

ATTACHMENTS

Special Council Meeting

8 March 2016

ATTACHMENTS TO AGENDA ITEMS

Special Council Meeting - 8 March 2016

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7.3.2 PROPOSED MINOR AMENDMENT TO PREVIOUSLY APPROVED MIXED USE DEVELOPMENT WITHIN A 21 STOREY BUILDING. LOT 100 (NO. 96) MILL POINT ROAD, SOUTH PERTH

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Government of **Western Australia**
Development Assessment Panels

Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lots 2 (86), 15 (88) and 16 (90) Mill Point Road, South Perth
Application Details:	Thirty Eight Storey Mixed Development
DAP Name:	Metro Central JDAP
Applicant:	TPG Town Planning, Urban Design and Heritage
Owner:	South Link Investments Pty Ltd
LG Reference:	11.2015.524.1
Responsible Authority:	City of South Perth
Authorising Officer:	Peter Ng, Senior Statutory Planning Officer
Department of Planning File No:	DAP/15/00931
Report Date:	4 March 2016
Application Receipt Date:	10 November 2015
Application Process Days:	90 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Development Plans. 2. Applicant's supporting reports / letters. 3. Photographs of the subject site. 4. Comments from the City's Engineering Infrastructure Services. 5. Comments from the City's Environmental Health Services. 6. Comments from the Department of Parks and Wildlife, Rivers and Estuaries Division. 7. Neighbours' submissions.

Officer Recommendation:

That the Metro Central JDAP resolves to:

Refuse DAP Application reference DAP/15/00931 and accompanying plans DA001 19/02/16 (Site Plan), DA005 30/10/15 (Feature Site Survey), DA006 19/02/16 (Site Plan with Proposal Overlaid), DA101 26/02/16 (L00-L00.1 Ground & Mezzanine), DA102 26/02/16 (L01 Office & Carpark), DA103 19/02/16 (L01.5 Carpark), DA104 19/02/16 (L02 Office & L02.5 Carpark), DA105 19/02/16 (L03 Office & Carpark), DA106 19/02/16 (L03.5 Carpark), DA107 19/02/16 (L04 Office & L04.5 Carpark), DA108 19/02/16 (L05 Health & Fitness Club), DA109 19/02/16 (L06-L11 Config A Typical), DA110 19/02/16 (L12-L26 Config B Typical), DA111 19/02/16 (L27 Sky Lounge), DA112 19/02/16 (L28-L30 Config C Typical), DA113 19/02/16 (L31-L32 Config D Typical), DA114 19/02/16 (L33 Sub-Pent House), DA115 19/02/16 (L34 Pent House Level 1), DA116 19/02/16 (L35 Pent House Level 2), DA201 19/02/16 (Cross Section), DA202 19/02/16 (Longitudinal Section), DA203 19/02/16 (Section), DA204 19/02/16 (Section), DA301 19/02/16 (North Elevation), DA302 19/02/16 (East Elevation), DA303 19/02/16 (South Elevation), DA304 19/02/16 (West Elevation), DA305 19/02/16 (Elevation A), DA306 19/02/16 (Elevation B), DA307 19/02/16 (Elevation C), DA308 19/02/16 (Elevation D), DA601 19/02/16 (Shadow Study), L04 19/02/16 (Podium Level Landscape) in accordance with Clause 7.9 of the City of South Perth Town Planning Scheme No. 6 and Schedule 2 Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, for the following reasons as follows:

Reasons

1. The proposed new development is predominantly residential use which is inconsistent with the guidance statement. The Guidance Statements stated that any comprehensive new development should consist of predominantly non-residential uses to ensure the precinct consolidates its role as an employment destination. The residential plot ratio of 4.18 (19865m²) is four times greater than the non-residential plot ratio of 1.0 (4759m²). This reason is consistent with recent Supreme Court of Western Australia ruling between *Nairn -V- Metro-Central Joint Development Assessment Panel [2016] WASC 56* dated 26 February 2016 which concluded that "in order to vary the requirements of Element 3 in relation to plot ratio and building height, it must be demonstrated to the satisfaction of the council.....that the development consists of predominantly non-residential uses before the discretion in development requirement 13.1 is enlivened."
2. Whilst the proposed development achieves the minimum 1.0 (4755m²) non-residential plot ratio in Schedule 9 Table A clause 3.2 of Town Planning Scheme No. 6, the proposed plot ratio area is inconsistent with the intent for a higher non-residential plot ratio in Schedule 9 for larger Mixed Developments.
3. The proposed development exceeds the maximum 1.5 (1672.5m²) residential plot ratio prescribed in Schedule 9 Table A clause 3.4 of Town Planning Scheme No. 6. As the development cannot meet all of the Design Considerations in Table B, specifically the Vehicle Management in Design Consideration 5, the proposed 4.18 (19865m²) plot ratio is unable to be approved as there is no discretion available to permit a residential plot ratio greater than 1.5 (7133m²).
4. The proposed development exceeds the maximum 25.0 metres building height limit prescribed in clause 6.1A and Schedule 9 Table A clause 5.2 of Town Planning Scheme No. 6. As the development cannot meet all of the Design Considerations in Table B, specifically the Vehicle Management in Design Consideration 5, the proposed 135.8 metres AHD measured building height is unable to be approved as there is no discretion available to permit a building height, measured to the finished floor level of the highest storey, greater than 25.0 metres.
5. The proposal does not provide any one bedroom dwelling as required under Clause 6.4.3 of the R-Codes. The proposed development only provides the following range of dwelling sizes:
 - 47.9 percent (78) two-bedroom dwellings;
 - 46.6 percent (76) three-bedroom dwellings; and
 - 5.5 percent (9) four-bedroom dwellings.

It is considered that the proposed development does not provide diverse dwelling size and housing choice for the prospective purchasers.

Advice Notes

1. 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.

Background:

Insert Property Address:	Lots 2 (86), 15 (88) and 16 (90) Mill Point Road, South Perth	
Insert Zoning	MRS:	Urban
	TPS:	Special Control Area 1 – South Perth Station Precinct
Insert Use Class:	Café/Restaurant -	Preferred
	Office -	Preferred
	Mixed Development -	Preferred
	Multiple Dwelling -	Preferred
Insert Strategy Policy:	Not Applicable	
Insert Development Scheme:	City of South Perth Town Planning Scheme No. 6	
Insert Lot Size:	4755m ² total: Lots 2 - 2256m ² Lot 15 - 1439m ² Lot 16 – 1060m ²	
Insert Existing Land Use:	Multiple Dwellings	
Value of Development:	\$174.45 million	

The subject site is located on Lots 2 (86), 15 (88) and 16 (90) Mill Point Road, South Perth. The proposed development involves amalgamation of the above lots which have a combined primary frontage of 89.93 metres to Mill Point Road and secondary frontage of 66.24 metres to Ferry Street. A four-storey Multiple Dwelling building is located on Lot 2 while two-storey Multiple Dwelling buildings are located on Lots 15 and 16. The site has a frontage to Mill Point Road to the west and Ferry Street to the north. The site is located adjacent to recently completed four-storey Multiple Dwelling to the east as well as recently JDAP approved nine-storey Mixed Use building to the south. The site is opposite to five-storey residential buildings to the western side of Mill Point Road. There are three-storey residential buildings on the northern side of Ferry Street.

Pre-lodgement plans were submitted to the City in October 2015 for preliminary DAC advice. The advice given was based on the gazetted Scheme and the previously advertised version of Amendment No. 46 to the City's Town Planning Scheme. The planning application was received in November 2015. In response to the City's assessment of these plans, revised plans were submitted in December 2015 and February 2016.

The original application submitted involves development of 35 Storey mixed development with an overall height of 133.6 metres AHD. Due to design changes requiring significant modification to the podium levels, additional mezzanine car parking levels are added to accommodate the required car parking within the 13.5 metres maximum podium height requirement. Hence, the proposal is calculated as 38 storeys mixed development with an overall height of 135.8 metres AHD excluding the lift overruns.

Details: outline of development application

The applicant's proposal includes the following works:

- Construction of a 38-storey Mixed Development building, incorporating 5 levels non-residential tenancies in the 7 levels podium and Multiple Dwellings in the tower element.

- Demolition of the existing buildings.
- Café/Restaurant on the ground floor level.
- Office tenancies on the first to fourth floor levels.
- Health and Function Centre to seventh floor level.
- 163 Multiple Dwellings on the eighth to thirty seventh floor levels with the exception of twenty ninth floor Sky Lounge for the resident exclusive use.
- Car parking provided on the ground to sixth floor levels
- Bicycle parking provided on the ground and first floor levels.
- Common service and bin stores areas are provided on the ground floor level.
- Residential storerooms are provided on the first to sixth floor levels.

The plans of the proposal are contained in **Attachment 1**. The applicant's supporting reports, contained in **Attachment 2** describe the proposal in more detail. The site photographs, contained in **Attachment 3**, show the relationship of the site with the surrounding built environment.

Legislation & policy:

Legislation

Planning and Development Act 2005.

Planning and Development (Local Planning Schemes) Regulations 2015, specifically Schedule 2. [Regulations]

City of South Perth Town Planning Scheme No. 6, specifically Parts VII and IX, Schedules 1 and 9 and proposed Schedule 9A[^]. [TPS6]

[^] *Proposed Schedule 9A (Amendment 46) was adopted by Council for public advertising on 27 October 2015 and closed on 5 February 2016.*

State Government Policies

State Planning Policy 2.10 'Swan-Canning River System' (2006).

State Planning Policy 3.1 'Residential Design Codes' (2013), specifically Part 6 and Appendix 1. [R-Codes]

Local Policies

The following local planning policies are relevant to this application:

Council Policy P316 'Developer Contribution for Public Art'

Council Policy P350.01 'Environmentally Sustainable Building Design'

Council Policy P350.03 'Car Parking Access, Siting, and Design'

Council Policy P350.09 'Significant Views'

South Perth Station Precinct Plan (WAPC, January 2011)

Further comment on compliance with policy requirements is provided in the Planning assessment section.

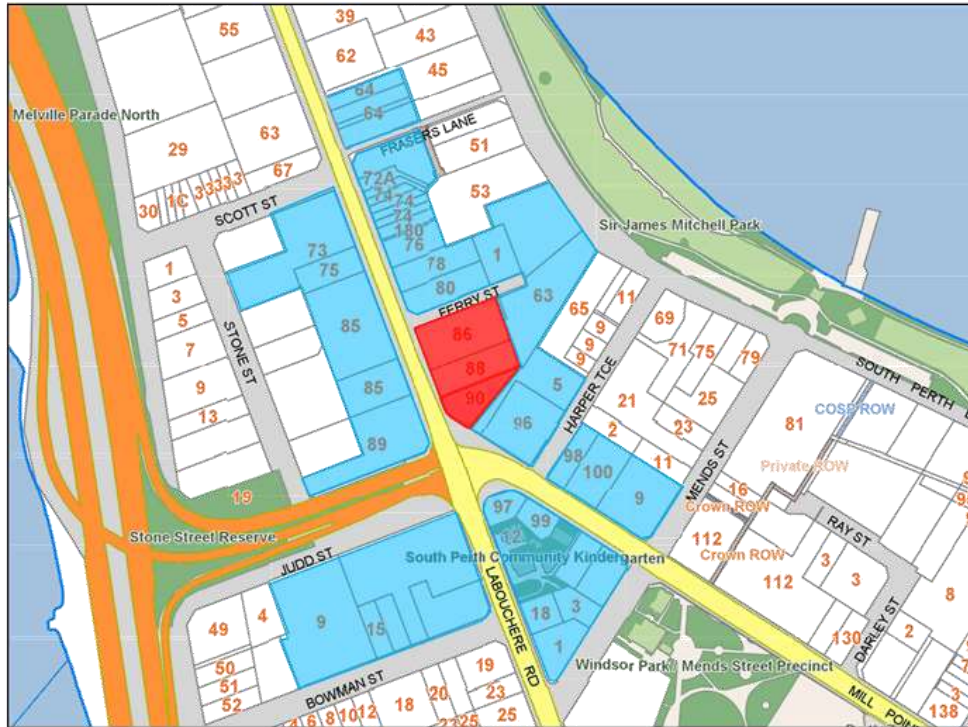
Consultation:

Public Consultation

Public consultation has been undertaken for this proposal to the extent and in the manner required by City Policy P301 'Consultation for Planning Proposals'. Under the "Area 1" consultation method, individual property owners and occupiers were

invited to inspect the plans and to submit comments during a minimum 21-day period. A total of 483 consultation notices were issued to landowners, occupiers and strata bodies. Eight (8) submissions were received, six (6) objecting and two (2) supporting the proposal.

The map below shows the distribution of the mailed consultation notices:



The comments and responses from the applicant and City are summarised below:

Submitter's Comments	City Comments
<p>Submission 1 (Occupier, Mill Point Road): <i>Concern is the traffic/car parking.</i></p> <p><i>Waiting queue and impact on the northern portion of Mill Point Road intersection.</i></p>	<p>The submission is UPHELD. Refer to body of report under Engineering Infrastructure Department section.</p>
<p>Submission 2 (Owner/ Occupier, Mill Point Road): <i>Building Height is out of keeping with the rest of the Mill Point Road north of Judd Street.</i></p> <p><i>Safety concerns.</i></p> <p><i>Negative impact on traffic in the area.</i></p> <p><i>Mill Point Road will not be able to handle the volume of traffic generated.</i></p>	<p>The submission is UPHELD. Refer to body of report under Building Height and Engineering Infrastructure Department section.</p> <p>The proposed ground floor use and location of Restaurant, Alfresco dining and Café are considered to maximise the active street frontage and maintain passive surveillance onto the street.</p> <p>The comments are NOTED.</p>

<p><u>Submission 3 (Owner/ Occupier, Mill Point Road):</u> <i>Blocked Natural Sunlight</i></p> <p><i>Noise Issues</i></p> <p><i>Security</i></p> <p><i>Access Issues</i></p>	<p>Based on overshadowing diagram, for 12 noon on 21 June (winter solstice). At this time, the shadow is cast over parts of nearby residential and commercial buildings on Mill Point Road, Bowman Street, and Labouchere Road. The current proposal is compliant with this proposed provision, as the additional height does not result in the additional shadow cast causing more than 80% overshadowing overall.</p> <p>Noise nuisance as determined by the Environmental Protection Act 1986 and Environmental Protection (Noise) Regulations 1997 as commented in Attachment 5.</p> <p>The comments are NOTED.</p>
<p><u>Submission 4 (Owner/ Occupier, Mill Point Road):</u> <i>Concern on Building Height</i></p>	<p>The submission is UPHELD. Refer to body of report under Building Height section.</p>
<p><u>Submission 5 (Owner for Harper Terrace and 2 properties at Mill Point Road):</u> <i>Our objection to the proposed development is based on several key issues, including:</i></p> <ul style="list-style-type: none"> • <i>The podium height and setbacks;</i> • <i>The overall building height;</i> • <i>The level of commercial plot ratio;</i> • <i>Dwelling diversity;</i> • <i>Car parking and access; and</i> • <i>Wind impacts.</i> 	<p>Amended drawings in Attachment 1 reflect the podium height is compliance with the scheme provision. The submitters concern on Building Height, Plot Ratio and Land use proportion, Dwelling Diversity, Car Parking and Access are addressed in relevant sections of this report. Wind impact assessment is not part of submission requirement under the scheme provision.</p> <p>The submission is partially UPHELD.</p>
<p><u>Submission 6 (Owner/ Occupier, Mill Point Road):</u> <i>Any approval of this development at 86, 88 & 90 Mill Point Road shall not proceed until the ruling on the case of 74 Mill Point Road is complete.</i></p>	<p>The recent Supreme Court of Western Australia ruling dated 26 February 2016 has been taken into consideration.</p> <p>The comments are NOTED.</p>
<p><u>Submission 7 (Owners, South Perth Esplanade and Ferry Street):</u> <i>Will contribute toward the South Perth Station Precinct becoming a more intensive precinct with a mix of land uses.</i></p> <p><i>Will enable a greater number of</i></p>	<p>The comments are NOTED.</p>

<p><i>residents to take advantage of the river and city views available from the South Perth Station Precinct, as contemplated by Objective (f) in proposed Schedule 9A of Amendment 46 to LPS6.</i></p>	
<p><u>Submission 8 (Owner, Mill Point Road):</u> <i>Will continue the transformation of the locality, with outstanding lifestyle facilities, retail and commercial, + fabulous mix of quality apartments designed to capture fabulous City and River views!</i></p> <p><i>The development will see the replacement of 3 derelict old blocks of flats with a world class mixed use complex.</i></p>	<p>The comments are NOTED.</p>

Details of the neighbours' submissions are contained in **Attachment 7**.

Consultation with other Agencies or Consultants

City Environment Department

The application was referred to the City Environment department for comment. This department provided comments in relation to street tree protection.

1. *The Mill Point Road trees form an avenue of 77 trees, 56 of these trees are Registered Platanus acerifolia- London Plane Trees. 5 of these trees are considered relevant to this development 86,88 and 90 mill Point Road , all of which are shown on the photo montage labelled 'Eastern view from Mends Street' on page 11 of the applicant's document.*

The 5 trees and their tree valuations are:

- i. Tree in front of 86 Mill Point Road south of Ferry Street [Tree ID 10038] \$320,246.78;*
- ii. Tree in front of 86 Mill Point Road second tree south of Ferry Street [Tree ID 10039] \$274,057.31;*
- iii. Tree in front of 86 Mill Point Road third tree south of Ferry Street [Tree ID 10040] \$221,709.31; and*
- iv. Tree in front of 86 Mill Point Road fourth tree south of Ferry Street [Tree ID 10043] \$206,312.83; and*
- v. Tree in front of 90 Mill Point Road fifth tree south of Ferry Street at the intersection [Tree ID 11208] \$135,489.02;*

2. *Tree protection:
 To protect the existing trees of Mill Point Road, a Tree Protection Zone (TPZ) needs to be ascertained.
 An assessment during the planning approval period by a qualified Arborist, agreed to by the City, is required to be undertaken by the applicant in order to record current tree details and health and to determine the required TPZ and*

Tree Management Plan, and to provide advice regarding the canopy – refer below under Canopy of Building for further information;

3. *A Tree Protection Bond of \$1,157,815.22 (total of the value of the 5 trees mentioned above) should be a condition of Planning Approval.*

Design Advisory Consultants

The design of the proposal was considered as a pre-lodgement development application by the City's DAC at their meeting held in October 2015.

Podium Height

- *The perspective view showing the podium and the tower above, as visible from the corner of Mill Point Road and Ferry Street, demonstrates an integrated design and built form. Additionally, the scale of the podium, its form and design elements used were observed to contribute positively to the character of the street.*
- *In order to improve the visual presentation of the tower above the podium, the applicant to consider introducing a variety in external materials and greater articulation of the façade. As the drawings are currently work in progress, associated details should be incorporated in the elevations and perspectives.*
- *Composite elevations and perspectives should also show the existing buildings and recently approved high density developments in proximity.*

Relationship to the street

- *The proposed setbacks of the building from the street boundaries assist with retaining street trees and the leafy character of the area, thus integrating it with the existing streetscape from this perspective as well.*
- *The restaurant and bakery / coffee shop at the ground level along Mill Point Road were observed to maximize active street frontages and provide a public entrance directly accessible from the street.*

Table B: Performance Criteria for Special Design Area - Design Quality

- *The Design Advisory Consultants observed that these drawings were work in progress, and would like to view the formal set of drawings when they are submitted for an assessment.*
- *The DAC expressed the view that they would like to see softer elements integrated in the building and its surrounds (as landscaping), and see further development of the materiality.*
- *The proposed development was observed to be of an exceptional design quality that integrates the podium and tower components. The elliptical shape and orientation of the tower were observed to blend with another approved development in close proximity and maximise access to significant views from residential and non-residential tenancies.*
- *The scale of the development was observed to be in keeping with the desired character of this area. It was also noted that the forthcoming amendment might bring about changes to the building height limits in the South Perth Station Precinct.*
- *The proposed public artwork should be presented before the DAC for comments. It should be integrated with the building. Incorporating common elements with public artwork on developments in close proximity will help develop an interconnection that will define the street.*

- *Information on the drawings with regards to the proposed external materials and finishes will provide a better understanding of the proposal.*
- *The proposed car parking, having been concealed from view from Mill Point Road by active land uses was commended.*

Other comments

- *Composite elevations showing the approved building on 96 Mill Point Road alongside the proposed development should be submitted for a better understanding of built form integration with the streetscape character.*
- *Perspective view from the street intersection of Mill Point Road and Labouchere Road should be provided.*
- *The DAC recommended that the design of the ramp and its feasibility should be checked during assessment.*
- *Overshadowing diagrams should be submitted for assessment along with the development application.*
- *The report accompanying the formal development application should provide information relating to active and passive energy saving initiatives incorporated in the development.*

Following advice from the DAC at initial presentation, the applicant lodged formal application on November 2015 and this application has been refer to DAC on December 2015 meeting. The Advisory Consultants considered the amended proposal in light of the notes from October 2015 meeting, and provided the following comments:

- *The Advisory Consultants observed that the interface between the subject proposed development to the recently submitted development proposal on its south-eastern boundary (Nos. 5 & 7 Harper Terrace) needs to be carefully considered as a part of the design. The angular podium on the portion of lot facing Mill Point Road that forms a part of the 5 & 7 Harper Terrace development proposal will sit alongside the curved podium on the subject development site. This will result in a wedge-shaped unusable space that could potentially be unsafe for pedestrians at night time.*
- *This interface could be better designed by integrating the two open spaces and introducing exceptional quality of landscaping visible from the public realm.*
- *The Advisory Consultants commended the design and materials integration of the tower and podium components. However, they emphasised on the need to address essential matters, including the followings:*
 - *Lowering the podium height along the sides, especially along the side and rear boundaries that adjoining other properties;*
 - *Incorporating an architecture feature that addresses the street corner of Mill Point Road and Ferry Street.*
 - *Addressing the shortfall of non-residential car parking bays with a possible location, being the basement;*
 - *The proposed floor to floor heights of 2.7 metres for non-residential uses is insufficient. In order to produce a building of architectural design quality, as required by one of the performance criteria, a floor to floor height of more than 3.0 metres is appropriate.*
- *Other matters that were identified in the 27 October 2015 meeting notes, including composite elevations / perspective views; overshadowing diagrams and public art; need to be adequately addressed.*

Engineering Infrastructure Department

The application was referred to the City's Engineering Infrastructure department for comment. This department provided comments in relation to traffic assessment, car parking layout, access, stormwater design, waste management, dewatering management, construction management and crossovers.

Based on amended Transport Assessment Report dated 19 January 2016 which was submitted to the City on 29 February 2016, the Engineering Department did not have sufficient time to seek response from independent Traffic Consultant for peer review. However, the Manager of Engineering Infrastructure commented that it is impossible to comment on the amended Traffic Assessment Report as it continues to maintain an erroneous base and has not addressed the impact on the northern portion of Mill Point Road intersection. There is no modelling completed to date on the combined impact all of the developments will have on the efficiency of the intersections.

Details of the department's comments are contained in **Attachment 4 and 4a**.

Environmental Health Services Department

The application was referred to the City's Environmental Health Services department for comment. This department provided comments in relation to car park ventilation, waste management, the bin enclosure and noise.

This department's comments are contained in **Attachment 5**.

The matters raised by the department can be resolved through the implementation of appropriate conditions should DAP chooses to approve this application.

Department of Parks and Wildlife, Rivers and Estuaries Division (on behalf of the Swan River Trust)

The application was referred to the Department of Parks and Wildlife, Rivers and Estuaries Division, as the proposal is likely to affect the Swan River Trust Management Area, noting the site's close proximity to the Swan River and potential ground water impacts from the proposed construction. The Department of Parks and Wildlife, Rivers and Estuaries Division has provided comments on stormwater being contained on site.

The supplied comments do not object to the proposal, though further documentation for dewatering is necessary if the plans are amended to include basement levels which require excavation.

The Department of Parks and Wildlife, Rivers and Estuaries Division comments are contained in **Attachment 6**.

Conditions and advice notes can be recommended in line with the Department of Parks and Wildlife, Rivers and Estuaries Division's comments should DAP chooses to approve this application.

Planning assessment:

The proposed development is considered to be generally compliant with the provisions of Town Planning Scheme No. 6 (TPS6), the Residential Design Codes (R-Codes) and Council policies where applicable. The following planning aspects have been assessed, and were found to be compliant with the relevant provisions:

- Podium Height: TPS6 Schedule 9 Table A 4.
- Essential Facilities: TPS6 Schedule 9 Table A 3.6 and R-Codes cl. 6.4.6.
- Side and Rear Setbacks: TPS6 Schedule 9 Table A 7.1 and R-Codes Table 5
- Canopies: TPS6 Schedule 9 Table A 9.1.
- Vehicular Crossovers: TPS6 Schedule 9 Table A 10, R-Codes cl. 6.2.3 and Policy P350.07.
- Parking: TPS6 Schedule 9 Table A 8.
- Driveway Gradient: TPS6 cl. 6.10(2).
- Landscape and Outdoor Living Areas: TPS6 Schedule 9 Table A 11 and R-Codes cl. 6.3.1.
- Heritage: TPS6 Schedule 9 Table A 12
- Designing Out Crime: TPS6 Schedule 9 Table A 14.
- Road and Rail Transport Noise: TPS6 Schedule 9 Table A 15
- Stormwater Management: TPS6 cl. 6.8(2).
- Maximum Ground and Floor Levels: TPS6 cl. 6.10(1) and (3).
- Developer Contribution for Public Art: Policy P316.
- Sustainable Design: Policy P350.01.

The following matters, which require the exercise of discretion, are considered acceptable subject to the recommended conditions and are discussed further below:

- Land Use and Ground Floor Uses: TPS6 Schedule 9 Table A 1-2
- Relationship to the Street: TPS6 Schedule 9 Table A 6.1-6.6.
- Dimensions of Car Parking Bays and Accessways: TPS6 cl. 6.3(8) and Schedule 5.
- Minimum Floor Levels: TPS6 cl. 6.9(2) and (3).
- Canopies: TPS6 Schedule 9 Table A 9.1.

The following matters, which require the exercise of discretion, are considered unacceptable and are discussed further below:

- Plot Ratio and Land Use Proportions: TPS6 Schedule 9 Table A 3.1-3.4, 13 and Table B.
 - 5.18 total plot ratio.
 - 1.0 non-residential plot ratio (4759m²).
 - 4.18 residential plot ratio (19865m²).
- Building Height: TPS6 Schedule 9 Table A 5.1 and cl. 6.1A
- Dwelling Size: TPS6 Schedule 9 Table A 3.5 and R-Codes cl. 6.4.3.

Applicable Scheme Provisions within Special Control Area 1

TPS6 Schedule 9 was gazetted on 18 January 2013, applicable to any comprehensive new developments within Special Control Area 1, including the development site. Schedule 2 clause 67(b) of the Regulations requires the local government and DAP to have due regard to any proposed local planning scheme or amendment that has been advertised under the Regulations or any other proposed planning instrument that the local government is seriously considering adopting or approving.

Amendment No. 46 to TPS6 proposed to rectify anomalies and ambiguities in Schedule 9 by replacing the current provisions with proposed Schedule 9A. Amendment No. 46 was first endorsed by Council for public advertising on 28 October 2014, with advertising undertaken in early 2015. In response to submissions

and recent planning approvals, Council sought to further modify proposed Schedule 9A.

The modified Amendment No. 46 included major changes and so was endorsed by Council for further public advertising on 27 October 2015, with the amendment advertised and the public submission period commencing on 4 November 2015 and concluded on 5 February 2016.

The City has to have due regard to the 27 October 2015 version of Amendment No. 46 that has been advertised and concluded. The City has obtained legal advice in relation to having due regard to proposed Amendment No. 46. In summary, this advice provided the following guidance:

- (a) The extent to which the application is consistent with the planning objective or planning approach reflected in the scheme amendment.
- (b) The weight to be given to point (a):
 - (1) The degree to which the amendment addresses the specific development application.
 - (2) The degree to which the amendment is based on sound town planning principles.
 - (3) The degree to which its ultimate approval could be regarded as "certain".
 - (4) The degree to which its ultimate approval could be regarded as "imminent".

Hence, the DAP is required to have due regard to this Scheme Amendment in considering this planning application. However, variations to the gazetted Schedule 9 can only be considered where discretion is currently available in Schedule 9.

Compliant Elements

The City has identified that the proposal is compliant without the exercise of discretion for some of the planning provisions. Proposed Amendment No. 46 does not propose any substantial modifications to these provisions. Accordingly, the assessments of these provisions are not discussed further.

Land Use

TPS6 Schedule 9 Table A clauses 1 and 2 specifies 'Preferred' and 'Discretionary' land uses for each of the sub-precincts. The development proposes the land use of Mixed Development, incorporating Café/Restaurant, Offices and Health and Function Centre in the podium and Multiple Dwellings in the tower element.

The proposed land uses are 'Preferred' land uses for the Mends Sub-Precinct in TPS6 Schedule 9 and proposed Schedule 9A. The Health centre consists of gymnasium and day spa. The applicant has further information from Strata Management Company stating that the gym will be available for the residents, free of charge. However, an annual membership fee will be required for both commercial tenancies and their employees working from within the building and for the public. In addition to the gym membership fees that will be generated, there will be up to 4 to 5 personal training licenses that will be tendered. The personal trainers will have the ability to service the existing residents and other exclusive members of the gym and

will be able to utilise the designated yoga area within the gym. The intention of the day spa is to service both the occupiers of the building and the public.

The Function rooms and Presentation suites will be available for lease to both the occupiers of the building and the public. There will be a variance in the hourly rate charged between the occupiers of the building and the public. The booking page is accessible to the occupiers and the public at Strata Management Company website, with online credit card facilities to pay for the bookings.

The City considers that all of the proposed land uses including the Health and Function Centre are considered as commercial based activities which are consistent with the relevant Guidance Statements in contributing towards consolidation of the South Perth Station Precinct as an employment destination.

The proposed land use is therefore considered to be consistent with the guidance statement and as such is supported by the City.

Relationship to the Street

TPS6 Schedule 9 Table A clause 6 specifies required street setbacks and the design of the ground floor facades of the building. Proposed Schedule 9A, renumbered to Clause 7, maintains a similar intent as the gazetted provisions.

The proposed development is seeking variation to the required nil setback to the street for the podium in lieu of proposed 4.0 metres setback from Mill Point Road street boundary. The remaining of the podium is also setback 4.0 metres from the Ferry Street boundary which is consistent with the Clause 7.

The variation can be permitted where the development is consistent with / meets the intent of the relevant Guidance Statements.

The Restaurant alfresco area is set back 1.7 metres from the Mill Point Road frontage while its restaurant and café are set back at least 5.7 metres further from the street boundary. The applicant submitted that the reason for the setback is to protect and retain trees as required under City's Policy P350.5 – Trees on Development Sites and Street Verges, which is considered to be a better outcome and appropriate for the locality.

The City considers the five existing mature trees in road reserves are an essential part of the streetscape providing aesthetic appeal as well as the environmental benefits. Based on City's Environment evaluation, the amenity value of these trees being over \$1,150,000 are considered to be highly valuable community and City assets which are worthy to be retained.

The proposed ground floor use and location of Restaurant, Alfresco dining and Café are considered to maximise the active street frontage and maintain the continuity of the street edge while providing public entrance directly accessible from the street. The proposed curved podium interface with the recently submitted development proposal angular podium of lot facing Mill Point Road that forms a part of portion of 5 & 7 Harper Terrace is well integrated and maintains the required street edge.

Accordingly, the City considers that the building's relationship to the street is compliant.

Minimum Dimensions of Car Parking Bays and Accessways

TPS6 clause 6.3(8), which refers to the Australian Standard AS2890.1, specifies minimum dimensions for car parking bays and accessways. The Australian Standard requires a minimum 5.4 metres depth, minimum 2.4 metres width for the residential and non-residential staff (User Class 1A), minimum 2.6 metres width for the short term parking such as the visitor bays for non-residential uses (User Class 3), a minimum 5.8 metres accessway depth for the basement and first floor levels (User Class 1A) and a minimum 6.2 metres accessway depth for the ground floor level (User Class 3).

The table below lists the proposed allocation of car bays.

Car Parking Calculation (TPS6 Schedule 9 Table A clause 8.1)				
Use	Value	Rate	Required	Proposed
Residential	163 dwellings	1 per dwelling	163 (163.00)	341
Residential Visitors	163 dwellings	1 per 6 dwellings	28 (27.17)	28
Non-Residential	4759m ² GFA	1 per 50m ² GFA 10% marked for visitors	96 (95.18) 10 marked for visitors	96 10 marked for visitors
Other	-	-	0	0
Total			287 bays	464 bays

The number of bays and visitor bays is compliant with Scheme requirements.

Some of the proposed commercial and residential cars parking bays do not comply with the minimum dimensions required by the Australian Standard as the proposed bay width is 2.3 metres by 5.0 metres depth. Meanwhile, the tandem bays overall length of 10.5 metres (each have a depth of 5.25 metres), less than the required minimum 5.5 metres depth. Additionally, the proposed 5.8 metre accessway width is less than the required minimum 6.0 metres based upon 90 degree bays with a 2.5 metres bay width. Discretion to permit variations could be exercised, in accordance with TPS6 clause 7.8.

The City's Engineering Infrastructure Services commented that the tandem bay length of 10.5 metres is considered adequate and the undersize bays at nominally 5.0 metres can be accepted as "Small Car Bays". The Australian Standard AS2890.1 outlines small bay as 2.3 metres by 5.0 metres. The undersize bays shall be clearly marked as "Small Car Bay Only".

As a result of the above, the proposed variations are considered to pose no substantial detrimental impact to the proposed development and the proposed dimensions are supported.

Minimum Floor Levels

TPS6 clause 6.9(2) specifies a minimum floor level of 2.3 metres above Australian Height Datum for habitable rooms and 1.75 metres above Australian Height Datum for non-habitable rooms and car parking. The ground level, consisting of Restaurant and Cafe, is proposed to be built a floor level of 1.90 metres below Australian Height Datum, 0.4 metres below the minimum level. All other levels of the proposed building are built at or above the minimum levels.

The proposed ground floor level can be approved, if the development meets the requirements of TPS6 clause 6.9(3), addressing subsoil water seepage, adequate water proofing and 100 year flood levels.

Canopies

TPS6 Schedule 9 Table A clause 9 specifies a requirement to provide a canopy with a minimum projection depth of 2.5 metres over the street footpath, where a building abuts the street boundary.

The development provides a curved canopy projecting depth of 2.5 metres from the building for most the entire street frontage, excluding a minor portion of building near the entrance to the proposed Cafe tenancy on Mill Point Road as well as the southern end of the podium. Accordingly, the proposal is required to be modified to comply with this Element of the Scheme.

Plot Ratio and Land Use Proportions

TPS6 Schedule 9 Table A clause 3 specifies minimum non-residential and maximum residential plot ratio. The minimum permitted 1.0 (4755m²) non-residential plot ratio in Schedule 9 is provided (4759m² / 1.0 proposed). The residential plot ratio of 4.18 (19865m²) exceeds the maximum 1.5 plot ratio prescribed by Schedule 9 Table A. However, as the site is located within the Special Design Area, a higher plot ratio is permitted if the development is consistent with the applicable Guidance Statements and meets all of the relevant Performance Criteria in Schedule 9 Table B.

In relation to the Schedule 9 Table B Performance Criteria, supportive comments have been received from the City's Design Advisory Consultants on the design quality of the development. Meanwhile, the applicant has submitted documentation addressing the overshadowing, vehicle management and community benefits criteria.

Special Design Area (TPS6 Schedule 9 Table B)	
Design Consideration/ Performance Criteria	Comments
Minimum lot area and frontage – The development site is to have a minimum area of 1700m ² and a minimum lot frontage of 25 metres unless otherwise approved by the Council as a minor variation.	The site has a total land area of 4755m ² and greater than 25 metre street frontages to Mill Point Road and Ferry Street. <i>Criterion Satisfied</i>
Design Quality – The proposed development is of an exceptional architectural design quality as determined by Council.	The Design Advisory Consultants consider that the proposed development meets this requirement. Proposed Amendment No. 46 expands this criterion, listing points to consider in arriving at an opinion. The City notes the following: (a) The podium façade is seen to provide a high quality presentation, dominated by a Café/Restaurant tenancy open during

	<p>daytime and night time hours.</p> <p>(b) The visual presentation of the tower is seen to pose a positive contribution to the locality.</p> <p>(c) The materials and finishes identified on the submitted drawings are seen to make a beneficial contribution to the overall design quality.</p> <p>The proposed building is considered to meet this criterion.</p> <p><i>Criterion Satisfied</i></p>
<p>Overshadowing – The proposed development has been designed with regard for solar access for neighbouring properties taking into account ground floor outdoor living areas, major openings to habitable rooms, solar collectors and balconies.</p>	<p>The applicant has supplied an overshadowing diagram, based upon 12 noon on 21 June (winter solstice). At this time, the shadow is cast over parts of nearby residential and commercial buildings on Mill Point Road, Bowman Street, and Labouchere Road.</p> <p>The equivalent provision in Proposed Amendment No. 46 only restricts the portion of the building above the Building Height Limit, to overshadowing an adjoining property by up to 80 per cent of its site area. The current proposal is compliant with this proposed provision, as the additional height does not result in the additional shadow cast causing more than 80% overshadowing overall.</p> <p>19 Bowman Street has an extensive garden and outdoor living area on the north western side of the Multiple Dwellings which remain unaffected by shadow from this building at most times. 23 Bowman Street is observed to have no north facing ground level outdoor living area affected by the overshadowing.</p> <p><i>Criterion Satisfied</i></p>
<p>Dwelling Density and Type – Residential development must have a minimum residential density of 100 dwellings per gross hectare or provide a minimum of 20% single bedroom dwellings (rounded up to the next whole number of dwellings).</p>	<p>Over 100 dwellings per hectare proposed.</p> <p><i>Criterion Satisfied</i></p>
<p>Vehicle Management – The applicant shall submit a traffic engineer's impact assessment report confirming that additional traffic and on-</p>	<p>The City's Engineering Infrastructure commented that the amended Traffic Assessment Report continues to maintain an erroneous base and has not addressed the impact on the northern portion of Mill Point Road intersection. There is no</p>

<p>street parking demand resulting from the additional floor space produced by the variation of Elements 3 and 5 does not cause an unacceptable impact on the surrounding street network.</p>	<p>modelling completed to date on the combined impact all of the developments will have on the efficiency of the intersections.</p> <p>The additional development from the residential component above its prescribed 1.5 plot ratio maximum, being approximately 88 dwellings or the component above the 25 metre height limit, being 163 dwellings, is seen to pose an unacceptable impact on the surrounding street network.</p> <p><i>Criterion Not Satisfied</i></p>
<p>Car Parking –</p> <p>(a) The development site shall not have car parking bays at the ground level within 10 metres of a road frontage, unless allowed by Council.</p> <p>(b) At least 60% of the primary street frontage is to be an active street frontage.</p>	<p>The site has 6 visitor car parking within 10 metres of the Ferry Street boundary. Proposed Amendment No. 46 does not contain a similar restriction. In this instance, the proposed development is seen to not conflict with the Guidance Statements for 'Relationship to the street', hence a variation to allow the visitor car parking within 10 metres of the street frontage, is supported.</p> <p>The Ferry Street frontage functions as the primary pedestrian entrance. The provision of the Café/Restaurant tenancy is observed to provide at least 60% primary street activation along Mill Point Road.</p> <p><i>Criterion Satisfied</i></p>
<p>Additional Community Benefits –</p> <p>The proposed development provides a community benefit above and beyond a development complying with the requirements of Table A, by meeting at least 3 of the following 7 criteria:</p> <p>(a) High quality active street frontages, street art, furniture and landscape features.</p> <p>(b) Landscaped spaces and/or other facilities accessible to the public such as gym equipment and public art.</p> <p>(c) A range of dwelling sizes and costs.</p> <p>(d) Improvements to pedestrian networks and public</p>	<p>The applicant has provided amended concept landscaping plans and perspective plans showing the active street frontages and landscaping.</p> <p>The applicant is of the opinion that the minimum 3 criteria required to be met has been achieved, specifically criteria (a), (b), (c), (d) and (f)</p> <p>The City agrees that other criteria, being (c) has not been met. While the proposed development provides a minimum of 40 percent of two bedroom dwelling, the proposal does not include any one bedroom dwellings. Accordingly, it is considered that the proposed development does not provide diverse dwelling size and housing choice for the prospective purchasers.</p> <p>The proposal includes the building's street frontage being predominately the ground floor Café/Restaurant tenancy, the provision of public art on the building's façade and a landscaped</p>

<p>security.</p> <p>(e) Provision of view corridors and/or mid-winter sunlight to adjacent land/buildings.</p> <p>(f) Community, communal and/or commercial meeting facilities.</p> <p>(g) Car parks for public use beyond the users of the building.</p>	<p>strip within the street reservation abutting the property boundary.</p> <p><i>4 of the 7 criteria provided.</i></p> <p><i>Criterion Satisfied</i></p>
<p>Resource Efficiency –</p> <p>The proposed development exceeds the requirements of the Building Code of Australia with respect to optimizing solar access to the proposed development and adjoining sites; maximizing energy efficiency; use of passive cooling techniques and cross-ventilation opportunities; and conserving water.</p>	<p>The applicant has been provided detailed descriptions of ecologically sustainable design features incorporated into the proposed development. The development will be able to achieve or exceed a 4 Star Green Star rating (Best Practice).</p> <p>The City notes that the development especially the elliptical shaped residential tower orientation optimises its northern aspect for natural light, with the main residential living areas positioned on the northern side of the building. The north-south orientation of each dwelling enables the utilisation of cross ventilation.</p> <p>The equivalent provision in proposed Amendment No. 46 replaces the greater than Building Code requirement with a requirement for the building to achieve a 5 star Green Star rating or equivalent (Australian Excellence).</p> <p>The City is satisfied that if the proposed development meets the 4 Star Green Star rating, as currently required by Council Policy P350.01, it will also exceed the minimum Building Code of Australia requirement.</p> <p><i>Criterion satisfied</i></p>

Based on the above, the City considers that all of the above Performance Criteria have not been met and that discretion to permit a residential plot ratio greater than 1.5 is unable to be exercised. Hence, the proposed residential plot ratio of 4.18 residential plot ratio (19865m²) is not compliant with Schedule 9 Table A clause 3.4 of Town Planning Scheme No. 6.

Additionally, the recent Supreme Court of Western Australia ruling between Nairn -V- Metro-Central Joint Development Assessment Panel [2016] WASC 56 dated 26 February 2016 has concluded that *“in order to vary the requirements of Element 3 in relation to plot ratio and building height, it must be demonstrated to the satisfaction of the council.....that the development consists of predominantly non-residential uses before the discretion in development requirement 13.1 is enlivened.”*

In accordance with Clause 13.1 of Special Design Area of Schedule 9 states that:

“For sites within the Special Design Area comprising lots depicted on Plan 2 Special Design Area, the requirements of Element 3. ‘Plot Ratio and Land Use Proportions’ and Element 5 ‘Building Height’ of this Table A may be varied where it can be demonstrated to the satisfaction of the Council that the development:

- (a) is consistent with the Guidance Statements applicable to those Elements; and*
- (b) specifically meets all of the relevant Performance Criteria in Table B of this Schedule.”*

The Guidance Statements state that any comprehensive new development should consist of predominantly non-residential uses to ensure the precinct consolidates its role as an employment destination.

The residential plot ratio of 4.18 (19865m²) is four times greater than the non-residential plot ratio of 1.0 (4759m²). The proposed development comprises of 163 residential apartments with 6 commercial tenancies plus the Health and Function Centre. Apart from the café and restaurant located on the ground level, the commercial tenancies occupy five levels out of the 38-storey. Therefore, the City considers that the proposed new development is predominantly residential use which is inconsistent with the above guidance statement.

The non-residential plot ratio of 1.0 (4759m²) also does not meet the proposed minimum 1.5 plot ratio contained in Amendment No. 46. In relation to having due regard to this amendment, the City notes the following:

- (a) The proposed minimum 1.5 non-residential plot ratio is generally consistent with the objectives of the precinct and consolidating its role as an employment destination.
- (b)(1) The increase to the minimum non-residential plot ratio impacts this application.
- (b)(2) The minimum 1.5 plot ratio is implied to be the minimum commercial component for larger new Mixed Developments in the gazetted Schedule 9.
- (b)(3) The gazettal of a minimum 1.5 non-residential plot ratio is uncertain, as the Amendment has only recently completed advertising, objections are likely to be received from landowners seeking to redevelop their land, Council has not yet considered submissions and the WAPC recommendation and Minister’s final decision is unknown.
- (b)(4) The gazettal of Amendment No. 46 is not imminent, as its final approval is many months away.

While the final outcome of the scheme amendment is not certain and not imminent, the higher minimum non-residential plot ratio contained in Amendment No. 46 is consistent with previous planning documents prepared for the South Perth Station Precinct.

Based on the above and recent Supreme Court of Western Australia ruling, the City cannot support the non-residential plot ratio contained within the proposed development.

Building Height

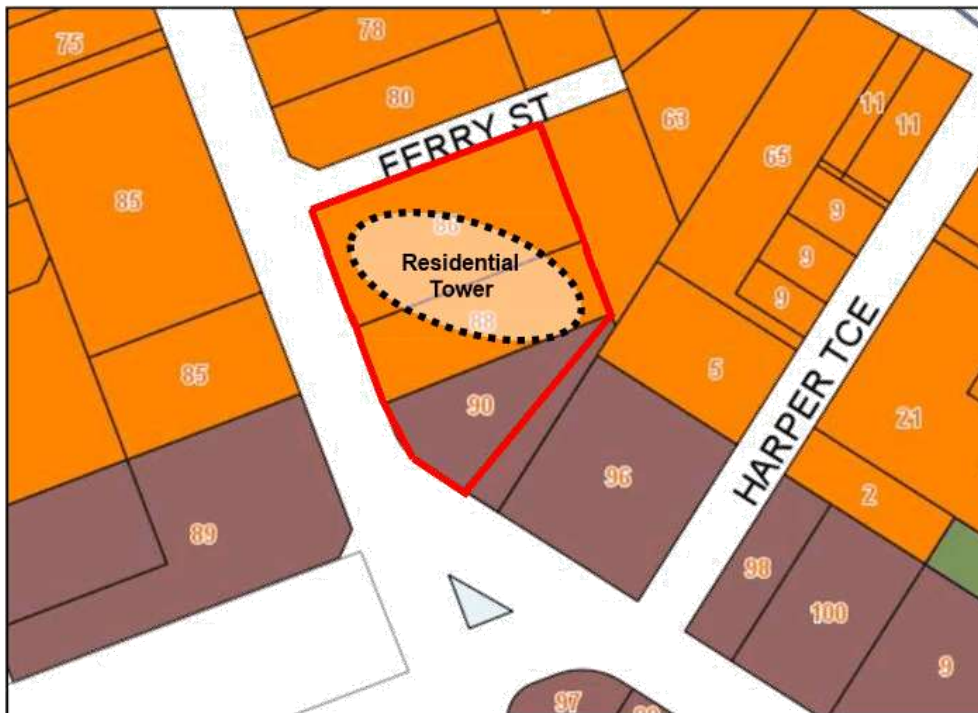
Under the provisions of Clause 5 of gazetted scheme, building heights are limited to the heights shown on the Building Height plan unless the site is located in the Special Design Area and meets the provisions of Table B.

The subject site which consist of 3 separate lots have the following Building Height limit as depicted in Schedule 9 – Plan 3 Building Heights below:

The Building Height limits applicable to the subject sites are detailed in table below.

Lot number / Address	Building Height Limit
Lot 2 (86) Mill Point Road	25 metres (Measured to the finished floor level of the upper-most storey)
Lot 15 (88) Mill Point Road	
Lot 16 (90) Mill Point Road	41 metres

The proposed residential tower is situated on Lot 2 (86) & Lot 15 (88) Mill Point Road which has building height limit of 25 metres (measured to the finished floor level of the upper-most storey) as depicted in Plan 3 below. The proposed overall tower height is measured as 135.8 metres and as such as a variation is being sought under the criteria of Table B.



Schedule 9 – Plan 3 Building Heights

Based on the above Schedule 9 Table B Performance Criteria, the proposed development has not demonstrated compliance with the Performance Criteria and therefore, discretion to permit a building height above 25 metres is unable to be

exercised. Hence, the proposed building height of 135.8 metres is not compliant with the Schedule 9 provisions.

In accordance with Clause 13.1 of Special Design Area of Schedule 9 states that:

*“For sites within the Special Design Area comprising lots depicted on Plan 2 Special Design Area, the requirements of Element 3. ‘Plot Ratio and Land Use Proportions’ and **Element 5 ‘Building Height’** of this Table A may be varied where it can be demonstrated to the satisfaction of the Council that the development:*

- (a) is consistent with the Guidance Statements applicable to those Elements;*
- and*
- (b) specifically meets all of the relevant Performance Criteria in Table B of this Schedule.”*

The Guidance Statements stated that any comprehensive new development should consist of predominantly non-residential uses to ensure the precinct consolidates its role as an employment destination. As discussed in Plot Ratio and Land Use Proportions section above, the City considers that the proposed new development is predominantly residential use which is inconsistent with the guidance statement.

Additionally, while the final outcome of the scheme amendment is not certain and not imminent, the City must consider the extent to which the application is consistent with the planning objective or planning approach reflected in the amendment. The proposed Schedule 9A (Amendment No. 46) would restrict the maximum permitted height limits to be 35.0, 40.0 or 55.0 metres, depending upon the number of ‘Design Consideration 8’ criteria met.

The proposed development only meets the minimum 5 out of 11 Design Considerations. Therefore, the maximum permissible building height is 35.0 metres and the proposed building being 131.8 metres high, measured to the highest finished floor level (135.8 metres high to the top of the building) significantly exceeds the permitted building height limit. The building height of 135.8 metres which is 3.9 times the prescribed maximum height of 35.0 metres is not seen to have due regard to the Amendment No. 46.

Dwelling Size

In accordance with Clause 6.4.3 of the R-Codes, development that contains more than 12 dwellings is to provide diversity in unit types and sizes as follows:

- *minimum 20 per cent one-bedroom dwellings, up to a maximum of 50 per cent of the development; and*
- *minimum of 40 per cent two-bedroom dwellings;*

The proposed development provides a range of dwelling sizes as follows:

- 47.9 percent (78) two-bedroom dwellings;
- 46.6 percent (76) three-bedroom dwellings; and
- 5.5 percent (9) four-bedroom dwellings.

While the proposed development provides a minimum of 40 percent of two bedroom dwelling, the proposal does not include any one bedroom dwellings. Accordingly, it is considered that the proposed development does not provide diverse dwelling size and housing choice for the prospective purchasers.

The justification provided by the applicant to support the proposed land use proportion does not adequately address the relevant Guidance Statement or Design Principles of the R-Codes P3. The applicant has not supplied adequate information to demonstrate that the building provides a diversity of dwelling sizes and number of bedrooms including Single Bedroom Dwelling and therefore is not supported by the City.

Council Recommendation:

The Council of the City of South Perth had not provided comments on this application at the time this Responsible Authority Report was lodged.

Conclusion:

The proposed development satisfies most of the town planning provisions applicable to this site. However, following the decision of the Supreme Court in the Case of Nairn & Anor v Metro-Central Joint Development Assessment Panel, the application is not considered to comply with land use proportions.

The construction of the proposed development also exceeds the maximum residential plot ratio as well as building height and the ability to exercise of discretion is not considered to be available. Additionally, the development does not provide any one bedroom dwelling as required under Clause 6.4.3 of the R-Codes which is not supported in the development's current form.

Accordingly, it is recommended by City officers that the proposed development should be refused.



**AERIAL VIEW FROM
NORTH WEST**

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

UAGELL



**VIEW LOOKING
SOUTH ALONG MILL
POINT ROAD**

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

UAGELL



**VIEW FROM SOUTH
PERTH FORESHORE**

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

UAGELL



**VIEW FROM MILL
POINT ROAD
INTERSECTION**

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

UAGELL



**VIEW AT CORNER OF
MILL POINT ROAD &
FERRY STREET**

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

LAGOCELL



FERRY STREET VIEW

Revision	Date	Client	Project Name	Drawing
1 Revised DA	19th Feb 2016	Zone Q	88 Mill Point Road	3D visualisation

UAGELL



ENTRANCE LOBBY

Revision
1 Revised DA

Date
19th Feb 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D visualisation

LAGOCELL

4-Bed Apartments	Penthouse Level 34/35	874
	Level 33	659
3/4-Bed Apartments	Level 32	706
	Level 31	706
3-Bed Apartments	Level 30	668
	Level 29	668
	Level 28	668
Amenities	Residents Club / Pool Deck Level 27	see below
3-Bed Apartments	Level 26	720
	Level 25	720
	Level 24	720
	Level 23	720
	Level 22	720
	Level 21	720
	Level 20	720
	Level 19	720
	Level 18	720
	Level 17	720
	Level 16	720
	Level 15	720
	Level 14	720
Level 13	720	
Level 12	720	
2-Bed Apartments	Level 11	686
	Level 10	686
	Level 09	686
	Level 08	686
	Level 07	686
	Level 06	686
Amenities	Health & Function Centre	see below
Residential Plot Ratio Area Total	Residential Plot Ratio Total	19,865

	Office	Restaurant & Deli/Bakery	Reception & Health & Lounge	Health & Fitness Centre		Non-Res Parking Provided	Parking Ratio
Podium Level Amenity				810	810	16	1 bay/50sq.m
Office Level 4	498				498	10	1 bay/50sq.m
Office Level 3	440				440	9	1 bay/50sq.m
Office Level 2	933				933	19	1 bay/50sq.m
Office Level 1	933				933	19	1 bay/50sq.m
Mezzanine							
Ground Floor (inc Amenity Reception)		937	208		1145	23	1 bay/50sq.m
Non-Residential Plot Ratio Area Total (min 4,757 required)	2,804	937	208	810	4,759	86 10	Commercial Bays Com. Visitor Bays

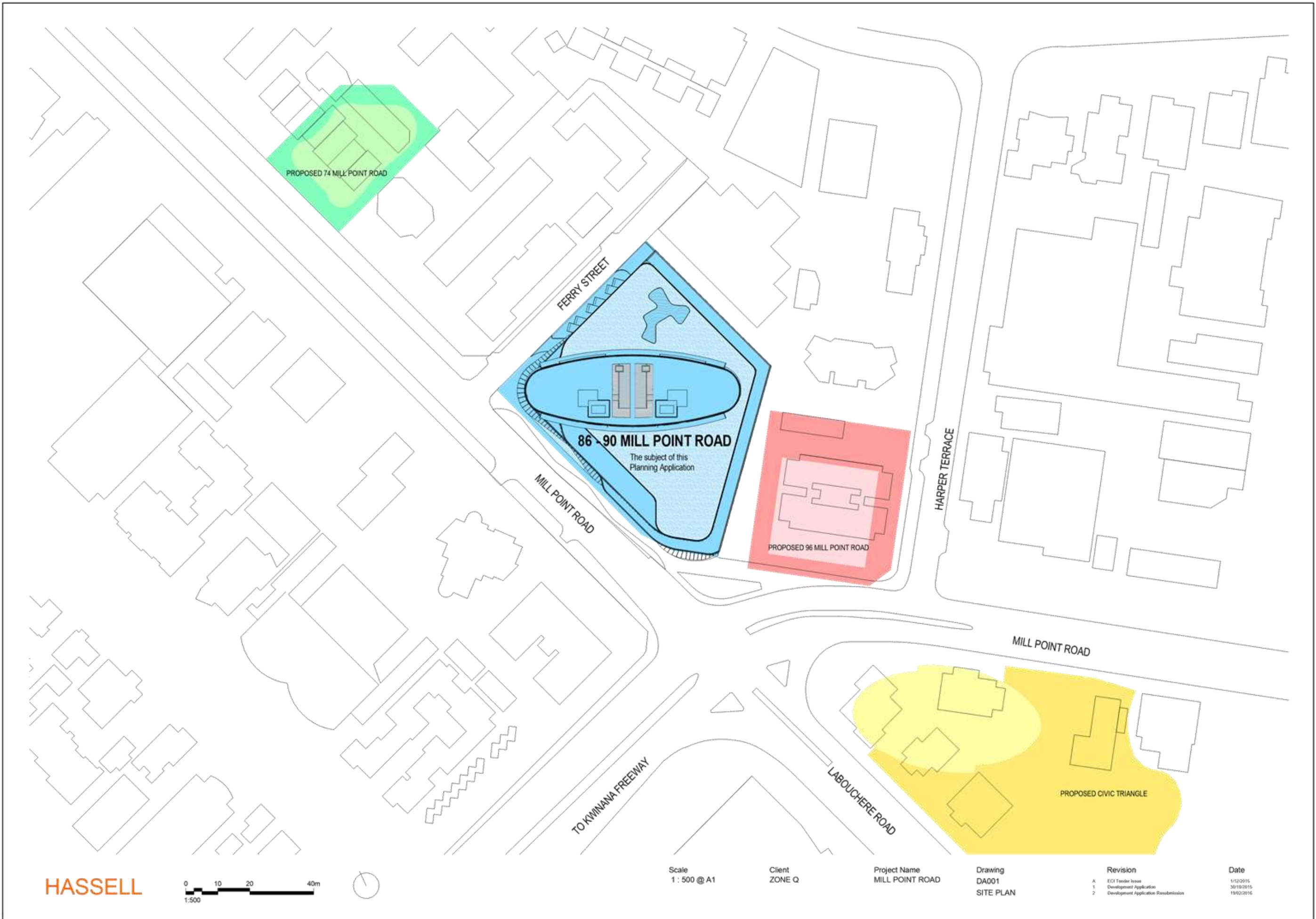
Health & Fitness Centre: Reception Lounge at ground level, Treatment Spaces, Juice Bar, Yoga & Pilates Studio, Gym, Outdoor Pool Meeting Rooms, Cinema/Presentation suite

- Notes:
- 1 - Residential Balconies are not included in the plot ratio area measured.
 - 2 - Commercial Health, Function Centre and Sky Lounge facilities area served by a reception at ground level.
 - 3 - 28 Residential visitors bays are provided @ 1 bay per 6 apartments (163 apartments)

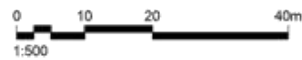
Mill Point Road Development Plot Ratio Floor Areas @ 1:1



26 February 2016



HASSELL



Scale
1: 500 @ A1

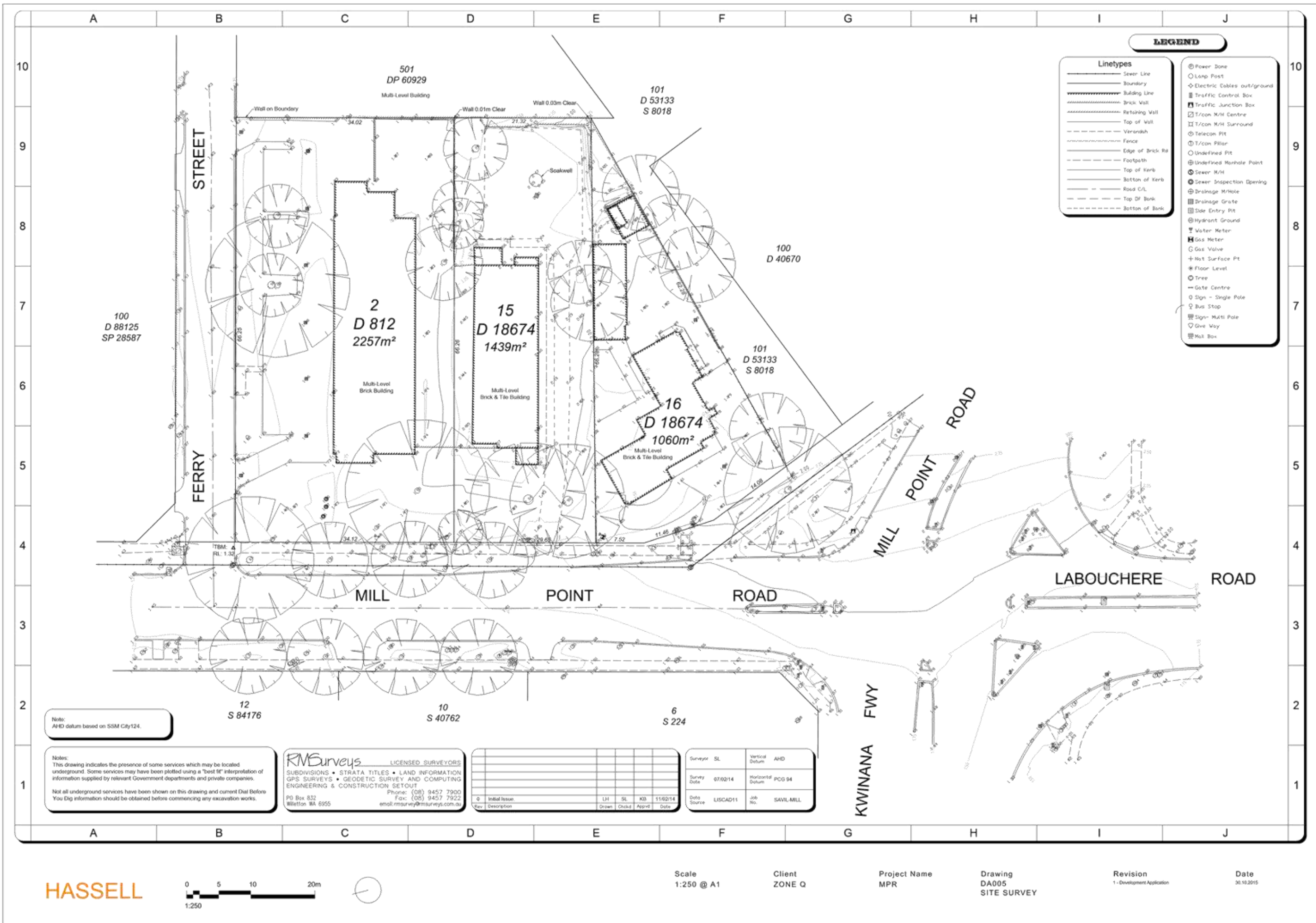
Client
ZONE Q

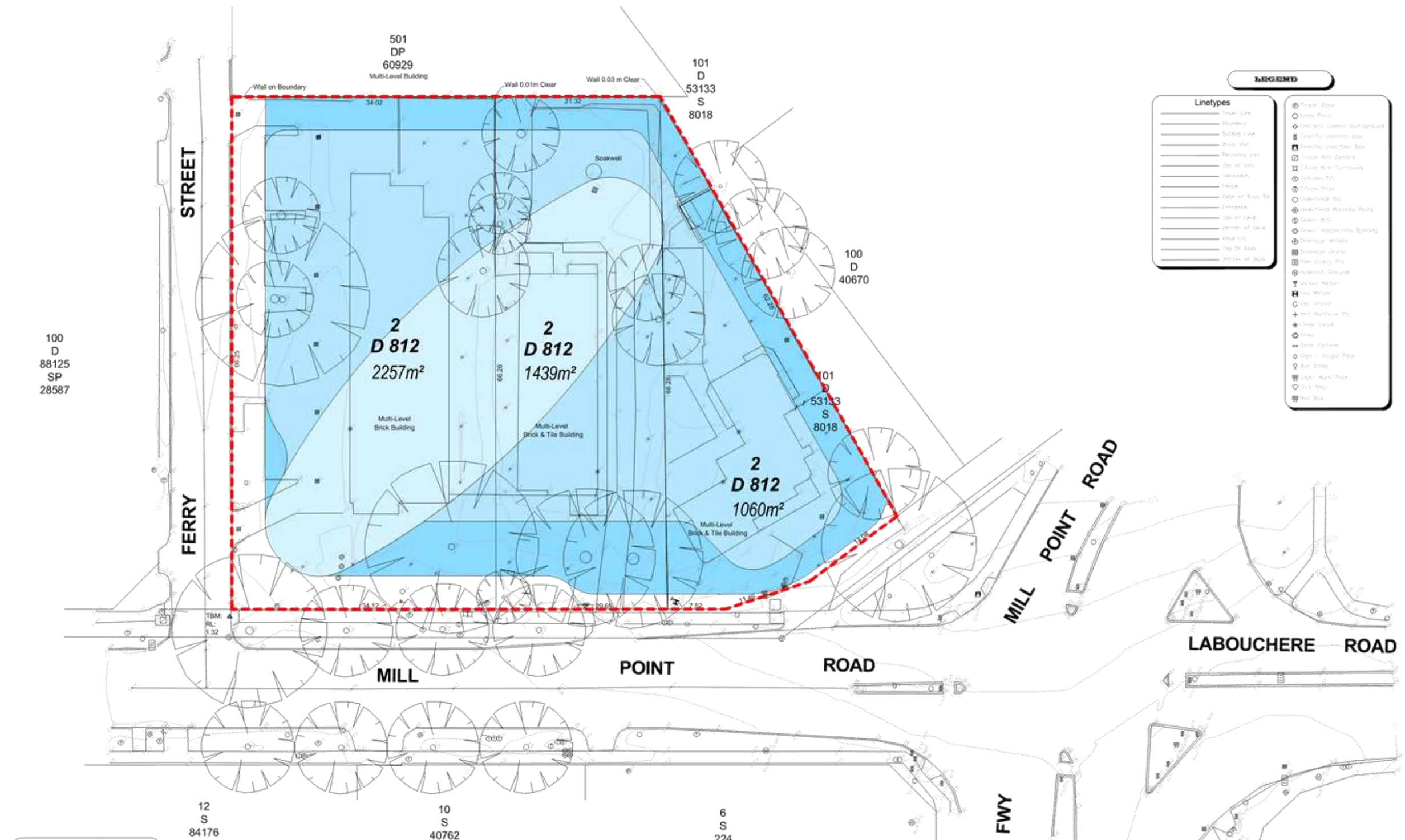
Project Name
MILL POINT ROAD

Drawing
DA001
SITE PLAN

Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

Date	
1/12/2015	
30/10/2015	
19/02/2016	





LEGEND

Linetypes	Symbol
--- Floor Line	○ Floor Hole
--- Boundary	○ Septic Pit
--- Building Line	⊕ Sewing Machine Outground
--- Brick Wall	⊕ Electric Meter Box
--- Excavation	⊕ Fire Alarm Box
--- Top of Wall	⊕ Glass Lift Device
--- Window	⊕ Glass Lift Device
--- Floor	⊕ Glass Lift Device
--- Edge of Book To	⊕ Glass Lift Device
--- Entrance	⊕ Glass Lift Device
--- Top of Wall	⊕ Glass Lift Device
--- Bottom of Wall	⊕ Glass Lift Device
--- Roof CL	⊕ Glass Lift Device
--- Top of Deck	⊕ Glass Lift Device
--- Bottom of Deck	⊕ Glass Lift Device

Note:
AHD datum based on SSM City124.

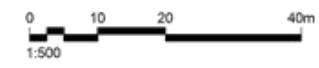
Notes:
This drawing indicates the presence of some services which may be located underground. Some services may have been plotted using a "best fit" interpretation of information supplied by relevant Government departments and private companies.
Not all underground services have been shown on this drawing and current Dial Before You Dig information should be obtained before commencing any excavation works.

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Fax: (08) 9467 7922
PO Box 632
Rockingham WA 6150

0	Initial Issue	LH	SL	KB	11/02/14
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Survey SL	Method Datum	AHD
07/02/14	Perth/AD	PCG 04
Job No.	Job No.	SAVIL-MLL

HASSELL



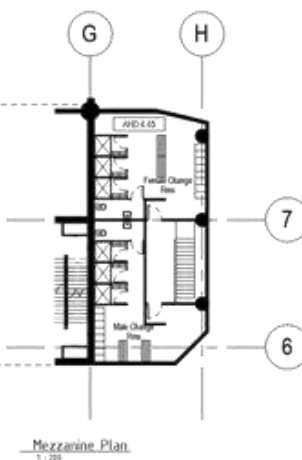
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Client ZONE Q
Project Name MILL POINT ROAD
Drawing DA006
SITE PLAN WITH PROPOSAL OVERLAID
Revision
1 Development Application
2 Development Application Resubmission
Date 30/10/2015 19/02/2016



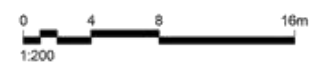
TOTAL CAR BAYS	= 36
COMMERCIAL (C)	= 19
COMM. VISITORS (CV)	= 10
RESI VISITORS (RV)	= 6
BICYCLE RACKS	= 80

Planning proposal for lot 101 Harper Terrace (built form shaded)

OFFICE / HEALTH CENTRE STAFF FACILITIES: End of Trip Showers & Lockers



HASSELL

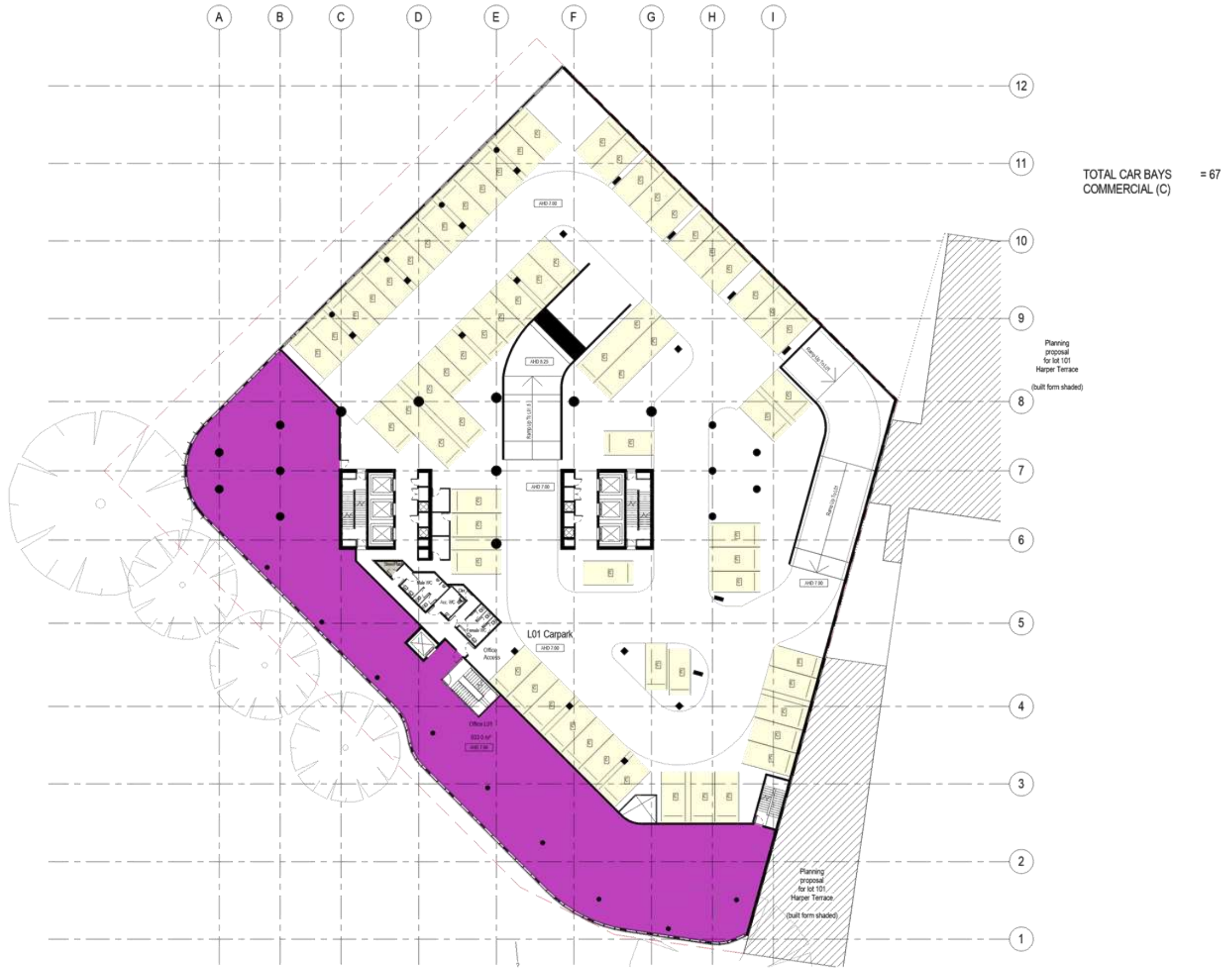


Client ZONE Q

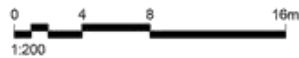
Project Name MILL POINT ROAD

Drawing DA101
L00-L00.1 GROUND & MEZZANINE

Revision	Date
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016
6 Development Application Resubmission	24/02/2016
7 Development Application Resubmission	26/02/2016



HASSELL



Scale
1 : 200 @ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA102
L01 OFFICE & CARPARK

Revision	Date
2 DA revisions	17/15/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016
6 Development Application Resubmission	26/02/2016

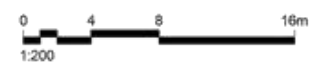


TOTAL CAR BAYS = 92
 RESIDENTIAL (R) = 70
 RESI VISITORS (RV) = 22
 RESIDENT STORES = 30

Planning proposal for lot 101 Harper Terrace (built form shaded)

Planning proposal for lot 101 Harper Terrace (built form shaded)

HASSELL



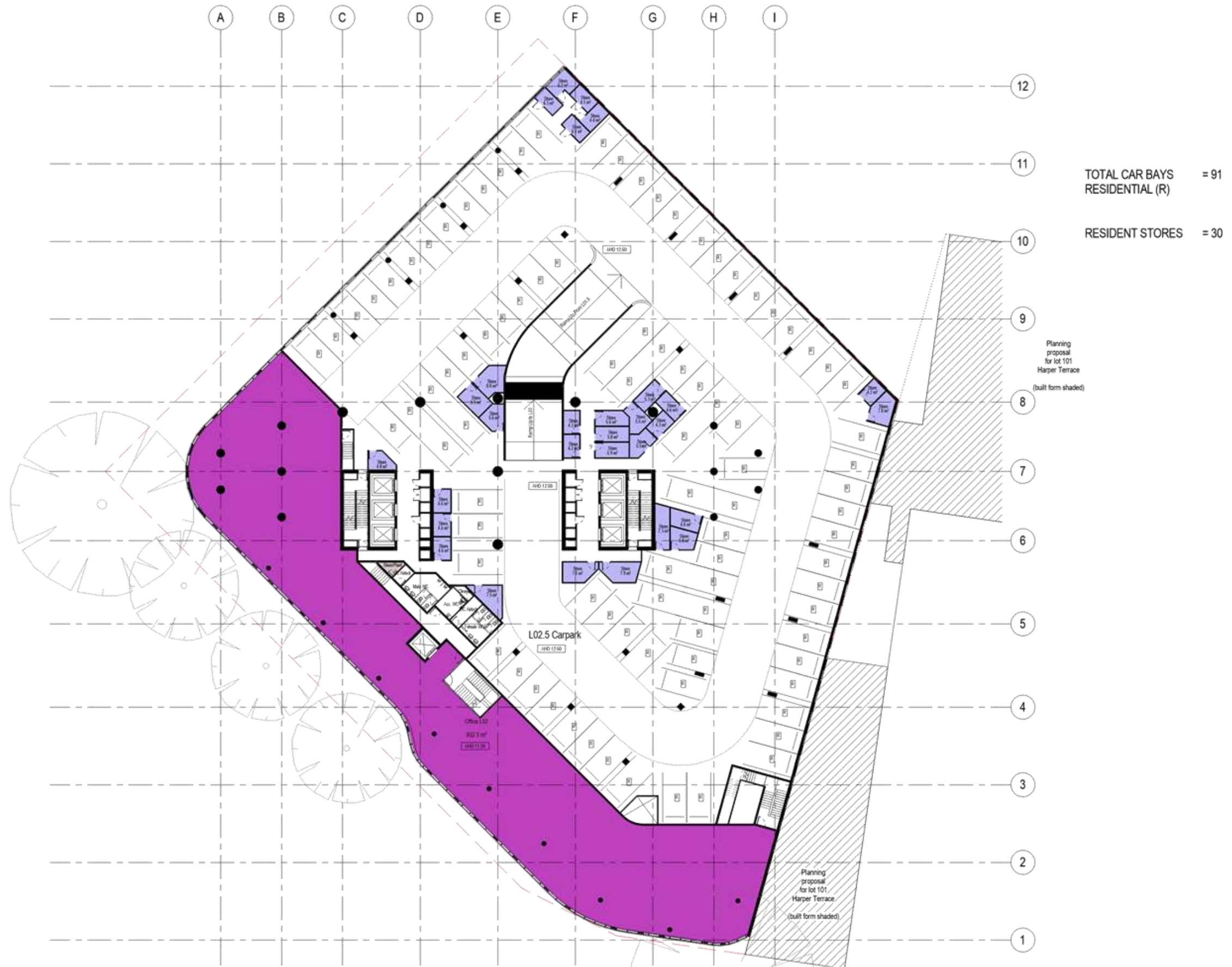
Scale 1:200 @ A1

Client ZONE Q

Project Name MILL POINT ROAD

Drawing DA103 L01.5 CARPARK

Revision	Date
1 Development Application	30/10/2015
2 DA revisions	13/11/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016



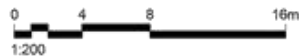
TOTAL CAR BAYS
RESIDENTIAL (R) = 91

RESIDENT STORES = 30

Planning
proposal
for lot 101
Harper Terrace
(built form shaded)

Planning
proposal
for lot 101
Harper Terrace
(built form shaded)

HASSELL



Scale
1 : 200 @ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA104
L02 OFFICE & L02.5 CARPARK

Revision	Date
1 Development Application	30/10/2015
2 DA revisions	13/11/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016



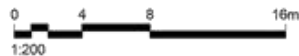
TOTAL CAR BAYS = 60
RESIDENTIAL (R)

RESIDENT STORES = 32

Planning proposal for lot 101 Harper Terrace (built form shaded)

Roof Level AHD 15.84
Planning proposal for lot 101 Harper Terrace (built form shaded)

HASSELL



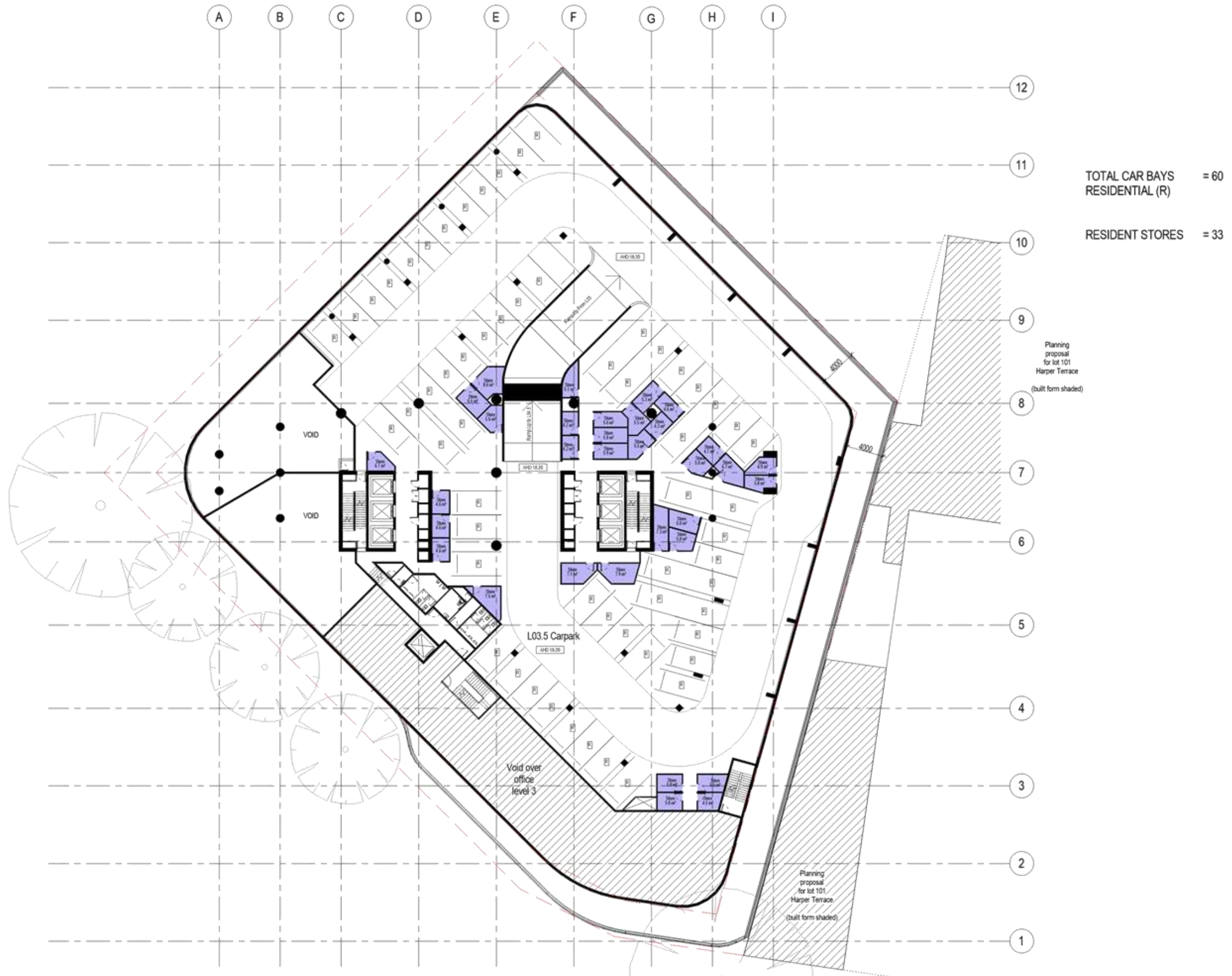
Scale 1 : 200 @ A1

Client ZONE Q

Project Name MILL POINT ROAD

Drawing DA105 L03 OFFICE & CARPARK

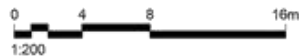
Revision	Date
1 Development Application	30/10/2015
2 DA revisions	13/11/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016



TOTAL CAR BAYS = 60
RESIDENTIAL (R)

RESIDENT STORES = 33

HASSELL



Scale
1 : 200 @ A1

Client
ZONE Q

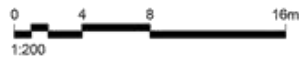
Project Name
MILL POINT ROAD

Drawing
DA106
L03.5 CARPARK

Revision	Date
1 Development Application	30/10/2015
2 DA revisions	13/11/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016



HASSELL



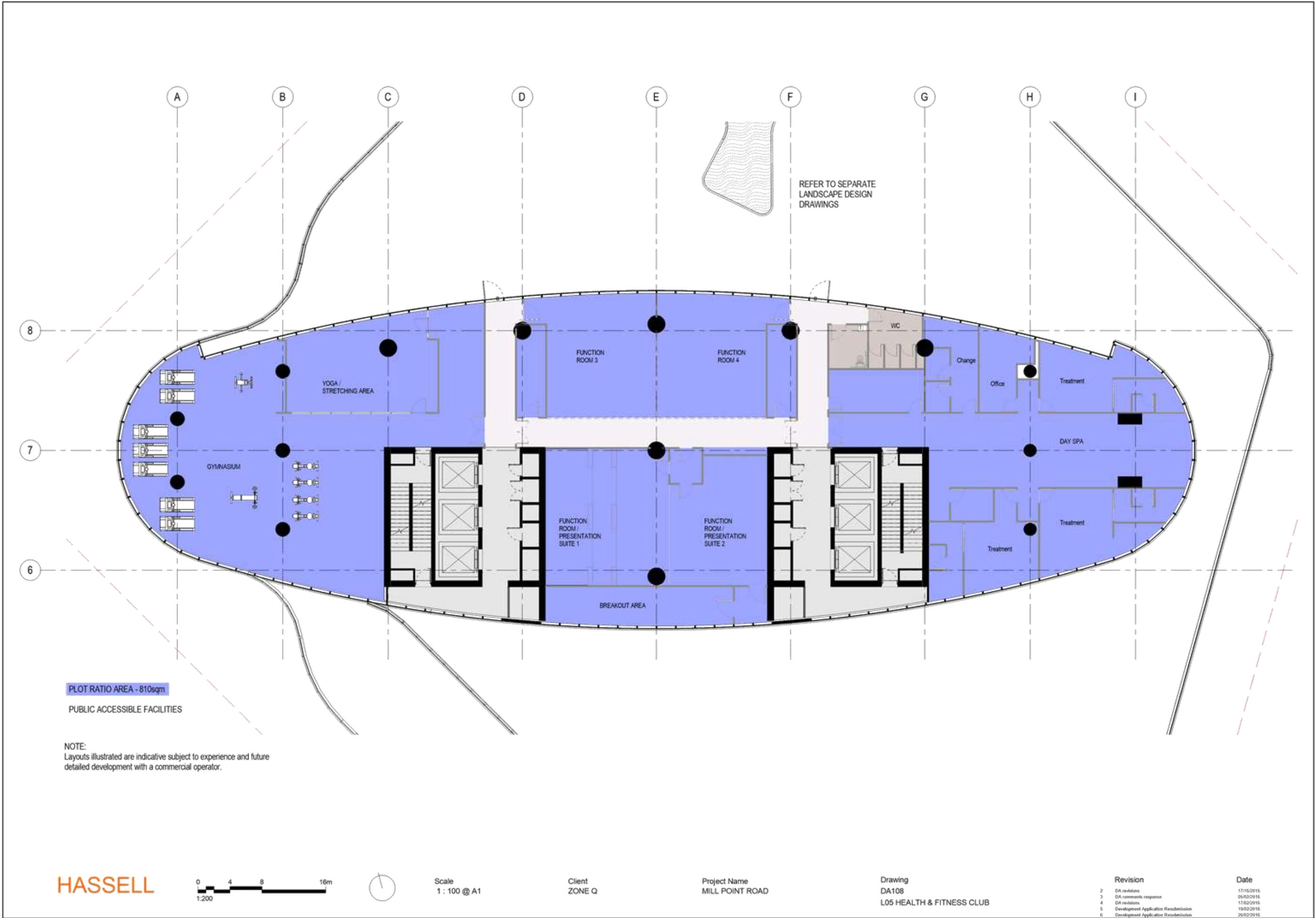
Scale
1 : 200 @ A1

Client
ZONE Q

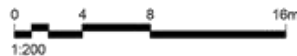
Project Name
MILL POINT ROAD

Drawing
DA107
L04 OFFICE & L04.5 CARPARK

Revision	Date
1 Development Application	30/10/2015
2 DA revisions	13/11/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016



HASSELL



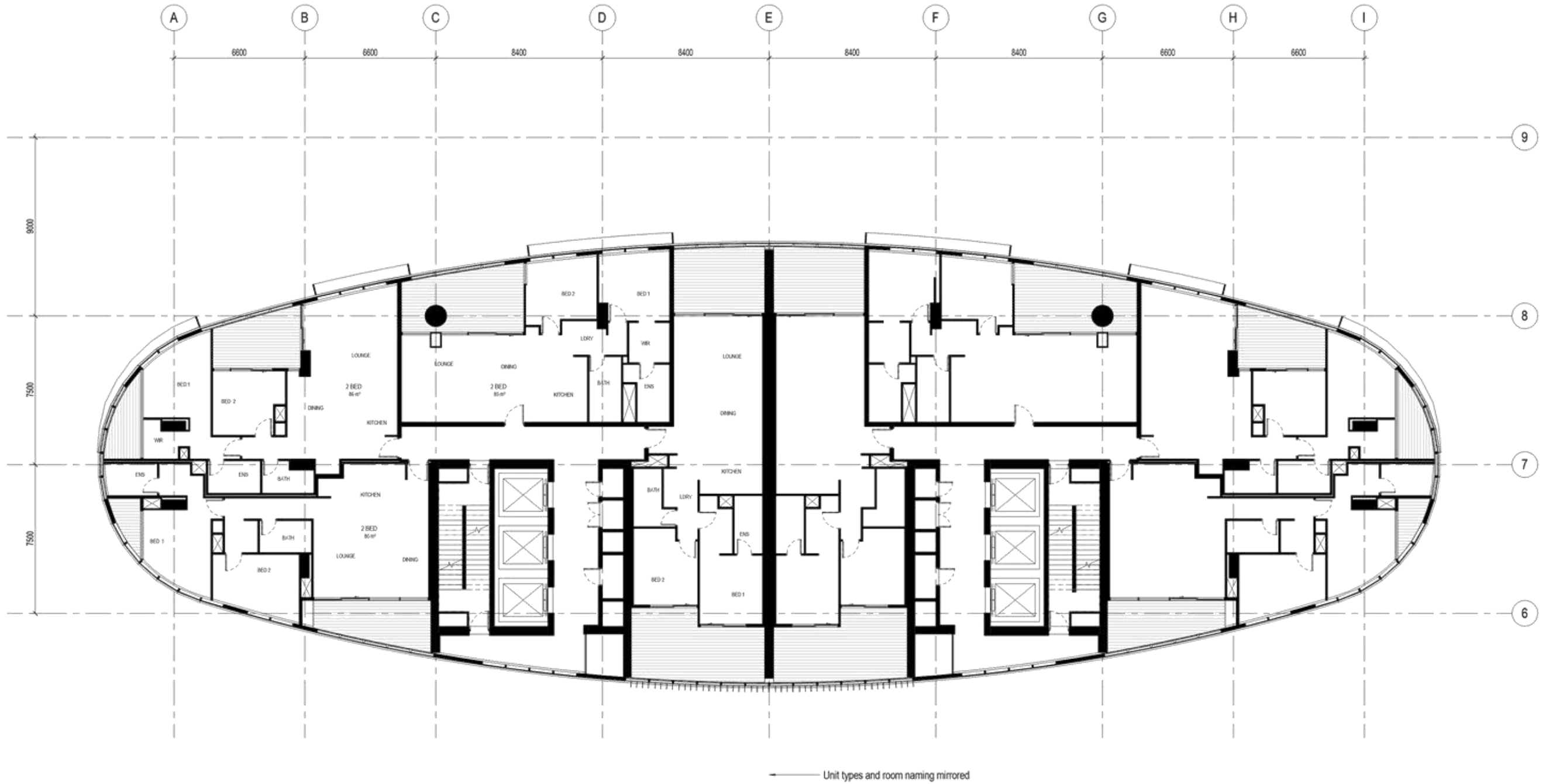
Scale
1: 100 @ A1

Client
ZONE Q

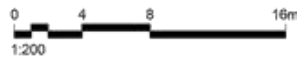
Project Name
MILL POINT ROAD

Drawing
DA108
L05 HEALTH & FITNESS CLUB

Revision	Date
2 DA revisions	17/15/2015
3 DA comments response	05/02/2016
4 DA revisions	17/02/2016
5 Development Application Resubmission	19/02/2016
6 Development Application Resubmission	26/02/2016



HASSELL



Scale
1: 100 @ A1

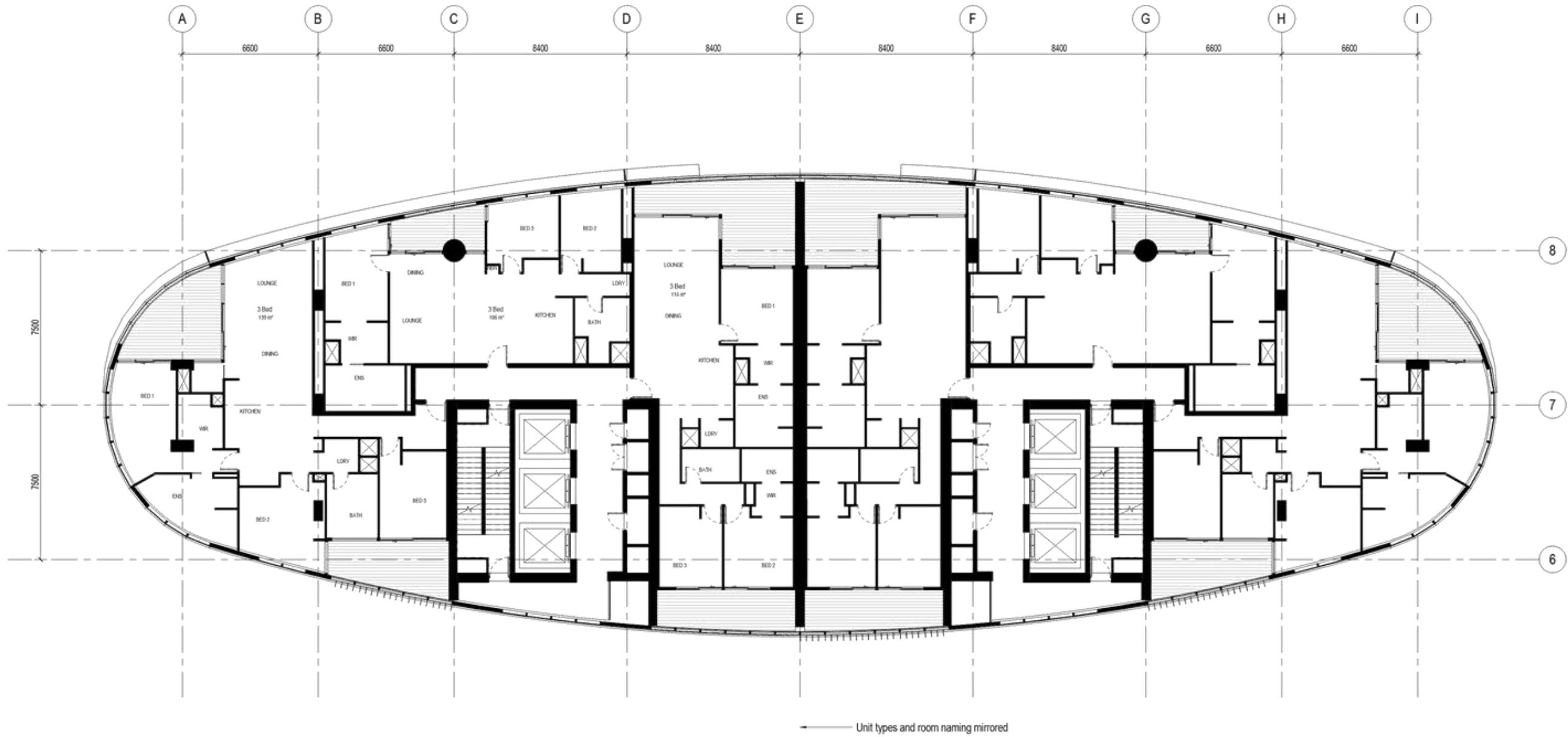
Client
ZONE Q

Project Name
MILL POINT ROAD

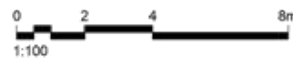
Drawing
DA109
L06-L11 CONFIG A (TYPICAL)

Revision	Date
A ECI Tender Issue	11/12/2015
1 Development Application	30/10/2016
2 Development Application Resubmission	19/02/2016

Date



HASSELL



Scale
1:100 @ A1

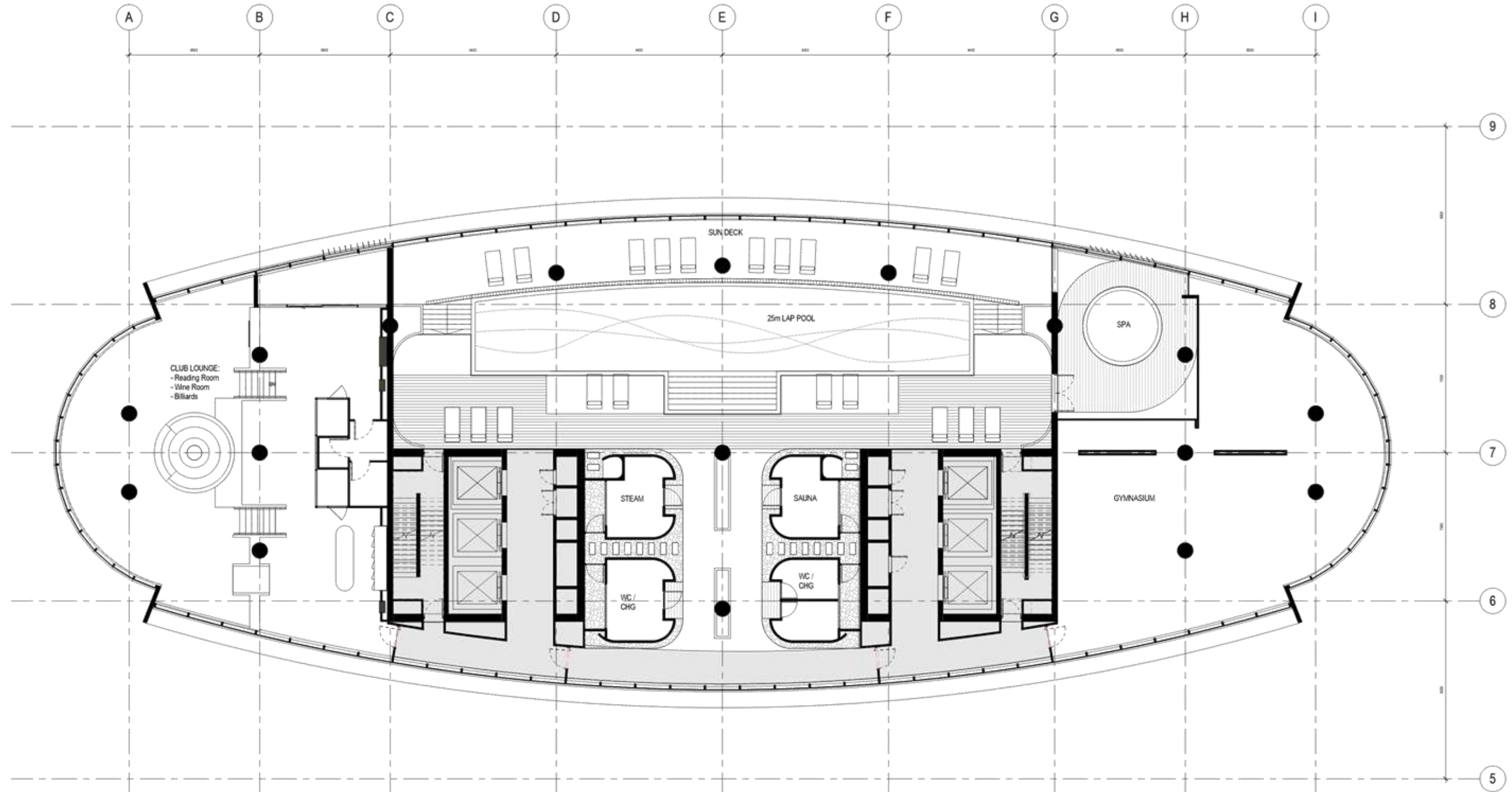
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA110
L12-L26 CONFIG B (TYPICAL)

Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

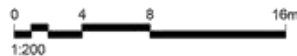
Date	
1/12/2015	
30/10/2015	
19/02/2016	



PLOT RATIO AREA - N/A

ALL FACILITIES AT THIS LEVEL ARE
TO BE FOR THE EXCLUSIVE USE OF
THE BUILDING RESIDENTS

HASSELL



Scale
1: 100 @ A1

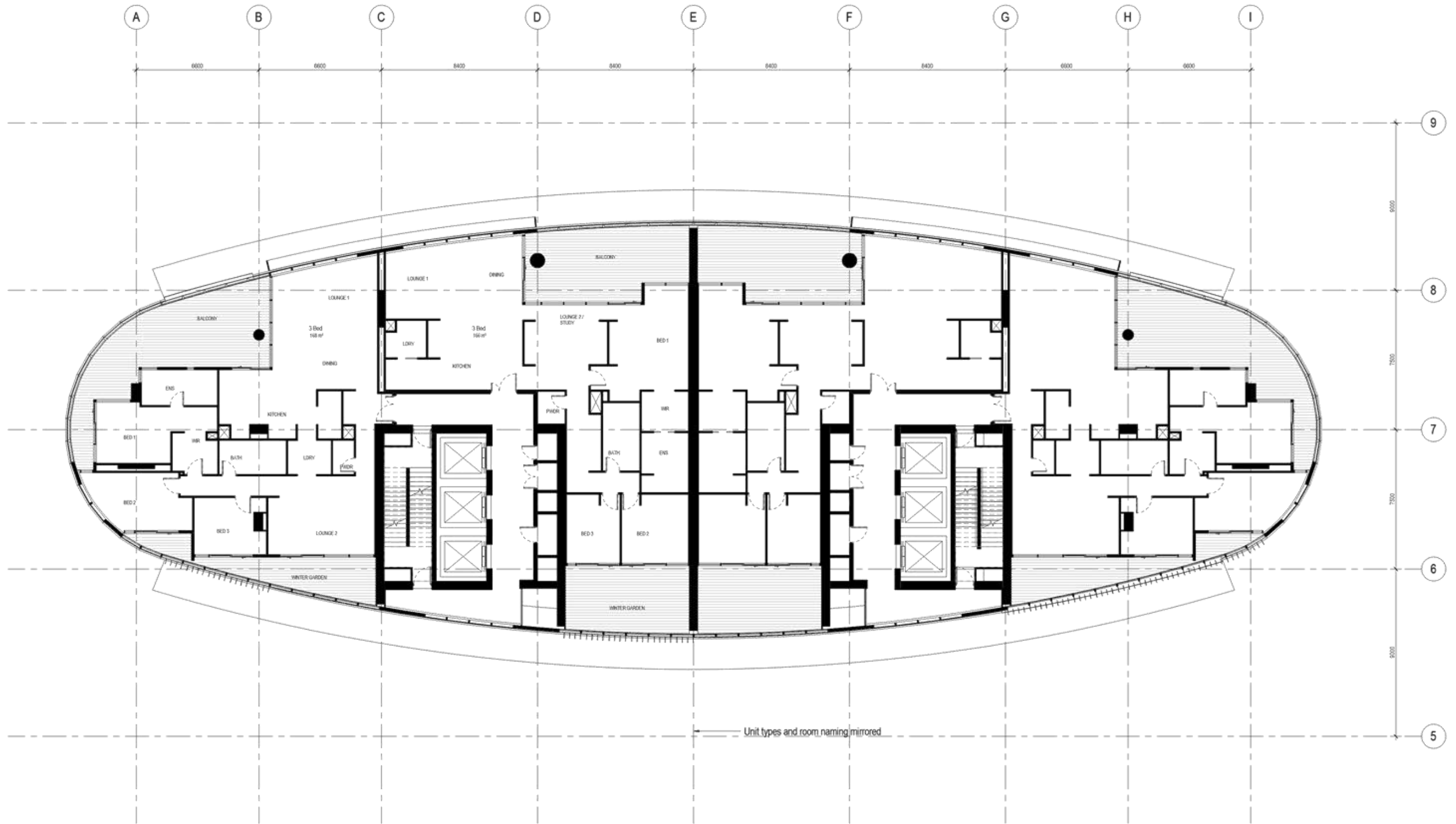
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA111
L27 SKY LOUNGE

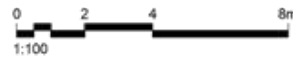
Revision	Date
1 Development Application	30/10/2015
2 DA revision	17/11/2015
3 DA comments response	05/02/2016
4 Development Application Resubmission	19/02/2016

Date



Unit types and room naming mirrored

HASSELL



Scale
1:100 @ A1

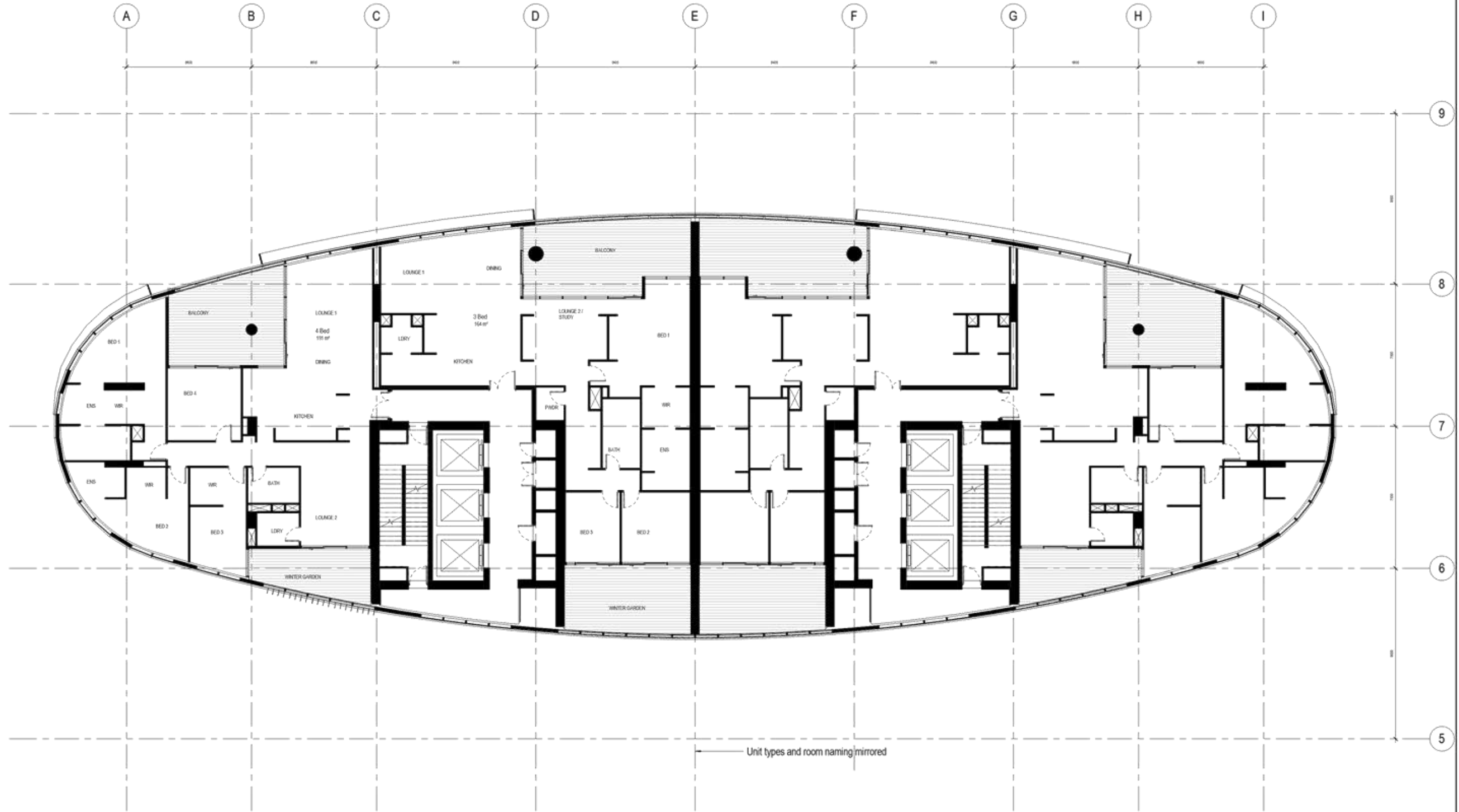
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA112
L28-L30 CONFIG C (TYPICAL)

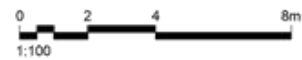
Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

Date	
1/12/2015	
30/10/2015	
19/02/2016	



Unit types and room naming mirrored

HASSELL



Scale
1:100 @ A1

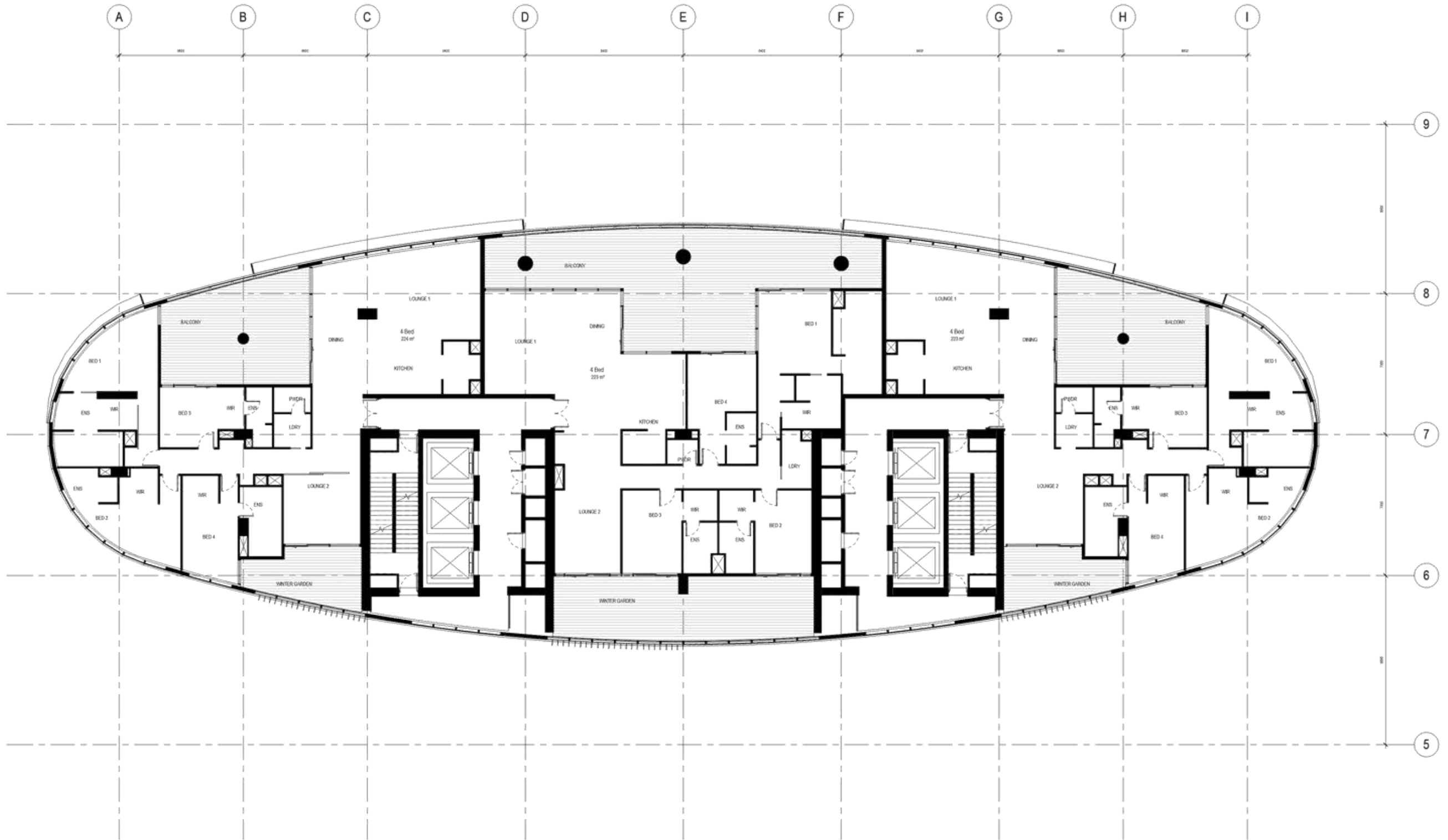
Client
ZONE Q

Project Name
MILL POINT ROAD

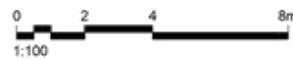
Drawing
DA113
L31-L32 CONFIG D (TYPICAL)

Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

Date	
1/12/2015	
30/10/2015	
19/02/2016	



HASSELL



Scale
1: 100 @ A1

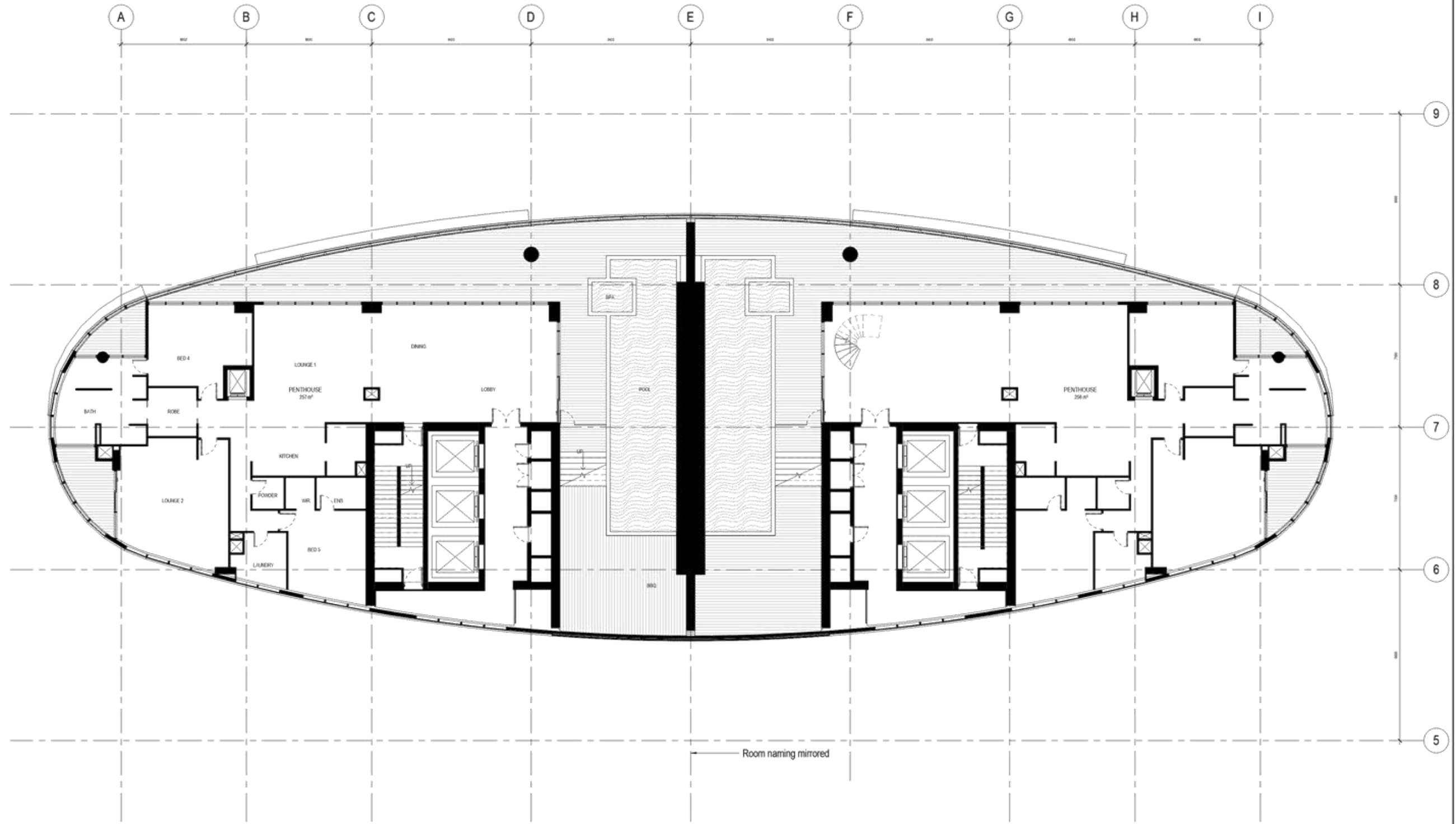
Client
ZONE Q

Project Name
MILL POINT ROAD

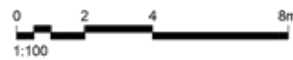
Drawing
DA114
L33 SUB-PENT HOUSE

Revision	Date
A ECI Tender Issue	1/12/2015
1 Development Application	30/10/2015
2 Development Application Resubmission	19/02/2016

Date



HASSELL



Scale
1:100 @ A1

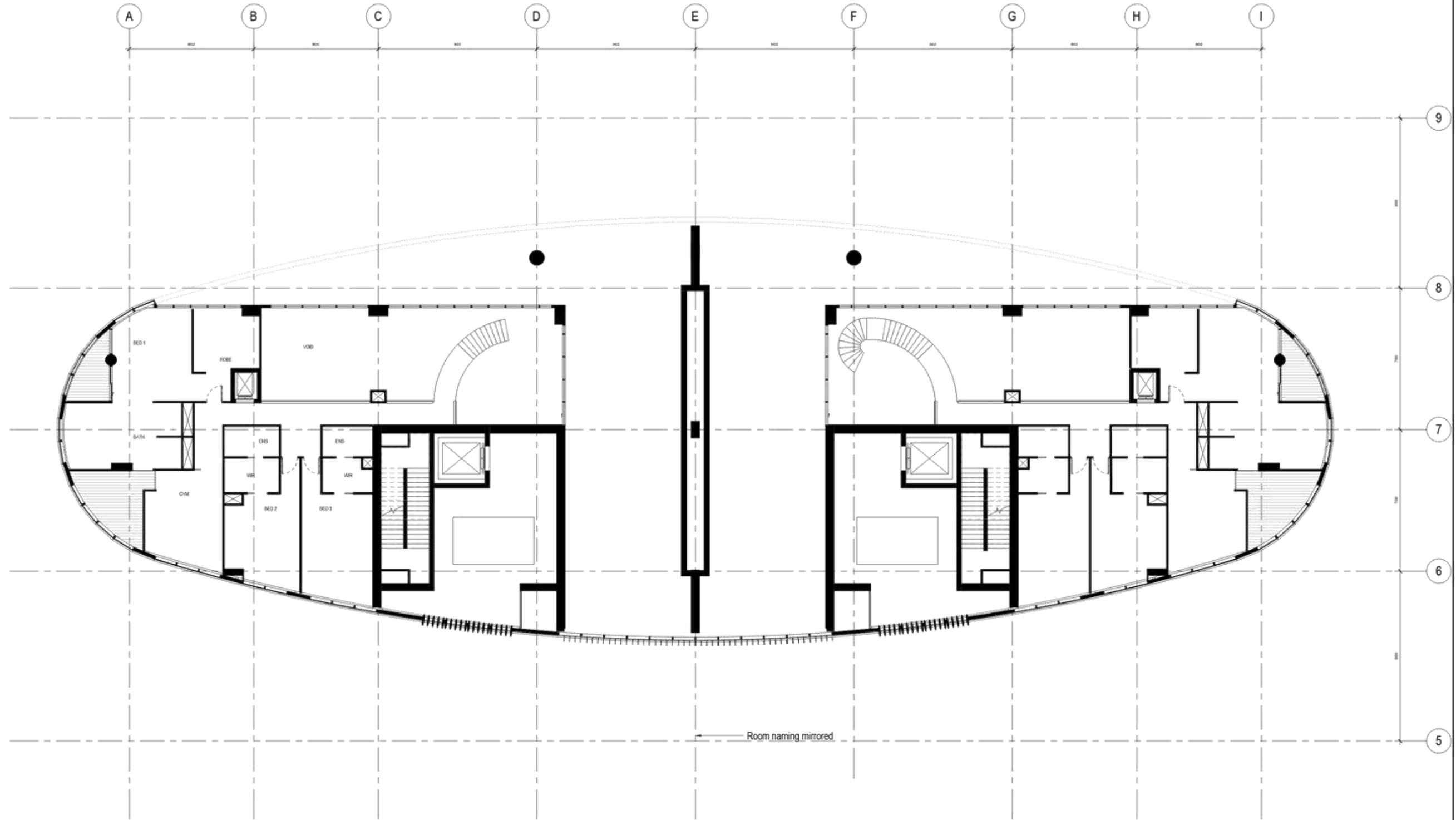
Client
ZONE Q

Project Name
MILL POINT ROAD

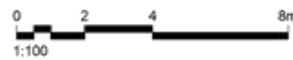
Drawing
DA115
L34 PENT HOUSE LEVEL 1

Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

Date	
1/12/2015	
30/10/2015	
19/02/2016	



HASSELL



Scale
1:100 @ A1

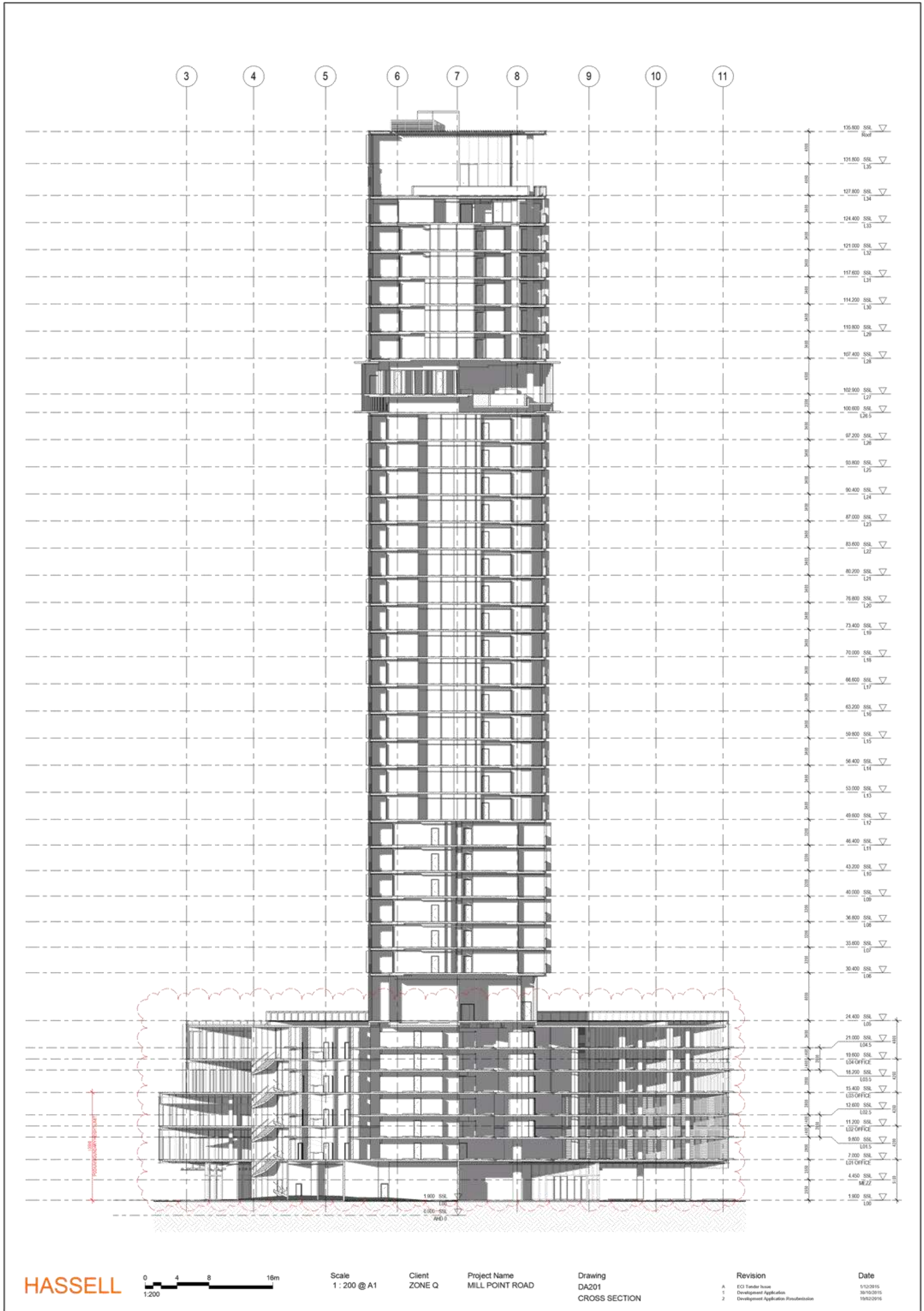
Client
ZONE Q

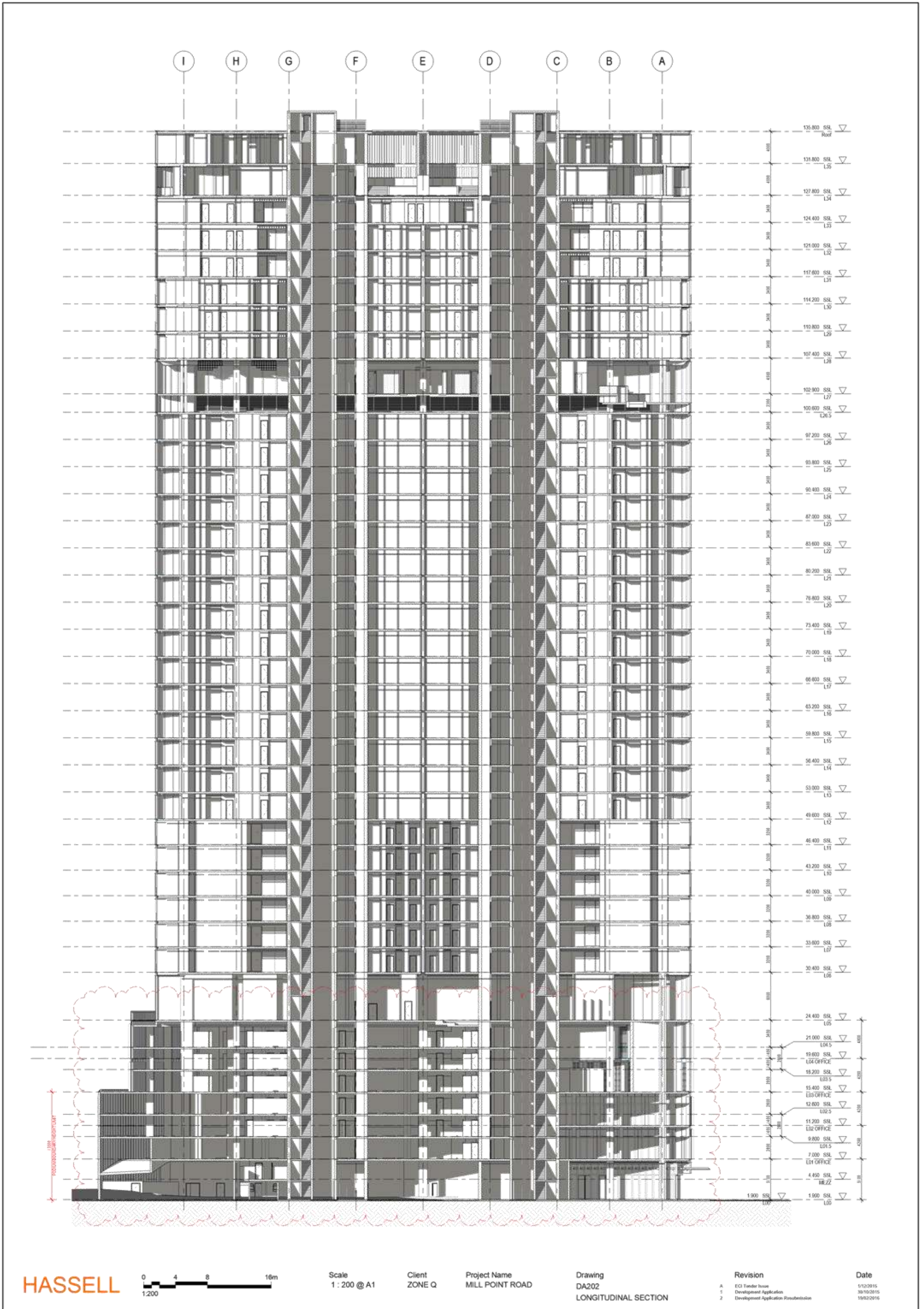
Project Name
MILL POINT ROAD

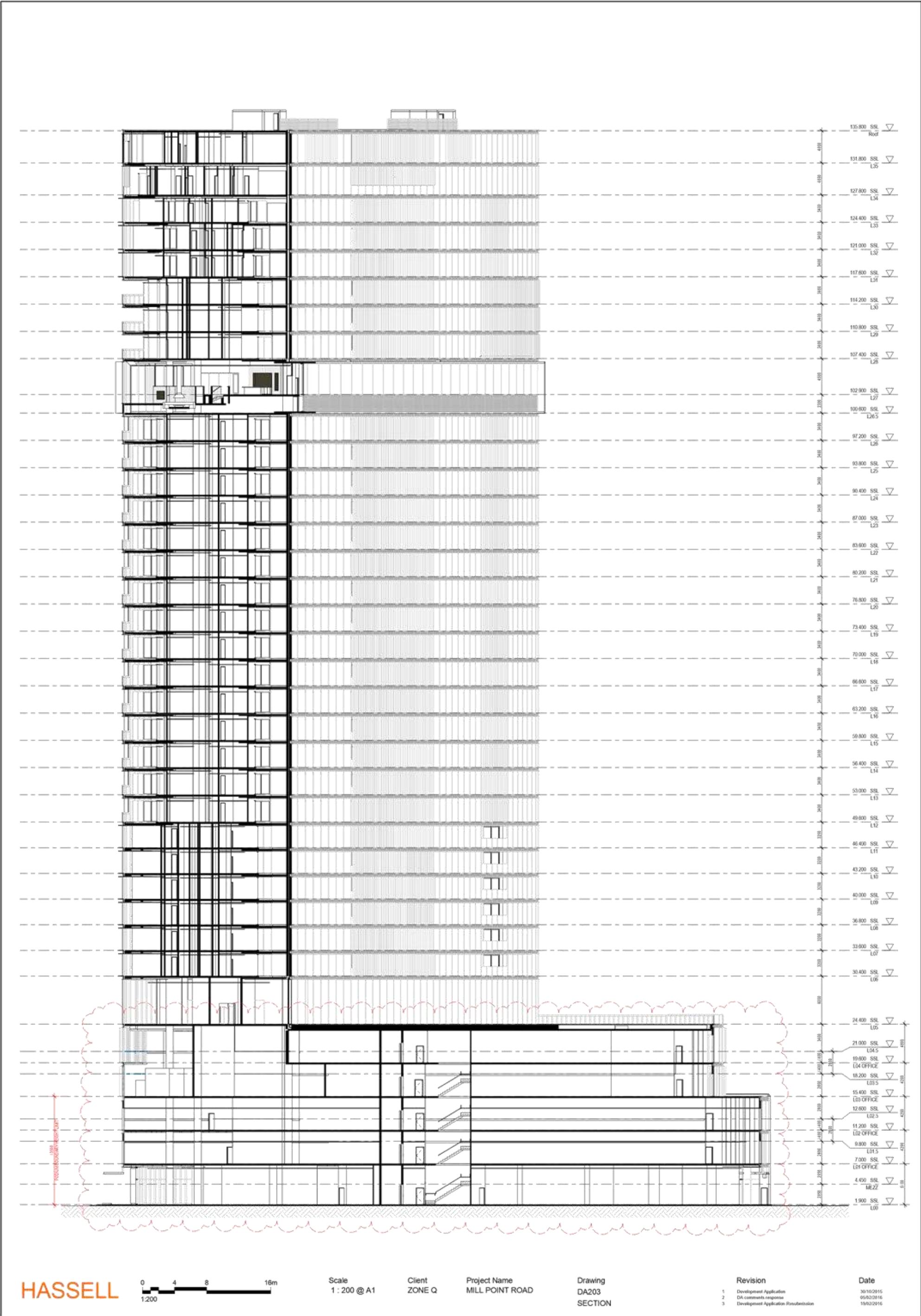
Drawing
DA116
L35 PENT HOUSE LEVEL 2

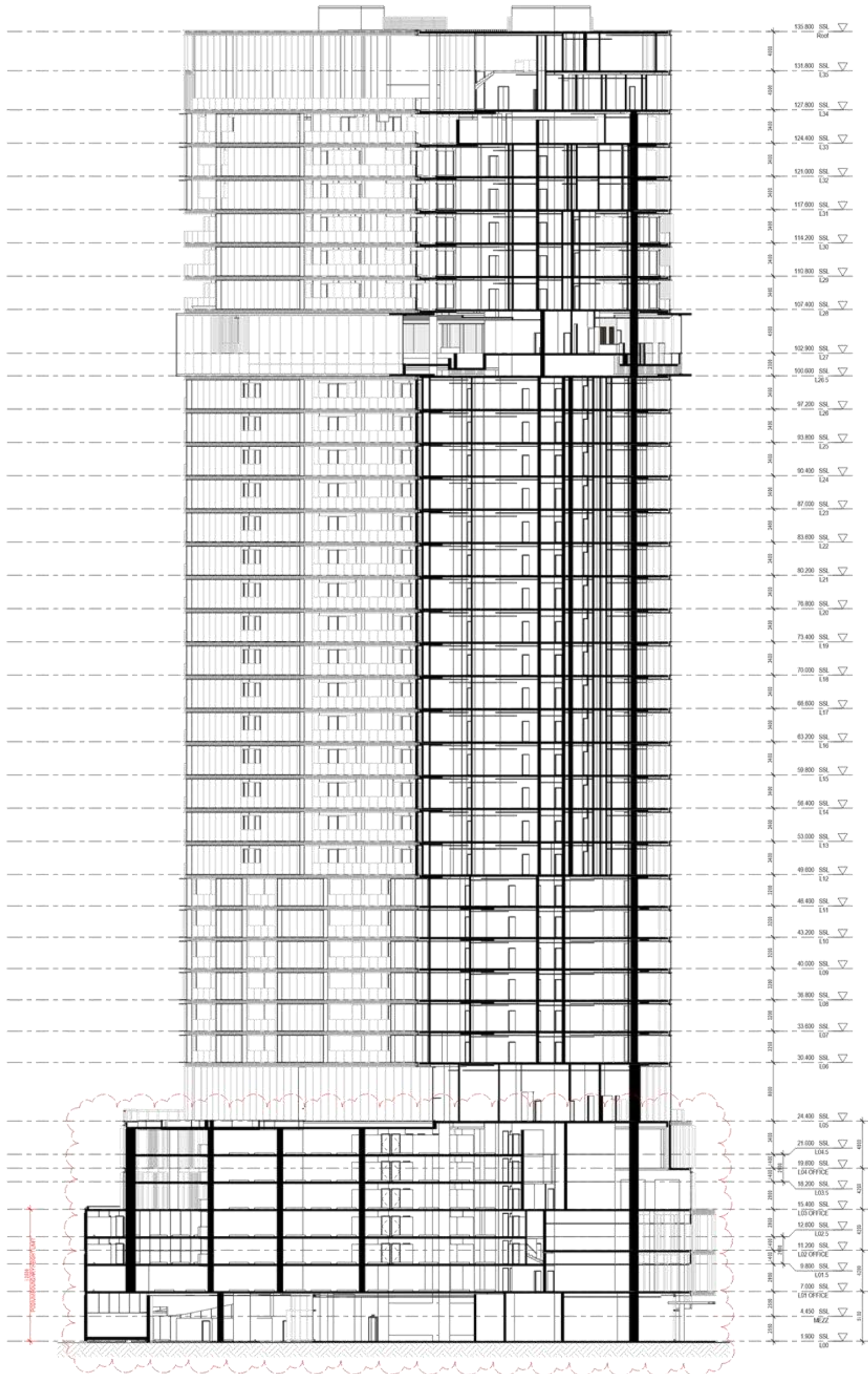
Revision	
A	ECI Tender Issue
1	Development Application
2	Development Application Resubmission

Date	
1/12/2015	
30/10/2015	
19/02/2016	

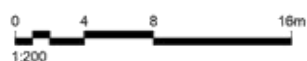








HASSELL



Scale
1 : 200 @ A1

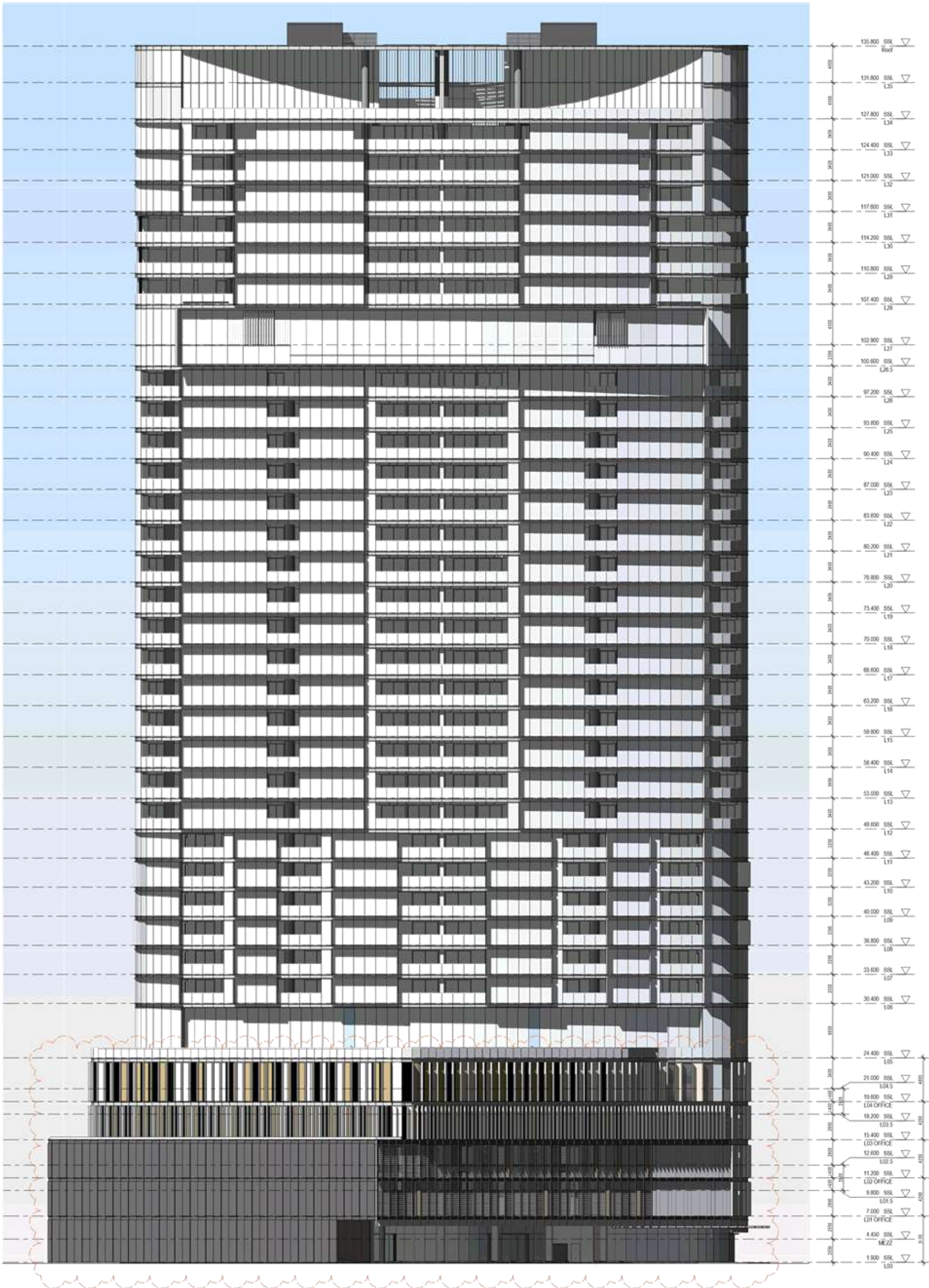
Client
ZONE Q

Project Name
MILL POINT ROAD

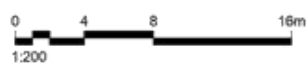
Drawing
DA204
SECTION

Revision
1 Development Application
2 DA comments response

Date
30/10/2015
09/02/2016



HASSELL



Scale
As indicated @ A1

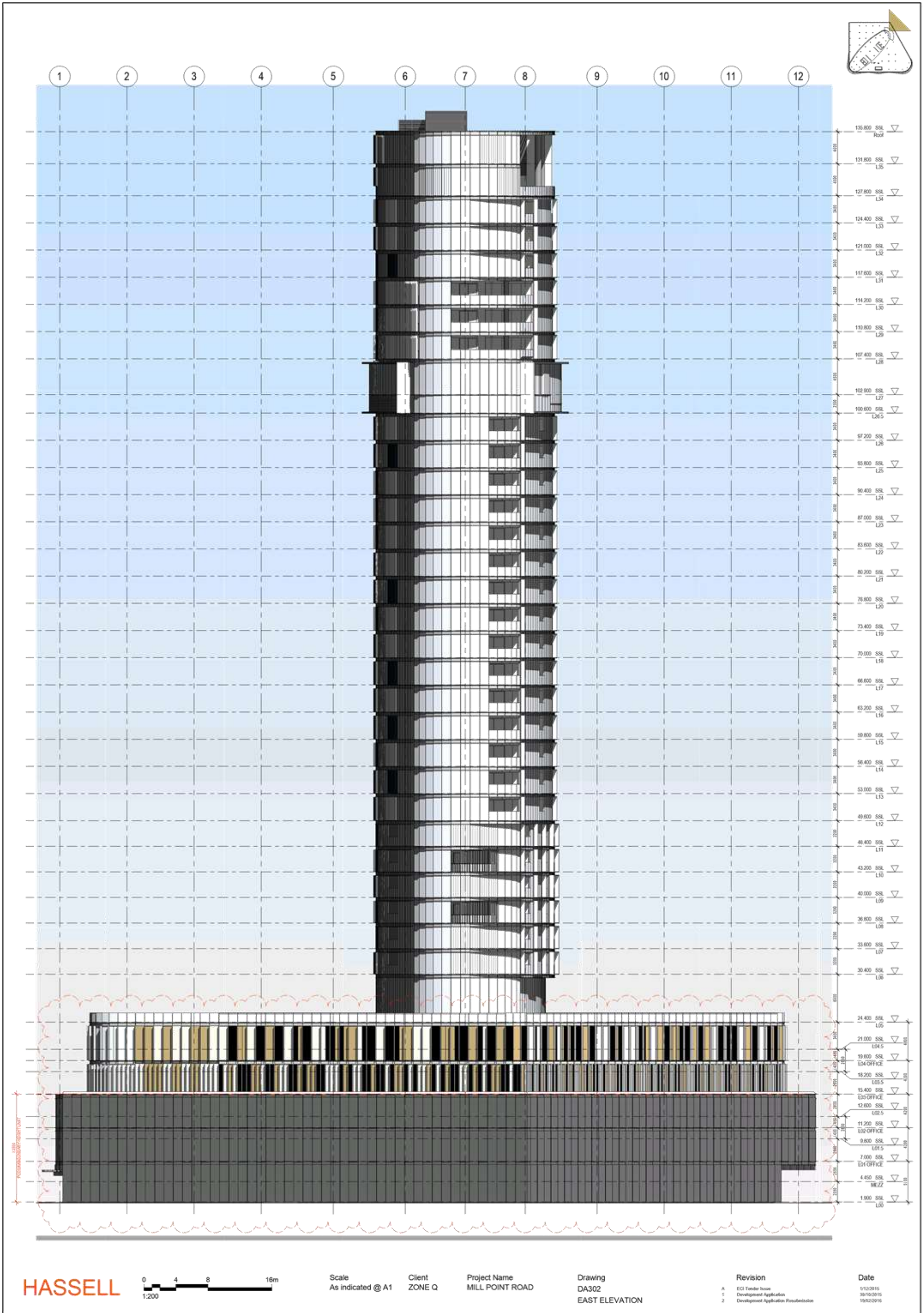
Client
ZONE Q

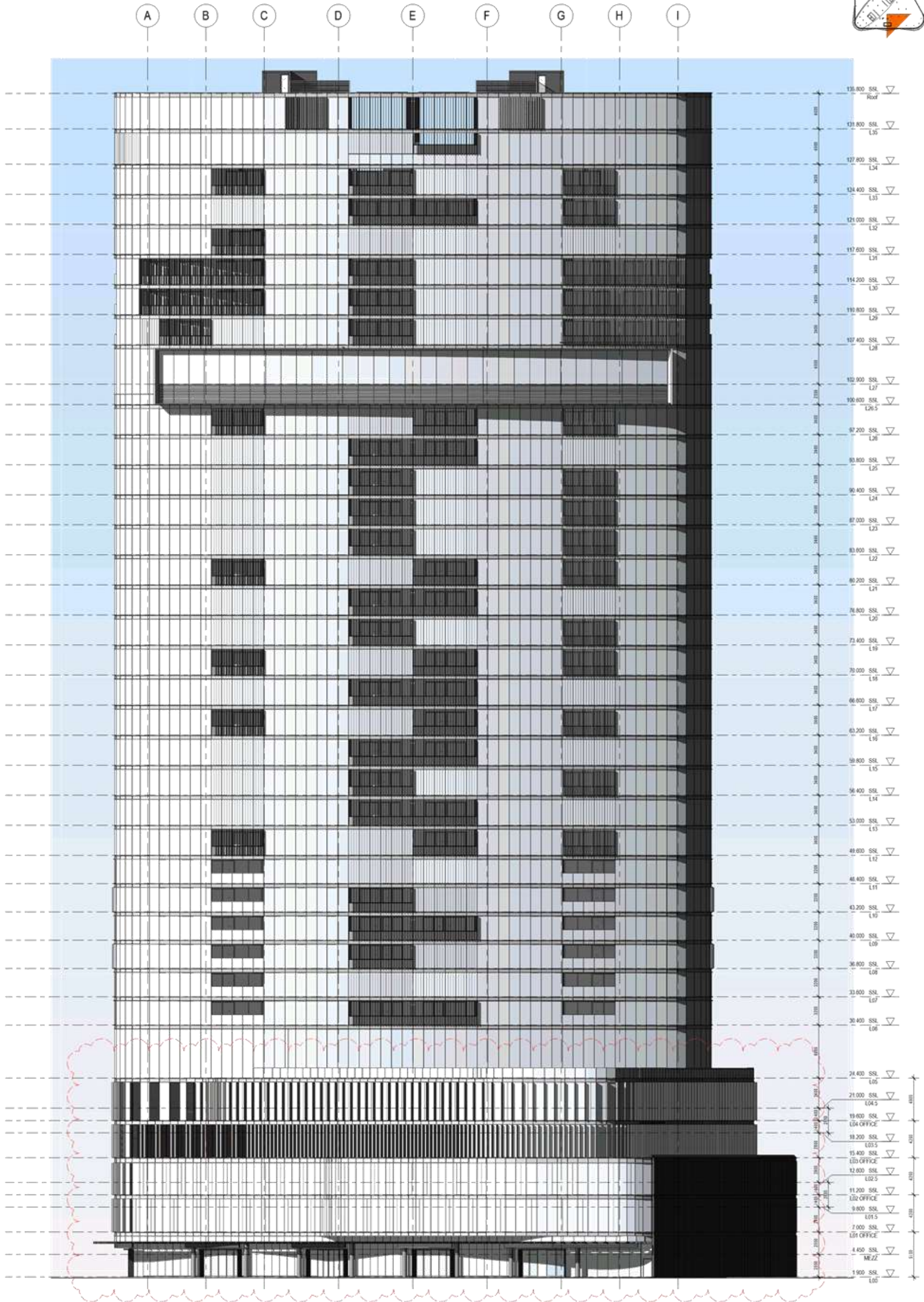
Project Name
MILL POINT ROAD

Drawing
DA301
NORTH ELEVATION

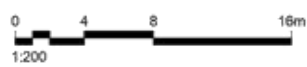
Revision
A ECI Tender Issue
1 Development Application
2 Development Application Resubmission

Date
5/12/2015
30/10/2015
19/02/2016





HASSELL



Scale
As indicated @ A1

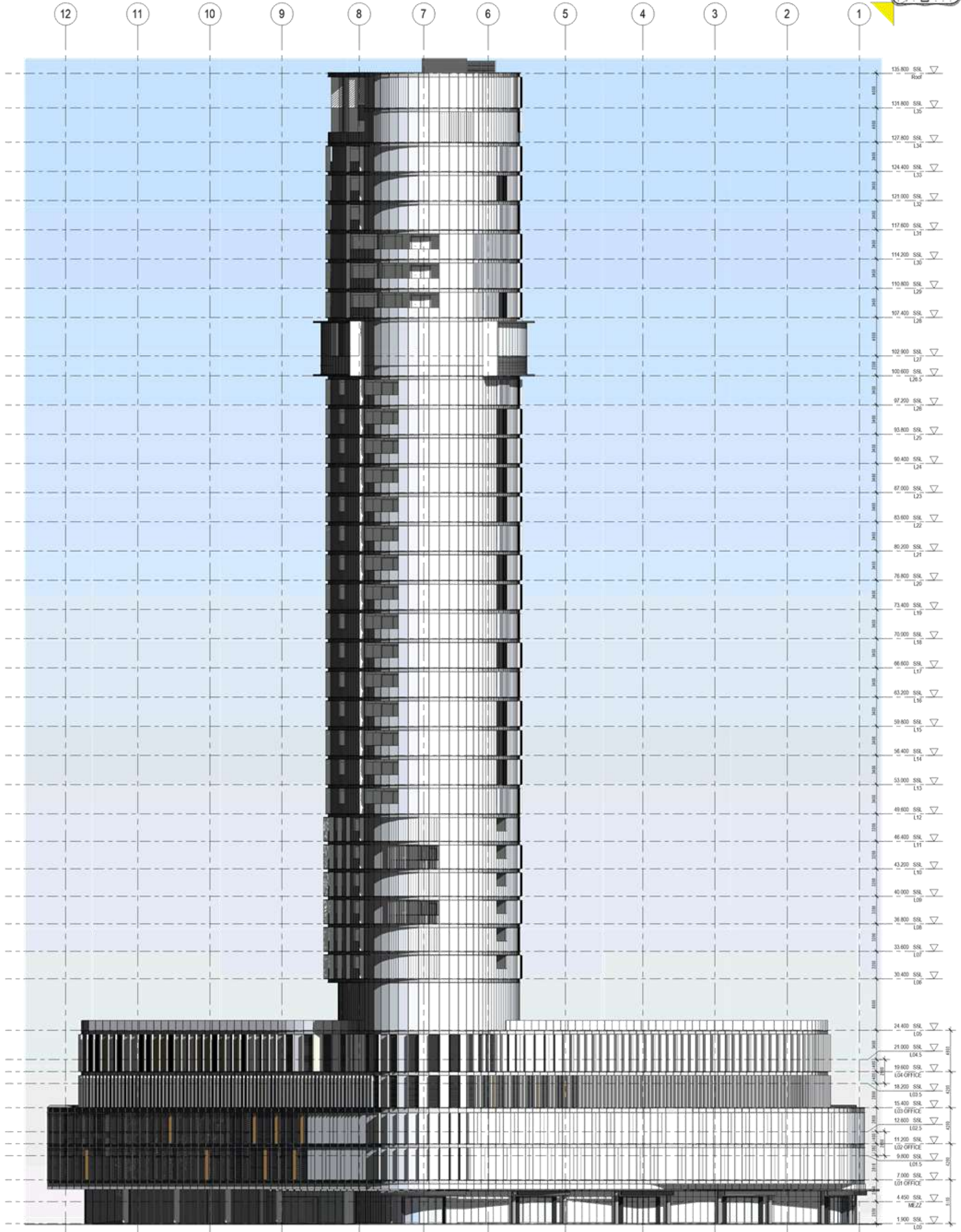
Client
ZONE Q

Project Name
MILL POINT ROAD

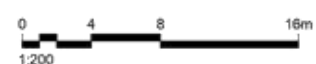
Drawing
DA303
SOUTH ELEVATION

Revision
A ECI Tender Issue
1 Development Application
2 Development Application Resubmission

Date
5/12/2015
30/10/2015
15/02/2016



HASSELL



Scale
As indicated @ A1

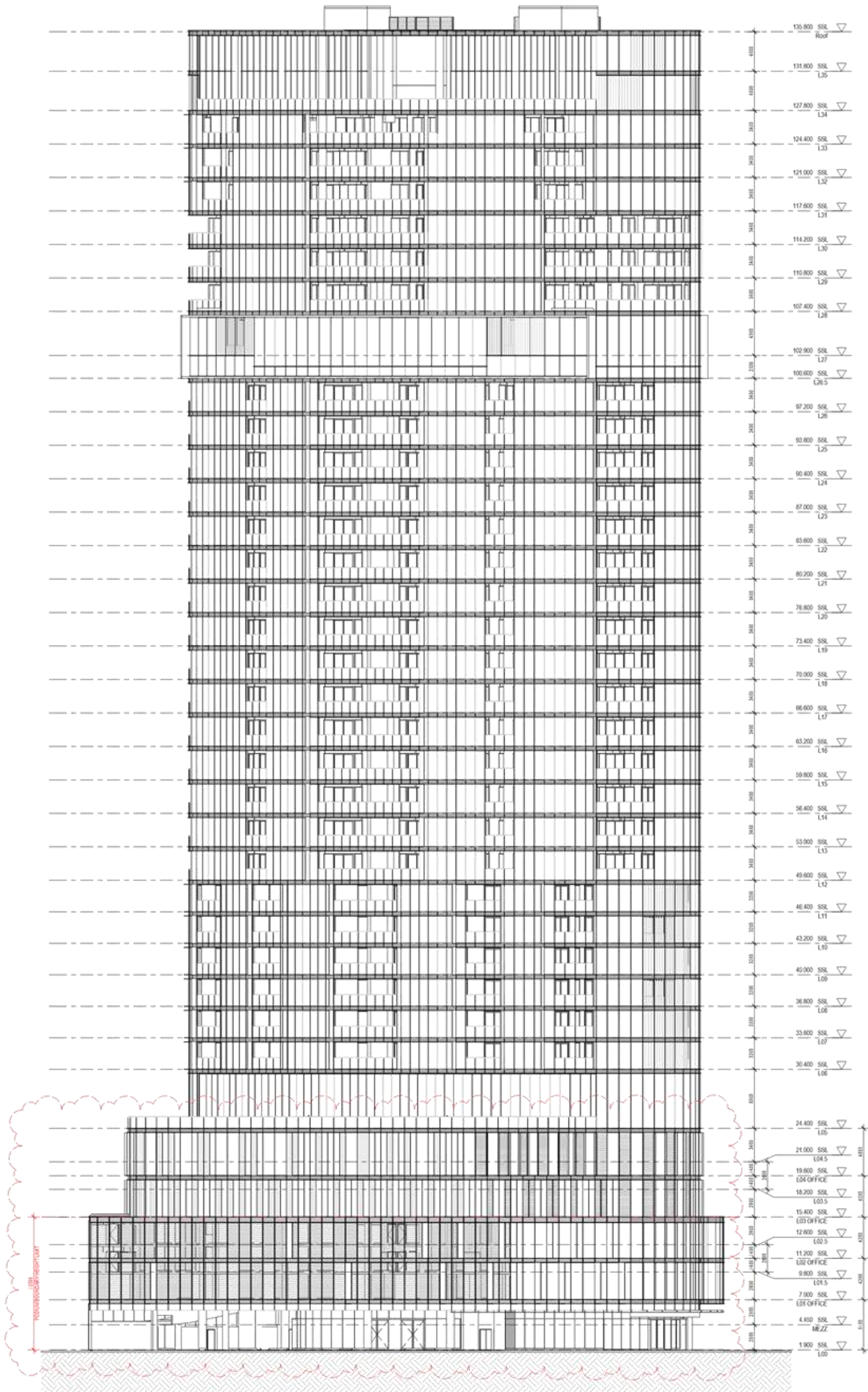
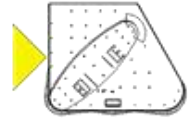
Client
ZONE Q

Project Name
MILL POINT ROAD

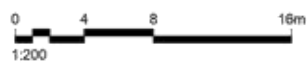
Drawing
DA304
WEST ELEVATION

Revision
A ECI Tender Issue
1 Development Application
2 Development Application Resubmission

Date
1/12/2015
30/10/2015
19/02/2016



HASSELL



Scale
As indicated @ A1

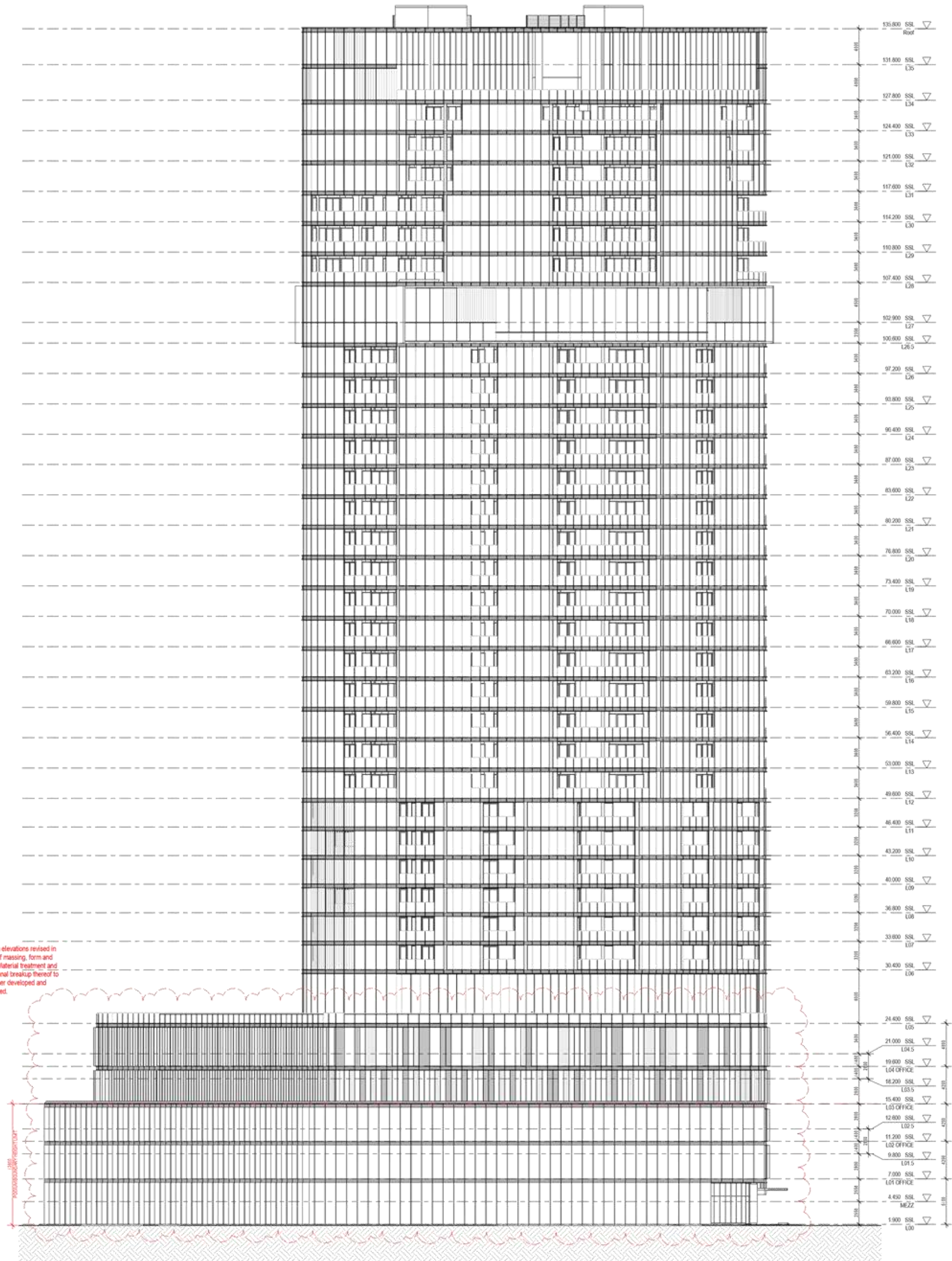
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA305
ELEVATION A

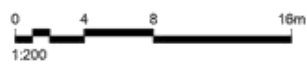
Revision	Date
1 Development Application	30/10/2015
2 DA comments response	05/02/2016
3 Development Application Resubmission	19/02/2016

Date
30/10/2015
05/02/2016
19/02/2016



Podium elevations revised in terms of massing, form and scale. Material treatment and elevational breakup thereof to be further developed and confirmed.

HASSELL



Scale
As indicated @ A1

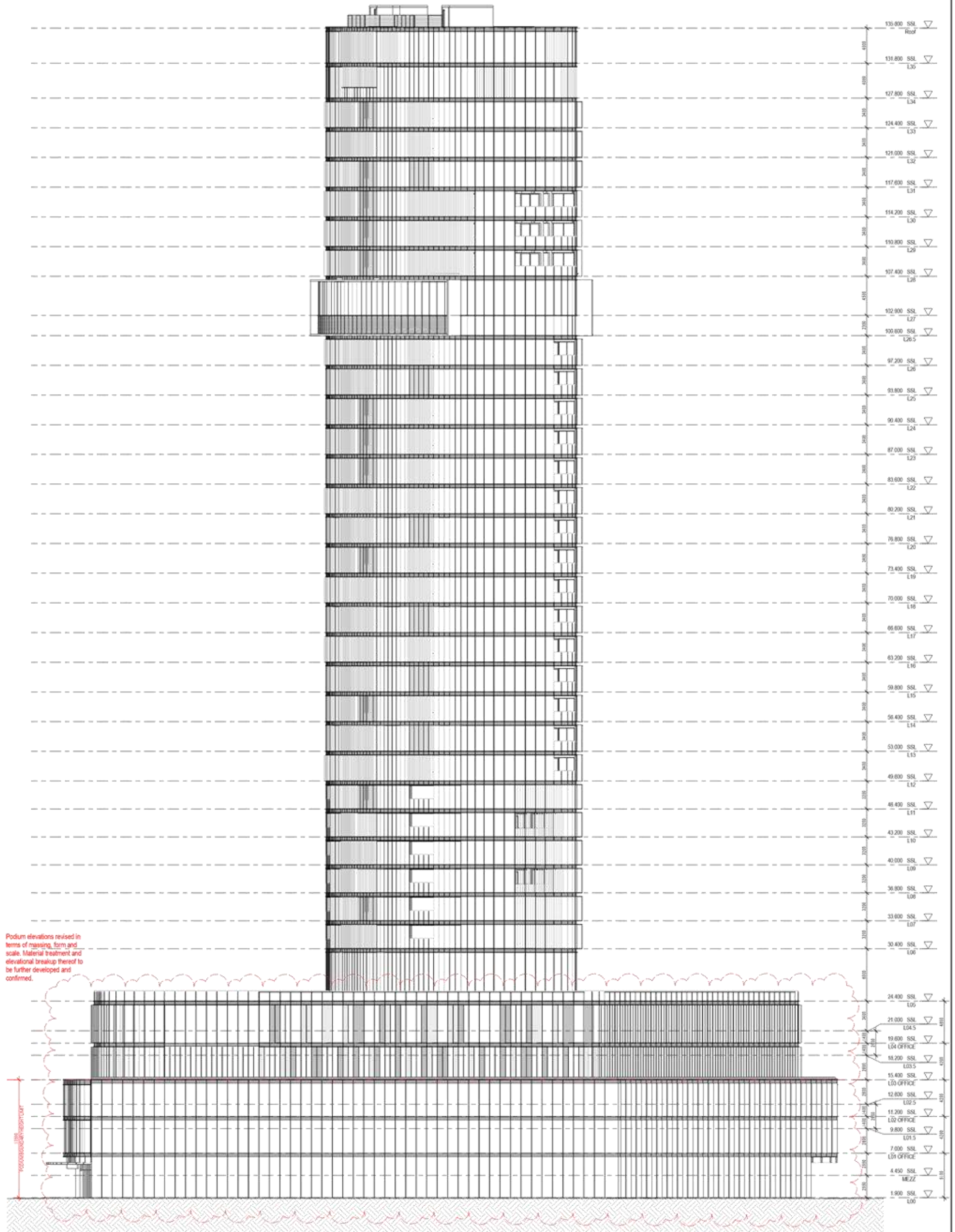
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA306
ELEVATION B

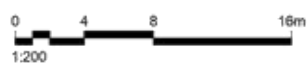
Revision
1 Development Application
2 DA comments response
3 Development Application Resubmission

Date
30/10/2015
09/02/2016
19/02/2016



Podium elevations revised in terms of massing, form and scale. Material treatment and elevational breakup thereof to be further developed and confirmed.

HASSELL



Scale
As indicated @ A1

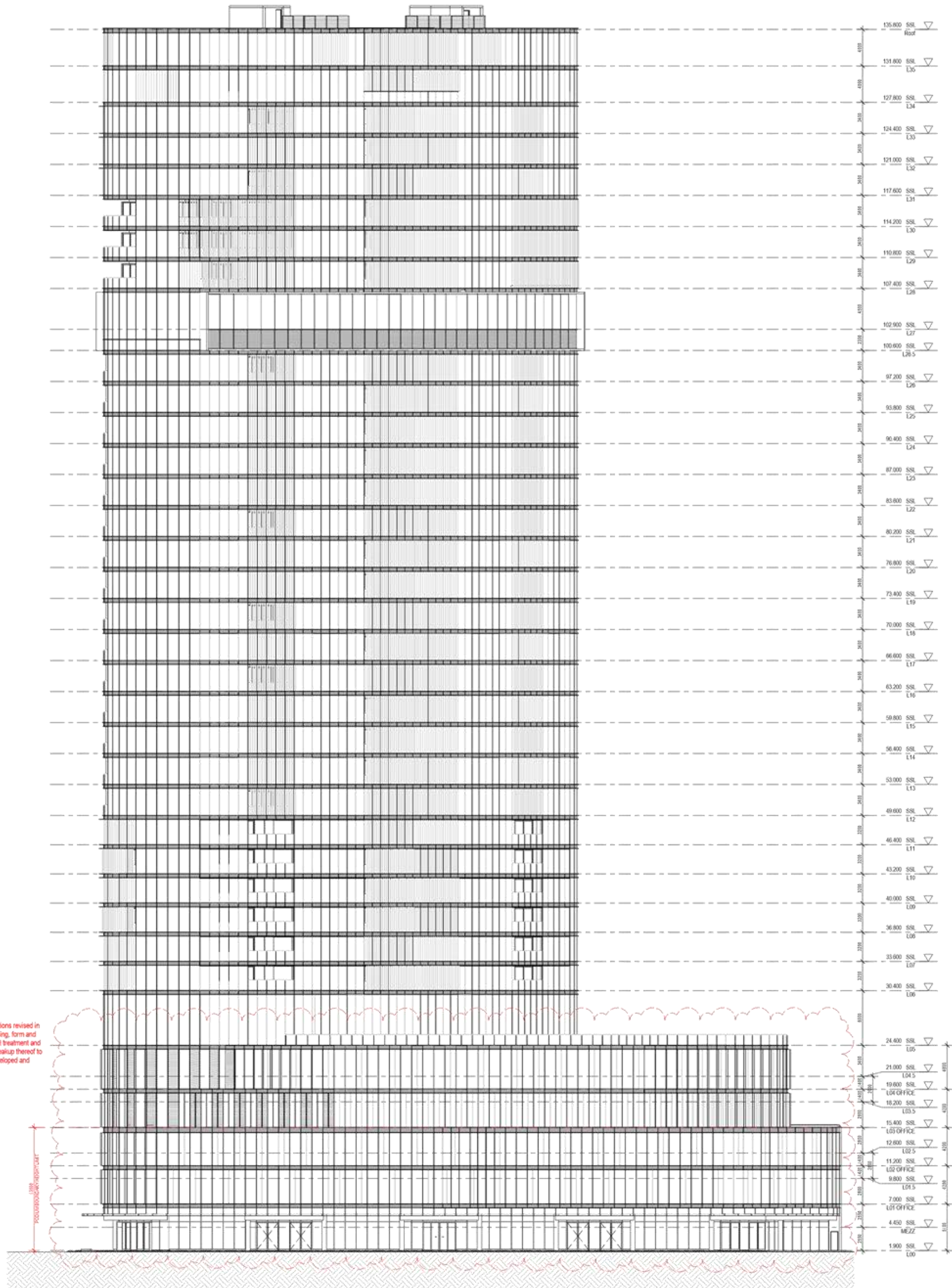
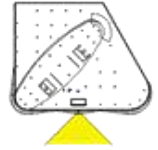
Client
ZONE Q

Project Name
MILL POINT ROAD

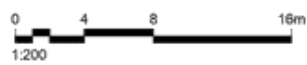
Drawing
DA307
ELEVATION C

Revision
1 Development Application
2 DA comments response
3 Development Application Resubmission

Date
30/10/2015
09/02/2016
19/02/2016



HASSELL



Scale
As indicated @ A1

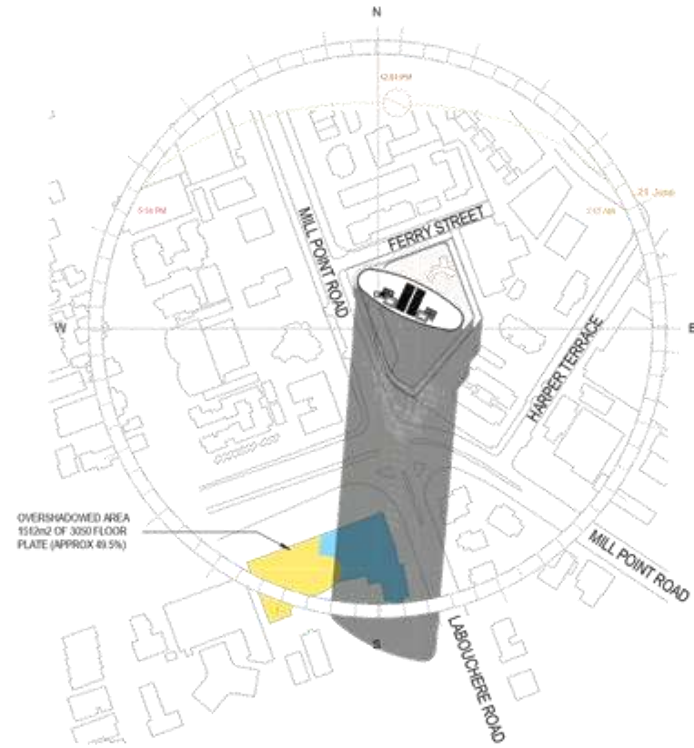
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA308
ELEVATION D

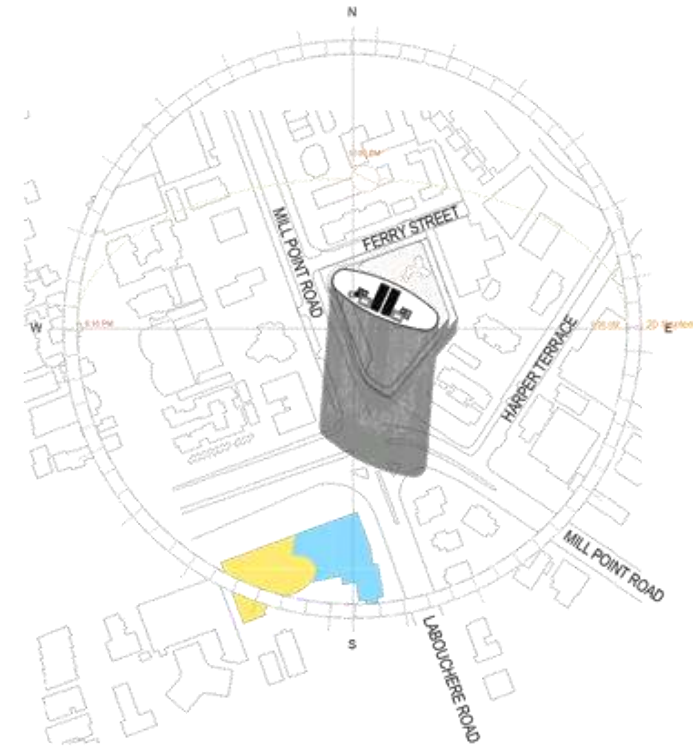
Revision
1 Development Application
2 DA comments response
3 Development Application Resubmission

Date
30/10/2015
09/02/2016
19/02/2016



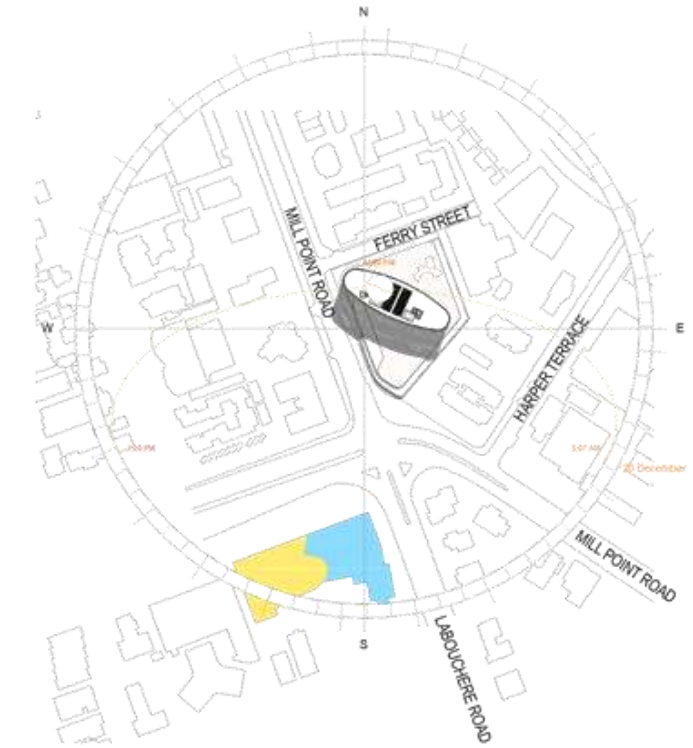
1 Shadow Study Winter Solstice - Site Plan
1:2000

NOTE: SHADOW AT 12PM ON JUNE 21ST



2 Shadow Study Equinox - Site Plan
1:2000

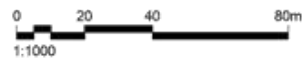
NOTE: SHADOW AT 12PM ON MARCH / SEPTEMBER 21ST



3 Shadow Study Summer Solstice - Site Plan
1:2000

NOTE: SHADOW AT 12PM ON DECEMBER 21ST

HASSELL



Scale
As indicated @ A1

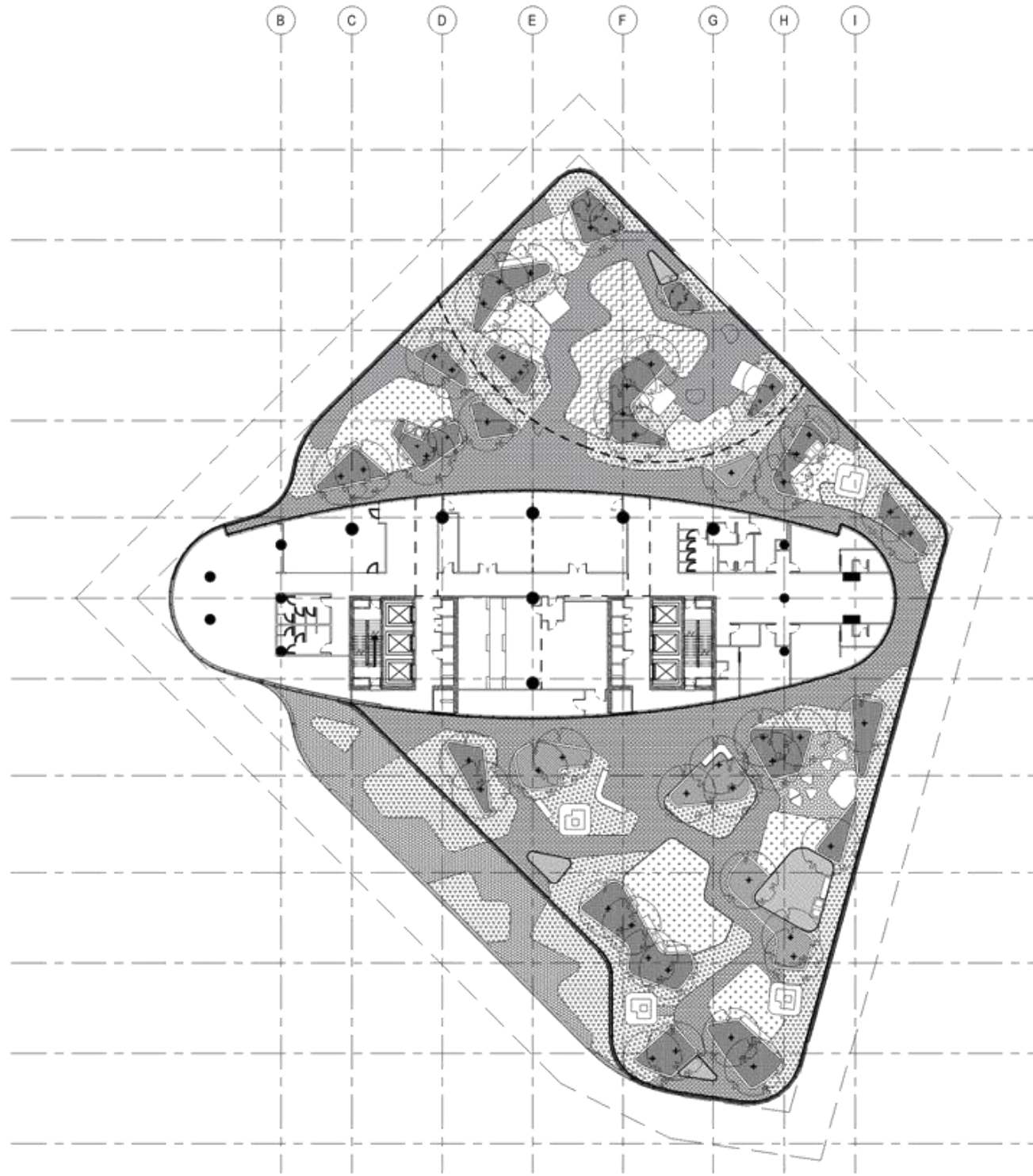
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA601
SHADOW STUDY

Revision	Date
A ECI Tender Issue	1/12/2015
1 Development Application	30/10/2015
2 Development Application Resubmission	19/02/2016

Date



Sunken conversation pit



Cabana shelter

LEGEND

- Roll on lawn. Soil profile depth 600. (330m²)
 - Shrub and ground cover planting type 1 (430 m²)
Allow 200mm pots at 300 centres (11 plants/sqm)
Soil profile, depth 600. (Flush with pavement level.)
Total shrubs: 4730
 - Shrub and ground cover planting type 2 (330 m²)
Allow 200mm pots at 300 centres (11 plants/sqm)
Soil profile, depth 1200. Stone clad raised beds, 600 above pavement level. Total shrubs: 3630
 - Bamboo planting to exterior of treatment rooms:
45L pots, groundcovers 150mm pots 11 plants/sqm
Soil profile, depth 600. Total 45L bamboo pots: 40
Total 150mm groundcover: 636
 - Produce gardens, 140mm pots at 300 centres
Soil profile, depth 600. Total produce plants: 176
 - Play area: sand pit & rubber softfall surface with custom play sculptures
 - Granite paving, G603 exploded finish
600x300x40mm deep units on concrete base
pedestrian only (938 m²)
 - Swimming pool, 1200 depth, granite stone edge,
sides and bottom clad in Bisazza mosaic tiles
(101m² plan area)
 - SAND PIT**
 - Gravel type A
 - Toughened frameless glass
pool enclosure strip footing and gable, 1200 high
 - Toughened glass balustrade
to podium edge 1200 high
 - Cabana shelters (x4)
Hardwood timber or two-pack painted steel frame
with curtains and proprietary high end lounge furniture
 - Sunken conversation pit:
Australian hardwood seating with gas flame
 - Custom designed timber or steel seating with back:
Australian hardwood/ blackwood with stainless frame
 - Gas BBQ: Chrome modular double with sink
Custom Chinese granite stone cladding
G603 honed finish
 - Proprietary outdoor high end pod lounges
 - Proposed trees
Size: 200L. Total trees: 16
 - Proposed trees
Size: Mature transplant. Total trees: 48
 - Chinese granite stepping stones,
G603 exploded finish
200x40mm depth, length varies
 - Chinese granite sett path through garden,
G603 exploded finish
500mm wide, 100x100x50 setts
 - Decking: Australian hardwood/ blackwood
or approved equivalent. (62 m²)
- Notes:**
-All garden beds with trees (except bamboo):
600 high raised garden edges, 30mm Chinese
granite cladding to concrete upstand.
-Pavement level set 600 above structural slab. Pavers
set on pedestals or similar approval.
-Swimming pool edge to sit flush with pavement.

Rev	Date	Revision Details	By	Chk	App	Rev	Date	Revision Details	By	Chk	App
P7	19.02.16	FOR CLIENT REVIEW	DH	RK	RK						
P6	22.01.16	BOUNDARY BEDS, DWG REVISIONS	DH	RK	RK						
P5	15.01.16	BOUNDARY / LANDSCAPE REVISIONS	DH	RK	RK						
P4	04.12.15	STONE TYPE ADDED	LM	RK	RK						
P3	01.12.15	FOR ECI TENDER	LM	RK	RK						
P2	30.11.15	FOR ECI TENDER	LM	RK	RK						
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Consultant File Reference: A1515
Mill Point Road
 86-90 Mill Point Road, South Perth, WA
T.C.L
 TAYLOR, CULLITY, LETHBRIDGE




Designed by	TCL
Drawn by	TCL
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Introduction

This report has been prepared by TPG Town Planning, Urban Design and Heritage, on behalf of South Link Investments Pty Ltd, in support of an application for a 34-level mixed use development at Nos. 86-90 (Lots 2, 15 and 16) Mill Point Road, South Perth (subject site).

The proposed development is to have a three storey level podium along the street frontages and five storeys along the other boundaries that accommodates car parking and various commercial uses, comprising active ground floor uses and an activated landscaped amenities area. The residential tower is set back to the centre of the podium creating interest and maintaining a human scale pedestrian environment. The residential components will comprise of 29 levels of apartments, providing 163 apartments in total. The residential tower is not just complimented by the extensive amenities at podium level but residents will benefit from a further amenity area at level 26 of the development. The car parking of the development is incorporated into the podium design with the commercial development sleeving the car park along the street frontages.

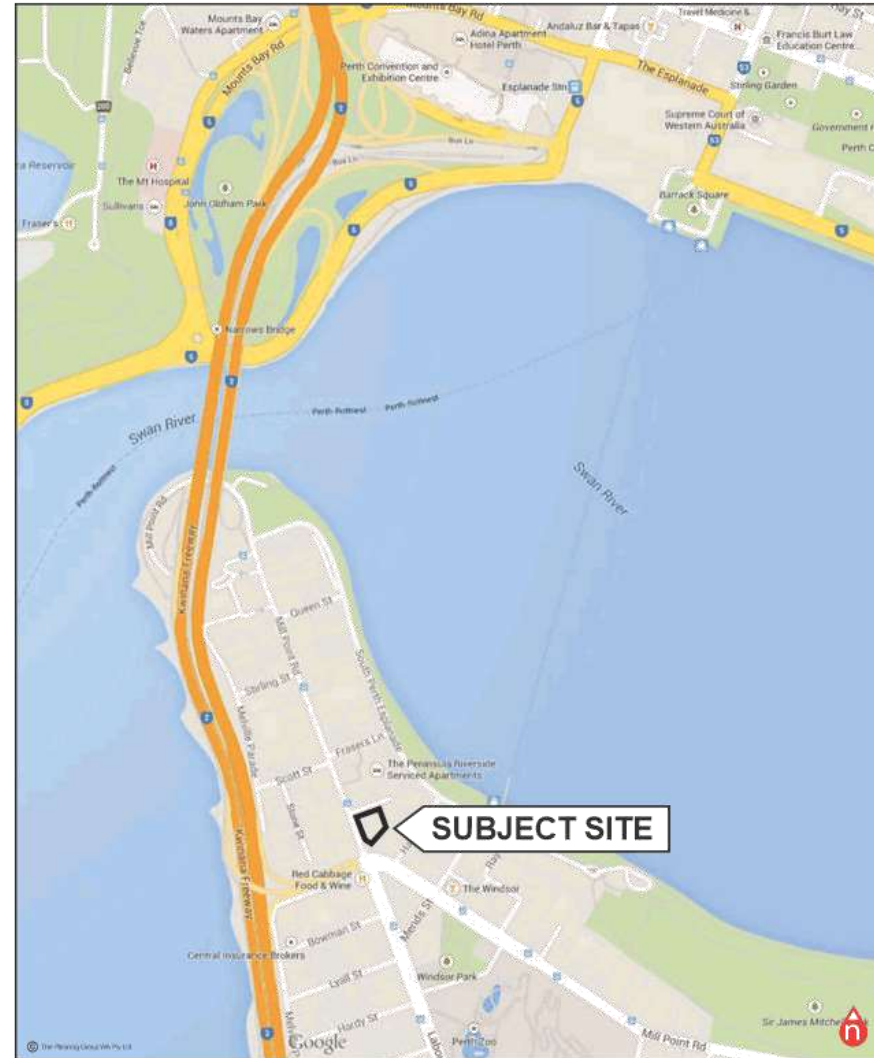
The proposed development will be a landmark building that will provide an architecturally appealing corner development with commercial tenancies that will positively contribute to the amenity of the locality. The scale and built form of the proposal exemplifies the intensity of development and character envisaged for the area and promotes the housing densification intended for the Perth Metropolitan Area.

This report provides an overview of the subject site and the proposed development, as well as an assessment of the proposal against the relevant planning requirements and an examination of the planning merit of the proposal.

Planning Approvals Required

The proposed development has an estimated cost over a \$100 million and is therefore a mandatory Development Assessment Panel application. This application requires the determination of the Metropolitan Central Joint Development Assessment Panel (JDAP).

Figure 1 – Location Plan



Site Description and Context

Site Details

The subject site is described as Nos. 86-90 (Lots 2, 15 and 16) Mill Point Road, South Perth and is within the municipality of the City of South Perth (the City).

Refer to Figure 1 – Location Plan

The site has a total land area of 4,757m². No. 86 (Lot 2) Mill Point Road, South Perth has a frontage of 34.12 metres to Mill Point Road and a 66.24 metre frontage to Ferry Street and has a total land area of 2,256m². No. 88 (Lot 15) Mill Point Road, South Perth has a 22.13 metre frontage to Mill Point Road and total land area of 1,439m². No. 90 (Lot 16) Mill Point Road, South Perth has a frontage of 33.25 metres and a total land area of 1,060m².

Refer to Figure 2 – Site Plan

Refer to Figure 3 – Aerial Plan

South Link Investments Pty Ltd is the registered proprietor of No. 86, 88 and 90 (Lots 2, 15 and 16) Mill Point Road, South Perth. The lots are not burdened by any limitations such as easements or caveats.

The Certificate of Title details for the subject site are summarised in the following table. A copy of the Certificates of Title are included as Appendix A.

Lot	Address	Plan/ Diagram	Volume/ Folio	Registered Proprietor	Lot Area
2	86 Mill Point Road, South Perth	812	1028/610	South Link Investments Pty Ltd	2,256 m ²
15	88 Mill Point Road, South Perth	18674	1349/97	South Link Investments Pty Ltd	1,439 m ²
16	90 Mill Point Road, South Perth	18674	2119/271	South Link Investments Pty Ltd	1,060 m ²

Site Context and Surrounding Development

The subject site is located immediately north of the Mill Point Road, Labouchere Road and Judd Street/Kwinana Freeway intersection.

Approximately 200 metres east of the subject site is the popular Mends Street dining and retail strip where a grocery store (IGA), pharmacy, hairdresser, bank (Bankwest) and range of cafés, restaurants and shops can be conveniently accessed. The Perth Zoo is located approximately 450 metres south of the subject site. The area generally bounded by Judd Street to the north, Labouchere Road to the east, Richardson Street to the south and Melville Parade to the West comprises a mix of residential and commercial (office) uses.

The subject site is situated approximately 2.5 kilometres across the Swan River from the Perth Central Business District (CBD) and is well serviced by excellent transport networks, including the Kwinana Freeway, and bus and ferry services.

A number of bus stops are conveniently located along Mill Point Road and Labouchere Road, which provide connections to the Old Mill, Esplanade Busport, Curtin University Bus Station and Salter Point. Mends Street Ferry is located within a 450 metre or nine minute walk from the subject site, with the ferry travelling to and from the Barrack Street Jetty, providing direct access to the Perth CBD.

Commuter and recreational walking and cycling paths can also be conveniently accessed, providing direct linkages to a wide range of key locations, in particular the Perth CBD, which provides access to major region transport hubs (bus and rail).

In the future, it is hoped that the State Government will construct the South Perth Railway Station at Richardson Street on the Perth-Mandurah Rail Line, to service the Perth Zoo and local businesses and residents. This could substantially improve public transport access to the site, however the certainty and timing of the development of this infrastructure is unknown due to the State Government's focus on other higher priority projects.

Heritage

A desktop search indicates that the site is not subject to any heritage listings.

A desktop search of the Department of Aboriginal Affairs (DAA)'s Aboriginal Heritage Inquiry System (AHIS) indicates the site has no known Aboriginal Heritage significance.

Contamination

A desktop search of the Department of Environment Regulation (DER)'s Contaminated Sites Database indicates that the site has no known contamination issues.

Planning Framework

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) identifies the subject site as being zoned 'Urban'. The proposed commercial and residential development is consistent with the 'Urban' zoning.

Refer to Figure 4 – MRS Plan

City of South Perth Town Planning Scheme No. 6

The subject site is zoned 'Residential R80/100' under the City of South Perth Town Planning Scheme No. 6 (TPS6) and is within the Special Control Area 1 (SCA1) – South Perth Station Precinct (P15).

Refer to Figure 5 – TPS6 Extract

Pursuant to TPS6 as the proposed development constitutes a "comprehensive new development" as defined under TPS6 the requirement of Schedule 9 applies.

An assessment of the proposal against the relevant provisions of Schedule 9 of the Scheme is contained within the Planning Assessment section of this report.

The purpose of SCA1 under Schedule 9 is:

"To introduce very specific development requirements relating to comprehensive new development within the Special Control Area for South Perth Station Precinct which will encourage future development in the area to focus on a more intensive and mixed use form where a variety of daily activities are closely integrated with substantial growth for an increasingly dense commercial centre."

Under the provisions relating to SCA1, the site is identified as being within the Mends Sub-Precinct and the Special Design Area. For properties within the Special Design Area, the Council has the discretion to approve variations to the provisions of the SCA where these are consistent with the performance requirements stipulated in Schedule 9 of TPS6. Therefore, as the subject site is within the Special Design Area it is eligible for increased building height and plot ratio in recognition of the nature of the site and the need for flexibility in order to achieve appropriate design outcomes.

Refer to Figure 6 – Sub-Precincts

Refer to Figure 7 – Special Design Area

Pursuant to Schedule 9 the land use object for the Mends Sub-Precinct are outlined as follows:

"For the Mends Sub-Precinct, small-scale commercial/retail uses are encouraged to retain Mends Street's traditional function as the main retail and lifestyle area in South Perth. Land uses with higher intensity visitation should be located on the ground floor, with non-residential land uses encouraged on the lower floors and residential on the upper floors."

The land uses proposed is closely aligned with the above land use objective.

South Perth Station Precinct Plan

The South Perth Station Precinct Plan was commissioned by the City of South Perth and the Western Australian Planning Commission (WAPC) to develop a framework to guide the development of the area surrounding the planned South Perth railway station, which is to be located in close proximity to Richardson Street.

The vision for the South Perth Station Precinct under the Precinct Plan is as follows:

"A vibrant attractive business location featuring a rich choice of employment, public transport options, pedestrian friendly tree-lined streets and also including reminders of South Perth's heritage."

To deliver the above vision the following development principles are identified:

- Redevelopment and renewal opportunities should facilitate:
 - *"An appropriate scale and height in order to deliver a vibrant and robust urban environment."*
 - *A dynamic mix of office, retail and other non-residential land uses, providing an attractive employment centre that is supported by residential development and public transport."*
 - *A limited level of additional residential development to provide passive surveillance and to support the local services and street level activity."*
 - *An active and enhanced public domain that highlights the scenic qualities of the precinct and its unique heritage character."*
 - *An active and pedestrian-friendly environment that creates a unique and identifiable sense of place."*
 - *A memorable network of public and private spaces that contributes to a rich urban fabric and provides a community focus."*

The following objectives under the Precinct Plan are also considered relevant to the proposed development:

- *"Create a destination for transit patrons by encouraging office and business development and additional visitor attractions."*
- *Provide a significant increase in the potential for development in the precinct."*

- *Establish origin and destination land uses that maximise the benefit of the rail service, including a strong presence of offices and business/commercial services with supporting residential uses intermixed."*
- *Establish residential dwellings in developments that provide an appropriate proportion of office and/or other non-residential floor space."*
- *Create lively street frontages and a dynamic public realm by locating shops, restaurants and other non-residential uses at ground floor levels."*
- *Allow taller and larger buildings in locations where river views can be maximised."*
- *Enhance the public domain by framing public streets and parks with active building frontages to create a sense of enclosure and place."*

City of South Perth Policy No. P350.5 – Trees on Development Sites and Street Verges

City of South Perth Policy No. P350.5 – Trees on Development Sites and Street Verges (Policy P350.5) outlines the requirements to deal with existing trees onsite or street trees. The objectives of Policy P350.5 are:

- a) *"To promote the designing of residential development in a manner that enables trees to be retained."*
- b) *To ensure that new trees are planted to preserve or enhance the City's desirable 'green' character."*
- c) *To preserve street trees."*

Directions 2031 and Beyond

The Western Australian Planning Commission (WAPC)'s Directions 2031 and Beyond (Directions 2031) is a spatial framework; a high level strategic plan that establishes a vision for the future growth of the Perth and Peel region. Directions 2031 provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

Directions 2031 establishes a vision for the for the future growth of the metropolitan Perth and Peel region in which:

By 2031, Perth and Peel people will have created a world class liveable city: green, vibrant, more compact and accessible with a unique sense of place."

A primary strategy underpinning the document is establishing targets to improve upon current infill development trends to assist in accommodating the rapidly growing population of the Perth and Peel region. Directions 2031 sets a target of 47% or 154,000, of the required 328,000 dwellings, being provided as infill development as a way of managing growth.

Under the Directions 2031 framework, the site is identified as being in the Central Metropolitan Perth Sub-Region. The central sub-region is identified as being ideally suited for the provision of targeted infill development, with the City of South Perth being assigned a target of an additional 6000 dwellings by 2031.

The proposed development is consistent with the principle of encouraging targeted infill development and will assist the City in meeting the dwelling targets outlined in Direction 2031.

WAPC Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The WAPC's Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DC1.6) seeks to ensure that planning takes into account the opportunities created by the provision of public transport. The policy applies throughout the state within transit-oriented precincts as defined under the policy.

Under DC Policy 1.6 transit oriented precincts are defined as areas being within:

- An 800 metre walkable catchment for railway stations, transit interchanges or major bus transfer stations or terminals; or
- A 400 metre walkable catchment for bus stops located on a bus routes with multiple high frequency bus services during peak periods.

The subject site is located within an 800 metre walkable catchment of the proposed South Perth Train Station and within a 400 metre walkable catchment of high frequency bus routes operating on Mill Point Road and Labouchere Road, as well as the Mends Street Ferry Terminal. The subject site is therefore considered to be a transit oriented precinct and suitable for use as a transit oriented development.

The objectives of DC1.6 are as follows:

- *"To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.*
- *To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.*
- *To encourage balanced public transport rider-ship along transit corridors by creating places that are destinations as well as points of departure.*
- *To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.*
- *To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.*

- *To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange."*

DC1.6 further states that:

"There are obvious benefits of a planning policy that encourages the integration of land use and transit facilities. Higher residential densities and mixed use development in the walkable catchments of transit facilities have the potential to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development. These benefits combine to produce an attractive and viable alternative to car-based suburban and urban fringe development."

The proposed development is consistent with the aims and intent of DC1.6, in terms of ensuring optimal land uses within transit oriented precincts and creating a vibrant and unique urban environment that is highly accessible to both employees and residents.

WAPC Designing Out Crime Planning Guidelines

The Designing Out Crime Planning Guidelines aim at preventing crime through the application of a range of design principles to minimise the potential for that site to facilitate and support criminal behaviour.

The Objectives of the Guidelines are:

- *"to raise awareness of key community safety, security and crime prevention issues, designing out crime principles and solutions;*
- *to ensure that planning and detailed design for land use, development and redevelopment activity takes into consideration designing out crime principles;*
- *to aid the integration of safety and security concerns throughout the planning and development assessment process for public and private sector projects and in the management and maintenance of the public realm;*
- *to encourage the incorporation of designing out crime principles in operational aspects of community and neighbourhood management; and*
- *to identify public and private sector roles, responsibilities and opportunities for partnerships in the planning and design process in the interest of community safety."*

Figure 4 – MRS Plan



Figure 5 – TPS6 Extract

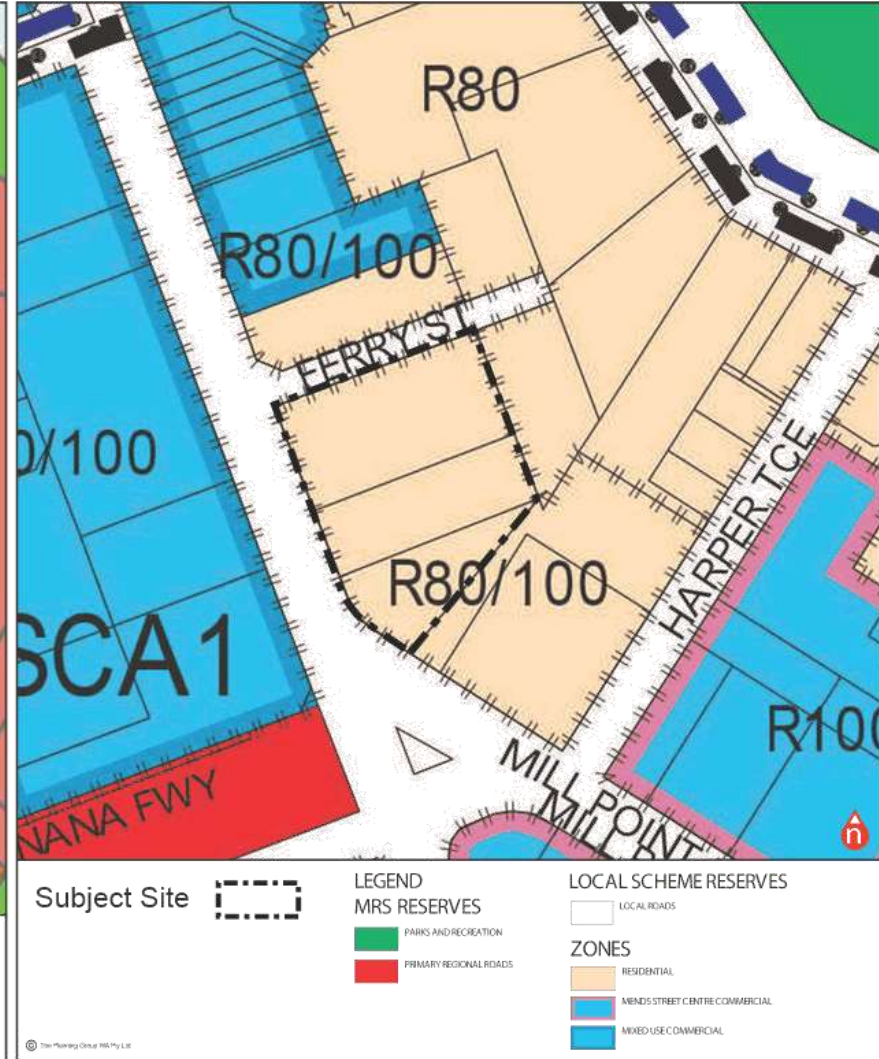
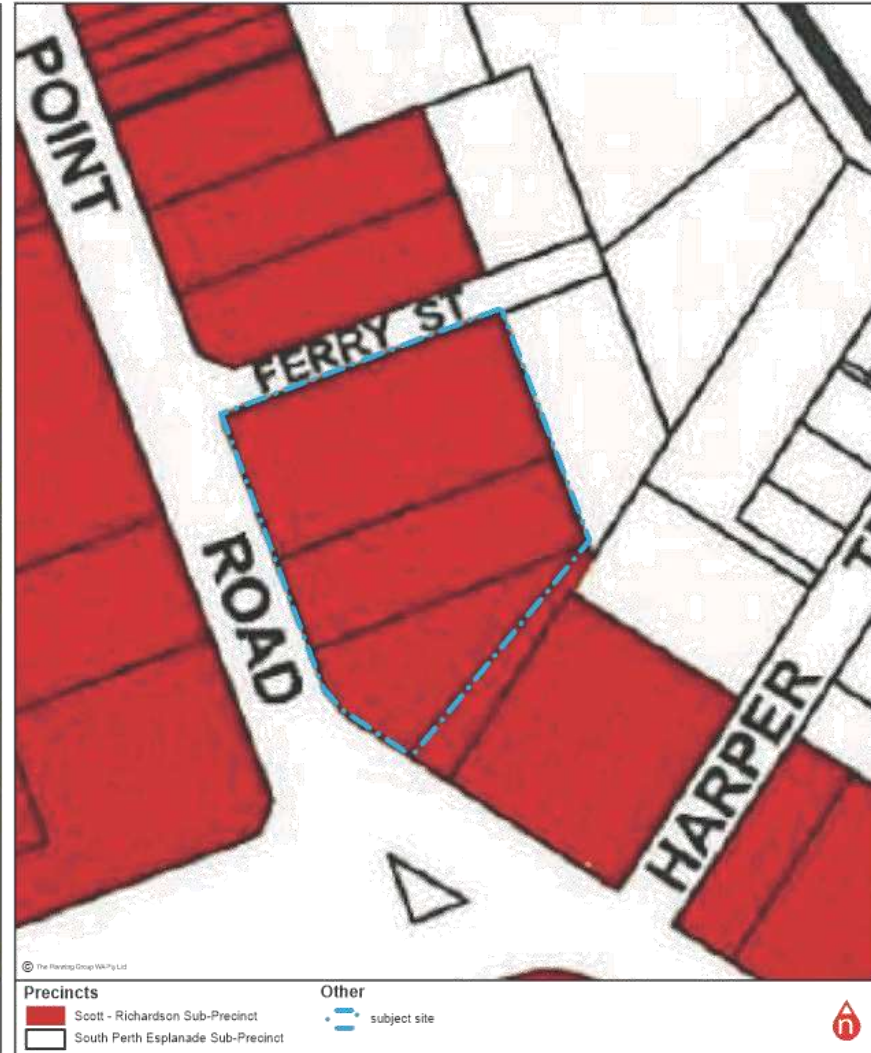


Figure 6 – Sub-Precincts



Figure 7 – Special Design Area



Proposed Development

This application seeks approval for a 34-level mixed use development at No. 86, 88 and 90 (Lots 2, 15 and 16) Mill Point Road, South Perth. The development will have a three storey podium which is predominantly set back four metres from Mill point Road and four metres from Ferry Street to allow for the retention of the existing street trees. The tower atop the podium will have an additional setback to mitigate the impacts of bulk and scale. The overall height of the proposed building is to be 131.8 metres, with a podium height of 20.1 metres.

The proposed development will be a landmark building that will provide an architecturally appealing corner development with contributions to the that is appropriate to the prominent corner location and will make a positive overall contribution to the amenity of the locality. The scale and built form of the proposal exemplifies the intensity of developed and character envisaged for the area and promotes the housing densification intended for the Perth Metropolitan Area.

The development proposes a plot ratio area of 25,164.99m², representing a plot ratio of 5.29:1 based on the site area of 4,757m². The plot ratio area is comprised of the following:

- Ground floor commercial tenancies – 1,107m². (0.233:1)
- Upper floor commercial tenancies – 3,653m². (0.768:1)
- Residential apartments – 20,405m². (4.289:1)

The development comprises of 163 multiple dwellings- 48 two-bedroom dwellings, 106 three-bedroom dwellings and nine four-bedroom dwellings.

Car parking, residential stores and required service infrastructure are to be accommodated in and six car parking levels in the podium. A total of 163 residential stores are provided along with 341 resident car parking bays and 28 visitor bays. The development also includes 76 commercial bays. Vehicle access is provided from Ferry Street reducing the impact on Mill Point Road.

The development particulars are summarised in the following tables.

Development Component	Provided
Commercial Tenancies	Three ground floor commercial tenancies; and Office tenancies at First, Second and Third Floor levels.
Residential Dwellings	48 two-bedroom dwellings; 106 three-bedroom dwellings; and nine four-bedroom dwellings.
Car Parking	369 residential car parking bays (including 28 visitor bays) and 76 commercial bays provided at the podium levels.
Residential Stores	163 residential stores provided.
Bicycle Parking Facilities.	Bicycle parking facilities are provided at Ground Floor. A total of 73 bicycle bays are provided, being 41 for the residential component and 32 for the commercial component.

Building Level	Development Particulars
Ground Floor	A drop-off zone; Loading bay; 24 Commercial bays; 15 residential visitor bays; 22 commercial staff bicycle bays; End of trip facilities - 16 Female and 16 Male lockers with showering and bathroom facilities. Services and refuse area; Commercial lobby and lifts; Residential lobby and lifts; Two commercial tenancies; and Vehicle crossovers to Ferry Street.
First Floor	52 Commercial bays; 114 residential car parking bays (inclusive of 13 visitor bays); 41 residential stores; and Office tenancies;
Second Floor	82 residential car parking bays; and 41 residential stores;
Third Floor	158 residential car parking bays; and 81 residential stores;
Fourth Floor	Gymnasium; and Spa (health and Fitness club); Swimming pool; and Landscaped decks and on-grade landscaped amenity areas.
Fifth Floor to 10 th Floor (each floor)	8 two-bedroom dwellings.
11 th Floor to 25 th Floor (each floor)	2 three-bedroom dwellings; and 4 three-bedroom dwellings.
26 th Floor	Residential amenities
27 th Floor to 29 th Floor (each floor)	4 three-bedroom dwellings
30 th Floor to 31 st Floor (each floor)	2 three-bedroom dwellings; and 2 four-bedroom dwellings.
32 nd Floor	3 four-bedroom dwellings
33 rd Floor	2 four-bedroom dwellings
34 th Floor	2 four-bedroom dwellings

Refer to Appendix B – Hassell Architectural Statement and Development Plans

Refer to Appendix C – Taylor Cullity Lethlean Landscape Statement and Plans

Materials and Finishes

Complimentary materials have been carefully chosen that reflect the quality of the development and its unique setting.

Tower

- Apartment cladding is a unitized curtain wall system comprising clear double glazed units with an anodized aluminium frame and some infill solid panels. Horizontal projecting sun hoods and vertical fins are integral to the curtain wall system with a matching finish and areas of fixed glazed and operable glass louvres are included to areas of wintergarden.
- Apartment balconies are provided with glass balustrading with powdercoated metal supports and handrails, and a painted skim coated soffit.

Podium

- A unitized curtain wall system to commercial office facades with clear single glazed units and an anodized aluminium frame with matching projecting shade fins. Areas of shadowbox spandrel glazing incorporate a timber veneer.
- Car park cladding to Ferry Street comprises perforated metal mesh to upper levels with a varied degree of perforation providing contrast, and metal and timber fins to lower levels. Elsewhere a combination of powdercoated composite, and louvre panels are used.
- Full height shop front type glazing is provided to ground level.
- The ground level canopy comprises a powder coated steel frame structure supporting a fritted glass canopy.
- Areas of soffit along Mill Point Road and to the residential entry and port cochere off Ferry Street are timber clad.

Planning Assessment

South Perth Station Special Control Area

Clause 5.1 (6) of TPS6 states "For all comprehensive new development within Special Control Area SCA1 South Perth Station Precinct, development requirements are contained within Schedule 9 and the provisions of clause 5.1 and Table 3 do not apply".

An assessment of the proposed development against the development controls applicable to the site, as specified in Table A of Schedule 9, is presented in the following table.

South Perth Station Special Control Area – Development Controls		
Requirement	Provided	Compliance
Land Use		
Preferred land uses are: Café/Restaurant, Cinema/Theatre, Convenience Store, Hotel, Local Shop, Mixed Development, Office, Tourist Accommodation, Specialty Retail, Multiple Dwelling, Grouped Dwelling, Aged or Dependent Persons Dwelling, Single Bedroom Dwelling and Residential Building. Discretionary land uses are: Consulting Rooms, Educational Establishments and Public Parking Station.	Proposed land uses are: Café/Restaurant, Cinema/Theatre, Office, and Multiple Dwellings.	Complies.
Ground Floor Uses		
No residential dwellings permitted at ground floor level. Preferred ground floor land uses are: Café/Restaurant, Convenience Store, Hotel, Local Shop, Office, Tourist Accommodation and Specialty Retail. Discretionary land uses are: Consulting Rooms and Educational Establishment.	No residential dwellings at ground floor level. Ground floor land uses comprise Café/Restaurant	Complies. Complies.
Plot Ratio and Land Use Proportions		
No maximum plot ratio. Minimum non-residential plot ratio of 1.0. Maximum residential plot ratio of 1.5, except where variations granted under Table B of Schedule 9.	The plot ratio is based on the site area of 4,757m ² Total plot ratio area of 5.29:1 (25,164.99m ²) Non-residential plot ratio of 1:1 (4,760m ²) Residential plot ratio of 4.289:1 (20,405m ²).	Complies. Variation sought in accordance with the Special Design Area provisions. See plot ratio and land use proportions discussion below.
Podium Height		
9 metre minimum and 13.5 metre maximum. Can be varied on corner sites to accommodate an architectural design feature, giving due consideration of the guidance statement.	20.1 metre podium height.	Variation sought in accordance with the provision for variations on corner sites. See building height discussion below.
Building Height		
41 metre building height. The height limit may be varied for sites in the Special Design Area subject to demonstrating compliance with the performance criteria outlined in Table B of Schedule 9.	131.8 metre building height.	Variation sought in accordance with the Special Design Area provisions. See building height discussion below.

South Perth Station Special Control Area – Development Controls		
Requirement	Provided	Compliance
Relationship to the Street		
Ferry Street: The podium and upper floors to be setback 4 metres unless otherwise approved by Council.	4 metre setback to Ferry Street.	Complies.
Mill Point Road: Nil podium setback for a minimum 60% of the street frontage. 4 metre street setback above podium level. Minimum 60% clear glazing at street frontage. Ground level walls with no openings not to exceed 5 metres in length at street frontage.	4 metre setback at podium level to Mill Point Road. A minimum 4 metre setback for the upper floors. 60% glazing provided along street frontage. Ground level walls with no openings do not exceed 5 metres in length at street frontage.	The setback to Mill Point Road at podium level is non-compliant at four metres. The reason for this is to protect and retain the existing street trees as required under Policy P350.5. As such the proposed setback in lieu of a nil setback is considered a better outcome and appropriate for the locality. Complies. Complies.
Side and Rear Setbacks		
Nil setback at podium level. 3 metres minimum for non-residential development above the podium. In accordance with Table 5 of the R-Codes above the podium height (4 metre side setbacks required under the R-Codes).	The podium level has a nil setback to the side and rear boundaries. Development above the podium is setback more than 4 metres from the side and rear boundaries	Complies. Complies.
Parking		
Refer to car parking assessment below.		
Canopies		
Where a building abuts a street boundary, a canopy with a minimum projection depth of 2.5 metres shall be provided over the street footpath.	Canopies are provided along the street frontages.	Considered compliant.
Vehicle Crossovers		
One vehicle crossover per lot per street.	Two crossover proposed on Ferry Street.	Non-Compliant. The proposed crossover arrangement will allow for a port cochere drop off that will increase the pedestrian experience and make traffic movements convenient and safe. The existing footpath along Ferry Street will not be negatively impacted by the proposed access arrangement. The proposed two way system will increase pedestrian safety in that the vehicle movement will be in forward gear with adequate sightlines. The proposed access meets the relevant guidance statement and is therefore appropriate.

South Perth Station Special Control Area – Development Controls		
Requirement	Provided	Compliance
Landscape and Outdoor Living Areas		
Outdoor living areas in accordance with the R-Codes. R-Codes require that each unit is provided with at least one balcony or equivalent accessed directly from a habitable room with a minimum area of 10m ² and a minimum dimension of 2.4 metres.	Each dwelling is provided with an outdoor living area with a minimum area of 10m ² and a minimum dimension of 2.4 metres.	Complies.
Heritage		
Applications on or adjacent to a site containing a Heritage Building shall be accompanied by a Heritage Impact Statement.	Proposed development not located on or adjacent to any heritage sites therefore a Heritage Impact Statement is not required.	N/A
Special Design Area		
For sites within the Special Design Area, the Plot Ratio and Land Use Proportions, and Building Height provisions can be varied where it can be demonstrated that the development: Is consistent with the Guidance Statement applicable to those elements; and Specifically meets all of the relevant Performance Criteria in Table B of Schedule 9.	Site is located within the Special Design Area and seeks variations to both the Plot Ratio and Land Use Proportions, and Building Height provisions. See plot ratio and building height discussions for consistency with Guidance Statements. See below assessment against the Performance Criteria in Table B of Schedule 9.	Complies.
Designing Out Crime		
Primary pedestrian access points shall be visible from buildings and the street. Storage areas shall be sited in a location that will not facilitate access to upper level windows and balconies. Public and private areas shall be differentiated by the use of differing materials.	Pedestrian access points clearly defined and visible from buildings and the street. No external storage areas proposed. Clear distinction provided between public and private areas through the use of differing materials.	Complies. Complies. Complies.
Road and Rail Transport		
Applies only to properties on Melville Parade or in close proximity to Kwinana Freeway.	Not considered applicable to development on the subject site.	N/A

Car Parking Assessment

An assessment of the provision of parking for the proposed development against the provisions of Schedule 9 of TPS6 is summarised in the following table.

Requirement	Provided	Compliance
Residential: 1 occupier bay per dwelling. 4B two, 106 three and nine four bedroom dwellings = 163 bays. Total requirement = 163 bays.	341 residential bays provided.	Complies.
Residential Visitor: 1 visitor bay per six dwellings. 163 dwellings = 27 bays.	28 dedicated residential visitor bays provided.	Complies.
Commercial: 1 bay per 50 square meters of gross floor area for non-residential land uses. 4,764m ² of non-residential floor area = 95 bays. Commercial Visitor: For non-residential land uses, 2 bays for visitors or 10% of required occupiers' bays, whichever is the greater, marked for the exclusive use of visitors. Required 10% of 163 bays = 16.3 bays.	76 bays provided for the commercial component. 12 commercial visitor bays	Non-Compliant The non residential component of the building includes areas at the podium which function as residential amenity areas that are also open for the use by the public. As these uses will be used by residents with allocated car parking these areas are provided with car parking at a rate of 1 bay per 110m ² . The ground floor restaurant, café and upper floor offices are provided with allocated bays at the required rate of 1 bay per 50m ² . The urban environment of the site location affords it the amenity of public transport, which further reduces the need for commercial parking. This level of amenity and that the residents will also use the amenities at podium level also reduces the need for visitor parking. The car parking proposed is therefore considered acceptable for the needs of the site.

As the above table demonstrates, the proposed development is wholly compliant with the parking requirements under TPS6, with the exception of the commercial parking. Schedule 9 of TPS6 allows for a variation to the number of car parking bays. The provision of parking for the proposed development is also consistent with the relevant Guidance Statement under Schedule 9 of TPS6, which is as follows:

In an urban area with excellent public transport and a highly walkable environment, there is a strong rationale not to apply the high levels of parking provision associated with suburban environments.

Given the sites urban location it does benefit from the amenity of public transport and can afford to rely on a reduced number of car parking bays. Furthermore, the non-residential component of the building includes areas at the podium, which function as residential amenity areas that are also open for the use by the public. As residents with allocated car parking bays will use these amenities, the need for car parking for these non-residential components are reduced and therefore provided with car parking at a rate of 1 bay per 110m².

The ground floor restaurant and café and upper floor office, which will predominantly attract people from other areas, are provided with allocated bays at the required rate of 1 bay per 50m². The level of required visitor car parking is also reduced for the same reasons as mentioned above.

Given the above, the provision of parking for the proposed development is considered appropriate.

Bicycle Parking and End-of-Trip Facilities

An assessment of the provision of bicycle parking and end-of-trip facilities for the proposed development against the provisions of Schedule 9 of TPS6 is summarised in the following table.

Requirement	Provided	Compliance
Residential Bicycle Parking: 1 bicycle bay per 3 dwellings = 54.33 bays required.	41 residential bicycle parking bays provided.	Complies.
Commercial Bicycle Parking: 1 bicycle bay per 200m ² of gross floor area = 20 bays required.	22 commercial bicycle parking bays provided.	Complies.
End-of-Trip Facilities: End-of-trip lockers and showers to be provided for the commercial component.	32 Lockers (16 male and 16 female); two male and two female showers are provided.	Complies.

Performance Criteria for Variations to Development Standards

As stated previously, the site is located within the Special Design Area of SCA1 and therefore the Council may permit a variation to the 'Plot Ratio and Land Use Proportions' (Element 3) and 'Building Height' (Element 5) criteria specified in Table A of Schedule 9.

The capacity for the City to support a variation to the prescribed development standards within the South Perth Station Special Control Area is excluded from Clause 7.8 of TPS6 (discretion to permit variations from scheme provisions) and is instead provided for by the relevant performance criteria contained within Schedule 9. Therefore, in order to vary the provisions relating to building height and plot ratio within the Special Design Area, the development is required to demonstrate compliance with the performance criteria for Variations to Development Standards, as specified in Table B of Schedule 9 of the City's TPS6.

An assessment of the proposed development against the performance criteria for the granting of variations to development standards is presented in the following table.

Performance Criteria for Variations to Development Standards		
Requirement	Provided	Compliance
Minimum Lot Area and Frontage		
Minimum lot area of 1700m ² and a minimum lot frontage of 25 metres.	The site has a total land area of 4,757m ² and maintains a 121.62 metre frontage to Mill Point Road and a 66.24 metre frontage to Ferry Street.	Complies.
Design Quality		
Proposed development is of an exceptional architectural design quality as determined by Council.	Proposed development is considered to be of an exceptional design quality. Refer to architectural statement.	Complies.
Overshadowing		
Development to be designed with regard to solar access for adjoining sites.	Overshadowing of the development at 12pm on June 21 is considered appropriate. <i>Refer to Overshadowing Diagram (Appendix B).</i>	Complies.
Dwelling Density and Type		
Residential development must have a minimum residential density of 100 dwellings per gross urban hectare, or Provide a minimum 20% one-bedroom dwellings.	The development has a residential density of greater than 100 dwellings per gross urban hectare.	Complies.
Vehicle Management		
Traffic Impact Assessment required, detailing impact on surrounding street network.	Traffic Impact Assessment included as Appendix D.	Complies.

Performance Criteria for Variations to Development Standards		
Requirement	Provided	Compliance
Car Parking		
The development shall not have car parking bays at ground level within 10 metres of a road frontage, unless allowed by Council. At least 60% of the primary street frontage is to be an active street frontage.	The development does provide visitor parking along Ferry Street within the property boundary. This is considered appropriate, as it will allow convenient parking for visitors of the building. All other parking is not visible from the street. 60% street activation achieved.	Considered appropriate. Complies.
Additional Community Benefits		
Proposed Development must provide at least three of the following: High quality active street frontages, street art, furniture and landscape features. Landscaped spaces and/or other facilities accessible to the public such as gym equipment and public art. A range of dwellings sizes and costs. Improvements to pedestrian networks and public security Provision of view corridors and/or mid-winter sunlight to adjacent land/buildings. Community, communal and/or commercial meeting facilities.	High quality active street frontages provided. A gymnasium and spa with a landscaped podium accessible to the public. Range of dwelling sizes provided. Improved pedestrian environment provided through the provision of canopies to Mill Point Road and Ferry Street, active ground floor tenancies and passive surveillance of the public realm. Meeting rooms provided.	Complies.
Resource Efficiency		
The proposed development to exceed the BCA requirements with respect to the following: Solar access; Energy efficiency; Passive cooling techniques; Cross ventilation; and Water conservation.	The development is to be designed to achieve a high level of resource efficiency. An assessment of the sustainability measures is outlined in the Sustainability Report in Appendix E.	Complies.

Given the above, the proposed development is considered to meet the performance requirements for the granting of variations to Elements 3 and 5 in Table A of Schedule 9, as detailed below.

Plot Ratio and Land Use Proportions

The development proposes a residential plot ratio area of 20,405m² (4.289:1) and therefore exceeds the prescribed maximum residential plot ratio of 1.5:1 under Schedule 9 of TPS6. However, the Scheme states that for sites within the Special Design Area, the Plot Ratio and Land Use Proportions provisions can be varied where it can be demonstrated that the development:

- Is consistent with the Guidance Statement applicable to those elements; and
- Specifically meets all of the relevant Performance Criteria in Table B of Schedule 9.

The Guidance Statement for Plot Ratio and Land Use Proportions is as follows:

- Any comprehensive new development should consist of predominantly non-residential uses to ensure the precinct consolidates as an employment destination.
- To ensure that all developments that include a residential component provide diversity in dwellings, including single bedroom dwellings.
- Provision made for amenity facilities for residential dwellings.

The proposed development is considered to meet the above objectives for the following reasons:

- The development proposes a significant non-residential component that will contribute to consolidating the area as an employment destination. The increase in residential plot ratio area is additional to, rather than in lieu of, the required non-residential plot ratio, which is still provided in accordance with the SCA requirements (minimum plot ratio of 1:1).
- The proposed development provides a diverse range of dwelling sizes as follows:
 - 29% two-bedroom dwellings;
 - 65% three-bedroom dwellings; and
 - 5.5% four-bedroom dwellings.

This ensures that the development provides diversity in housing choice and a range of price points for prospective purchasers. In addition the provision of more, larger apartments is considered appropriate in the currently flooded one bedroom apartment market.

- In addition to all required residential facilities and service infrastructure, the proposal incorporates a number of amenities to the residents, including a lounge, gym and theatre and wellness centre, as well as a swimming pool, landscaped deck and communal courtyard areas.

Given the above, and that the proposed development has demonstrated compliance with the performance criteria contained within Table B of Schedule 9, it is considered that the proposed variation to the prescribed plot ratio and land use proportions is in accordance with the provisions of Schedule 9 and is justified in the context of the site and the landmark nature of the proposed

Building Height

The development proposes an overall building height of 131.8 metres, with a podium height of 20.1 metres, and therefore exceeds the prescribed 25 metre height limit. As the site is located within the Special Design Area, development on the site is able to gain variations to the Building Height provisions where consistent with the relevant Guidance Statement and where the development satisfies the criteria under Table B, in acknowledgement of the fact that greater height may be appropriate for sites within the Special Design Area.

The Guidance Statement for Building Height under the SCA provisions is as follows:

- a) *"The building height limits that define the allowable building envelope are shown on Plan 3 Building Heights. For sites identified in Plan 2 as being in the Special Design Area, variations from the height limits may be approved where the performance criteria in Table B of Schedule 9 are met."*

As demonstrated previously, the proposal is compliant with the provisions of Table B with respect to the criteria for granting variations to development standards, and therefore is also compliant with the Building Height Guidance Statement.

A minor variation is also sought to the podium height requirements under the SCA provisions. However, the prescribed podium height can be varied on corner sites, such as the subject site, and the requested variation is considered minor in nature and will have little noticeable impact as viewed from the two street frontages as both the podium facades are setback four metres from the lot boundaries.

As the minor increase in the podium height, will not significantly impact on the streets the proposed building height and podium level height are considered to be appropriate. The appropriateness of the proposed podium height is further supported by the subject site's prominent corner location. The proposed building height and podium height are considered consistent with the intended character of the locality, and its intended function as a transit-oriented precinct. Given that the building is well articulated and has well positioned upper floors that are appropriately set back the perceived bulk and scale of the building is significantly reduced. As such it is considered that the requested variation will not have any adverse impact on the adjoining properties or the amenity of the locality.

Furthermore, the proposed development achieves an appropriate outcome with respect to overshadowing, with most of the overshadowing being contained in the road reserve.

Refer to Appendix B – Hassell Architectural Statement and Development Plans

Other Considerations

Transport Statement

A transport statement has been prepared in support of the development by Tarscore which finds that the proposal will generate approximately 1,128 (inbound and outbound) total daily trips with approximately 104 and 122 trips (inbound and outbound) during the peak weekday morning and afternoon periods, respectively. The capacity assessment of the nearby signalised intersections of Mill Point Road/Labouchere Road as well as the priority-controlled intersection of Mill Point Road/Ferry Street has confirmed that both intersections have the capacity to accommodate the development-generated traffic. The site also enjoys good access to the existing pedestrian and bicycle network, and to existing public transport services in this area.

Refer to Appendix D – Transcore Traffic Assessment

Sustainability Report

A sustainability report has been prepared by Full Circle. The report indicated that the with the design also including a high performance glazing and balconies to reduce glare and heat transmission, most of the apartments will exceed the minimum requirements for 6 star NatHERS certification – providing reduced operational costs and improved thermal comfort for occupants.

The project is seeking plot ratio bonuses as part of its development approval and, in keeping with the owners philosophy in general has incorporated a number of best practice design features including exceeding minimum standard in sustainable design, in particular, the development includes:

- Exceeding minimum compliance for Section J in residential and commercial elements
- Use of innovative 'liquid' pool blanket
- Low flow water fittings and low water usage pool filtration system
- Dual sided ventilation provided to more than 50% of the apartments.
- Provision of centralised air conditioning plant to improve noise and energy outcomes
- Use of performance glazing with a high degree of façade operability
- Sophisticated common area and apartment controls and performance monitoring

As a quantification of these features, the team has reviewed the overall design inclusions against the benchmarks within the Green Star MURT V1 tool. With a focus on energy and water efficiency as well as indoor environment quality – aligning well with the council guidelines and requirements for plot ratio bonus – the project is already expected to perform at around a 5 Star Green Star level, – representative of Australian Excellence in sustainable design.

Refer to Appendix E – Full Circle Sustainability Report

Waste Management

A waste management plan has been prepared in support of the development by Talis. This plan finds that the proposed development can be provided with waste collection services, and has been appropriately designed to provide for recycling and general waste stream separation.

Refer to Appendix F – Talis Waste Management Plan

Planning Merit

Based on the detailed planning assessment presented above, it has been demonstrated that the proposed development is consistent with the relevant development standards and the intended future character of the area.

In addition to the above, the principles of orderly and proper planning require that new development is a logical and efficient extension of existing development in the locality, and is consistent with the planning vision for the area. The key points regarding the proposed development are as follows:

- The proposal is consistent with the intended character of the Mends Sub-Precinct and the broader South Perth Station Precinct, as established by the applicable planning framework;
- The proposed development makes excellent use of its strategic location; providing a mixed use development that is in accordance with the aims of the WAPC's DC Policy 1.6 with respect to transit oriented development and will capitalise on the proximity of the site to the proposed South Perth Train Station;
- The proposed land uses will encourage pedestrian interest and activity at ground level, contributing to the vibrancy of the pedestrian environment and the activation of the streetscape;
- The provision of higher density housing is consistent with the principles of transit oriented development and will assist the City in meeting the dwelling targets outlined in Directions 2031;
- The development will assist greatly in making the South Perth Station Precinct an employment destination, whilst making a valuable and high quality contribution towards the provision of an attractive urban environment.
- The proposed development will provide a high quality architectural landmark building, at a scale that is appropriate to the site's prominent corner location;
- The area is well serviced by the existing road network and has convenient access to existing and proposed public transport services; and
- The proposal will not have any adverse impact on the streetscape or the amenity of the locality.

It is therefore considered that the proposed development is in accordance with the principles of orderly and proper planning and will make a positive overall contribution to the amenity of the locality.

Conclusion

This report has been prepared by TPG Town Planning, Urban Design and Heritage, on behalf of South Link Investments Pty Ltd, in support of an application for a 34- level mixed use development at Nos. 86-90 (Lots 2, 15 and 16) Mill Point Road, South Perth.

The proposed land uses are consistent with the statement of intent for the Mends Sub-Precinct and in line with the preferred land uses under the SCA provisions. The provision of commercial tenancies will contribute to the consolidation of the area as an employment destination; whilst the inclusion of residential dwellings will assist in providing the critical mass required to achieve a true transit oriented development and a well-functioning employment area with an active pedestrian environment.

The proposed development is compliant with the provisions of the South Perth Station Precinct Special Control Area, with justification provided for any proposed variations with respect to the site being located within the Special Design Area. The requested variations to building height, podium height and plot ratio are considered appropriate, given the site's prominent corner location and the high quality, well articulated, landmark nature of the proposed development. The proposed scale and built form of the development epitomise the development intensity envisaged for the South Perth Station Precinct.

The proposal is consistent with the principles of orderly and proper planning and is in accordance with the planning vision for the locality. In addition the development and will make a significant positive contribution to the amenity of the locality. Therefore, the support and positive recommendation of the City of South Perth, and the approval of the Metropolitan Central Joint Development Assessment Panel is respectfully requested.

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Appendix A

Certificate of Title

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REGISTER NUMBER 2/D812	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

WESTERN AUSTRALIA

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

VOLUME **1028** FOLIO **610**

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


REGISTRAR OF TITLES 

LAND DESCRIPTION:

LOT 2 ON DIAGRAM 812

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SOUTH LINK INVESTMENTS PTY LTD OF SUITE 2 / 184 ADELAIDE TERRACE EAST PERTH
(T M697668) REGISTERED 7 JULY 2014

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

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

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

STATEMENTS:

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

SKETCH OF LAND: 1028-610 (2/D812).
PREVIOUS TITLE: 148-20.
PROPERTY STREET ADDRESS: 86 MILL POINT RD, SOUTH PERTH.
LOCAL GOVERNMENT AREA: CITY OF SOUTH PERTH.

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L529380
NOTE 2: N057539 DUP NOT PRODUCED FOR DOCUMENT N057539

REGISTER NUMBER 15/D18674	
DUPLICATE EDITION 4	DATE DUPLICATE ISSUED 4/7/2014

WESTERN AUSTRALIA

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

VOLUME **1349** FOLIO **97**

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


REGISTRAR OF TITLES 

LAND DESCRIPTION:

LOT 15 ON DIAGRAM 18674

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SOUTH LINK INVESTMENTS PTY LTD OF SUITE 2 / 184 ADELAIDE TERRACE EAST PERTH
(T M683329) REGISTERED 25 JUNE 2014

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

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

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

STATEMENTS:

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

SKETCH OF LAND: 1349-97 (15/D18674).
PREVIOUS TITLE: 1171-238.
PROPERTY STREET ADDRESS: 88 MILL POINT RD, SOUTH PERTH.
LOCAL GOVERNMENT AREA: CITY OF SOUTH PERTH.

NOTE 1: N057540 DUP NOT PRODUCED FOR DOCUMENT N057540



REGISTER NUMBER 16/D18674	
DUPLICATE EDITION 3	DATE DUPLICATE ISSUED 4/7/2014

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

VOLUME **2119** FOLIO **271**

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


REGISTRAR OF TITLES 

LAND DESCRIPTION:

LOT 16 ON DIAGRAM 18674

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SOUTH LINK INVESTMENTS PTY LTD OF SUITE 2 / 184 ADELAIDE TERRACE EAST PERTH
(T M683329) REGISTERED 25 JUNE 2014

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

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

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

STATEMENTS:

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

SKETCH OF LAND: 2119-271 (16/D18674).
PREVIOUS TITLE: 1171-234.
PROPERTY STREET ADDRESS: 90 MILL POINT RD, SOUTH PERTH.
LOCAL GOVERNMENT AREA: CITY OF SOUTH PERTH.

NOTE 1: N057541 DUP NOT PRODUCED FOR DOCUMENT N057541

Appendix B

Hassell Architectural Statement and Development Plans

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Mill Point Road

Development Application – 3 November 2015

Architectural Documents

151102 – Architects Report
151102 – Public Art Strategy

DA001 – Site Location Plan
DA005 – Site Survey
DA006 – Site Survey with Proposal Overlaid
DA101 – Ground Floor Plan
DA102 – Commercial & Parking Level 1
DA103 – Commercial & Parking Level 2
DA104 – Parking Level 3
DA105 – Parking Level 4
DA106 – Parking Level 5
DA107 – Landscaped Podium Level 4
DA107-1 – Landscaped Podium Level 4 – Health & Function Centre
DA108 – Levels 5 to 10 – 2 Bedroom Apartments
DA109 – Levels 11 to 25 – 3 Bedroom Apartments
DA110 – Level 26 Sky Lounge
DA111 – Levels 27 to 29 – Large 3 Bedroom Apartments
DA112 – Levels 30 to 31 – Large 3 and 4 Bedroom Apartments
DA113 – Level 32 – Sub Penthouse Apartments
DA114 – Level 33 – Penthouse Level 1
DA115 – Level 34 – Penthouse Level 2
DA116 – Roof Plan
DA201 – Cross Section
DA202 – Longitudinal Section
DA203 – Section
DA204 – Section
DA301 – North Elevation
DA302 – East Elevation
DA303 – South Elevation
DA304 – West Elevation
DA305 – Elevation A
DA306 – Elevation B
DA307 – Elevation C
DA308 – Elevation D
DA601 – Shadow Study

Mill Point Road Development

2 October 2015

Located on Mill Point Road between Ferry Street and the intersection with Labouchere Road, the proposed development comprises of 163 residential apartments above a commercial podium providing active uses on Mill Point Road and at the corner of Ferry Street.

The development has been designed to take advantage of the sweeping views around the South Perth peninsula for the benefit of its residents and to create a compact but significant Health, Food and Beverage precinct for all who live in or visit South Perth.

Who will live at Mill Point Road?

The brief for the development originated from a Customer Experience Strategy developed with a specialist consultant. The purpose of the Experience Strategy was to articulate the expectations of the target customers and inform the design of the Mill Point Road development so that it is effectively aligned to the needs, desires and personalities of those target audiences.

It identified some key target audiences that have the desire and means to buy apartments in South Perth. These people have specific needs and desires and the development has been designed to appeal directly to them.

The key target audiences identified are as follows:

Reward Reapers – these people are downsizing to facilitate a hassle-free and 'globetrotting' lifestyle.

Family First – these people are downsizing to free up financial resources and enjoy a hassle-free life spent with family and friends.

Asian Families – these are people who are emigrating to Perth to facilitate a better lifestyle for their families.

Key principles were developed to ensure that all aspects of the design are aligned to meet these needs and desires in a cohesive and differentiated way.

The experience principles set the tone for the feelings that Zone Q and the design team want to convey across the customers' journey through the development. They reflect the unique experience of Mill Point Road scheme, delivered through the characteristics of the design.

A summary of the Principles is as follows:

Provide a Safe Sanctuary – *Creating a sense of arrival which is immediately calming & stress-free. A feeling of being at home - warm & welcome, comfort, relaxed and secure. There are spaces to suit our every need - family, friends, or just us.*

Always Connected to the Outdoors – *Creating the feeling of closeness to the outside, relating to the amazing environments and views through careful planning and design of the external & internal spaces.*

Allow You to Live & Socialise on Your Terms – *Creating the feeling of opening to the outside or close off from everything. It's so easy to change the shape and flow of the apartment to suit our different moods and what we want to do. We always feel safe and secure without being disturbed, and free to live our lives without disturbing others.*

Make Life Easy – *Creating the feeling of being free to focus on enjoying our time knowing the hassles of everyday life have been and addressed. It's so easy to get around the apartment, the development and the neighbourhood. Everything in my life feels simple, connected and so easy to use.*

Rewarding Lifestyle - *The place, the people and the interiors - everything feels authentic and considered. We always feel proud to bring family and friends here - it's a special place that is beautifully designed. Everything is at our fingertips - the service is always there for me.*

The principles were embodied in the brief to the professional team to ensure that the design of architecture, interiors, landscaping, services and amenities were consistently aligned to the expectations and therefore complete in concept and delivery. In being designed to the guiding principles of the Experience Vision, the Mill Point Road development will differentiate itself as one of Perth's leading premium residential/commercial developments, unique for its' customer-focused design that reflects the needs and desires of its future residents.

Existing Context

Mill Point Road has a distinct and appealing character defined by the the wide setbacks and mature Plane trees that line it on both sides from Labouchere Road to Queen Street.

The development recognises this and does not utilise the full extent of the site area on this street boundary. On the Mill Point Road the built form starts 4m behind the potential building line so that the historic setbacks and existing Plane Trees are retained. We believe that the benefit for the development of preserving the unique character of the street is worth the additional constraint imposed on the design.

Variety and Environmental Quality

The development comprises an uncommonly wide range of apartments types and sizes, from small, 80 sq.m, 2-bed apartments at the lower floor levels, up to around 400 sq.m, 4-bed apartments at the top of the building.

75% of the 163 apartments benefit from natural cross-ventilation as defined by and exceeding the requirements of SEPP 65 - widely regarded as a benchmark design guide for multi-residential development.

Although the smaller apartments are grouped at the lower levels of the tower, starting at just over 25m above the level of Mill Point Road they nevertheless benefit from the same elevated view opportunities as their neighbours at higher levels.

The opportunity for 360° views around the peninsula, including stunning views of the City and Kings Park has steered the design towards a transparent façade with floor to ceiling glazing maximising access to both external views and daylight. All apartments have generous outdoor living areas and the opportunity has been taken to create winter gardens which are semi-enclosed, naturally ventilated 'conservatory' spaces, with large planted areas creating calm spaces in which to rest, and providing green backdrops to the living areas.

Around three quarters of the apartments are 'through' plans which have a front (north east) and back (south west) view aspect, or they are corner apartments with 90° to 180° degree view aspects. The building is of exceptional quality with respect to access to daylight and views.

Wind, ESD and Acoustic engineers have provided advice for the design which has been submitted for approval. Their input can be seen in the specification and modelling of the façade, canopy and landscaped design being presented.

Function & Aesthetics

With the exception of the Mill Point Road frontage, where the building is set back 4m to preserve the street trees, the development is built to boundary. (Ferry Street has a compulsory 4m setback). The street frontages are activated by a 6m high ground storey, with a delicatessen, coffee shop and bakery, and a restaurant that wraps around the Ferry Street road junction connecting up with the main residential, Health and Function Centre and Sky Lounge reception lobbies. The reception area is accessed via a porte-cochère, 6m high, providing a one-way drop-off and pick-up bay and some visitor car and bicycle parking.

Internally at ground level and concealed from the street there is a loading bay designed to cater for refuse and deliveries to all commercial and residential premises. The layout and size of this facility has been designed by Waste Engineering Consultants who have taken into account vehicle sizes, frequency of delivery and waste generation from the various uses on site.

Near the vehicle crossover on Ferry Street a ramp takes commercial and residential vehicles up to 5 suspended parking decks, providing a total of 445 parking bays including the parking at ground level. The parking is sleeved behind 2 floors of office on Mill Point Road and a permeable facade on Ferry Street. Parking decks are not visible on any of the elevations.

The residential apartment tower starts at Level 5, above the landscaped deck and 6m high Health & Function Centre, and rises through 30 storeys to Level 34 – the upper floors of the penthouse apartments.

Naturally, the highest values will be attributed to the apartments with the best view potentials and, while at this height it can be argued that all apartments will have views, the best are regarded as those looking back towards the City and Kings Park.

The simple equation for this would be a rectangle with one long side aimed towards the view but, given the scale of the development and the prominence of the tower on the skyline the strongest emphasis has been placed on sculpting its shape away from a rectangular form, to an ellipse, and, having resolved the form into an ellipse, making it as slender and elegant as possible.

Having experimented with many options, the solution put forward for approval is, we believe, the optimum in terms of maximising the view potential, providing natural cross ventilation, and making the ellipse shape as slim as possible. The solution requires the adoption of two lift cores, rather than one with elongated corridor access to the apartments. Two lift cores is a more expensive option than one, but superior in terms of providing value to the apartments and in terms of allowing more sculptural freedom in shaping the tower.

Again, given the scale of the development, we have put emphasis into providing a façade breakup for the tower which aims to highlight the fact that it is a residential building, not commercial. The expanse and layout of balconies assists with this, as does the emphasis given to living areas which are picked out on the elevation by horizontal framing elements.

Commercial / Residential Interface

All multi-residential developments of a reasonable scale include some form of common facilities for the residents, typically a pool, gymnasium, sauna or shared landscaped areas. It's well known that potential buyers expect these facilities. It's also well known that residents rarely use them.

Lacking the drive and buzz generated by a well run, well maintained and popular commercial facility, these common spaces are usually inferior to the lively and social venues they are trying to emulate.

This development seeks to break that mould by providing commercial facilities that meet the needs of the residents while also providing commercially viable operations that attract patronage from outside of the development in the wider catchment of South Perth and beyond. Most importantly they will provide a venue that is complimentary to the needs of the private residents delivered as well-run, popular and desirable venues open to non-residential members. They will be places where people want to go.

Amenity - Food & Beverage Precinct

Zone Q has secured the services of restaurant owner and chef Mark Best as an advisor for the project. Mark's knowledge and experience has been invaluable in shaping the Food and Beverage components to-date and he will continue to be involved throughout the design process.

It is proposed to provide a mixture of F&B tenancies at street level – a quality restaurant, delicatessen, coffee shop and bakery - which will benefit the local community as well as to provide an amenity for the apartment residents.

The restaurant, at the north west corner of the site on the junction of Mill Point Road and Ferry Street, is provided with a dedicated alfresco dining area by way of a low raised platform extending out of the restaurant and protected by an expansive canopy above. Its location, close to the residential entrance lobby and calm environment of Ferry Street is intended to enhance the day-to-day experience for the residents and provide an attractive venue for the wider community as well as providing an excellent commercial opportunity for a prominent restaurateur.

Amenity – Health & Function Centre, Landscaped Garden

Accessed by the public via the porte-cochère on Ferry Street, the Health Centre at Level 4 sits above the parking decks and provides a gymnasium, beauty salon and function and Meeting Rooms at the same level as an expansive landscaped garden with outdoor pool, cabana's and barbecue areas. It's intended that larger functions, such as weddings, could expand out onto the landscaped deck. The deck provides a planting depth of 1200mm to allow for a variety larger plant species.

Amenity – Sky Lounge & Pool

The Sky Lounge and Pool at level 26 provide a more exclusive club experience with panoramic views across an infinity-edge 25m lap-pool towards the City. Access for the public is again via a reception area in the porte-cochère on Ferry Street.

The Sky Lounge comprises a gymnasium, steam room and sauna, bar, servery, billiards and smoking room, lap pool.

As with the Health and Function Centre amenities at level 4, the Sky Lounge is run as a commercial activity, open via a club membership, with residents enjoying automatic membership privileges.

Conclusion

We believe that strengths of this proposal are encapsulated in the things that make it different:

- The brief was developed primarily from a Customer Experience Survey and Strategy, not just marketing and sales analysis
- The Built form acknowledges the existing tree-lined character of Mill Point Road and sets back 4m on this boundary to preserve that character, giving up easily developable space for the benefit of streetscape.
- The development provides a wide range of apartment types, sizes and price-points.
- The commercial component is important and valued. It is integrated with the functionality and amenity of the residential spaces.
- Whether seen from within or beyond South Perth, the development, with its prolific winter gardens and slender elliptical form will enhance the appearance of the Peninsula, and its focussed commercial offering will contribute to life and activity at street level on Mill Point Road.

Mill Point Road Development, South Perth

Public Art Strategy

Introduction

The Zone Q development is situated in South Perth, on Mill Point Road, between Labouchere Road and Ferry Street. South Perth is a suburb of Perth, located on the southern banks of the Swan River. Physically disconnected from the city by the wide expanse water, it has developed an appealing semi-urban character with a distinctly relaxed atmosphere. Located on a peninsula and surrounded by water on three sides, the suburb also has a strong connection with the river landscape.

The immediate context of the development site is a mixed residential and commercial area, with medium to low-rise buildings.

The development itself is a mixed-use development consisting of a high-rise residential tower with commercial premises at the lower levels. The building's elevations, entry lobbies and surrounding streetscape provide excellent opportunities for exhibiting artwork.

This document provides the framework for the procurement of these pieces. It considers themes to ensure the artworks are appropriate for the context, and identifies possible locations for them within the development. The number of artworks is yet to be determined, however they may be free-standing sculptures, projections, paintings or murals, or integrated with the building or landscape design.

Procurement Process

Throughout history South Perth has had a strong association with artists. It has been described as being 'an artist's colony' in the early 20th century and was home to iconic Australian artist May Gibbs throughout her teenage years, from 1891-1900. In April 2014, the local council has established an annual 'Emerging Artist Award' to recognise up-and-coming West Australian artists. As such, it is recommended that the selected artist be West Australian and preferably local to South Perth.

A short-list of artists will be invited to submit paid proposals for an artwork in response to a brief. The detailed brief will provide candidates with:

- Drawings and illustrations to describe the site for the piece, including building and landscape designs, topographical levels, relevant construction detail drawings etc.
- A budget.
- A programme for design and implementation of the artwork.
- Contract arrangements; and
- Other relevant background information.

Each artist will present their concepts to the developer and stakeholder panel, with the successful artist selected based on the following criteria:

- The strength of their concept
- Public art implementation experience; and
- Build-ability of the proposal within the budget and time-frame

Artwork Development

Once selected, contracts will be formed with the successful candidates and invoicing and pay schedules agreed with the client. The artists will be responsible for arranging the required approvals and insurances for their artwork prior to further development.

The selected artist will develop their concept proposal, fleshing out materiality and methods of construction. They will work with the landscape architect and architect to integrate their artwork with the rest of the scheme.

Once the developed artwork has received sign-off from the developer and stakeholder panel, the Artist will be required to prepare technical drawings for construction, including structurally certified details, if applicable. The Artist will be required to report on their progress to the project consultant team on a monthly basis throughout the development process.

Implementation

The Artist will be required to coordinate the installation of their artwork with the nominated head contractor for the building, as well as any relevant sub-contractors. Throughout fabrication of the artwork, the artist will be required to report to the consultant team on progress at programme milestones or on a monthly basis as a minimum.

Process Management

Throughout the procurement process, the artist will be managed and assisted by the consultant landscape architects (TCL). The artist may choose to have their own manager or mentor, however this will be at their own expense, and not allowed for in the artwork budget.

Themes

As the artwork will be located within, or at least visible from, the public realm, it is appropriate for the artwork to relate to the development's locale and broader cultural context. Possible themes for exploration include:

- South Perth's Aboriginal history (the local Aboriginal people and traditional owners of the land in South Perth are the Noongar/Bibbulman people)
- South Perth's European history (from early settlement to market gardens and dairies, to suburbia)
- Contemporary life in South Perth (including contemporary
- The Swan and Canning River landscape (the flora, fauna, current and historic cultural associations and uses, recreation, etc.); and
- The Perth Zoo (Approximately 168 animal species, 'oasis' within the city, wild birds, trees over 100 years old, rainforest plant species)

Each artwork may address one of these themes in isolation or a combination of these themes and, most importantly, the artist themselves is likely to bring their own ideas to the project.

Potential Locations

Elevations

The building's northern and western elevations, commercial and residential lobbies, and the surrounding ground level streetscape, particularly the the corner of Ferry Street and Mill Point Road, are all possible locations for the artwork/s.

Main Entrance

The main Residential/Commercial entry to the building on Ferry Street presents another opportunity for 2-dimensional or sculptural artwork to be displayed. The fully glazed façade and and double height space will ensure that the artwork is visible across Ferry street and from the junction with Mill Point Road.

Appendix C

Taylor Cullity Lethlean Landscape Statement and Plans

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Mill Point Road
Concept Design Report 29.10.15

T.C.L

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Design Rationale

Introduction

The landscape design of the development primarily takes its inspiration from the serpentine and amorphic shape of the Swan Estuary, especially when viewed from above. The landscape gestures work with interior and architectural forms to provide multiple transitions and a blurring of distinctions between inside and out. The overall intent of the landscape intervention is to imbue a sense of decadence and wonder, while providing outdoor spaces that offer a variety of landscape experiences and characters that appeal to a market that demands a quality product. Zone Q Mill Point Road forms a fulcrum within a multitude of new developments and therefore must exude a strong thematic identity to become a benchmark in a competitive marketplace.

Ground Floor Experience

The relationship to the Swan Estuary is expressed in the ground floor through amorphic patterning in the pavement to represent the changing river's edge informed by a history of seasonal ebbs and flows and land reclamation. Planted areas of hedges and ornamental species are incised into the pavement patterns forming the Ferry Street residential forecourt. This planting creates a more protected approach experience for the residential entry as opposed to the more open commercial entry on Mill Point Road.

The building has a prominent location on the Mill Point Road streetscape which is strongly defined by its avenue of London Plane trees. The Planes create a distinctly European aesthetic and microclimate which connects effectively to the Perth Zoo and its surrounds. The existing street trees will be retained and the avenue further enhanced through the planting of three new advanced Plane Trees. A raised platform to the corner of Mill Point Road and Ferry Street offers a north facing aspect and the opportunity for alfresco dining. Bespoke steel planters give seating opportunities around the mature Plane trees. The landscape treatment intends to create a strong street-level gesture and activate the Mill Point Road frontage.

Podium Level

The landscapes of the Podium Level are layered and immersive with lush, yet hardy informal planting creating smaller spaces for intimate gathering & reflection. The Podium garden areas will exhibit residential qualities through the use of smaller scale spaces & warm, natural materials such as timber, stone and selected planting. The planting palette is from plants grown for a Mediterranean climate with hot dry summers and cool winters. Many plants will be local to the south-west of Western Australia.

The northern garden space has expansive views to the Perth skyline and nuanced views to the Swan River and environment beyond. It also has a sunny aspect that will capture and enjoy Perth's warm Mediterranean climate. This area therefore lends itself to creating an oasis through the use of organic pool forms, hardy yet lush planting, verdant grass and generous spaces open to the views of the River landscapes beyond.

The southern garden space is inspired by the Perth Zoo and its otherworldly qualities. These garden spaces create an internal environment rather than looking out to another.

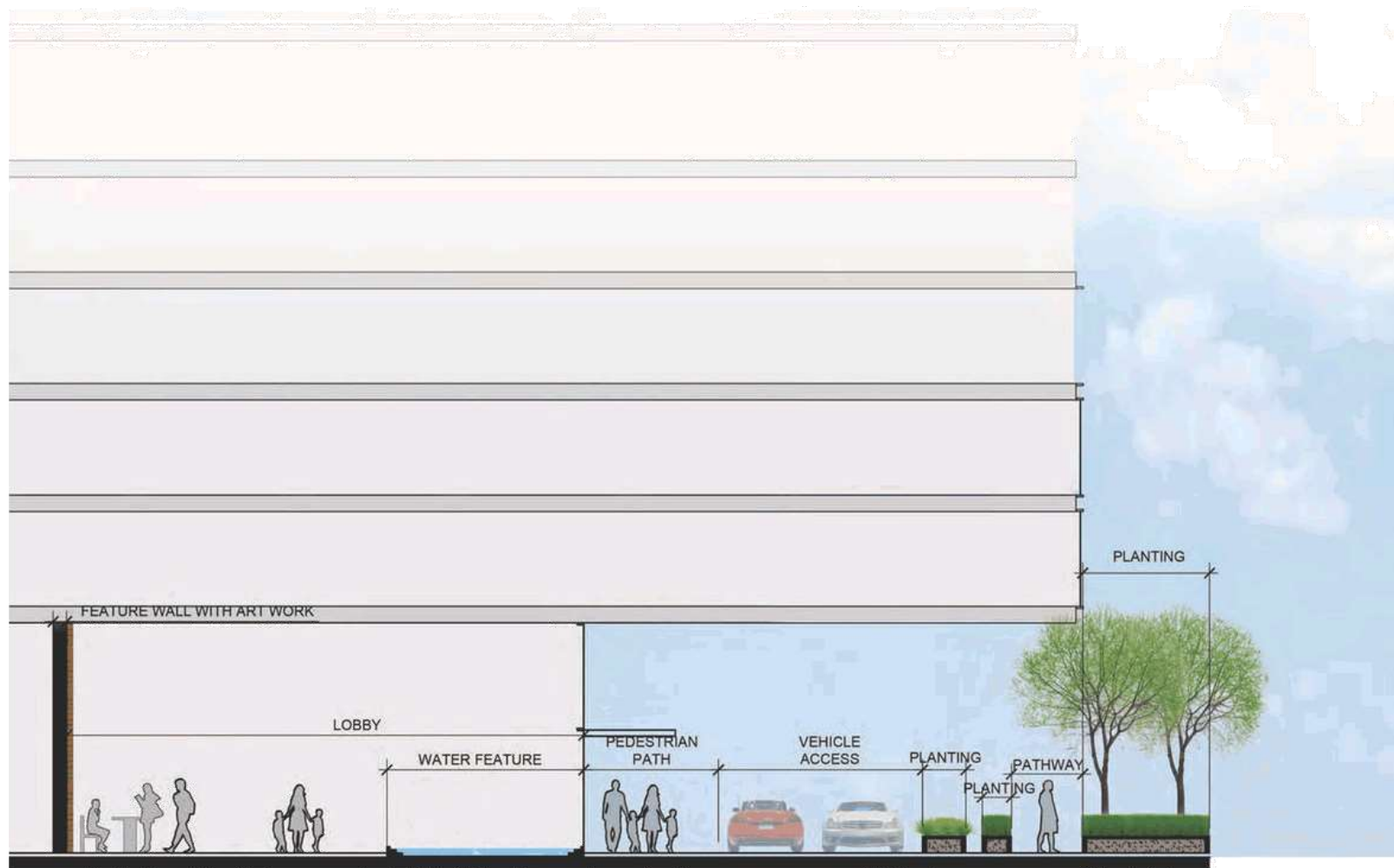
With mitigation of prevailing wind forces through screening, self-contained spaces with exotic, immersive planting can be used successfully to this shaded side of the building.

Winter Gardens and Incidental Green Spaces

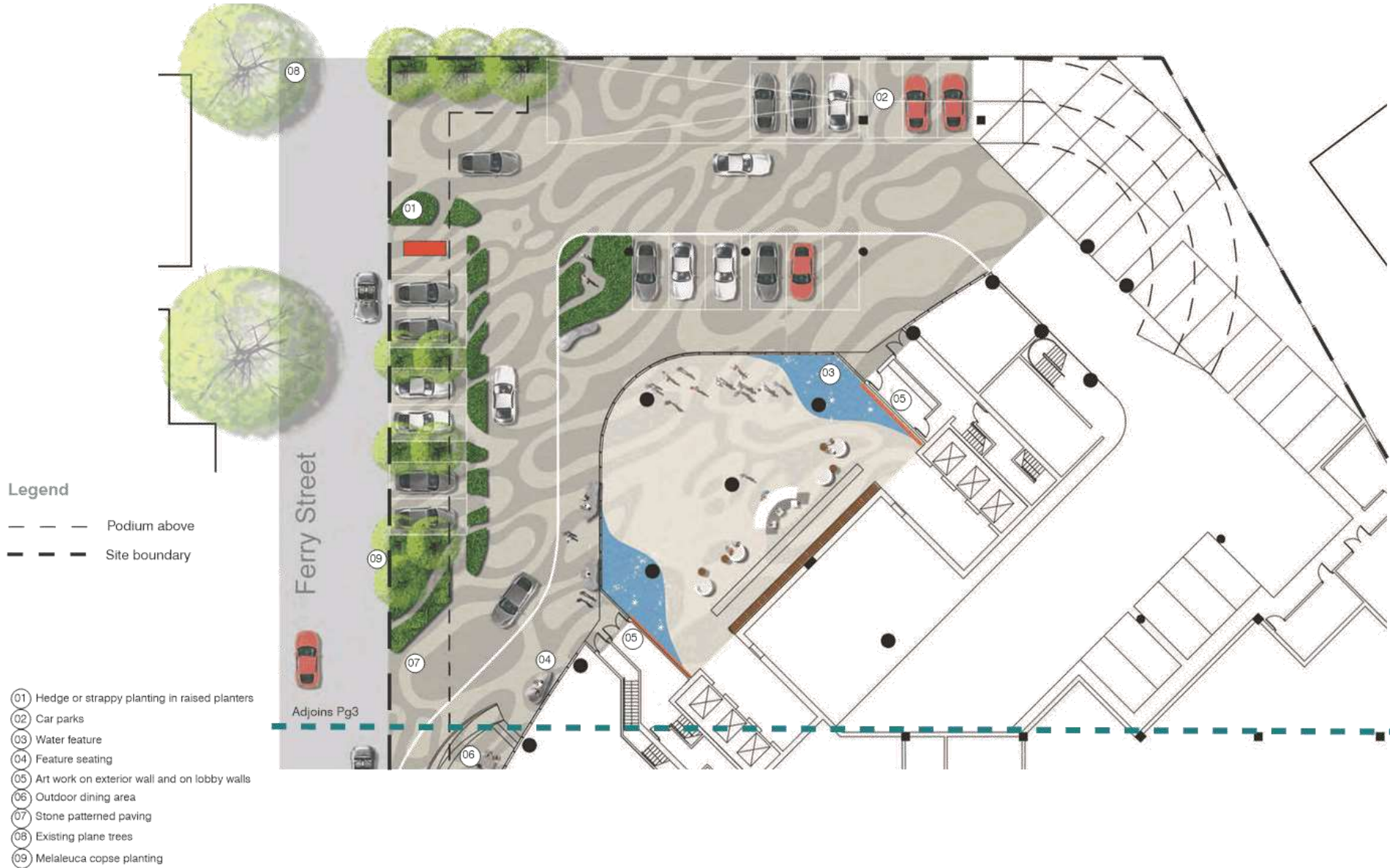
These gardens will provide a calm and refreshing atmosphere for individual apartments and a heightened sense of luxury. The garden designs are minimal, modern and somewhat Asian in their expression. Quality materials such as metal and stone add to the luxurious character of the winter gardens.

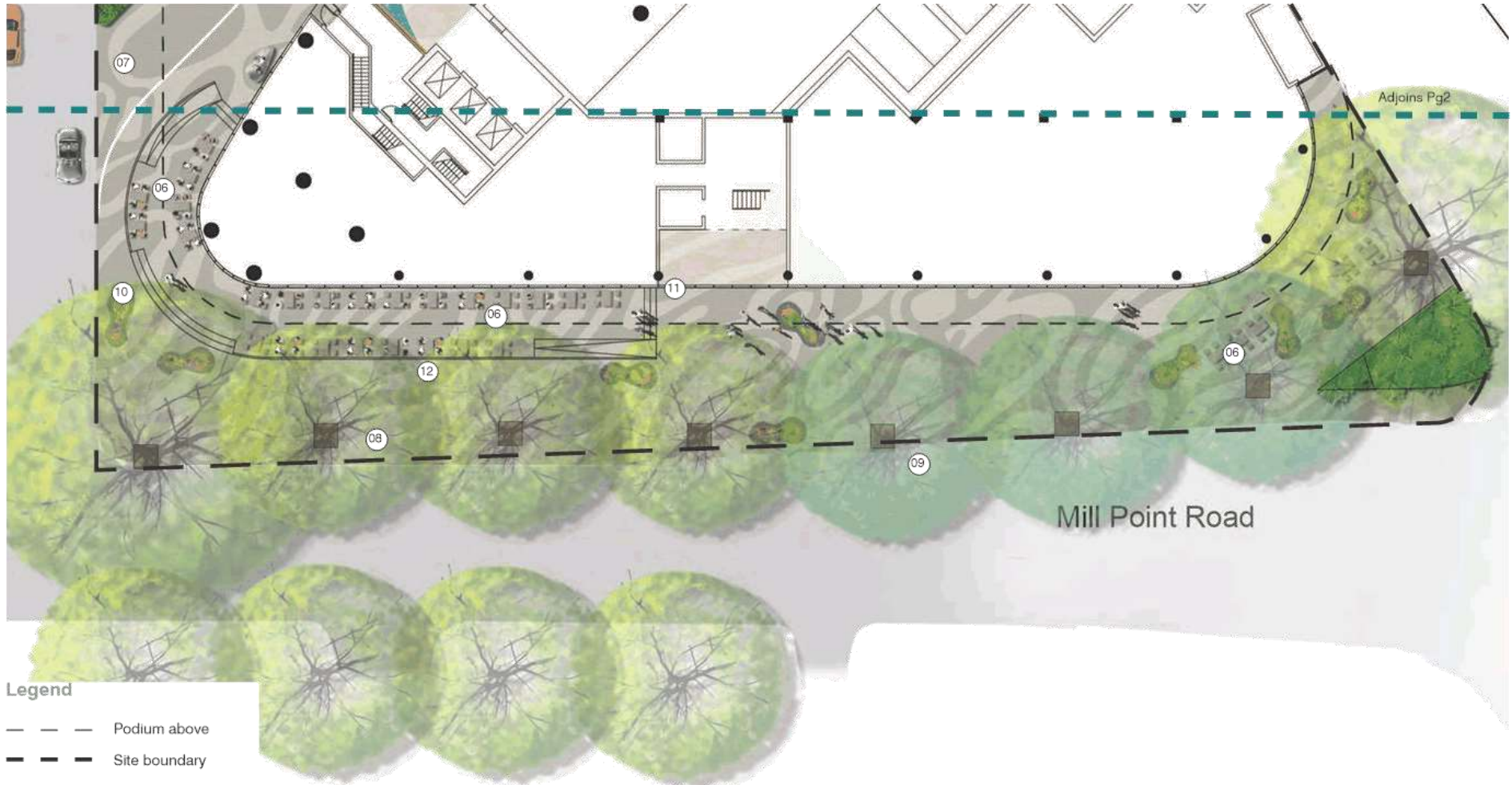
Permanent garden elements will need to allow for movable outdoor furniture and be located against walls and a minimum of 1.2 metres away from the outer building window edge. Planting can be incorporated in a number of ways including planters, on walls or in pots. BBQs and a presence of water can be introduced to larger private areas to give increased amenity and a greater residential quality to apartments.





Ground Floor Section AA
1:100 @ A3





Legend

- — — Podium above
- - - Site boundary

- (06) Outdoor dining area
- (07) Stone patterned paving
- (08) Existing plane trees
- (09) New advanced Plane trees
- (10) Planters with seats
- (11) Commercial entrance
- (12) Clear paving to allow extension of alignment of footpath along Mill Point Road



Pattern paving- light and dark granite setts



Planters with ornamental plants and seating



Seating in amorphous shape



Seating in amorphous shape



Low hedge and ornamental planting



Planters in amorphous shape



Hedge shapes





Amorphous shape water feature



Amorphous shape water feature



Water wall



Water wall detail



Water feature with sculpture adjacent feature wall

- Water treatment-chlorinated
- 1 filter, 1 pump
- No algae or bacteria
- Simpler plant system
- Filter and pump require 3 × 2.5m plant room
- Opportunity for planting external to water body

Legend

- 01 Swimming pool
- 02 Grass mounds
- 03 Mediterranean and native garden beds
- 04 Cabanas
- 05 Sunken seating area
- 06 Sand pit
- 07 Play
- 08 Kitchen garden
- 09 Exotic lush gardens
- 10 Raised timber deck
- 11 Stone paving
- 12 Exotic trees
- 13 Spa viewing garden
- 14 Lounge pods
- 15 Pool fence (if required)
- 16 BBQ
- 17 Open gathering space for events
- 18 Fence to provide privacy for SPA
- 19 Spa water feature and planting





Amorphphic shaped garden beds and lawn



Mounded grass and trees



Colourful and seasonal Australian native planting



Sunken conversation pit



Decks for lounging



Planting creates immersive pool experience



Amorphphic shaped pool and planting



Private cabanas



Pod lounge



Exotic garden inspired by Nearby Zoo and its associated lush planting



Lush planting



Immersive seating areas and decks

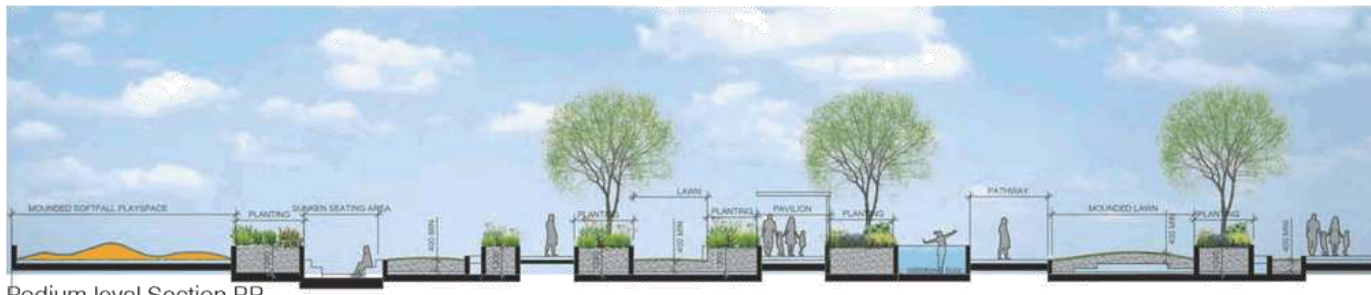


Stepping stones through garden

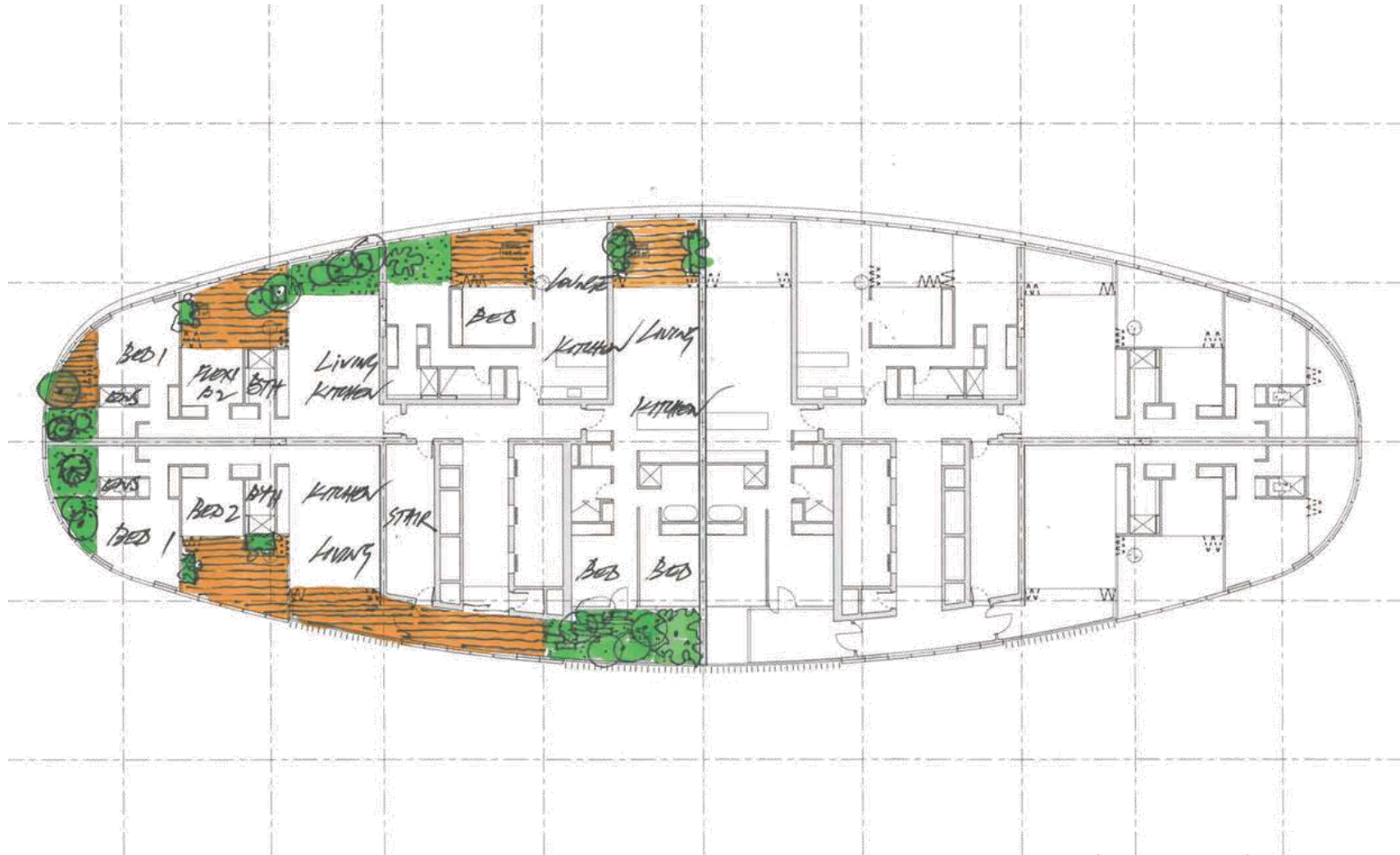




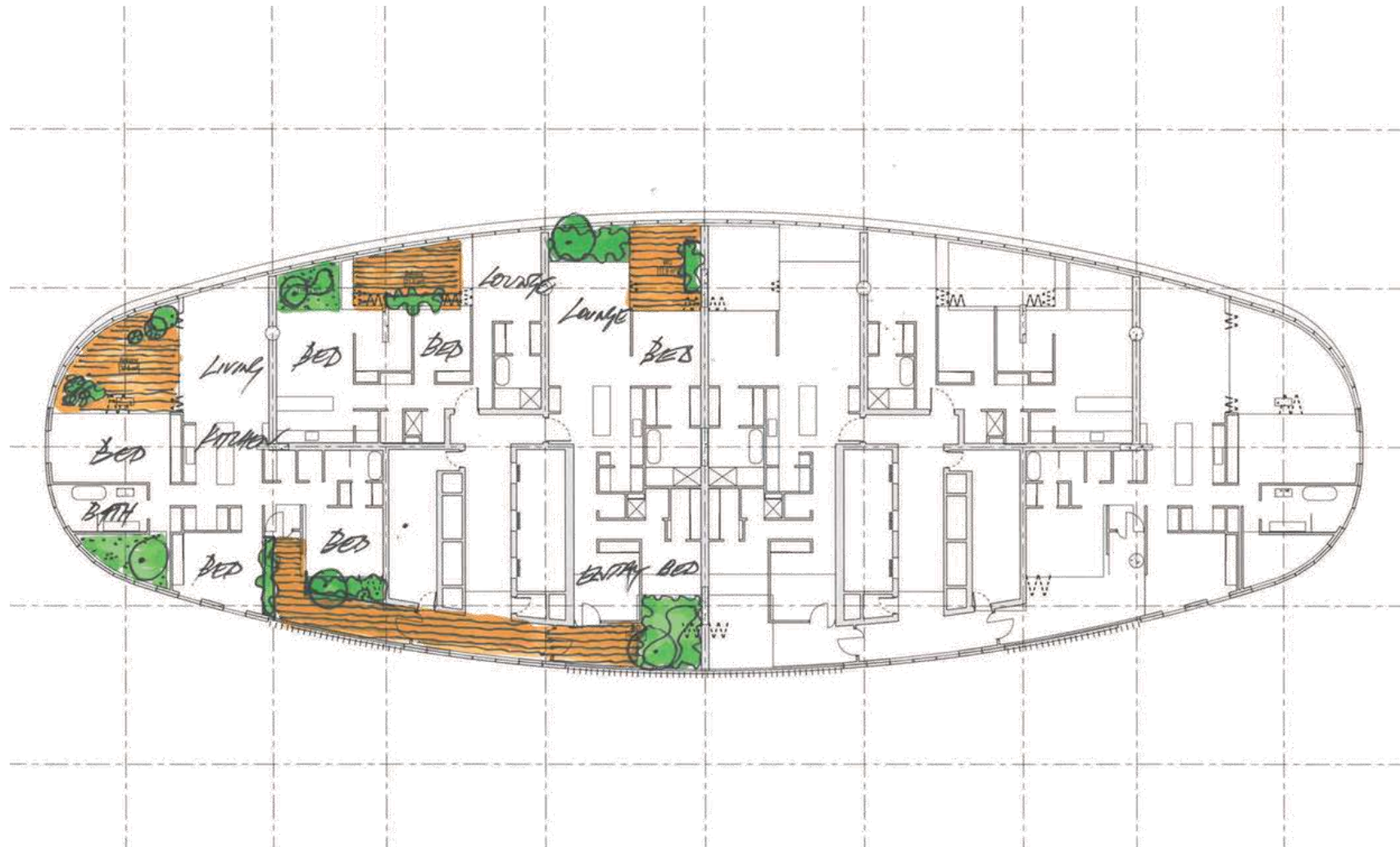
Podium level layout
1:500 @ A3



Podium level Section BB
1:200 @ A3

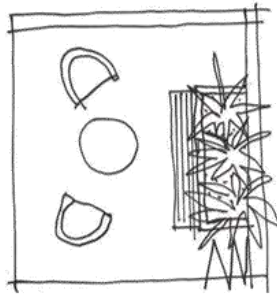


Garden types mirrored on other side
Plan indicates winter garden and balcony areas only

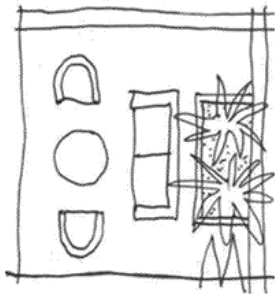


Garden types mirrored on other side
Plan indicates winter garden and balcony areas only

Option A-a Planter and Seat Attached



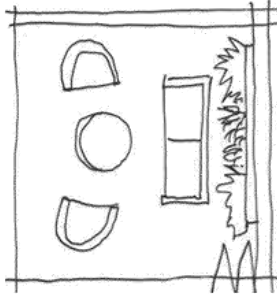
Option A-b Planter only



Balcony Garden Principles

- Deck garden elements are modern and minimal in expression providing a green and relaxed atmosphere
- Garden elements need to allow for movable outdoor furniture.
- Planters are located against walls and are 1.2- 1.5 away from the outer building window edge
- Planters are angled inwards at the edge, or stepped down to reduce their bulk
- Planting can be incorporated in a number of ways as shown in the options including planters, on walls or in pots.
- Movable pots allow the greatest flexibility in terms of amount of space occupied by planting and removal of planting if required. Irrigation lines would need to be adjusted to allow for this flexibility
- Decking could be on more than one level to great a platform for pots and sculptural elements.
- Water could be incorporated in the more luxurious apartments.
- Quality materials such as metal and stone add to the luxurious character of the winter gardens
- BBQs could be incorporated in the larger deck areas.
- Espaliered trees, climbers, planters attached to walls and living green walls provide height without taking up much space.

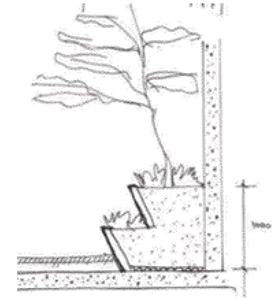
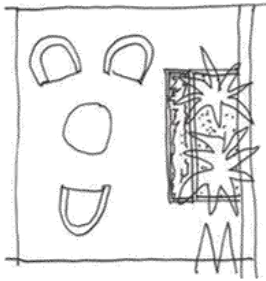
Option B-a Living Wall, Vines and Espaliered trees



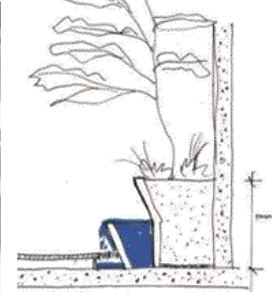
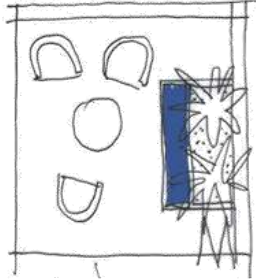
Option B-b Planter attached to Wall



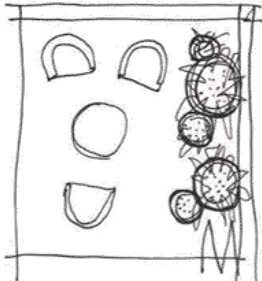
Option C-a Double Layer Planter



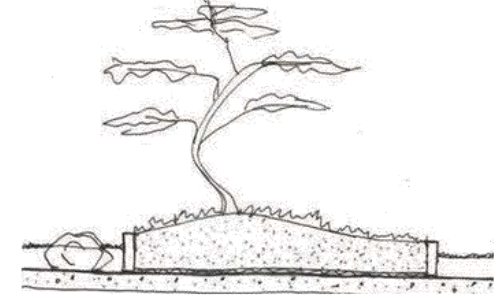
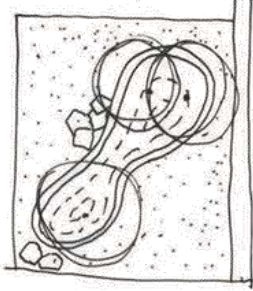
Option C-b Planter and Water Feature



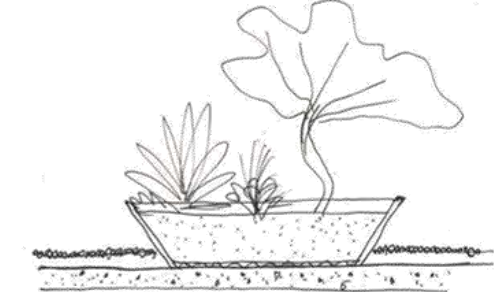
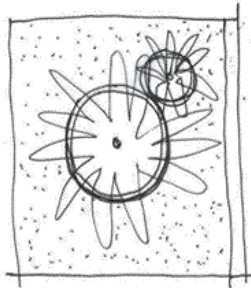
Option C-c Plants in Pots



Option a Low Planter with Mounded Soil



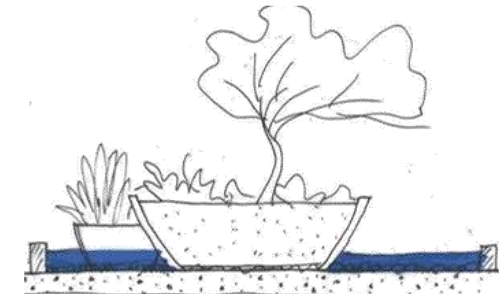
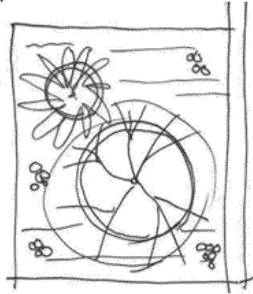
Option b Planter on Pebbles



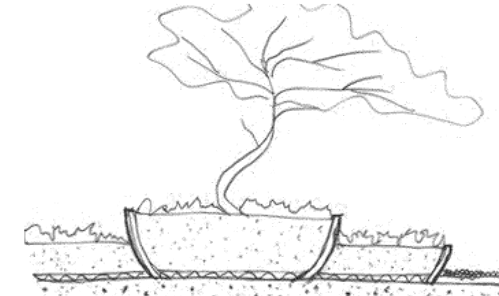
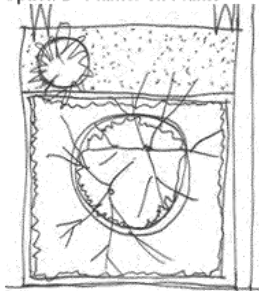
Viewing Garden Principles

- Viewing gardens provide a calm and refreshing atmosphere. They are minimal, modern and somewhat Asian in expression.
- As there is little or no void space between the slab and the FFL all garden areas will need to be raised. This can be done with mounding and planters with mounding up against walls in some situations. Pots can also be used in these gardens.
- Water can be incorporated in the more luxurious apartments
- Non -planted areas have a ground surface of crushed stone or pebbles with accent features of natural or cut stone.
- The gardens accessed by doors have stepping stones

Option C- Planter on Water



Option D- Planter on Plants





Incidental gardens principles

- Small garden pockets incorporate small planters/pots with the area delineated with pebbles or gravel
- These areas could be water features in the more luxurious apartments



China gold
Bambusa eulaloides viridi-vittata
6m height



Gracilis
Bambusa textilis Gracilis
6m height



Black bamboo
Phyllostachys nigra



Dwarf Megenta cherry (Green)
Syzygium australe Elite
6m height



Himalayan Weeping Bamboo
Drepanostachyum taloatum
3m height



Cascade Palm
Chamaedora atrovirens
1.5m height



Parlour Palm
Chamaedora elegans
0.6m height



Clustered Parlour Palm
Chamaedora seifrizii
2m height



Perez's Sea Lavender
Limonium perezii



Water Gum
Lophostemon laurina



Weeping Lillypilly
Waterhousia floribunda



lavender
Lavandula ssp



Xanadu
Philodendron xanadu



Tiny Trev
Syzygium australe 'Tiny Trev'
1m height



Sago Palm
Cycas revoluta



Senecio 'Blue Sticks'



Carboard Palm
Zamia_furfuracea



Lily Turf
Liriope - gigantea



Frangipani
Plumeria rubra 'Acutifolia'



Redbud 'Forest Pansy'
Cercis 'Forest Pansy'



River Wattle
Acacia cognata 'Little Cog'



Bearberry Cotoneaster
Cotoneaster dammeri



Fairy Fan-flower
Scaevola aemula



Foxtail Fern
asparagus meyeri



Native Frangipani
Hymenosporum flavum



Mondo Grass
Lomandra sp. 'Little Con'



Little Gem and others
Magnolia grandiflora cultivars
5m height



paperbark
Melaleuca leucadendra find leaf
8m height



Lomandra sp. 'Tanika'
Lomandra longifolia



Coastal Cushion
Banksia spinulosa 'Coastal Cushions'



Philotus sp.



Colourful ornamental mixed planting. Species include *Anigozanthus flavidus* (Kangaroo Paw), *Lechenaultia* sp, *Conostylis candicans*, *Macropidia fuliginosa* (Black Kangaroo Paw), *Banksia 'Coastal Cushions'*.



Lomandra sp. 'Seascape'
Lomandra confertifolia spp. rubiginosa



Dianella 'Breeze'
Dianella caerulea
300mm height, 500mm height of flowers



Local Peppermint
Agonis flexuosa



Coastal Rosemary
Westringia fruticosa



Willow peppermint
Agonis flexuos 'Nana'



Japanese Maple



Heavenly Bamboo
Nandina domestica



Arthropodium cirratum



Clivia miniata



Dicentra repens



Trachelospermum jasminoides



Raphis excelsa



Liriope gigantea



Abutilon white flower



Dietes iridioides



Cotoneaster damerii



Bracken Fern
Pteris tremula



Kangaroo Paw Fern
Microsotum diversifolium
Height size



Lomandra sp. 'Seascape'
Lomandra confertifolia spp. *rubiginosa*



Lomandra sp. 'Tanika'
Lomandra longifolia



Xanadu
Philodendron 'Xanadu'
1.5m height

Appendix D

Transcore Traffic Report

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Proposed Mixed Use Development, South Perth

Zone Q

Transport Assessment

PREPARED FOR:
Zone Q Investments Pty Ltd
November 2015

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	20/08/2015	Draft
Vladimir Baltic	r01a	B Bordbar	26/10/2015	Final
Vladimir Baltic	r01b	B Bordbar	2/11/2015	1 st Revision

File name: t15.146.vb.r01b.docx
Author: Vladimir Baltic
Project manager: Behnam Bordbar
Client: Zone Q Investments Pty Ltd
Project: Zone Q
Document revision: r01b
Project number: t15.146

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1.0 Summary

This Transport Assessment (TA) has been prepared by Transcore on behalf of Zone Q Investment Pty Ltd with respect to the proposed mixed-use development to be located at the south east corner of the intersection of Labouchere Road and Ferry Street in South Perth (hereafter subject site). The subject site is also located to the northeast of the signalised intersection of Labouchere Road/Mill Point Road.

The development proposal entails removal of several existing buildings located at the subject site and construction of a multi-storey, mixed-use development comprising predominately a residential component with some retail and commercial land uses.

The focus of this report is the traffic and parking assessment for the proposed development including assessment of the intersections of Labouchere Road/Mill Point Road and Mill Point Road/Ferry Street. This report also considers pedestrian and cyclist facilities, public transportation and availability of public parking in the vicinity of subject site.

For the purpose of this TA, Transcore undertook traffic counts at the two intersections under consideration during the established critical peak hour traffic activity on Friday 14th August 2015.

2.0 Introduction

The subject site is located in the South Perth Peninsula immediately northeast of the signalised intersection of Mill Point Road/Labouchere Road a short distance from the Kwinana Freeway interchange and within the walking distance of Swan River ferry terminal as shown in **Figure 1**.



Figure 1: Location of the subject site

The development proposes to amalgamate Lots 2, 15 & 16 at the northeast corner of Mill Point Road and Labouchere Road intersection.

Three two-storey brick and tile buildings are presently located at the subject site with one crossover on Ferry Street and two on Mill Point Road.

The subject site is zoned "Special Control Area - South Perth Station Precinct". It is located within an area comprising a mix of residential, office and commercial land uses.

3.0 Development Proposal

As part of the development proposal, the three existing two-storey buildings located at the subject site will be demolished and replaced with the multi-storey mixed-use development consisting of residential, retail and commercial components.

The proposed new mixed-use development is primarily a residential development with a commercial component and a small-scale retail element intended to chiefly service the other two land uses. The proposed 34-storey multi storey building comprises the following elements:

- ✦ A quality restaurant at ground floor of approximately 507m² GFA;
- ✦ A delicatessen/bakery shop/café totalling approximately 530m² GFA located at the ground level;
- ✦ Office space at first and second podium levels of combined 1,906m² GFA;
- ✦ A total of 163 residential apartments with a mix of two and three-bedroom units over 34 levels;
- ✦ A residents club/pool deck; and,
- ✦ A wellness centre at podium level four of approximately 960m².

The proposed development also includes a multi-level car park facility comprising ground floor and five overground car park levels totalling 445 parking bays and one service/loading area at the ground level.

The existing crossovers to the subject site will be rationalised from three to two access/egress points on Ferry Street for the whole development. The two crossovers on Ferry Street form part of the loop road system which provides access and egress to the development's car park facility, a drop-off/pick-up/taxi facility, a cluster of visitor bays and also serves as an access/egress to the proposed internal service area with a loading/unloading dock for the use of service vehicles and delivery trucks.

The two Ferry Street crossovers are proposed to be located on the southern side of Ferry Street at the eastern and western end of the development.

A total of 41 bicycle bays will also be provided at the ground level of the car park adjacent to the entry.

A separate commercial/retail service area with a loading dock is proposed at the ground floor accessed from the internal loop road.

Pedestrians will access the development from the external footpath network along Mill Point Road frontage. Separate lobbies with lifts are provided for residents and their visitors while the patrons, employees and visitors to the retail and commercial land uses would take access directly off Mill point Road frontage.

Parking and access arrangements for each mode of transport will be discussed in more detail in subsequent sections of this report. The proposed development plans are provided in **Appendix A**.

4.0 Existing Situation

The subject site (approximately 4,760m²) is located at the northeast corner of the signalised intersection of Labouchere Road/Mill Point Road and is bound by Mill Point Road and Ferry Street as shown in **Figure 1**. The subject site is located a short distance from Kwinana Freeway interchange with Mill Point Road and within walking distance from Swan River ferry terminal. Several two-storey buildings presently occupy the site. Refer **Figure 1** for aerial photo of the locality.

4.1 Existing Road Network

Mill Point Road, in the immediate vicinity of the subject site, is a 9m wide, two-lane two-way road with pedestrian paths along both sides of the road (refer **Figure 2**).



Figure 2: Northbound view along Mill Point Road in the vicinity of the subject site

According to Main Roads WA *Functional Road Hierarchy*, Mill Point Road, north of Labouchere Road, is classified as a *Local Distributor* road. There are no available traffic counts for Mill Point Road (section north of Labouchere Road); however, based on the available SCATS data for the Labouchere Road/Mill Point Road intersection it is estimated that this section of Mill Point Road carries in order of 4,500 vehicles per day (vpd). Mill Point Road, north of Labouchere Road entails a default built-up area speed limit of 50km/h.

Ferry Street, is a typical residential street approximately 7m wide with on-street parking permitted on its northern side only. A pedestrian footpath is in place on the northern side of the road (refer **Figure 3**).



Figure 3: Eastbound view along Ferry Street from Mill Point Road intersection

Ferry Street is cul-de-saced at its eastern end extending some 95m from Mill Point Road eastbound. There are no available traffic counts for this road but based on the manual counts undertaken by Transcore it is estimated that Ferry Street carries under 500vpd.

According to Main Roads WA *Functional Road Hierarchy*, Ferry Street is classified as an *Access Road*. Ferry Street operates under a default built-up area speed limit of 50km/h.

Mill Point Road forms a 4-way signalised intersection with Labouchere Road at the southern corner of the site. Ferry Street forms a priority-controlled T-intersection with Mill Point Road at the western end of the site.

Main Roads WA *Intersection Crash Ranking Report* provides detailed crash data for the two intersections under consideration over the 5-year period ending 31 December 2014. More details on crash statistics are presented in **Table 1** and **Figure 2**.

Table 1. Crash history for the Mill Point Road/Labouchere Road intersection

Intersection				Total Crashes	Casualty
Mill Point Rd/ Labouchere Rd				41	7
Rear End	Right Thru	Pedestrian	Cycle	Wet	Night
20	13	0	0	8	14

Table 2. Crash history for the Mill Point Road/Ferry Street intersection

Intersection				Total Crashes	Casualty
Mill Point Rd/Ferry St				1	0
Rear End	Right Thru	Pedestrian	Cycle	Wet	Night
0	1	0	0	0	0

Information available on the Main Roads WA website indicates that Mill Point Road/Labouchere Road intersection recorded a total of 41 road crashes and seven casualties during the five-year period ending in December 2014. None of the crash types are identified as being higher than average. More details on the crash records are provided in **Table 1**.

The crash history for Mill Point Road/Ferry Street recorded only one crash with no casualties over the 5-year period. The record also shows no pedestrian or cyclist incidents (refer **Table 2**).

4.2 Public Transport Access

The WAPC Development Control Policy 1.6 – *Planning to Support Transit Use and Transit Oriented Development (January 2006)* indicates that the use of transit facilities is dependent on the walking distance to these facilities. In particular, about 10-15 minutes walking time (800m) would be the ideal walking distance threshold for rail stations, transit interchanges or major bus transfer stations/terminals, and about 5 – 7 minutes walking time, or 400m, would be the threshold for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

The subject site is located within a well-established retail, commercial and residential district that is well served by high frequency bus services and nearby ferry service. The high-frequency bus services No. 30 and 31 operate along Labouchere Road with a pair of bus stops located some 180m to the south of the subject site.

In addition, bus service No. 35, connecting The Old Mill with Esplanade Busport operates along Mill Point Road with a bus stop immediately adjacent to the subject site and bus service No. 34, connecting Cannington Train Station with Esplanade Busport has bus stops on Mill Point Road within comfortable walking distance from the subject site (approximately 300m to the south). All bus stops are accessible from the subject site via existing footpaths and pedestrian crossing facilities.

The available bus services provide connection to Esplanade Busport and Cannington Train Station thus enabling access to the greater bus and railway network.

The public transport services available within walking distance of the subject site are listed in **Table 3** and illustrated in relevant TransPerth bus services map (refer **Figure 4**).

Table 3: Bus services available within the locality

Service #	Route Details
30	Wellington Street Bus Station/Curtin University Bus Station
31	Wellington Street Bus Station/Redmond Street-Howard Parade (Salter Point)
34	Wellington Street Bus Station/Cannington Station
35	Esplanade Busport/The Old Mill



Figure 4: Local bus services map (source: Transperth)

The existing Swan River jetty providing ferry links to Perth CBD is located within close proximity of the subject site (some 260m to the east) and is also accessible via existing system of paths.

The future South Perth train station on Perth to Mandurah Line is planned to be located within relative proximity of the subject site. This station is proposed to be located within the median of the Kwinana Freeway adjacent to the intersection of Richardson Street and Melville Parade about 1km to the south of the subject site.

At this stage the exact timing for the construction of this train station is unknown but due to the intensive redevelopment of the precinct the construction of this train station may be brought forward.

4.3 Pedestrian and Cyclist Facilities

A comprehensive pedestrian footpath system surrounds the subject site complemented with a shared path along the southern bank of the Swan River and a Principal Shared Path (PSP) along Kwinana Freeway. The PSP is accessible via a foot bridge across Kwinana Freeway which is located on Melville Parade some 650m walking distance southwest of the subject site accessible via Lyall Street which itself is classified as a "good road riding environment" due to low speed and low level of traffic.

The Swan River recreation path can also be accessed via the PSP near the Narrows Bridge at the northern tip of South Perth peninsula which is also easily accessed via existing paths. Refer **Figure 5** for more details.



Figure 5. Perth bike map series – local area (source: Department of Transport)

5.0 Changes to Surrounding Transport Networks

The "City of South Perth – Report for South Perth Station Precinct Transport Access Strategy (May 2012)" suggest that if local area development continues to occur in line with the projected potential outlined in the "South Perth Station Precinct Plan (January 2011)" a number of local road network improvements may need to take place in order to maintain access throughout the precinct.

These measures generally include downgrading of a number of existing full-movement intersections along Labouchere Road as well as introduction of new traffic signals at Labouchere Road/Angelo Street intersection. A bus queue-jump lane for buses on Labouchere Road starting at the signalised intersection with Kwinana Freeway on/off ramps, is also a modification long sought by Public Transport Authority.

These improvements are required to manage the future traffic operations within the precinct.

6.0 Integration with Surrounding Area

The proposed mixed use development comprises residential and commercial components with two retail components (an up market restaurant and a bakery/coffee shop) which is in line with the existing land uses within the locality.

The access/egress crossovers for the development are carefully planned in recognition of standard and function of the surrounding roads.

7.0 Traffic Assessment

7.1 Assessment Period

The proposed development is expected to generate heaviest traffic movements during the typical weekday morning and afternoon peak hours when the combination of development traffic combined with weekday commuter traffic results in highest demand on the local road network. Based on existing traffic counts for the surrounding road network and SCATS information, the combination of the traffic generated by the development and the peak road network traffic period is anticipated to result in the greatest demand on the road network during the 7:30-8:30AM and 4:00-5:00PM weekday periods.

Accordingly, trip generation is estimated and traffic analysis is undertaken for the critical weekday AM and PM peak hours.

7.2 Trip Generation and Distribution

In order to estimate the traffic generation of the proposed development, trip generation rates for the constituent land uses were sourced from the Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)* and Director General Transport South Australia *Guide to Traffic Generating Developments (1987)* publications.

According to the Customer Experience Strategy developed for the project the residential units are designed to provide premium level of accommodation. As such the project is targeting specific type of buyers primarily those looking for status and prestige. The supplementary amenities such as pool, wellness centre, specialised bakery/coffee shop and top class restaurant are proposed to principally serve the future residents. Similarly, the commercial and retail components of the development are also designed to primarily address the needs of the future residents and, to a lesser extent, local demands rather than attract patrons from afar.

As a result, it is assumed that the future residents choosing to reside at Zone Q would not be a typical residential commuter generating 5-8 trips a day but rather take 1-3 trips a day. It is also anticipated that not all residential units would be inhabited throughout the year.

Accordingly, it is estimated that the proposed development would generate approximately **1,128** total weekday trips (both inbound and outbound) with approximately **104** and **122** trips (both inbound and outbound) during the AM and PM peak periods, respectively.

The proposed development replaces the residential developments presently found at the subject site which are traffic generators in their own right. The reduction in overall traffic generation of the proposed development as a result of replacement of

existing land uses has not been applied in this case allowing for a robust assessment. Hence, the actual net traffic impact of the proposed development on the local road network is expected to be actually lower than that estimated and reported.

The development's directional traffic distribution assumptions were based on the layout of the local and regional road network, the traffic data for the surrounding roads and the location of local and regional attraction nodes and are reported as following:

- ⬇ 30% to and from Kwinana Freeway north direction;
- ⬇ 30% to and from Kwinana Freeway south direction;
- ⬇ 20% to and from Labouchere Road south direction; and,
- ⬇ 20% to and from Mill Point Road southeast direction.

7.3 Traffic Flows

The traffic movements generated by the proposed development have been manually assigned on the adjacent road network and the resulting traffic movements generated by this development during typical weekday and peak hours are shown in **Figure 6**.

In order to establish the existing traffic patterns on the adjacent intersections Transcore undertook traffic turn count surveys at the intersections of Mill Point Road/Labouchere Road and Mill Point Road/Ferry Street during the peak AM and PM hours on Friday 14th August 2015.

Transcore's traffic counts were supplemented by SCATS data for the signalised intersection of Mill Point Road/Labouchere Road sourced from Main Roads WA. The combination of the SCATS data and turn counts undertaken by Transcore reflect the existing traffic flows at the two intersections. Refer **Figure 7** and **Figure 8** for AM and PM peak hour traffic volumes, respectively.



Figure 6: Estimated traffic flows from the proposed development – weekday AM peak hour/PM peak hour/daily traffic



Figure 7: Existing traffic flows at the local intersections (survey results + SCATS data) – weekday AM peak hour



Figure 8. Existing traffic flows at local intersections (survey results + SCATS data) – weekday PM peak hour

In line with the trip generation estimation and assumed distribution of the development-generated traffic outlined in section 7.2 of the report, the estimated total post-development traffic during the weekday morning and afternoon peak hour periods at the two relevant intersections are shown in Figure 9 and Figure 10.



Figure 9. Estimated post-development traffic at local intersections – weekday AM peak hour



Figure 10. Estimated post-development traffic at local intersections – weekday PM peak hour

7.4 Analysis of Key Local Intersections

The operation of the two intersections was analysed for the existing situation and the post-development scenario during typical weekday morning and afternoon peak hour periods.

Accordingly, a capacity analysis of the signalised Mill Point Road/Labouchere Road intersection and priority-controlled Mill Point Road/Ferry Street intersection was undertaken using the SIDRA computer software package.

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

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

The results of the SIDRA analysis for each intersection is summarised in **Appendix B** and discussed in the following paragraphs.

Mill Point Road/Labouchere Road intersection

The result of the SIDRA analysis shows that this intersection presently operates with a LoS D at about 80% and 85% capacity and with notable queues on all but northern approach during both AM and PM peak periods. Refer **Table 5** and **Table 7** in **Appendix B** for more details.

The addition of traffic from the proposed development does not impact on the overall intersection level of service which remains to be at LoS D during both morning and afternoon periods. Minor increases in queuing and delays are recorded on relevant approaches. Similarly, the intersection capacity increases by 1.5% during both peak periods. Refer **Table 6** and **Table 8** in **Appendix B** for more details.

It is therefore concluded that this intersection has the capacity to accommodate the estimated development-generated traffic.

Mill Point Road/Ferry Street intersection

This intersection is currently operating with an overall LoS A and at 12% and 17% capacity during the peak weekday morning and afternoon periods. Refer **Table 9** and **Table 11** in **Appendix B** for SIDRA output.

The addition of the development-generated traffic to the intersection results in marginal increases to average delays and maximum queues with operating capacity increasing by about 1%. The overall level of service remains unchanged at LoS A. Refer **Table 10** and **Table 12** in **Appendix B** for detailed SIDRA output.

It is therefore concluded that the proposed development will not have an adverse impact on the operation of this intersection.

7.5 Impact on Surrounding Roads

Ferry Street is serving only local residential developments and estimated to carry in order of 500vpd. With the proposed development this level of daily traffic would increase to about 1,630vpd; however, even with such an increase Ferry Street total post-development daily traffic volume would still be well within the physical capacity and function of this road.

Mill Point Road between Ferry Street and Labouchere Road at present is estimated to carry in order of 4,500vpd based on SCATS data for the Mill Point Road/Labouchere Road intersection. Section of Mill Point Road south of Ferry Street is expected to attract the bulk of development's traffic which will result in daily traffic volume increase in order of 19% bringing total post-development traffic to about 5,360vpd. This level of increase is within the capacity and function of this road.

The impact on Mill Point Road, section north of Ferry Street, is minor and in order of about 170vpd. This level of traffic increase is easily accommodated by the road.

Hence, the proposed development is not expected to have adverse impacts on the operations of the surrounding road network.

7.6 Analysis of Development Accesses

Due to the location of the proposed development and the way Ferry Street connects to the adjacent local road network it is concluded that either of the two development crossovers would basically operate as right-in/left-out only crossovers.

With regards to the anticipated peak hour traffic volumes split between the two crossovers and the existing Ferry Street traffic activity it can be concluded that the development crossovers would operate satisfactorily.

7.7 Traffic Noise and Vibration

Due to the location of the proposed development and with regard to the surrounding land uses traffic noise and vibration are relevant only to the residential areas directly fronting site's perimeter roads.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on Mill Point Road anywhere near this level. The level of traffic increases on Ferry Street is not expected to have a negative noise impact on the locality.

7.8 Road Safety

No particular road safety issues have been identified for the proposed development.

8.0 Parking

The total parking provision for the proposed development comprise 445 car bays through a mix of single and tandem bays over ground floor/mezzanine (GF) and five levels of overground parking levels (L1 to L5 levels). Adequate number of ACROD bays will be provided and conveniently located near the lifts.

A two-way ramp system provides internal connectivity between the parking levels. Ground floor parking is split between commercial and visitors, L1 level between commercial, visitors and residents while levels L2 - L5 are accessible exclusively residential parking.

The curved ramp leads from ground floor/mezzanine directly to upper levels of the car park. Additional visitor bays are also provided off the loop road in front of the entry into the car park.

In addition a total of 57 bicycle bays will also be provided at ground and basement levels of the car park where 41 bike bays are intended for residential (ground floor) and 16 bays are set aside for commercial/retail employees (basement level).

The provisional parking schedule is provided in **Table 4**; however, the car park design is flexible enough to allow for future changes.

Table 4. Indicative parking schedule

Parking Component	Parking Provision Cars & Bikes	Level
Commercial/Retail	24 bays + 16 bikes	GF
Residential Visitors	15 bays	GF
Residential	41 bikes	GF
Commercial/Retail	52 bays	L1
Residential	19 bays	L1
Residential Visitors	13 bays	L1
Residential	82 bays	L2
Residential	82 bays	L3
Residential	79 bays	L4
Residential	79 bays	L5
Total	445 bays + 57 bikes	

According to the advice provided to Transcore the proposed car parking supply is adequate and in line with the relevant town planning scheme.

A separate service area with a loading dock is proposed centrally within the ground floor car park accessed from the main car park entry. Transcore undertook turn path assessment to ensure satisfactory entry, manoeuvring and exit movements for a 8.8m truck. Refer **Appendix C** for turn path plans.

All residential, retail and commercial loading/unloading activities including rubbish collection activities will take place at the service area.

9.0 Conclusions

This Transport Assessment has been prepared for the "Zone Q" mixed-use development at Lots 2, 15 & 16 at the northeast corner of Mill Point Road and Labouchere Road intersection. The multi-storey development comprises residential, commercial and retail components. The proposal replaces several existing two-storey buildings located at the subject site and proposes to rationalise the existing crossovers.

The proposed development entails a pair of crossovers on Ferry Street which are internally connected to form a loop road which provides access to the development's car park facility, internal service area and a drop-off/pick-up/taxi facility.

The parking provision for the development totals 445 parking bays for cars and 57 bike bays.

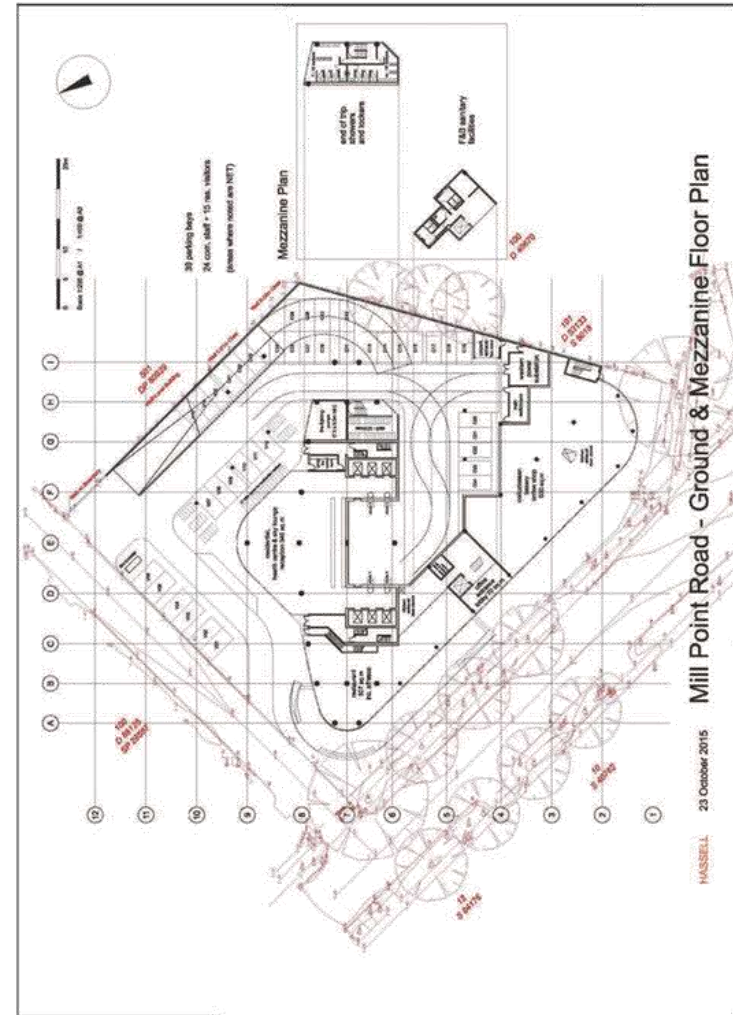
Traffic modelling and analysis indicates that the proposed development is estimated to generate approximately 1,128 (inbound and outbound) total daily trips with approximately 104 and 122 trips (inbound and outbound) during the peak weekday morning and afternoon periods, respectively.

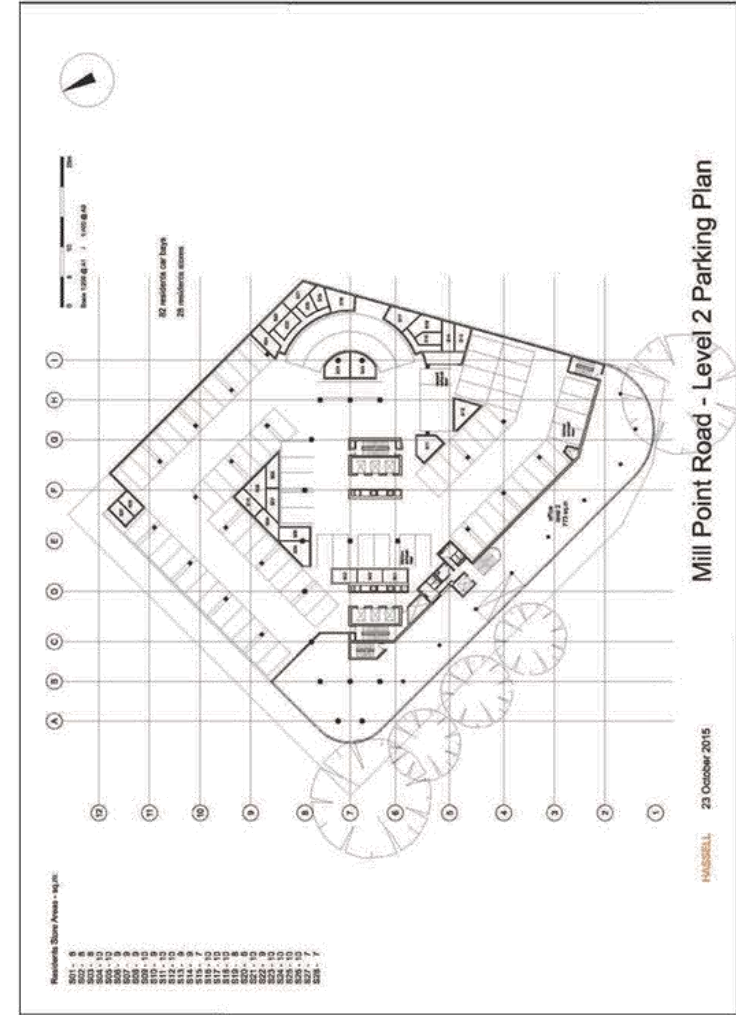
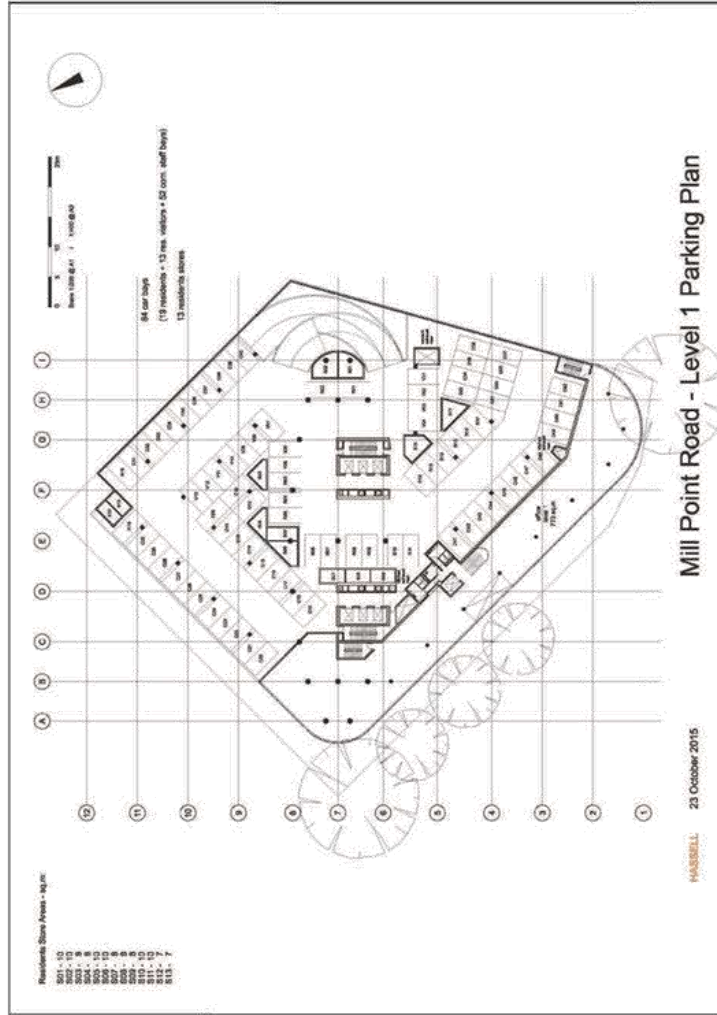
The capacity assessment of the nearby signalised intersections of Mill Point Road/Labouchere Road as well as the priority-controlled intersection of Mill Point Road/Ferry Street has confirmed that both intersections have the capacity to accommodate the development-generated traffic.

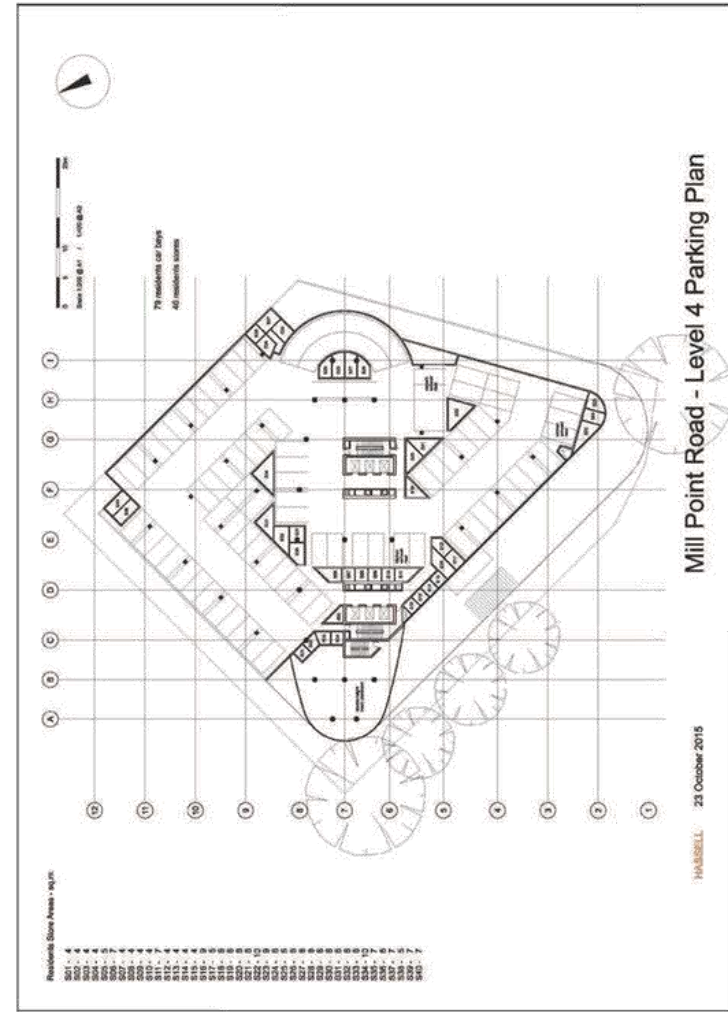
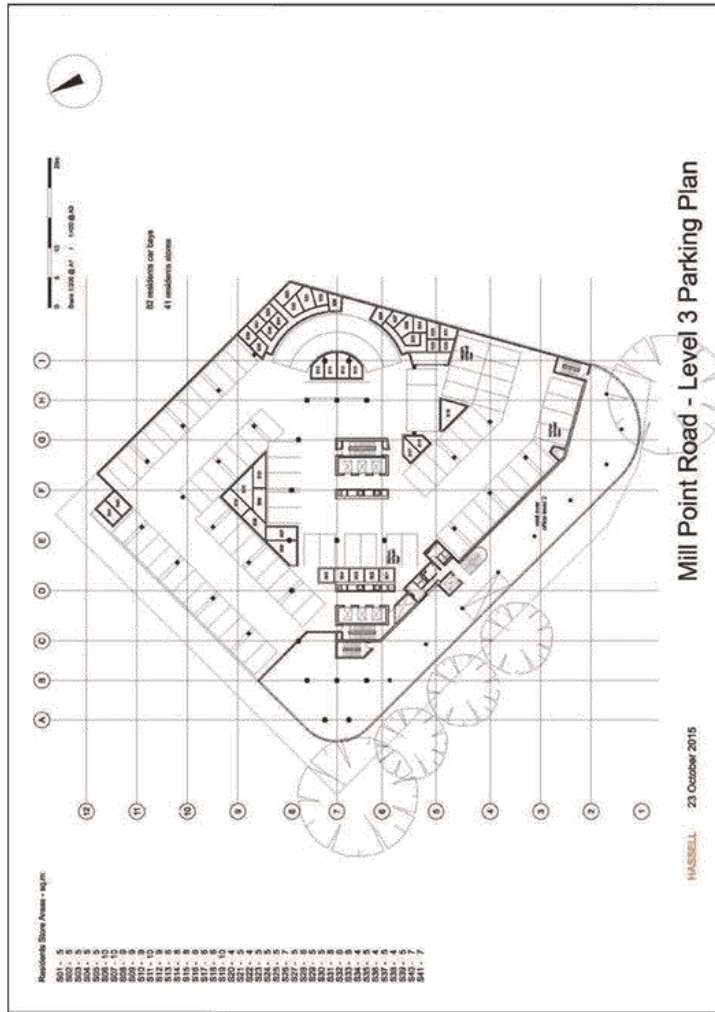
The site also enjoys good access to the existing pedestrian and bicycle network, and to existing public transport services in this area.

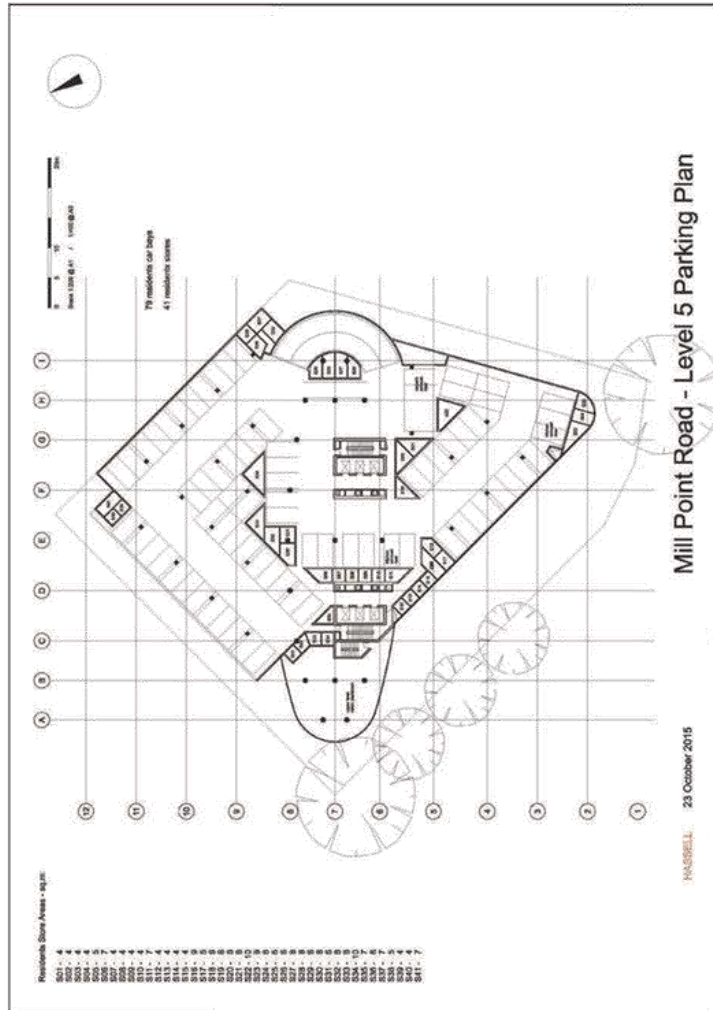
Appendix A

SITE PLANS









Appendix B

SIDRA OUTPUTS

Table 5. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday AM peak period (existing situation)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn vic	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Labouchere Road South												
1	L2	509	3.0	0.781	56.1	LOS E	14.2	102.1	1.00	0.90	31.1	
2	T1	14	3.0	0.095	41.8	LOS D	1.4	10.3	0.87	0.70	32.9	
3	R2	18	3.0	0.095	46.2	LOS D	1.4	10.3	0.87	0.70	34.3	
Approach		541	3.0	0.781	55.4	LOS E	14.2	102.1	0.99	0.89	31.2	
East: Mill Point Road East												
4	L2	9	3.0	0.803	47.5	LOS D	24.8	178.4	0.98	0.93	35.3	
5	T1	902	3.0	0.803	41.2	LOS D	24.8	178.4	0.97	0.92	35.8	
6	R2	23	3.0	0.093	35.4	LOS D	0.9	6.5	0.74	0.71	35.6	
Approach		934	3.0	0.803	41.1	LOS D	24.8	178.4	0.97	0.91	35.8	
North: Mill Point Road North												
7	L2	65	3.0	0.308	46.3	LOS D	5.1	36.6	0.90	0.78	32.3	
8	T1	44	3.0	0.308	43.0	LOS D	5.1	36.6	0.90	0.78	32.8	
9	R2	135	3.0	0.389	47.1	LOS D	6.4	46.2	0.92	0.78	31.7	
Approach		244	3.0	0.389	46.2	LOS D	6.4	46.2	0.91	0.77	32.0	
West: Kwinana Freeway Ramp West												
10	L2	68	3.0	0.402	26.3	LOS C	12.4	88.8	0.71	0.65	40.9	
11	T1	642	3.0	0.402	20.7	LOS C	12.5	89.7	0.71	0.63	44.6	
12	R2	145	3.0	0.797	64.0	LOS E	8.4	60.2	1.00	0.90	29.0	
Approach		855	3.0	0.797	28.5	LOS C	12.5	89.7	0.76	0.68	40.6	
All Vehicles		2574	3.0	0.803	40.4	LOS D	24.8	178.4	0.90	0.82	35.7	

Table 6. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday AM peak period (post-development situation)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn vic	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Labouchere Road South												
1	L2	509	3.0	0.785	56.2	LOS E	14.3	102.8	1.00	0.90	31.1	
2	T1	25	3.0	0.126	42.1	LOS D	1.9	14.0	0.87	0.70	33.0	
3	R2	18	3.0	0.126	46.5	LOS D	1.9	14.0	0.87	0.70	34.4	
Approach		552	3.0	0.785	55.3	LOS E	14.3	102.8	0.99	0.89	31.2	
East: Mill Point Road East												
4	L2	9	3.0	0.816	48.7	LOS D	25.7	184.6	0.99	0.95	34.9	
5	T1	902	3.0	0.816	42.3	LOS D	25.7	184.6	0.97	0.93	35.5	
6	R2	32	3.0	0.132	35.9	LOS D	1.3	9.1	0.75	0.72	35.4	
Approach		943	3.0	0.816	42.1	LOS D	25.7	184.6	0.96	0.93	35.5	
North: Mill Point Road North												
7	L2	75	3.0	0.364	46.9	LOS D	8.1	43.9	0.91	0.77	32.1	
8	T1	54	3.0	0.364	43.6	LOS D	8.1	43.9	0.91	0.77	32.7	
9	R2	167	3.0	0.481	48.0	LOS D	8.1	58.4	0.94	0.80	31.4	
Approach		296	3.0	0.481	46.9	LOS D	8.1	58.4	0.93	0.79	31.8	
West: Kwinana Freeway Ramp West												
10	L2	84	3.0	0.412	26.4	LOS C	12.7	91.3	0.71	0.66	40.7	
11	T1	642	3.0	0.412	20.8	LOS C	12.9	92.3	0.71	0.63	44.5	
12	R2	145	3.0	0.797	64.0	LOS E	8.4	60.2	1.00	0.90	29.0	
Approach		871	3.0	0.797	28.6	LOS C	12.9	92.3	0.76	0.68	40.5	
All Vehicles		2662	3.0	0.816	40.9	LOS D	25.7	184.6	0.96	0.82	35.5	

Table 7. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday PM peak period (existing situation)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn vic	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Labouchere Road South												
1	L2	620	3.0	0.852	58.9	LOS E	18.9	135.5	1.00	0.95	30.4	
2	T1	50	3.0	0.201	40.1	LOS D	3.5	25.3	0.86	0.72	33.7	
3	R2	29	3.0	0.201	44.5	LOS D	3.5	25.3	0.86	0.72	35.1	
Approach		699	3.0	0.852	56.9	LOS E	18.9	135.5	0.98	0.93	30.8	
East: Mill Point Road East												
4	L2	7	3.0	0.835	58.6	LOS E	19.8	141.9	1.00	0.99	31.9	
5	T1	635	3.0	0.835	51.6	LOS D	19.8	141.9	0.99	0.97	32.5	
6	R2	32	3.0	0.227	46.0	LOS D	1.5	10.8	0.86	0.74	32.3	
Approach		674	3.0	0.835	51.4	LOS D	19.8	141.9	0.98	0.96	32.5	
North: Mill Point Road North												
7	L2	94	3.0	0.506	49.1	LOS D	8.4	60.6	0.95	0.80	31.6	
8	T1	77	3.0	0.506	45.8	LOS D	8.4	60.6	0.95	0.80	32.1	
9	R2	139	3.0	0.420	48.3	LOS D	6.7	48.4	0.93	0.79	31.4	
Approach		310	3.0	0.506	47.9	LOS D	8.4	60.6	0.94	0.79	31.6	
West: Kwinana Freeway Ramp West												
10	L2	81	3.0	0.629	30.7	LOS C	21.9	156.9	0.83	0.75	39.1	
11	T1	987	3.0	0.629	25.1	LOS C	22.0	158.1	0.83	0.74	42.3	
12	R2	258	3.0	0.821	59.2	LOS E	14.7	105.8	1.00	0.92	30.1	
Approach		1326	3.0	0.821	32.1	LOS C	22.0	158.1	0.86	0.78	39.0	
All Vehicles		3009	3.0	0.852	43.8	LOS D	22.0	158.1	0.93	0.86	34.5	

Table 8. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday PM peak period (Post-development situation)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn vic	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h	
South: Labouchere Road South												
1	L2	620	3.0	0.857	59.4	LOS E	19.1	137.3	1.00	0.96	30.2	
2	T1	63	3.0	0.234	40.5	LOS D	4.1	29.7	0.87	0.73	33.7	
3	R2	29	3.0	0.234	44.9	LOS D	4.1	29.7	0.87	0.73	35.1	
Approach		712	3.0	0.857	57.2	LOS E	19.1	137.3	0.98	0.93	30.7	
East: Mill Point Road East												
4	L2	7	3.0	0.859	61.0	LOS E	21.0	150.5	1.00	1.02	31.2	
5	T1	635	3.0	0.859	54.1	LOS D	21.0	150.5	0.99	1.00	31.8	
6	R2	43	3.0	0.315	47.1	LOS D	2.1	14.9	0.88	0.78	32.0	
Approach		685	3.0	0.859	53.7	LOS D	21.0	150.5	0.98	0.99	31.8	
North: Mill Point Road North												
7	L2	106	3.0	0.549	48.7	LOS D	9.8	69.2	0.95	0.81	31.7	
8	T1	89	3.0	0.549	45.4	LOS D	9.8	69.2	0.95	0.81	32.2	
9	R2	177	3.0	0.510	48.3	LOS D	8.7	62.3	0.95	0.80	31.3	
Approach		372	3.0	0.549	47.7	LOS D	9.8	69.2	0.95	0.81	31.6	
West: Kwinana Freeway Ramp West												
10	L2	99	3.0	0.654	31.7	LOS C	22.7	163.3	0.85	0.77	38.6	
11	T1	987	3.0	0.654	26.2	LOS C	23.0	164.8	0.85	0.76	41.8	
12	R2	258	3.0	0.867	63.6	LOS E	15.5	111.1	1.00	0.96	29.0	
Approach		1344	3.0	0.867	33.8	LOS C	23.0	164.8	0.88	0.80	38.3	
All Vehicles		3113	3.0	0.867	45.2	LOS D	23.0	164.8	0.93	0.87	34.0	

Table 9. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday AM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	105	2.0	0.055	0.8	LOS A	0.3	2.1	0.28	0.03	58.5
12	R2	5	2.0	0.055	8.4	LOS A	0.3	2.1	0.28	0.03	56.5
Approach		111	2.0	0.055	1.1	NA	0.3	2.1	0.28	0.03	58.4
East: Ferry Street											
1	L2	11	2.0	0.012	9.2	LOS A	0.0	0.3	0.34	0.85	51.4
3	R2	2	2.0	0.012	8.9	LOS A	0.0	0.3	0.34	0.85	51.1
Approach		13	2.0	0.012	9.1	LOS A	0.0	0.3	0.34	0.85	51.4
North: Mill Point Road											
4	L2	1	2.0	0.121	5.6	LOS A	0.0	0.0	0.00	0.00	58.2
5	T1	247	2.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		248	2.0	0.121	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		372	2.0	0.121	0.7	NA	0.3	2.1	0.10	0.04	59.2

Table 10. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday AM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	105	2.0	0.083	0.9	LOS A	0.4	2.9	0.30	0.18	57.3
12	R2	43	2.0	0.083	6.5	LOS A	0.4	2.9	0.30	0.18	55.4
Approach		148	2.0	0.083	2.5	NA	0.4	2.9	0.30	0.18	56.7
East: Ferry Street											
1	L2	85	2.0	0.062	9.2	LOS A	0.2	1.7	0.35	0.87	51.4
3	R2	2	2.0	0.062	8.9	LOS A	0.2	1.7	0.35	0.87	51.1
Approach		87	2.0	0.062	9.2	LOS A	0.2	1.7	0.35	0.87	51.4
North: Mill Point Road											
4	L2	18	2.0	0.130	5.6	LOS A	0.0	0.0	0.00	0.04	57.9
5	T1	247	2.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		265	2.0	0.130	0.4	NA	0.0	0.0	0.00	0.04	59.5
All Vehicles		481	2.0	0.130	2.3	NA	0.4	2.9	0.14	0.20	57.4

Table 11. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday PM peak period (existing situation)

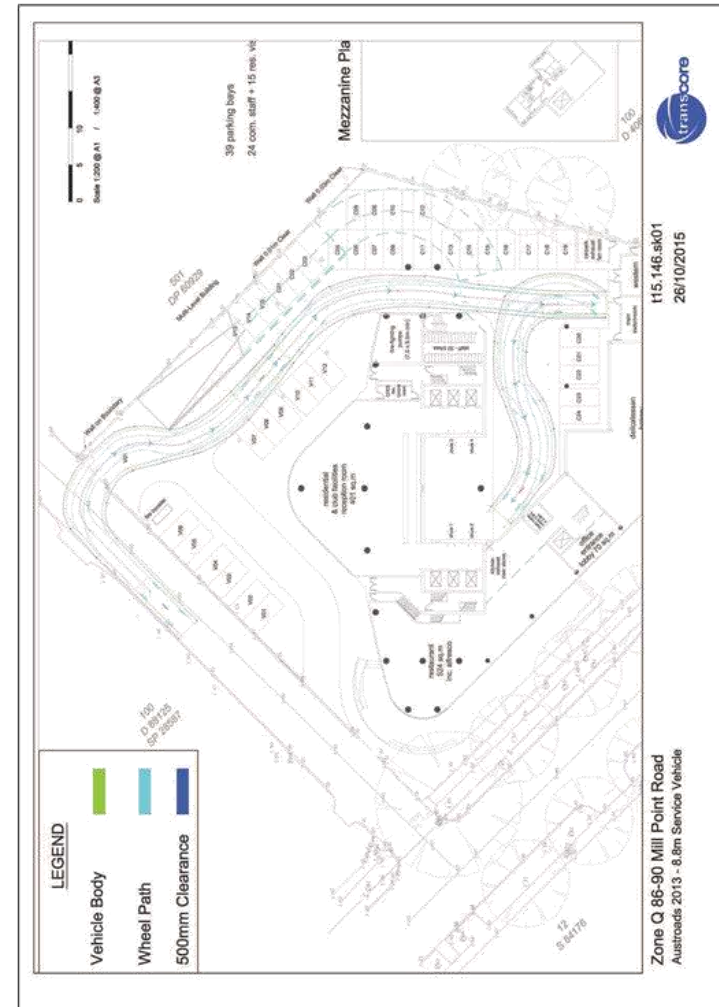
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	166	2.0	0.086	1.2	LOS A	0.5	3.6	0.34	0.02	58.4
12	R2	5	2.0	0.086	6.8	LOS A	0.5	3.6	0.34	0.02	56.4
Approach		172	2.0	0.086	1.4	NA	0.5	3.6	0.34	0.02	58.3
East: Ferry Street											
1	L2	4	2.0	0.006	9.7	LOS A	0.0	0.1	0.40	0.83	51.2
3	R2	1	2.0	0.006	9.4	LOS A	0.0	0.1	0.40	0.83	50.9
Approach		5	2.0	0.006	9.6	LOS A	0.0	0.1	0.40	0.83	51.1
North: Labouchere Road											
4	L2	3	2.0	0.161	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
5	T1	325	2.0	0.161	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		328	2.0	0.161	0.1	NA	0.0	0.0	0.00	0.01	59.9
All Vehicles		505	2.0	0.161	0.6	NA	0.5	3.6	0.12	0.02	59.3

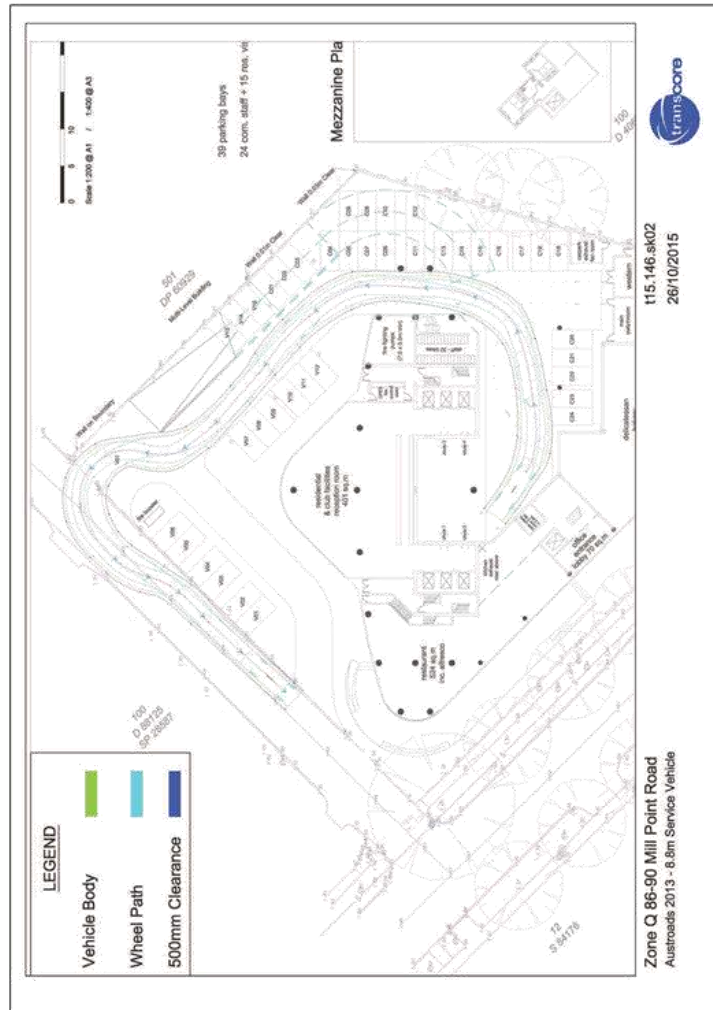
Table 12. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday PM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	166	2.0	0.121	1.4	LOS A	0.7	4.8	0.36	0.15	57.3
12	R2	49	2.0	0.121	6.9	LOS A	0.7	4.8	0.36	0.15	55.4
Approach		216	2.0	0.121	2.7	NA	0.7	4.8	0.36	0.15	58.9
East: Ferry Street											
1	L2	72	2.0	0.072	9.8	LOS A	0.3	2.0	0.41	0.88	51.2
3	R2	1	2.0	0.072	9.3	LOS A	0.3	2.0	0.41	0.88	50.9
Approach		73	2.0	0.072	9.6	LOS A	0.3	2.0	0.41	0.88	51.2
North: Labouchere Road											
4	L2	22	2.0	0.170	5.6	LOS A	0.0	0.0	0.00	0.04	57.9
5	T1	325	2.0	0.170	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		347	2.0	0.170	0.4	NA	0.0	0.0	0.00	0.04	59.5
All Vehicles		636	2.0	0.170	2.2	NA	0.7	4.8	0.17	0.17	57.5

Appendix C

TURN PATH ASSESSMENT – 8.8M SERVICE VEHICLE





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Appendix E

Full Circle Sustainability Report

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September 2015

Zone Q – Mill Point Road

DA Sustainability Report

Full Circle Design Services

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Email: graham.agar@fcds.com.au	Original Date of Issue: 1/9/2015
ACN: 163 742 890	
ABN: 84 163 742 890	

Title:	Zone Q – Charles Street South Perth – Sustainability Report
Author :	Graham Agar
Client:	Zone Q / Hassell / Savills
Contact:	Mark Popplewell
Description:	This report provides a review of the current proposed design features of the new Zone Q development on Mill Point Road and includes a self-assessment against the Green Star MURT V1 tool as a benchmark,

Revision	Date	Checked by	Transmitted by
Draft	14/8/2015		
A	8/9/2015		
B	8/10/2015		
C	2/11/2015		

Distribution	Revision							
Receiver	Draft	A	B	C				
Mark Popplewell – Hassell	X	X	X	X				
Garry Sheridan – Savilles	X	X	X	X				

Graham Agar
FULL CIRCLE DESIGN SERVICES



Executive Summary

Full Circle have been commissioned to provide sustainability design advice for the New Zone Q mixed use residential project in South Perth, on the corner of Mill Point Road and Ferry Street. The project includes a podium of commercial and car parking – including a high quality food and beverage tenancy to provide amenity to both residents of the development and the wider South Perth and Perth population. Above the podium, the proposed development includes around 163 apartments over 30 residential floors, for a combined building height of around 132m (including the podium levels below) and a total area of around 25,164m².

The development is oriented to make the most of the views to the city – to the north east – and the coast – south west. Apartments have extensive glazing to make the most of the views, but also have extensive balconies and an operable façade to provide indoor/outdoor living and high quality natural ventilation opportunities.

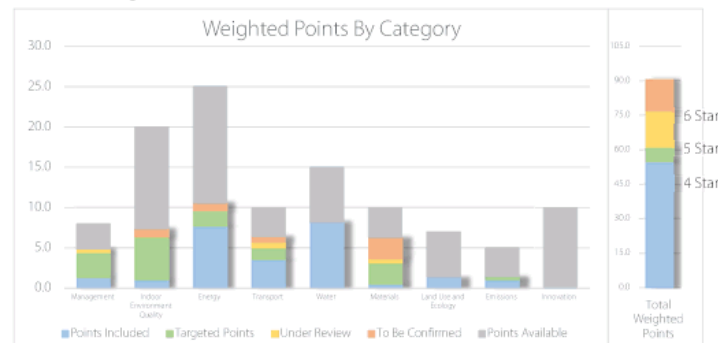
Overall, the project represents a step change in sustainable design quality for Perth, with most apartments provide with cross flow ventilation, highly efficient central mechanical plant – avoiding noisy condensers on balconies and dramatically reducing running costs – and a high degree of automation and sophistication in apartment control.

With the design also including a high performance glazing and balconies to reduce glare and heat transmission, most of the apartments will exceed the minimum requirements for 6 star NATHERS certification – providing reduced operational costs and improved thermal comfort for occupants.

The project is seeking plot ratio bonuses as part of its development approval and, in keeping with the owners philosophy in general has incorporated a number of best practice design features including exceeding minimum standard in sustainable design, in particular, the development includes:

- Exceeding minimum compliance for Section J in residential and commercial elements
- Use of innovative 'liquid' pool blanket
- Low flow water fittings and low water usage pool filtration system
- Dual sided ventilation provided to more than 50% of the apartments.
- Provision of centralised air conditioning plant to improve noise and energy outcomes
- Use of performance glazing with a high degree of façade operability
- Sophisticated common area and apartment controls and performance monitoring to selected apartments.

As a quantification of these features, the team have reviewed the overall design inclusions against the benchmarks within the Green Star MURT V1 tool. With a focus on energy and water efficiency as well as indoor environment quality – aligning well with the council guidelines and requirements for plot ratio bonus – the project is already expected to perform at around a 5 Star Green Star level, – representative of Australian Excellence in sustainable design.



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1. Introduction

Full Circle Design Services are working with the Mill Point Road design team to ensure that the development meets and exceeds world leading sustainable design.

By incorporating strong solar passive solutions, selecting efficient fittings and implementing management practices, the project will deliver a considered solution which addresses sustainable design issues across a broad range of categories and impact areas.

The design is still in progress and, as such, a number of the initiatives are still under consideration, however, the design inclusions already incorporated demonstrate a strong and sustainable design outcome.

1.1 Site Description

The proposed building is to be located on the corner of Ferry St and Mill Point Road in South Perth. With easy access to the main Perth north/south freeway, as well as public transport options to the city and a significant number of local amenities, the development is well set to minimise the environmental footprint of its inhabitants.



The building is located in Climate Zone 5 according to the BCA, which is characterised by substantial cooling loads in summer and heating loads in winter. Night time summer temperatures and day time winter temperatures are relatively mild, meaning dwellings in particular can reduce heating and cooling costs through the use of passive solar design features and natural ventilation.

1.2 Sustainability Targets

As part of the City of South Perth Special Control Area planning requirements, the development is required to show equivalence to a '5 Star Green Star' certification. This rating represents Australian Excellence in Sustainable Design and, with less than 5 projects having achieved this certification nationally (none in WA) represents a step change in design performance.

In addition to Green Star, the design also needs to comply with the minimum greenhouse gas emissions and efficiency requirements of the Building Code of Australia (BCA Section J). These requirements apply to the building envelope for the commercial and residential components of the development and include requirements for glass performance, building sealing, shading and insulation provisions as well as fuel selection for heating systems.

In order to achieve the overarching sustainability targets for the project, the Mill Point Road team will be looking to exceed these requirements in most instances.

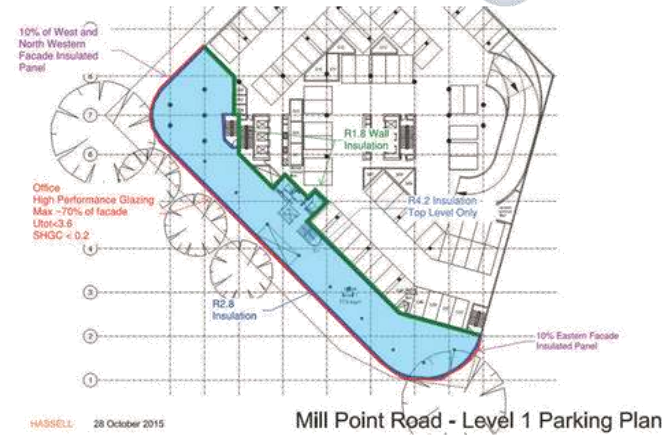
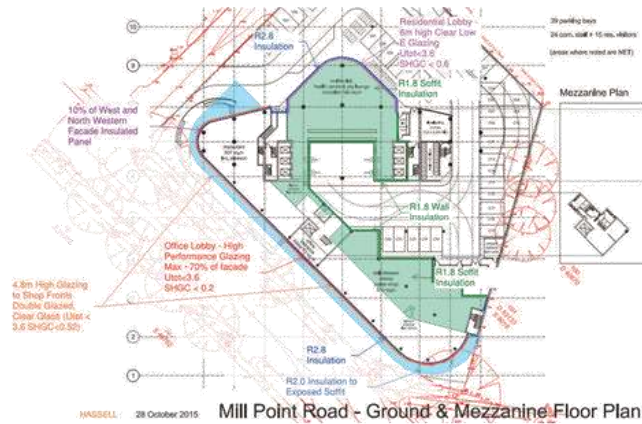


2. Section J Compliance

2.1 Office Component

The proposed development includes office components within the podium level, with a ground floor F&B offering and two levels of commercial offices. In total, these podium commercial spaces comprise around 2,653m² of lettable area, with a little over half of this located at ground level.

The office and commercial component of the development will meet the minimum performance requirements of the NCC Section J, with insulation being provided as shown below:



Similar to the lower levels, the office floors are have a very high performing glazing, admitting views and natural light, whilst reducing heat gain and loss.

Envelope Element	Insulation Required
Opaque External Wall – To Outside	R2.8
Opaque Internal Wall – To Car Park	R1.8
Roof	R4.2
Exposed Soffit – Below Office	R2.0
Exposed Soffit – Above Residential Lobby	R1.8

The performance of the office lobby glazing is likely to be addressed with a performance based approach, allowing over compliance on other elements of the design to allow a lighter glass at this level.

Glazed Element	Shading	Glass Height	U Value	SHGC
Residential Lobby – Ground Floor	Car Park Above	6.0m	<3.6	<0.6
Ground Floor Shop Front – to West, North West and East	Overhang from floor above (10% of façade width to be solid)	4.8m	<3.6	<0.52
Ground Floor Shop Front	Overhang from floor above	4.8m	<3.6	<0.52
Office Lobby	Nil	6.0m (30% of façade width to be solid)	<3.6	<0.2
Office Typical - East	Nil	2.9m (10% of façade width to be solid)	<3.6	<0.2
Office Typical	500mm Overhang at glass head	2.9m	<3.6	<0.2

U Value noted above is whole of system – glass and frame.



2.2 Residential Component

The minimum requirement for Residential thermal performance will be the achievement of a minimum 5 Star NatHERS certification for each apartment and an average of more than 6.

The design team intend to exceed that requirement and deliver an average thermal performance approximately 1.0% better than minimum standard by delivering an average of more than 6.5 stars under the NatHERS assessment tool.

Residential apartment performance is relatively strong due to strong solar passive design principals and a high performance façade. Glazing will be a neutral tone to allow natural light to enter the space and not compromising views. Most of the apartments have some northerly aspect to allow capture of passive heating in winter and, through the provision of overhang shading, minimising heat gains in summer.



The south western façade is relatively exposed to low angle summer sun and, as such, façade performance to this orientation includes 'winter garden' spaces and deeper overhang balconies to assist with protection of the internal occupied space.

Most apartments are dual aspect, with access to openable façades to at least two orientations. This allows creation of breezeways through the apartments to facilitate natural ventilation – greatly reducing the need for air conditioning in summer and shoulder months.



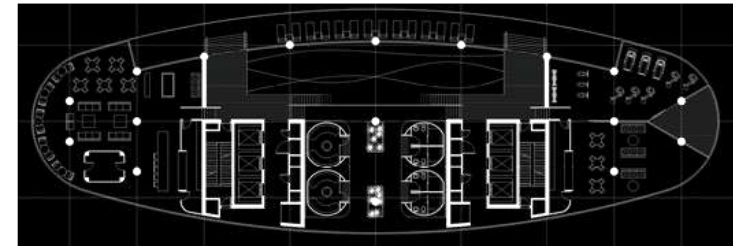
Indicatively, the apartments are expected to be provided with the following construction materials:

Construction Element	Description	Insulation / Performance
External Walls	Metal Clad cavity – light weight	R2 Insulation Medium Colour 2.8m high
Internal Walls	Cavity panel	No insulation 2.8m high
Floors	Concrete	Carpets in bedrooms and living areas Tiles in kitchen and wet areas
Ceiling	Concrete, with plasterboard	Plasterboard and ceiling void
Roof	NA	
Eaves	500mm overhang on all windows	Plus balcony
Sliding Door	High performance and tinted	SHGC = 0.44 Rt = 0.28 (U = 3.6)
Hinged Doors	Hollow Core	2040x820
Windows	High performance and tinted	SHGC = 0.44 Rt = 0.28 (U = 3.6) 2700mm high
Other	No downlights in insulation zone No unsealed fans, flue etc.	

Based on the above, most apartments modelled are achieving around 6.5 to 7 Stars under NatHERS. Further refinement of the façade and glazing options will be carried out as the design progresses, with the performance expected to improve further.

2.1 Residential Facilities

Residential facilities – the 'club lounge' level – are located part way up the residential tower and include wide expanses of glass around the majority of the façade.



Based on the above layout, with most orientations being unshaded, the glass performance is likely to be an SHGC of around 0.18 with low e glazed units (U<3) over the extent of glazing.

If a lesser performance single glazing is to be used, with a neutral tone, the extent of glass will be limited to around 75% on the northern and southern façades, 50% on the south east, 35% on the west, 30% on the south west, north west and eastern façades and 22% on the north eastern orientation.



4. Green Star Self-Assessment

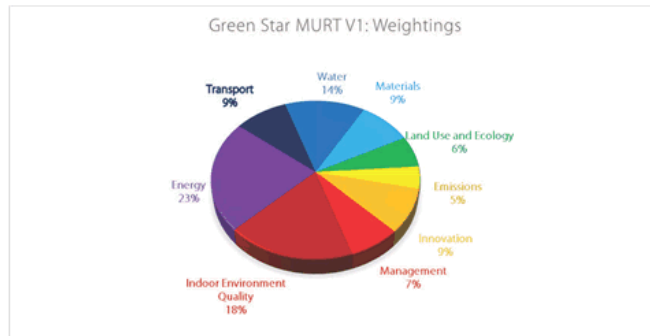
4.1 Back Ground

Green Star is the sustainability assessment and certification tool administered by the GBCA (Green Building Council of Australia). Since its first certification over a decade ago, the scheme has become the preeminent tool for assessment of new buildings in Australia, with over 800 certified projects, including more than 30 in WA.

The Green Building Council of Australia is a Not for Profit, non-government organisation. The GBCA has a number of key functions, including the administration of the Green Star suite of assessment tools, advocacy and education for sustainable design and sustainability in general in Australia.

The Green Star tool had its genesis in Office developments and with more than 80% of all certified projects being either offices or office fitouts, this classification of building remains the most significant proportion of certifications.

The Green Star system scores buildings by assessing design attributes across a number of categories. Various initiatives are awarded points based on the relative importance of the sustainable design outcome that they represent. Points vary in difficulty and cost from cheap and simple to highly expensive and complex solutions. Points are included which are not currently economically feasible to on most projects as aspirational goals and to drive market transformation.



There are 100 points available for any project, across the categories shown above, with a bonus 10 points available for innovative practices or for elements which exceed Green Star benchmarks or drive market transformation.

The benchmark level for points are generally set quite high, with projects achieving 45 out of 110 being recognised as market best practice (4 Stars). Buildings which score 60 points (5 stars) are considered to represent Australian Excellence sustainable design and 75 points (6 star) considered world leading projects. In FCDS opinion, the star rating systems are not consistent across all tools, with – for example – office and office interiors being a much simpler prospect to score 5 stars than either health care or residential projects.

These relatively low percentages align with the fact all credits are intended to represent world leadership and that many of the initiatives are stretch targets, not currently feasible for most projects.

4.2 Rating Types Available

Having started as a rating tool explicitly for office projects, the Green Star suite of tools now covers most major building types, other than single dwellings. These 'legacy' tools are well understood in industry – with most having been around for ~6 years, however, are currently set to be superseded at the end of 2015 by the new Green Star "Design and As Built" tool. The new tool has just come out of pilot phase and is designed to rate any building intended to be used for people.

The Mill Point Road project intends to provide an equivalent rating to the 6 Star Green Star MURT V1 tool

4.3 Equivalence Assessment

Green Star is generally considered not to be well suited to high rise Multi-Unit residential projects, with only two projects over 10 storeys achieving a rating better than 4 stars. Typically, to achieve a 5 star outcome, projects are forced into including environmental initiatives which place a significant ongoing burden on strata companies to maintain as well as having a large capital cost to implement.

On this basis, the Mill Point Road design team intend to include sufficient initiatives within the design to achieve a strong 4 star rating, with additional initiatives – not currently recognised in Green Star or beyond the current Green Star benchmarks – that would, in our opinion, provide a better sustainability outcome than initiatives that would otherwise need to be pursued for a rating.

The design is obviously still in development, however, the following sections provide a broad overview of the kind of initiatives currently expected to be included in the design – for more details refer to the Green Star score card attached:

4.3.1 Building Management

- Detailed Building Commissioning and Tuning
 - This includes the appointment of a dedicated individual to oversee and optimise the commissioning and tuning process for the building, from design stage right through to the end of defects liability.
- Occupant Engagement and Education
 - The project includes extensive metering and a sophisticated apartment monitoring and automation system which, when combined with the owner manual for the building, will provide information and real time feedback to help occupants optimise their own ecological footprint.
- Construction Phase
 - ISO 14001 contractors, with detailed and specific environmental management plans will be used. The process will aim to reduce landfill waste by 90%.

4.3.2 Indoor Environment Quality

- Daylight Access
 - By selection of a clear, high performance glazed unit, apartments will have excellent access to natural lighting and views.
- NatHERS performance
 - Final apartments will be expected to beat NCC minimum standards by more than 20%.
- Noise Levels
 - By removing the noisiest element from the apartments (air conditioning condensers) and from the development as a whole, the project will contribute relatively little noise to the surrounding area or to the dwellings themselves.
- External Space and Natural Ventilation
 - The provision of external spaces and dual aspect natural ventilation will improve air quality and reduce the need for air conditioning, providing significant benefits to occupants.



4.3.3 Energy Efficiency

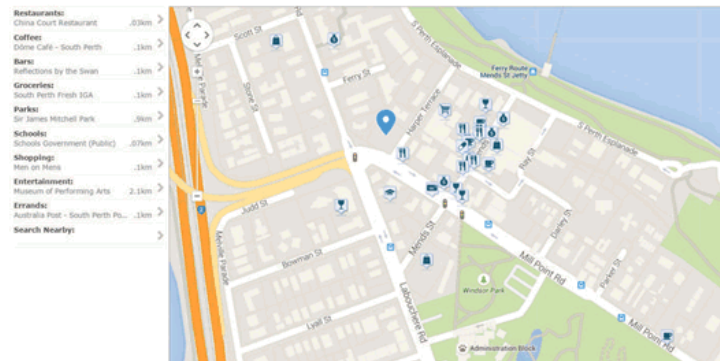
The project design considers energy efficiency from numerous angles, with the following design features key in achieving a very low carbon footprint:

- Central mechanical plant
- High performance building envelope
- Automation of common area systems
- Dwelling automation and performance monitoring

The result is expected to provide a very flat power demand curve for the project in comparison to typical residential development.

4.3.4 Transportation

The site is ideally located less than 5 minutes from the Perth CBD and a walkable distance to a number of shopping precincts, schools, churches and outstanding public open spaces. The development is including bike facilities and is considering a car share scheme as well. All of which will minimise the travel ecological footprint for building occupants. The image below – from walk score – shows the high number of amenities easily within walking distance now – a number which is sure to increase with the high level of development in the area:



4.3.5 Water Usage

Whilst the development will use slightly more water than a typical residential design – due to the provision of cooling towers, low flow tapware and capture of fire test water will combine to still ensure that the overall water footprint is still low.

In addition, water use in common areas – the pool and landscape – will be minimised in design and metered in operation to avoid wastage.



4.3.6 Materials

The development is including a customised waste minimisation plan, which includes provision of outstanding recycling area – including for bulky household goods. In addition, the design team also intend to use:

- Portland cement replacement
- High strength and environmentally friendly steel
- Best practice PVC
- Low ecological footprint flooring, joinery and wall.

4.3.7 Local Ecology and Emissions

The development includes extensive amenities, including a substantial, elevated open area. Facilities for outdoor seating, eating and cooking will be provided, as well as a pool.

Refrigerants and insulation will be selected to avoid ozone depletion and the site will minimise light spill.

4.3.8 Innovation

The development plans to complete the following initiatives which the GCBA classify as innovative:

- Maintenance Review
 - With the main contractor, prior to construction start, complete a review of the project for maintenance issues and, where appropriate, document solutions.
- Meter Integrity
 - Upgrade the building metering system to allow for self-checking. This will assist with keeping the system operational in the future and to provide certainty around billing.
- Financial Transparency
 - The project is willing to share cost / benefit analysis information with the City of South Perth to assist with their negotiation with other developers and to inform future planning policy.

4.4 Initiatives Not Included

If the project were to pursue certification, it would undertake a number of sustainability initiatives in order to simply achieve additional points. These initiatives are discussed below:

- Provision of Appliances
 - Green Star awards developers for providing energy and water efficient appliances as part of an apartment's finished state. These appliances; dishwasher, dryer, fridge/freezer are awarded points under both the energy and water categories.
 - Generally, apartments are not provided with appliances, with occupants able to select their own product based on their own needs and preferences.
 - Allowing occupants to select their own appliances is likely to have a beneficial outcome on the overall performance of the dwelling. Appliances can be selected at an appropriate size for how the apartment is to be used – oversizing appliances can lead to significant energy wastage. To complement the process, the tenant guide provided will include advice on procuring energy and water efficient appliances.
 - By providing the advice to the occupants and allowing them to choose the most appropriate product for their circumstances it is considered likely that the project will actually have a better outcome.



- Provision of Grey Water System
 - The project could reduce potable water and sewer outflow by installing a grey water plant for reuse within the building.
 - This initiative has a substantial initial cost, as well as an uneconomic ongoing maintenance and management cost associated with its operation.
 - In addition, the system causes issues with Health Authority approval and, as the main Perth Water treatment plant now treats waste water back to drinking quality, is somewhat redundant.
 - The initiative is not considered appropriate given its extremely high cost and minimal real benefit in Perth.
- Provision of Apartment Green Waste and Composting
 - The project team will provide the option for a green waste system to the restaurant operator, however, experience with green waste and composting for occupants of large residential projects indicates facilities are poorly maintained and often do not function appropriately.
- Sustainability Reporting
 - The team are currently not expecting to pursue models for life cycle carbon or climate change resilience. The required reporting for these to achieve the Green Star credits represents a significant cost to recognise a high level of performance already.
- Refrigerant leak monitoring and storage
 - Modern chillers are hermetically sealed and very rarely leak refrigerant. The cost to implement a refrigerant capture system is excessive and more than offset by the use of a central plant in lieu of multiple, small air conditioning systems.

4.5 Other Sustainability Initiatives

- Tenant Education
 - The design team will provide a detailed owners' manual for the building, explaining in simple terms how occupants can get the best out of their home. This will interface with the apartment monitoring system, providing occupants with close to real time feedback across a number of categories – energy, water, waste and indoor environment quality. This exceeds the green star credit requirements and also is likely to have substantial and long term effect on owners, occupied and guests.
- Waste Management
 - The Mill Point Road project has had a customised waste assessment and plan undertaken. The assessment is ongoing and will continue to inform the design, allowing appropriate areas and access to not only promote recycling, but also to minimise waste. The plan includes provision of fermenters and glass crushers to the restaurant tenancy, providing valuable assets for the strata company for use on site and to export. These features are not well recognised in Green Star MURT but are expected to have a substantial positive effect for the project.
- Liquid Pool Blanket
 - The team are investigating the use of a liquid pool blanket as part of the design solution. Mechanical pool blankets are rarely effective in large residential projects, as owners or occupants are reluctant to put them back on. Automatic systems present issues in terms of freedom of use and all are maintenance problems.
 - Liquid pool blankets work by using an additive in the pool water that is buoyant and, when the pool is not being used, floats on top, forming a barrier to evaporation and reducing heat loss.
 - As the liquid blanket requires nothing more than standard chemical dosing, it is automatically active at all times – saving water, chemicals and energy.
 - In addition, the design will include a two stage heat pump heating plant which is far more energy efficient than the standard single stage. This will substantially reduce greenhouse emissions associated with the pool.



- Central Mechanical Plant
 - Green Star does recognise the central mechanical plant in terms of energy, however, does not truly reflect the benefit in terms of peak power reduction and noise reduction as well as reduced ongoing maintenance costs for owners and reduced risk of refrigerant leak and green house emissions to the environment. The system also ensures that all air conditioning systems ever installed on the project are extremely high efficiency – a far better outcome than the awarded points in the Green Star tool would suggest.
 - The central plant removes air conditioning condensers from the balconies or plant rooms and provides larger, more efficient and easier to maintain central systems.
 - This move simplifies maintenance in the future as well almost doubling the life expectancy of the air conditioning systems. A substantial life cycle saving in and of itself.
 - Also, by centralising the noise, the development eliminates risk of noise emission to neighbours – a substantial gain to the whole community.

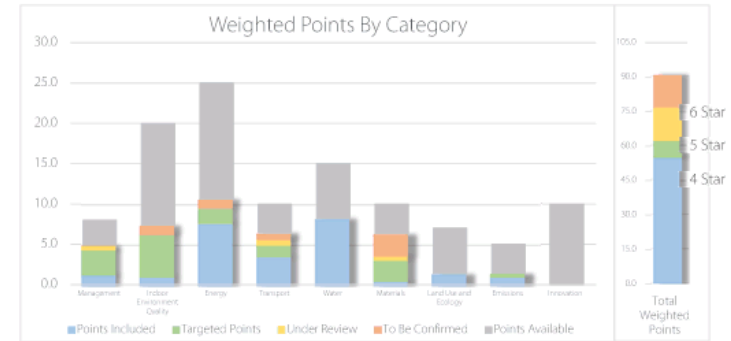


4.6 Equivalence Summary

Green Star Credit Not Claimed	Weighted Points	Action in Lieu	Commentary
Energy Efficient Appliances	1.9	Provision of tenant guide including appliance purchasing guide	Increases likelihood of appropriately sized appliances and is likely to have a positive influence on other appliance purchases.
Water Efficient Appliances	1.25		
Grey Water Plant	4.5	Provision of liquid pool blanket	Grey water plants are not feasible economically, with operational and maintenance costs exceeding savings from water. In addition, maintenance of the plant is a significant ongoing cost for the strata company. Water will be saved by providing a liquid pool blanket. This blanket will automatically cover the pool, reducing heat loss and evaporation whenever anyone is not swimming for an extended period of time. The reduced maintenance issues with this type of blanket – that no one has to operate it – will be expected to result in performance much superior to a standard pool blanket.
Provision of Green Waste and Compost Facilities	0.5	Provision of fermenters and composting for restaurant Green Waste. Detailed Waste plan for building. Tenant Waste Education. Glass recycling and reuse from restaurant	The restaurant operator will be able to control the green waste and composting exercise much better than the average occupant, providing a valuable asset to the project, rather than creating a maintenance issue. The compost generated from the facility would be used on communal gardens. Similarly, glass crushing and recycling will be completed on site, providing another profitable by product for the strata company. In addition, a detailed waste plan for the whole project has been formulated, with detailed information passed on to tenants in their owners manual and also in their apartment monitoring system. These features are expected to save more waste than the Green Star compliant credit.
Life Cycle Carbon Assessment	6		An LCA would provide benefit to quantify the savings that the project has made over benchmark, however, with sustainable product procurement, a highly efficient façade and central mechanical plant, the report is expected to confirm a high level of performance.
Adaptation and Resilience Plan	1		Similarly to the Life Cycle Carbon assessment, the commissioning of a climate change adaptation and resilience plan is unlikely to substantially change the design of the project.
Refrigerant Leak Detection	0.3	Provision of central plant	Reducing the number of refrigerant systems and improving their life cycle and reliability will more than offset the lack of a refrigerant pump down system on the chillers.

4.7 Final Assessment

The current planning shows that the project is aiming to achieve around 62 points, with another ~14 to be confirmed depending on design progression. This mean the design is likely to have a far better outcome than the target 5 star rating, even without considering the environmental benefits not currently assessed within the green star framework.



We are therefore confident that the proposed project meets the DA requirement of equivalence with a 5 star Green Star project.



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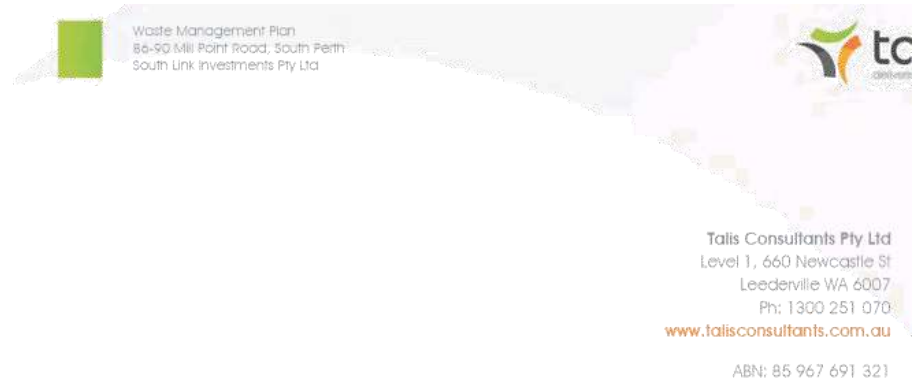
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Appendix F

Talis Waste Management Plan

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DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer
0a	Internal Review	21/08/15	RPC	PG
1a	Draft Released to Client	21/08/15	RPC	PG
2a	Final Report Released to Client	28/10/15	RPC	RMC

Approval for Release

Name	Position	File Reference
Ronan Cullen	Director	TW15030 - Waste Management Plan.2a

Signature

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1 Introduction

South Link Investments Pty Ltd (South Link) is currently seeking building approval for a mixed use development at 86-90 Mill Point Road, South Perth, Western Australia (WA) (the Proposal). Prior to lodging a building permit application and as a condition of the development approval, the City of South Perth (the City) requires the submission of a Waste Management Plan (WMP). The Proposal is bordered by Mill Point Road to both the south and west, and Ferry Street to the north as shown in Figure 1. The number of apartments and commercial tenancies at the Proposal are:

- Two bedroom apartment – forty eight (48);
- Three bedroom apartment – one hundred and six (106);
- Four bedroom apartment – nine (9);
- Delicatessen (530m²);
- Restaurant (507m²); and
- Office (1,616m²).

As part of this process, the City requires the development of a WMP that identifies how waste is to be stored and collected from the Proposal. South Link has therefore engaged Talis Consultants Pty Ltd (Talis) to prepare this WMP to satisfy the City's requirements.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage all waste (both refuse and recycling) at the Proposal. Specifically, the WMP demonstrates that the Proposal has been designed to:

- Adequately cater for the anticipated quantities of waste and recyclables to be generated;
- Provide a suitable bin storage area including appropriate receptacles; and
- Allow for efficient collection of receptacles by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Specialty Waste Streams;
- Section 5: Property Management Activities;
- Section 6: Waste Collection; and
- Section 7: Conclusion.

2 Waste Generation

The Proposal consists of residential apartments and multiple commercial tenancies. The anticipated quantities of refuse and recyclables were estimated based on the number and size of apartments; and the floor space of the commercial tenancies.

Residential and commercial waste generation rates were obtained from the City of South Perth *Draft Waste Guidelines for New Developments* (2015). Consideration was also given to City of Sydney's *Policy for Waste Minimisation in New Developments* (2005), City of Melbourne's *Guidelines for Preparing a Waste Management Plan* (2014), Randwick City Council's *Waste Management Guidelines for Proposed Developments* (2004) and Western Australian Local Government Association's *Draft Multi Dwelling Development Waste Management Plan Guidelines* (2014).

Waste generation is estimated by volume in Litres (L) as this is generally the influencing factor when considering receptacle size, numbers and storage space required. The waste generation volumes in Litres per week (L/week) of refuse and recyclables adopted for this study are shown in Table 2-1, Table 2-2 and Table 2-3.

Table 2-1: Estimated Residential Waste Generation

Use	Number of Units	Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
Apartment (Two Bed)	48	100	4,800
Apartment (Three Bed)	106	120	12,720
Apartment (Four Bed)	9	120	1,080
Total			18,600
Recycling			
Apartment (Two Bed)	48	120	5,760
Apartment (Three Bed)	106	120	12,720
Apartment (Four Bed)	9	120	1,080
Total			19,560

As shown in Table 2-1, it is anticipated that the Proposal will generate 18,600L of refuse and 19,560L of recyclables per week from the residential apartments.

Table 2-2: Estimated Commercial Waste Generation

Use	Floor Area (m ²)	Generation Rate (L/100m ² per day)	Waste Generation (L/week)
Refuse			
Deli	530	80	2,968
Restaurant	507	660	23,423
Office	1,616	10	970
Total			27,361
Recycling			
Deli	530	50	1,855
Restaurant	507	200	7,098
Office	1,616	10	970
Total			9,923

As shown in Table 2-2, it is anticipated that the Proposal will generate 27,361L of refuse and 9,923L of recyclables per week from the commercial tenancies. These waste generation quantities are based on six days of operation per week for the office tenancy and seven days of operation per week for the Deli and Restaurant tenancies.

Table 2-3: Estimated Combined Waste Generation

Use	Waste Generation (L/week)
Refuse	
Apartments	18,600
Deli	2,968
Restaurant	23,423
Office	970
Total	45,961
Recycling	
Apartments	19,560
Deli	1,855
Restaurant	7,098
Office	970
Total	29,483

As shown in Table 2-3, it is anticipated that the Proposal will generate a combined total of 45,961L of refuse and 29,483L of recyclables per week.

3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to house the required receptacles within the designated Bin Storage Area. The procedure and receptacles to be used in this area are described in the proceeding sections.

3.1 Residential Waste Chute System

In order to ensure the efficient disposal of residential waste to the Bin Storage Area, the Proposal will utilise a separate Waste Chute System for each of the two residential wings. Each Waste Chute System will consist of a single chute running the height of the building with a waste diverter at the terminus of the chute. The waste diverter will separate deposited waste into refuse and recycling for acceptance in the Bin Storage Area.

The waste chute will be located in close proximity to the elevators for each residential wing and be accessible on each residential level. When depositing waste, the user will activate the waste diverter mechanism by selecting refuse or recyclables.

Chutes are typically 610mm in diameter with the door being 620mm from the centre of the chute. Doors are self-closing with a bottom hinge and two hour fire rated in accordance with AS1530.4-2005. Chutes are required to be vented at the top of the chute using 150mm diameter PVC fitted with an inline fan. Chutes are wrapped in 50mm of poly-wool R1.3 noise insulation foil.

The Building Manager will be required to exchange full receptacles with empty receptacles at the same frequency for both systems. To reduce odour the chute system is ventilated with an extraction fan at the top of the chute and will be routinely cleaned via chute flushing operations.

3.2 Apartment Internal Receptacles

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will have two receptacles for the disposal of refuse and recycling separately within each apartment. Waste materials from apartments will be placed in these receptacles and transferred by the Resident and/or their authorised representative to the Proposals Waste Chute System which will transfer waste material to the Bin Storage Area for disposal and recycling.

3.3 Commercial Internal Receptacles

The Proposal will have a minimum of two receptacles for the disposal of refuse and recycling within each commercial unit. In the future the Proposal may provide additional receptacles for waste streams such as organics or glass materials for source separation of waste. Waste from commercial units will be placed in these receptacles and transferred by the tenant and/or their authorised representative to the appropriate receptacle within the Bin Storage Area.

Waste materials generated within the Proposal by commercial tenancies will be taken by tenants or their authorised representatives and placed in the 1,100L receptacles located in the Bin Storage Area as shown in Figure 2 and Figure 3.

3.4 Bin Storage Area

The Bin Storage Area will be used for the disposal of:

- Refuse; and
- Recyclables.

The Bin Storage Area is designed with allowance for additional waste streams in the future, such as cardboard, glass and/or organic waste.

3.4.1 Size

To ensure sufficient area is available for storage of the waste receptacles prior to collection, the quantity of receptacles required was modelled utilising a range of receptacle sizes from 240L to 1,100L, as shown in Table 3-1 and Table 3-2.

Table 3-1: Residential Receptacle Requirements

Waste Stream	Waste generation (L/week)	Number of Receptacles Required		
		240L	660L	1,100L
Refuse	18,600	26	10	6
Recycling	19,560	28	10	6

Table 3-2: Commercial Receptacle Requirements

Waste Stream	Waste generation (L/week)	Number of Receptacles Required		
		240L	660L	1,100L
Refuse	27,361	39	14	9
Recycling	9,923	14	6	4

The 1,100L receptacles are proposed for use in the Bin Storage Area based on typical receptacle dimensions as per Table 3-3. The placement of the receptacles within the Bin Storage Area has been considered, as shown in Figure 2 and Figure 3. This was based on three collections per week of refuse and recyclables by a Private Contractor.

Table 3-3: Typical Receptacle Dimensions

Receptacle Size (L)	Depth (m)	Width (m)	Area (m ²)
240	0.735	0.580	0.426
360	0.865	0.680	0.588
660	0.765	1.360	1.040
1,100	1.070	1.240	1.327

Reference: SULO Australia Bin Specification Data Sheets

The Bin Storage Area is designed to accommodate the following receptacles:

- Fifteen (15) 1,100L refuse receptacles; and
- Ten (10) 1,100L recycling receptacles.

In the future, the Proposal may introduce a glass bottle crusher and receptacle within the Bin Store Area as well as an onsite organics composting system. Space has been allocated for these additional waste streams in the design of the Bin Store Area, as shown in Figure 2 and Figure 3. However, the inclusion of these additional waste streams will be dependent on the nature of the tenants, available technology, market conditions and property management considerations in the future.

In addition, the Bin Store Area has also been sized to accommodate the introduction of four 1,100L 4-bin carousels to service the residential waste collection as shown in Figure 3. The introduction of

waste carousels may occur at the Proposal in the future, dependent on the nature of the tenants, available technology, market conditions and property management considerations.

3.4.2 Design

The Bin Storage Area is located at ground level of the Proposal. The Bin Storage Area will have an impervious floor draining to the sewer and a tap to facilitate washing of receptacles inside the store. Doors to the Bin Storage Area will be vermin proof. The Bin Storage Area will also be ventilated to a suitable standard. To reduce potential odours in the Bin Storage Area, the receptacles, floor and walls will be cleaned when required. Receptacles will be washed down in a designated area inside the bin compound.

It is worth noting that the number of receptacles and corresponding placement of receptacles as shown in Figure 2 and Figure 3 represent the maximum requirements assuming three collections per week for refuse and recyclables. More frequent collections would reduce both the number of receptacles and the storage space required.

Receptacle capacity and storage space within the Bin Storage Area will be monitored during the operation of the Proposal to ensure that the receptacles are sufficient.

3.4.3 Future Waste Recovery

In the future, the Proposal may introduce a glass bottle crusher and contained composting system for commercial tenants.

Glass bottle crushers can significantly reduce the volume of waste being disposed in commercial environments where the waste stream is comprised of a high percentage of glass bottles, such as bars and restaurants. In addition they can also reduce the noise generated during waste collection.

Contained composting systems can reduce the volume of waste being disposed in commercial environments where the waste stream is comprised of a high percentage of food and organic waste, such as restaurants or cafes. It can also generate a marketable product for use as a soil conditioner on or off site. A contained composting system works to decompose and homogenise food and/or organic waste in an enclosed environment using controlled temperatures, agitation and airflow while utilising ventilation and deodorisation systems to prevent odour.

As shown in Figure 2 and Figure 3, the available areas for these future waste recovery technologies have been calculated to assist with waste management in the future. In a Bin Storage Area that does not utilise carousels, an area of 31.4m² is available. While in a Bin Store Area that utilises carousels, an area of 5.7m² is available.

The available areas for future waste recovery technologies has not accounted for a decrease in the number of receptacles. In the event that waste recovery technologies can reduce the waste volume through treatment, the available area for the technology is potentially greater.

As stated previously, the inclusion of these technologies will be decided upon in the future and will be dependent on the nature of the tenants, available technology, market conditions and property management considerations.

4 Specialty Waste Streams

Adequate space has been allocated for the collection of the following Specialty Waste types:

- Batteries;
- Printer Cartridges;
- Fluorescent Globes; and
- Mobile Phones.

Specialty Wastes will be collected in a specially designed cabinet located in a communal area of the Proposal. The typical dimensions of a Specialty Waste cabinet are as follows:

- Height - 1.5 metres;
- Length - 2 metres; and
- Depth - 0.5 metres.

Once sufficient materials have been deposited, the Specialty Wastes will be collected and transported by the Property Manager to suitable collection locations for recycling.

4.1 Communal Area Waste

Waste generated in communal areas such as the pool, amenities and exercise rooms will be collected in appropriately sized refuse and recycling receptacles. Receptacles to be used for recycling will be appropriately labelled to distinguish them from refuse receptacles. Waste collected in communal areas will be transferred as required to the Bin Storage Area by the Property Manager or Cleaners.

5 Property Management Activities

A suitably qualified Property Manager will be engaged to complete the following tasks:

- Monitoring of the Bin Storage Area;
- Monitoring of residential Waste Chute Systems;
- Transport collected Specialty Wastes to suitable collection locations for recycling or disposal as required;
- Transport collected waste from communal areas to the Bin Storage Area;
- Maintenance of Waste Chute Systems, receptacles and Bin Storage Area; and
- Ensure Waste Chute Systems, receptacles and Bin Storage Area are cleaned when required.

In the event that residential carousels are utilised at the Proposal in the future, the Property Manager will also be required to complete the following:

- Monitoring of carousel systems;
- Ensure carousels are separated from commercial waste operations; and
- Maintenance of carousel system.

6 Waste Collection

A Private Contractor will service the Proposal by providing 1,100L receptacles for refuse and recyclables which are to be collected by a rear lift collection vehicle. The rear lift vehicle will collect waste from the Proposal three times per week for refuse and recycling. The receptacles will be serviced from within the Proposal, in the enclosed service area adjacent to the Bin Storage Area. This servicing method will reduce the noise generated in the area during collection. In addition, it will remove the need for receptacles on the street, maintaining the amenity of the area and remove the requirement for a lay down area to temporary store receptacles on the verge before the collection vehicle arrives. Swept path analysis for an 8.8m waste collection vehicle was conducted by South Link's appointed traffic management consultants. A copy of the swept path analysis demonstrating the rear lift vehicles entrance and exit of the Proposal is shown in **Figure 4** and **Figure 5**.

As described previously, there is sufficient space within the Bin Storage Area for the number of receptacles required for three collections per week for refuse and recycling. However, increased collection frequency would reduce the number of receptacles required.

Specialty Waste will be taken to suitable collection locations for by the Property Manager for recycling or disposal as required.

7 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently large Bin Storage Area for the storage of receptacles for both refuse and recyclables based on a configuration of suitable receptacles. This indicates that a satisfactorily designed Bin Storage Area has been provided and collection of both refuse and recycling receptacles can be completed from the Proposal.

The above is achieved using fifteen 1,100L refuse receptacles and ten 1,100L recycling receptacles collected three times per week. Servicing will be conducted from within Proposal, in an enclosed service area adjacent to the Bin Storage Area by a Private Contractor using a rear lift collection vehicle.

Waste collection will be undertaken through a Private Contractor and a suitably qualified Property Manager will be engaged to oversee relevant aspects of waste management at the Proposal.



Waste Management Plan
 86-90 Mill Point Road, South Perth
 South Link Investments Pty Ltd

Figures

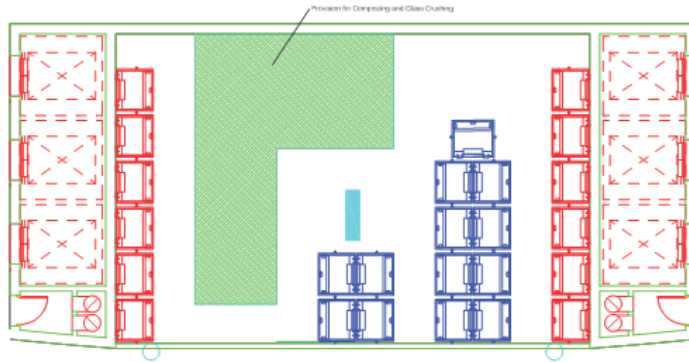
- Figure 1: Site Aerial and Locality Plan
- Figure 2: Bin Storage Area – No Carousels
- Figure 3: Bin Storage Area – With Carousels
- Figure 4: Swept Path Analysis – Waste Collection Vehicle Entrance
- Figure 5: Swept Path Analysis – Waste Collection Vehicle Exit





BIN LAYOUT
 14 COMMERCIAL BINS (1,100L)
 12 RESIDENTIAL BINS (1,100L)
 4 BIN CAROUSELS

- LEGEND**
- COMMERCIAL BIN (1.24m x 1.07m)
 - RESIDENTIAL BIN (1.24m x 1.07m)

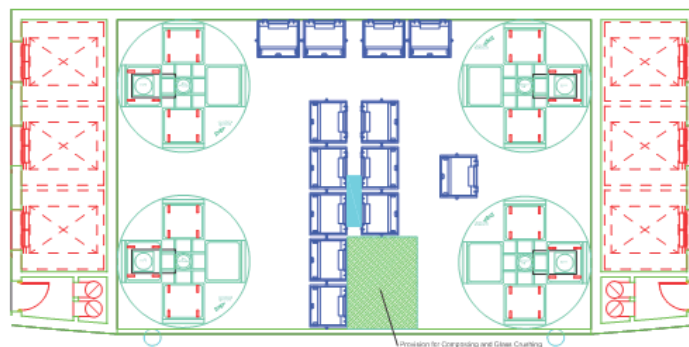


<p>talys delivering solutions</p> <p>100/110 South Perth Road, South Perth WA 6150 Tel: 9447 8888 Fax: 9447 8889 Email: info@talys.com.au</p>	<p>CLIENT: Southlink Investments Pty Ltd</p>	<p>NOTES</p> <ol style="list-style-type: none"> This is a plan in the vicinity of the Council's Bin Collection Service. It is a confidential document and must not be copied, altered or distributed without the prior written consent of the Council. All bins must be used in accordance with the Council's Bin Collection Service. DO NOT REMOVE, USE OR DAMAGE ANY OF THE BINS OR CAROUSELS. 	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> <th>BY</th> <th>CHKD.</th> </tr> <tr> <td>1</td> <td>11/12/16</td> <td>AWP - BIN LAYOUT</td> <td>AWP</td> <td>AWP</td> </tr> <tr> <td>2</td> <td>15/12/16</td> <td>AWP - BIN LAYOUT</td> <td>AWP</td> <td>AWP</td> </tr> <tr> <td>3</td> <td>15/12/16</td> <td>AWP - BIN LAYOUT</td> <td>AWP</td> <td>AWP</td> </tr> </table>	NO.	DATE	REVISION	BY	CHKD.	1	11/12/16	AWP - BIN LAYOUT	AWP	AWP	2	15/12/16	AWP - BIN LAYOUT	AWP	AWP	3	15/12/16	AWP - BIN LAYOUT	AWP	AWP	<p>86-90 Mill Point Rd</p>	<p>Bin Layout - 3 Collections per Week (3 of 3)</p>	<table border="1"> <tr> <td>Drawn by:</td> <td>AWP</td> <td>Drawn No:</td> <td>TWP/003</td> </tr> <tr> <td>Checked by:</td> <td>AWP</td> <td>Checked No:</td> <td>18173/003/03</td> </tr> <tr> <td>Approved by:</td> <td>AWP</td> <td>Approved No:</td> <td></td> </tr> <tr> <td>Date:</td> <td>15/12/2016</td> <td>Fig. No.:</td> <td>2</td> </tr> <tr> <td></td> <td></td> <td>Sheet No.:</td> <td>C</td> </tr> </table>	Drawn by:	AWP	Drawn No:	TWP/003	Checked by:	AWP	Checked No:	18173/003/03	Approved by:	AWP	Approved No:		Date:	15/12/2016	Fig. No.:	2			Sheet No.:	C
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<p>talys delivering solutions</p> <p>100/110 South Perth Road, South Perth WA 6150 Tel: 9447 8888 Fax: 9447 8889 Email: info@talys.com.au</p>	<p>CLIENT: Southlink Investments Pty Ltd</p>	<p>NOTES</p> <ol style="list-style-type: none"> This is a plan in the vicinity of the Council's Bin Collection Service. It is a confidential document and must not be copied, altered or distributed without the prior written consent of the Council. 	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> <th>BY</th> <th>CHKD.</th> </tr> <tr> <td>1</td> <td>11/12/16</td> <td>AWP - BIN LAYOUT</td> <td>AWP</td> <td>AWP</td> </tr> <tr> <td>2</td> <td>15/12/16</td> <td>AWP - BIN LAYOUT</td> <td>AWP</td> <td>AWP</td> </tr> </table>	NO.	DATE	REVISION	BY	CHKD.	1	11/12/16	AWP - BIN LAYOUT	AWP	AWP	2	15/12/16	AWP - BIN LAYOUT	AWP	AWP	<p>86-90 Mill Point Rd</p>	<p>Bin Layout - 1 Collection per Week (1 of 3)</p>	<table border="1"> <tr> <td>Drawn by:</td> <td>AWP</td> <td>Drawn No:</td> <td>TWP/003</td> </tr> <tr> <td>Checked by:</td> <td>AWP</td> <td>Checked No:</td> <td>18173/003/01</td> </tr> <tr> <td>Approved by:</td> <td>AWP</td> <td>Approved No:</td> <td></td> </tr> <tr> <td>Date:</td> <td>15/12/2016</td> <td>Fig. No.:</td> <td>1</td> </tr> <tr> <td></td> <td></td> <td>Sheet No.:</td> <td>C</td> </tr> </table>	Drawn by:	AWP	Drawn No:	TWP/003	Checked by:	AWP	Checked No:	18173/003/01	Approved by:	AWP	Approved No:		Date:	15/12/2016	Fig. No.:	1			Sheet No.:	C
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PERTH
SYDNEY

Our Ref: 714-331
Your Ref: 11,2015,24.1

5 February 2016

Chief Executive Officer
City of South Perth
Cnr Sandgate St and South Tce
SOUTH PERTH WA 6151



Attention: Mr Peter Ng – Planning Officer

Dear Peter,

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – RESPONSE TO COMMENTS RECEIVED ON 18 JANUARY 2016

Following on from the comments received from the City of South Perth in your electronic mail correspondence sent on 18 January 2016, TPG Town Planning, Urban Design and Heritage is pleased to provide the following response to the matters raised regarding the development application for Nos. 86-90 (Lots 2, 15 and 16) Mill Point Road, South Perth (subject site).

Town Planning Scheme No. 6 – Amendment No. 46

Amendment No. 46 is not considered to be seriously entertained as it is currently being advertised and should be given little weight in the consideration of this application. This is consistent with the consideration and decision of the Metro Central Joint Development Assessment Panel in its recent approval of the development at 77 and 79 South Perth Esplanade, South Perth (DAP/15/00882). On this basis the proposed development is appropriately assessed under the gazetted Schedule 9 of Town Planning Scheme No. 6. Under Schedule 9 there is discretion for a plot ratio and building height variations to be approved as per Table B of Schedule 9.

1. Demonstrate a minimum non-residential Plot Ratio of 1.0 (4757m²) (via amended plans), in accordance with TPS6 Schedule 9 Table A of the City of South Perth Town Planning Scheme No. 6.

The proposed non-residential component is calculated to have a plot ratio of 0.89 (4251m²). The proposed alfresco/veranda areas (outside restaurant) at the ground level is not included as part of the non-residential plot ratio area calculation.

The non-residential plot ratio is proposed at 1:1 with a non-residential plot ratio floor area of 4,757m² and has been amended to include two additional office levels and the removal of Level 26 as non-residential plot ratio. The alfresco of the restaurant will be enclosed and calculated as plot ratio. The facilities at Level 4 will remain accessible to the public. The proposed non-residential areas proposed are considered appropriate and can be approved under Table B of Schedule 9.

2. Any comprehensive new development should consist of predominantly nonresidential uses to ensure the precinct consolidates as an employment destination. The following proposed non-residential use is considered to be residential amenity facilities than non-residential use:

- Gymnasium, swimming pool, Function rooms, Cinema & Day Spa @ L4

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The Planning Group WA Pty Ltd
ABN 36 097 273 222

City of South Perth

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – RESPONSE TO COMMENTS RECEIVED ON 18 JANUARY 2016

- Pool, sauna, steam, Gymnasium and Club Lounge @ L26 Sky Lounge

Accordingly, the City requires further clarification on the followings matters:

- a) Please confirm which of the duplicate facilities (ie: pool, gymnasium) proposed within the development is exclusively for the residents use only. It is expected that a residential development of this scale and standard should have gymnasium and amenity facilities strictly for residents use only.

Under the amended proposal the residents will have the exclusive use of the facilities at Level 26, which are sufficient in providing the facilities required by residents. Level 4 will remain for the use of both residents and the public. As such the Level 4 facilities will be additional facilities to the main residential facilities and is considered appropriate.

- b) While it is acknowledged that a Day Spa could be an appropriate nonresidential land use, the function rooms, cinemas and gymnasium however are questionable. The gymnasium appears very small and therefore the ability for public to use this space is very limited. The Cinemas also have limited seating capacity and is observed to be more of an exclusive 'Theatre room' for the residents use rather than being setup for commercial purposes. Please clearly annotate the proposed use of the room/area adjacent to Cinema 1 & 2;

The Health Centre located at Level 4 includes the gymnasium. The gym should not be considered in isolation. The size of the gym and the other facility areas proposed have been allocated based on experience. However as with any commercial development the indicative internal layout may change in terms of the areas due to the Operators needs. The facilities relating to the presentation suites and function rooms are for the use of commercial tenants and other corporations for the purpose of functions/meetings. The presentation suites will be the rooms where projection facilities will be available to allow for presentations etc. The facilities are therefore seen to be able to function for the needs of external clients and companies.

- c) Additional information/drawings demonstrating the anticipated number of staff to be employed to service the above uses including provision of staff room facilities; and

See plans for details.

- d) Provide example of approved and successful development/s whereby the common facilities can be accessed by both residential and non-residential members. Please clearly demonstrate how it would be above non-residential land uses would be accessible for public in terms of signage, access and management.

The use of facilities that are used by both residents and the public is evident in other developments such as the Burswood Crown development and the meeting rooms and theatre at Central Park.

The facilities at Level 4 will be accessible from the residential lobby, which will have a full time Concierge to assist the public with the access to the facilities.

3. Please demonstrate compliance with Clause 6.4.3 – Dwelling Size of the Clause via amended drawings. A minimum of 20 per cent 1 bedroom dwellings up to a maximum of 50 per cent of the development will be required.

The proposed development does provide dwelling diversity with a range of dwelling sizes. The two bedroom, three bedroom and four bedroom dwelling mix with varying sizes is considered to be appropriate for such a high end development and will cater effectively for the market. As the development does allow for dwellings of varying sizes that are appropriate to provide for the

City of South Perth

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – RESPONSE TO COMMENTS RECEIVED ON 18 JANUARY 2016

residents' needs and does provide diversity in housing type, the development complies with the Design Principles of Clause 6.4.3 of the Residential Design Codes of Western Australia (R-Codes)

4. The proposed podium height to the side and rear boundaries is above the maximum height of 13.5 metres as required under Element 4: Podium Height. The proposed podium height is not consistent with the intended character especially as viewed from adjoining properties. The proposed podium height of 21.90m AHD will not be screened from view by surrounding development such as 5-7 Harper Tce and 96 Mill Point Road which have podium height of 15.8m AHD.

The proposed podium height, except for the corner of the building facing Mill Point Road at its intersection with Labouchere Road, has been reduced to comply with the maximum height requirement of 13.5 metres.

The corner of the building can be approved under Schedule 9, as the two additional office levels will form part of an architectural corner feature that visually enhances the intersection of Mill Point Road and Labouchere Road. We believe that this positive urban design response will enliven what is to become a busy precinct hub.

The curves of the building on this corner will articulate a soft but dynamic form, and we believe it is important that the proportions and geometry are carefully considered, outside of the specific dimensional constraints of the setbacks.

At this point the drawings illustrate the form and the strategic approach in respect of this corner. In terms of detail, this is to be further developed, however there are a number of options. The elevational treatment could be varied in comparison to the architectural treatment of all the other office façades, creating a point of focus on the corner. This may be achieved through a change in materiality or the addition of architectural feature elements. Alternatively this part of the facade could potentially become a site for a public artwork, which will be expanded upon in collaboration with an artist.

Considering that the additional height on the corner will be a part of an architectural corner feature the additional height can be approved under Schedule 9 of TPS6

5. The required number of car and bicycle parking bays is calculated according to the ratios in Element 9 within Schedule 9, Table A at discounted car parking rate. Amended drawings will be required to meet the required car parking shortfall for:
- Non-residential bays - 29 bays
 - Non-residential visitor bays - 3 bays
 - Bicycle parking dwelling - 14 bays

The non-residential car parking is calculated at a rate of 1 bay per 50m² of gross floor area. As the proposed development has a non-residential plot ratio of 1:1, the floor area is 4,757m² and requires 95.14 (96) commercial bays. The proposed development as per the amended plans will provide for 96 commercial car bays with 10 of these bays allocated to commercial visitors. As such, the proposed development will have a total of 465 bays, comprising of 341 residential bays, 28 residential visitor bays and 96 commercial bays. Considering the above, the car parking as per the amended development complies with the requirements of Schedule 9.

The development will also include 14 additional bicycle parking bays.

City of South Perth

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – RESPONSE TO COMMENTS RECEIVED ON 18 JANUARY 2016

6. Demonstrated compliance with clause 6.9 (Minimum Ground and Floor Levels) of the City's Town Planning Scheme No. 6, with regard to the required minimum 2.3 metres (AHD) levels. The Council may permit land to be developed with lower levels than prescribed if development meets the requirements of TPS6 clause 6.9(3), addressing subsoil water seepage, adequate water proofing and 100 year flood levels.

Clause 6.9 (2) of TPS6 states:

Subject to sub-clause (3), the following minimum levels for floors in buildings or additions to buildings erected in the Scheme area are prescribed:

- (a) the floors of habitable rooms shall be not less than 2.3 metres above Australian Height Datum;*
- (b) the floors of non-habitable rooms shall be not less than 1.75 metres above Australian Height Datum;*
- (c) the floors of any part of a building used for car parking shall be not less than 1.75 metres above Australian Height Datum.*

The proposed development has a ground floor that is non-habitable and which has a Finished Floor Level of 1.9 metres AHD. The habitable rooms are all above the 2.3 metres AHD level. As such the proposed development is compliant with the requirement of Clause 6.9.

7. Essential Utilities & Facilities - there is very little detail on the plans with reference to the clothes drying area provisions, which need to be screened from view from the street.

The proposed development does not propose any open air clothes drying facilities but provides each dwelling with a dryer.

8. A Public Art proposal will be required in accordance with the City's Public Art Policy (P101 – Public Art), to the satisfaction of the Manager Community Culture & Recreation. If you have any queries or wish to discuss this matter further, please do not hesitate to contact the City of South Perth Arts Officer – Helen Mathie on 9474- 0762.

It is considered that the requirement for public art can be appropriately addressed via a standard condition on any planning approval, consistent with the recent practice of the City and the JDAP.

9. Please respond to the attached City Environment referral (email correspondence sent dated 11 December 2015), which includes the Trees protection bond and the Tree Protection Zone and Management Plan.

These are noted and these requirements can be appropriately addressed via a standard condition on any planning approval, consistent with the recent practice of the City and the JDAP.

Neighbours Comments

Podium height and building height

Considering that the development is within the SCA area, the proposed building height of the development is appropriate as it is allowable under Table B of Schedule 9 of TPS6. The building height as mentioned before should be considered under the currently gazetted TPS6.

The podium height of the building has now been reduced to 13.5 metres, which is compliant with the maximum height requirement.

As such, the proposed podium and the overall height of the building can be approved under Schedule 9 of TPS6.

City of South Perth

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – RESPONSE TO COMMENTS RECEIVED ON 18 JANUARY 2016

Traffic issues

A traffic report has been lodged with the application indicating that the road network is sufficient to cope with the proposed development.

Overshadowing

Given that the building is oriented such that the shadow will be contained predominantly within the road reserve, no adjoining neighbour or Ferry Street resident will be significantly impacted by the development. As such the proposed level of overshadowing is considered appropriate for this level of development.

Car parking and access

As mentioned before the car parking now complies with the requirements and the two way access off Ferry Street is considered safe and appropriate. An amended Traffic "Technical Note" is also attached.

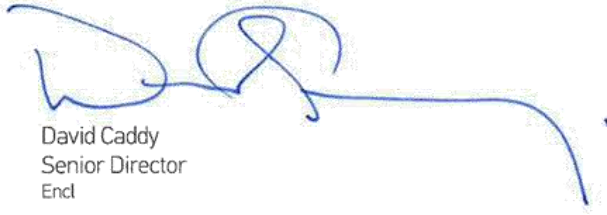
Non-Residential Plot Ratio

The proposed development now incorporates more office development in lieu of the Level 26 facilities. The non-residential plot ratio of 1:1 is considered appropriate.

Based on the above, we respectfully request the City's favourable consideration of the application and recommendation to the DAP. Should you have any queries or require clarification on any matters please do not hesitate to contact the undersigned on (08) 9289 8300.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE

A handwritten signature in blue ink, appearing to read 'D. Caddy', with a long horizontal flourish extending to the right.

David Caddy
Senior Director
Encl

PERTH
SYDNEY

Our Ref: 714-331
Your Ref: 11.2015.24.1

22 February 2016

Chief Executive Officer
City of South Perth
Cnr Sandgate St and South Tce
SOUTH PERTH WA 6151



Attention: Mr Peter Ng –Planning Officer

Dear Peter,

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – FURTHER CORRESPONDENCE TO COMMENTS RECEIVED ON 18 JANUARY 2016

Further to our letter dated 5 February 2016, TPG Town Planning, Urban Design and Heritage is pleased to provide the City with the final set of plans in response to the City's queries for the development application for Nos. 86-90 (Lots 2, 15 and 16) Mill Point Road, South Perth (subject site).

We can confirm that the following aspects of the development have remained unchanged from the correspondence on 5 February:

- Podium height is 13.5 metres except for the minor incursion of the office façade at the office Levels 3 and 4. As previously stated the corner of the building can be approved under Schedule 9, as the two additional office levels will form part of an architectural corner feature that visually enhances the intersection of Mill Point Road and Labouchere Road.
- The podium level can function as a commercial use. Further to the previous correspondence please find attached at Appendix A, a letter from Bellcourt explaining the functionality of the podium facilities.
- Level 26 (now Level 27) is for the exclusive use of the residents.
- Car parking remains at 341 residential bays and 28 residential visitor bays.
- The 163 residential apartments provided.

The amended plans attached in Appendix B indicate the following changes:

- Non-residential plot ratio is 1:1 with a plot ratio floor area of 4,785m². The Plot Ratio includes:
 - the ground floor reception for the commercial facilities at podium level (unchanged from previous correspondence);
 - the two ground floor commercial tenancies (the alfresco area is no longer included in the plot ratio as per previous correspondence);
 - the offices on the office levels 1, 2 and 4 (larger than that shown on the plans provided on 5 February 2016);
 - the office at office level 3 (smaller than that shown on the plans provided on 5 February 2016); and

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The Planning Group WA Pty Ltd
ABN 36 097 273 222

City of South Perth

DEVELOPMENT ASSESSMENT PANEL APPLICATION – LOTS 2, 15 AND 16 MILL POINT ROAD, SOUTH PERTH – FURTHER CORRESPONDENCE TO COMMENTS RECEIVED ON 18 JANUARY 2016

- the podium level amenities (some minor changes to the indicative layout than that shown on the plans provided on 5 February 2016).
- The residential plot ratio decreased to a plot ratio floor area of 19,865m².
- The layout/demarcation of the car parking has changed from the previous plans and provides 96 commercial bays (inclusive of 10 commercial visitor bays);
- The development includes 80 bicycle bays.
- There is an additional level in the podium and thus the floor levels have been renumbered.
- The location of the storerooms has changed, and are now all located on the residential car parking levels.

For details on the proposed development please refer to the proposed development tables at Appendix C.

Plot Ratio:

The Plot Ratio floor space of 4,785m² does meet the minimum requirement of 1:1 under the City's Town Planning Scheme No.6 (TPS6). The variation can be approved under Table B of Schedule 9 of TPS6.

Traffic Assessment:

A revised Traffic Assessment update February 2016 by Transcore is attached at Appendix D.

Car parking:

Under TPS 6 the commercial car parking is calculated at 1 bay per 50 square meters of gross floor area for non-residential land uses. As the floor area of the non-residential uses are 4,785m² the car parking requirement is for 95.7 (96) bays.

For non-residential land uses, 2 bays for visitors or 10% of required occupiers' bays, whichever is the greater, marked for the exclusive use of visitors. The proposed development does provide 96 bays, of which 10 bays are for the exclusive use of commercial visitors. As such the proposed bays are compliant with the requirement

Based on the above, we respectfully request the City's favourable consideration of the application and recommendation to the DAP. Should you have any queries or require clarification on any matters please do not hesitate to contact the undersigned on (08) 9289 8300.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE



David Caddy
Senior Director
Encl

APPENDIX A
Bellcourt Letter



19th February 2016

City of South Perth

Attn: Planning Department

Civic Centre

Cnr Sandgate St and South Tce

South Perth WA 6151

Dear Planning Officer,

RE: Development Application - 88 Mill Point Road, South Perth

Bellcourt Strata Management (Bellcourt) is in negotiations with Zone Q Investments Pty Ltd (trading as South Link Investments Pty Ltd) in anticipation of appointment as the strata manager of the proposed luxurious and exclusive high rise development known as 88 Mill Point Road in South Perth.

Bellcourt was established in 1996 and manages more than 180 strata companies comprising over 4,100 Lots across WA. We have extensive experience in managing similar properties to that proposed at 88 Mill point Road. We have been appointed strata managers for 74 Mill Point Road and also manage a number of established schemes in South Perth and the immediate surrounds. We also now have an office located at 17 Charles Street, South Perth.

In relation to your comments regarding 88 Mill Point Road, in particular the City's "concern about the podium level facilities and its operations as a commercial use", we are pleased to provide an outline of the management strategy and operation of the health centre located on the podium level.

As you would appreciate, an exclusive development of the nature proposed has substantial annual operational and administration costs and as with other developments in South Perth, potential income sources for the owners within the strata company are sourced to help alleviate these costs and the levies that the proprietors are liable to pay. Effectively, the residents of the building are buying into an income producing asset. As such, the strata scheme accountant will be preparing an annual group certificate for each resident, which needs to be declared to the ATO.

The podium level facilities are intended to operate as an income producing asset for the strata company and will be managed as commercial property accordingly. The management strategy that will be employed, in line with similar type developments, will be as follows:

Gymnasium

The gym will be available for the residents, free of charge. However, an annual membership fee will be required for both commercial tenancies and their employees working from within the building and for the public. The fee will cover the security access card (able to be deactivated if required), maintenance and cleaning of the gym and the lease fee for the equipment within the gym, plus a premium to assist with the management of this set-up and offset the overall administration costs to the strata scheme.

In addition to the gym membership fees that will be generated, there will be up to 4 to 5 personal training licenses that will be tendered. The personal trainers will have the ability to service the existing residents and other exclusive members of the gym and will be able to utilise the designated yoga area within the gym.



Bellcourt will provide a web page for 88 Mill Point Road, which will have details pertaining to the strata scheme as well as a booking page. The booking page will provide an online gym membership form for people to complete, as well as details relating to the licensed personal trainers approved by the strata company to operate from the gym.

It should be noted, no personal trainers, or any form of business will be allowed to operate from the second gym located on level 26, which will only be utilised by the residents of the strata scheme.

Function Rooms and Presentation Suites

As with other developments recently approved,, the function rooms and presentation suites will be available for lease to both the occupiers of the building and the public. There will be a variance in the hourly rate charged between the occupiers of the building and the public. However, the fee will cover the cleaning of the rooms after bookings, the lease costs incurred in setting up and furnishing the rooms as well as a premium to assist with the management of this set-up and offset the overall administration costs to the strata scheme

Again, the booking page is accessible to the occupiers and the public, with online credit card facilities to pay for the bookings.

Day Spa

We manage a number of exclusive serviced apartment strata schemes, several of which provide day spa facilities to cater to the guests.

The intention of the day spa within 88 Mill Point Road is to service both the occupiers of the building and the public.

Access to the Day spa will be by appointment with the operator and guests will be escorted up to the Day spa by the concierge

The web page for the strata company will provide a link to the day spa operator's web page.

The operation and lease of this area will be dealt with via a tender process, with the strata company either seeking a rent, profit share or a combination of both. The income received from this area will assist with offsetting the overall administration costs to the strata scheme.

It is clear from the above operations that the podium level caters to a commercial tenancy area, owned by The Owners of 88 Mill Point Road and managed by Bellcourt, on behalf of the owners.

Should you have any further questions or concerns in relation to the above, please do not hesitate to contacting me directly.

Yours faithfully,

A handwritten signature in black ink, appearing to read "S Bellerby".

Scott Bellerby SCA AAPI BSc(Hons) & MProp (Curtin)
Managing Director
Bellcourt Strata Management Pty Ltd

APPENDIX C

Proposed Development Tables

The details of the proposed development are outline in the tables below.

Development Component	Provided
Commercial Tenancies	Three ground floor commercial tenancies; and Office tenancies at First, Second, Third, and Fourth Floor levels.
Residential Dwellings	48 two-bedroom dwellings; 106 three-bedroom dwellings; and nine four-bedroom dwellings.
Car Parking	369 residential car parking bays (including 28 visitor bays) and 96 commercial bays (inclusive of 10 commercial visitor bays) provided at the podium levels.
Residential Stores	163 residential stores provided.
Bicycle Parking Facilities.	Bicycle parking facilities are provided at Ground Floor. A total of 80 bicycle bays are provided, being 55 for the residential component and 24 for the commercial component.

Building Level	Development Particulars
Ground Floor	30 Commercial bays (inclusive of 10 commercial visitors); 6 residential visitor bays; 80 bicycle bays; End of trip facilities - 16 Female and 16 Male lockers with showering and bathroom facilities. Services and refuse area; Office lobby and lifts; Residential/ Commercial Podium level lobby and lifts; Two commercial tenancies; and Vehicle crossovers to Ferry Street.
Level 1 office/car park	66 Commercial bays; and Office;
Level 1.5 car park	70 residential car parking bays; 22 residential visitor bays; and 30 residential stores;
Level 2 office/2.5 car park	91 residential car parking bays; 30 residential stores; and Office

Level 3 office / car park	60 residential car parking bays; 32 residential stores; and Office.
Level 3.5 car park	60 residential car parking bays; and 33 residential stores.
Level 4 office / Level 4.5 car park	60 residential car parking bays; and 33 residential stores.
Level 5	Gymnasium; and Spa (Health and Fitness club); Function rooms/ Presentation Suites; Swimming pool; and Landscaped decks and on-grade landscaped amenity areas.
Level 6 to 11 (each floor)	8 two-bedroom dwellings.
Level 12 to 26 (each floor)	6 three-bedroom dwellings
Level 27	Residential amenities
Level 28 to 30 (each floor)	4 three-bedroom dwellings
Level 31 to 32 (each floor)	2 three-bedroom dwellings; and 2 four-bedroom dwellings.
Level 33	3 four-bedroom dwellings
Level 34	2 four-bedroom dwellings
Level 35	2 four-bedroom dwellings

APPENDIX D

Traffic Assessment Update



Proposed Mixed Use Development, South Perth

Zone Q

Transport Assessment - Update

PREPARED FOR:
Zone Q Investments Pty Ltd

February 2016

Document history and status

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1.0 Summary

In November 2016 Transcore prepared a Transport Assessment report for the proposed mixed-use development to be located at the south east corner of the intersection of Labouchere Road and Ferry Street in South Perth.

This Transport Assessment Update (TAU) is necessitated by the proposed changes to the original proposal as a result of the request by City of South Perth to adjust the floorspace of the commercial component including the overall car park provision.

Accordingly, this TAU provides an assessment based on the updated set of plans that proposes additional about 1,000m² GFA of the commercial floorspace and additional 20 parking bays has been prepared by Transcore on behalf of Zone Q Investment Pty Ltd. The subject site is also located to the northeast of the signalised intersection of Labouchere Road/Mill Point Road.

The development proposal entails removal of several existing buildings located at the subject site and construction of a multi-storey, mixed-use development comprising predominately a residential component with some retail and commercial land uses.

The focus of this report is the traffic and parking assessment for the proposed development including assessment of the intersections of Labouchere Road/Mill Point Road and Mill Point Road/Ferry Street. This report also considers pedestrian and cyclist facilities, public transportation and availability of public parking in the vicinity of subject site.

For the purpose of this TA, Transcore undertook traffic counts at the two intersections under consideration during the established critical peak hour traffic activity on Friday 14th August 2015.

2.0 Introduction

The subject site is located in the South Perth Peninsula immediately northeast of the signalised intersection of Mill Point Road/Labouchere Road a short distance from the Kwinana Freeway interchange and within the walking distance of Swan River ferry terminal as shown in **Figure 1**.



Figure 1: Location of the subject site

The development proposes to amalgamate Lots 2, 15 & 16 at the northeast corner of Mill Point Road and Labouchere Road intersection.

Three two-storey brick and tile buildings are presently located at the subject site with one crossover on Ferry Street and two on Mill Point Road.

The subject site is zoned “*Special Control Area – South Perth Station Precinct*”. It is located within an area comprising a mix of residential, office and commercial land uses.

3.0 Development Proposal

As part of the development proposal, the three existing two-storey buildings located at the subject site will be demolished and replaced with the multi-storey mixed-use development consisting of residential, retail and commercial components.

The proposed new mixed-use development is primarily a residential development with a commercial component and a small-scale retail element intended to chiefly service the other two land uses. The proposed 34-storey multi storey building comprises the following elements:

- ✚ A quality restaurant at ground floor of approximately 400m² GFA;
- ✚ A delicatessen/bakery shop/café totalling approximately 620m² GFA located at the ground level;
- ✚ Office space over four levels of combined 3,300m² GFA;
- ✚ A total of 163 residential apartments with a mix of two and three-bedroom units over 34 levels; and,
- ✚ A wellness centre at podium level four of approximately 960m².

The proposed development also includes a multi-level car park facility comprising ground floor and six overground car park levels totalling 465 parking bays and one service/loading area at the ground level.

The existing crossovers to the subject site will be rationalised from three to two access/egress points on Ferry Street for the whole development. The two crossovers on Ferry Street form part of the semi-circular loop road system which provides access and egress to the development's car park facility, a drop-off/pick-up/taxi facility, a cluster of six visitor bays and also serves as an access/egress to the proposed internal service area with a loading/unloading dock for the use of service vehicles and delivery trucks.

The two Ferry Street crossovers are proposed to be located on the southern side of Ferry Street at the eastern and western end of the development.

In addition bicycle bays will also be provided at the ground level of the car park adjacent to the entry.

A separate commercial/retail service area with a loading dock is proposed at the ground floor accessed from the internal loop road.

Pedestrians will access the development from the external footpath network along Mill Point Road frontage. Separate lobbies with lifts are provided for residents and their visitors while the patrons, employees and visitors to the retail and commercial land uses would take access directly off Mill point Road frontage.

Parking and access arrangements for each mode of transport will be discussed in more detail in subsequent sections of this report. The proposed development plans are provided in **Appendix A**.

4.0 Existing Situation

The subject site (approximately 4,760m²) is located at the northeast corner of the signalised intersection of Labouchere Road/Mill Point Road and is bound by Mill Point Road and Ferry Street as shown in **Figure 1**. The subject site is located a short distance from Kwinana Freeway interchange with Mill Point Road and within walking distance from Swan River ferry terminal. Several two-storey buildings presently occupy the site. Refer **Figure 1** for aerial photo of the locality.

4.1 Existing Road Network

Mill Point Road, in the immediate vicinity of the subject site, is a 9m wide, two-lane two-way road with pedestrian paths along both sides of the road (refer **Figure 2**).



Figure 2: Northbound view along Mill Point Road in the vicinity of the subject site

According to Main Roads WA *Functional Road Hierarchy*, Mill Point Road, north of Labouchere Road, is classified as a *Local Distributor* road. There are no available traffic counts for Mill Point Road (section north of Labouchere Road); however, based on the available SCATS data for the Labouchere Road/Mill Point Road intersection it is estimated that this section of Mill Point Road carries in order of 4,500 vehicles per day (vpd). Mill Point Road, north of Labouchere Road entails a default built-up area speed limit of 50km/h.

Ferry Street, is a typical residential street approximately 7m wide with on-street parking permitted on its northern side only. A pedestrian footpath is in place on the northern side of the road (refer **Figure 3**).



Figure 3: Eastbound view along Ferry Street from Mill Point Road intersection

Ferry Street is cul-de-saced at its eastern end extending some 95m from Mill Point Road eastbound. There are no available traffic counts for this road but based on the manual counts undertaken by Transcore it is estimated that Ferry Street carries under 500vpd.

According to Main Roads WA *Functional Road Hierarchy*, Ferry Street is classified as an *Access Road*. Ferry Street operates under a default built-up area speed limit of 50km/h.

Mill Point Road forms a 4-way signalised intersection with Labouchere Road at the southern corner of the site. Ferry Street forms a priority-controlled T-intersection with Mill Point Road at the western end of the site.

Main Roads WA Intersection *Crash Ranking Report* provides detailed crash data for the two intersections under consideration over the 5-year period ending 31 December 2014. More details on crash statistics are presented in **Table 1** and **Figure 2**.

Table 1. Crash history for the Mill Point Road/Labouchere Road intersection

Intersection				Total Crashes	Casualty
Mill Point Rd/ Labouchere Rd				41	7
Rear End	Right Thru	Pedestrian	Cycle	Wet	Night
20	13	0	0	8	14

Table 2. Crash history for the Mill Point Road/Ferry Street intersection

Intersection				Total Crashes	Casualty
Mill Point Rd/Ferry St				1	0
Rear End	Right Thru	Pedestrian	Cycle	Wet	Night
0	1	0	0	0	0

Information available on the Main Roads WA website indicates that Mill Point Road/Labouchere Road intersection recorded a total of 41 road crashes and seven casualties during the five-year period ending in December 2014. None of the crash types are identified as being higher than average. More details on the crash records are provided in **Table 1**.

The crash history for Mill Point Road/Ferry Street recorded only one crash with no casualties over the 5-year period. The record also shows no pedestrian or cyclist incidents (refer **Table 2**).

4.2 Public Transport Access

The WAPC Development Control Policy 1.6 – *Planning to Support Transit Use and Transit Oriented Development (January 2006)* indicates that the use of transit facilities is dependent on the walking distance to these facilities. In particular, about 10-15 minutes walking time (800m) would be the ideal walking distance threshold for rail stations, transit interchanges or major bus transfer stations/terminals, and about 5 – 7 minutes walking time, or 400m, would be the threshold for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

The subject site is located within a well-established retail, commercial and residential district that is well served by high frequency bus services and nearby ferry service. The high-frequency bus services No. 30 and 31 operate along Labouchere Road with a pair of bus stops located some 180m to the south of the subject site.

In addition, bus service No. 35, connecting The Old Mill with Esplanade Busport operates along Mill Point Road with a bus stop immediately adjacent to the subject site and bus service No. 34, connecting Cannington Train Station with Esplanade Busport has bus stops on Mill Point Road within comfortable walking distance from the subject site (approximately 300m to the south). All bus stops are accessible from the subject site via existing footpaths and pedestrian crossing facilities.

The available bus services provide connection to Esplanade Busport and Cannington Train Station thus enabling access to the greater bus and railway network.

The public transport services available within walking distance of the subject site are listed in **Table 3** and illustrated in relevant TransPerth bus services map (refer **Figure 4**).

Table 3: Bus services available within the locality

Service #	Route Details
30	Wellington Street Bus Station/Curtin University Bus Station
31	Wellington Street Bus Station/Redmond Street-Howard Parade (Salter Point)
34	Wellington Street Bus Station/Cannington Station
35	Esplanade Busport/The Old Mill



Figure 4: Local bus services map (source: Transperth)

The existing Swan River jetty providing ferry links to Perth CBD is located within close proximity of the subject site (some 260m to the east) and is also accessible via existing system of paths.

The future South Perth train station on Perth to Mandurah Line is planned to be located within relative proximity of the subject site. This station is proposed to be located within the median of the Kwinana Freeway adjacent to the intersection of Richardson Street and Melville Parade about 1km to the south of the subject site.

At this stage the exact timing for the construction of this train station is unknown but due to the intensive redevelopment of the precinct the construction of this train station may be brought forward.

4.3 Pedestrian and Cyclist Facilities

A comprehensive pedestrian footpath system surrounds the subject site complemented with a shared path along the southern bank of the Swan River and a

Principal Shared Path (PSP) along Kwinana Freeway. The PSP is accessible via a foot bridge across Kwinana Freeway which is located on Melville Parade some 650m walking distance southwest of the subject site accessible via Lyall Street which itself is classified as a “good road riding environment” due to low speed and low level of traffic.

The Swan River recreation path can also be accessed via the PSP near the Narrows Bridge at the northern tip of South Perth peninsula which is also easily accessed via existing paths. Refer **Figure 5** for more details.

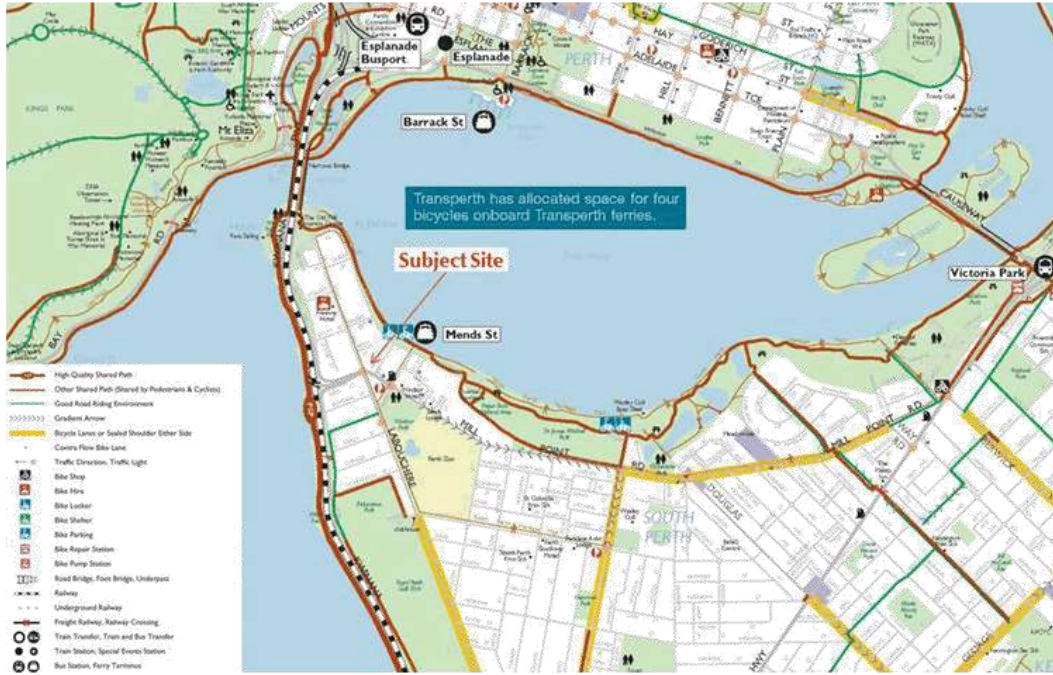


Figure 5. Perth bike map series – local area (source: Department of Transport)

5.0 Changes to Surrounding Transport Networks

The “City of South Perth – Report for South Perth Station Precinct Transport Access Strategy (May 2012)” suggest that if local area development continues to occur in line with the projected potential outlined in the “South Perth Station Precinct Plan (January 2011)” a number of local road network improvements may need to take place in order to maintain access throughout the precinct.

These measures generally include downgrading of a number of existing full-movement intersections along Labouchere Road as well as introduction of new traffic signals at Labouchere Road/Angelo Street intersection. A bus queue-jump lane for buses on Labouchere Road starting at the signalised intersection with Kwinana Freeway on/off ramps is also a modification long sought by Public Transport Authority.

These improvements are required to manage the future traffic operations within the precinct.

6.0 Integration with Surrounding Area

The proposed mixed use development comprises residential and commercial components with two retail components (an up market restaurant and a bakery/coffee shop) which are in line with the existing land uses within the locality.

The access/egress crossovers for the development are carefully planned in recognition of standard and function of the surrounding roads.

7.0 Traffic Assessment

7.1 Assessment Period

The proposed development is expected to generate heaviest traffic movements during the typical weekday morning and afternoon peak hours when the combination of development traffic combined with weekday commuter traffic results in highest demand on the local road network. Based on existing traffic counts for the surrounding road network and SCATS information, the combination of the traffic generated by the development and the peak road network traffic period is anticipated to result in the greatest demand on the road network during the 7:30-8:30AM and 4:00-5:00PM weekday periods.

Accordingly, trip generation is estimated and traffic analysis is undertaken for the critical weekday AM and PM peak hours.

7.2 Trip Generation and Distribution

In order to estimate the traffic generation of the proposed development, trip generation rates for the constituent land uses were sourced from the Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)* and Director General Transport South Australia *Guide to Traffic Generating Developments (1987)* publications.

According to the Customer Experience Strategy developed for the project the residential units are designed to provide premium level of accommodation. As such the project is targeting specific type of buyers primarily those looking for status and prestige. The supplementary amenities such as pool, wellness centre, specialised bakery/coffee shop and top class restaurant are proposed to principally serve the future residents. Similarly, the commercial and retail components of the development are also designed to primarily address the needs of the future residents and, to a lesser extent, local demands rather than attract patrons from afar.

As a result, it is assumed that the future residents choosing to reside at Zone Q would not be a typical residential commuter generating 5-8 trips a day but rather take 1-3 trips a day. It is also anticipated that not all residential units would be occupied throughout the year.

Accordingly, it is estimated that the proposed development would generate approximately **1,232** total weekday trips (both inbound and outbound) with approximately **124** and **143** trips (both inbound and outbound) during the AM and PM peak periods, respectively.

The proposed development replaces the residential developments presently found at the subject site which are traffic generators in their own right. The reduction in overall traffic generation of the proposed development as a result of replacement of

existing land uses has not been applied in this case allowing for a robust assessment. Hence, the actual net traffic impact of the proposed development on the local road network is expected to be actually lower than that estimated and reported.

The development's directional traffic distribution assumptions were based on the layout of the local and regional road network, the traffic data for the surrounding roads and the location of local and regional attraction nodes and are reported as following:

- ✚ 30% to and from Kwinana Freeway north direction;
- ✚ 30% to and from Kwinana Freeway south direction;
- ✚ 20% to and from Labouchere Road south direction; and,
- ✚ 20% to and from Mill Point Road southeast direction.

7.3 Traffic Flows

The traffic movements generated by the proposed development have been manually assigned on the adjacent road network and the resulting traffic movements generated by this development during typical weekday and peak hours are shown in **Figure 6**.

In order to establish the existing traffic patterns on the adjacent intersections Transcore undertook traffic turn count surveys at the intersections of Mill Point Road/Labouchere Road and Mill Point Road/Ferry Street during the peak AM and PM hours on Friday 14th August 2015.

Transcore's traffic counts were supplemented by SCATS data for the signalised intersection of Mill Point Road/Labouchere Road sourced from Main Roads WA. The combination of the SCATS data and turn counts undertaken by Transcore reflect the existing traffic flows at the two intersections. Refer **Figure 7** and **Figure 8** for AM and PM peak hour traffic volumes, respectively.



Figure 6: Estimated traffic flows from the proposed development – weekday AM peak hour/PM peak hour/daily traffic



Figure 7. Existing traffic flows at the local intersections (survey results + SCATS data) – weekday AM peak hour



**Figure 8. Existing traffic flows at local intersections (survey results + SCATS data)
- weekday PM peak hour**

In line with the trip generation estimation and assumed distribution of the development-generated traffic outlined in section 7.2 of the report, the estimated total post-development traffic during the weekday morning and afternoon peak hour periods at the two relevant intersections are shown in **Figure 9** and **Figure 10**.



Figure 9. Estimated post-development traffic at local intersections – weekday AM peak hour



Figure 10. Estimated post-development traffic at local intersections – weekday PM peak hour

7.4 Analysis of Key Local Intersections

The operation of the two intersections was analysed for the existing situation and the post-development scenario during typical weekday morning and afternoon peak hour periods.

Accordingly, a capacity analysis of the signalised Mill Point Road/Labouchere Road intersection and priority-controlled Mill Point Road/Ferry Street intersection was undertaken using the SIDRA computer software package.

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

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

The results of the SIDRA analysis for each intersection is summarised in **Appendix B** and discussed in the following paragraphs.

Mill Point Road/Labouchere Road intersection

The result of the SIDRA analysis shows that this intersection presently operates with a LoS D at about 80% and 85% capacity and with notable queues on all but northern approach during both AM and PM peak periods. Refer **Table 5** and **Table 7** in **Appendix B** for more details.

The addition of traffic from the proposed development does not impact on the overall intersection level of service which remains to be at LoS D during both morning and afternoon periods. Minor increases in queuing and delays are recorded on relevant approaches. Similarly, the intersection capacity increases by 1.5% during both peak periods. Refer **Table 6** and **Table 8** in **Appendix B** for more details).

It is therefore concluded that this intersection has the capacity to accommodate the estimated development-generated traffic.

Mill Point Road/Ferry Street intersection

This intersection is currently operating with an overall LoS A and at 12% and 17% capacity during the peak weekday morning and afternoon periods. Refer **Table 9** and **Table 11** in **Appendix B** for SIDRA output.

The addition of the development-generated traffic to the intersection results in marginal increases to average delays and maximum queues with operating capacity increasing by about 1%. The overall level of service remains unchanged at LoS A. Refer **Table 10** and **Table 12** in **Appendix B** for detailed SIDRA output.

It is therefore concluded that the proposed development will not have an adverse impact on the operation of this intersection.

7.5 Impact on Surrounding Roads

Ferry Street is serving only local residential developments and estimated to carry in order of 500vpd. With the proposed development this level of daily traffic would increase to about 1,730vpd; however, even with such an increase Ferry Street total post-development daily traffic volume would still be well within the physical capacity and function of this road.

Mill Point Road between Ferry Street and Labouchere Road at present is estimated to carry in order of 4,500vpd based on SCATS data for the Mill Point Road/Labouchere Road intersection. Section of Mill Point Road south of Ferry Street is expected to attract the bulk of development's traffic which will result in daily traffic volume increase in order of 23% bringing total post-development traffic to about 5,550vpd. This level of increase is within the capacity and function of this road.

The impact on Mill Point Road, section north of Ferry Street, is minor and in order of about 185vpd. This level of traffic increase is easily accommodated by the road.

Hence, the proposed development is not expected to have adverse impacts on the operations of the surrounding road network.

7.6 Analysis of Development Accesses

Due to the location of the proposed development and the way Ferry Street connects to the adjacent local road network it is concluded that either of the two development crossovers would basically operate as right-in/left-out only crossovers.

With regards to the anticipated peak hour traffic volumes split between the two crossovers and the existing Ferry Street traffic activity it can be concluded that the development crossovers would operate satisfactorily.

7.7 Traffic Noise and Vibration

Due to the location of the proposed development and with regard to the surrounding land uses traffic noise and vibration are relevant only to the residential areas directly fronting site's perimeter roads.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on Mill Point Road anywhere near this level. The level of traffic increases on Ferry Street is not expected to have a negative noise impact on the locality.

7.8 Road Safety

No particular road safety issues have been identified for the proposed development.

8.0 Parking

The total parking provision for the proposed development comprise 465 car bays through a mix of single and tandem bays over ground floor/mezzanine (GF) and six levels of overground parking levels (L1 to L4.5 levels). Adequate number of ACROD bays will be provided and conveniently located near the lifts.

A two-way ramp system provides internal connectivity between the parking levels. Ground floor parking is split between commercial and commercial/residential visitors, L1 level is strictly commercial, L1.5 is split between residential and residential visitors while levels L2 - L4.5 are allocated exclusively to residential parking.

The curved ramp system leads from ground floor/mezzanine directly to upper levels of the car park. Additional six visitor bays and a drop-off/pick-up bay are also provided off the loop road in front of the entry into the car park.

In addition a total of 80 (wall hung) bicycle racks will also be provided at ground level of the car park with additional 12 bike racks on Level L1.

The provisional parking schedule is provided in **Table 4**; however, the car park design is flexible enough to allow for future changes.

Table 4. Indicative parking schedule

Parking Component	Parking Provision Cars & Bikes	Level
Commercial	20 bays	GF (L0)
Commercial Visitors	10 Bays	GF (L0)
Residential Visitors	6 bays	GF (L0)
Commercial	66 bays	L1
Residential	70 bays	L1.5
Residential Visitors	22 bays	L1.5
Residential	91 bays	L2.5
Residential	60 bays	L3
Residential	60 bays	L3.5
Residential	60 bays	L4
Total	465 bays	

According to the advice provided to Transcore the proposed car parking supply is adequate and in line with the relevant town planning scheme.

A separate service area with a loading dock is proposed centrally within the ground floor car park accessed from the main car park entry. Transcore undertook turn path assessment to ensure satisfactory entry, manoeuvring and exit movements for an 8.8m truck. Refer **Appendix C** for turn path plans.

All residential, retail and commercial loading/unloading activities including rubbish collection activities will take place within the service area at the ground level.

9.0 Conclusions

This Transport Assessment has been prepared for the “Zone Q” mixed-use development at Lots 2, 15 & 16 at the northeast corner of Mill Point Road and Labouchere Road intersection. The multi-storey development comprises residential, commercial and retail components. The proposal replaces several existing two-storey buildings located at the subject site and proposes to rationalise the existing crossovers.

The proposed development entails a pair of crossovers on Ferry Street which are internally connected to form a loop road which provides access to the development’s car park facility, internal service area and a drop-off/pick-up/taxi facility.

The parking provision for the development totals 465 parking bays for cars and 92 bike bays.

Traffic modelling and analysis indicates that the proposed development is estimated to generate approximately 1,232 (inbound and outbound) total daily trips with approximately 124 and 143 trips (inbound and outbound) during the peak weekday morning and afternoon periods, respectively.

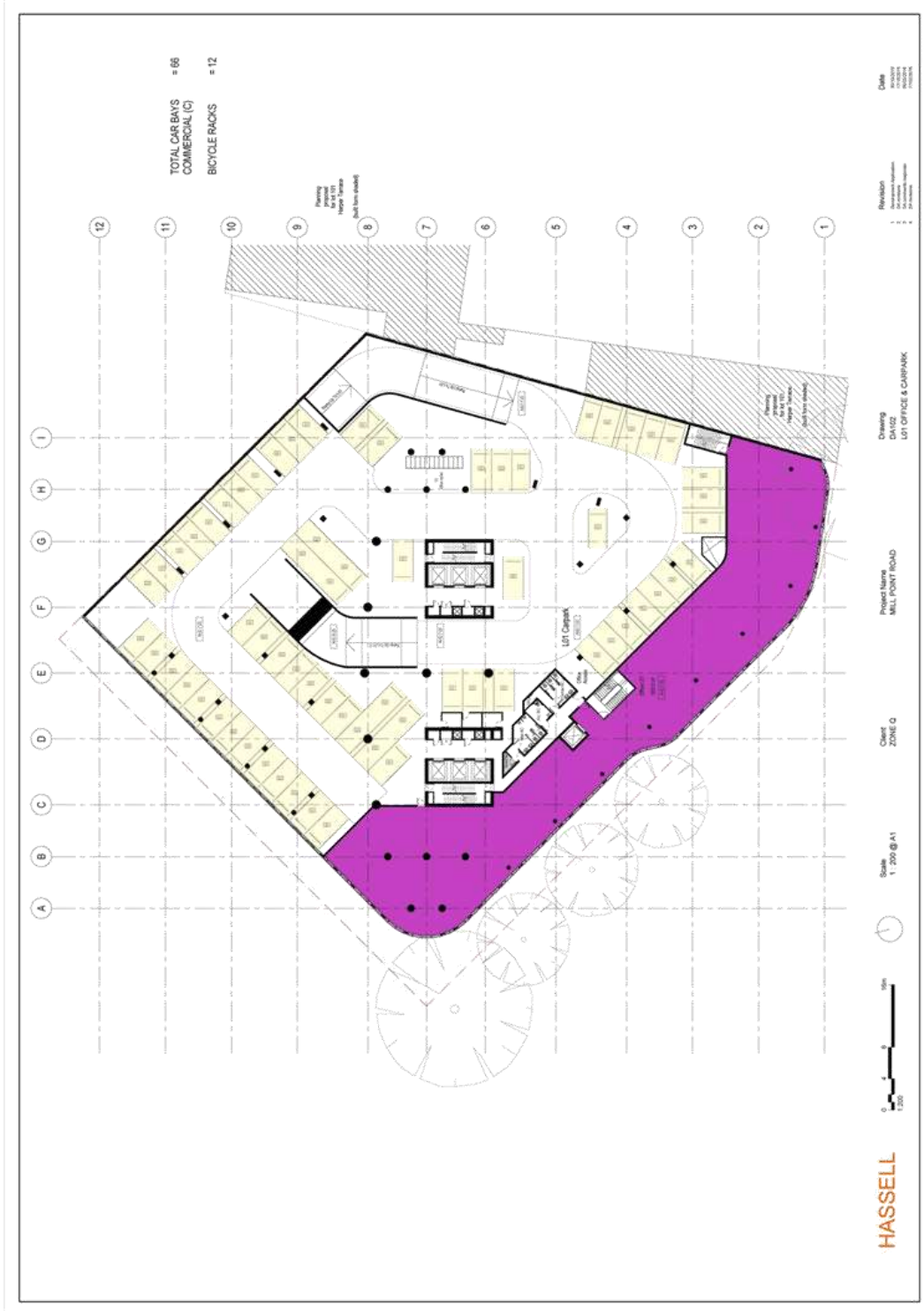
The capacity assessment of the nearby signalised intersections of Mill Point Road/Labouchere Road as well as the priority-controlled intersection of Mill Point Road/Ferry Street has confirmed that both intersections have the capacity to accommodate the development-generated traffic.

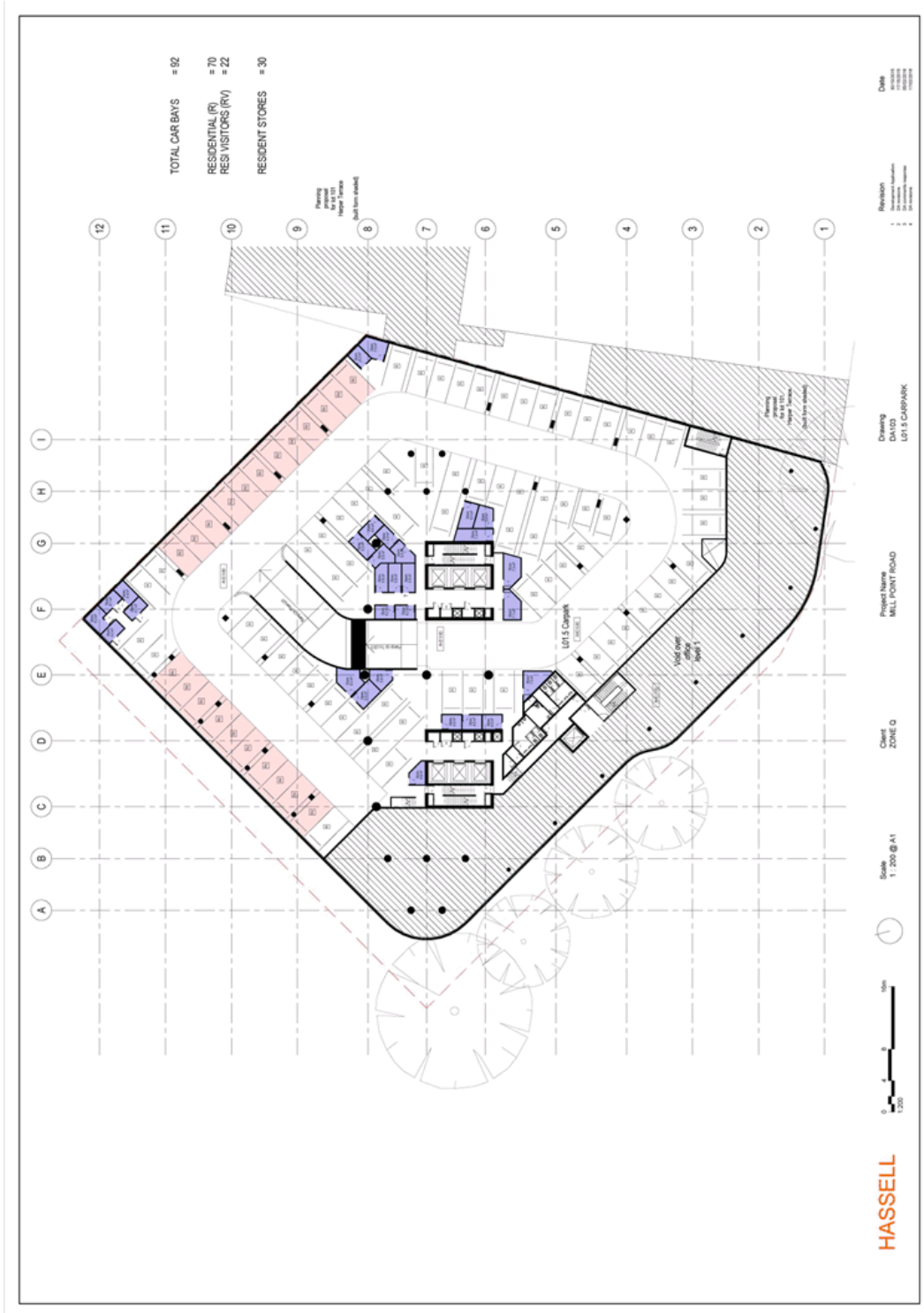
The site also enjoys good access to the existing pedestrian and bicycle network, and to existing public transport services in this area.

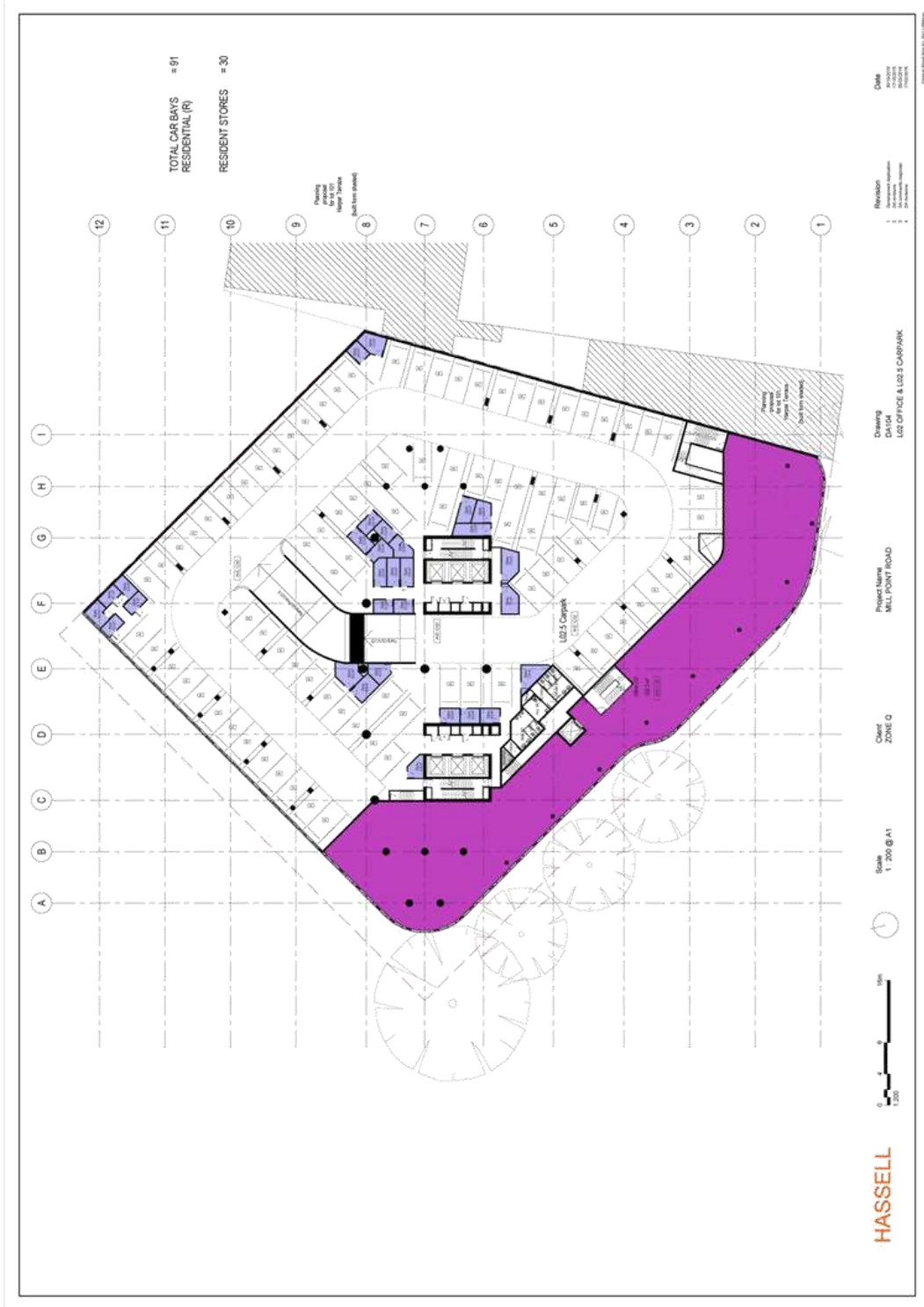
Appendix A

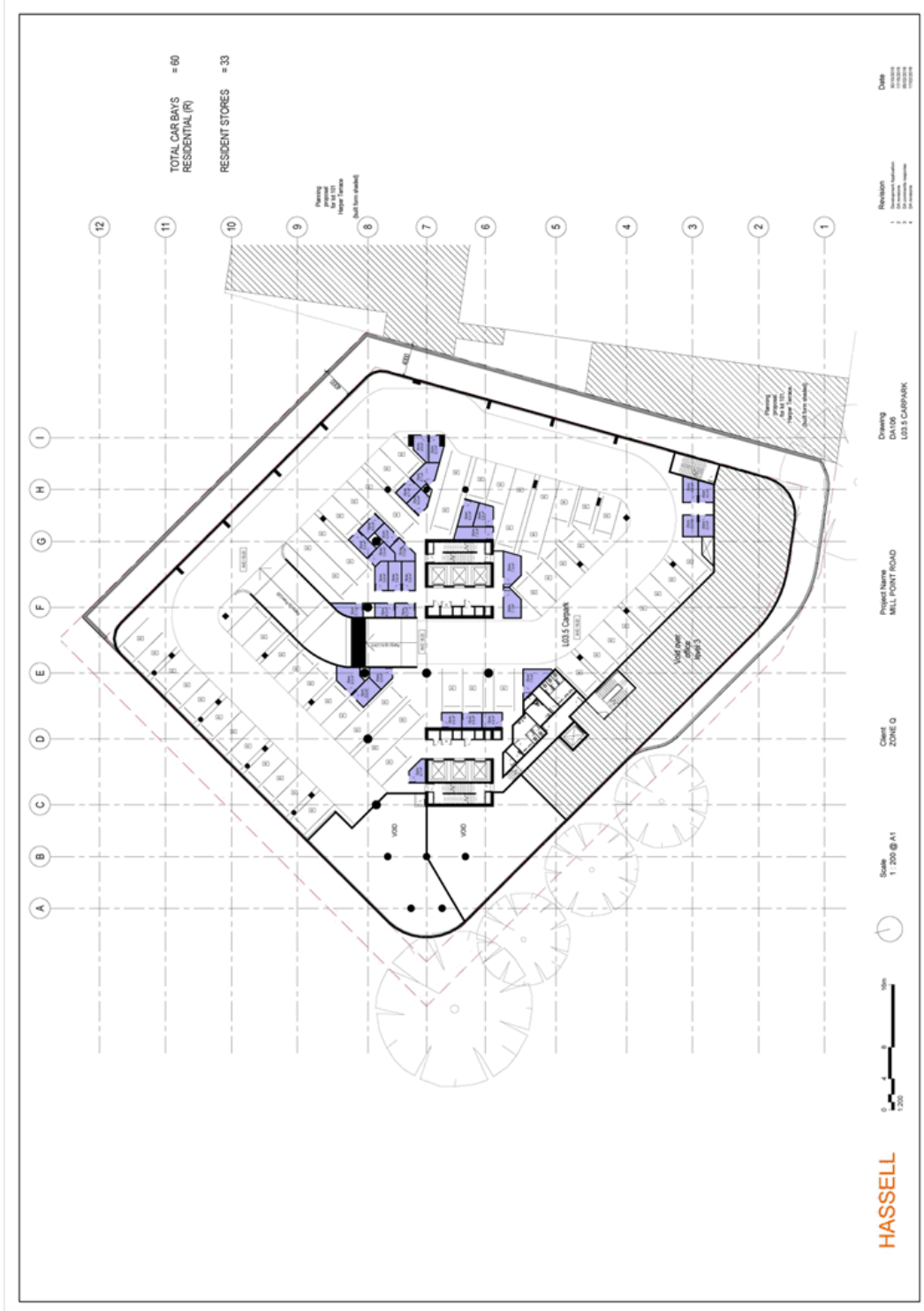
SITE PLANS

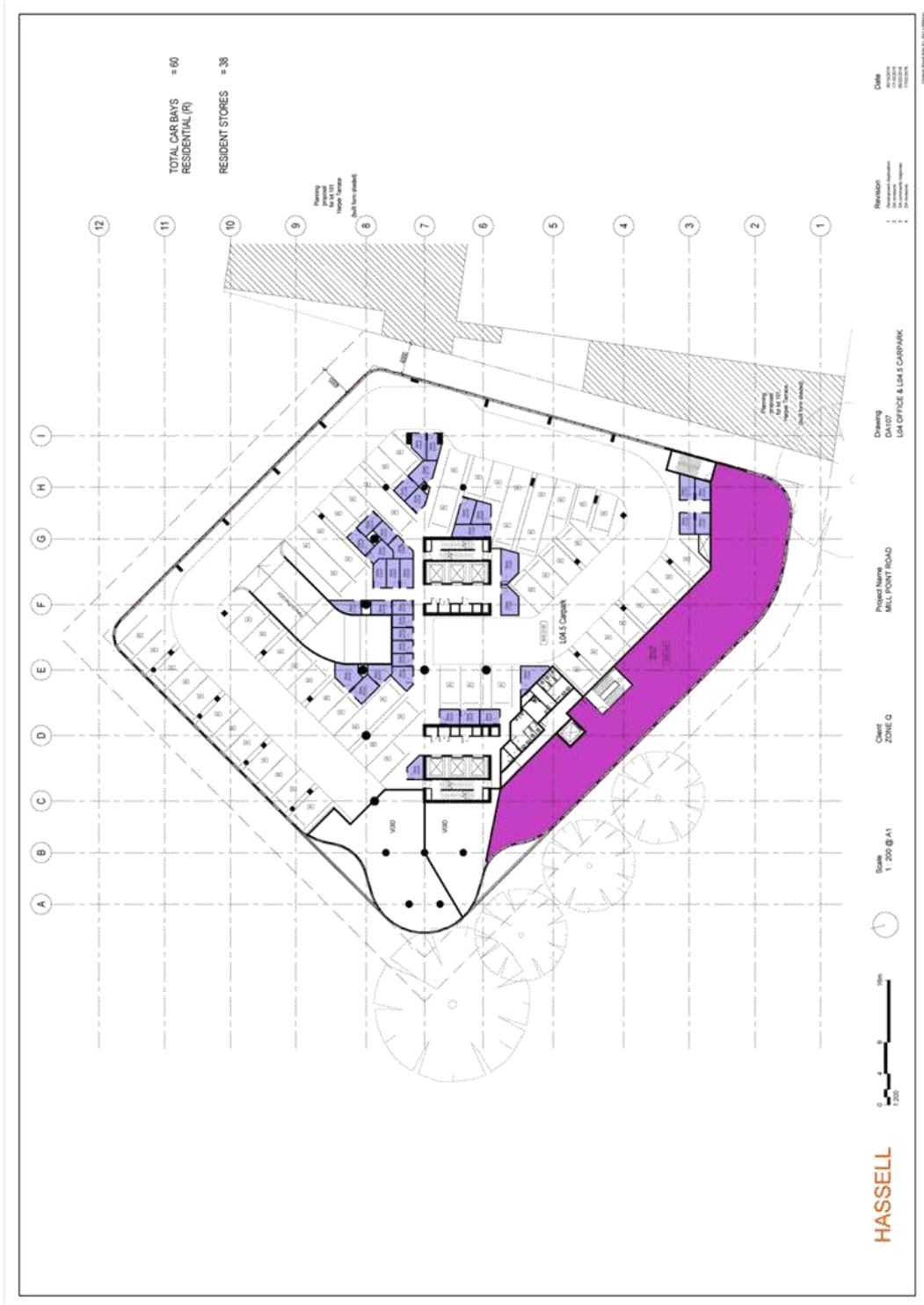












Appendix B

SIDRA OUTPUTS

Table 5. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday AM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road South											
1	L2	509	3.0	0.781	56.1	LOS E	14.2	102.1	1.00	0.90	31.1
2	T1	14	3.0	0.095	41.8	LOS D	1.4	10.3	0.87	0.70	32.9
3	R2	18	3.0	0.095	46.2	LOS D	1.4	10.3	0.87	0.70	34.3
Approach		541	3.0	0.781	55.4	LOS E	14.2	102.1	0.99	0.89	31.2
East: Mill Point Road East											
4	L2	9	3.0	0.803	47.5	LOS D	24.8	178.4	0.98	0.93	35.3
5	T1	902	3.0	0.803	41.2	LOS D	24.8	178.4	0.97	0.92	35.8
6	R2	23	3.0	0.093	35.4	LOS D	0.9	6.5	0.74	0.71	35.6
Approach		934	3.0	0.803	41.1	LOS D	24.8	178.4	0.97	0.91	35.8
North: Mill Point Road North											
7	L2	65	3.0	0.308	46.3	LOS D	5.1	36.6	0.90	0.76	32.3
8	T1	44	3.0	0.308	43.0	LOS D	5.1	36.6	0.90	0.76	32.8
9	R2	135	3.0	0.389	47.1	LOS D	6.4	46.2	0.92	0.78	31.7
Approach		244	3.0	0.389	46.2	LOS D	6.4	46.2	0.91	0.77	32.0
West: Kwinana Freeway Ramp West											
10	L2	68	3.0	0.402	26.3	LOS C	12.4	88.8	0.71	0.65	40.9
11	T1	642	3.0	0.402	20.7	LOS C	12.5	89.7	0.71	0.63	44.6
12	R2	145	3.0	0.797	64.0	LOS E	8.4	60.2	1.00	0.90	29.0
Approach		855	3.0	0.797	28.5	LOS C	12.5	89.7	0.76	0.68	40.6
All Vehicles		2574	3.0	0.803	40.4	LOS D	24.8	178.4	0.90	0.82	35.7

Table 6. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday AM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road South											
1	L2	509	3.0	0.786	56.3	LOS E	14.3	103.0	1.00	0.90	31.1
2	T1	28	3.0	0.135	42.2	LOS D	2.1	15.0	0.87	0.70	33.0
3	R2	18	3.0	0.135	46.6	LOS D	2.1	15.0	0.87	0.70	34.4
Approach		555	3.0	0.786	55.3	LOS E	14.3	103.0	0.99	0.89	31.2
East: Mill Point Road East											
4	L2	9	3.0	0.822	49.2	LOS D	26.1	187.5	0.99	0.96	34.7
5	T1	902	3.0	0.822	42.7	LOS D	26.1	187.5	0.97	0.94	35.3
6	R2	36	3.0	0.149	36.1	LOS D	1.4	10.3	0.76	0.73	35.3
Approach		947	3.0	0.822	42.5	LOS D	26.1	187.5	0.96	0.93	35.3
North: Mill Point Road North											
7	L2	80	3.0	0.381	47.1	LOS D	6.4	46.1	0.92	0.78	32.1
8	T1	55	3.0	0.381	43.7	LOS D	6.4	46.1	0.92	0.78	32.6
9	R2	169	3.0	0.487	48.1	LOS D	8.2	59.2	0.94	0.80	31.4
Approach		304	3.0	0.487	47.0	LOS D	8.2	59.2	0.93	0.79	31.8
West: Kwinana Freeway Ramp West											
10	L2	87	3.0	0.414	26.4	LOS C	12.8	91.7	0.71	0.66	40.7
11	T1	642	3.0	0.414	20.9	LOS C	12.9	92.8	0.71	0.64	44.4
12	R2	145	3.0	0.797	64.0	LOS E	8.4	60.2	1.00	0.90	29.0
Approach		874	3.0	0.797	28.6	LOS C	12.9	92.8	0.76	0.68	40.5
All Vehicles		2680	3.0	0.822	41.1	LOS D	26.1	187.5	0.90	0.82	35.4

Table 7. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday PM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road South											
1	L2	620	3.0	0.852	58.9	LOS E	18.9	135.5	1.00	0.95	30.4
2	T1	50	3.0	0.201	40.1	LOS D	3.5	25.3	0.86	0.72	33.7
3	R2	29	3.0	0.201	44.5	LOS D	3.5	25.3	0.86	0.72	35.1
Approach		699	3.0	0.852	56.9	LOS E	18.9	135.5	0.98	0.93	30.8
East: Mill Point Road East											
4	L2	7	3.0	0.835	58.6	LOS E	19.8	141.9	1.00	0.99	31.9
5	T1	635	3.0	0.835	51.6	LOS D	19.8	141.9	0.99	0.97	32.5
6	R2	32	3.0	0.227	46.0	LOS D	1.5	10.8	0.86	0.74	32.3
Approach		674	3.0	0.835	51.4	LOS D	19.8	141.9	0.98	0.96	32.5
North: Mill Point Road North											
7	L2	94	3.0	0.506	49.1	LOS D	8.4	60.6	0.95	0.80	31.6
8	T1	77	3.0	0.506	45.8	LOS D	8.4	60.6	0.95	0.80	32.1
9	R2	139	3.0	0.420	48.3	LOS D	6.7	48.4	0.93	0.79	31.4
Approach		310	3.0	0.506	47.9	LOS D	8.4	60.6	0.94	0.79	31.6
West: Kwinana Freeway Ramp West											
10	L2	81	3.0	0.629	30.7	LOS C	21.9	156.9	0.83	0.75	39.1
11	T1	987	3.0	0.629	25.1	LOS C	22.0	158.1	0.83	0.74	42.3
12	R2	258	3.0	0.821	59.2	LOS E	14.7	105.8	1.00	0.92	30.1
Approach		1326	3.0	0.821	32.1	LOS C	22.0	158.1	0.86	0.78	39.0
All Vehicles		3009	3.0	0.852	43.8	LOS D	22.0	158.1	0.93	0.86	34.5

Table 8. SIDRA results for the Mill Point Road/Labouchere Road signalised intersection – weekday PM peak period (Post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road South											
1	L2	620	3.0	0.857	59.5	LOS E	19.1	137.4	1.00	0.96	30.2
2	T1	64	3.0	0.236	40.5	LOS D	4.2	30.1	0.87	0.73	33.7
3	R2	29	3.0	0.236	44.9	LOS D	4.2	30.1	0.87	0.73	35.1
Approach		713	3.0	0.857	57.2	LOS E	19.1	137.4	0.98	0.93	30.7
East: Mill Point Road East											
4	L2	7	3.0	0.863	61.6	LOS E	21.2	152.1	1.00	1.02	31.0
5	T1	635	3.0	0.863	54.7	LOS D	21.2	152.1	0.99	1.01	31.7
6	R2	45	3.0	0.330	47.3	LOS D	2.2	15.6	0.88	0.76	31.9
Approach		687	3.0	0.863	54.3	LOS D	21.2	152.1	0.98	0.99	31.7
North: Mill Point Road North											
7	L2	109	3.0	0.566	48.9	LOS D	10.0	71.6	0.96	0.81	31.6
8	T1	92	3.0	0.566	45.6	LOS D	10.0	71.6	0.96	0.81	32.1
9	R2	187	3.0	0.539	48.6	LOS D	9.2	66.3	0.95	0.81	31.3
Approach		388	3.0	0.566	48.0	LOS D	10.0	71.6	0.96	0.81	31.6
West: Kwinana Freeway Ramp West											
10	L2	100	3.0	0.654	31.7	LOS C	22.8	163.5	0.85	0.77	38.6
11	T1	987	3.0	0.654	26.2	LOS C	23.0	165.0	0.85	0.76	41.8
12	R2	258	3.0	0.867	63.8	LOS E	15.5	111.1	1.00	0.96	29.0
Approach		1345	3.0	0.867	33.8	LOS C	23.0	165.0	0.88	0.80	38.3
All Vehicles		3133	3.0	0.867	45.4	LOS D	23.0	165.0	0.93	0.87	33.9

Table 9. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday AM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	105	2.0	0.055	0.8	LOS A	0.3	2.1	0.28	0.03	58.5
12	R2	5	2.0	0.055	6.4	LOS A	0.3	2.1	0.28	0.03	56.5
Approach		111	2.0	0.055	1.1	NA	0.3	2.1	0.28	0.03	58.4
East: Ferry Street											
1	L2	11	2.0	0.012	9.2	LOS A	0.0	0.3	0.34	0.85	51.4
3	R2	2	2.0	0.012	8.9	LOS A	0.0	0.3	0.34	0.85	51.1
Approach		13	2.0	0.012	9.1	LOS A	0.0	0.3	0.34	0.85	51.4
North: Mill Point Road											
4	L2	1	2.0	0.121	5.6	LOS A	0.0	0.0	0.00	0.00	58.2
5	T1	247	2.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		248	2.0	0.121	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		372	2.0	0.121	0.7	NA	0.3	2.1	0.10	0.04	59.2

Table 10. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday AM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	105	2.0	0.093	1.0	LOS A	0.5	3.2	0.30	0.21	57.0
12	R2	56	2.0	0.093	6.5	LOS A	0.5	3.2	0.30	0.21	55.1
Approach		161	2.0	0.093	2.9	NA	0.5	3.2	0.30	0.21	56.3
East: Ferry Street											
1	L2	68	2.0	0.065	9.2	LOS A	0.3	1.8	0.35	0.87	51.4
3	R2	2	2.0	0.065	8.9	LOS A	0.3	1.8	0.35	0.87	51.1
Approach		71	2.0	0.065	9.2	LOS A	0.3	1.8	0.35	0.87	51.4
North: Mill Point Road											
4	L2	23	2.0	0.133	5.6	LOS A	0.0	0.0	0.00	0.05	57.8
5	T1	247	2.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.05	59.5
Approach		271	2.0	0.133	0.5	NA	0.0	0.0	0.00	0.05	59.4
All Vehicles		502	2.0	0.133	2.5	NA	0.5	3.2	0.15	0.22	57.1

Table 11. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday PM peak period (existing situation)

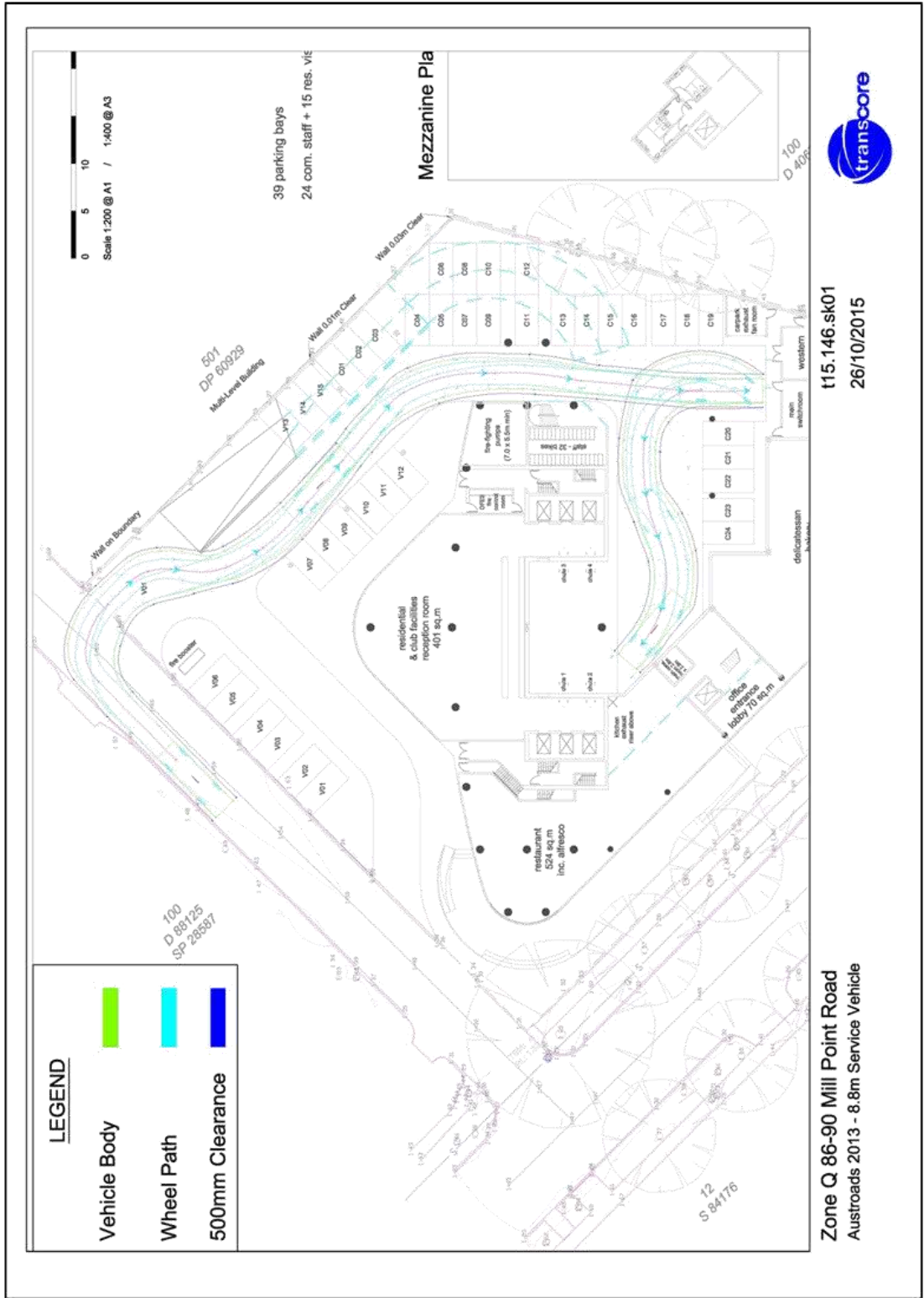
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	166	2.0	0.086	1.2	LOS A	0.5	3.6	0.34	0.02	58.4
12	R2	5	2.0	0.086	6.8	LOS A	0.5	3.6	0.34	0.02	56.4
Approach		172	2.0	0.086	1.4	NA	0.5	3.6	0.34	0.02	58.3
East: Ferry Street											
1	L2	4	2.0	0.006	9.7	LOS A	0.0	0.1	0.40	0.83	51.2
3	R2	1	2.0	0.006	9.4	LOS A	0.0	0.1	0.40	0.83	50.9
Approach		5	2.0	0.006	9.6	LOS A	0.0	0.1	0.40	0.83	51.1
North: Labouchere Road											
4	L2	3	2.0	0.161	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
5	T1	325	2.0	0.161	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		328	2.0	0.161	0.1	NA	0.0	0.0	0.00	0.01	59.9
All Vehicles		505	2.0	0.161	0.6	NA	0.5	3.6	0.12	0.02	59.3

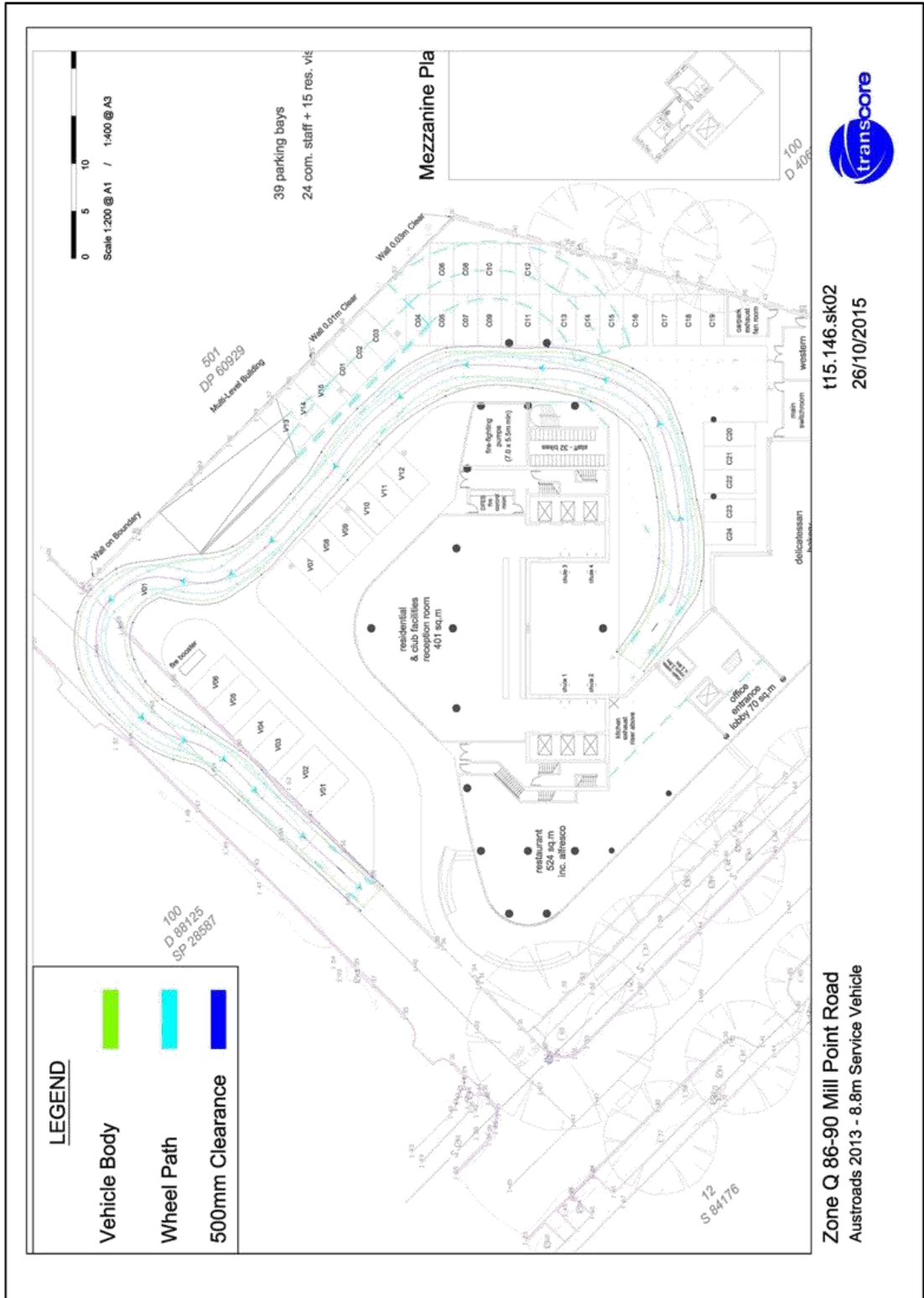
Table 12. SIDRA results for the Mill Point Road/Ferry Street intersection – weekday PM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road											
11	T1	166	2.0	0.125	1.4	LOS A	0.7	4.9	0.36	0.16	57.3
12	R2	54	2.0	0.125	6.9	LOS A	0.7	4.9	0.36	0.16	55.3
Approach		220	2.0	0.125	2.8	NA	0.7	4.9	0.36	0.16	56.8
East: Ferry Street											
1	L2	86	2.0	0.087	9.6	LOS A	0.3	2.4	0.41	0.89	51.2
3	R2	1	2.0	0.087	9.3	LOS A	0.3	2.4	0.41	0.89	50.9
Approach		87	2.0	0.087	9.6	LOS A	0.3	2.4	0.41	0.89	51.2
North: Labouchere Road											
4	L2	23	2.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.04	57.9
5	T1	325	2.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		348	2.0	0.171	0.4	NA	0.0	0.0	0.00	0.04	59.5
All Vehicles		656	2.0	0.171	2.4	NA	0.7	4.9	0.18	0.19	57.3

Appendix C

TURN PATH ASSESSMENT – 8.8M SERVICE VEHICLE





Attachment 3 – Site Photographs



Subject development site along North side of Mill Point Road



The development site located at corner of Mill Point Road and Ferry Street

Attachment 3 – Site Photographs



Existing 3 storey multiple dwelling at Ferry Street – 80 Mill Point Road

Attachment 3 – Site Photographs



Existing multiple dwelling and office buildings opposite the subject site along Mill Point Road



Subject site located near the Mill Point Road and Labouchere Road intersection

Application for Planning Approval Requiring Engineering Comments



TO:	Engineering Design
FROM:	Mr Peter Ng Planning Officer, Development Services
DATED:	10 November 2015

PROPERTY ADDRESS:	Lot 2, 15 & 16 (No. 86, 88 & 90) Mill Point Road, South Perth
PROPOSAL:	35-Storey Mixed Development
APPLICATION DATE:	07 November 2015
ID NUMBER:	11.2015.524.1
PLAN ATTACHED:	Yes (Refer to TRIM No: D-15-80477)

GENERAL COMMENT:	Yes
VEHICLE MOVEMENTS:	Yes
ONSITE PARKING:	No
STREET TREES:	No
CROSSOVER DESIGN:	No
VERGE TREATMENTS:	No
GROUND LEVELS:	No
LOWEST POINT OF STREET: (DRAINAGE ISSUE)	No
BUS STOP RELOCATION:	No
OTHER:	Stormwater / Gradient

ENGINEERING COMMENTS IN RELATION TO ABOVE:

Transport Assessment

The Transport Assessment has been prepared by Transcore as if the development was isolated from everything occurring around it. The cumulative impact of multiple developments will simply exacerbate an existing situation that has extended queue lengths at certain times and a lowered level of service at most times. While the increase in traffic will be manageable through the existing network with the intersection and signal upgrades identified within the GHD Report, it will never be to the pre development movements used as the basis and eventual conclusion of the Assessment.

The Assessment does reference the earlier work undertaken by GHD with the following extract:

"The "City of South Perth – Report for South Perth Station Precinct Transport Access Strategy (May 2012)" suggest that if local area development continues to occur in line with the projected potential outlined in the "South Perth Station Precinct Plan (January 2011)" a number of local road network improvements may need to take place in order to maintain access throughout the precinct. These measures generally include downgrading of a number of existing full movement intersections along Labouchere Road as well as introduction of new traffic signals at Labouchere Road/Angelo Street intersection. A bus queue-jump lane for buses on Labouchere Road starting at the signalised intersection with Kwinana Freeway on/off ramps is also a modification long sought by Public Transport Authority. These improvements are required to manage the future traffic operations within the precinct."

Application for Planning Approval Requiring Engineering Comments



The development is anticipated to "generate approximately 1,128 total weekday trips (both inbound and outbound) with approximately 104 and 122 trips (both inbound and outbound) during the AM and PM peak periods, respectively."

By addressing the development in isolation from all other developments occurring Transcore have been able to reach the conclusion that the Mill Point Road/Labouchere Road intersection "has the capacity to accommodate the estimated development-generated traffic".

The following extracts have been included in the Assessment to reach that conclusion:

- o "The result of the SIDRA analysis shows that this intersection presently operates with a LoS D at about 80% and 85% capacity and with notable queues on all but northern approach during both AM and PM peak periods."
- o "The addition of traffic from the proposed development does not impact on the overall intersection level of service which remains to be at LoS D during both morning and afternoon periods".
- o "Minor increases in queuing and delays are recorded on relevant approaches".
- o "Similarly, the intersection capacity increases by 1.5% during both peak periods".

Parking Layout

The Development provides for " 445 car bays (from Transcore Transport Assessment) through a mix of single and tandem bays over ground floor/mezzanine (GF) and five levels of overground parking levels (L1 to L5 levels). Adequate number of ACROD bays will be provided and conveniently located near the lifts. A two-way ramp system provides internal connectivity between the parking levels. Ground floor parking is split between commercial and visitors, L1 level between commercial, visitors and residents while levels L2 – L5 are accessible exclusively residential parking. The curved ramp leads from ground floor/mezzanine directly to upper levels of the car park. Additional visitor bays are also provided off the loop road in front of the entry into the car park."

A number of parking bays have been provided at ground level on the property boundary of Ferry Street. In this arrangement vehicles will be right angled to Ferry Street and will manoeuvre into and out of the bay from Ferry Street. The north side of Ferry Street has kerbside parking and the City has no intention of removing existing public parking for the development. As long as there is kerbside parking in Ferry Street vehicles will not be able to enter or leave any right angled off street parking area constructed off Ferry Street. Engineering Infrastructure cannot support the off street parking arrangement as proposed.

The development has access to Ferry Street at the eastern end of the site as two way entry and exit with a one way exit at the western end nearer Mill Point Road. The internal road linking the two access ways is insufficient in width to enable a vehicle to manoeuvre into a right angled parking bay constructed off the internal road. Its width however is sufficient to enable angled parking (45 degree parking) and possibly 60 degree parking. A change to angled parking off the internal road would be supported by Engineering Infrastructure.

Stormwater Design Requirements

The development is located within the Mill Point Drainage Precinct as defined in Policy P354 (Stormwater Drainage Requirements for Proposed Buildings) and Management Practice M354. Within the precinct the allowable means of disposal of stormwater are reuse or via a Private Drainage Connection (PDC) to the street system. The building plans to be submitted will need to include sufficient detail to satisfy the following:

Application for Planning Approval Requiring Engineering Comments



- All stormwater drainage facilities will be designed and installed in accordance with Policy P354 (Stormwater Drainage Requirements for Proposed Buildings) and Management Practice M354; and
- The stormwater drainage designer must consider and incorporate as appropriate the Principles of Water Sensitive Urban Design (WSUD) as outlined below.

WSUD has, amongst others, the objective to:

- Ensure Water Sensitive Urban Design best management practices are implemented for all new development proposals and City operations to maximise the use of captured lot (roof) rainfall and grey water to reduce the reliance on external resources;
- Ensure stormwater within the urban environment is retained and treated as close to source as possible; and
- Reduce nuisance flooding and adverse drainage impacts.

For the purpose of completing an Application for a PDC the following will apply:

- The discharge from the site as defined in the PDC is the amount of overland flow that would have resulted from the site in an undeveloped form i.e. the site area only;
- The impervious area or effective area for the purpose of calculating the quantity of rainfall discharge will be the plan area including all paths, paved areas etc. plus 50% of the largest vertical wall face;
- The discharge from the site will be determined by a Hydraulics Engineer or similar using the impervious area calculation above;
- The designer needs to be mindful of the general requirement that all storm water falling on the site must be contained on site and suitably disposed via a controlled outflow to the drainage system;
- Unless otherwise determined the flow to the street system would be expected to be no greater than 1 litre per second for each 500 square metres of site area;
- The discharge pipe is to be fitted with a simple reflux or non-return valve;
- Sufficient storage is required on site to cater for the short duration high intensity 100 year storm event with a controlled discharge to the street system, although the designer will need to satisfy themselves that the longer duration but less intense event can still be accommodated within the proposed onsite storage;
- Depending on the method of controlled discharge, if pumping is required the designer must consider the likelihood of a power outage and make provision for the event when determining on site storage;
- With the relatively low flow expected from the site there is little likelihood of a larger sized diameter pipe being acceptable without some limiting device notwithstanding the ease of cleaning etc. An "orifice plate" can be fixed to a larger diameter pipe to control flow to the prescribed amount; and
- The Draft WSUD Guidelines require that 300 mm freeboard to building floor levels be provided to accommodate the 1:100 storm event. The alternative is to increase the storage capacity of the collection tanks to meet this target.

An application for a PDC along with the design calculations is to be submitted to Engineering Infrastructure for approval prior to installation. It should be noted that approval of the PDC is conditional on the owner accepting all of the conditions attached to the application, including ensuring future owners are informed of the conditions relating to the PDC.

Dewatering Management Plan

As dewatering in some form will be required for the foundations and the on-site stormwater storage tanks the Applicant will be required to prepare a Management Plan

Application for Planning Approval Requiring Engineering Comments



for the Office of Water and the Department of Parks and Wildlife (Rivers and Estuaries Division). A copy of the Plan and all relevant correspondence is to be submitted to the City. The Plan will address both the environmental aspects as well as the physical activities of the dewatering operations.

The Management Plan is required as part of a Planning Approval if groundwater is to be pumped, via the City's drainage system, into the Swan River as part of the dewatering operation.

The Dewatering Management Plan is to be prepared by a suitably qualified Environmental Consultant who will:

- undertake water testing to ensure the samples satisfy all the criteria;
- commit to a monitoring regime during dewatering to ensure water quality of discharge does not deteriorate; and
- outline a recovery plan should the dewatering operations result in a loss of water quality.

As the downstream outfall to the River is controlled by stormwater pumps a dewatering contractor will be required to ensure that the rate of discharge from the system does not exceed the rated capacity for continuous pumping by the "small jockey pump" forming part of the pumping station.

Waste Management

Comments with respect to Waste Management will come from the Coordinator Environmental Health Services after consultation with Engineering Infrastructure.

The Waste Management Plan has been prepared by Talis Consultant Pty Ltd and details a service that will not require a kerbside collection. The following is an extract from the Talis proposal:

"A Private Contractor will service the Proposal by providing 1,100L receptacles for refuse and recyclables which are to be collected by a rear lift collection vehicle. The rear lift vehicle will collect waste from the Proposal three times per week for refuse and recycling. The receptacles will be serviced from within the Proposal, in the enclosed service area adjacent to the Bin Storage Area. This servicing method will reduce the noise generated in the area during collection. In addition, it will remove the need for receptacles on the street, maintaining the amenity of the area and remove the requirement for a lay down area to temporary store receptacles on the verge before the collection vehicle arrives."

Construction Management Plan

Every person that expects to undertake work from the street is required to produce a Traffic Management Plan in accordance with the Main Roads "Code of Practice – Traffic Management for Works in the Street". However as a result of compliancy issues being experienced with the preparation and execution of the Traffic Management Plans and the coordination with multiple projects in close proximity Engineering Infrastructure will require a Construction Management Plan (CMP) to be submitted for approval. The CMP will address in order all of the following although the list is not exhaustive and may require other matters not listed to be considered. The CMP will provide:

- an appropriately detailed Traffic Management Plan (TMP) that is endorsed by an accredited Road Traffic Manager (RTM);
- the Traffic Management Plan that ensures no works including substantial deliveries of building materials are undertaken during the peak morning hours (7am to 9am), minimal approved movements down Mends Street and minimal impact to other

Application for Planning Approval Requiring Engineering Comments



- road users of the South Perth Esplanade;
- detailed information regarding proposed pedestrian treatments, including an approved overhead gantry, for all buildings with zero setback at the lower levels and whether the gantries will be required for site offices and/or staff facilities;
 - details of how and where building materials will be stored before use on site and whether a Licence to Store Materials on the verge is required;
 - an acknowledgement that excavation works (within 3 metres of the road edge) will require 'work zone barriers';
 - detailed analysis of how the adjacent road network will best operate during construction;
 - project time-lines with appropriate mile-stones (to allow for appropriate coordination and communication to surrounding stakeholders);
 - details of proposed treatments for through traffic and construction vehicles in and around site (to allow Ranger Services and Traffic & Design jointly coordinate the best parking outcomes); and
 - the proposed route for trucks servicing the site including lay over areas where required (to allow Ranger Services and Traffic & Design jointly coordinate the most appropriate routes for trucks).

Crossing/Access to Ferry Street

The development proposes access off Ferry Street. Ferry Street has been constructed on or immediately adjacent to the property boundary of the development site. There is no requirement for a constructed crossing although it will be necessary to protect the road edge once the kerbing has been removed. The form of the edge protection will depend on the material of choice for the internal access ways. If other than in concrete the edge protection will be a concrete apron such that it forms part of the two access ways. The apron will be nominally 500mm wide with the back edge about 125mm above the road edge. If the internal driveway is in concrete the level at any point on the access ways 500mm in from the face of kerb will be about 125mm above the gutter level.

The Approved Building Plans will show the concrete apron and contain the note that "The concrete apron is to be constructed to the City's specification".

Name:	LES CROXFORD	Date:	4 February 2016
	Manager Engineering Infrastructure		

Application for Planning Approval Requiring Engineering Comments



TO:	Engineering Infrastructure
FROM:	Mr Peter Ng Statutory Planning Officer, Development Services
DATED:	04 March 2016

PROPERTY ADDRESS:	Lot 2, 15 & 16 (No. 86, 88 & 90) Mill Point Road, South Perth
PROPOSAL:	Increased Residential Floors
APPLICATION DATE:	07 November 2015
ID NUMBER:	11.2015.524.1
PLAN ATTACHED:	

GENERAL COMMENT:	Yes
VEHICLE MOVEMENTS:	No
ONSITE PARKING:	No
STREET TREES:	No
CROSSOVER DESIGN:	No
VERGE TREATMENTS:	No
GROUND LEVELS:	No
LOWEST POINT OF STREET: (DRAINAGE ISSUE)	No
BUS STOP RELOCATION:	No
OTHER:	Traffic report

ENGINEERING COMMENTS IN RELATION TO ABOVE:

Transport Statement

Engineering Infrastructure, responding to the original Transport Assessment undertaken by Transcore, commented that the "Transport Assessment has been prepared ... as if the development was isolated from everything occurring around it. The cumulative impact of multiple developments will simply exacerbate an existing situation that has extended queue lengths at certain times and a lowered level of service at most times" and "addressing the development in isolation from all other developments occurring Transcore have been able to reach the conclusion that the Mill Point Road/Labouchere Road intersection has the capacity to accommodate the estimated development-generated traffic".

It is unlikely that Transcore would have reached the same conclusion adding back the other developments that have been assessed, approved or are in the process of seeking approval.

Cardno, in undertaking a Peer Review of the earlier statement, commented that:

"In relation to an Analysis of Transport Networks:

- Assessment Years - No growth factor has been applied. Applied. WAPC Guidelines advise that the appropriate years for assessment are generally to be:
 - the year of full opening of the development
 - 10 years after full opening, (or a similar year if one is available from the prior structure plan or subdivision assessments).
- Committed developments and transport proposals - committed developments

Application for Planning Approval Requiring Engineering Comments



and background growth in regional traffic have not been accounted for. This needs to be accounted for including:

- Additional traffic resulting from a building height variation above the limit shown on Plan 3 "Building Heights" in schedule 9A. The study should assess the impact on traffic flow and safety, taking into account the cumulative effect of additional floor space above the Building Height Limit in:
 - The proposed building; and
 - All other buildings in SCA1 for which a building height variation has been granted, and a building permit has been issued, whether or not construction has been completed.

The traffic impact assessment also needs to consider the requirement for vehicle management under the Town Planning Scheme's proposed "Amendment number 46" (modifications to Schedule 9 "Special Control Area SCA1 – South Perth Station Precinct").

Background growth due to development elsewhere in the Perth Metro Area could affect Mill Point Road and Labouchere Road due to their strategic nature.

- Impact on intersections - Due to the possible under-estimations in the trip generation (particularly in terms of the split between inbound and outbound traffic), together with the lack of accounting for committed developments and background growth, the assessment of Mill Point Road/Labouchere Road intersection needs to be re-assessed. The results show that this is approaching capacity with the volumes used so far, so this could be critical. SIDRA input files should be provided as well, so the other input parameters can be checked."

Engineering Infrastructure was asked to comment on the amended proposal and provided the following response: "Transcore have increased the total daily trips to reflect the changes in the development from the earlier assessment (approximately 1,128 total weekday trips with approximately 104 and 122 trips during the AM and PM peak periods, respectively) to the current assessment – (approximately **1,232** total weekday trips with approximately **124** and **143** trips during the AM and PM peak periods, respectively".

Transcore maintains the view that the intersection of Mill Point Road and Labouchere Road has the capacity to accommodate the estimated development-generated traffic.

By addressing the development in isolation from all other developments occurring along Mill Point Road and within the Precinct, Transcore has been able to conclude that this intersection presently operates with a LoS D at about 80% and 85% capacity and with notable queues on all but northern approach during both AM and PM peak periods. The addition of traffic from the proposed development does not impact on the overall intersection level of service, which remains to be at LoS D during both morning and afternoon periods. Minor increases in queuing and delays are recorded on relevant approaches.

This conclusion would not be possible if all other developments were included in the analysis.

Application for Planning Approval Requiring Engineering Comments



More recently Engineering Infrastructure was requested to comment on the amended Traffic Assessment Report. Regrettably the Report as submitted was not passed onto Cardno to obtain a follow up response to their original review. In view of the original peer review it is not unreasonable that the Consultant would have reached a similar conclusion as Engineering Infrastructure, as the Amended Traffic Assessment Report still does not address impact all the developments will have on the intersection. In addition the amended Traffic Assessment Report continues to maintain an erroneous base for traffic on Mill Point Road.

Mill Point Road has a current base of about 5,800 vehicles per day. Proposals under consideration or in some stage of planning will practically double the ADT of Mill Point Road (i.e. #74 Mill Point Road predicted ADT 1,688vpd, 134vph during the a.m. peak and 146vph during the p.m. peak, #78 MPR predicted ADT 1,341vpd, 170vph during the am peak and 169vph during the pm peak, #86 MPR 1,502vpd, 138vph during the a.m. peak and 162vph during the p.m. peak. Totals 4,531vpd, 442vph am and 477vph pm).

The net increase of these three developments is 4,531vpd and represents about 80% on the current MPR base (it ignores the small increases that will come from developments in the Harper Terrace and Mends Street using that part of MPR for access to the Freeway).

There is no modelling completed to date on the combined impact all of the developments will have on the efficiency of the intersections. Each of the traffic consultants involved with the above developments have assessed their development in isolation accepting that the Mill Point Road / On Ramp intersection is operating at /about LoS D.

The combined effect of the developments will lower the level of service, resulting in queue lengths and journey times from and into the Peninsula being much longer.

Name:	LES CROXFORD	Date:	3 March 2016
	Manager Engineering Infrastructure		



Environmental Health Services Planning Approval Comments

Details	
Proposed Development: (Property address)	Lot 2, 15 & 16 (No. 86, 88 & 90) Mill Point Road, South Perth
Application: (Type)	Proposed 35 -Storey Mixed Use Development
Officer:	Jason Jenke
Department:	Environmental Health Services
Date:	27 November 2015

Hi Peter

With reference to the above, the following environmental Health comments apply;

Car park Ventilation

Car park ventilation to be designed to ensure that the carbon monoxide build up in the parking area does not exceed 50 ppm per hour in accordance with the *Health Act (Carbon Monoxide) Regulations 1975*.

Waste Management & Bin Enclosure

The bin enclosure and the waste management plan is accepted and to be implemented as per the plan.

Noise Generally

All mechanical ventilation services, motors and pumps e.g. air conditioners to be located in a position so as not to create a noise nuisance as determined by the *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997*.

Swimming Pool

In accordance with the *Health (Aquatic Facilities) Regulations 2007* the proposed pool is an Aquatic Facility and as such, in complying with Regulation 7 & 8 of the above Regulations, approval is required by the EDPH (Executive Director Public Health) via the Department of Health.

Laundries

There is very little detail on the plans with reference to the laundry provisions. The laundry within each apartment is required to comply with the *Health Act (Laundries and Bathrooms) Regulations & The City of South Perth Health Local Laws 2002 (16)*.

Health & Function Centre (DA107.1) – Sky Lounge (DA110)

These floors must comply with the *Health (Public Building) Regulations 1992*.

Jason Jenke
Environmental Health Officer



Government of **Western Australia**
Department of **Parks and Wildlife**

Rivers and Estuaries Division

Your ref: MI3/86-90
11.2015.524.1
Our ref: 2015/004532
Enquiries: Gabrielle Shepherd
Phone: 9278 0910
Email: gabrielle.shepherd@dpaw.wa.gov.au

Geoff Glass
Chief Executive Officer
City of South Perth
Cnr Sandgate Road and South Terrace
SOUTH PERTH WA 6151

Attention: Peter Ng

Dear Mr Glass

City of South Perth			
Folder No. <u>11-2015-524.1</u>			
- 4 DEC 2015			
<input type="checkbox"/> BS	<input type="checkbox"/> CE	<input type="checkbox"/> EH	<input type="checkbox"/> P0010
<input checked="" type="checkbox"/> FS	<input type="checkbox"/> OC	<input type="checkbox"/> GA	<input type="checkbox"/> CEO
<input type="checkbox"/> FS	<input type="checkbox"/> EI	<input type="checkbox"/> HR	<input type="checkbox"/> RAVE
<input type="checkbox"/> MAYOR			

CLAUSE 30A(2)B(II) – CONSTRUCTION OF 35 STOREY MIXED USE DEVELOPMENT - LOTS 2, 15 AND 16 (86, 88 AND 90) MILL POINT RD, SOUTH PERTH

Thank you for providing the Swan River Trust (the Trust) with the opportunity to comment on the above development application received on 13 November 2015.

The Department of Parks and Wildlife has assessed the application on behalf of the Trust, and you are advised that there are no objections to the proposal, subject to the following conditions:

1. Stormwater drainage shall be contained on site, or connected to the local stormwater drainage system, to the satisfaction of the City of South Perth.

ADVICE TO APPLICANT

1. The applicant is advised that if the plans are amended to include basement levels which require excavation, the Department of Parks and Wildlife, Rivers and Estuaries Division's preferred method of construction to reduce the volume of dewatering effluent is the "bathtub method" – i.e. secant piles or similar to create impervious walls and floor prior to excavation of the site.

The applicant is also advised that a dewatering management plan will be required to be submitted to the Department of Parks and Wildlife, Rivers and Estuaries Division for approval should excavation be proposed.

If you have any queries regarding this matter, please contact Gabrielle Shepherd, Planning Officer, on 9278 0910. In all correspondence please quote the above reference number.

Yours sincerely

Glen McLeod-Thorpe
A/Manager, Statutory Assessments

As delegate of the Swan River Trust
Under Section 28B(2) of the SCRM Act 2006

1 December 2015

Rivers and Estuaries Division
Locked Bag 104, Bentley Delivery Centre, Western Australia 6983
Phone: (08) 9219 9000 Email: rivers.planning@dpaw.wa.gov.au
www.dpaw.wa.gov.au

ATTACHMENT 7 – NEIGHBOUR SUBMISSIONS**SUBMITTER 1**

I strongly oppose these developments, in particular to the size of the complexes. My main concern is the traffic/car parking aspect, along with the precedent of high rise to be built in this area which the council seems to want us develop something like the Gold Coast.

Living at 89 Mill Point Rd, near the traffic lights at present with the traffic in the area present issues at time to from our driveway onto Mill Point Rd - I have often had to wait for several light changes to be able to enter the road and then with only someone allowing me to push in. How on earth does the council propose to deal with all the extra traffic and cars parking in this small peninsular area when it is already a problem.

SUBMITTER 2

My apartment is on 1st floor of building facing East directly opposite the proposed development. Further to our discussion at the council offices on 23/11/15, Please take this email as a PROTEST of the above proposed development. These proposals have already significantly reduced the current value of my property, and if Passed by council, are forecast to increase these losses due to the developer being able to offer prices cheaper than the last recorded sales in our building [for equivalent apartment sizes] due to the sheer amount of proposed apartments, effectively, reducing apartment prices in the whole area covered by existing building schemes.

Further reasons for my objections include;

1. Blocked Natural Sunlight - My apartment only receives Natural Sunlight from the East and the proposed building will mean that my apartment is in a constant morning 'Shadow' , increasing lighting and heating cost required and generally making it less appealing to live in.

2. Noise Issues - There will be 4 types of Confrontational noise increases that will dramatically effect the quality of life on any Tenant in my building with east facing apartments.

- Traffic Noise - There has already been a large increase in traffic noise with the re routing of traffic from the freeway exit [Sth Perth Exit] that directs all traffic under the bridge and into Mill Pt Rd creating Uncomfortable 24hr noise levels. Increased traffic from the proposed development, will add to the existing passed developments, making traffic noise increases unbearable forcing the use of high cost of noise reduction renovations to myself and lots of tenants in the area. There will also be a noise issue with the proposed parking on 4 separate floors of the proposed building echoing 24hrs a day straight into my and other apartments in the direct vicinity.
- Pedestrian noise - There will be a large and confronting increase in pedestrian noise due to the larger volumes of people accessing the commercial and domestic ares of the building compared with the existing low noise environment. This will be a 24hr issue.
- The proposed internal parking, pool and function areas for the building will also create unreasonable 24hr noise issues for surrounding tenants.
- Construction noise - As can be imagined the approx 2-3 year construction period is going to make any unit in the immediate vicinity [no more than mine] Untenable and Unleasable forcing large financial losses for myself and other owners and tenants in the immediate area. I intend to seek legal advice in regards to these expected losses.

3. Security - The increase in expected pedestrian traffic will increase the risk of property damage and theft to our combined premises. Also access to our existing pool may create insurance compensation issues.

4. Access Issues - Traffic is already congested in the area and NOTHING has been done or planned to adequately change the existing issues..Should any or all of the proposed developments in the area go ahead , these issues WILL create unacceptable access and accident risks for not only existing access users but any new proposed vehicle and pedestrians using the area.

In CONCLUSION, the proposed SITE {i.e. blocks 86,88 and 90 Mill Pt Rd}, should be included in proposed exclusion zones being Planned under Town Planning Scheme 6 amendment NO 46 'SOUTH PERTH STATION PRECINCT] .

SUBMITTER 3

I propose that Planning Approval be denied for the following reasons, (not necessarily ranked in order of importance)

1. The height of the building is out of keeping with the rest of Mill Point Road north of Judd Street (aside from the outlier approved for the land at 72 Mill Point Road) and should be restricted to a Maximum Height of 24 meters and a 2 meter setback in keeping with the current environment and the Proposed Amendment No. 46 to City of South Perth Town Planning Scheme No. 6: South Perth Station Precinct. Therefore I propose the application not be approved on this basis.
2. The property is very close to the Mill Point Road, Labouchere Road intersection and a building of this size with apartments and commercial developments including cafes will render the corner a dangerous and unsafe for motor vehicles, cyclists and pedestrians. Therefore I propose this application not be approved based on safety concerns.
3. The often congested junction of Mill Point Road, Labouchere Road and the Freeway will be negatively impacted once current construction at the intersection is completed and adding a Mixed 35 Story Development so close to the intersection on top of this makes little sense and should not be approved. Therefore I propose this application be rejected on the basis it will have a very negative impact on traffic in the area.
4. Unlike streets in the City of Perth, Mill Point Road is a narrow street and will not cope with the additional traffic brought about once the development at 72 Mill Point Road is completed and adding a Mixed 35 Story Development at 86, 88 and 90 Mill Point Road will compound matters. Therefore I propose planning should not be approved for this location as Mill Point Road will not be able to handle the volume of traffic generated by a development of this size.
5. Parking is at a premium in the South Perth Station Precinct. Once all current construction been completed, for which minimal additional public parking has been provided, it will be even more difficult for drivers to find parking, if not impossible. Until the City of South Perth comes up with sufficient parking spaces for the increased visitors to the area as a result of the major developments currently under construction, developments such as the proposed Mixed 35 Story Development at 86,88 and 90 Mill Point Road should not be approved. Therefore I propose that this application not be approved due to a lack of public parking in the area.
6. Public transport is very poor in the South Perth Station Precinct and there is no railway station to help remove traffic from the streets. Until public transport can be significantly improved with bus lanes and a railway station, developments such as the Mixed 35 Story Development at 86, 88 and 90 Mill Point Road should not be approved. Yes there is a ferry service but it is infrequent, does not go to the city center, rarely connects with bus services and only has space for 4 bicycles and as a result it is not well used. Therefore I propose this development not be approved due to insufficient public transport options in the immediate area around the proposed development.
7. There is no plan outlining to how a building of this size will be torn down at the end of its useful life. Having such a massive building in such a small space will be difficult to tear down without a significant negative impact on the environment. As seen in other cities around the world failure to tear down such buildings in their latter days result in such properties becoming slum rental properties. Therefore I propose the application be rejected on environmental grounds. Finally sir, in summary, the environmental impact of this development on the current residents and businesses of South Perth is so negative approval for the Mixed 35 Story Development at 86, 88 and 90 Mill Point Road should not be given.

SUBMITTER 4

I own a property in South Perth located at 19 Bowman Street. When I acquired the property in late 2004/2005 I was told emphatically that building heights would not rise above 10 floors. Clearly this is no longer the case as South Perth elected officials have succumbed to developers' whims, and is now to the dismay of many at the centre of high rise construction.

Perhaps you could advise how many more buildings are planned for the future as your website is not very user-friendly nor does it provide a clear vision for the future. Apart from the impact on existing infrastructure I am personally saddened by the transformation of South Perth from a beautiful spot to a high-rise nightmare lacking in soul and charm.

SUBMITTER 5

Our objection to the proposed development is based on several key issues, including:

1. The podium height and setbacks;

We strongly object to the proposed podium height and setbacks for the following reasons:

- While additional height can be approved for a corner design feature, the proposed podium height is not expressed at the corner but covers the whole site. This has a significant impact to the side and rear boundaries as the podium is at least 20.1 metres at the boundary with a nil setback. This has a significant impact on the amenity of the adjoining properties, which are limited to a podium height of 13.3 metres.
- The podium has not been designed as a corner architectural design feature but is designed to cater for above ground car parking. The applicant should be required to locate the car parking in basements;
- While the principle of additional height at the corner is a supported urban design outcome, the additional height represents 6.6 metres which is not considered consistent with the guidance statement regarding the character and perceived integrity of the street. The guidance statement identifies that a corner podium with architectural design features is encouraged, however, this does not indicate that the height of the podium can be the same over the whole site.
- The City in its assessment of other corner sites has required the rear and sides of the podium to respond to the maximum height of 13.5 metres. In order to ensure consistency in decision making, this should also be applied to the subject site.
- The podium is setback at the Mill Point Road frontage, which is not consistent with the current provisions.

2. The overall building height;

The majority (almost 80%) of the subject site and more particularly all of the tower component of the proposed development is located within the 25 metre height limit zone. The proposed building is 131.8 metres in height, which is more than 500% greater than the height identified in Schedule 9. While the height can be varied under the provisions of Schedule 9, a 500% variation is not considered an appropriate level of discretion for a decision making authority.

The SCA provisions provide for differing heights within the precinct including sites of 10.5, 14.25 and 41 metres. This provides a hierarchy of height for the SCA. The approved developments within the 41 metres are not proposed at the height of this development and therefore supporting the proposed height would undermine the urban form of the SCA.

We also note that Amendment No. 46 would limit the height of the development on the site to a maximum of 55 metres assuming that 9 of the performance criteria are met. Meeting 9 of the performance criteria is unlikely as it would reduce the maximum height to either 35 or 40 metres. The proposed height at 131.8 metres would be almost two and a half times the maximum height under Amendment No. 46 and more than three times the likely maximum height under Amendment No. 46. As Amendment 46 is a seriously entertained planning proposal and the Deemed Provisions requires the determining authority to take into consideration the amendment, a height of at least two and a half times the maximum under Amendment No. 46 is not appropriate.

The height of the building is further exaggerated by the height of the podium, which does not meet the requirements.

We do not consider that the development meets the three Provisions of Clause 8 of Table B as:

- The development does not provide high quality active street frontages as the Mill Point Road frontage is setback, which is not consistent with the requirements (and discretion may not be available to approve the setback) and the frontage to Ferry Street is almost all car parking and vehicle access. It therefore, cannot be considered that this provision has been met.

- The development does not include accessible landscaped spaces or other facilities. The provision of the facilities at podium level is not considered to meet this requirement, as the facilities are not considered public. The development only includes only two, three and four bedrooms dwellings and therefore does not provide a range of dwelling sizes and costs. The Table B provisions relate to community benefits and therefore by providing only high cost apartments this does not achieve the community benefit;
- The development does not improve pedestrian networks and public security. The development provides a negative pedestrian impact on Ferry Street as there is no pedestrian access on the southern side of the street and cars reverse directly onto the street. In addition the majority of the podium is car parking along Ferry Street and therefore there is no improvement to public safety.
- The applicant has not demonstrated how the development achieves view corridors or mid-winter sun access.
- The commercial function facilities are not considered a community benefit.

Therefore, it is our view that the development does not achieve the requirements of Table B. It is also noted that the development would not achieve the requirements of Table B under amendment No. 46 for the additional height proposed.

Commercial Plot Ratio

One of the key principles of the Special Control Area is to encourage non-residential floorspace and the provisions require a minimum plot ratio area of 1:1. It is noted that Amendment no. 46 requires a minimum of 1.5:1.

Other developments in the area have complied with this requirement and have provided meaningful non-residential plot ratio.

We are not sure how the applicant proposes to meet the 1:1 non-residential plot ratio, as it is not clear from the plans. We note that the area of the restaurant includes the alfresco area, which is not part of the plot ratio as it is outside of the internal walls of the building. If the alfresco area is to be enclosed then it would not meet the setbacks requirements at ground level.

We further note that the definition of plot ratio excludes the area of any lift shaft, toilet, stairs, plant room, kitchen, lunch room, store area, storage room, passage and any area within the building used for parking of vehicles or for vehicular access. The City should request that the applicant provide detailed plot ratio plans to clearly demonstrate the non-residential plot ratio. It would appear that the applicant is using the facilities provided at podium level as part of the non-residential plot ratio.

This raises a number of issues, including:

- The plans do not provide any areas and therefore it cannot be confirmed that the plot ratio meets the requirements.
- The plot ratio of the podium would need to be assessed in accordance with the definition, which would exclude significant portions of the podium level.
- While it is acknowledged that a spa could be an appropriate non-residential land use, the function rooms, cinemas and gymnasium are questionable. The gymnasium appears very small and therefore the ability for the public to use this space is very limited.
- The non-residential floor space is to be provided for non-residential land uses and based on the design it would appear that the podium level facilities are facilities for the occupants of the development and not public facilities. If the City were to support such facilities it would need to be clearly demonstrated how it would be public in terms of signage, access and management.

The City needs to ensure that its objectives for the area are being achieved and in our view the proposed non-residential plot ratio does not achieve those objectives.

Dwelling Diversity

Schedule 9 identifies that the dwelling diversity of the RCodes applies, which requires a minimum of 20% of the dwellings to be single bedroom dwellings. Amendment No. 46 also requires the provision of single bedroom dwellings.

The proposed development does not include any single bedroom dwellings and therefore does not provide for any diversity of dwelling product.

Car Parking and Access

While the proposed car parking and access does not directly impact the sites we represent, we question the access arrangements and the traffic impact assessment and provide the following comments:

- Ferry Street currently includes on-street car parking and it would appear that the on-street car parking is inconsistent with the reversing of the car parking proposed on the site is the cars reverse into the on-street car parking;
- Why would the City support a row of car parks that reverse directly into a street? This would not be supported anywhere else in the City;
- The car parking and the two access points means that the whole of Ferry Street is dedicated to car parking and access;
- Can the City approve two access points along Ferry Street under the provisions?
- The development includes a significant number of car parking bays and we would question the ability of Ferry Street to cope with the amount of traffic generated by the development.

Wind Impacts

While it is not clearly indicated as a requirement under the Schedule 9 provisions, the new Deemed Provisions enable the determining authority to consider, amongst other matters, the amenity of the locality including the environment impacts of the development. Given the scale of the development and the minimal setback above podium at the corner, the applicant should be required to submit a wind impact assessment. This assessment will determine the impact on other properties in the locality and also the practicality of the podium level landscaped area.

Built Form

The Deemed Provisions include a number of matters that the determining authority is required to take into consideration. Some of these include:

- The compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;
- The amenity of the locality including the following –
 - Environmental impacts of the development;
 - The character of the locality;
 - Social impacts of the development;
- the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals; and
- any submissions received on the application.

It is our view that the development does not meet the above matters, as:

- The development is not compatible with its setting and the relationship to existing and proposed development on adjoining land by way of the podium height and overall building height;
- The development is not consistent with the community's expectations of the built form given that the height is 500% above the height specified in Schedule 9 and is more than two and a half times the height limit to be imposed under Amendment. No. 46.
- Amendment No. 46 has been proposed to respond to the communities concerns regarding height and is therefore a valid consideration when assessing the application; and
- The applicant has not demonstrated that there will be no environment impacts, no impacts on the character of the area or any social impacts from the proposed development.

Conclusion

While we support the development of the South Perth Station Precinct, we consider that this application has gone too far in its proposed level of development.

- The podium height is not appropriate and will impact the adjoining sites.
- The overall height is far beyond any understanding of the City or the community when it developed Schedule 9;
- The overall height is far beyond what is reasonable for the exercise of discretion above the 25 metre height limit which applies to almost 80% of the site;
- The car parking and access is a cause for concern;
- The applicant has not demonstrated that the development will not impact the surrounding area;
- The development does not meet the objectives and principles established for the area.

SUBMITTER 6

I am writing to express my opposition to the application of planning approval for the above property address in South Perth, on the following basis:

1. The South Perth Peninsula is an established low to medium density residential area with a quiet and serene atmosphere. The addition of another high-rise building would substantially deteriorate the living style of current residents on the Peninsula.
2. With the addition of hundreds of apartments to the Peninsula with the proposed 35-storey development and several other high-rise developments, thousands of households, with their family cars, would be introduced to the neighbourhood. The South Perth Council or the State Government have not demonstrated that they have evaluated the impact of the injection of all this population to a small community of South Perth. For instance, has there been any plan to upgrade the road network, or assessment on the impact of local schools and other public resources, and whether they can accommodate the additional residents to the Peninsula?
3. The South Perth Peninsula part of the Mill Point Road is lined up with small houses and apartment blocks, a 35-storey building simply does not fit into the overall style of the neighbourhood, blocking light and breezes to the road and to the apartment blocks nearby.
4. Similar development at 74 Mill Point Road is being challenged by local residents at the Supreme Court. I believe the court ruling shall provide clarity on the current scheme of planning approval process. I strongly recommend any approval of this development at 86, 88 & 90 Mill Point Road shall not proceed until the ruling on the case of 74 Mill Point Road is complete.

SUBMITTER 7

Our client supports the proposed development, for the following reasons:

- The proposed development will contribute toward the South Perth Station Precinct becoming a more intensive precinct with a mix of land uses, as contemplated by Local Planning Scheme No.6 ('LPS6');
- The development will enable a greater number of residents to take advantage of the river and city views available from the South Perth Station Precinct, as contemplated by Objective (f) in proposed Schedule 9A of Amendment 46 to LPS6. In this regard, our client supports the philosophy that it is desirable for as many residents as possible to benefit from the views, noting the current housing stock at Nos.86 to 90 Mill Point Road does not allow for any views to be obtained.

SUBMITTER 8

I have perused the submitted plans and congratulate the owners on the care and diligence they have shown in the preparation of this landmark project!

The development will continue the transformation of the locality, with outstanding lifestyle facilities, retail and commercial, + fabulous mix of quality apartments designed to capture fabulous City and River views!

The development will see the replacement of 3 derelict old blocks of flats with a world class mixed use complex!

As an adjoining owner I fully support the project!

Property Location:	Lot 100 (No. 96) Mill Point Road, South Perth
Application Details:	Amendment to Proposed Mixed Development within a 21 Storey, plus Basements, Building
DAP Name:	Metro Central JDAP
Applicant:	TPG Town Planning, Urban Design and Heritage
Owner:	MPD WA Pty Ltd
LG Reference:	MI3/96 – 11.2014.437.2
Responsible Authority:	City of South Perth
Reporting Officer:	Erik Dybdahl, Planning Officer, City of South Perth
Authorising Officer:	Vicki Lummer, Director Development and Community Services, City of South Perth
Department of Planning File No:	DAP/14/00619
Report Date:	3 March 2016
Application Receipt Date:	15 January 2016
Application Process Days:	55 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Approved Plans (Determined 17th April 2015) 2. TPS6 Schedule 1 definitions 3. Applicant Supporting Letter for proposed land uses.

Recommendation:

That the Metro Central JDAP resolves to:

1. **Approve** that the DAP Application reference DAP/14/00619 as detailed on the DAP Form 2 dated 14th January 2016 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/14/00619 as detailed on the DAP Form 2 dated 14th January 2016 which includes proposed additional non-residential land uses, in accordance with the provisions of Clause 7.9 of the City of South Perth Town Planning Scheme No. 6 and Schedule 2 Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015.

Amended Conditions

1. Revised plans shall be prepared which replace the 'Office' land use annotation on the approved first and second floor non-residential tenancies with 'Commercial' to represent and be available to support the following non-residential land uses as defined within the City's Town Planning Scheme No. 6:

Office, Café/Restaurant, Local Shop, Shop, Small Shop, Showroom, Service Industry, Specialty Retail, Consulting Rooms, Educational Establishment and Indoor Sporting Activities.

Such plans shall be submitted to the City for approval, within 21 days of this application determination date.

All other conditions detailed in the previous approvals (DAP/14/00619), dated 9th December 2014 & 17th April 2015 respectively, shall remain and be upheld in full as previously determined.

Amended Advice Notes

Nil, all advice notes detailed in the previous approvals (DAP/14/00619), dated 9th December 2014 and 17th April 2015, shall remain and be upheld in full as previously approved.

Background:

Property Address:	Lot 100 No. 96 Mill Point Road, South Perth
Zoning	Urban
MRS:	Special Control Area 1 – South Perth Station
TPS:	Precinct
Use Class:	Multiple Dwellings, Office, Café/Restaurant, Specialty Retail, Consulting Rooms
Strategy Policy:	N/A
Development Scheme:	City of South Perth Town Planning Scheme No. 6
Lot Size:	2266m ²
Existing Land Use:	Multiple Dwellings
Value of Development:	\$50 Million

On the 9th of December 2014, the Metro Central JDAP resolved to approve, as per the City's recommendations, a 21 storey mixed use development proposal for Lot 100 (No. 96) Mill Point Road, South Perth. Subsequently a Form 2 minor amendment application for an additional basement level and other minor alterations was sought by the applicant and approved as recommended at the Metro Central JDAP meeting held on the 17th of April 2015.

On the 15th of January 2016, the City received another Form 2 minor amendment application which proposes no modification to the building itself or other development controls yet proposes the approval of a number of additional non-residential land uses.

Details: outline of development application

- The applicant is seeking approval for a number of additional commercial land uses, different to the previously approved *Office* use for these floors. The uses are a range of non-residential uses including: *Local Shop, Shop, Small Shop, Showroom, Service Industry, Specialty Retail, Consulting Rooms, Educational Establishment* and *Indoor Sporting Activities* land uses. The approval for a range of uses is sought to enable a greater range of potential businesses to occupy the tenancies and to assist in the marketing / leasing of the commercial floor space by

increasing the number of differing approved land uses available without needing further change of use applications.

- The proposed amendments do not result in any change to the previously approved development plans. As a result all Schedule 9 development controls and the building design remain as approved with the exception of the proposed additional non-residential land uses to be available for the approved commercial tenancies.

Attachment 1 contains the previously approved development plans, unaltered by this application with the exception of providing for additional non-residential land uses to potentially occupy the approved commercial tenancies without need for further change of use applications.

Any items of significance will be discussed in greater detail in the following sections of the report.

Legislation & policy:

Legislation

Planning and Development Act 2005.

Planning and Development (Local Planning Schemes) Regulations 2015, specifically Schedule 2. [Regulations]

City of South Perth Town Planning Scheme No. 6, specifically Parts VII and IX, Schedules 1 and 9 and proposed Schedule 9A[^]. [TPS6]

[^] *Proposed Schedule 9A (Amendment 46) was adopted by Council for public advertising on 27 October 2015, submissions closed mid-February.*

It should be noted that the City has received advice that as this application is a specific application under regulation 17(1) of the DAP regulations, regulation 16 does not apply. This means that the provisions of the local planning scheme and hence clause 67 of the Deemed Provisions of the Planning and Development (Local Planning Scheme) Regulations 2015 need not be considered. This is because this is an application to vary an aspect of an approval already granted.

In any event, even if the provisions of the Town Planning Scheme were taken into account, clause 77 (3) of the Deemed Provisions provides discretion to waive the requirement to consider amendment 46, if the application relates to a minor amendment to the development approval as this application does.

State Government Policies

State Planning Policy 2.10 'Swan-Canning River System' (2006).

State Planning Policy 3.1 'Residential Design Codes' (2013), specifically Part 6 and Appendix 1. [R-Codes]

Local Policies:

The following local planning policies are relevant to this application:

Council Policy P316 'Developer Contribution for Public Art'

Council Policy P350.01 'Environmentally Sustainable Building Design'

Council Policy P350.03 'Car Parking Access, Siting, and Design'
South Perth Station Precinct Plan (WAPC, January 2011)

Further comment on compliance with policy requirements is provided in the Planning assessment section.

Consultation:

Public Consultation:

Public consultation has been undertaken for this proposal to the extent and in the manner required by City Policy P301 'Consultation for Planning Proposals'. Under the "Area 1" consultation method, individual property owners, occupiers and strata managers were invited to inspect the plans and to submit comments during a minimum 14-day period.

A total of 185 consultation notices were sent and while several of those called to discuss the proposal, no (0) formal submissions were lodged with the City for the proposed minor amendment application.

Consultation with other Agencies:

Based on the minor nature of the application and the fact no modification to the approved development plans is proposed it was deemed the proposed changes are inconsequential to those internal and external agencies that were originally consulted.

As such consultation and comment was not sought from these parties and all previous comments, recommendation conditions and advice notes will simply be carried over in full and upheld as part of this minor amendment application.

Planning Assessment:

Land Use:

As part of the amended application, the proponent is seeking a change in the approved non-residential land uses for the development. As shown in **Attachment 1**, the proposed first and second floor large single tenancies are approved for *Office* use only. This application seeks to diversify the available approved land uses allowing for a greater range of potential businesses to occupy the approved tenancies.

As defined in the City's Town Planning Scheme schedule 1 definitions (**Attachment 2**) the applicant is seeking approval for the following uses across the ground, first and second floors of the development:

Office, Café/Restaurant, Local Shop, Shop, Small Shop, Showroom, Service Industry, Specialty Retail, Consulting Rooms, Educational Establishment and Indoor Sporting Activities.

The applicants supporting letter, **Attachment 3**, provides the proponents support and reasoning for the land use changes that are sought as part of this amended

application. A majority of this justification is upheld and supported by the City as per the following officer comment:

Element 1 of Schedule 9 of the City's TPS6, clause 1.1 indicates that the proposed *Office, Service Industry, Shop, and Small Shop* non-residential land uses are considered *preferred* land uses within the Mends sub-precinct. Furthermore, the proposed *Consulting Room* and *Educational Establishment* non-residential land uses are considered *discretionary* land uses within the Mends sub-precinct and therefore are supported land uses and appropriate for approval.

The proposed *Showroom, Local Shop, Specialty Retail* and *Indoor Sporting Activities* land uses are *uses not listed* under the Schedule 9 provisions. Clause 1.5 of Schedule 9 provides that *any use not listed in Development Requirements, clause 1.1, is not permitted unless the use satisfies Element 1 Guidance Statements (a) and (b) and the related guidance statements for the relevant sub-precinct (Mends)*. These guidance statements read as follows:

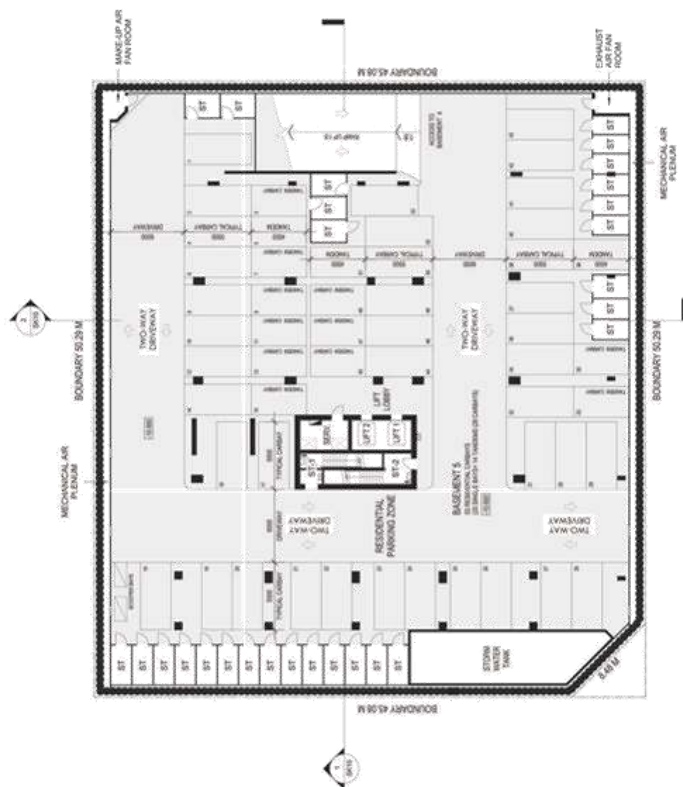
- a) It is intended that the South Perth Station Precinct is to consolidate its role as an employment destination.
- b) In the Mends and Scott-Richardson Sub-Precincts, non-residential uses should predominantly comprise offices, shops and other commercial land uses, Educational Establishments and tourist-oriented development. Inclusion of child care facilities and community art or exhibition galleries within some developments would be beneficial for both residents and employees.
- c) For the Mends Sub-Precinct, shops and other commercial uses are encouraged to retain Mends Street's traditional function as the main retail area in South Perth. Land uses with higher intensity visitation should be located on the ground floor, with non-residential land uses encouraged on the lower floors and residential on the upper floors.

The proposed *Showroom, Local Shop* and *Specialty Retail* land uses are all associated with and variations of retail land uses as defined within schedule 1 of the City's Town Planning Scheme No. 1 (see **Attachment 2** of this report). As per the guidance statements, the Mends sub-precinct is to retain its traditional function as the primary retail area of the precinct. These proposed land uses are seen to diversify the retail opportunity and employment within the precinct by providing a greater range of retail types and increased flexibility for retail business owners. Given this, the proposed uses are viewed as complimentary to the objectives of the scheme and are therefore supported for approval.

The *Indoor Sporting Activities* land use is defined as '*physical exercise, recreation and sporting activities undertaken within a building designed and equipped for such activities*'. The City of South Perth promotes healthy living and an active lifestyle, by approving a potential *Indoor Sporting Activities* use which may be for a gym or the like, would service the residents and employees of the precinct and would be seen as an appropriate amenity provision. There is going to be an increase in the working and resident population in the precinct in the future and recreational outlets as well as quality public open space will be integral to the precinct to promote healthy lifestyle and therefore, the proposed use is supported by the City.

Conclusion:

The City is satisfied that the proposed uses not listed within Schedule 9, which the applicant seeks approval for, are appropriate for the precinct and Mends sub-precinct alike, further to the associated guidance statements of Schedule 9 and City objectives. As such, the City recommends the conditional approval of this minor amendment application as detailed above.



BASEMENT 5

1 SK01

1:200 @A1
1:400 @A3

BASEMENT
FLOOR PLAN



96 MILLPOINT ROAD
LOT 100, SOUTH PERTH

21 STOREY MIXED - USE DEVELOPMENT
118 RESIDENTIAL APARTMENT & 2697m² COMMERCIAL TENANCIES



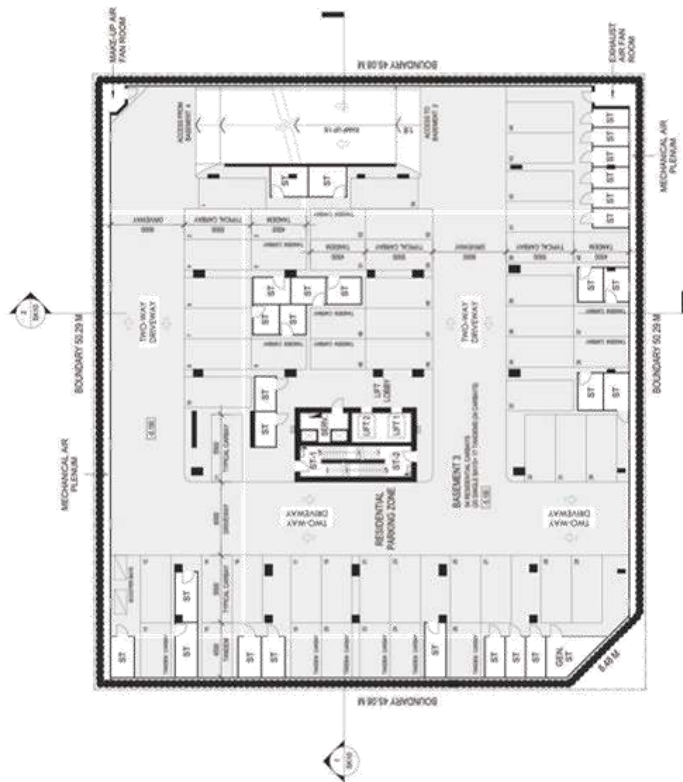
01
10/10/2015
1:400 @A3
1:200 @A1
1:100 @A2

Item 7.4.1

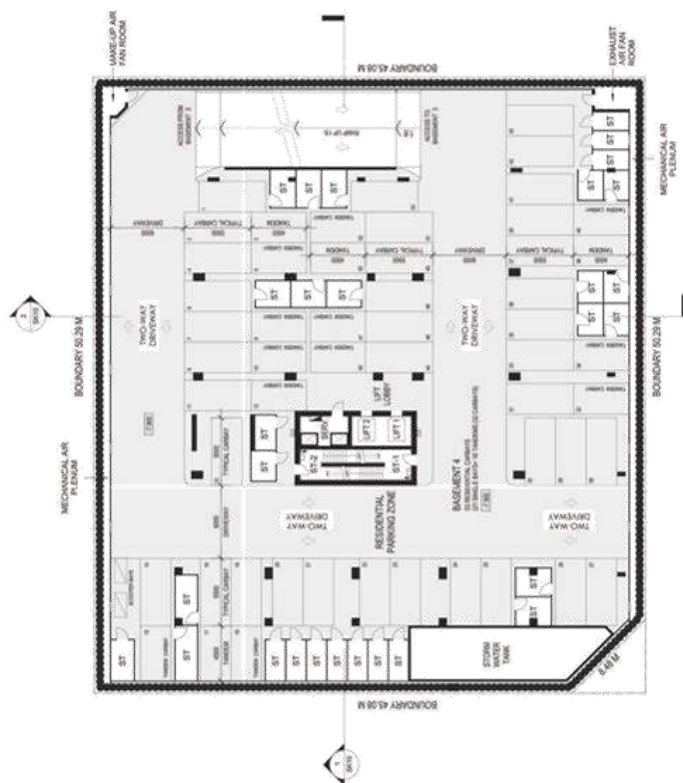
PROPOSED MINOR AMENDMENT TO PREVIOUSLY APPROVED MIXED USE DEVELOPMENT WITHIN A 21 STOREY BUILDING. LOT 100 (NO. 96) MILL POINT ROAD, SOUTH PERTH

Attachment (b)

Approved Development Plans - Proposed Amendments to Mixed Development - Lot 100 (No. 96) Mill Point Road, South Perth



2 BASEMENT 3
 1:200 @A1
 1:400 @A3



1 BASEMENT 4
 1:200 @A1
 1:400 @A3

BASEMENT
 FLOOR PLAN



21 STOREY MIXED - USE DEVELOPMENT
 118 RESIDENTIAL APARTMENT & 2697m² COMMERCIAL TENANCIES

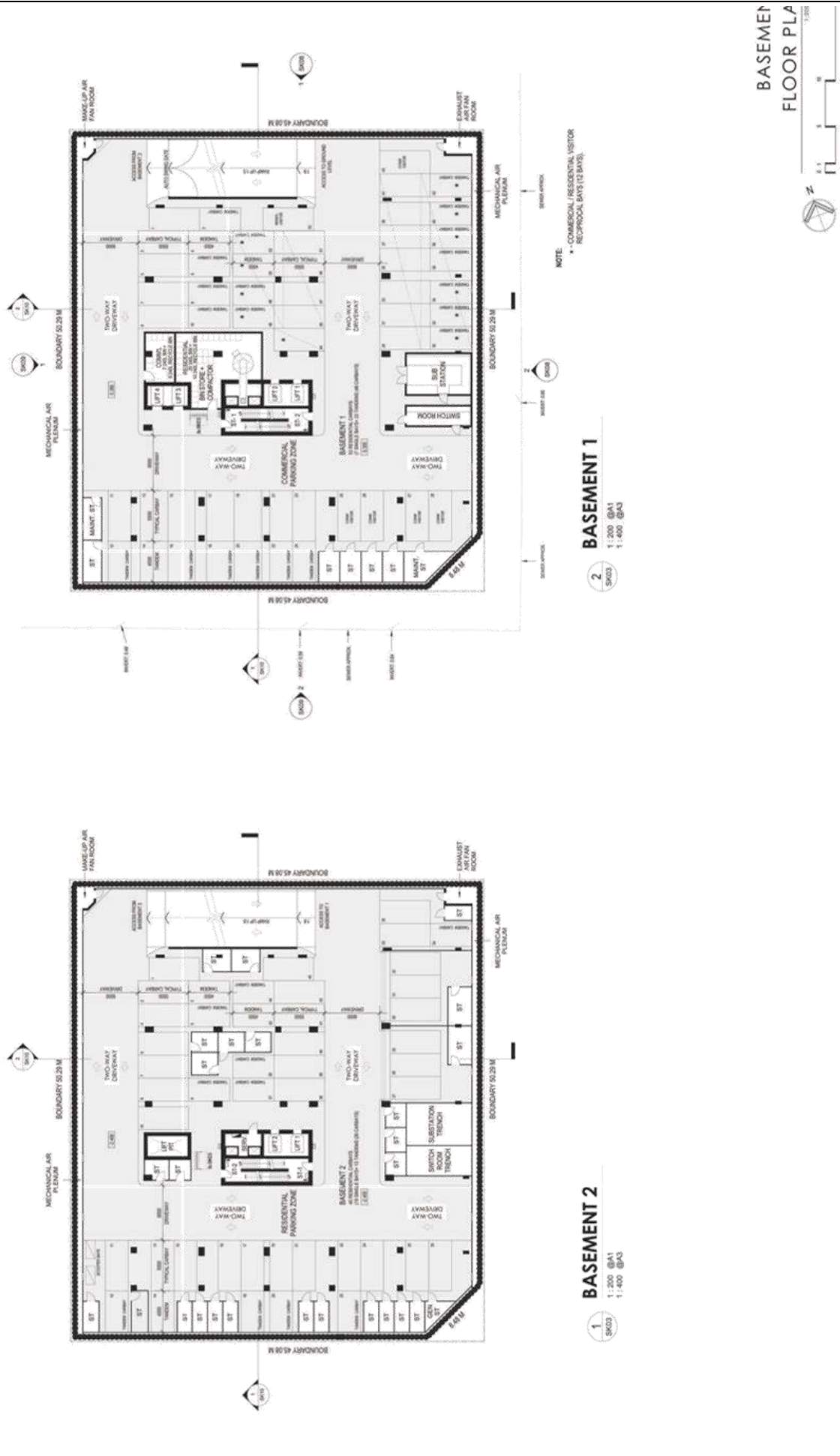
96 MILLPOINT ROAD
 LOT 100, SOUTH PERTH

Item 7.4.1

PROPOSED MINOR AMENDMENT TO PREVIOUSLY APPROVED MIXED USE DEVELOPMENT WITHIN A 21 STOREY BUILDING. LOT 100 (NO. 96) MILL POINT ROAD, SOUTH PERTH

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21 STOREY MIXED - USE DEVELOPMENT
 118 RESIDENTIAL APARTMENT & 2697m² COMMERCIAL TENANCIES

96 MILLPOINT ROAD
 LOT 100, SOUTH PERTH

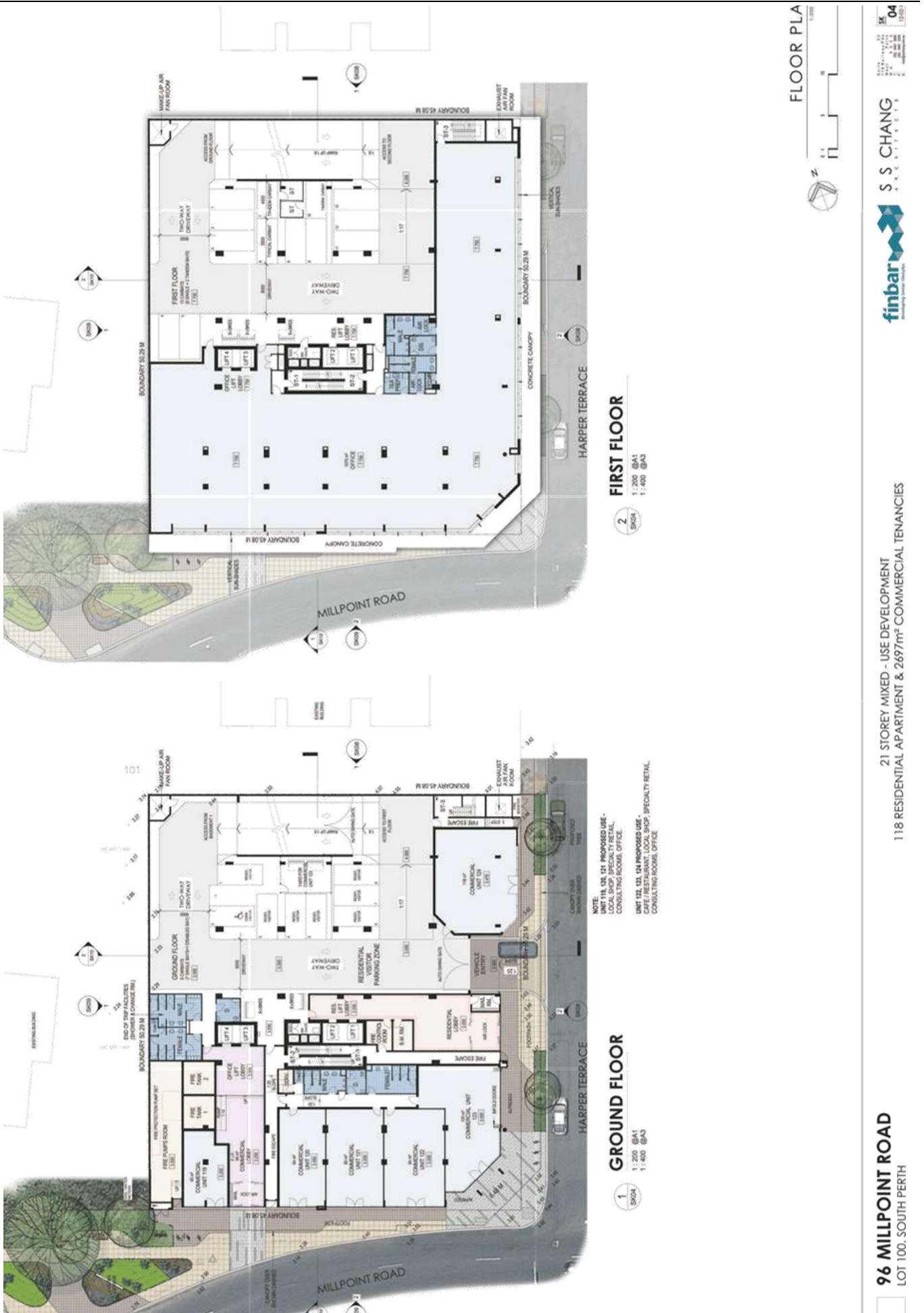


Item 7.4.1

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Attachment (b)

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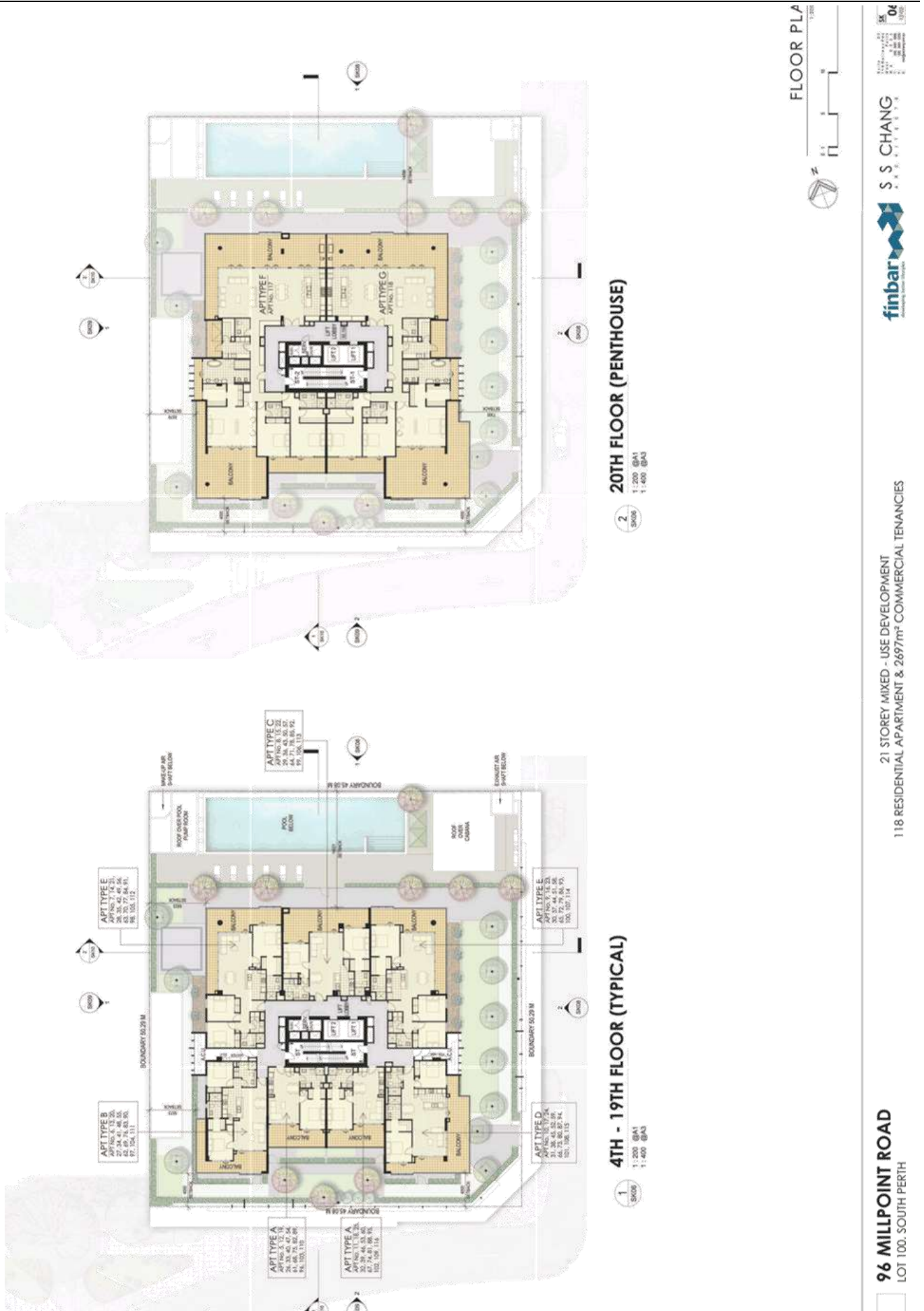


Item 7.4.1

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Attachment (b)

Approved Development Plans - Proposed Amendments to Mixed Development - Lot 100 (No. 96) Mill Point Road, South Perth

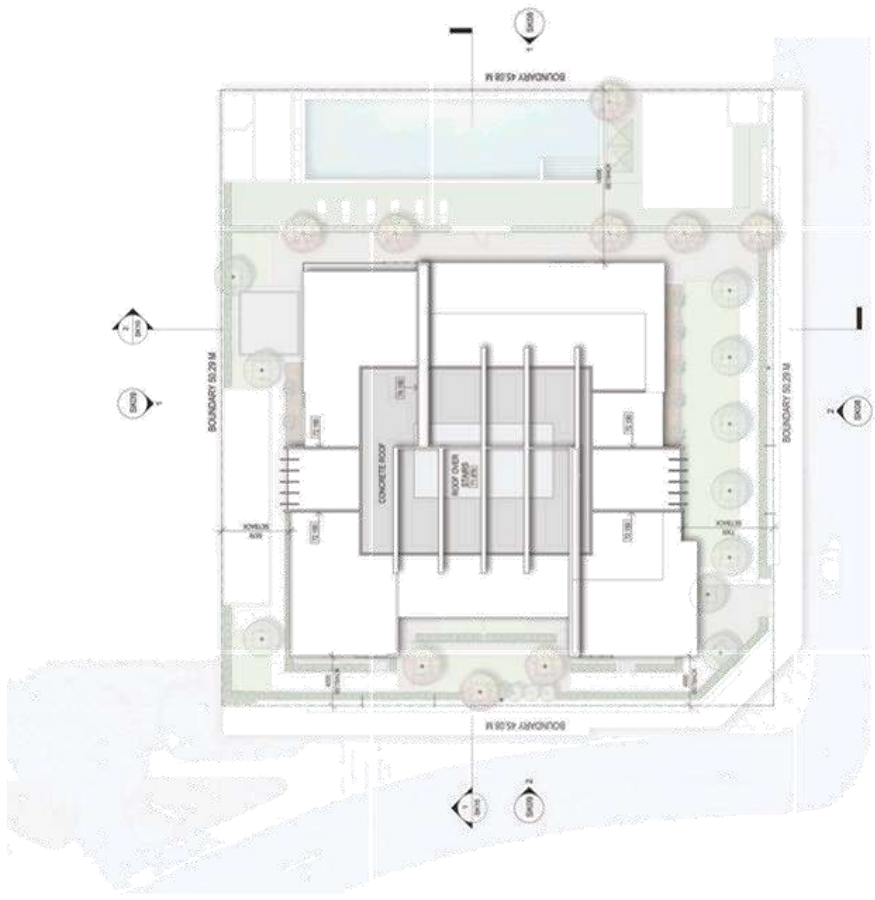


Item 7.4.1

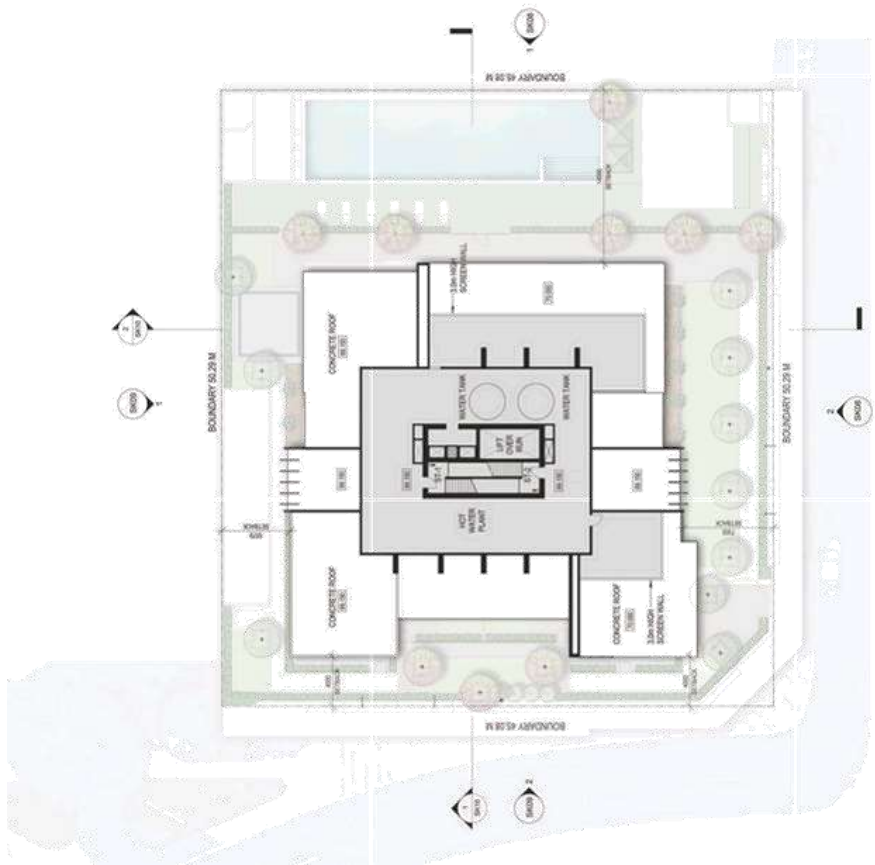
PROPOSED MINOR AMENDMENT TO PREVIOUSLY APPROVED MIXED USE DEVELOPMENT WITHIN A 21 STOREY BUILDING. LOT 100 (NO. 96) MILL POINT ROAD, SOUTH PERTH

Attachment (b)

Approved Development Plans - Proposed Amendments to Mixed Development - Lot 100 (No. 96) Mill Point Road, South Perth



2 TOP OF ROOF
 1:200 @A1
 1:400 @A3

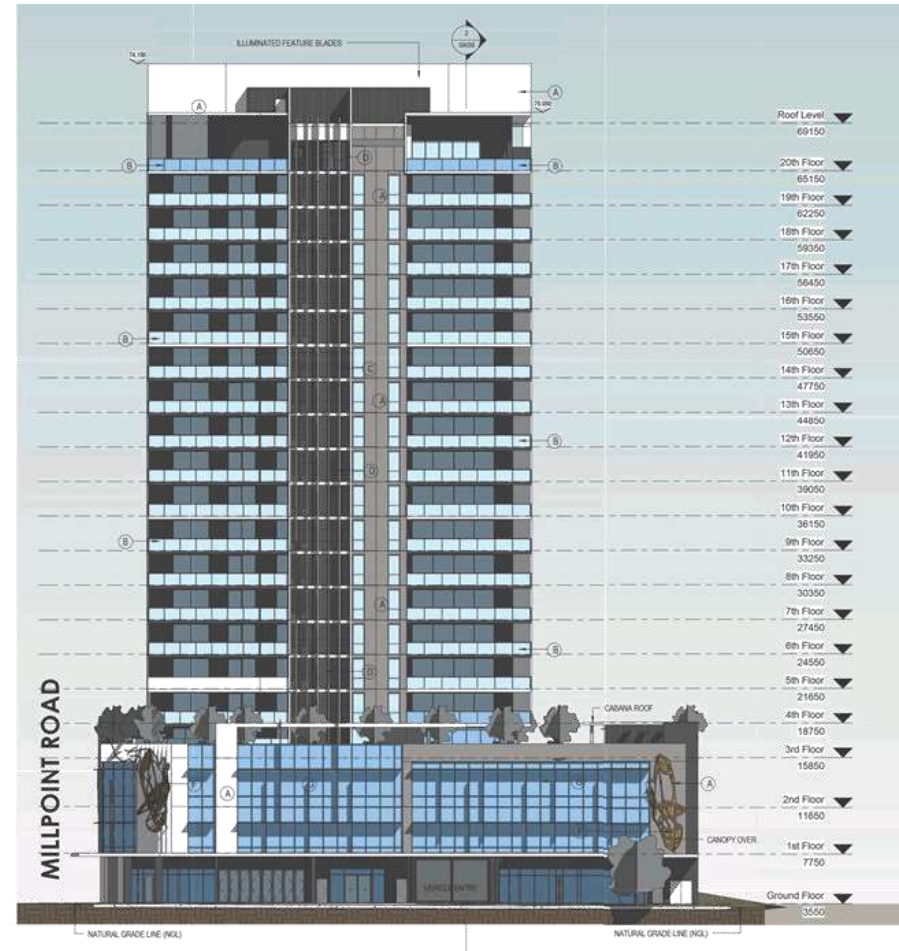
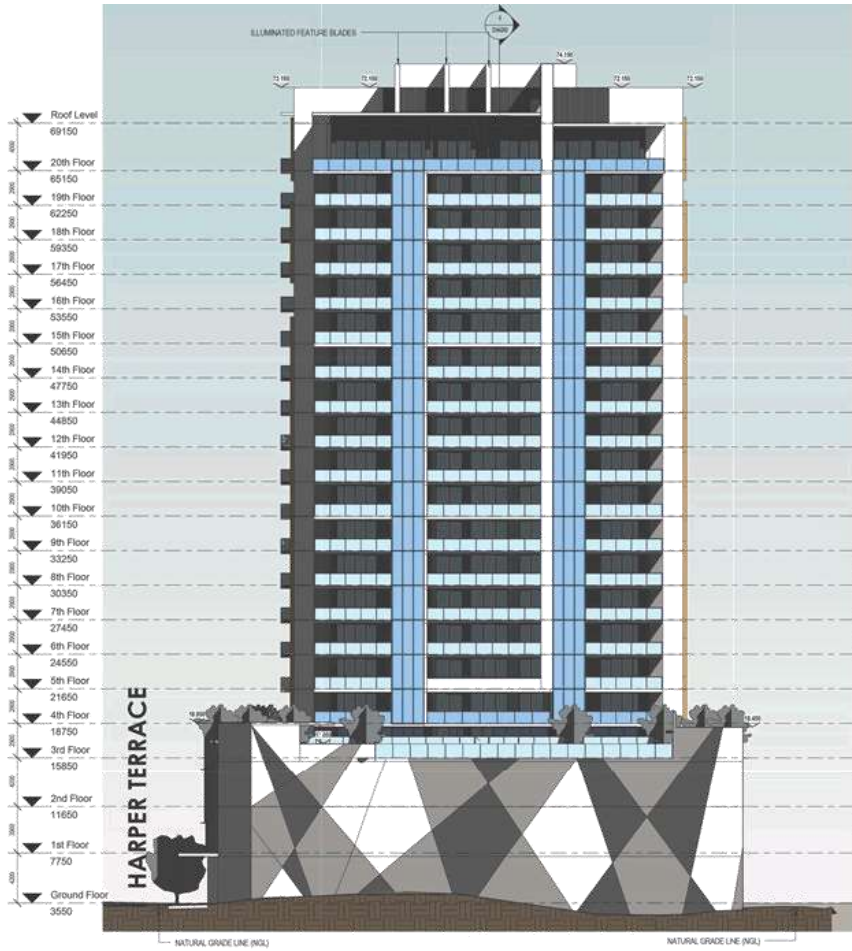


1 ROOF LEVEL
 1:200 @A1
 1:400 @A3



21 STOREY MIXED - USE DEVELOPMENT
 118 RESIDENTIAL APARTMENT & 2697m² COMMERCIAL TENANCIES

96 MILLPOINT ROAD
 LOT 100, SOUTH PERTH



1 ELEVATION 1: (NORTH EAST)
SK07 1:200 @A1
1:400 @A3

2 ELEVATION 2: HARPER TERRACE (SOUTH EAST)
SK07 1:200 @A1
1:400 @A3

LEGEND FOR EXTERNAL FINISHES

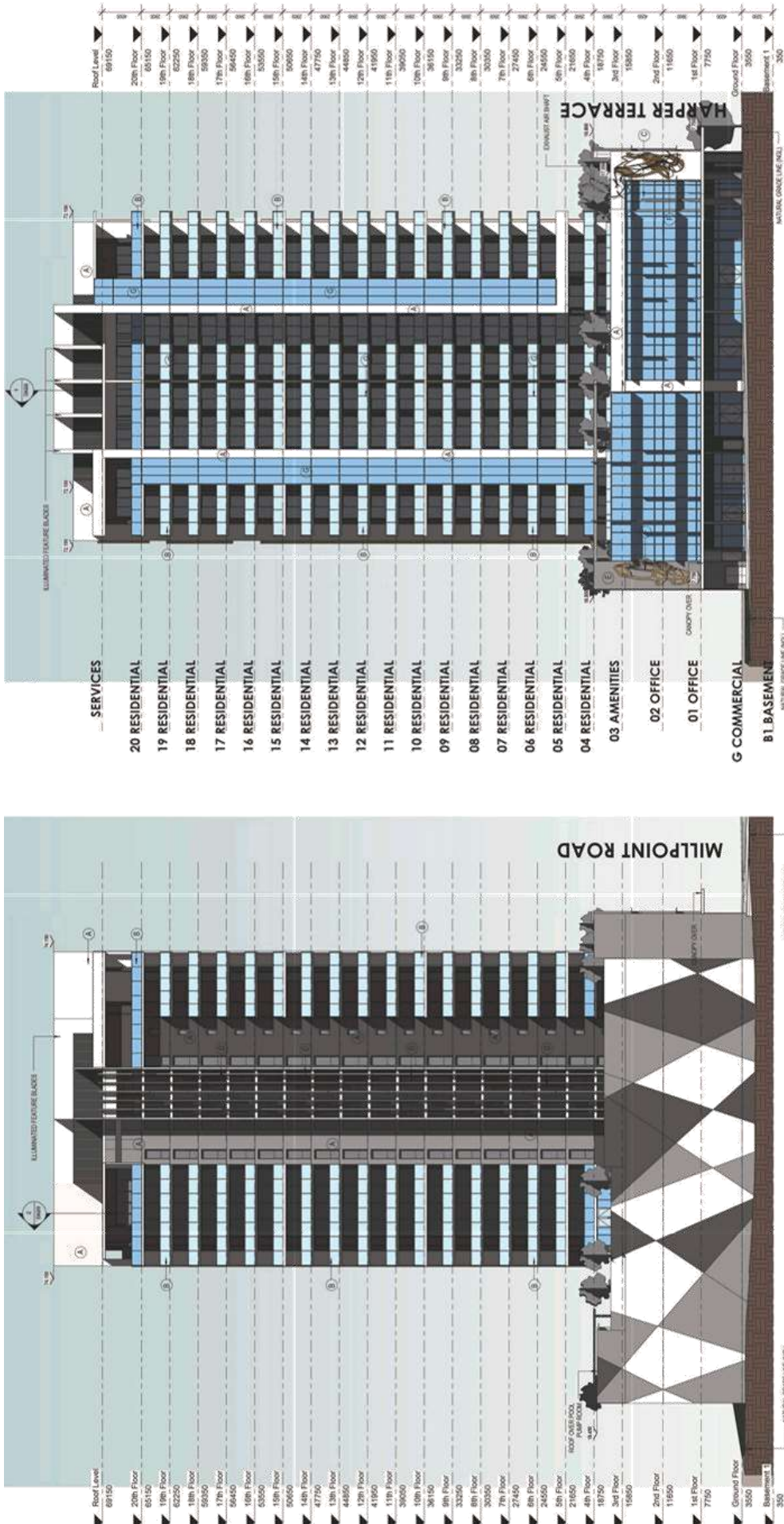
- | | | | | | | | | | | | |
|---|--------------------------------|---|--|---|--|---|---|---|---------------------|---|---------------------|
| A | PAINTED CONCRETE WALLS/COLUMNS | C | VERTICAL / HORIZONTAL SUN-SHADE BLADES | E | FEATURE WALL PAINT | G | PROPRIETARY CURTAIN WALL GLAZING SYSTEM | I | BASE COLOUR | J | CONTRAST COLOUR 'B' |
| B | PROPRIETARY ALUM. BALUSTRADES | D | FEATURE DECORATIVE LOUVERED SCREENS | F | PAINTED CONCRETE WALL WITH ARTWORK SHOWN | H | ARTWORK | 2 | CONTRAST COLOUR 'A' | 4 | CONTRAST COLOUR 'C' |



96 MILLPOINT ROAD
LOT 100, SOUTH PERTH

21 STOREY MIXED - USE DEVELOPMENT
118 RESIDENTIAL APARTMENT & 2697m² COMMERCIAL TENANCIES





96 MILLPOINT ROAD
 LOT 100, SOUTH PERTH

21 STOREY MIXED - USE DEVELOPMENT
 118 RESIDENTIAL APARTMENT & 2,697m² COMMERCIAL TENANCIES

S S CHANG
 ARCHITECTS

finbar
 CONSULTANTS

ELEVATION 3: (NORTH WEST)
 1: 200 @A1
 3000 @A3
LEGEND FOR EXTERNAL FINISHES
 A FINISHES CONCRETE WALLS EXPOSING
 B FINISHES CONCRETE WALLS WITH APPROXIMATE
 C FINISHES CONCRETE WALLS WITH APPROXIMATE
 D FINISHES CONCRETE WALLS WITH APPROXIMATE

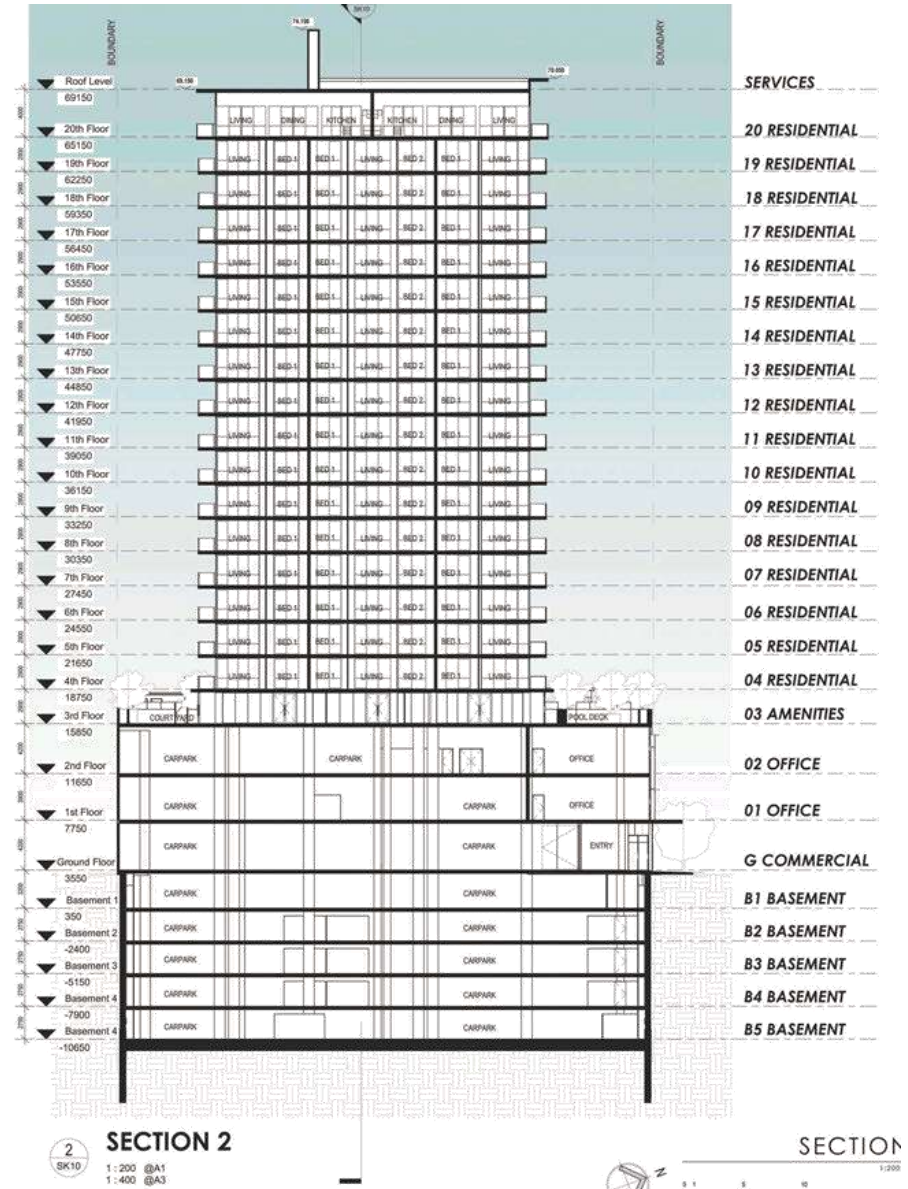
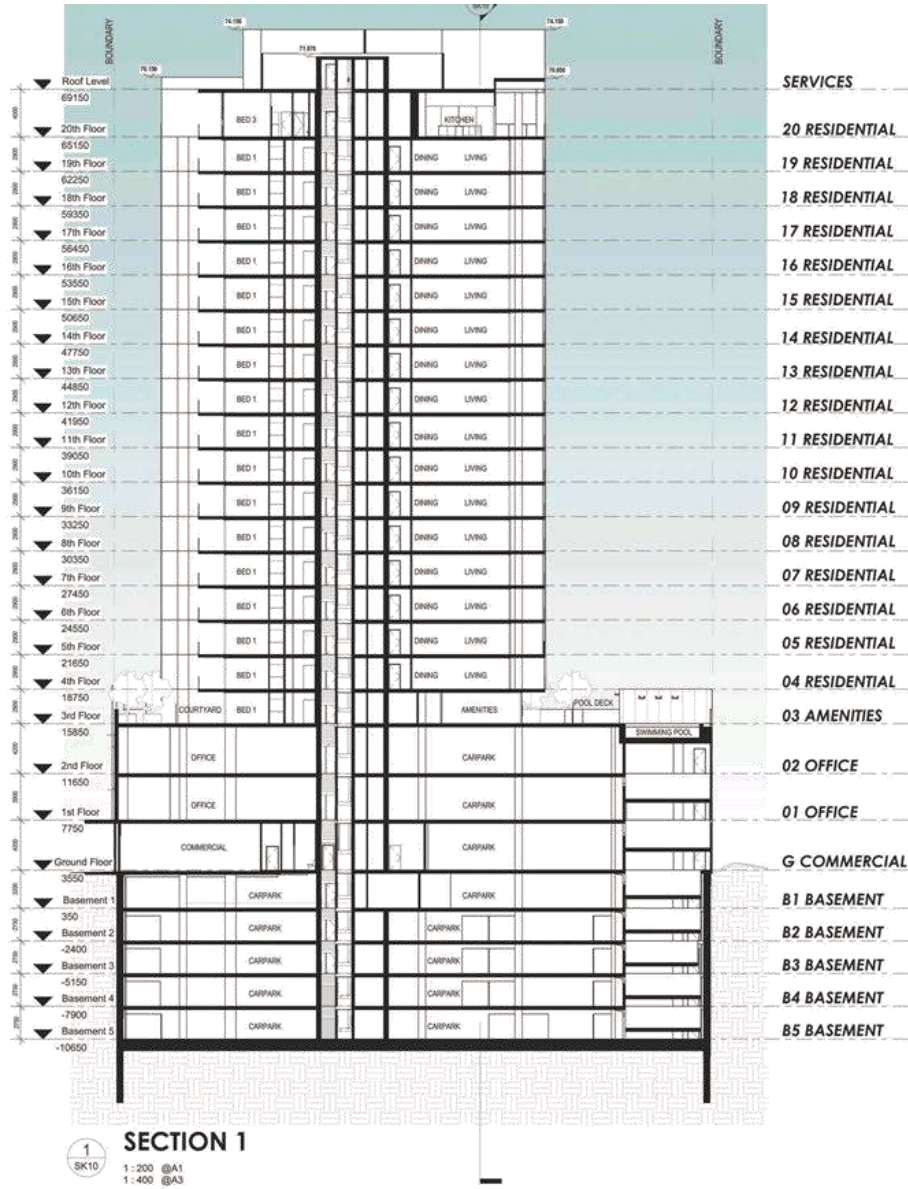
ELEVATION 4: MILLPOINT ROAD (SOUTH WEST)
 2: 200 @A1
 3000 @A3

96 MILLPOINT ROAD
 LOT 100, SOUTH PERTH

21 STOREY MIXED - USE DEVELOPMENT
 118 RESIDENTIAL APARTMENT & 2,697m² COMMERCIAL TENANCIES

S S CHANG
 ARCHITECTS

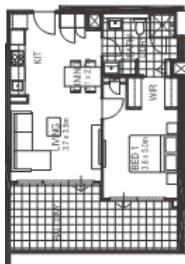
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 CONSULTANTS



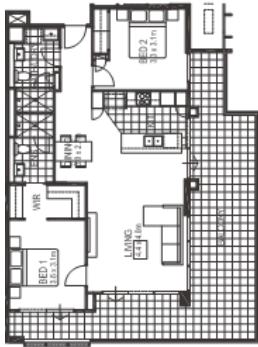
96 MILLPOINT ROAD
LOT 100, SOUTH PERTH

21 STOREY MIXED - USE DEVELOPMENT
118 RESIDENTIAL APARTMENT & 2697/m² COMMERCIAL TENANCIES

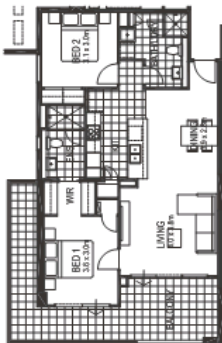




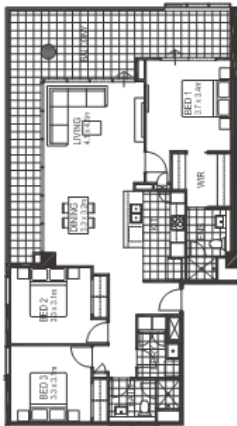
APT. TYPE A
 1 BED/1 BATH (AREA: 52m², BALCONY: 17m²)
 APT. No's. 1, 5, 19, 26, 39, 40, 47, 54,
 61, 65, 67, 69, 89, 94, 105, 110
 APARTMENTS TO BE READ MIRRORED:
 4, 11, 18, 25, 32, 39, 46, 53, 60,
 67, 74, 81, 88, 95, 102, 109, 116



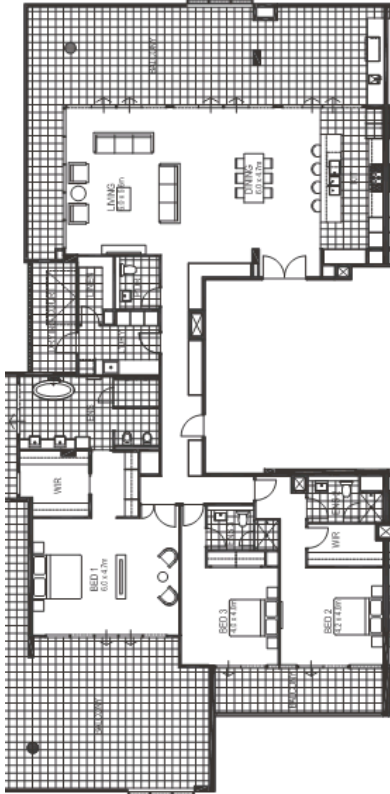
APT. TYPE D
 2 BED/2 BATH (AREA: 89m², BALCONY: 42m²)
 APT. No's. 3, 10, 17, 24, 31, 38, 45, 52, 59,
 66, 73, 80, 87, 94, 101, 108, 115



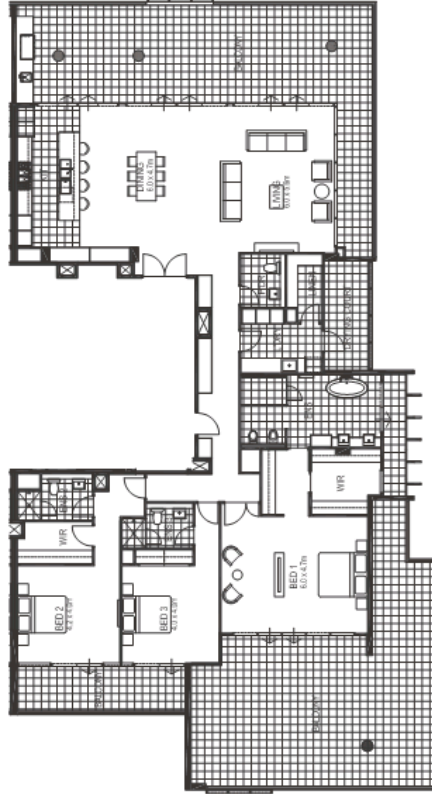
APT. TYPE B
 2 BED/2 BATH (AREA: 82m², BALCONY: 24m²)
 APT. No's. 2, 6, 13, 20, 27, 34, 41, 48, 55,
 62, 69, 76, 83, 90, 97, 104, 111



APT. TYPE E
 3 BED/2 BATH (AREA: 110m², BALCONY: 34m²)
 APT. No's. 7, 14, 21, 28, 35, 42, 49, 56, 63,
 70, 77, 84, 91, 98, 105, 112
 APARTMENTS TO BE READ MIRRORED:
 9, 16, 23, 30, 37, 44, 51, 58, 65,
 72, 79, 86, 93, 100, 107, 114



APT. TYPE F
 3 BED/3 BATH (AREA: 254m², OVERALL BALCONY: 156m²)
 APT. No's. 117



APT. TYPE G
 3 BED/3 BATH (AREA: 253m², OVERALL BALCONY: 172m²)
 APT. No's. 118



APT. TYPE C
 2 BED/2 BATH (AREA: 83m², BALCONY: 31m²)
 APT. No's. 8, 15, 22, 29, 36, 43, 50, 57,
 64, 71, 78, 85, 92, 99, 106, 113



APT FLOOR PLA
 1:100

Schedule 1 Definitions

Refer to Clause 1.10

In this Scheme:

'absolute majority' : has the same meaning as given to it in the *Local Government Act, 1995* (as amended).

'Act' : means the *Planning and Development Act, 2005* (as amended).

NOTE ON 'ACT' :
Modified by
Amendment No. 25
(GG 18.1.2013)
[Note added 18.1.2013]

'Additional Use' : means a use permitted under clause 3.4.

'A-frame roof' : means a steeply pitched roof enclosing a framed construction in the shape of the letter 'A'.

NOTE ON 'A-FRAME ROOF' :
Definition added by
Amendment No. 17
(GG 30.7.2013)
[Note added 30.7.2013]

'Aged or Dependent Persons' Amenities' : means any land or building provided and designed in conjunction with and appurtenant to Aged or Dependent Persons' Dwellings and used for the purpose of providing meals or social, cultural, recreational or shopping amenities.

'Aged or Dependent Persons' Dwelling' : means a dwelling, which, by incorporating appropriate provisions for the special needs of aged or dependent persons or both, is designed, and is used, for the permanent accommodation of a person who:

- (a) is aged 55 years or more; or
- (b) has a recognised form of handicap requiring special accommodation; and may also accommodate the spouse of that person and no more than one other person.

'Ancillary Accommodation' : has the same meaning as 'ancillary accommodation' in the Residential Design Codes.

'auditorium' : means the space for seating the audience in a cinema, theatre, concert hall or the like.

'Australian Height Datum' : means a level datum, derived from mean sea level observations along the Australian coastline, used uniformly throughout Australia as a base reference for 'derived' datum levels.

'balcony' : means a platform outside and protruding from or recessed into the main structure of a building with access from an upper floor.

'Bed and Breakfast Accommodation' : means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast.

NOTES :**Schedule 1 - Definitions (cont'd)****'BHL wall' :**

- (a) means an external wall used for measuring the height of a building to determine compliance with clause 6.1A, which:
- (i) may comprise the whole or part of an elevation of a building or continuous wall face;
 - (ii) commences from each ground level point used in measuring building height; and
 - (iii) rises to, or is nearest below, the Building Height Limit.
- (b) The term includes:
- (i) support columns or external enclosure of a balcony or stairs;
 - (ii) where a gable forms a triangular extension of the wall, the lower one-third but not the upper two-thirds of the gable; and
 - (iii) the more steeply pitched plane of a mansard roof.
- (c) The term does not include a wall which is permitted to project above the Building Height Limit under clause 6.1A(5) or clause 6.2A.

NOTE ON 'BHL WALL':

Definition added by
Amendment No. 17
(GG 30.7.2013)
[Note added 30.7.2013]

'boundary wall' : means a wall of a building or of an attached or detached outbuilding appurtenant to the building, located on a side or rear lot boundary.

'Building Height Limit' : means a horizontal plane or planes at the maximum permissible height of a building as prescribed by the Scheme Maps - Building Height Limits and clause 6.1A.

NOTES ON 'BUILDING HEIGHT LIMIT' :

(1) Amended by
Amendment No. 17
(GG 30.7.2013)

(2) Refer to definition of
'BHL wall'.

[Note added 30.7.2013]

'Café/Restaurant' : means any land or building used primarily for the preparation and serving of meals or refreshments for consumption on the premises.

'carrier' : has the same meaning as in the *Telecommunications Act, 1997 (Commonwealth)* (as amended).

NOTE ON 'CASH-IN-LIEU PAYMENT':

Definition added by
Amendment No. 30
(GG 12.9.2014)

[Note added 12.9.2014]

'cash-in-lieu payment' : means, in relation to car parking bays required to be provided on a development site, a sum of money calculated in accordance with clause 6.3A(4), which an owner is required to pay to the City in lieu of deficit bays.

'Child Day Care Centre' : means premises used for the daily or occasional care of children in accordance with the regulations for child care under the *Child Care Services Act 2007*, but does not include a Family Day Care.

NOTE ON 'CHILD DAY CARE CENTRE':

Definition amended by
Amendment No. 23
(GG 9.9.2011)

[Note added 5.10.2011]

'Cinema/Theatre' : means any land or building where the public may view a motion picture or theatrical production.

'City' : means the municipality of the City of South Perth.

'Civic Use' : means any land or building used by a Government Department, an instrumentality of the Crown, or the Council, for administrative, recreational or other purpose.

NOTES :**Schedule 1 - Definitions (cont'd)**

'Club Premises' : means any land or building used by a legally constituted club or association or other body of persons united by a common interest whether such building or premises be licensed under the provisions of the *Liquor Licensing Act, 1988* (as amended) or not and which building or premises are not otherwise classified under the provisions of the Scheme.

NOTE ON 'COMPREHENSIVE NEW DEVELOPMENT':

Definition added by Amendment No. 30 (GG 12.9.2014)

[Note added 12.9.2014]

'coding' or **'density coding'** : means the residential density applicable to land as indicated on the Scheme Maps.

NOTE ON 'CONSERVATION' :

As reprinted on 1 June 2001, the Heritage of Western Australia Act defined 'conservation' to mean, in relation to any place, the management of that place in a manner that will:

- (a) enable the cultural heritage significance of that place to be retained; and
- (b) yield the greatest sustainable benefit for the present community without diminishing the cultural heritage significance of that place,

and may include the preservation, stabilisation, protection, restoration, reconstruction, adaptation and maintenance of that place in accordance with relevant professional standards, and the provision of an appropriate visual setting.

[Note added 29.4.2003]

'Commission' : means the Western Australian Planning Commission constituted under the *Western Australian Planning Commission Act, 1985* (as amended).

'comprehensive new development' : means a development which is determined by Council not to be a minor alteration, addition or extension to an existing development.

'conservation' : shall have the same meaning as that given to it from time to time in the *Heritage of Western Australia Act, 1990* (as amended).

'Consulting Rooms' : means premises used by a health consultant for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling).

'Convenience Store' : means any land or building used for the sale by retail of both petrol and goods commonly sold in supermarkets, delicatessens and newsagencies.

'corrective institution' : means premises used to hold and reform persons committed to it by a court, such as a prison or other type of detention facility.

'Council' : means the Council of the City of South Perth.

NOTE ON 'CULTURAL HERITAGE SIGNIFICANCE' :

As reprinted on 1 June 2001, the Heritage of Western Australia Act defined 'cultural heritage significance' to mean, in relation to a place, the relative value which that place has in terms of its aesthetic, historic, scientific, or social significance, for the present community and future generations.

[Note added 29.4.2003]

~~**'cultural heritage significance'** : shall have the same meaning as that given to it from time to time in the *Heritage of Western Australia Act, 1990* (as amended).~~

Replaced by term defined in clause 1 of the Deemed Provisions.

cultural heritage significance has meaning given in the *Heritage of Western Australia Act 1990* section 3(1).

NOTE: 'Deemed Provisions' : as used throughout this Scheme Text, means the deemed provisions comprising Schedule 2 'Deemed provisions for local planning schemes' of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

NOTES :**Schedule 1 - Definitions (cont'd)**

'delegated officer' : means an officer of the Council, to whom the Council has delegated all or some of its powers under this Scheme, by way of a resolution passed pursuant to ~~clause 9.7~~ **Part 10 Division 2 of the Deemed Provisions.**

NOTE ON 'DELEGATED OFFICER' :
For Deemed Provisions Part 10 Division 2, refer to former TPS6 clause 9.7 above.

'development' : shall have the same meaning as that given to it from time to time in the Act but shall also include signs and, in relation to any place entered on the Heritage List, any act or thing that:

- (a) is likely to change the character of the place or the external appearance of any building; or
- (b) would constitute an irreversible alteration to the fabric of any building.

NOTE ON 'DEVELOPMENT' :
As reprinted on 19 December 2000, the Act defined 'development' to mean:

'development site' : means a lot which is the subject of:

- (a) a request for informal preliminary support for a proposed development; or
- (b) an application for planning approval.

"the development or use of any land, including any demolition, erection, construction, alteration of or addition to any building or structure on the land and the carrying out on the land of any excavation or other works, and in the case of a place to which a Conservation Order made under section 59 of the Heritage of Western Australia Act, 1990, applies, also includes any act or thing that -

'Discretionary Use' : means a Use in respect of which the symbol 'D' appears in the cross-reference in Table 1.

'Discretionary Use with Consultation' : means a Use in respect of which the symbol 'DC' appears in the cross-reference in Table 1.

'dispose' : means to sell, lease, or otherwise dispose of, whether absolutely or not.

(a) is likely to change the character of that place or the external appearance of any building; or
(b) would constitute an irreversible alteration of the fabric of any building."

'dual coding' or **'dual density coding'** : means two Residential Planning Code density coding numbers shown on the Scheme Maps for the same land, identifying the range of densities to which that land may be developed, the applicable density coding being determined by the satisfaction of the required minimum number of performance criteria relevant to that particular dual density coding, as set out in clause 4.2 and Schedule 3.

[Note added 29.4.2003]

'Educational Establishment' : means premises developed for the purpose of education and includes a school, college, university, technical centre or institute, lecture hall or kindergarten and includes playing fields and such other ancillary uses as the Council may permit, but does not include a corrective institution.

'external wall' : means an outer wall of a building that separates the building's internal space from the external environment.

NOTES ON 'EXTERNAL WALL' :
(1) Definition added by Amendment No. 17.
(2) Refer to clause 6.1A. (GG 30.7.2013)
[Note added 30.7.2013]

'Family Day Care' : means a child care service provided to children in a private dwelling in a family or domestic environment but does not include a Child Day Care Centre.

NOTES :**Schedule 1 - Definitions (cont'd)**

'fence' : means a structure or hedge situated on the common boundary between adjoining lands in different occupancies or within 3.0 metres of that common boundary, forming a barrier between those lands. The term 'fence' includes:

- (a) subsequent extensions which increase the effective height of the original barrier, whether attached to or detached from the structure or hedge; and
- (b) a structure or hedge forming a barrier between a lot and a thoroughfare or reserve;

but does not include any structural part of a building.

'finished ground level' : means the ground level at the completion of construction of a building and landscaping of the site.

'floor level' : means the top surface of the finished structural floor of a building, and where the floor is covered by permanent finishes such as terrazzo, ceramic tiles, slates or parquetry or the like, the top surface of those finishes.

'focus area' : means the section of a street extending from one cross intersection to the next cross intersection, together with the residential properties fronting onto both sides of that section of the street.

'gable' : means that portion of an external wall that encloses the end of the space under a roof of any shape other than a flat roof. The term does not include an A-frame roof which extends to ground level.

NOTES ON 'GABLE' :

- (1) Definition added by Amendment No. 17.
 - (2) Refer to clause 6.1A.
- (GG 30.7.2013)
[Note added 30.7.2013]

'gazettal date' : means the date on which notice of the Minister's approval of this Scheme is published in the Government Gazette.

'gross floor area' : means the area of all floors of a building measured from the outer faces of external walls, but the term does not include any balcony and any area within the building used for parking of vehicles, for vehicular access or for end-of-trip facilities for cyclists.

NOTE ON 'GROSS FLOOR AREA' :

- Definition modified by Amendment No. 43.
- (GG 13.6.2014)
[Note added 13.6.2014]

'ground level' : means natural ground level where this can be determined, or failing this, any of the following :

- (a) the natural ground level as identified on drawings pertaining to the most recently approved development on the subject land; or
- (b) where natural ground level cannot be identified, the level determined by the Council to be the ground level; or
- (c) a level of 1.7 metres above Australian Height Datum where the ground has been filled or is required by the Scheme to be filled, to such level.

'Grouped Dwelling' : has the same meaning as 'grouped dwelling' in the Residential Design Codes.

Schedule 1 - Definitions (cont'd)**'habitable room' :**

- (a) in relation to residential dwellings, has the same meaning as given to it in and for the purpose of the Residential Design Codes; or
- (b) in relation to any non-residential building or part of a building, means a room or space occupied frequently or for extended periods by staff or visitors, and excludes the areas of any lobbies, lift shaft, stair, toilet, bathroom, kitchen, lunch room, store area, storage room, plant room, passage and any rooms not having a major opening or any area within the building used for parking of vehicles or for vehicular access.

'height' :

- (a) for the purpose of determining boundary setbacks for residential development, has the same meaning as given to it in and for the purpose of the Residential Design Codes; or
- (b) for the purpose of determining compliance of a building with the prescribed Building Height Limit, means the vertical distance from a point at ground level to the level of the uppermost part of the building situated vertically above the outer face of the BHL walls, determined in accordance with clause 6.1A.

NOTE ON 'HEIGHT':
Paragraph (b) amended
by Amendment No. 17
(GG 30.7.2013)
[Note added 30.7.2013]

'Heritage Council of Western Australia' : means the Heritage Council of Western Australia established by section 5 of the *Heritage of Western Australia Act, 1990* (as amended).

'Heritage List' : means the Heritage List referred to in clause 6.11.

'High Level Residential Aged Care Facility' : means a care facility which involves 24 hour nursing care, delivered by registered nursing staff to aged or dependent persons, and includes accommodation, support services (such as cleaning, laundry and meals), personal care services (such as help with dressing, eating, toileting, bathing and moving around) and may also include allied health services (such as physiotherapy, occupational therapy, recreational therapy and podiatry).

'Home Business' : means a business, service or profession carried out in a dwelling or on land around a dwelling by an occupier of the dwelling which -

- (a) does not employ more than 2 people not members of the occupier's household;
- (b) will not cause injury to or adversely affect the amenity of the neighbourhood;
- (c) does not occupy an area greater than 50 square metres;
- (d) does not involve the retail sale, display or hire of goods of any nature;
- (e) in relation to vehicles and parking, does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood, and does not involve the presence, use or calling of a vehicle more than 3.5 tonnes tare weight; and
- (f) does not involve the use of an essential service of greater capacity than normally required in the zone.

NOTES :**Schedule 1 - Definitions (cont'd)**

'Home Occupation' : means an occupation carried out in a dwelling or on land around a dwelling by an occupier of the dwelling which –

- (a) does not employ more than one person not a member of the occupier's household;
- (b) will not cause injury to or adversely affect the amenity of the neighbourhood;
- (c) does not occupy an area greater than 30 square metres;
- (d) does not display a sign exceeding 0.2 square metres;
- (e) does not involve the retail sale, display or hire of goods of any nature on the development site other than infrequently;
- (f) in relation to vehicles and parking, does not result in the requirement for a greater number of parking facilities than normally required for a Single House or an increase in traffic volume in the neighbourhood, does not involve the presence, use or calling of a vehicle more than 2 tonnes tare weight, and does not include provision for the fuelling, repair or maintenance of motor vehicles; and
- (g) does not involve the use of an essential service of greater capacity than normally required in the zone.

NOTES ON 'HOME OCCUPATION':

1. Paragraphs (e) and (f) amended; and paragraphs (h), (i) and (j) deleted by Amendment No.35 (GG 17.4.2014)
 2. Refer also to clause 4.12.
- [Notes added 17.4.2014]

'Home Office' : means a Home Occupation limited to a business carried out solely within a dwelling by a resident of the dwelling but which does not –

- (a) entail clients or customers travelling to and from the dwelling;
- (b) involve any advertising signs on the premises;
- (c) require any external change to the appearance of the dwelling;
- (d) involve the storage, preparation or sale of foodstuffs; or
- (e) involve the breeding, keeping or selling of any animal.

NOTES ON 'HOME OFFICE':

1. Paragraphs (d) and (e) added by Amendment No.35 (GG 17.4.2014)
 2. Refer also to clause 4.13.
- [Notes added 17.4.2014]

'Hospital' : means a building in which persons are admitted and lodged for medical treatment or care and includes a maternity hospital.

'Hotel' : means any land or building providing accommodation for the public the subject of a hotel licence granted under the provisions of the *Liquor Licensing Act, 1988* (as amended), with or without a betting agency situated on that land or within those buildings, operated in accordance with the *Totalisator Agency Board Betting Act, 1960* (as amended), but does not include Tourist Accommodation.

'Impact Assessment Report' : means a report prepared in accordance with clause 7.6.

'Indoor Sporting Activities' : means physical exercise, recreation and sporting activities undertaken within a building designed and equipped for such activities.

'industry' : means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes premises on the same land used for:

- (a) the storage of goods;

Schedule 1 - Definitions (cont'd)

- (b) the work of administration or accounting;
- (c) the selling of goods by wholesale or retail; or
- (d) the provision of amenities for employees, incidental to any of those industrial operations.

'Industry - Light' or 'Light Industry' : means an industry in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises will not cause any injury to or prejudicially affect the amenity of the locality by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil or otherwise.

'Industry - Service' or 'Service Industry' : means a light industry conducted on land or in a building which may have a shop front and which involves any or all of the following activities:

- (a) the manufacture of goods for sale only on the premises;
- (b) the laundering, dry cleaning, servicing or repair of goods; and
- (c) the receiving of goods to be laundered, dry cleaned, serviced or repaired elsewhere.

'informal preliminary support' : means written informal preliminary support for a proposed development issued pursuant to clause 7.10.

'Karawara Redevelopment Area' : means that portion of the Scheme area designated Karawara Redevelopment Area in Schedule 4.

'land' : includes air stratum titles, messuages, tenements and hereditaments and any estate in the land, and houses, buildings, works and structures, in or upon the land.

'Local Commercial Strategy' : means the Planning Policy entitled 'Local Commercial Strategy' made pursuant to clause 9.6.

local government means the local government responsible for this Scheme.
(Term inserted by Deemed Provisions clause 1.)

'Local Housing Strategy' : means the Planning Policy entitled 'Local Housing Strategy' made pursuant to clause 9.6.

'Local Road' : means a road reserved as a Local Road pursuant to clause 2.2(1)(a) of the Scheme.

'Local Scheme Reserve' : means any land reserved for a public purpose under this Scheme.

'Local Shop' : means a shop with a gross floor area not exceeding 100 square metres, used primarily for the sale of daily grocery needs and may include the sale of take-away food.

NOTES :**Schedule 1 - Definitions (cont'd)**

'lot' : shall have the same meaning given to the term in and for the purposes of the Act.

'Main Roads Western Australia' : means the Commissioner of Main Roads together with his officers and employees appointed under the *Main Roads Act (WA), 1930* (as amended).

'mansard roof' : means a roof with two slopes on all four sides, the lower slope being more steeply pitched, and the upper slope rising to a central ridge. For the purposes of this Scheme, the lower portion of a mansard roof is deemed to form part of the BHL wall.

NOTES ON 'MANSARD ROOF' :

(1) Definition added by Amendment No. 17.

(2) Refer to clause 6.1A.

'Market' : means any land or building used for the display and sale of goods from stalls by independent vendors.

(GG 30.7.2013)
[Note added 30.7.2013]

'Metropolitan Region Scheme' : means the Metropolitan Region Scheme made pursuant to the *Metropolitan Region Town Planning Scheme Act, 1959* published in the Government Gazette of August 9, 1963 and as amended from time to time.

'Minister' : means the Minister for Planning or the Minister of the Western Australian Government responsible for town planning.

'minor projection' : has the same meaning as given to it in the **Codes R-Codes** in relation to building height. The term applies to residential and non-residential buildings.

NOTES ON 'MINOR PROJECTION' :

(1) Definition added by Amendment No. 17.

(2) Refer to clauses 6.1A (4) and (7) and 6.2A (1).

(GG 30.7.2013)
[Note added 30.7.2013]

'Mixed Development' : means any land or building used for the purpose of both:

- (a) one or more dwellings; and
- (b) one or more non-residential uses;

which are permissible within the applicable zone, but the term does not include a Home Business, a Home Occupation or a Home Office.

NOTE ON 'MIXED DEVELOPMENT' :

Refer also to clause 5.1 (3).

[Note added 29.4.2003]

'motel' : means any land or building used to accommodate patrons in a manner similar to a hotel but in which specific provision is made for the accommodation of patrons with motor vehicles and may comprise premises licensed under the *Liquor Licensing Act, 1988* (as amended).

'Motor Vehicle and Equipment Hire' : means any land or building used for the hiring out of equipment or motor vehicles and when conducted on the same site, the storage and cleaning of motor vehicles for hire but does not include mechanical repair or servicing of such vehicles.

'Motor Vehicle and Marine Sales Premises' : means any land or building used for the display and sale of new or second hand motor-cycles, cars, trucks, caravans and boats or any one or more of them and may include the servicing of vehicles sold from the site.

'Motor Vehicle Wash' : means any land or building where vehicles are washed and cleaned by or primarily by mechanical means.

Schedule 1 - Definitions (cont'd)

'Multiple Dwelling' : has the same meaning as 'multiple dwelling' in the Residential Design Codes.

'net lettable area' or 'NLA' : means the area of all floors confined within the finished surfaces of permanent walls but excludes the following areas:

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

'Night Club' : means any land or building used for entertainment with or without eating facilities and to which a licence under the provisions of the *Liquor Licensing Act, 1988* (as amended) has been granted.

'No. 5 Scheme' : means the City of South Perth Town Planning Scheme No. 5.

'Non-Conforming Use' : means any use of land or building which was lawful immediately prior to the coming into operation of this Scheme, but which is not in conformity with any provision of this Scheme which deals with a matter specified in clause 10 of the First Schedule of the Act.

'non-residential' or 'non-residential Use' : means a Use or combination of Uses listed in Table 1 within the category entitled 'Non-Residential Uses'.

'Office' : means any land or building used for administration, clerical, technical, professional or other like business activities and the term includes business services such as printing, photocopying, facsimile services, and computing services excluding hardware sales and repairs.

'outbuilding' : means a store shed, detached laundry, private workshop, carport or garage, machinery room, or the like, appurtenant to and used in conjunction with the principal use of associated buildings.

'outstanding landscaping' : means landscaping conforming to the requirements of clause 6.14(1).

~~**'owner'** : in relation to any land includes the Crown and every person who jointly or severally whether at law or in equity;~~

- ~~(a) is entitled to an estate in fee simple in the land; or~~
- ~~(b) is a person to whom the Crown has lawfully contracted to grant the fee simple of the land; or~~
- ~~(c) is a lessee or licensee from the Crown; or~~
- ~~(d) is entitled to receive or is in receipt of, or if the land were let to a tenant, would be entitled to receive the rents and profits thereof, whether as a beneficial owner, trustee, mortgagee in possession, or otherwise.~~

Replaced by term defined in Deemed Provisions clause 1.

Schedule 1 - Definitions (cont'd)

owner, in relation to land, means —

- (a) if the land is freehold land —
 - (i) a person whose name is registered as a proprietor of the land; and
 - (ii) the State, if registered as a proprietor of the land; and
 - (iii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land; and
 - (iv) a person who is the holder of a freehold interest in land vested in an executor or administrator under the *Administration Act 1903* section 8;
- and
- (b) if the land is Crown land —
 - (i) the State; and
 - (ii) a person who holds an interest as purchaser under a contract to purchase an estate in fee simple in the land.

'patio' : means a water-impermeable roofed open-sided area which may or may not be attached to a dwelling, and may:

- (a) be in the form of a shade sail with a sail area of 20 square metres or more and where any part of the structure is 3.5 metres or more in height;
- (b) incorporate fixed or adjustable louvres as roofing; and
- (c) incorporate retractable awnings or retractable blinds attached to the sides of the structure.

NOTE ON 'PATIO' :
Added by
Amendment No. 16
(GG 4.9.2009)
[Note added 4.9.2009]

**NOTE ON
'PERGOLA'** :
Deleted by
Amendment No. 16
(GG 4.9.2009)
[Note added 4.9.2009]

'performance criterion' : means a criterion listed in Schedule 3 relating to certain geographic / historic or design quality attributes applicable to development on land having a dual density coding.

'Permitted Use' : means a Use in respect of which the symbol 'P' appears in the cross-reference in Table 1.

'place' : means an area of land sufficiently identified by survey, description or otherwise as to be readily ascertainable, and includes:

- (a) an area of land situated below low water mark on the seashore or on the bank of tidal waters, or in the bed of any watercourse, lake or estuary;
- (b) any works or buildings situated there, their contents relevant to the purpose of this Scheme, and such of their immediate surroundings as may be required for the purposes of the conservation of those works or buildings; and
- (c) as much of the land beneath the place as is required for the purposes of its conservation.

**NOTE ON 'PLANNING
APPROVAL'** :
Modified by
Amendment No. 29
(GG 11.5.2012)
[Note added 5.6.2012]

'planning approval' : means a planning approval granted pursuant to the provisions of this Scheme in the form prescribed in Schedule 8.

Schedule 1 - Definitions (cont'd)

'plot ratio' : means the ratio of the gross total of the areas of all floors of a building, to the area of land within the lot boundaries excluding the area of any land proposed to be excised for road widening purposes, and in calculating the gross total of the areas of all floors:

- (a) in relation to any residential dwelling, the floor area is measured in the manner defined in the Residential Design Codes; and
- (b) in relation to any non-residential building or part of a building, the floor area is measured from the inner faces of external walls, and does not include the area of any lift shaft, toilet, stairs, plant room, kitchen, lunch room, store area, storage room, passage and any area within the building used for parking of vehicles or for vehicular access.

'plot ratio area' : means the floor area of a building as calculated in accordance with the definition of 'plot ratio'.

'plumbing fittings' : means all pipes, meters and other apparatus used for or in connection with the supply of gas and water and all pipes, cisterns, traps, syphons, vent pipes and all other apparatus connected with the working of any sewerage drain.

'policy' or **'planning policy'** : means a formally structured set of provisions adopted by resolution of the Council pursuant to the Scheme or deemed to have been made under the Scheme enabling the Council to implement town planning processes, respond to particular kinds of development proposals, and address a wide range of design issues, in a consistent manner.

'porte cochère' : means a roofed structure providing shelter and extending out from an entrance to a building, designed to give weather protection for people travelling by vehicle to or from that entrance.

'portico' : means a roofed structure providing shelter to an entrance to a building and the term includes a shelter detached from but leading to that entrance.

'precinct' : means one of the 15 precincts within the City created pursuant to clause 3.2.

NOTE ON 'PRECINCT' :

Modified by
Amendment No. 25
(GG 18.1.2013)

[Note added 18.1.2013]

'Precinct Plan' : means a planning policy entitled 'Precinct Plan' made pursuant to clause 9.6, being one of 15 such plans, containing the objectives, applicable to development within the precinct.

NOTE ON 'PRECINCT PLAN':

Modified by
Amendment No. 25
(GG 18.1.2013)

[Note added 18.1.2013]

'pre-Scheme development' : means an existing development comprising one or more buildings which was approved and lawfully constructed before the date of gazettal of this Scheme, and which exceeds:

- (a) the building height limit prescribed by this Scheme; or
- (b) the maximum number of dwellings permitted by the Scheme and Table 1 of the ~~Codes~~ **R-Codes**; or
- (c) the maximum plot ratio prescribed in Tables 3 and 4 and Schedule 2 of the Scheme or Table 4 of the ~~Codes~~ **R-Codes**; or
- (d) any combination of (a), (b) and (c).

NOTES ON 'PRE-SCHEME DEVELOPMENT' :

(1) Definition added by
Amendment No. 17.

(2) Refer to clause 6.2A.
(GG 30.7.2013)

NOTES :**Schedule 1 - Definitions (cont'd)**

'Prohibited Use' : means a Use in respect of which the symbol 'X' appears in the cross-reference in Table 1. *[Notes added 30.7.2013]*

'public authority' : shall have the same meaning as given to it in and for the purposes of the Act.

'Public Parking Station' : means any land or building used primarily for public car parking but does not include any part of a public road used for parking or for a taxi rank, or any land or buildings in which cars are displayed for sale.

'Public Utility' : means any work or undertaking constructed or maintained by a public authority or the Council as may be required to provide water, sewerage, electricity, gas, drainage, communications or other similar services.

'Radio and Television Installation' : means any land or building used for the transmission, relay and reception of signals and pictures for commercial purposes.

'Reception Centre' : means any land or building used by parties for functions on formal or ceremonial occasions, but not for unhosted use for general entertainment purposes.

'Religious Activities' : means services or activities provided or conducted by a religious body or institution in connection with public worship, the State Emergency Services, children's crafts, the promotion of health, geriatric supportive care, youth training and welfare and similar community services undertaken within a building designed and equipped for such activities.

'Research and Development' : means scientific and industrial research and the development, production and assembly of products associated with such research undertaken on any land or within a building designed and equipped for such activities.

'Residential Building' : has the same meaning as 'residential building' in the Residential Design Codes.

~~**'Residential Design Codes'** or **'Codes'** : means the Residential Design Codes published as the Western Australian Planning Commission Statement of Planning Policy No. 1, as amended from time to time.~~

Replaced by term defined in clause 1 of the Deemed Provisions.

R-Codes means the Residential Design Codes prepared by the Western Australian Planning Commission under section 26 of the Act, as amended from time to time.

'residential development' : means development of land for a residential Use.

'residential Use' or **'residential'** : means a Use or combination of Uses listed in Table 1 within the category entitled 'Residential Uses'.

NOTES :**Schedule 1 - Definitions (cont'd)**

'Restricted Premises' : means any land or building, part or parts thereof, used or designed to be used primarily for the sale by retail or wholesale, or the offer for hire, loan or exchange, or the exhibition, display or delivery of:

- (a) publications that are classified as restricted publications pursuant to the *Censorship Act, 1996* (as amended); or
- (b) materials, compounds, preparations or articles which are used or intended to be used primarily in or in connection with any form of sexual behaviour or activity.

'Schedule' : means a schedule to the Scheme.

'Scheme' or **'the Scheme'** or **'this Scheme'** : means the City of South Perth Town Planning Scheme No. 6.

'Scheme Act' : means the *Metropolitan Region Town Planning Scheme Act, 1959*.

NOTE ON 'SCHEME ACT' :
Added by Amendment No. 2 (GG. 7.9.2004)
[Note added 7.9.2004]

'Scheme Maps' : means the two sets of maps respectively identified as:

- (a) the Zoning Maps (Sheets 1 to 14) depicting the reservation of certain land for public purposes and the zoning and density coding of the remaining land within the Scheme area; and
- (b) the Building Height Limit Maps (Sheets 1 to 14) depicting the maximum permissible heights of buildings.

'sensitive area' : means any enclosed private courtyard, swimming pool area, barbecue, outdoor eating or entertaining area, or a window of a kitchen or other habitable room. The term does not include extensive back gardens other than the portions used in the manner described above, nor does it include front gardens, windows, balconies or the like, which are visible from the street.

'serviced apartment' : means an apartment which is one of a group of two or more apartments on the same lot, used, furnished and equipped to be used on a temporary basis in a manner similar to a Grouped Dwelling or Multiple Dwelling, for which laundry and cleaning services are provided, with or without other ancillary amenities.

'Service Station' : means any land or building used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, and minor mechanical and electronic repairs to motor vehicles but does not include any land or building used for panel beating, spray painting, major repairs or wrecking.

'shade sail' : means a flexible membrane usually stretched horizontally and attached only by the corners to vertical or near-vertical poles or other structure, without supporting framework, and used for providing shade, other weather protection or visual screening.

NOTE ON 'SHADE SAIL' :
Added by Amendment No. 16 (GG 4.9.2009)
[Note added 4.9.2009]

'Shop' : means premises used for the sale of goods by retail, for the hire of goods, or to provide hairdressing or beauty therapy services and the like, but does not include a Showroom or any other uses specifically defined elsewhere in this Scheme.

Schedule 1 - Definitions (cont'd)

'Showroom' : means any land or building used for the display, sale by wholesale or retail, or for the hire of goods of a bulky nature including automotive spare parts, carpets, large electrical appliances, furniture, or hardware, but does not include the sale by retail of goods commonly sold in supermarkets, delicatessens or newsagencies, china, glassware or small kitchenware items, items of apparel, or items of personal adornment.

'sign' : means any word, letter, model, sign, placard, board, notice device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, conveying a message, announcement or direction, and includes any hoarding or similar structure used, or adapted for use, for the display of advertisements, with or without words.

'Single Bedroom Dwelling' : has the same meaning as 'single bedroom dwelling' in the Residential Design Codes.

'Single House' : has the same meaning as 'single house' in the Residential Design Codes.

special control area means an area identified under this Scheme as an area subject to special controls set out in this Scheme.

(Term inserted by clause 1 of the Deemed Provisions.)

'Student Housing' : means a building provided and maintained by an Educational Establishment, religious or charitable body for and used exclusively as a place of residence by the students or by the students and staff of an educational establishment and their immediate families.

'Table' : means a table to the Scheme.

'Take-Away Food Outlet' : means any land or building used primarily for the preparation and sale of meals for consumption off the premises.

'Tavern' : means any land or building the subject of a Tavern Licence granted under the provisions of the *Liquor Licensing Act, 1988* (as amended).

'Telecommunications Infrastructure' : means land used to accommodate any part of the infrastructure of a telecommunications network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure used, or for use in or in connection with, a telecommunications network.

'telecommunications network' : has the same meaning as in the *Telecommunications Act, 1997 (Commonwealth)* (as amended).

'Tennis Court (Private)' : means land used by the occupiers of a dwelling on the same lot or an adjoining lot, for tennis games and practice. The term includes any ancillary fencing, lighting and other improvements.

NOTES :

Schedule 1 - Definitions (cont'd)

'Tourist Accommodation' : means any land or building used for human habitation on a temporary basis, with ancillary amenities such as Café / Restaurant, laundry and cleaning services. The term includes motel and serviced apartment and the like, but does not include Hotel, Residential Building or Bed and Breakfast Accommodation.

'transport infrastructure' : means the works and undertakings relating to the provision of public transport infrastructure, pedestrian and cycling infrastructure and parking infrastructure. The term includes:

- (a) public transport stops, shelters and stations, signs, public transport lanes, vehicles, railway track and catenary, priority signals and any associated works/designs;
- (b) paths, signs, bicycles, pedestrian and cycling crossings and any associated works/designs;
- (c) on-street and off-street car parking bays, parking meters, ticket machines, parking signs, shelters and any associated works/designs and technologies.

**NOTE ON
'TRANSPORT
INFRASTRUCTURE':**

Added by
Amendment No. 30
(GG 12.9.2014)

[Note added 12.9.2014]

'Twenty-three Hour Recovery Care Unit' : means a portion of the building known as the Perth Surgicentre situated at Lot 101 (No 38) Ranelagh Crescent, South Perth, where patients may remain for recovery and care for a maximum period of twenty-three hours following surgical or other treatment performed on the premises.

'Veterinary Clinic' : means any land or building used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.

'Western Australian Planning Commission' : means the Western Australian Planning Commission established by section 4 of the *Western Australian Planning Commission Act, 1985* (as amended).

~~**'zone'** : means a portion of the Scheme area shown on the Scheme Maps by distinctive colouring, patterns, symbols, hatching, or edging for the purpose of indicating the restrictions other than building height limits imposed by the Scheme on the use and development of land, but does not include reserved land.~~

Replaced by term defined in clause 1 of the Deemed Provisions.

zone means a portion of the Scheme area identified on the Scheme Map as a zone for the purpose of indicating the controls imposed by this Scheme on the use of, or the carrying out of works on, land, but does not include a reserve or special control area.

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City of South Perth

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Land Use

With respect to the specific additional land uses proposed, it is noted that 'Local Shop' and 'Specialty Retail' are both preferred uses within the Mends Sub-Precinct, whilst 'Consulting Rooms' and 'Educational Establishments' are discretionary land uses. 'Shop', 'Small Shop', 'Showroom', 'Service Industry' and 'Indoor Sporting Activities' are all classified as uses not listed under the current Schedule 9 provisions, however it is noted that under the proposed Amendment 46 provisions 'Service Industry', 'Shop' and 'Small Shop' are all preferred land uses. 'Showroom' and 'Indoor Sporting Activities' are to remain uses not listed, however are still capable of being approved.

Having due regard to the above, it is considered that the range of land uses proposed as part of this application is entirely appropriate and in accordance with the relevant land use objectives for the South Perth Station Precinct Special Control Area under Schedule 9 of TPS6, for the following reasons:

- The range of land uses sought will greatly assist in the marketing / leasing of the approved commercial floorspace, allowing for a range of potential businesses to occupy the approved tenancies;
- Approval of a range of land uses will provide increased flexibility to respond to market demand, whilst avoiding the requirement to seek multiple change of use applications from the City in the future;
- The specific land uses proposed are consistent with the intent of SCA1 in terms of consolidating the area as an employment destination;
- The land uses proposed are consistent with the relevant Guidance Statement for land use within the Mends Sub-Precinct, and will assist in consolidating the Sub-Precinct as the main retail / lifestyle area in South Perth;
- The range of potential uses being sought for approval is in keeping with a typical inner-city urban environment / activity centre, offering a diverse range of complimentary land uses, with a range of opening hours and trading patterns, thereby contributing to activity on the site over a maximum time period throughout the day; and
- The range of land uses sought are consistent with the objectives for the South Perth Station Precinct Special Control Area under the Amendment 46 provisions, particularly with respect to objectives (a), (b), and (d) as emphasised below:
 - (a) *promote more intensive commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a future 'destination' rail station;*
 - (b) *create a precinct that offers commercial office spaces, cafés, restaurants, hotels and tourist accommodation;*
 - (c) *preserve portions of the precinct for predominantly residential, retail and office uses, as appropriate, by the creation of sub-precincts;*
 - (d) *create a high quality inner-city urban character;*
 - (e) *promote a high level of pedestrian amenity with active street frontages to create a liveable and accessible environment for visitors and residents;*
 - (f) *allow buildings designed to maximise river and city views while maintaining view corridors;*

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- (g) *permit additional building height on the most prominent streets within the precinct, in return for meeting certain performance criteria relating to exceptional quality architecture, sustainable design, and additional community benefits; and*
- (h) *preserve and protect the integrity of heritage places within the precinct.*

On the basis of the above, it is considered that the range of uses sought is in keeping with a typical inner-city urban environment and the desired future character for the Mends Sub-Precinct as the main retail / lifestyle area of South Perth.

The intent is to enable a range of potential business to occupy each of the proposed tenancies, whilst avoiding the requirement to seek multiple change of use application from the City when the approved tenancies are marketed to potential operators. In this regard, it is intended that the first business to occupy the proposed tenancy will then 'activate' the relevant approved use.

This approach provides flexibility to cater to market demand, and will greatly assist in the marketing / leasing of the approved commercial floorspace. It allows the proponent to adopt an alternative marketing strategy within a currently constrained commercial office market.

Such an approach does not preclude full floor plates from being utilised by one entity.

Car and Bicycle Parking

Under Schedule 9, car parking for all non-residential uses is to be provided at a flat rate of 1 bay per 50m² of gross floor area, irrespective of the nature of the specific non-residential land use proposed. As such, this application does not result in any increase in non-residential car parking demand compared to the previously approved development, as assessed against the existing requirements under Schedule 9 of TPS6. Similarly, Schedule 9 requires the provision of bicycle parking at a rate of 1 bay per 200m² of gross floor area for all non-residential land uses, irrespective of the specific nature of the non-residential land use, and therefore there would no increase in the required number of bicycle parking bays for the approved commercial floorspace.

It is noted that Amendment 46 is not proposing any changes to the aforementioned requirements for the provision of car and bicycle parking for non-residential land uses.

Summary

In summary, the proposed amendment to the existing DAP approval is considered appropriate on the basis that:

- The proposed amendment is minor in nature, and is therefore eligible for assessment under the DAP Form 2 process;
- The proposed changes do not result in any alteration to the previously approved building envelope, or the external appearance of the building;
- The amendments do not result in any changes to the approved dwellings, nor do they alter the provision of non-residential floor space as part of the approved development;
- The range of uses proposed are entirely appropriate with respect to the aims and intent of the South Perth Station Special Control Area, and will assist in consolidating the Mends Sub-Precinct as the main retail / lifestyle area in South Perth;
- The proposed uses do not result in any increase in the number of commercial car parking bays required under the terms of the original approval; and
- The proposed amendments will provide greater flexibility to respond to market demand in the locality, by enabling a range of potential business to be targeted in the leasing of the commercial tenancies without substantially altering the nature of the previously approved development.

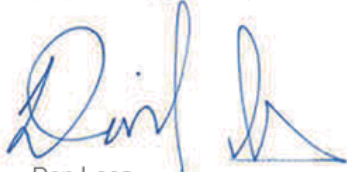
Chief Executive Officer
City of South Perth

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We trust that the information provided will assist the City in its assessment and provision of a positive recommendation to the Metropolitan Central Joint Development Assessment Panel. Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact George Ashton or the undersigned on (08) 9289 8300.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE



Dan Lees
Associate

