more details on traffic management. Land use will significantly change in this location together with the intensity of use. Street lights, noise, traffic will all be increased. There will also be a significant impact on the landowners to the north that would not have been anticipated. Consider how this can be offset or managed. Interface with northern boundary – the development is pushing intensive commercial use northwards and immediately abutting a finer grain residential. There needs to be more consideration of the transition to the domestic interface. There are character elements/materials along this street and landscaping opportunities that need to be recognised and be reinterpreted into the interface to soften the transition from commercial to residential. Vertical element on the corner of the former building on the site has the potential to be reinterpreted to create a sense of place/history for this new building and to create a corner landmark More thought is to be given to the South eastern corner to
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	<p>reference the former theatre, or consider the potential to wrap around the balconies and eliminate narrow, unusable spaces.</p> <ul style="list-style-type: none"> • Signage on the southwestern corner located above the residential entry has an overbearing commercial dominance. • Look at bringing the character of Highgate into the ground plane and less of a 'Woolworths' standard shopping centre character. • The large glazed façade could be divided and more articulation created along the street level to create a more finer grained feel rather than Big Box commercial • We believe the exploration into the sites history is to be commended, however aesthetically we do not believe the history is revealed. To use the footprint of these past uses verbatim should not be used as a reason for not having setbacks. We would rather encourage more links to the theatre through built form features. Also the link to the tree tops being seen from behind a wall - as per the historic garden, we feel, in this case, it does not encourage street activation and a friendliness of space as COV is aiming. We would encourage a public access into this garden - perhaps from Stirling Street; and more views to the garden from Bulwer Street. • We are concerned that the street trees on Stirling St will not have enough room under the first floor balconies. More consideration is needed here whether in terms of first floor setback, or different spacing. The trees growing into the balconies will look cramped
Principle 2 – Landscape quality	<ul style="list-style-type: none"> • Investigate how the street tree and canopy on Stirling Street can be retained and maintained. If it is not viable to retain the street trees what would be in its place? • Take into account the maintenance needed for the proposed publicly visible planting areas to ensure that the desired outcome is achieved and maintained, particularly the canopy cover • Consideration is needed for how the plant along McCarthy laneway will be managed - also the noise and health implications. • There is potential for a higher canopy cover - both within the garden, and along the street if the COV and DRP recommend street setback. • There is also potential for deep soil zones with street setback. • The landscape design of the internal garden is otherwise well thought out as a mixed use venue. The first COV recommendation of deep soil being 1m3 is met in this instance.
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> • Loading dock – the largest truck will be 15-20m fixed axle and smaller vehicles will be processing 4-5 deliveries per day. A management plan will be needed with deliveries to and from the centre • Sufficient traffic movement analysis including potential queuing and manoeuvring is needed to demonstrate how it can be managed effectively and avoid conflicts between and amongst service vehicles, residents, patrons and local traffic.
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	<ul style="list-style-type: none"> • Concern over the amount of traffic movements in a predominantly residential area • Consider providing a welcoming experience on the corner for

	pedestrians and cyclists to access this area. Consider bicycle parking which is convenient to encourage cycling access and look at using materials which are welcoming and communicate a human scale. Look at short term bays at-grade
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	<ul style="list-style-type: none"> Look at creating more community use within this development. For example, The Mezz at Mt Hawthorn is strong on community engagement with spaces allocated together with programs. The upper level garden provided is focussed on use by private residential only, but might be more appropriate to open up for the community or a small, secure children's playground area provided, or look at opportunities to create areas that may draw people to this location We would recommend further thought needed at the street level to activate the area, some further ground floor setback could provide this - especially around the cafe and Woolworths entrance - but also potentially at an appropriate place to create access to the internal garden.
Principle 10 – Aesthetics	N/A
Comments	N/A

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> How will the site be activated if the parking is located on top and people will come into the premises through the internal lifts? There is no active frontage on Bulwer Street as it comprises of elevators. Escalators restrict views into the development from Bulwer Street and the entrance from BWS is via Woolworths. Look to create an element on the corner/Bulwer Street that will increase activation, possibly moving the location of BWS. Public art should not be used as the sole mechanism to activate the connection between the building and the street is lacking The café is not located for people to stop – it is a walk through. Look at increasing the size of the café to help with street activation. Consider the functionality of the café alfresco area in close proximity to the main pedestrian doors to the development Removal of the purple 'parking entrance' is supported The strategy of the upper levels looking like apartments is visually appealing and supported Good research into the history of the site however we are not seeing this translate into the architectural language especially on the corner element. Look at how the Fringe development on William Street references art deco in a contemporary way The vehicle access ramp is monolithic and will be out of context with the adjacent residential development. Look at incorporating domestic materiality and scale elements to the northern portion of the site to help assist the
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	<ul style="list-style-type: none"> development's transition into the single residential area Look at opportunities to use the internal retail program to active the facade. Food and beverage groceries. Look at the market style concept and bring this to the street – this would fit in with the expectations of the Highgate context and community The façade along Stirling Street has been improved The applicant confirmed the glazing along Stirling Street will be transparent which is supported
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Landscaping on the upper floor needs to be usable and accessible and contributes to the experience. Look at terracing of the deep soil zone – bring people up to the deep soil area
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> A traffic management study/plan will be needed as the traffic will be coming in from the residential side of the development
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	N/A
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	<ul style="list-style-type: none"> Cyclists need a visual connection to their bike so they will utilise the associated parking Upper floor community use area as shown on previous plans has potential to generate a good community benefit. This is now shown as a commercial tenancy and needs to be more defined and have certainty to be factored in as a positive element of the proposal.
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> The apartments which have now been removed from the proposal generated a significant community benefit and are a significant change to the proposal. A number of comments from previous minutes have not been addressed and require further development.

Conclusion:

To be returned to DRP.

The DRP support the proposal, however, the design of the ground level specifically off Bulwer Street needs to take into consideration activation.

5.20pm–5.55pm – Applicant's Presentation – DA Lodged 5.2019.61.1

3.3 Address: 742 Newcastle Street and No. 301 Vincent Street, Leederville

Proposal: Commercial Development

Applicant: Element / Argyle Holdings Pty Ltd

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 6 February 2019

Applicant's Presentation:

The presented a power point presentation

John Corbellini left the meeting. Tom Griffiths excused himself from the application.

Recommendations & Comments by DRP on 6 February 2019:

Principle 1 – Context and Character	<ul style="list-style-type: none"> Consider how the surrounding character is interpreted at the ground level, particularly in relation to how the showroom sits in the context of surrounding shop tenancies and activation. Transparency for the Ground Level is very important and needs to be maintained Consider multiple entry points into the ground floor showroom. Approach to materiality should assist to break down the bulk and massing of the building. Streetscape materiality could use further development, drawing from the materials and detailing of the character shopfronts in the area to take into further consideration the Leederville Town Centre context. Consider some stepping down on the upper levels in line with the Leederville Masterplan intent. The box approach is convincing but there needs to be some consideration on how light might reach into adjoining lots. Stepping of massing down on the western side would provide a better transition to the heritage-listed character buildings and reduce the impact of the proposed building bulk/scale. Engage an artist early. Consider possibilities to deliver artistic interventions at the building and laneway level. For instance an Artist could develop a structure for the green creeper wall. It is noted that the articulation, façade and materials are a good approach Detail is needed on how the rear tenancies will open up to the laneway, consider if these panels can be articulated and opened up completely to allow full engagement The width of glazing at ground level on Vincent Street is not convincing given the building next door has three tenancies in an area half the size of the frontage. More refinement is needed on the glazing at ground level.
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Landscaping is a strong priority for the City, and the proponent is to consider the following points when progressing Look at opportunities to meet the City's deep soil and canopy coverage requirements. Reminder that the City's requirement for deep soil zone can be situated on structures as long as the soil is a minimum of 1m wide, 1m long and 1m deep. The current planting mostly on the rooftop seems exclusive/privatised. Consider planting opportunities in the laneway to achieve public amenity and street-scape activation. This will also aid to achieve the City's deep soil zone and canopy cover calculations. Planting here will be a valuable asset if delivered well Consider further canopy cover on the rooftop in the central areas that does not increase the bulk of the building from the streetscape. Consider relocation of existing street tree rather than removal given its maturity. Consider creating views from Vincent Street through the building to the laneway planting and green climbing wall. On top of the two site context drivers defined that contribute to generating the interlocking building language, there is

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	<p>opportunity to bring a third green/garden influence from the laneway direction, working with the tall eucalypt trees, into the building. This could help bring more of an interesting pattern to the green veneer and aid to break up the potential bulk of block creeper planting. It could also contribute to conceptual design of landscape elements in laneway activation.</p>
Principle 3 – Built form and scale	<ul style="list-style-type: none"> The laneway is a fantastic opportunity that can only be successful with a building of this size and density. Future modifications to the hotel at the rear adjoining the laneway would also assist in activating this space
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Vehicle access off Vincent is not ideal. It is noted that the laneway could be used rather than Vincent Street
Principle 5 – Sustainability	<ul style="list-style-type: none"> Central void appears small given the size of the building floorplates. Light study is recommended to be undertaken on the central sky light to ensure appropriate size and appropriate materials that might be required to reflect and increase the natural light down into the central areas of the building
Principle 6 – Amenity	N/A
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> Policy for developments adjoining heritage sites is to be considered.

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> Look at creating smaller scale elements as the building moves towards to laneway along Vincent Street, to present a finer grain outlook, acknowledge the corner and break the grid pattern. Consider a graduation to reflect the surrounding streetscape context and character of Leederville Consider elements to the detail of the shopfront windows to infer there are other tenancies within, as an alternative to providing multiple entrances. This can include different materiality and landscaping at the ground plane. Brick patterning and colour or material change should be considered on the ground floor plinth to bring a human scale to the streetscape and reflect Leederville's character shopfronts Give thought to the façade design of the tenancies fronting the laneway and how this can be designed to present a unique form that reflects it's more grungy rear laneway context Along Vincent Street consider varying height canopy to facilitate entry areas or window shop fronts to assist with the shading into the openings. Varying the heights of the canopy can break up the appearance of a constant beam and add to the visual interest.
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	<ul style="list-style-type: none"> Consider four separate architectural language elements (rather than just the two) into the facade. The brick element, the lighter veil over, the streetscape elevation along Vincent Street and the more grungy laneway streetscape elevation. Also review the colour selection to reduce the massing of the development. The similarity in colour of the two existing architectural language elements does not assist in breaking down the bulk and massing of the development.
Principle 2 – Landscape quality	N/A
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	N/A
Principle 5 – Sustainability	N/A
Principle 6 – Amenity	N/A
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	N/A

Conclusion:

Does not need to be returned to DRP. However, prior to the applicant applying for a building licence the applicant should present to the City Planning Team and Chair of DRP the Vincent and Laneway façade – Ground and First Floor.

5.55pm–6.25pm – Applicant’s Presentation – DA Lodged 5.2018.273.1

3.4 **Address:** 160-166 Palmerston Street

Proposal: Proposed Hotel and Restaurant Addition

Applicant: Toh Construction / Starlily Nominees

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 5 September 2018

Applicant’s Presentation:

The presented a power point presentation

Recommendations & Comments by DRP on 5 September 2018:

Principle 1 – Context and Character	<ul style="list-style-type: none"> There is concern for the lack of ground level activation in the streetscape. Activity at streetscape should be relatable (at human scale) to a person on street. Pursue a continuously active ground plane to optimise street activation and passive surveillance. Further articulation and design development of
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	<p>the façades should be considered.</p> <ul style="list-style-type: none"> Consider the neighbouring streetscape and local context, in relation to the development of the street facades. Identify some of the strong features and materials used in the streetscape as a reference in developing the architectural language of the facades. These can be reinterpreted, without necessarily mimicking them. The surrounding streetscape shows quite a lot of articulation in contrast to the current flat façade of the proposed development. Ground floor glazing is quite flat. Consider how to create more character by observing the scale and placement of openings in buildings typical of this use in the local context. Further address upper floor street activation positively add to the streetscape, to provide passive surveillance and to enhance visual contact and interaction between the street and the building interior. Consider providing larger windows and introducing Juliette balconies More articulation is needed in breaking up the long horizontal appearance of the building. Consider introducing vertical elements to the facades. There is only limited information provided about surrounding context as shown on floorplans, elevations and perspectives. Show the adjoining buildings to illustrate how the proposal responds to the surrounding context
Principle 2 – Landscape quality	<ul style="list-style-type: none"> Look into the landscaping opportunities surrounding the pool to enhance the residence experience and create separation from the building. Examine whether there will be overshadowing. Consideration needed for the interface with the canopy of the existing trees and the awning. Examine landscaping opportunities on the balconies and upper levels
Principle 3 – Built form and scale	N/A
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Car parking provisions/numbers are non-compliant. A parking management plan may be required and if there is a shortfall, to include a report showing justification for the shortfall and outlining the expected residents' target group that the development is addressing. Consider car sharing, electronics cars and supplying bicycles. More information is required on the treatment and articulation of glazing
Principle 5 – Sustainability	<ul style="list-style-type: none"> Dark colours have high solar absorbance and will increase cooling loads. Examine the use of lighter colour palette and/or greater variety of colours Ensure operable windows (other than awning) and/or ceiling fans to hotel rooms to maximise opportunities for cross ventilation, and minimise dependence on mechanical air conditioning Recommend light coloured roof (SA 0.4 or less) to reduce solar heat gains in summer Consider providing alternative modes of transport for guests eg. EV car share, bicycles and helmets for guests in lieu of reduced parking
Principle 6 – Amenity	<ul style="list-style-type: none"> In the built form there is only doors and passages facing the pool. Consider providing better natural ventilation to the pool area and better visual access and connectivity to other patron facilities adjoining the pool area. Also consider the noise that will be generated from use of the pool, its impact on residents and how this issue can be addressed.
Principle 7 –	<ul style="list-style-type: none"> Entry into building/café is tucked away to the side Improve

Legibility	articulation/identification of the main entry. Consider making the entry it a prominent architectural statement
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	<ul style="list-style-type: none"> Blank walls are not helpful in terms of aesthetics, particularly in this street context. Consider a break in the current continual blank wall to the pool Provide more details about materials and intended finishes.
Comments	N/A

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The design needs to incorporate some elements to bring life to the proposal and take advantage of the location it is within The commercial frontage needs to be further developed. Glazing and the façade does not reflect the street context and reads as a large blank façade. Further articulation needs to be incorporated. Look at including balconies at upper levels to provide passive surveillance of the street. The frontage does not provide a connection with Bulwer Street. The design needs to further consider elements to reflect this streetscape and the surrounding context Look at the materiality and the colour elements in the existing Bulwer Street streetscape and try to reinterpret or reference in a contemporary way (not mimic) The façade is quite flat and un-articulated. The ground plane openings are not in proportion with the other facades The awning design appears does not reflect the convention of storefronts in the area and is out of context due to the widths and angles The building entry needs to be further considered and refined to improve accessibility and legibility. There is no weather protection provided and no indication of the location of the entry. Introducing additional vertical glazing framing elements would assist with this. Further detailing needs to be considered. The street presence and appearance is compromised and is not ameliorated due to the lack of setback and façade treatment The surrounding context is not shown on the plans, elevations and 3D images to show how the development fits within the context The glass entry needs to be broken down and reflect the local character Look at the Surf Rider motel in Malibu, California to see how to incorporate a contemporary design with an existing development
Principle 2 – Landscape quality	<ul style="list-style-type: none"> A Landscape Architect has been engaged however there are limited opportunities for meaningful landscaping given the overall site organisation of the development
Principle 3 –	N/A

Built form and scale	
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> Look at reassessing the pool area and consider whether this can be retained, removed or redesigned. The removal of the pool would provide opportunities for upper floor setback and a more functional design response. Planning requires further development with regards to the layout to achieve a more functional and interactive spaces. The DDA toilet at ground level could be located on the rear wall to generate more opportunities for interaction with the streetscape. Confirm the requirement for three toilets in the ground level office space. The hotel room layout doesn't provide a level of privacy as the bed is clearly visible when you open the door to the communal corridor. Functionality of upper floor and circulation around pool is constrained based on the limited space available
Principle 5 – Sustainability	<ul style="list-style-type: none"> The elevational colour scheme and roof have been changed from black to white which is supported
Principle 6 – Amenity	<ul style="list-style-type: none"> Furniture configuration in apartments are not convincing. Some redesign in the apartment layouts is needed.
Principle 7 – Legibility	N/A
Principle 8 – Safety	N/A
Principle 9 – Community	N/A
Principle 10 – Aesthetics	N/A
Comments	<ul style="list-style-type: none"> Most of the comments from the previous minutes have not been addressed. Significant changes will be required to address these comments and gain support for the development

Conclusion:

The DRP does not support the applicant's proposal.

The applicant needs to resolve the plan to overcome functionality, way-finding and circulation matters.

The massing and aesthetics needs to be reconsidered to achieve coherent design. (On this I am happy to meet with the applicant and their consultant team, I leave that matter with the City).

Returned to DRP.

4. General Business**5. Close / Next Meeting**

There being no further business, the Chairperson, James Christou declared the meeting closed 6.15pm.

The next meeting will be held on 3 April 2019.



CITY OF VINCENT

DESIGN REVIEW PANEL

Wednesday 3 April 2019 at 4.15pm

Venue: Function Room
City of Vincent Administration and Civic Centre

MINUTES**Attendees:**

<u>Design Advisory Committee Members:</u>	<u>City of Vincent Officers</u>
James Christou (Chairperson)	Joslin Colli (A/Manager Development & Design)
Ailsa Blackwood	Katie Miller (A/Coordinator Planning Services)
Anthony Duckworth-Smith	Fiona Atkins (Urban Planner)
Joe Chindarsi	

Applicant-Item 3.1

Kevin Raykos	Edwardstar Pty Ltd
Nik Hidding	Edwardstar Pty Ltd

4.15pm

Member Discussion

4.30pm

1. Welcome / Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.30pm.

2. Apologies**3. Business****4.30pm–5.00pm – Applicant Presentation – DA Lodged 5.2019.39.1**

3.1 **Address:** 164 Edward Street, Perth

Proposal: Office Building

Applicant: Peter Webb & Associates / Edwardstar Pty Ltd

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1)

Applicant's Presentation:

The presented a power point presentation

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 – Context and Character	<ul style="list-style-type: none"> The building appears out of context with its surroundings
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	<p>and does not complement the existing streetscape. The language/materials chosen appears to be an odd mix of generic commercial cladding and domestic stone cladding which results in an odd composition/appearance</p> <ul style="list-style-type: none"> Review the local context and character. The stone and aluminium composite panelling is arbitrary so think about how local materials can be integrated in a contemporary way in place of these materials. Look to immediate neighbouring building character and language of older light-industrial building stock and corresponding use of face brickwork, fenestration rhythm, lightweight steel sections and proportion, which could inform the proposed development Consider incorporating more natural light and landscaping, which will create a more interesting building
Principle 2 – Landscape quality	<ul style="list-style-type: none"> The green wall is unlikely to survive in its current form and is likely to be further affected by potential redevelopment of the adjoining site. Concerns the plants will not be able to grow with the current proposal There is potential to further meet the city's deep soil and canopy coverage requirements, by adding landscape elements on the roof There is further potential landscaping in the area facing the back laneway. Consider species that are shade tolerant. Consider reducing the extent of the awnings to allow additional light into these areas. Further consideration is required to meet the city's requirements for canopy coverage and deep soil zones
Principle 3 – Built form and scale	n/a
Principle 4 – Functionality and build quality	<ul style="list-style-type: none"> The relocation of the central core / lift is creating wasted space. The use of the space needs to be reconsidered as well as the location of the entry Consider how the sun deck will work so that it is functional There is no dedicated pedestrian space/paths of egress within the car parking spaces. How do pedestrians get to the front door and bin store areas? The car parking needs to be functional and legible. Will vehicles be able to move when the pedestrians are walking to and from their vehicles? Consider a car stacker system or other simpler parking arrangement/configuration Examine if the cladding will meet the BCA / Fire requirements The building is not connected north to south. Reconsideration of the internal core shaft will assist with this
Principle 5 – Sustainability	<ul style="list-style-type: none"> The location of the storage adjacent to the northern boundary does not provide the building with good access to natural sunlight. Consider landscaped terrace to this northern boundary to improve amenity Consider increasing the size of the light well which may also provide opportunity for increased landscaping on raised planted terraces

Page 2 of 3

	<ul style="list-style-type: none"> Consider location and accessibility of end-of-trip facilities for cyclists.
Principle 6 – Amenity	<ul style="list-style-type: none"> The floor plan is inefficient and needs further reconsideration The proportions and dimensions of the vertical garden element may not be sufficient to provide natural light penetration into the floor plates particularly on the lower levels. Consider how this could be rearranged to permit natural light penetration.
Principle 7 – Legibility	<ul style="list-style-type: none"> Consider legibility of main street entrance in terms of paving or variation in material.
Principle 8 – Safety	<ul style="list-style-type: none"> Rethink the façade adjacent to the ROW / northern elevation to create additional passive surveillance
Principle 9 – Community	n/a
Principle 10 – Aesthetics	n/a
Comments	n/a

Conclusion:

The DRP does not support the current design, the applicant needs to address:

- Context and character
- Functionality and build ability
- Legibility and
- Landscape

Proposal to be returned to DRP.

4. General Business**5. Close / Next Meeting**

There being no further business, the Chairperson, James Christou declared the meeting closed 5.00pm.

The next meeting will be held on 17 April 2019



CITY OF VINCENT

ARTS ADVISORY GROUP

Thursday, 7 February at 6:00pm

Venue: Committee Room
City of Vincent Administration and Civic Centre
244 Vincent (corner Loftus) Street, Leederville

MINUTES**Attendees:**City of Vincent Councillors

Cr Jimmy Murphy (Chair)
Cr Joanne Fotakis

Community Representatives

Mr Simon Venturi
Mr Graham Hay
Ms Sioux Tempestt

Ms Claire Stokes
Ms Laura Warren

City of Vincent Officers

Gemma Carter – Acting Manager Marketing and Communications (GC)
Tegan Patrucco – Arts and Activation Officer (TP)

Apologies

Rosslind Ellis – Acting Director Community Engagement (RE)
Ms Jessica Darlow
Ms Julie Rosario

1. Welcome / Declaration of Opening – Acknowledgement of Country

JM opened the meeting at 6.02pm and acknowledged the traditional custodians of the land on which the meeting was held.

2. Apologies

Rosslind Ellis, Jessica Darlow, and Julie Rosario.

3. Confirmation of Previous Minutes – 1 November 2018

The minutes from the previous meeting held 1 November 2018 were approved as a true and correct record.

4. Key Items for Discussion**4.1 Arts Projects 2019/20—Projects on a Page**

TP tabled the Projects on a Page documents and explained that the projects from the Arts Development Action Plan 2018-2020 were each mapped out in terms of staff resources, timeline, budget, risks, and key measurements of success.

Discussion was had concerning prioritising the projects, and the availability of budgets for each project. It was agreed upon that the following projects are high priority:

- *Guerrilla Arts Project*

It was suggested that the Project on a Page for this project is re-done to reflect the wider program of activity intended. It was suggested that a hashtag is created to allow a community vote at the completion of the project for awards to be given to artists. The new MakeVincent Instagram page will be utilised for this project. It was suggested that a 'project generator' is paid from each precinct to act as a catalyst for artist involvement. A budget of \$30,000 was recommended, with half from next financial year's budget.

It was agreed upon that the Guerrilla Arts project is considered to be the highest priority by the Arts Advisory Group due to its engagement with established and emerging artists and the wider community, and its potential for high impact with a small budget.

- *Major Artwork (entry statement)*

It was suggested that a number of location options are presented to the artists to allow for greater creativity. Discussion was had concerning leasing the artwork from the artist rather than the City having ownership, to solve ongoing maintenance problems.

- *Jazz Precinct*

TP reported that Jazz WA and the International Jazz Festival are being encouraged to submit an application to the City of Vincent Events funding, to establish the festival in Vincent and launch the precinct. This would be added to with signage and a jazz mural.

- *5 Year Arts Strategy*

It was agreed upon that this project will require a \$40,000 budget to allow for an external consultant to complete it.

The following projects were agreed upon as important to achieve, with a lower priority:

- *Urban Artwalk*

It was suggested that this project is started on a small scale and built up over a number of years. It was noted that it should be included in the 5 year Arts Strategy. It was suggested that a \$10,000 budget would be sufficient for the initial stage.

- *Artwork lending*

It was agreed upon that this should be limited to a small amount of high-quality works in the City of Vincent collection. Artbank was suggested as a resource for establishing the process for artwork lending.

- *Artist co-working space*

TP noted that this project would be more feasible if the City could find a space that an external organisation would manage. It was agreed upon that TP will discuss with the Director Community Engagement and facilities staff. It was suggested that big developments in the City are approached to consider having a creative space.

4.2 Art Project Funding Round

TP reported that the Arts Project funding round is currently open for applications, which will be considered by council alongside the Events sponsorship applications. TP encouraged the Arts Advisory Group to promote it to their networks.

4.3 Indigenous Representation on the Arts Advisory Group

Discussion was had concerning the current availability of two community representative spots on the Arts Advisory Group and the Arts Development Action Plan goal to have Indigenous representation in the group. It was agreed upon to advertise for EOIs for Indigenous and CALD members as a priority, rather than waiting until the end of term in October 2019. It was suggested that TP promote the opportunity through Community Arts Network.

5. Updates**5.1 Caris Mooney – Return**

TP reported that Caris Mooney is returning to work from maternity leave on 14 February 14 on a part-time basis.

6. Nil.**7. Close / Next Meeting**

JM closed the meeting at 7.22pm. The next meeting is scheduled to be held on 4 April 2019.



CITY OF VINCENT

CHILDREN AND YOUNG PEOPLE ADVISORY GROUP**Monday, 4 February 2019 at 6pm****Venue: Committee Room**City of Vincent Administration and Civic Centre
244 Vincent Street, Leederville**CONFIRMED MINUTES****Attendees:**City of Vincent Councillors:

Cr Susan Gontaszewski (A/Chairperson)

Community Representatives:

Joel Birch (JB)

Megan Kaino (MK)

John Thomson (JT)

City of Vincent Officers:

Karen Balm Senior Community Partner (KB)

Kate Allen Community Partner (KA)

1. Welcome / Declaration of Opening

Cr Gontaszewski opened the meeting at 6.05pm and delivered an Acknowledgement of Country on behalf of the group.

2. Apologies

Cr Alex Castle (AC), Andrew Rigg (AR), Rossling Ellis (RS) and Sandra Watson (SW)

3. Confirmation of Previous Minutes 10 December 2018**Moved:** Susan Gontaszewski**Seconded:** John Thomson**CARRIED****4. Business****4.1 Action Item Review**

KA provided updates on previous Action Items:

- KA advised that CYPAG members should have received an email regarding community representative nominations community representatives advised that they have not received this. KA to follow up.
- MK had contacted Craig Rodgers at Aranmore College regarding the use of photos from Year 9 Engagement Week activities due to school holidays no confirmation has been received so MK will follow up in the coming week.
- The Facebook post which had incorrectly identified students as being from Aranmore College has been removed.
- The A/Chairperson advised the group that one of the Vincent Youth Network members,

as a community representative. Charlize was unable to attend tonight but will be invited to the next meeting.

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- Actions:**
1. KA to send email to community representative with details for submitting CYPAG nominations.
 2. MK to follow up with Craig Rodgers from Aranmore about progress of photo consent

4.2 Vincent Youth Network (VYN) - Update

General Update

- KA advised that one new member has registered since the last CYPAG meeting and that it is possible that there will be a resignation by a current member due to new school year commitments.
- The VYN hosted their first event on 19 January more information to be provided about this later in the meeting.
- The VYN are now in the early stages of planning for future events some of the ideas which are being considered are , sports clinics, music events and a barista introductory course.
- The VYN have started looking into facilitators for a barista course and planning considerations. JT suggested that North Metro TAFE or local café Sweet Remedy may be able to assist with this.
- Marketing materials have been created for the VYN pop up banner and t-shirts. Additional resources will be created for use at festivals and events etc.

Movie Night

- The movie night was successfully held with approximately 25 attendees, although 42 people reserved tickets through Eventbrite. It was a 40C day and that may have affected the attendances on the day.
- VYN members did an excellent job of running the event with the assistance of City staff. The VYN ran the registration desk, set up and packed up, and cooked and served food.
- A de-brief was undertaken at the VYN meeting last week and a project evaluation completed.

- Action:** KA to advise VYN of barista course facilitator suggestions.

4.3 Leeuwin Adventure Competition

- There have been 6 entries received for this competition to date.
- The media and website.
- Entries close on 7 February with the voyage taking place from 2-4 March.
- A judging panel will select the winner and CYPAG members will be advised of the result.

4.4 Interschool Debating Competition Update

- Permission has been granted for this event to be held in the Council Chambers
- Marketing collateral has been developed and is being proofed, with EOI forms to be sent to schools this week
- JT asked whether we could consider livestreaming the debate so that school students not attending could watch KA to check whether this can be done
- The A/Chairperson suggested debating topics could be aligned with locally relevant topics civic and community concerns etc. KA to check with the WA Debating League who are running this for the City.

- Actions:**
1. KA to look into potential of livestreaming the interschool debate
 2. KA to check with the WA Debating League as to the possibility of locally relevant topics being for the event.

4.5 Other Business

- Youth Week schedule has not changed but the locations of events has been finalised. The VYN have been invited to assist with the running of the tote bag workshop in the library.
- The A/Chairperson advised that Community Budget Bid Submissions were now open for 2019/2020 and asked CYPAG members to share this information with their networks and encourage anyone with an idea to consider applying.
- The A/Chairperson advised that all of the actions from the recently endorsed Public Open Space Strategy are currently being assessed and prioritised including those related to children and young people. There is potential to look at the creation of a Youth Plan with actions drawn from various strategies and plans across the City.
- JB suggested that the City gets in touch with those involved with the new Inner City College that is being built in Subiaco, as the intake area will include Leederville and Mount Hawthorn.

5. **Close**

A/ Chairperson closed the meeting at 6:52pm. The next meeting is on Monday, 1 April 2019

Signed _____
Councillor Susan Gontaszewski (A/Chairperson)

Dated this _____ day of _____ 2019

Summary of Actions	Date
KA to send email to community representative with details for submitting CYPAG nominations.	1 April 2019
MK to follow up with Craig Rodgers from Aranmore about progress of photo consent	1 April 2019
KA to advise VYN of barista course facilitator suggestions	
KA to look into potential of livestreaming the interschool debate	1 April 2019
KA to look into locally relevant topics being used in the debating competition	1 April 2019



CITY OF VINCENT

CHILDREN AND YOUNG PEOPLE ADVISORY GROUP

Monday, 10 December 2018 at 6pm

Venue: Committee Room

City of Vincent Administration and Civic Centre
244 Vincent Street, Leederville

UNCONFIRMED MINUTES

Attendees:

City of Vincent Councillors:Cr Susan Gontaszewski (A/Chairperson)
Cr Alex Castle (AC)Community Representatives:Joel Birch (JB)
Megan Kaino (MK)City of Vincent Officers:David MacLennan – Chief Executive Officer (DM)
Rossling Ellis – A/Director Community Engagement (RE)
Sandra Watson – Manager Community Partnerships (SW)
Kate Allen – A/Senior Community Partnerships (KA)
Ashara Wills – Community Partner (AW)

1. Welcome / Declaration of Opening

Cr Gontaszewski opened the meeting at 6.10pm and delivered an Acknowledgement of Country on behalf of the group.

2. Apologies

Andrew Rigg (AR), John Thomson (JT), Karen Balm (KB) and Michael Quirk (MQ).

3. Confirmation of Previous Minutes – 22 October 2018

Minutes were unconfirmed due to a change at Item 4.10 where MK advised that Aranmore Catholic College will hold their Harmony Week event on 21 March 2019. It was later confirmed that the date is to remain on Friday, 22 March 2019; therefore the Minutes will remain unchanged and will be confirmed at the next meeting.

4. Business

4.1 Action Item Review

AW provided updates on previous Action Items:

- Leedy Palooza road closures Sunday 10 and Sunday 17 February Oxford Street will be closed from Vincent Street to Leederville Parade.
- RE advised there will be themes for each Sunday. In partnership with Leederville Tennis Club and Loton Park. Sunday 10 February will have a tennis theme. In partnership with Leederville Cricket Club with Sunday 10 February having a cricket theme.

Page 1 of 4

- A request has been submitted for the use of the Council Chambers for the Interschool Debating Competition.
- VYN have been provided with feedback from CYPAG regarding the movie night event and this was well received by VYN members.
- Details of kindergartens are now live on the City of Vincent's website.
- YMCA HQ events are on website under youth events tab. AW awaiting more events from AR.
- CYPAG future meeting dates have been circulated.
- Aranmore Catholic College request for consideration by City of Vincent for library access arrangements during their own library renovations is being explored.
- AW has checked CYPAG Terms of Reference regarding the process for recruiting a new community member following a previous member's resignation

Cr Alex Castle arrived and joined the meeting.

4.2 Vincent Youth Network - Update

General Update

- AW advised two members have resigned from the VYN due to other commitments however remaining members were able to recruit two new members.
- A social media/marketing workshop was held on 8 November, hosted by the City's marketing team.
- A closed Facebook group was created to facilitate communication between VYN members and City of Vincent staff. The closed group works extremely well, with responses being quickly provided when requested.
- AC enquired about the proposed VYN social media accounts. RE and AW explained there is more work needed to be done to ensure the success of the VYN social media channels.
- A project development workshop was held on 22 November for the VYN. Response from the members was positive.
- Members have been designing VYN branded t-shirts to be used during events.
- VYN members have had input into planning for Youth Week 2019.

Movie Night Update

- AW advised three movie licenses have been preapproved by the distributor – The Incredibles, Home Alone and Space Jam.
- A Facebook poll, with the three movie titles will go up on the City's Facebook page this week. The poll will be active for 2-3 weeks, and the movie with the most votes will be shown on the night.
- AC enquired about whether there will be a restriction on the age of people voting on the Facebook poll. It was discussed that once the poll is live there is no way we can control who is voting. However the post that goes with the poll will advise that young people 11-18 are encouraged to vote.
- AW advised that marketing has compiling the flyers, posters, Facebook event image and website sliders.

4.3 Project Updates

Interschool Debating Competition

- AW advised the competition has been rescheduled for Term 2, Friday 31 May 2019. AW advised that the schools were consulted prior to the date being confirmed.
- Save the date emails have been sent to all Primary Schools. Aranmore Catholic Primary School, Mount Hawthorn Primary School, North Perth Primary School and Kyilla Primary School have RSVP'd to the event already.
- AW is currently working with schools to book in education sessions with Western Australian Debating League (WADL), in the lead up to the competition.

Spirit of Christmas Banner Project

- AW advised all presentations have taken place and 13 winners were presented with certificates.
- Banners are now up on Fitzgerald Street and Scarborough Beach Road. AC asked if the winners can be given the banners or a digital version of the banner. AW advised that all winners will receive the banners once they come down and RE advised digital versions could be made available on request.
- One of the winning artworks has been selected by the CEO to be used for the City's Christmas marketing collateral.
- An enquiry was made about having some of the banners put up on Beaufort Street, RE advised that there are no banner polls on Beaufort Street. A/ Chairperson also advised that there could be issues with visibility as there are trees all along Beaufort Street.

Student Citizenship Awards

- AW advised five schools have already received their awards: Sacred Heart Primary School, Aranmore Catholic Primary School, Aranmore Catholic College, Mount Hawthorn Primary School and Highgate Primary School.
- The remaining three schools - Mount Hawthorn Education Support Centre, Kyilla Primary School and North Perth Primary School, will hold their award ceremonies this week.

Youth Week Event

- AW advised the group that Youth Week will be 13-20 April 2019. AW explained that it had been decided the City will hold five events over four days in Youth Week, instead of holding one large event.
- The five events are evenly spread amongst the two target age groups being 10-17 and 18-25.
- Events were either suggested by the VYN members or they had input into how they will be delivered. All events are free, with registrations essential.
- Sessions are being booked with facilitators and venues.

4.4 External Funding Opportunities

- KA advised this item has been deferred to the next meeting due to further research being undertaken.

4.5 Community Representative Replacement

- AW advised the group of the City's Policy 4.2.12 Advisory Groups, clause; "A vacancy is to be filled by calling for nominations. Council must approve the appointment of the new advisory group member, and their term is for the remainder of the existing member's term".
- AW then asked for nominations from within the group in the first instance. AW suggested that there was a potential gap in the group in terms of representation for younger children – under 12 years. AW advised that she had met with Child Health Clinic nurses and briefly mentioned there being an opportunity to be a part of the group.
- Discussion was held around possible suitable candidates and it was agreed that current members should send nominations through to AW by email. AW also advised that there is room for two new representatives as there is a maximum of six members. Currently there are four community representatives.

Action: 1) CYPAG members to email AW/KA with community representative nominations.

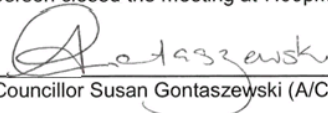
4.6 Other Business

- RE advised of a month long temporary public art installation, which will surround the Leederville Shared Space project site during construction. Members of the public will be able to participate in the installation by tying ribbons and other items onto the artwork. RE requested CYPAG assistance to promote to young people for their involvement. The installation will occur during the month prior to Leedy Palooza.
- The group suggested VYN members, P&C groups and schools be contacted about this project.
- AC provided details of a recent event run by Beaufort Street Network for young people. Young people participated in a walking tour along Beaufort Street and were asked to come up with ideas to make the area more youth friendly and bring families back to Beaufort Street. Suggestions included tree climbing, climbable art/seating, pop up sand pits and more. Josh O'Keefe from Beaufort Street Network was one of the organisers and is also a year 6 teacher.
- KA spoke of the City's involvement with Aranmore Catholic College in Year 9 Engagement Week, providing community service activities for the students. KA mentioned several positive outcomes and MK also stated that the week was extremely positive. KA advised that it is something the City hopes to continue in the future. MK advised the group that there was an image on the City's Facebook page, which is not from Aranmore Catholic College – KA and RE to look into this. KA mentioned the City has photos from the event which we would like to use, however she was awaiting a reply from Aranmore as to whether the City has permission to share these.
- AW advised the group that Friday 21 December 2018 will be her last day at the City of Vincent and was thanked by the group.

- Actions:** 1) MK to follow up with Craig Rodgers from Aranmore Catholic College on photo approval for KA.
- 2) RE and KA to check City's Engagement Week Facebook post and fix any errors.

5. Close

A/ Chairperson closed the meeting at 7:00pm. The next meeting is on Monday, 4 February 2019

Signed 
Councillor Susan Gontaszewski (A/Chairperson)

Dated this 4th day of February 2019

Summary of Actions	Date
CYPAG members to email KA with community representative nominations.	4 February 2019
MK to follow up with Craig Rodgers from Aranmore Catholic College on photo approval for KA.	14 December 2018
RE and KA to check City's Engagement Week Facebook post and fix any errors.	14 December 2018



CITY OF VINCENT

RECONCILIATION ACTION PLAN WORKING GROUP (RAPWG)

Monday, 25 February 2019 at 6.00pm

Venue: Committee Room
City of Vincent Administration and Civic Centre
244 Vincent Street, Leederville

UNCONFIRMED MINUTES

Attendees:

City of Vincent Councillors

Cr Dan Loden (Co-Chair)
Cr Ros Harley (Co-Chair)
Cr Josh Topelberg

Community Representatives

Jade Dolman (JD)
Sarah Janali (SJ)
Marilyn Lyford (ML)
Maria McAtackney (MM)

City of Vincent Officers

Michael Quirk – Director Community Engagement (MQ)
Karen Balm – Senior Community Partner (KB)
Gayatrii Surendorff – Community Partner (GS)

1. Welcome / Declaration of Opening – Acknowledgement to Country

Cr Harley opened the meeting at 6.02pm and delivered Acknowledgement of Country on behalf of the Group.

2. Apologies

Community representatives Phil Walley-Stack (PWS), Kathy Kickett (KK) and Sandra Watson, Manager Community Partnerships (SW)

3. Confirmation of Previous Minutes – 29 October 2018

The Minutes from the previous meeting held on 29 October 2018 were confirmed as a true and correct record.

4. Business**4.1** Action Item Review*Vincent Arts Advisory Group*

- JD to consider and suggest potential Aboriginal artists that may be available to participate in the Arts Advisory Group.

Draft Innovate RAP

- GS advised that the draft Innovate RAP was submitted to Reconciliation Australia (RA) in December 2018. Following an initial review by RA, GS revised the RAP and was resubmitted to RA on 20 February 2019.

Uluru Statement from the Heart

- Cr Loden discussed the Uluru Statement of the Heart with City Councillors. A deliverable in the draft Innovate RAP states that the City will investigate opportunities for the City and Council to support the Uluru Statement.

Director Community Engagement Update

- MQ informed the Group that the Banks Reserve Master Plan had been taken to Council in December 2018. Council requested further community consultation take place and investigation into Noongar dual or renaming of Banks Reserve be considered.
- MQ confirmed that the Public Open Space Strategy has been adopted by Council with a number of relevant actions:
 - (1). *Undertake Whadjuk Noongar 'sense of place' studies and ethnographic surveying as the basis for POS remaining, design, development and management.*
 - (2). *Identify specific opportunities for sites of historical importance to be recognised through signage, interpretation and other amenities.*
 - (3). *Plan and develop walking trails between all identified Aboriginal significant sites.*
 - (4). *Consider usage of Noongar inspired 'sense of place' themes and artwork as the basis for POS design.*
 - (5). *Consider usage of Noongar inspired 'sense of place' themes and artwork as the basis for standardised signage across the POS network.*
 - (6). *Aboriginal and non-Aboriginal cultural history associated with Robertson Park to be addressed through the Robertson Park Development Plan.*

4.2 Specific Projects and Initiatives*Staff Cultural Awareness Training*

- GS discussed the cultural awareness training run by Danny Ford and Tim Muirhead that all staff at the City have had the opportunity to take part in over the past six months. GS commented on the positive feedback from staff members that attended the training and staff eagerness to be more involved with the City's RAP.
- Cr Harley asked what the City had planned for future Cultural Awareness Training and how the organisation envisioned training to evolve to ensure staff continued to be exposed to new information, experiences and Noongar culture. GS advised that as part of the 'Innovate' RAP deliverables, the City would establish an internal RAP Group made up of Officers from each Department interested in being involved in ensuring their team's RAP responsibilities were carried out. Noongar cultural and six season knowledge would also soon be incorporated into the City's Parks and Urban Green team meetings which will be attended by Jason Barrow. Further to this, the Close the Gap Day event in March for staff and Council will be an opportunity for our organisation to experience a Welcome to Country and Smoking Ceremony. Training in the future will potentially be at Noongar significant sites to highlight important land and water to City staff. Cr Loden suggested that further training and mentorship be made available for City Managers and Leaders.
- SJ explained how the organisation she works for has a 'Diversity Champion' in each Department and that it had greatly increased the knowledge, inclusion amongst the workplace

Close the Gap Day

- Close the Gap Day 2019 will be acknowledged by a City Administration staff event held at Keith Frame Reserve on 21 March from 12.00noon – 1.00pm. Council and the RAPWG has been invited to join Administration staff for a Welcome to Country, Smoking Ceremony and Noongar dance performance.

Staff Uniforms

- Noongar artist Kevin Bynder has been contracted by the City to produce artwork for staff uniforms that will be worn by the Customer Service team at the Administration Building and Beatty Park Leisure Centre. The City has worked in partnership with Noongar Radio to have these uniforms produced and they will also be worn by Noongar Radio staff.
- Cr Topelberg suggested that all staff be made aware of the significance of the artwork by Kevin and are able to share the Noongar significance of the artwork with the general public.

Noongar Six Seasons

- The City is currently in discussion with Darryl Bellotti, a Noongar artist who will develop Six Season artwork that will be featured during each season in the Vincent Library and Local History Centre, as well as the City's social media and website. Each piece of artwork will be supported by a paragraph outlining the significance of the Noongar season.
- Jason Barrow will work alongside the City's Parks and Urban Green team over the next twelve months to share information with staff regarding the Noongar Six Seasons. Each season, Jason will attend meetings at the City Depot to inform staff of the significance of each season and the flora and fauna associated with that particular time of year.
- Marissa Verma will host six (6) workshops for the community over the coming year to showcase Noongar culture and the Six Seasons. A session will be held during each of the Noongar seasons at either the Vincent Library and Local History Centre or a significant Aboriginal site within the City.

Aranmore Catholic College Student Traineeships

- The City will fund two paid traineeships for Aboriginal students at Aranmore Catholic College in 2019. Students will attend school four days a week and one day a week at the City of Vincent in a Department that will support them in developing workplace skills.
- Cr Harley requested information regarding the City's Procurement Policy and how the City could improve procurement processes to support Aboriginal businesses. MQ responded and discussed the City's relationship with Gordon Cole and draft 'Innovate' RAP deliverable that focused on developing a relationship with the Noongar Chamber of Commerce. GS informed Cr Harley and the group that deliverables in the draft 'Innovate' RAP included partnering and working with 60 Aboriginal businesses and procuring 5% of goods and services in the people, Arts and Culture budget from Aboriginal businesses.

ACTION: GS to communicate to City staff and the community the meaning of the uniform artwork.

4.3 'Innovate' RAP Progress Update

- GS informed the Group that an amended draft Innovate RAP was sent to Reconciliation Australia on 20 February 2019, which included specific targets for Aboriginal employment and procurement at the City by 2021. Once endorsed by RA, the City's Innovate RAP will be taken to Council for endorsement for the purpose of public comment before being endorsed by Council.
- Artwork has been purchased from Noongar artist, Rohin Kickett that will be featured in the 'Innovate' RAP.

ACTION: GS to undertake public comment and facilitate the endorsement of the 'Innovate' RAP by Reconciliation Australia and Council.

4.4 Other Business

- Members discussed meeting at 5.30pm on 29 April to have a group photo taken for the 'Innovate' RAP document.
- Cr Harley asked if the City had considered employing extra staff to carry out the RAP deliverables. MQ advised that resource requirements will be identified and included with the Workforce Plan for consideration as part of the Council Budget process.

5. Close / Next Meeting

Cr Harley closed the meeting at 7.07pm. Next meeting to be held at 5.30pm on 29 April 2019 at Noongar Radio.

Signed _____
Councillor Roslyn Harley (Co-Chair)

Date this _____ day of _____ 2018

Summary of Actions	Date
GS to undertake public comment and facilitate the endorsement of the 'Innovate' RAP by Reconciliation Australia and Council.	July 2019



CITY OF VINCENT

**SAFER VINCENT ADVISORY GROUP (SVAG)****Wednesday, 20 February 2019 at 6.00pm**

**Venue: Function Room
City of Vincent Administration and Civic Centre
244 Vincent Street, Leederville**

UNCONFIRMED MINUTES**Attendees:**City of Vincent Councillors

Cr Joanne Fotakis (Chairperson) (JF)
Cr Susan Gontaszewski (SG)

Community Representatives

Natashya Cox (NC)
Irina Lobeto (IL)

Sharan Kraemer (SK) *(left at 6:30pm)*
Chris Parry (CP)

Representatives

Snr Sgt Jamie Brennan (Perth) – WA Police

City of Vincent Officers

David MacLennan – CEO (DM)
Sandra Watson – Manager Community Partnerships (SW)
Karen Balm – Senior Community Partner (KB)
Kate Allen – Community Partner (KA)
Cara Finch – Community Partner (CF)
Gavin Carter – A/Coordinator Ranger Services (GC)
Peter Cicanese – Prosecutions and Strategy Officer (PC)
Chris Dixon – Projects and Strategy Officer (CD)

Community Member

Andre Winters (AW)

1. Welcome / Declaration of Opening

The Chairperson opened the meeting at 6:01pm and delivered an Acknowledgement of Country on behalf of the Group.

2. ApologiesRepresentatives

Lee Cowell (LC) – Wembley Police
John Waghorn (JW) – Bayswater Police
Maria McAtackney (MA) – Nyoongar
Outreach Services

City of Vincent

Michael Quirk (MQ) – Director Community Engagement
Paul Morrice (PM) – A/Manager Community Safety

3. Confirmation of Previous Minutes – 21 November 2018

The Minutes from the previous meeting held on 21 November 2018 were confirmed as a true and correct record.

SK requested that her initials be corrected in the minutes, from SC to SK.

4. Business Arising from Previous MinutesIntramaps CCTV Layer

KA advised that this is being progressed by Community Safety and IT.

City of Vincent Website Translation Services

KA advised there was no change from the last update. The Marketing team are looking into the translation of key pages on the website as part of overall website development plans.

JF thanked KA for her support to SVAG and welcomed CF as the new Community Partner (Community Safety). KA has moved across to the Youth and Children portfolio.

5. General Business**5.1 Weld Square and Beaufort Street Anti-Social Behavior**

(this item was brought forward so guest Andre Winters (AW) could speak about this matter – 5.2 on the Agenda)

AW spoke about his concerns regarding issues in the Weld Square precinct. These included:

- Needles disposed of in the area
- Letterboxes broken into
- Anti-social behaviour around the 24/7 McDonalds store
- Waste, defecation and urination at the park and surrounding area
- Food waste left by patrons of the Manna Inc food service
- Trolleys of property left in the area – also possible fire hazards
- Rough sleepers/homelessness and squatting in vacant properties
- Begging
- Verbal abuse
- Dirty/damaged exercise equipment and facilities in the park
- Lack of personal safety around the bus stop
- Perception that police were not responding to concerns
- Dogs off-lead
- Damage of trees and property (including at 226 Stirling St)
- General concerns were raised about the suitability of Weld Square as a location for the Manna Inc food service.

[Sharan Kraemer (SK) (left at 6:30pm)]

In response to issues raised by AW:

- KA advised that Manna Inc volunteers were responsible for cleaning up after their food service
- GC confirmed that the Ranger and Community Safety Service patrolled Weld Square daily
- GC reiterated that AW and other residents should continue to report anti-social concerns as they occur to ensure WAPOL allocate resources accordingly.
- SG advised that previous consultation confirmed that an outdoor food service would be more appropriate and that would likely attract more people.
- CP advised that Department of Communities were researching the demographic of people sleeping rough at inner city locations such as Wellington Square and Weld Square.

ACTIONS:

- 1) CF to clarify City's maintenance schedule at Weld Square.
- 2) CF to consider sharps disposal options.
- 3) CF to provide a breakdown of reporting contact information to AW
- 4) CF to provide City of Perth/Department of Communities 'Homelessness in the Inner City' brochure to SVAG members for information.

5.2 Draft Safer Vincent Plan 2019-2022

KA provided an update on the draft Safer Vincent Plan 2019-2022 and a copy of the Plan was provided to attendees at the meeting. The Advisory Group were asked to provide any feedback and comments on the draft.

5.3 Proposed Security Rebates

KA and CF provided a research summary table of example rebates offered by other LGAs since the State Government Seniors Security Rebate Scheme ended in 2014. CF will continue to investigate security rebate schemes.

5.4 CCTV Network Update

PC and CD provided a table of the proposed CCTV network updates.

5.5 CCTV Strategy Review

SG suggested that the strategy should include the City's objectives and purpose, as well as measures of success, clarification of the use of CCTV (i.e. Not continuously monitored) and details of any MoU with WAPOL regarding access to CCTV.

ACTIONS:

- 1) PC/CD to progress inclusion of above suggestions in CCTV Strategy.
- 2) CF to send out copies of CCTV Policy to advisory group members for feedback for PC.

6. Stakeholder Updates

6.1 WA Police (WAPOL)

Senior Sergeant Jamie Brennan, Perth Police advised:

- Police regularly patrol local parks, including Weld Square, by bike, foot, horse and car and rely on members of the public to report any issues arising as they occur.
- JB advised that currently the City of Perth provide Perth Police with a list of vacant premises in the area to patrol and monitor any anti-social behavior in those areas. The advisory group was advised that the City currently has their own reporting mechanisms and procedures.

6.2 Noongar Outreach Services (NOS)

Nil.

7. Close / Next Meeting

Chairperson closed the meeting at 7.28pm. The next meeting is scheduled to be held on 17 April 2019.

Signed _____
Councillor Joanne Fotakis (Chairperson)

Date this _____ day of _____ 2019

Summary of Actions	Date
CF to clarify City's maintenance schedule at Weld Square	March 2019
CF to consider sharps disposal options	March 2019
CF to provide a breakdown of reporting contact information to AW	March 2019
CF to provide City of Perth/Department of Communities 'Homelessness in the Inner City' brochure to SVAG members for information	March 2019
PC/CD to progress inclusion of City objectives and purpose, as well as measures of success, clarification of the use of CCTV in CCTV Strategy	TBA
CF to send out copies of CCTV Policy to advisory group members for feedback for PC	March 2019

Statistics for Development Applications As at the end of March 2019

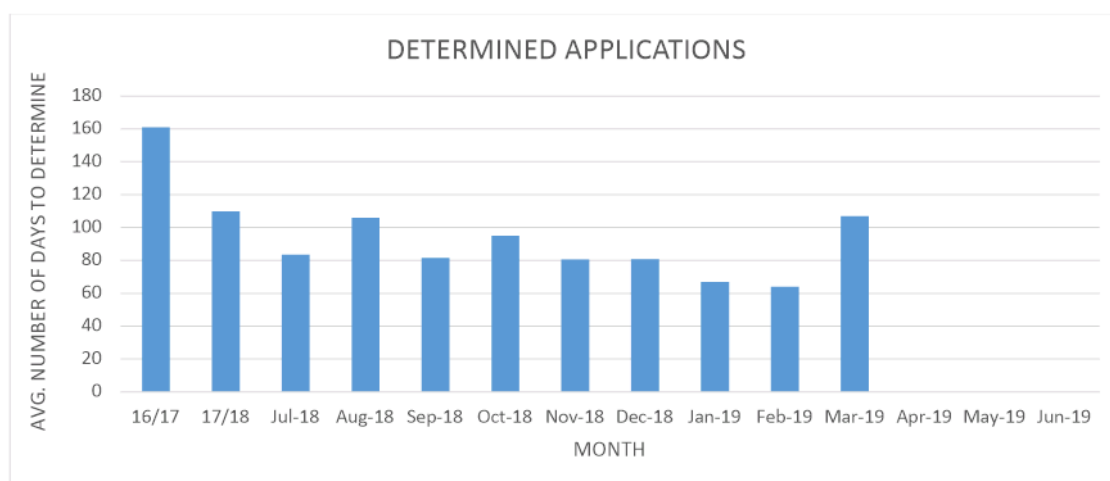


Table 1: Minimum, Average and Maximum Processing Timeframes for determined applications in each financial year since 2016/17 and each month since July 2018.

Processing Days	16/17	17/18	Jul-18	Aug-18	Sept-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
Minimum	7	17	1	3	5	5	0	15	0	5	46			
Average	161	110	83.5	106	81.6	95	80.6	80.8	66.9	64	107			
Maximum	924	647	386	787	494	505	407	216	176	167	188			

DA's Determined	60	46	46	41	50	37	29	27	41					
Value of Determined DA's (in millions)	-	\$24.41	\$9.67	\$17.5	\$15.2	\$31.5	\$2.9	\$4.8	\$24.1					

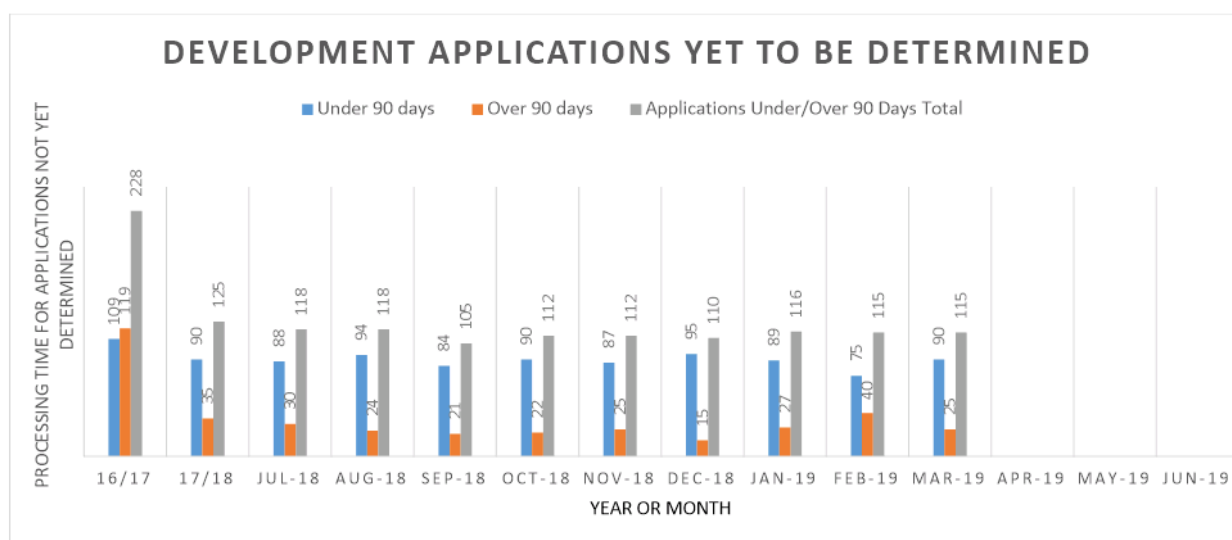


Table 2: No. of DA's to be determined.

	Jul-18	Aug-18	Sept-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
DA's lodged	53	46	37	51	53	38	42	29	45			
DA's to be Determined	118	118	105	112	112	110	116	115	115			
Value of DA's to be Determined (in millions)	-	\$69.95	\$80.55	\$79.13	\$62.89	\$59.86	\$60.17	\$99.29	\$85.86			



CITY OF VINCENT

INFORMATION BULLETIN

SUBJECT:	Street Tree Removal Requests
DATE:	12 March 2019
AUTHOR:	Tracy Hutson, Executive Secretary John Gourdis – Supervisor Parks Services
AUTHORISER:	Andrew Murphy, Director Infrastructure & Environment

PURPOSE:

To present Council with the monthly update on street tree removal requests within the City of Vincent.

BACKGROUND:

At the Ordinary Meeting of Council on the 5 December 2017, a Notice of Motion was presented requesting Administration provide a monthly Information Bulletin to Council summarising all requests for street tree removal within the City and the outcome of each.

A report outlining when and how a tree removal request will be considered, as well as the requests for the last quarter of 2017 until the 10 January 2018 was presented to the Ordinary Meeting of Council held on 6 February 2018.

COMMENTS:

Please find below listing for the period 15 February 2019 to 12 March 2019.



CITY OF VINCENT

INFORMATION BULLETIN

CITY OF VINCENT - Street Tree Removal Requests to 12 March 2019

Date	Requested By	Location/Address	Reason for Removal	Tree Species	Inspection Comments	Approved for Removal (Y/N)	Replacement Tree (Y/N - species)
18/02/2019	Resident	72a Albert Street, North Perth	Tree is in decline/dead	<i>Callistemon</i> 'Kings Park Special'	Will be removed when completely dead	Y	Y - <i>Melaleuca viridiflora</i>
18/02/2019	Resident	74 Albert Street, North Perth	Resident wants tree removed and replaced with Jacaranda	<i>Melaleuca styphillodes</i>	Tree in excellent condition, crown lifted only	N	N/A
18/02/2019	Resident	35 Buxton Street, Mount Hawthorn	Resident has stated tree looks unhealthy and would like a new tree	<i>Lophostemon confertus</i>	Loss of bio-mass due to root disturbance from drain installation at foot of tree, also site around root area has been cut in the past. Tree will be monitored	N	N/A
18/02/2019	Resident	6/6 Tennivale Place, North Perth	Grevillea hedge has died, (Privacy Screen), on Council verge resident wants replaced	<i>Grevillea olivaceae</i>	All plants are dead and will be removed by council employees and plant up in the 19/20 planting season	Y	Y - <i>Grevillea olivaceae</i>
18/02/2019	Resident	307 Lord Street, Mount Lawley	Robinia sucker growing on the side of the house encumbers footpath	<i>Robinia</i> Spp	Overgrown suckers 2 metres plus, had to be removed.	Y	N - only suckers were removed
18/02/2019	Resident	125 Richmond Street, Leederville	Two <i>Callistemon</i> trees are in decline	<i>Callistemon</i> 'Kings Park Special'	Will be removed when completely dead	Y	Y - <i>Melaleuca viridiflora</i>
19/02/2019	Resident	23 Morriston Street, North Perth	Tree is dead	<i>Fraxinus raywoodii</i>	Tree is confirmed to be completely dead	Y	Y - <i>Jacaranda mimosaeifolia</i>
19/02/2019	Resident	14 Pennant Street, North Perth	Tree is dead	<i>Lophostemon confertus</i>	Large tree was likely killed due to significant root disruption	Y	Y - TBD
19/02/2019	Resident	Claverton Street - between Alfonso & Leake Streets	A dozen or so small <i>Callistemon</i> trees either dying or in serious decline	<i>Callistemon</i> 'Kings Park Special'	Trees are in various condition along street, individual trees will be removed in 19/20 Financial year.	Y	Y - TBD
20/02/2019	Resident	77 Anzac Road, Mount Hawthorn	Customer has reported that 1x tree has died and 1x tree is in decline	<i>Lophostemon confertus</i>	Trees are confirmed to be dead	Y	Y - <i>Jacaranda mimosaeifolia</i>

25/02/2019	Resident	51 - 53 Chatsworth Road, Highgate	Verge tree between 51 & 53 is pretty much dead and has a large split. Resident would like it to be removed and replaced	<i>Agonis flexuosa</i>	Tree is confirmed to be completely dead	Y	Y - <i>Agonis flexuosa</i>
02/01/2019	Resident	17 Cliveden Street, North Perth	Resident has safety concerns about the tree, however she accepted a deadwood removal instead	<i>Agonis flexuosa</i>	Tree is old and healthy with no splits. Dead wood will be removed from tree	N	N
05/03/2019	Parks Officer	61-63 Galwey Street, Leederville	Splitting trunk is moving, ready to collapse	<i>Agonis flexuosa</i>	This tree has been monitored in the last twelve months, now showing signs of splitting further and must be removed due to risk of collapsing	Y	Y - <i>Agonis flexuosa</i>
06/03/2019	Resident	11 Cantle Street, Perth	Resident has reported that a peppermint tree on their verge is dead. Would appreciate it being removed and replaced.	<i>Agonis flexuosa</i>	Will be removed when completely dead	Y	Y - <i>Agonis flexuosa</i>
06/03/2019	Parks Officer	18 & 38 Fairfield Street, Mount Hawthorn	Trees are dead	<i>Callistemon</i> 'Kings Park Special' <i>Olea</i> (Olive)	Trees are confirmed to be dead	Y	Y - <i>Melaleuca viridiflora</i>
08/03/2019	Parks Officer	148 Grosvenor Rd, Mount Lawley	Tree is dead	<i>Olea</i> (Olive)	Trees are confirmed to be dead	Y	Y - <i>Jacaranda mimosaeifolia</i>
	Parks Officer	83 Anzac Rd, Mount Hawthorn	Two trees on verge are dead	<i>Lophostemon confertus</i>	Development site, possible decline due to NBN works in vicinity and supply of water to trees has been cut off.	Y	Y - 2 trees TBD
12/03/2019	Resident	27 Jugan Street, Glendalough	Tree is dead and looks like it is about to fall over	<i>Agonis flexuosa</i>	Tree is confirmed to be dead and will be removed in March	Y	Y - <i>Agonis flexuosa</i>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 11 APRIL 2019**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
1.	Nos. 120-122 Richmond Street, Leederville (CC 49 of 2018)	15 January 2017	Dorn	<p>Review in relation to a Building Order to remove unauthorised buildings and structures associated with single house.</p> <p>*****</p> <p>The subject of this review is a Building Order issued by the City for the removal of unauthorised buildings and structures primarily comprised of outbuildings covering an aggregate area of approximately 540 square metres across both Nos. 120 and 122 Richmond Street. This order only relates to No. 22 Richmond Street. An appeal was lodged with the SAT on 11 January 2018. Mediation held on site on 7 February 2018. A further Mediation wasp held on 22 February 2018. Following discussions between the applicant and the SAT, it was agreed to adjourn the mediation to a further mediation conference to be held on 12 April 2018. The applicant was granted a four week extension to remove the structures from the property and any further action was pending the applicant's progress during that period. Mediation Conferences held on 27 April 2018, 11 May 2018 and 23 May 2018 – further adjourned until 26 July 2018. As part of this and following a review of the applicant's progress in removing unauthorised structures on the sites, on 23 May 2018 the applicant was granted an eight week extension to remove the structures from the property and any further action is pending the applicant's progress during that period. Due to a lack of satisfactory progress to remove the structures, on 26 July 2018, the matter was adjourned for a further directions hearing to be held on 6 August 2018, where the matter was set for final hearing on 13 November 2018. At the Hearing on 13 November 2018, the appellant advised of his intention to lodge applications for Development Approval for the existing unauthorised structures, although this has not yet occurred. The trial date was vacated and the matter was listed for a new Directions Hearing on 12 February 2019. Applications for Development Approval for the existing unauthorised structures was lodged on 26/11/18 and is being assessed by Planning. Adjournment sought to allow for processing of DAs – adjourned until 18 March 2019. Adjourned until 20 May 2019 to review Planning Refusal and allow them to be considered together.</p> <p><i>Representation by: Kott Gunning Lawyers</i></p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 11 APRIL 2019**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
2.	No. 48 Egina Street, Mount Hawthorn (DR 274 of 2018)	26 October 2018	Urbanista	<p>Application for review of Council's decision to refuse the application for two grouped dwellings on 16 October 2018.</p> <p>*****</p> <p>The City attended a mediation 14 December 2018. SAT issued orders advising the applicant to provide amended plans and additional information by the 19 December 2019 to enable Council to reconsider the application at its meeting 5 February 2019. The application was presented to Council 5 February 2019 for reconsideration, Council resolved to refuse the amended proposal. The matter was scheduled for a full hearing 9 April 2019. The SAT appeal was dismissed as at the time of refusing the application and the appeal being lodged, the application proposed two grouped dwellings on the subject sites. The lots have since been subdivided and the proposal now comprises two single houses. As a result of the subdivision, the SAT ruled that the appeal was invalid as it was seeking review of decision on a lot that no longer existed. A new development application is required to be lodged.</p> <p><i>Representation by: Allerding and Associates</i></p>
3.	No. 8 Moir Street, Perth (DR 281 of 2018)	9 November 2018	Kogon	<p>Application for review of Council's decision to refuse the application for short term dwelling on 16 October 2018.</p> <p>*****</p> <p>A Directions Hearing was held on 30 November 2018. SAT issued orders advising the applicant to provide amended plans and a management plan by the 31 January 2019 to enable Council to reconsider the application on or before 2 April 2019. The amended proposal was reconsidered and refused at the OMC on 2 April 2019. The City attended the Directions Hearing held on 9 April 2019. The matter has been scheduled for a full hearing however the decision will be based off of the written submissions and evidence provided by the respondent and the applicant. The oral decision will be available by 14 June 2019.</p> <p><i>Representation by: Allerding and Associates</i></p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 11 APRIL 2019**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
4.	No. 3 Bulwer Avenue, Perth (DR 304 of 2018)	30 November 2018	Justin Mortley	<p>Application for review of Council decision to refuse the application for Alterations and Additions to Single House (unauthorised existing development) on 18 September 2018.</p> <p>*****</p> <p>The City attended a directions hearing 14 December 2018, with the matter scheduled for mediation on 17 January 2019. Staff attended mediation 17 January 2019 where the parties were unsuccessful in mediating a suitable outcome. A Directions Hearing was scheduled 25 January 2019 where the SAT scheduled a second mediation session was held 5 March 2019. The SAT ordered the applicant to test removing a portion of the render. A report is to be provided and considered by the City's heritage experts. A mediation is to be held on 30 April 2019 to determine if the application can be reconsidered under section 31 of the SAT act or whether the application is to progress to a Full Hearing.</p> <p><i>Representation by: Altus Planning</i></p>
5.	Nos. 308 – 310 Oxford Street, Leederville	29 November 2018	Urbanista Town Planning	<p>Application for review of JDAP decision to refuse the application for mixed use development on 29 November 2018.</p> <p>*****</p> <p>The City attended mediation 30 January 2019 where the SAT directed the applicant to provide amended plans by the 22 February 2019 and the JDAP to reconsider the application by the 5 April 2019. The amended proposal was approved consistent with the City's recommendation 4 April 2019 (carried unanimously). Awaiting SAT orders confirming withdrawal.</p> <p><i>Representation by: JDAP</i></p>
6.	No. 125 Richmond Street, Leederville	4 December 2018	Network PPD	<p>Application for review of JDAP decision to refuse the application for an amendment to the existing approval for Multiple Dwellings on 13 October 2018.</p> <p>*****</p> <p>The City attended mediation on 26 February 2019 where the SAT scheduled for the applicant to provide amended plans on 29 March 2019. On-site mediation followed by further mediation at the City's Administration Offices will be held on 12 April 2019.</p> <p><i>Representation by: JDAP</i></p>
7.	No. 377 Walcott Street, Coolbina	6 March 2018	Building Development Group constructions Pty Ltd	<p>Deferred by Council 5 March 2019. Applicant notified the City 6 March 2019 of their application to SAT. The Applicant has provided amended plans to address the reasons for deferral and has requested the application be determined at the OMC 30 April 2019.</p> <p><i>Representation by: Altus Planning</i></p>

**REGISTER OF STATE ADMINISTRATIVE TRIBUNAL (SAT) APPEALS
AS AT 11 APRIL 2019**

NO.	ADDRESS & SAT REVIEW NO.	DATE RECEIVED	APPLICANT	REVIEW MATTER & COMMENTS
8.	No. 58 Kalgoorlie Street, Mount Hawthorn	7 March 2018	Caitlin Kyron (represented by Urbanista Town Planning)	Deferred by Council 5 March 2019. Applicant notified the City 7 March 2019 of their application to SAT. Directions Hearing scheduled on 5 April 2019. Following the directions hearing, the applicant has been invited to provide amended plans to the City by Friday 12 April 2019. The matter has also been scheduled for a full hearing on 12 June 2019. <i>Representation by: Altus Planning</i>

**METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 11 APRIL 2019**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
1.	Nos. 308 – 310 Oxford Street, Leederville	Applicant: Urbanista	Form 1 – Mixed use development	8 August 2018	4 April 2019	<p>The application was refused on 29 November 2019 for reasons relating to plot ratio, building height and setbacks.</p> <p>Carried: (3/2) For: Mr Ross (Casting Vote), Mr Antill, Cr Gontaszewski Against: Mr Ross, Mr Syme</p> <p>The minutes are available here.</p> <p>The JDAP was invited to reconsider its decision. The amended proposal was approved consistent with the City's recommendation 4 April 2019.</p> <p>Carried Unanimously.</p> <p>The minutes are available here.</p>
2.	Nos. 394-398 Newcastle Street, West Perth	Applicant: Urbanista	Form 1 – Mixed use development	23 October 2018	20 March 2019	<p>The application was deferred on 29 January 2019 for a period of 60 days to resolve issues.</p> <p>Carried (3/2). For: Mr Ross, Cr Loden, Cr Topelberg Against: Ms Lefante, Mr Hick.</p> <p>The minutes are available here.</p> <p>The amended proposal was approved consistent with the City's recommendation 20 March 2019.</p> <p>Carried Unanimously.</p> <p>The minutes are available here.</p>

**METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 11 APRIL 2019**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
3.	Nos. 80-84 Ellesmere Street and 35 Blackford Street, Mount Hawthorn	Applicant: Element	Form 1 – Child Care Premises	9 November 2018	20 March 2019	The application was refused consistent with the City's recommendation 20 March 2019. Carried (3/2) For: Ms Lefante, Cr Topleberg, Cr Gontaszewski Against: Mr Ross, Mr Symes The minutes are available here .
4.	No. 14 Florence Street, West Perth	Applicant: Megara	Form 1 – 11 Grouped Dwellings	11 December 2018	18 March 2019	The application was approved consistent with the City's recommendation dated 18 March 2019. Carried unanimously. The minutes are available here .
5.	No. 13 Blake Street, North Perth	Applicant: Planning Solutions	Form 1 – Multiple Dwellings (10)	31 January 2019	To be confirmed	Not yet determined.
6.	No. 164 Edward Street, Perth	Applicant: Peter Webb & Associates	Form 1 – Office	31 January 2019	To be confirmed.	Not yet determined.
7.	No. 742 Newcastle Street, Leederville	Applicant: Element	Form 1 – Commercial Development	22 February 2019	To be confirmed.	Not yet determined.
8.	No. 81 Angove Street, North Perth	Applicant: Tom Godden Architects	Form 2 – Alterations and additions to child care premises (amendment to approved)	8 March 2019	29 April 2019.	Not yet determined.

**METROWEST DEVELOPMENT ASSESSMENT PANEL (MWDAP)
REGISTER OF APPLICATIONS RELATING TO THE CITY OF VINCENT
AS AT 11 APRIL 2019**

No.	ADDRESS	APPLICANT	PROPOSAL	DATE APPLICATION RECEIVED	DAP MEETING DATE	DAP DECISION
9.	No. 500 Fitzgerald Street, North Perth	Applicant: Studio Technical	Form 2 – Alterations and additions to mixed use development (amendment to approved)	8 March 2019	To be confirmed.	Not yet determined.
10.	No. 189 Charles Street, West Perth	Applicant: Choice Constructions Pty Ltd	Form 2 – Alterations and additions to mixed use development (amendment to approved)	20 March 2019	To be confirmed.	Not yet determined.
11.	Nos. 9-11 Money Street, Perth	Applicant: Fratelle Group	Form 2 – Alterations and additions to mixed use development (amendment to approved)	8 April 2019	To be confirmed.	Not yet determined.

**CITY OF VINCENT DESIGN REVIEW PANEL (DRP)
REGISTER OF APPLICATIONS CONSIDERED BY DRP
AS AT 11 APRIL 2019**

NO.	ADDRESS	APPLICANT	PROPOSAL	DRP MEETING DATE	REASON FOR REFERRAL
1.	Nos. 539-545 Beaufort Street, Mount Lawley	Baltinas/Bronze Penny Pty Ltd	Eight Storey Mixed Use Development, Comprising Four Shops, Two Offices, 27 Multiple Dwellings and Associated Parking	20/3/19	For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 4 October 2018. DA lodged.
2.	Nos. 291-293, 295 and 307 Stirling Street (80 Bulwer Street), Perth	Urbis/Fabcot Pty Ltd	Mixed Use Development	20/3/19	For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 16 January 2019. No DA lodged.
3.	No. 742 Newcastle Street and No. 301 Vincent Street, Leederville	Element/Argyle Holdings Pty Ltd	Commercial Development	20/3/19	For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 6 February 2019. DA lodged.
4.	Nos. 160-166 Palmerston Street, Perth	Toh Construction/Starlily Nominees	Proposed Hotel and Restaurant Addition	20/3/19	For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 5 September 2018. DA lodged.
5.	No. 164 Edward Street, Perth	Peter Webb & Associates/Edwardstar Pty Ltd	Office Building	3/4/19	The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy No. 7.1.1 (LPP 7.1.1). DA lodged.



INFORMATION BULLETIN

TITLE:	Register of Petitions – Progress Report – 30 April 2019
DIRECTORATE:	Chief Executive Officer

DETAILS:

Petitions received by the City of Vincent are read out at the Council Meeting and are referred to the appropriate Director for investigation and report. This normally takes 6-8 weeks and the purpose of this report is to keep the Council informed on the progress of the petitions which have been reported to the Council.

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following petitions still require action or are in the process of being actioned.

Key Index:

CEO:	Chief Executive Officer
EDCE:	Executive Director Community Engagement
EDCS:	Executive Director Corporate Services
EDDS:	Executive Director Development Services
EDI&E:	Executive Director Infrastructure & Environment

NO OUTSTANDING PETITIONS AS AT 30 APRIL 2019



INFORMATION BULLETIN

TITLE:	Register of Notices of Motion – Progress Report – 30 April 2019
DIRECTORATE:	Chief Executive Officer

DETAILS:

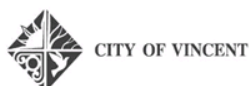
A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following Notices of Motion still require action or are in the process of being actioned.

Key Index:

CEO:	Chief Executive Officer
EDCE:	Executive Director Community Engagement
EDCS:	Executive Director Corporate Services
EDDS:	Executive Director Development Services
EDI&E:	Executive Director Infrastructure & Environment

Details	Action Officer	Comment
2 April 2019 – Submitted by Cr Topelberg		
Tender or Quotations for Bulk Verge Collection, by June 2019	EDI&E	Report to be submitted to OMC in June 2019.
13 November 2018 – Submitted by Cr Topelberg		
Policy No. 3.8.12 – Mobile Food Vendor, by 30 April 2019	EDDS	Administration has undertaken a review of Policy No. 3.8.12 – Mobile Food Vendors and presented a report to the 9 April Council Workshop on the matter. An amended Policy will be presented to the 28 May 2019 Council Meeting for approval to advertise.
21 August 2018 – Submitted by Cr Loden		
Transparency of rates spend in the Budget	EDCS	This will be done as part of the upcoming 2019/2020 Budget Workshops, as per the recommendation.
4 April 2018 – Submitted by Cr Loden		
Action on Climate Change	EDDS	Administration will present the draft Sustainable Environment Strategy to Council for advertising by June 2019 (currently targeting OMC May 2019). The work completed on the draft Strategy to date has informed the items put forward by Administration for draft Budget 2019/20. The draft Sustainable Environment Strategy will include the measures identified in Items 4 and 5 of Council's resolution.
22 August 2017 – Submitted by Cr Gontaszewski		
Strategies to Improve Participation and Accessibility by Women and Girls at City of Vincent Sportsground and Associated Facilities, by February 2019	EDCE	Specific strategies endorsed at the Council Meeting held on 24 July 2018. Update presented to Council on 5 February 2019 and Health Check data to go to 30 April Council meeting.
27 October 2015 – Submitted by former Mayor Carey		
Review of Laws, Policies and Practices relating to the impact of construction activity, on the public realm, by May 2016	EDI&E/ EDDS	Administration will communicate proposed amendments to the Property Local Law to Council Members in advance of formally presenting the matter to Council in early 2019.



INFORMATION BULLETIN

TITLE:	Register of Reports to be Actioned – Progress Report – 30 April 2019
DIRECTORATE:	Chief Executive Officer

DETAILS:

A status report is submitted to Council as an Information Bulletin item on a monthly basis.

The following reports still require action or are in the process of being actioned.

Key Index:

CEO:	Chief Executive Officer
EDCE:	Executive Director Community Engagement
EDCS:	Executive Director Corporate Services
EDDS:	Executive Director Development Services
EDI&E:	Executive Director Infrastructure & Environment

Item	Report Details	Action Officer	Comments
Council Meeting – 2 April 2019			
9.4	No. 441 (Lot: 11; D/P: 1114) William Street and No. 6 (Lot: 10; D/P: 1114) Brisbane Place, Perth - Hotel, Restaurant and Office Development	EDDS	The applicant is currently reviewing the ground floor layout and car parking options for staff. Item to be referred back to Council.
11.4	Amendments to the Trading in Public Places Local Law 2008 and Local Government Property Local Law 2008	EDCS	Administration to provide public notice of the amendment local laws for a period of at least 6 weeks and at least 21 days'13 notice of the amended Street Entertainers Policy. Administration will present results of public notice to Council in June or July 2019.
12.1	Draft City of Vincent 'Innovate' Reconciliation Action Plan 2019-2021	EDCE	The Draft 'Innovate' Reconciliation Action Plan is open for Public Comment until 18 April 2019. A report will be submitted to Council for final endorsement following the consultation period considering any comments made by the community.
Council Meeting – 5 March 2019			
9.1	No. 14 (Lot: 1; SP: 12592) Orange Avenue, Perth - Second Storey Addition and Alterations to Single Dwelling	EDDS	The applicant is currently considering the reasons for deferral. Item to be referred back to Council.
9.2	No. 377 (Lot: 162; D/P: 2630) Walcott Street, Coolbinia - Four Multiple Dwellings	EDDS	The applicant has applied to the State Administrative Tribunal for the deemed refusal of the application. At the same time the applicant has made modifications to the application in response to Council's reasons for deferral. Item to be referred back to Council at the 30 April OMC.
9.7	No. 58 (Lot: 301 & 302; D/P: 34680) Kalgoorlie Street, Mount Hawthorn - Single House	EDDS	Completed. The applicant has applied to the State Administrative Tribunal for the deemed refusal of the application. At the same time the applicant has made modifications to the application in response to Council's reasons for deferral. Administration has referred the changes to the Chair of the Design Review Panel for comment. The modified application was presented to Council at the 2 April 2019 OMC and was Refused by Council.
10.1	Business Case for the Adoption of a Three Bin Food Organic/Garden Organics System	EDI&E	Further report to Council by June 2019.
11.1	Minutes and motions from Annual General Meeting of Electors held on 29 January 2019	EDCS	Completed. 13 March 2019.
11.6	Mid-Year Budget Review 2018/2019	EDCS	Completed. 10 March 2019.

Item	Report Details	Action Officer	Comments
11.7	Local Government Statutory Compliance Audit Return 2018	EDCS	Completed. 28 March 2019.
11.8	Report and Minutes of Audit Committee Meeting held on 26 February 2019	EDCS	Completed. March 2019.
12.1	Draft Banks Reserve Master Plan Extended Public Comment Feedback	EDCE	Detailed design phase commencing. Funding for Active Zone construction included in Draft 2019/20 budget.
12.2	State Tennis Centre Proposal for Robertson Park – Community Consultation Outcomes	EDCE	Funding for Robertson Park Development Plan to be considered in the Draft 2019/20 Budget.
12.3	LATE REPORT: Floreat Athena Football Club (inc.) – Request for In Principle approval of a new Five Year Lease	EDCE	Progress report on completion of requirement to extend term of lease to be submitted to Council no later than June 2019.
<u>Council Meeting – 5 February 2019</u>			
12.1	Amended Use of Les Lilleyman Reserve by Subiaco Football Club (SFC)	EDCE	Administration to convey a meeting with Community Representative and Subiaco Football Club Representatives.
12.2	UPDATE: Notice of Motion – Cr Susan Gontaszewski – Strategies to Improve Participation and Accessibility by Women and Girls at City of Vincent Sportsgrounds and Associated Facilities	EDCE	Complete Health Checks data being finalised and analysed for Ordinary Meeting of Council on 28 May 2019.
<u>Council Meeting – 11 December 2018</u>			
11.5	Land Exchange – Portion of Lot 75 Brentham Street (Brentham Street Reserve) for Portion of Lot 100 (No 20) Brentham Street (Aranmore Catholic Primary School)	EDCS	Public Notice period closed on 1 April 2019. Submissions will be presented to 30 April OMC. Plan of subdivision has been prepared. Policy and Place will prepare the scheme amendment report if Council approves the land exchange at the 30 April meeting.
18.2	Amendment of rates record for period 2013/14 – 2018/19 – rates exemption applications	EDCS	The City's Rates Section is writing to all affected organisations and amendments will be made based on responses.
<u>Council Meeting – 16 October 2018</u>			
10.1	Proposed 40kph Area Wide Speed zone Trial – South Vincent Progress Report No. 2	EDI&E	Progressing well for trial commencement of 29 April 2019.
11.5	Variation of Leederville Tennis Club and North Perth Tennis Club leases to enable return of funds held in City's reserve accounts to clubs	EDCS	North Perth Tennis Club's variation of lease is with the City for signing. Leederville Tennis Club's variation of lease is with the Club for review.
12.1	Management of Services at Weld Square for People Experiencing Homelessness	EDCE	Further report to be presented in June 2019 to confirm outcomes on City of Perth Homelessness Framework Committee.
<u>Council Meeting – 18 September 2018</u>			
10.4	Response to Petition – Alma Road and Claverton Streets, North Perth	EDI&E	To be actioned as per Council's decision Item 10.3, at its Ordinary Meeting of 11 December 2018, requiring a further report by June 2019.
<u>Council Meeting – 21 August 2018</u>			
10.2	Axford Park Upgrade - Concept Design & Implementation of Quick Win Works Items	EDI&E	Quick Wins progressing well. Parks related works completed. Exeloo toilet relocation in progress and plateau at Fairfield Street due to commence shortly.
<u>Council Meeting – 26 June 2018</u>			
11.2	Acquisition of private rights of way as Crown Land and vesting in City – Right of Way between London and Dunedin Streets, Mount Hawthorn (Lot 60) and Colvin Lane, West Perth (Lot 67)	EDCS	London / Dunedin Street Right of Way (ROW) has been dedicated as road. Administration provided notice to properties adjoining ROW on 30 January 2019. Waiting on dedication of Colvin Lane.
<u>Council Meeting – 29 May 2018</u>			
11.1	Leases to Department of Health to govern Department's current use of the Child Health Clinics within City of Vincent	EDCS	Lease terms agreed and leases with Department for final review and signing. Signs acknowledging City's support to be installed.
18.1	CONFIDENTIAL ITEM: Licence to govern encroachment of drainage infrastructure from 152 Joel Terrace, Mount Lawley into Swan River Foreshore Reserve 43459	EDCS	Owners have submitted application for approval of infrastructure to the Department of Biodiversity, Conservation and Attractions. City waiting on approval in order to sign licence.

Item	Report Details	Action Officer	Comments
<u>Council Meeting – 4 April 2018</u>			
11.1	Lease of Leederville Oval by East Perth Football Club Inc & Subiaco Football Club Inc - Request for waiver and write-off of fees and variation of leases	EDCS	Clubs working with the City's Community Engagement Directorate to resolve some leasing issues.
<u>Council Meeting – 17 October 2017</u>			
11.4	Lease to Axicom Pty Ltd for telecommunications purposes – Lot 9023 Marmion Venue, Clarkson (Tamala Park)	EDCS	Completed. 14 March 2019.
<u>Council Meeting – 27 June 2017</u>			
9.4	Proposed Amended Parking Restrictions – Mount Hawthorn Town Centre	EDDS	Administration has now completed the installation of the new parking restrictions including sending letters to affected landowners and businesses, installing parking signage and line marking. The enforcement caution period is now complete and the City's Rangers are issuing fines for any illegal parking. A consultant has undertaken a survey of parking in the Mount Hawthorn area as part of the Integrated Transport Plan and the results of this work will be presented to Council Members in 2019 as part of this project.
9.5	Submission to WALGA – Third Party Appeal Rights in Planning	EDDS	Administration has forwarded its submission to WALGA and is drafting letters to be sent to the Minister for Planning and Attorney General advising of the City's position.
12.1	No. 34 (Lot 1) Cheriton Street, Perth – Progress Report No. 8	EDCE	Department of Planning, Lands and Heritage (DPLH) is liaising with the Public Transport Authority and Department of Communities in respect to future use options for the land, in order to determine if the management order will be relinquished from all or part of the land.
<u>Council Meeting – 30 May 2017</u>			
10.1	Water Corporation – Long Term Water Main Replacement Program within the City of Vincent	EDI&E	The Water Corporation's only 2018/19 Project within the City of Vincent is in Beaufort Street, between Newcastle Street and Chelmsford Road, commences 14 March with an expected completion in July/August 2019.
12.5	Perth Parking Levy	EDCE	Awaiting outcomes of the Perth CBD Transport Plan and specific recommendations regarding the Perth Parking Levy.
<u>Council Meeting – 7 March 2017</u>			
9.3.5	Review of City of Vincent Local Laws under Section 3.16 of the Local Government Act 1995 (SC2688)	EDDS/ EDI&E	The Health, Property, and Trading in Public Places Local Laws are being reviewed. Presentation to Council made at Council Workshop held on 20 November 2018.
<u>Council Meeting – 18 October 2016</u>			
9.2.1	Proposed Safety Improvement at the Intersection of Walcott and Beaufort Streets, Mount Lawley (SC686, SC986)	EDI&E	On hold pending the completion of the Water Corporation's Beaufort Street 'Pipes for Perth' water main replacement project.
<u>Council Meeting – 5 April 2016</u>			
9.1.6	Review of Licences for Outdoor Eating Areas and Display of Goods on Footpaths	EDDS	Policies reviewed and revoked at 23 August 2016 OMC. Administration has prepared the new 'self-assessment' system for Trading in Public Places Local Law permits and this system went live on 22 February 2018. The outcomes and results of this system were presented to the Council Workshop on 20 November 2018. A further report will be presented to Council in early 2019.
<u>Council Meeting – 8 March 2016</u>			
9.3.5	Leederville Gardens Retirement Village Estate (SC313/SC308)	Office of the CEO	The City to write to Leederville Gardens and request they respond formally to this matter.
<u>Council Meeting – 27 October 2015</u>			
9.3.6	Portion of No. 10 (Lot 2545) Farmer Street, North Perth – Approval of a Sub-lease to	EDCS	Negotiating terms with the City's Community Engagement Directorate.

Item	Report Details	Action Officer	Comments
	Vincent Men's Shed (Inc.) (SC351/SC2087)		This is pending completion of the City Property Framework which was presented to Council Workshop held on 9 April.
<u>Council Meeting – 18 November 2014</u>			
9.1.4	Car Parking Strategy Implementation – Progress Report No. 1 (PRO0084/SC1345)	EDDS/ EDI&E / EDCE	<p>The option of having parking benefit districts will be reviewed as part of the review of the Car Parking Strategy and preparation of an Integrated Transport Plan. The City has a policy to guide the issuing of parking permits and has the ability to issue commercial parking permits. Administration issues permits in accordance with this policy.</p> <p>The City takes an approach to parking restrictions where we receive complaints, conduct parking occupancy surveys and report to Council on the results of these surveys.</p> <p>The replacement of the CALE ticket machines throughout the City is currently underway and machines are replaced on a periodic basis. This process will continue until all CALE machines are replaced.</p> <p>Paid parking on William Street was approved by Council on 25 July 2017 (Item 10.2), ticket machines have been modified and signs installed 22 August 2017.</p>
<u>Council Meeting – 7 October 2014</u>			
9.3.2	Lease for North Perth Tennis Club – Lease of Premises at Woodville Reserve, 10 Farmer Street, North Perth (SC351/SC621)	EDCS	No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City's Property Management Framework.
<u>Council Meeting – 23 September 2014</u>			
9.3.6	Lease for Leederville Tennis Club – Lease of premises at 150 Richmond Street, Leederville (SC351 & PR25077)	EDCS	No further action pending the outcomes and recommendations included within the Tennis West Strategic Facilities Plan and the City's Property Management Framework.
<u>Council Meeting – 27 May 2014</u>			
9.3.4	LATE ITEM: East Perth Football Club and Subiaco Football Club Lease additional space at Medibank Stadium	EDCS	Further discussions ongoing as part of broader discussions with Football Clubs.
<u>Council Meeting – 12 February 2013</u>			
9.2.12	Request to the Minister for Lands for Acquisition of the Right of Way Bounded By Anzac Road, Oxford, Salisbury and Shakespeare Streets, Leederville as Crown Land	EDCS	Contacted Department of Planning, Lands and Heritage for update. Will resubmit application.
9.2.13	Request to the Minister for Lands for the Acquisition and Reversion to 'Crown Land' of the Right of Way Named Luce Lane, North Perth (TES0225)	EDCS	Contacted Department of Planning, Lands and Heritage for update. Will resubmit application.

10 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

11 REPRESENTATION ON COMMITTEES AND PUBLIC BODIES**12 CONFIDENTIAL ITEMS/MATTERS FOR WHICH THE MEETING MAY BE CLOSED ("BEHIND CLOSED DOORS")****12.1 WRITE-OFF OF DEBTS OVER THE LIMITATION PERIOD**

The Chief Executive Officer is of the opinion that this report is of a confidential nature as it contains information concerning:

Local Government Act 1995 - Section 5.23(2):

- (d) legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting
- (e(iii)) a matter that if disclosed, would reveal information about the business, professional, commercial or financial affairs of a person, where the information is held by, or is about, a person other than the local government

12.2 DECLARATION OF CHIEF EXECUTIVE OFFICER'S APPOINTMENT TO THE OPEN HOUSE PERTH BOARD

The Chief Executive Officer is of the opinion that this report is of a confidential nature as it contains information concerning:

Local Government Act 1995 - Section 5.23(2):

- (a) a matter affecting an employee or employees
- (b) the personal affairs of any person

12.3 LATE REPORT: PUBLIC OPEN SPACE PROPOSAL FOR SYDNEY AND HAYNES STREET SITE, NORTH PERTH

The Chief Executive Officer is of the opinion that this report is of a confidential nature as it contains information concerning:

Local Government Act 1995 - Section 5.23(2):

- (b) the personal affairs of any person

LEGAL:**2.14 Confidential business**

- (1) All business conducted by the Council at meetings (or any part of it) which are closed to members of the public is to be treated in accordance with the Local Government (Rules of Conduct) Regulations 2007.

Confidential reports are provided separately to Council Members, the Chief Executive Officer and Directors.

In accordance with the legislation, confidential reports are to be kept confidential until determined by the Council to be released for public information.

At the conclusion of these matters, the Council may wish to make some details available to the public.

13 CLOSURE