

ATTACHMENTS.

Special Council Meeting

6 October 2016

ATTACHMENTS TO AGENDA ITEMS

Special Council Meeting - 6 October 2016

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7.3.1 PROPOSED 34-STOREY MIXED DEVELOPMENT ON LOT 2, 15 & 16 (NO. 86, 88 & 90) MILL POINT ROAD, SOUTH PERTH

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Government of **Western Australia**
Development Assessment Panels

State Administrative Tribunal Reconsideration

Responsible Authority Report (Regulation 12)

Property Location:	Lots 2 (86), 15 (88) and 16 (90) Mill Point Road, South Perth
Application Details:	Thirty Four Storey Mixed Development
DAP Name:	Metro Central JDAP
Applicant:	TPG Town Planning, Urban Design and Heritage
Owner:	South Link Investments Pty Ltd
LG Reference:	11.2015.524.2
Responsible Authority:	City of South Perth
Reporting Officer:	Peter Ng, Senior Statutory Planning Officer
Authorising Officer:	Vicki Lummer, Director Development and Community Services, City of South Perth
Department of Planning File No:	DAP/16/00931
Report Date:	20 September 2016
Application Receipt Date:	23 August 2016
Application Process Days:	33 days
Attachment(s):	<ol style="list-style-type: none">1. Development Plans.2. Applicant's letters/supporting documents.3. Public Consultation Submissions.4. Comments from the City's Engineering Infrastructure.5. Comments from the City's Environmental Health Services.6. Office of the Government Architect comments.7. Department of Parks and Wildlife, Rivers and Estuaries Division comments.8. Water Corporation comments.9. Applicant's Waste Management Plan10. Applicant's Engineering Traffic Assessment11. Applicant's Aged Care Operational Statement12. Site Photographs & Perspectives

Officer Recommendation:

That the Metro Central JDAP, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 115 of 2016, resolves to:

Reconsider its decision dated 14 March 2016 and **refuse** DAP Application reference DAP/16/00931 and amended plans Plot Ratio Floor Areas Schedule Calculation 23 August 2016, Site Plan DA001, Site Survey DA006, Ground & Mezzanine DA101, L01 Office & Carpark DA102, L01.5 Carpark DA103, Office, L02 Office & L02.5 Carpark DA104, L03 Office & Carpark DA105, L04 Office & L04.5 Carpark DA106, L05 Health & Fitness Club DA107, L05-L10 Aged Care Facility (RACF) Type A1

Floorplate DA108.1, L11-L12 RACF Type A2 Floorplate DA108.2, L13-L14 RACF Type B Floor Plate DA109, L15-L17 Residential Floor Plate Type A DA110, L15-L17 Residential Floor Plate Type A DA110, L18-L24 Residential Floorplate Type B DA111, L25 Sky Lounge DA112, L26-L28 Residential Floorplate Type C DA113, L29-L30 Residential Floorplate Type D DA114, L31 Residential Floorplate Type E Sub-penthouse DA115, Residential Floorplate Type E Sub-penthouse DA115, L32 Residential Floorplate Type F Penthouse Level 1 DA116, L33 Residential Floorplate Type F Penthouse Level 2 DA117, Shadow Study DA601, SK001 Overall Height Context 23 August 2016, North Elevation DA301, East Elevation DA302, South Elevation DA303, West Elevation DA304, Cross Section DA201, Longitudinal Section DA202, Aerial view from North West DA007, Aerial view from West DA008, View from South Along Mill Point Road DA009, View from South Perth Foreshore DA010, and View from Mill Point Road Intersection DA011, Cause 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 development exceeds the maximum 1.5 (7133m²) residential plot ratio prescribed in Schedule 9A 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 Design Consideration No. 2 – Design Quality, & Design Consideration No. 5 – Vehicle Management, the proposed 2.58 (12279m²) residential plot ratio is unable to be approved as there is no discretion available to permit a residential plot ratio greater than 1.5.
2. The proposed development exceeds the maximum 25.0 metres and 41.0 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 Design Quality and Vehicle Management, the proposed 129.60 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 41.0 metres.
3. It is considered that the proposed height of the development at approximately 129.60 metres, if approved would significantly impair the effective achievement of the approach to height (50.0, 60.0 or 80.0 metres, depending upon the number of 'Design Consideration 8' criteria met) that is contained within proposed Town Planning Scheme Amendment No.46.
4. The development does not satisfy the relevant matters to be considered under Schedule 2 Clause 67 of the Planning and Development (Planning Regulations) 2015 for the following reasons:
 - a) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.
 - b) the adequacy of the proposed means of access to and egress from the site; and

- c) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.

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:	Mixed Development -	Preferred
	Café/Restaurant -	Preferred
	High Level Residential	
	Aged Care Facility -	Use Not Listed
	Child Day Care Centre -	Use Not Listed
	Multiple Dwellings -	Preferred
	Office -	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	

On the 14 March 2016, the Metro Central JDAP resolved to refuse a proposed 38 storey mixed use development on Lots 2 (86), 15 (88) and 16 (90) Mill Point Road, South Perth.

The applicant lodged an application for the review of the decision of the Metro Central Joint Development Assessment Panel (JDAP) with State Administrative Tribunal (SAT). Following recent SAT Mediation on 3 August 2016, the applicant has lodged revised plans and supporting information for the proposed development on 23 August 2016.

The original development application was assessed as 38 Storey building based on inclusion of 2 mezzanine levels of car parking within the podium with an overall height of 135.8 metres AHD excluding the plant rooms. The revised drawings submitted depict a reduced overall building height of 6.2 metres, which equates to 2 storey reduction.

Details: outline of development application

While the overall design of the building is for the most part unaltered, the amendments seek primarily to address the outcome of SAT Mediation by reducing the overall building height as well as addressing the traffic and land use component.

A summary of this latest development proposal is provided as follows:

- Proposed 34 Storeys Mixed Use Development (Roof RL129.60 metres AHD excluding the plant rooms)

- Within the 5 storeys podium, there are 5 mezzanine levels to accommodate the following:
 - 409 car parkings bays, stores and end of trip facilities;
 - Café and Restaurant at Ground Level;
 - Offices at Levels 1 and 2;
 - Child Day Centre at Levels 3 and 4; and
 - High Level Residential Aged Care Facility with associated services at Levels 3 to 4;
- The 29 storeys tower consists of :
 - 124 suites High Level Residential Aged Care Facility with communal area at Levels 5 to 14; and
 - 91 Multiple Dwellings at Levels 15 to 33.

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 considered by Council on 26 April 2016 and is pending final approval by the WAPC and Minister.*

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 P312 'Serviced Apartments'

Council Policy P316 'Developer Contribution for Public Art'

Council Policy P318 "South Perth Station Precinct Application Requirements"

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)

Consultation:

Public Consultation

Public consultation has been undertaken for the initially submitted proposal to the extent and in the manner required by City Policy P301 - 'Community Engagement in Planning Proposals'. Under the "Area 3" consultation method as required under the revised policy, individual property owners and occupiers were invited to inspect the plans and to submit comments during a minimum 21-day period. 3 additional signs were also placed on the northern and western side of the development site. The revised plans and documents were also placed on the City's Your Say web site and the submission period concluded on 22nd September 2016.

A total of 749 consultation notices were sent to the owners and occupiers on 29th August 2016, with 82 submissions received: 78 submissions objecting to the proposal, 2 conditionally supporting the proposal and 2 supporting to the proposal.

All submissions are considered in the recommendations for this proposal and many of the elements are discussed in greater detail in the assessment section of this report. A summary of these submissions is contained in **Attachment 3**, with the approximate number of submissions relating to the various elements also included.



Consultation with other Agencies or Consultants

Cardno (External) – Peer Review of TIA and Micro Modelling Technical Memorandums:

Cardno assisted the City by providing an independent, peer evaluation of the revised traffic impact assessment report in terms of the accuracy and relevance of the traffic data and information utilised within the report. The Micro-Simulation Traffic Model developed for the Precinct suggests that proposed development along Mill Point Road north would have a substantial impact on vehicle delays and queue lengths on the southbound intersection approach.

The modelling undertaken for 86 - 90 Mill Point Road suggested that the proposed development would have a substantial impact on vehicle delays and queue lengths on the southbound intersection approach at the intersection of Mill Point Road /

Labouchere Road. As the existing queue lengths are observed to occasionally extend past the intersection of Mill Point Road / Ferry Street, these queue lengths are shown in the model to more frequently extend past the intersection of Mill Point Road / Ferry Street as a result of the cumulative traffic generated by the proposed developments within the study area, thereby impeding the ability of vehicles to egress from Ferry Street during the peak hour periods.

This was primarily found to be due to the limited opportunities for freeway-bound vehicles to turn right to get on to the Kwinana Freeway (i.e. either at intersection of Mill Point Road / Labouchere Road or Mill Point Road / Mends Street). More information of the department's comments is found in **Attachment 4**.

Consultation with other Agencies or Consultants

Perth Airport

The application was referred to Perth Airport to provide comment on potential impacts to aircraft movements from the proposed development. However, the City has not received written comment at the time this Responsible Authority Report was lodged.

It is observed that the proposed building height of 132.00m AHD including any plant equipment may not infringe on Perth Airport's prescribed airspace based on their recent comments for another Development Application at 76-78 Mill Point Road. Perth Airport has submitted no objection to the overall building height of 162.9m which is 30.0 metres taller than the proposed development.

Water Corporation

This application was also referred to the Water Corporation to provide commentary on the proposal, primarily in relation to the water and wastewater.

The complete response is found as part of **Attachment 8** to this report in regards to potential system upgrading in order to meet the demand. Conditions and advice notes can be recommended in line with the Water Corporation comments should DAP chooses to approve this application.

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.
- This matter raised can be resolved through the implementation of appropriate conditions should DAP choose to approve this application.

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.*

Office of the Government Architect

As required under Clause 6 of Policy 318 “*South Perth Station Precinct Application Requirements*”, the City is also required to seek comment from the Office of the Government Architect (OGA) on the proposed architecture and urban design of proposals seeking variations to height under Table B, in addition to referring proposals to the City of South Perth DAC.

While this planning application was initially lodged prior to the policy being adopted in July 2016, the amended application was received subsequent to its approval. It is expected that sufficient information is available for proper evaluation of both compliance with development standards and qualitative aspects of amenity and design quality for a development of this scale and complexity.

Accordingly, all associated materials and information were forwarded to the OGA to conduct the assessment. The OGA provided comments in accordance with the State Government policy “*Better Places and Spaces: A Policy for the Built Environment in Western Australia*”. (Refer to **Attachment 6** for full report).

In summary, OGA commented that:

“In our view, the proposal achieves a level of overall design quality that is falls below what should be expected to this prominent site. It falls significantly short of the City’s stated requirement for ‘exceptional’ levels of design quality to this location.

The OGA considers that a higher standard is warranted in this instance, given the increased height and density proposed, the prominence that the scheme will have, and the potential for the proposal to have a significant impact on future development in the vicinity by setting a benchmark.”

Engineering Infrastructure Department

The application was referred to the City’s Engineering Infrastructure department for comment. This department provided comments in relation to basement car parking, stormwater design, crossover, Waste Management, Transport Assessment, Construction Management Plan and Dewatering Management Plan.

The Engineering Department has also sought an independent peer evaluation of the revised traffic impact assessment. Details of Peer Review of Traffic Report are contained in **Attachment 4**.

It is concluded 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. Cardno were commissioned to develop a Micro-Simulation Traffic Model for the South Perth Station Precinct. For this development:*

The modelling undertaken for 86 - 90 Mill Point Road suggested that the proposed development would have a substantial impact on vehicle delays and queue lengths on the southbound intersection approach at the intersection of Mill Point Road / Labouchere Road. As the existing queue lengths are observed to occasionally extend past the intersection of Mill Point Road / Ferry Street, these queue lengths are shown in the model to more frequently extend past the intersection of Mill Point Road / Ferry Street as a result of the cumulative traffic generated by the proposed developments within the study area, thereby impeding the ability of vehicles to egress from Ferry Street during the peak hour periods.

This was primarily found to be due to the limited opportunities for freeway-bound vehicles to turn right to get on to the Kwinana Freeway (i.e. either at intersection of Mill Point Road / Labouchere Road or Mill Point Road / Mends Street)."

The applicant also submitted Construction Management Plan (CMP) for City's review. Engineering Infrastructure commented that the submitted CMP is not suitable for endorsement in its current form and requires further information. In addition, the Engineering Infrastructure highlighted that there will be applicable Fees & Charges in relation to Hire of Parking Bays, Verge Permits, Traffic Management Plan Authorisations, Traffic Management Auditing requirements.

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

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 7**.

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

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.
- Driveway Gradient: TPS6 cl. 6.10(2).
- Dimensions of Car Parking Bays and Accessways: TPS6 cl. 6.3(8) and Schedule 5.
- 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.
- Vehicular Crossovers: TPS6 Schedule 9 Table A 10, R-Codes cl. 6.2.3 and Policy P350.07.
- Side and Rear Setbacks: TPS6 Schedule 9 Table A 7.3 and R-Codes Table 5

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
- Child Care Centre: Policy P307
- Relationship to the Street: TPS6 Schedule 9 Table A 6.1-6.6.
- Parking: TPS6 Schedule 9 Table A 8.
- Landscape and Outdoor Living Areas: TPS6 Schedule 9 Table A 11 and R-Codes cl. 6.3.1.
- Dwelling Size: TPS6 Schedule 9 Table A 3.5 and R-Codes cl. 6.4.3.
- Canopies: TPS6 Schedule 9 Table A 9.1.
- Minimum Floor Levels: TPS6 cl. 6.9(2) and (3).
- South Perth Station Precinct Application Requirements Council Policy P318.

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.
 - 5.16 total plot ratio
 - 2.58 non-residential plot ratio (12280m²).
 - 2.58 residential plot ratio (12279m²).
- Building Height: TPS6 Schedule 9 Table A 5.1-5.2, 13 and Table B.

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 (AMD 46) to TPS6 proposed to rectify anomalies and ambiguities in Schedule 9 by replacing the current provisions with proposed Schedule 9A. The new Schedule 9A in proposed Amendment 46, would replace the existing Schedule 9 provisions applicable to comprehensive new developments in the South Perth Station Precinct. Council has made its final recommendation to the WAPC and the Minister for Planning on 26 April 2016.

The modified Amendment No. 46 (AMD 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.

In considering whether the application is consistent with the planning objective or approach of Amendment 46, the officers will have regard to the following:

- a) Where there is inconsistency between a development application and one or more aspects of Amendment 46 the officers will consider how significant the inconsistencies are in relation to the Amendment 46 provisions. If the inconsistencies are significant, they will be "likely to impair the effective achievement of the planning objective or planning approach embodied or reflected in Amendment 46 and will be likely to render more difficult the ultimate decision as to whether the Amendment should be made or its ultimate form". If inconsistencies have this result, they are unlikely to be supported by officers, and may be recommended as a ground for refusal.
- b) If the inconsistencies are thought to be minor and approval can be granted under the current Scheme without impairing the achievement of the planning objectives or approach of Amendment 46 the development is more likely to be supported notwithstanding the minor inconsistencies with Amendment 46.

While the officers express their professional opinion on these matters it is ultimately a matter for the relevant decision maker (Council, JDAP or SAT) to consider and reach a view about these matters in determining each development application.

The following sections of the report demonstrate the proposed development's compliance or variance from the provisions of Schedule 9 of the TPS6. Where development controls are to be potentially varied via Amendment 46, these elements where applicable will be discussed at the end of the section.

Land Use and Ground Floor Uses

TPS6 Schedule 9 and Proposed Schedule 9A 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 Restaurant, Cafe, Office, High Level Aged Care Facility and Child Day Care Centre within the 5 levels podium. The tower consists of High Level Aged Care Facility at Level 5 to 14 and residential apartments from Level 15 to 33.

The proposed Restaurant, Café and Office land uses are 'Preferred' land uses for the Mends Sub-Precinct in TPS6 Schedule 9 and Proposed Schedule 9A. The High Level Residential Aged Care Facility and Child Day Care Centre land uses are not listed in TPS6 Schedule 9. Land uses not listed are not permitted unless the use is consistent with the applicable guidance statements.

- 1(a) *It is intended that this development area is to consolidate its role as an employment destination.*
- 1(b) *Non-residential uses should predominantly comprise office and commercial land uses, educational establishments, tourist oriented development and small scale and specialty retail.*
- 1(c) *Mends Sub-Precinct
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.*
- 2(a) *The ground floors of buildings are the most important in engendering interaction between the public and private realms. As such, for the Mends and Scott Richardson Sub-Precincts, non-residential uses are expected at the ground floor level to enhance the public / private interface.*

The applicant has submitted evidence that the nature of the proposed High Level Residential Aged Care Facility and Child Day Care Centre are considered highly appropriate on the basis that:

"The inclusion of the High Level Residential Aged Care Facility and Child Day Care Centre will require the employment of approximately 160-200 personnel to successfully operate the business. This is the total number of employees; however there will be approximately one third of this number of personnel onsite at any one time. This is due to the nature of the employment, which is typically on a roster basis to allow for 24-hour service. As such, these non-residential uses will facilitate the consolidation of the area as an employment destination.

The provision of these services is considered vital for an area, which is predominantly characterised by an ageing population and requires the services being offered by the proposed uses. The proposed uses will have a lesser impact on the surrounding area, with a car parking demand that is less than office uses, and which therefore has a lesser rate of trip generation. Furthermore, given the 24 hour nature of the Facility and the staff roster arrangement, the peak periods associated with the development will be outside of the typical metropolitan AM/PM peak periods associated with an office land use.

The proposed development maintains the cafe and restaurant as per the previous plans, to operate at ground level, which will activate the street. This will assist in maintaining Mends Street's traditional function. The development now proposes residential apartments from Level 17 to Level 33 only."

Accordingly, the City considers that all of the proposed land uses including the High Level Residential Aged Care Facility and Child Day Care 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.

Child Day Care Centre

The Child Day Care Centre land use is not listed in TPS6 Schedule 9. However, the new and Proposed Schedule 9A in proposed Amendment 46 considers Child Day Care Centre land use as Discretionary ground floor land uses. It is acknowledged that there is an increasing demand for child care services and is a valuable component of community infrastructure for the City of South Perth.

The siting of a Child Day Care Centre within the proposed mixed development is considered appropriate as the subject site is within 400 metres (equivalent to a five minute walk) of an appropriate commercial, recreation or community node. Its location is also considered an ideal community infrastructure for the surrounding residents as well as the development site residents.

The proposed Child Day Care Centre is located at Level 3 and 5 with separate Ground Floor lobby access via Mill Point Road.

The operator of the High Level Residential Aged Care Facility will also be managing the Child Day Care Centre. They highlighted that an inter-generational interaction between the Child Day Care Centre and High Level Aged Care Facility will enhance the living experience of both its young and elderly residents; stating that:

"Interactions between children and the elderly comprise a combination of structured programmes and friendly, supervised reciprocal visits.

Internationally, there are well documented and researched benefits from intergenerational communities, including enhances socialisation and social skills, stimulation of learning, increased emotional support including the promotion of positive role modelling."

The proposed Child Day Care Centre has been designed to accommodate 80 children including anticipated 20-40 babies. The child care facility will employ up to approximately 25 personnel on site during peak care hours of 6am to 6pm on weekdays.

Based on required 1 car bay per 50m² of gross floor area for the for non-residential land use as required under Schedule 9 Table A 8, the proposed 13 bays meet with the above provision. The proposed indoor and outdoor playing area also meets with the required 3.25 square metres of unencumbered indoor space and 7 square metres per children of outdoor space as required under Clause 108 of Education and Care Services National Regulation 2012. An internal space of 556m² and an external space of 565m² is available for the centre.

City Policy P307 may also require the proponent of Child Day Care Centre to submit an Acoustic Consultant's Report to limit the noise impact on adjacent properties, and also to limit the impact of noise from outdoor play area on the centre.

A condition can be imposed requiring an acoustic report be prepared for the City and upon the completion of the development, written confirmation will be required that construction has been completed in accordance with the approved drawings and the accompanying Acoustic Consultant's Report.

The City officers also observed the proposed outdoor play area located at south eastern corner of the roof podium will have minimal noise amenity impact especially to immediate adjoining property of 5-7 Harper Terrace. The proposed outdoor play area is adjacent to office plant room and courtyard void between the office building (facing Mill Point Road) and residential dwellings (facing Harper Terrace) as depicted in diagram below:



City's Policy P307 also requires provision for setting down or picking up children for day-time use or afterhours use. In addition to the required 16 non-residential visitor bays provided within the development site, the proposal also includes 3 parallel street parking bays in front of the entry lobby along Mill Point Road.

However, the City's Engineering Infrastructure consider that the proposed drop off bays are not acceptable as they will impact on the "near to the surface" roots of the London Plane Trees. In addition, there can be no provision for the setting down or picking up passengers from either road or paved verge due to provision of future central median on that section of Mill Point Road. The re-entry to Mill Point Road would further exacerbate the traffic issues that will be present as a consequence of the development under consideration in the immediate area.

Accordingly, revised design will be necessary to ensure the proposed drop off bays are within the development site and not along the Mill Point Road. The matters raised can be resolved through the implementation of appropriate conditions should DAP choose to approve this application.

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. However, proposed Schedule 9A, renumbered to Clause 7, requires street setback of any of the building including the podium shall be not less than 4.0 metres.

Podium Level Street Setback

The proposed development does not provide a nil setback for 60% of the street frontage to Mill Point Road as required under Clause 6.6.1 of Schedule 9 Table A in order to protect and retain trees as required under City's Policy P350.5 – Trees on Development Sites and Street Verges. The remainder of the podium is setback 4.0 metres from the Ferry Street boundary which is consistent with the Clause 6.3.

The proposed Restaurant and part of Café are set back 5.8 metres from the Mill Point Road boundary. The southern portion of the proposed Café has a reduced street setback of 2.0m to maintain the required street edge of nil setback and tie in with the abutting approved development at 5-7 Harper Terrace.

The above variation can be considered where the development is consistent with / meets the intent of the relevant Guidance Statements. In this instance, the City considers the proposed street setback is appropriate and provides a better outcome for the locality while maintaining the street edge and most importantly retaining the existing significant street trees.

The City considers the five existing mature trees along Mill Point Road 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 with alfresco dining and Café along Mill Point Road are considered to maximise the active street frontage while maintaining the continuity of the street edge. The proposed curved podium interface with the recently approved development angular podium of lot facing Mill Point Road that forms a part of portion of 5 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.

Parking – Car Parking

The proposed building is calculated by City officers to require 264 car bays, based upon the ratios listed in TPS6 Schedule 9 Table A clause 8.1. The proposed development provides 409 car bays on site, a surplus of 145 bays. The table below lists further details of the car parking requirements.

Land Use	Dwellings/Floor Area	Car Bays Required	Car Bays Provided
Residential (91 dwellings)	1 per dwelling	91 bays	209 bays
Residential visitors	1 visitor per 6 dwellings	16 bays	16 bays
Child Day Care Centre	1 per 50sqm GFA 613m ² GFA	13 bays	13 bays
Aged Care Facility	124 bed <i>*0.78 car/ bed</i>	97 bays	123 bays
Non-Residential (Office, Restaurant, Cafe)	1 per 50sqm GFA 2315m ² GFA 10% allocated for visitors	47 bays (Total 157 bays) 16 bays allocated for visitors	48 bays 10 bays allocated for visitors
TOTAL		264 bays	409 bays

In addition, the development is compliant with the minimum requirement for the provision of at least 45 non-residential and 35 residential bicycle bays.

*Under TPS6 Schedule 9, proposed High Level Aged Care Facility is a Use Not Listed and therefore there is no specific car parking requirement for such a land use. As such, it is considered appropriate to assess the provision of parking the Aged Care Facility based on other DAP approved High Level Aged Care Facility within the same municipality such as High Level Aged Care Facility McNabb Loop, Como.

The proposal provided car parking to bed ratio of 0.78 car bays per bed, which is considered appropriate and relevant to assess the provision of parking for this development application. Accordingly, the City officers observed that proposed 123 bays for the proposed Aged Care Facility is considered sufficient to cater for approximately 70 employees as projected by the applicant.

However, the allocation of bays identified on the plans results in a shortfall of Non-Residential Visitor bays. The City considers that the required 16 number of bays should be reassigned from the 157 non-residential bays for the visitors within the site.

Accordingly, subject to the recommended allocation of car bays, the City considers that the provision of parking is compliant with the discretionary provisions. This matter can be resolved through the implementation of appropriate conditions should DAP chooses to approve this application.

Landscape and Outdoor Living Areas

Clause 11.2 of Schedule 9 and Clause 6.3.1 of the R-Codes requires each unit to be provided at least one balcony accessed directly from a habitable room with a minimum area of 10m² and a minimum dimension of 2.4m.

Some of the 24 two-bedroom balconies are provided with a balcony of a less than a 2.4m in dimension due to irregular balcony shape from the elliptical tower footprint. The City's officers observed that the reduced balcony area is acceptable that it still allow sufficient area to permit the use of outdoor furniture, as indicated on the plans provided, and it is not considered that the proposed minor variation will have any adverse amenity impact on future residents.

The proposed development provides extensive communal facilities for residents, including landscaped outdoor space at podium roof level, gymnasiums, sauna and steam rooms, pool and spa areas, and lounge areas. This will ensure adequate recreation areas for residents.

Given the above, the proposed Outdoor Living area is considered to satisfy the Design Principles contained in Clause 6.3.1 – Outdoor Living Areas, of the Residential Design Codes 2013 (R-Codes) and therefore can be supported.

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 revised plan includes a total of 91 residential apartments, providing a range of dwelling sizes namely:

- 20.37 percent (24) two-bedroom dwellings;
- 63.73 percent (58) three-bedroom dwellings;
- 7.69 percent (7) four-bedroom dwellings; and
- 2.19 percent (2) five-bedroom penthouse.

While the proposed development provides a minimum of 20 percent of two bedroom dwellings, the proposal does not provide any single bedroom dwelling.

The justification provided by the applicant to support the proposed land use proportion adequately addresses Design Principles of the R-Codes P3. The proposed development still provides a significant two bedroom component that ensures an appropriate price range for prospective buyers. Additionally, the varying sizes and floor plates proposed within each of the dwelling typologies identified above provide greater diversity for buyers.

Accordingly, the proposed development does provide a diverse range of dwelling types and unit sizes therefore is supported by the City.

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 proposed canopy has been designed to highlight the organic flowing form of the podium level, which results in portions of the canopy being less than the 2.5 metre width. This can be considered favourably as the proposed canopy does not interfere with the existing 5 mature trees located along Mill Point Road.

Accordingly, bond payment for Tree Protection Bond and establishment of Tree Protection Zone and Tree Management Plan should be in place to ensure the survival of the significant trees during construction of the development. These can be resolved through the implementation of appropriate conditions should DAP chooses to approve this application.

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 at a floor level of 1.90 metres above Australian Height Datum, 0.4 metres below the minimum level. The proposed ground floor car parking structures of 1.75 metres above Australian Height Datum meets with the above provision.

The proposed ground floor level for habitable rooms 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.

The above matter raised can be resolved through the implementation of appropriate conditions should DAP choose to approve this application.

'South Perth Station Precinct Application Requirements' Council Policy P318

This policy which was adopted by the Council in July 2016 applies to developments within SCA 1 – South Perth Station Precinct, as defined in Schedule 9 of the City of South Perth TPS 6. While the City acknowledges that this planning application was lodged before the policy was adopted, it is expected that sufficient information is available for proper evaluation of both compliance with development standards and qualitative aspects of amenity and design quality for a development of this scale and complexity.

There are four (4) major components of submission requirements:

- *Context Analysis* - to ensure that proposed developments are not unfairly assessed as having a negative impact when they may actually improve or not affect certain pre-existing conditions in the environment;
- *Proposal and Response to Context* – to demonstrate how the proposed development responds to the identified context;
- *Proposal and Development Quality and Amenity* - to enable an assessment of the design quality and amenity proposed; and
- *Other Elements* - Other information required to support the application.

The applicant has submitted relevant revised drawings which include Cadastral Base Survey, Site Plan relating to existing features on site, Streetscape Elevations and Overshadowing Diagram at noon on 21 June. Scaled and colour coded floor plans for each proposed land use and elevations with relevant dimensions, material finished including 3D coloured renders of the exterior of the development were also received as part of the development application. (**See Attachment 1**)

One of the new requirements is submission of 3D computer model of the exterior of the development, in electronic format to enable input into the City's 3D model of the precinct. This enables 3D model visualisation of the proposed development within the existing local context, providing a valuable presentation and resource for the decision maker. It is expected the City's officers will be able to utilise the software and provide an invaluable visualisation and resource for the decision maker by October 2016. (The anticipated date is after the consideration of this report)

As stated in Policy Statement, it is the City's expectation that proposed development will also not prejudice the opportunities for future comprehensive and high quality development on other sites, or the ultimate realisation of the objectives for the precinct as a destination for employment and recreation as well as a quality residential environment. The new development should not prejudice the options for future redevelopment of other development potential sites at north of the subject sites particularly in terms of possible loss of significant views (Perth City skyline and Swan River).

Accordingly, a Notification to be registered on Certificate of Titles for the new strata lots created to notify prospective purchasers about the changing nature of the surrounding area and that the significant view/s may be adversely affected. The above matters raised can be resolved through the implementation of appropriate conditions should DAP chooses to approve this application.

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. The residential plot ratio of 2.58 (12279m²) 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.

The guidance statement 3(a) requires that the development consists of predominantly non-residential uses. The revised plans submitted indicate that only 1m² difference between the non-residential and residential plot ratio, and this concerns the City as any minor change to plans during the building permit stages will result in a non-compliant development.

However, as the non-residential plot ratio exceeds the residential plot ratio and the uses, as described above contribute to the precinct as an employment destination, it is considered that the guidance statement is met.

In relation to the Schedule 9 Table B Performance Criteria, comments have been received from the City's Design Advisory Consultants and Office of the Government Architects 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.	As summarised in the Design Advisory Consultants comments above, the DAC commended the design and materials integration of the tower and podium components. However, the Office of Government Architect commented that the proposal achieves a level of overall design quality that falls below what should be expected to this prominent site. It falls significantly short of the City's stated requirement for 'exceptional' levels of design quality to this location. Refer to <i>Office of the Government Architect</i> section of the report for more detail. On balance given the two sets of comments, the City considers that there is scope to improve the quality of the design. <i>Criterion Not Satisfied</i>
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.	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. <i>The equivalent provision in Proposed Amendment No. 46 only restricts the portion of the building</i>

	<p><i>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.</i></p> <p>19 Bowman Street (50% overshadowed) 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-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>With only one egress point from Mill Point Road north any development north of the signalised intersection of Mill Point Road and Labouchere will simply exacerbate an existing situation that has extended queue lengths at certain times and a lowered level of service at most times. The Micro-Simulation Traffic Model developed for the Precinct suggests that proposed development along Mill Point Road north would have a substantial impact on vehicle delays and queue lengths on the southbound intersection approach.</p> <p>As the existing queue lengths are observed to occasionally extend past the intersection of Mill Point Road / Ferry Street, these queue lengths are shown in the model to more frequently extend past the intersection of Mill Point Road / Ferry Street as a result of the cumulative traffic generated by the proposed developments within the study area, thereby impeding the ability of vehicles to egress from Ferry Street during the peak hour periods.</p> <p>A suite of road infrastructure upgrades have been identified for the area that will assist with the</p>

	<p>movement of traffic through the area. While the upgrade to the signals at Labouchere Road and Mill Point Road remains the single most important project to reduce the impact of development in this part of the Precinct, there other works including a continuous central median (with appropriate widening and adequate at-grade pedestrian access points) and roundabouts at the intersections of Scott Street and Stirling Street (with Mill Point Road north) required to assist in achieving this aim. The central median will prevent the unsafe right turn movements from being attempted and the roundabouts will facilitate the turning movements needed to maintain traffic flow along the street.</p> <p>While the Transport Assessment did not specifically address Road Infrastructure upgrades it is now acknowledged that a developer contribution would be forthcoming for essential works. The value and extent of the essential works have not been identified.</p> <p>On balance whilst the application has made progress towards achieving less impact on the road network, it is considered that the proposal will not meet the required criteria.</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 more than 60% primary street activation along Mill Point Road.</p> <p><i>Criterion Satisfied</i></p> <p>However, AMD46 provides the following criteria with regard to car parking: <i>"The maximum permissible number of on-site parking bays for residential uses is as follows:</i> <i>(a) 1 car bay per dwelling for occupiers of 1</i></p>

	<p><i>and 2 bedroom dwellings;</i> <i>(b) 2 car bays per dwelling for occupiers of dwellings containing 3 or more bedrooms."</i></p> <p><i>The proposed development provided the following parking bays allocation for the residential uses:</i></p> <ul style="list-style-type: none"> <i>• 2 bays for 2 beds apartments</i> <i>• 3 bays for 3 beds apartments</i> <i>• 3 to 4 bays for 4 & 5 beds apartments</i> <p><i>The proposal proposes a total of 209 bays for residential uses and therefore not complying with the required maximum permissible number of on-site residential parking bays requirement of 182 bays as required under AMD46.</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 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>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) and (d).</p> <p><i>(a) High quality active street frontages are provided.</i> The City is satisfied that the proposal will provide high quality active to both street frontages. This criterion is satisfied.</p> <p><i>(b) The development includes a gymnasium and spa with a landscaped podium accessible to the public.</i> The proposal provides public accessible gym facilities at Level 5. Additionally a condition can be imposed for \$1,744,500.00 public art contribution as required under City's Policy 316, should DAP chooses to support this application.</p> <p><i>(c) A range of dwelling sizes is provided.</i> As discussed in Dwelling Size section of the report above, the proposed development does provide a diverse range of dwelling types and unit sizes and therefore this criterion is met.</p> <p><i>(d) An improved pedestrian environment is provided through the provision of canopies to Mill Point Road and Ferry Street, active ground floor tenancies and passive surveillance of the public realm.</i> The proposal will improve pedestrian network as well as passive surveillance to the public realm. This criterion is satisfied.</p>

	<p><i>At least 3 criteria are satisfied.</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 2.58 residential plot ratio (12279m²) is not compliant with Schedule 9 Table A clause 3.4 of Town Planning Scheme No. 6.

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 proposed residential tower is situated on Lot 2 (86) & Lot 15 (88) Mill Point Road which has building height limit of 25.0 metres (measured to the finished floor level of the upper-most storey) while Lot 16 (90) Mill Point Road has building height limit of 41.0 metres as depicted in Plan 3 below. As the site is located within the Special Design Area, a higher building height 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.

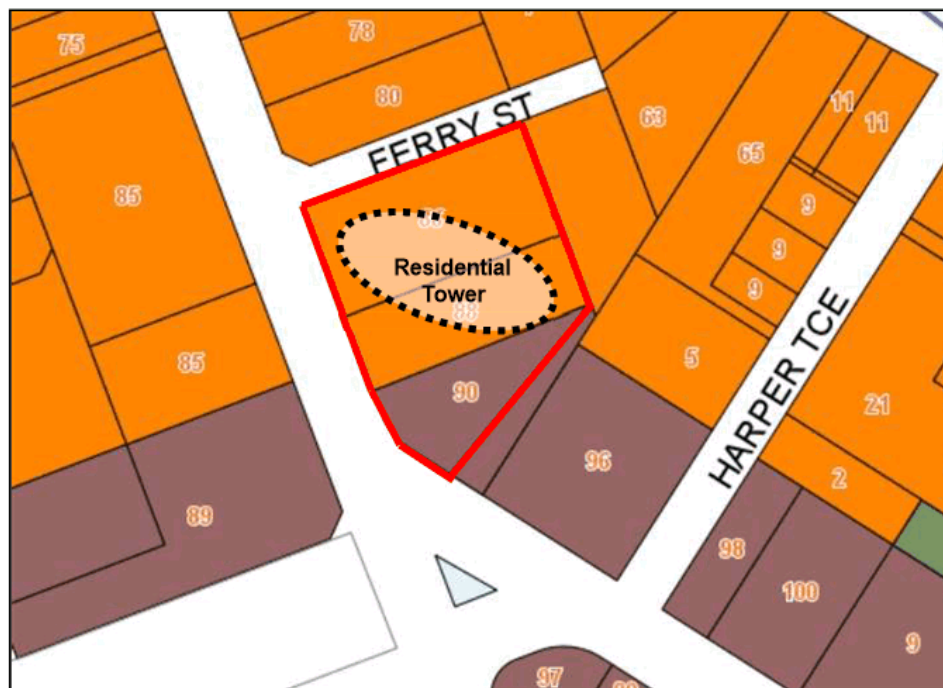
The proposed roof tower height is measured as 129.60 metres AHD and as such a variation is being sought under the criteria of Table B.

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."



Schedule 9 – Plan 3 Building Heights

In the assessment of Special Design Area TPS6 Schedule 9 Table B above, the proposal is seen to satisfy the current performance criteria with the exception of *Design Quality* and *Vehicle Management* design considerations.

As commented by OGA, the proposal achieves a level of overall design quality that falls below what should be expected to this prominent site. It falls significantly short of the City's stated requirement for 'exceptional' levels of design quality to this location.

While the final outcome of the AMD46 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 50.0, 60.0 or 80.0 metres, depending upon the number of 'Design Consideration 8' criteria met.

Under AMD46 Schedule 9A Building Height, all the 3 subject lots now have a similar building height limit of 41.0 metres. The proposed development only meets the minimum 5 out of 8 Design Considerations. Therefore, the maximum permissible building height is 50.0 metres and the proposed building height being 129.60 metres AHD significantly exceeds the permitted building height limit. The building height of 129.60 metres AHD which is 2.6 times the prescribed maximum height of 50.0 metres is not seen to have due regard to the Amendment No. 46.

It is considered that approval of a building that significantly exceeds the maximum height limit prescribed in Amendment 46 is likely to impair the effective achievement of the planning objective or planning approach embodied or reflected in the amendment.

Additionally, the proposal also does meet with *Car parking* design considerations as required under AMD46 Schedule 9A Table B. It proposes a total of 209 bays in lieu of maximum permissible number of 182 bays for residential parking bays.

The application is recommended for refusal for this reason, amongst others.

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:

While many aspects of the proposed development are considered compliant in terms of the current Town Planning Scheme and AMD 46 schedule 9A provisions, the development does not satisfy the performance criteria relating to the Design Quality as well as Traffic Management.

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.

It is acknowledged that AMD 46 provisions are not certain nor imminent at this stage, however the proposed building height is a significant variation from the potential maximum permissible building heights in AMD 46 and would therefore be out of scale for this part of the precinct.

For these reasons, the City recommends refusal of the proposal.

17 Car Bays @ 3-4 Bays/Apartment	4&5-Bed Apartments 5 Total	Penthouse Level 32/33	814	Total m2			
		Level 31	672	1486			
24 Car Bays @ 3 Bays/Apartment	3&4-Bed Apartments 4/Level 8 Total	Level 30	724	Total m2			
		Level 29	724	1448			
36 Car Bays @ 3 Bays/Apartment	3-Bed Apartments 4/Level 12 Total	Level 28	676	Total m2			
		Level 27	676	2028			
		Level 26	676				
	Residents' Amenity Level	Residents Club / Pool Deck Level 25					
84 Car Bays @ 2 Bays/Apartment	3-Bed Apartments 6/Level 42 Total	Level 24	732	Total m2			
		Level 23	732	5124			
		Level 22	732				
		Level 21	732				
		Level 20	732				
		Level 19	732				
		Level 18	732				
48 Car Bays @ 2 Bays/Apartment	2-Bed Apartments 8/Level 24 Total	Level 17	736	Total m2			
		Level 16	736	2193			
		Level 15	721				
	Total: 91 Apartments						
	Residential Plot Ratio Total		12,279				
RACF	16 High Care suites	8 Suites	Level 14	832	Total m2		
	_8x1B suites	8 Suites	Level 13	832	1664		
RACF	108 High Care Suites	12 Suites	Level 12	864	Total m2		
	_36xLuxury	12 Suites	Level 11	864	7056		
	_72xStandard	14 Suites	Level 10	888			
		14 Suites	Level 09	888			
		14 Suites	Level 08	888			
		14 Suites	Level 07	888			
		14 Suites	Level 06	888			
		14 Suites	Level 05	888			
	Total: 124 Aged Care Suites						
	Aged Care Plot Ratio Total		8,720				
	Office	Childcare	Food +Beverage	Day Spa +Function	Aged Care Amenities +Admin		
	Podium Level 4	266		0	493	759	Admin + Amenities Areas
	Level 3.5				115	115	Aged Care Laundry
	Level 3	347			24	371	Security Office
	Level 2	567				567	Office
	Level 1	907				907	Office
	Ground Floor		841			841	Restaurant/Delicatessen
	Podium Plot Ratio Area Total	1,474	613	841	0	632	3,560
	Non Residential Plot Ratio Total		12,280	244 Car bays requirement @ 1 bay/50sqm			
	Combined Plot Ratio Total		24,559				
Car Parking Provision:							
	_Aged Care	123 Bays					
	_Child Care	13 Bays @ 1/50sqm					
	_F&B	18 Bays					
	_Office	30 Bays @ 1/50sqm					
	_Residential	225 Bays (209+16)					
	Total:	409 Bays (225 Res + 184 Non Res)					
Notes:							
	_16 Residential Visitor Bays included @ 1/6 aparts						
	_5 Aged Care Share Cars included						
	_37 Commercial (Non-Res) Visitor Bays included						
	_Aged Care parking allowance established on reduced needs requirement based on precedent						
	3 Street Embayments proposed along Mill Point Road for Aged Care Drop Off						

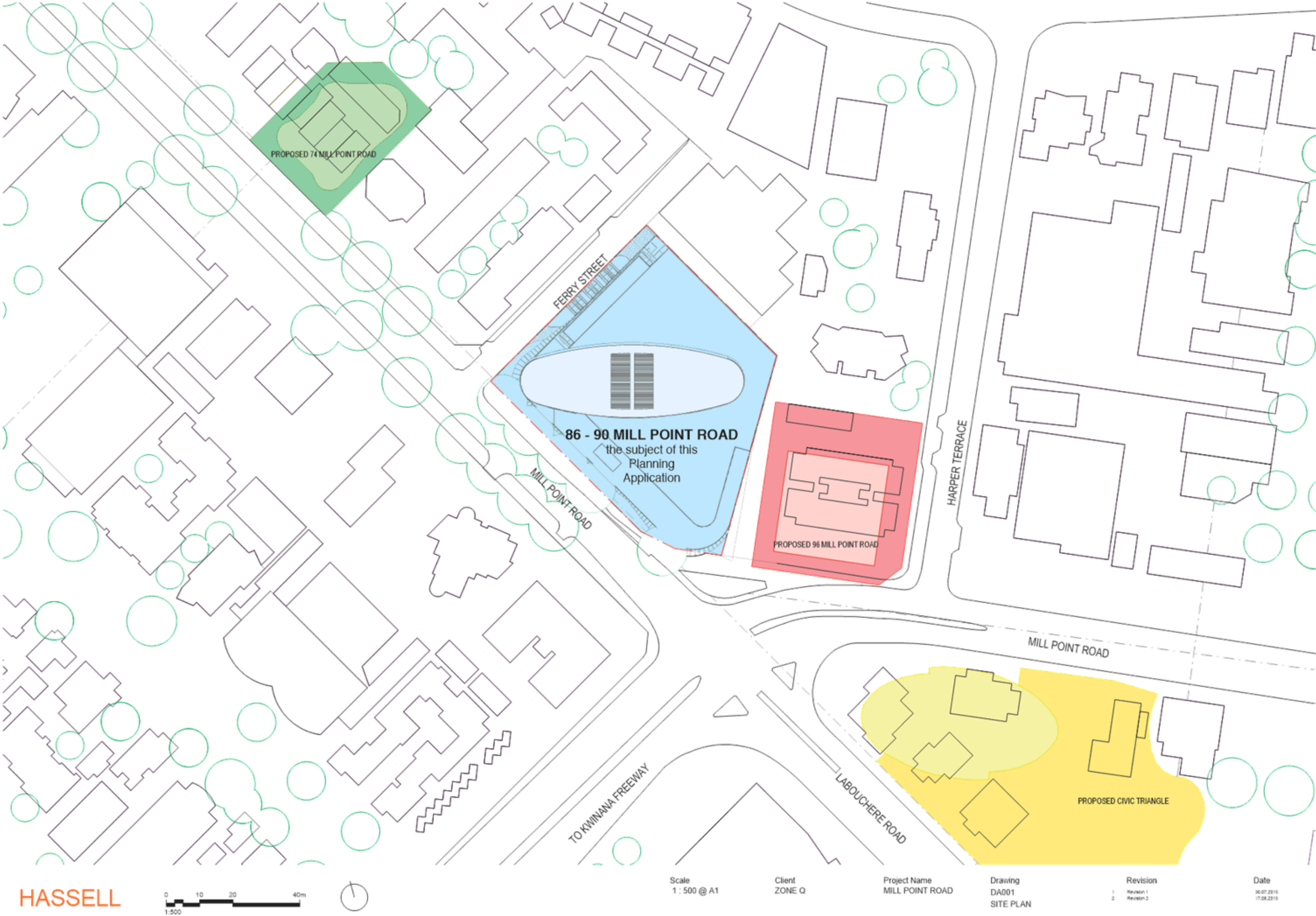
88 Mill Point Road Mixed Use Development Plot Ratio Floor Areas @ +50% Non Residential PR

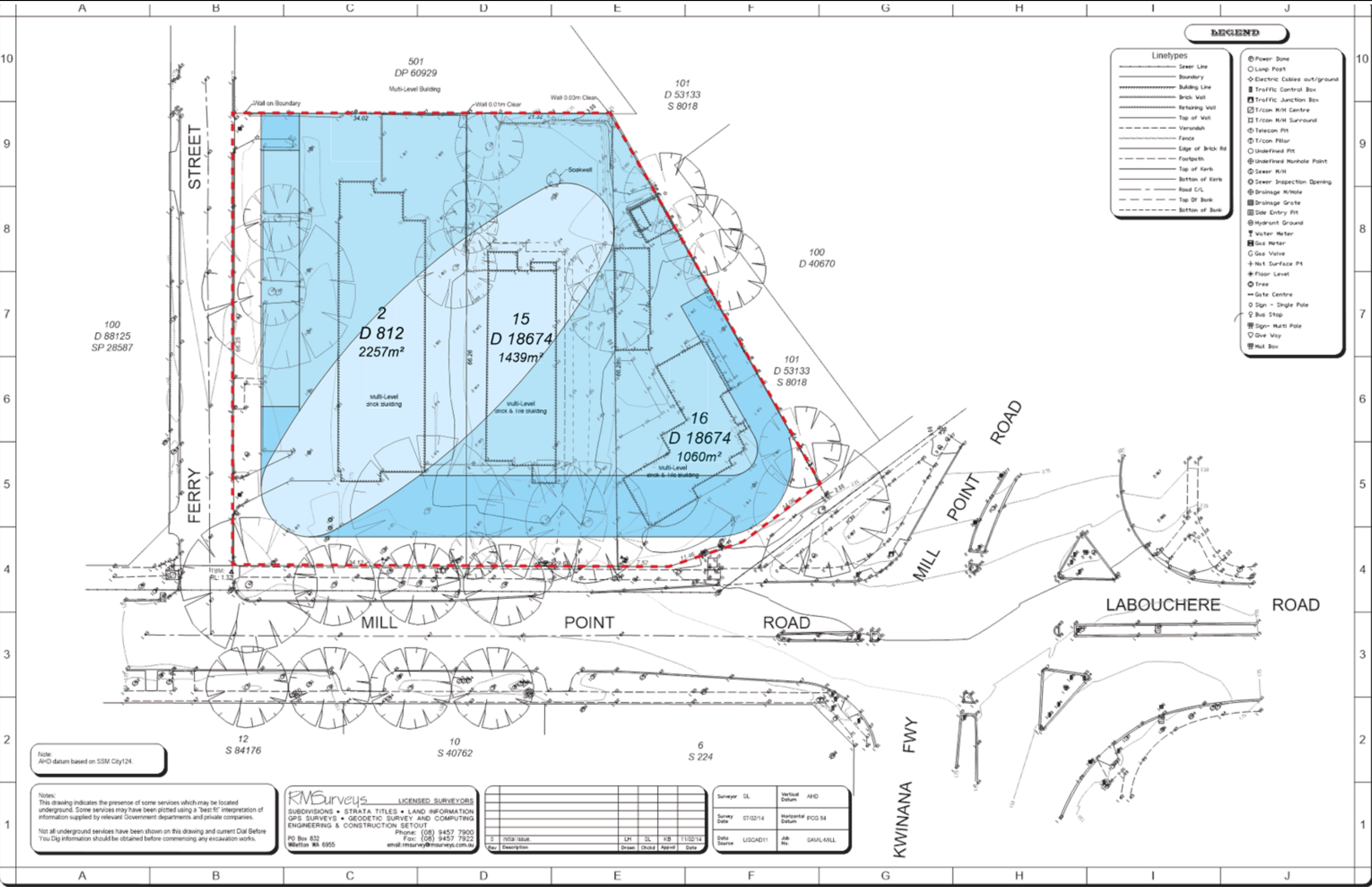


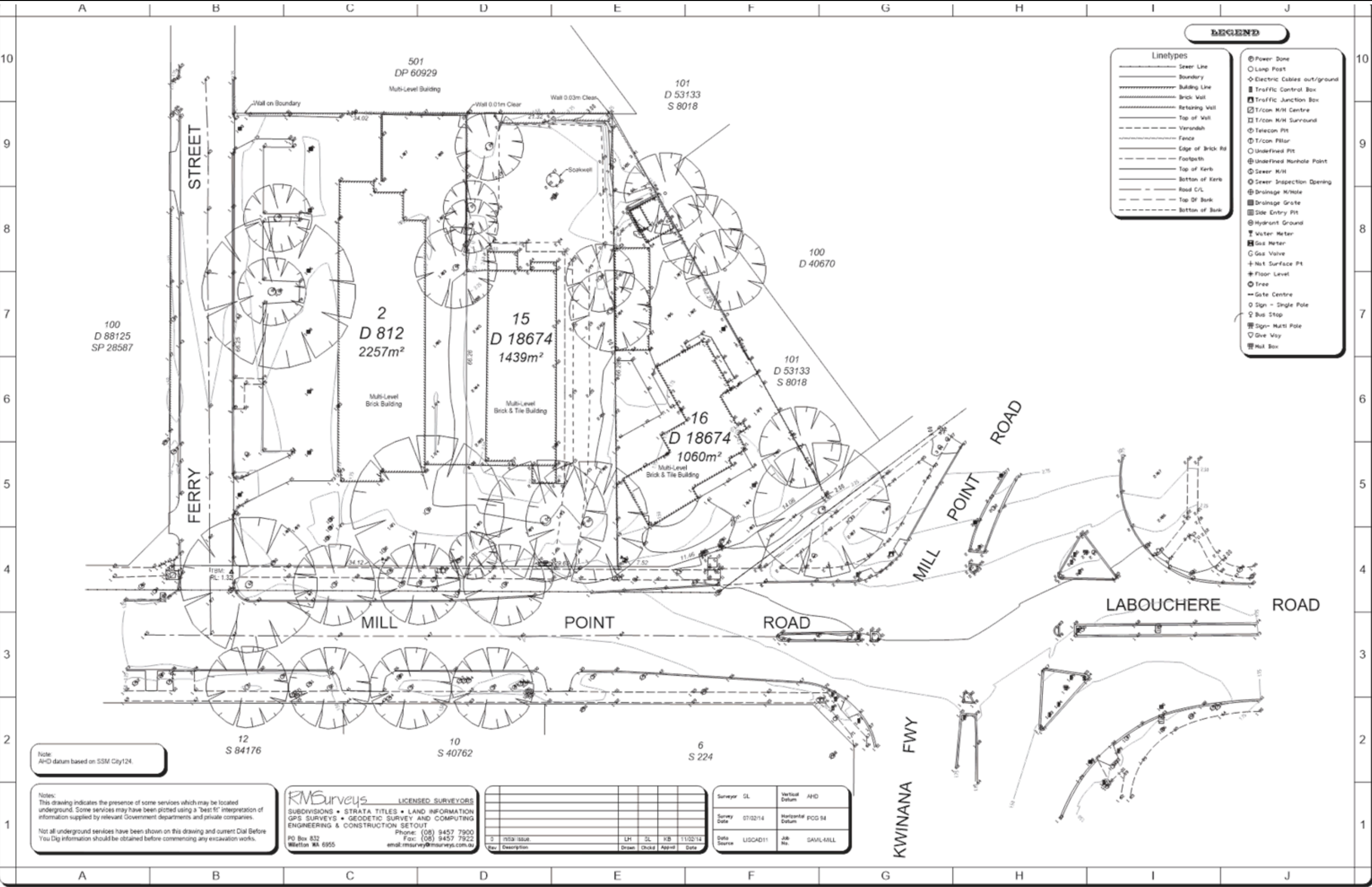
ZONE Q
INVESTMENTS PTY LTD



23 AUGUST 2016







HASSELL



Scale
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Client
ZONE Q

Project Name
MPR

Drawing
DA005
SITE SURVEY

Revision
1 - Development Application

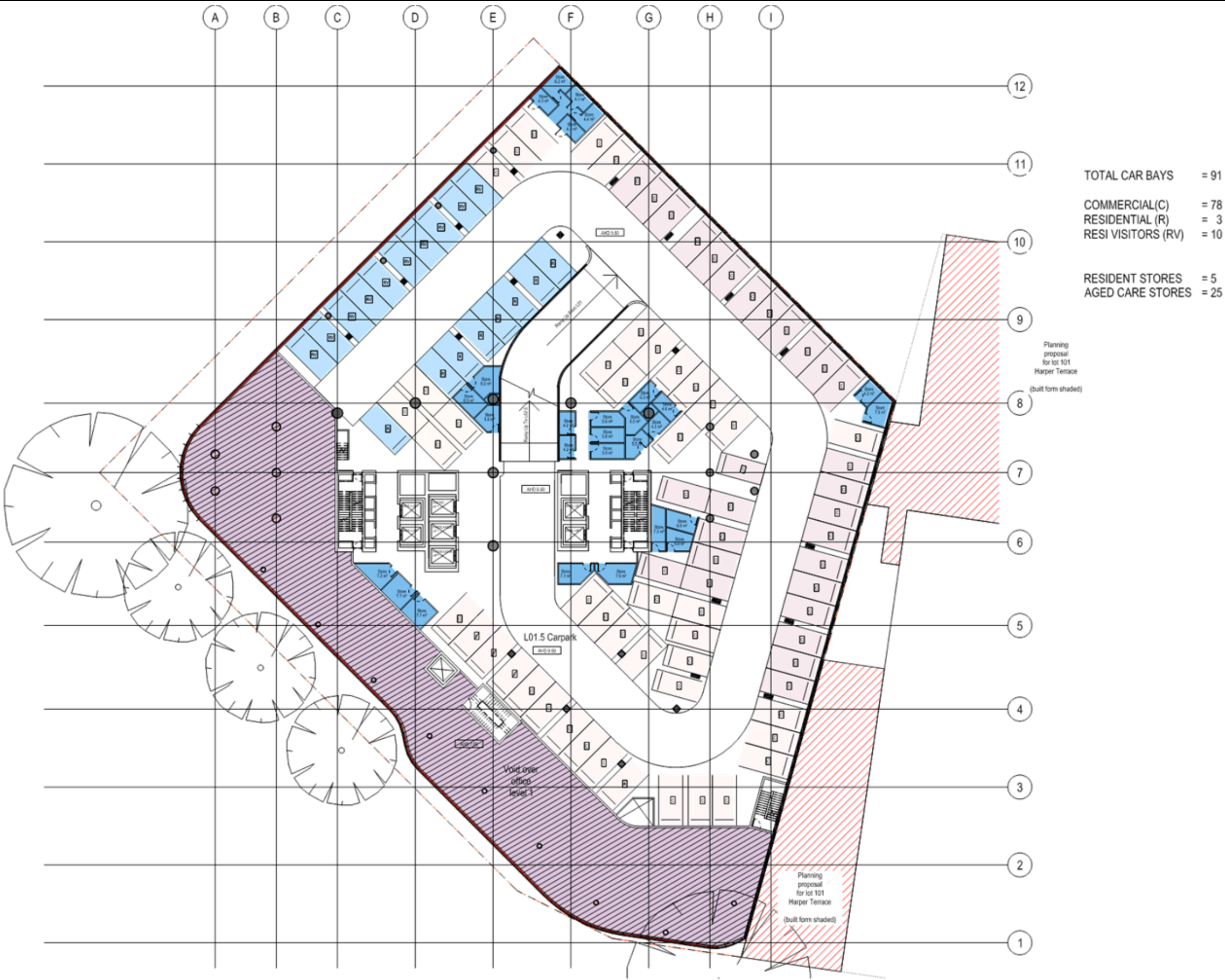
Date
30.10.2015





HASSELL





HASSELL



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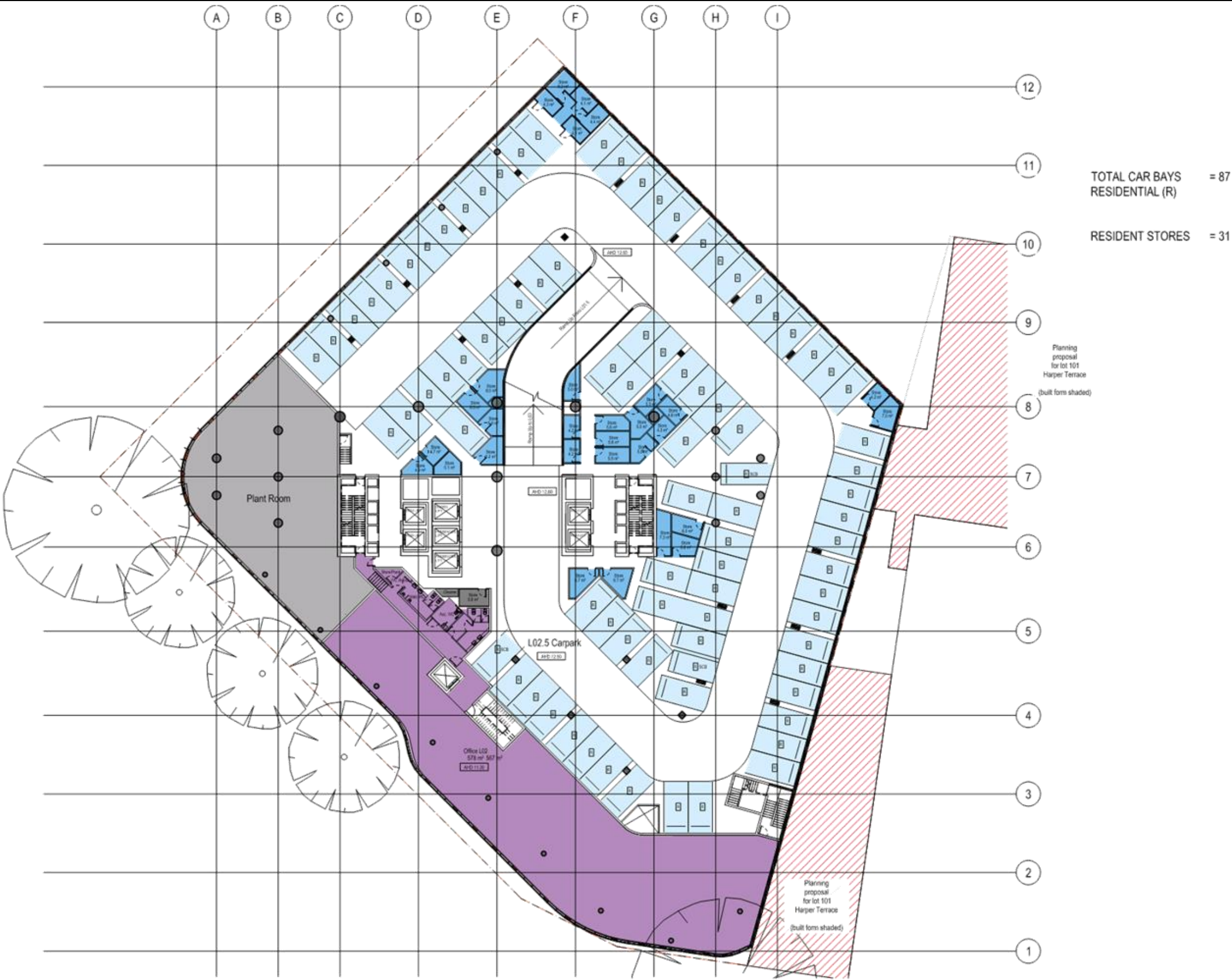
Client
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Project Name
MILL POINT ROAD

Drawing
DA103
L01.5 CARPARK

Revision	
1	Development Application
2	DA revisions
3	DA comments response
4	DA revisions

Date
30/10/2015
17/10/2015
05/02/2016
17/02/2016



HASSELL



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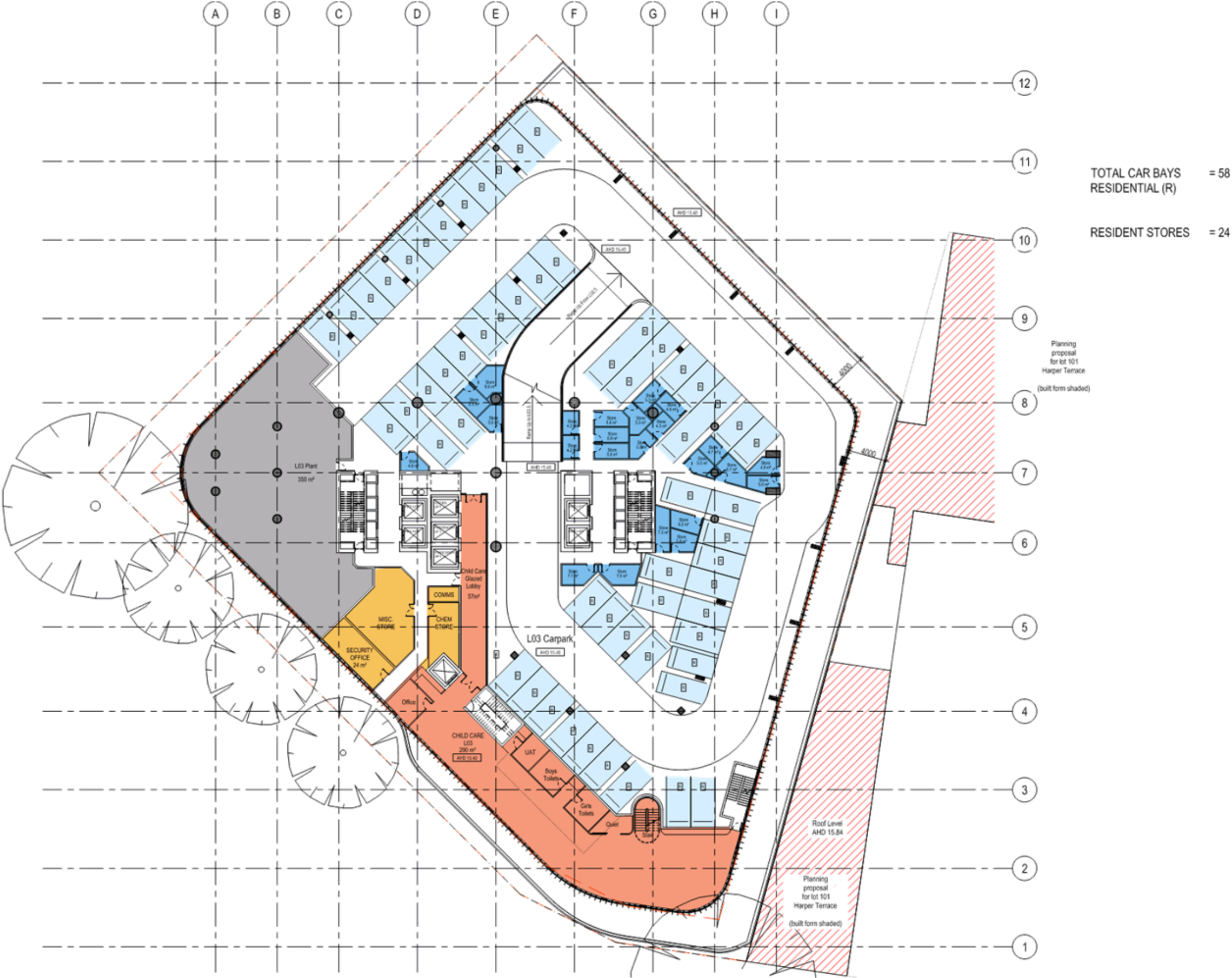
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA104
L02 OFFICE & L02.5 CARPARK

Revision
1 Development Application
2 DA revisions
3 DA comments response
4 DA revisions

Date
30/10/2015
17/10/2015
05/02/2016
17/02/2016



HASSELL



Scale
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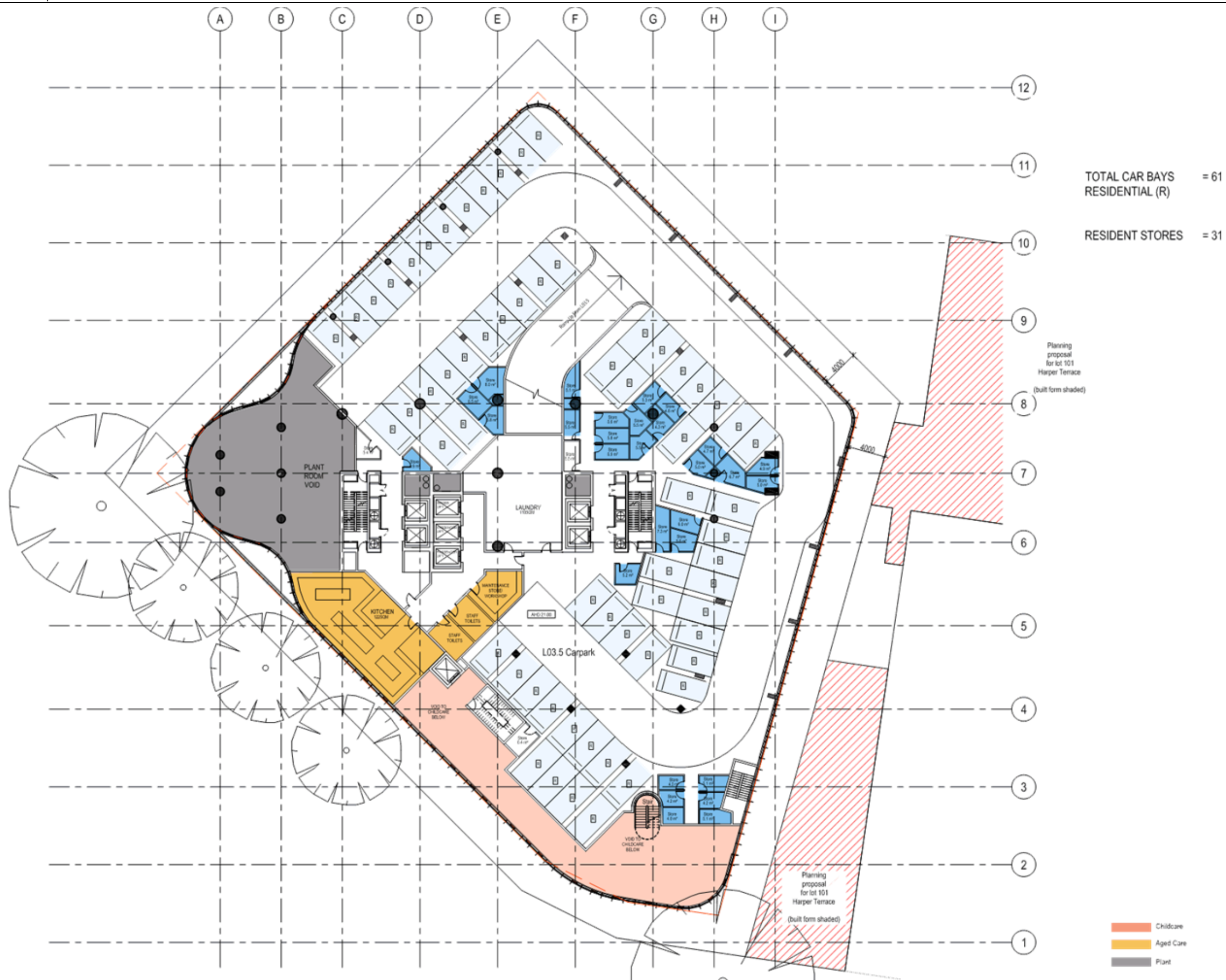
Client
ZONE Q

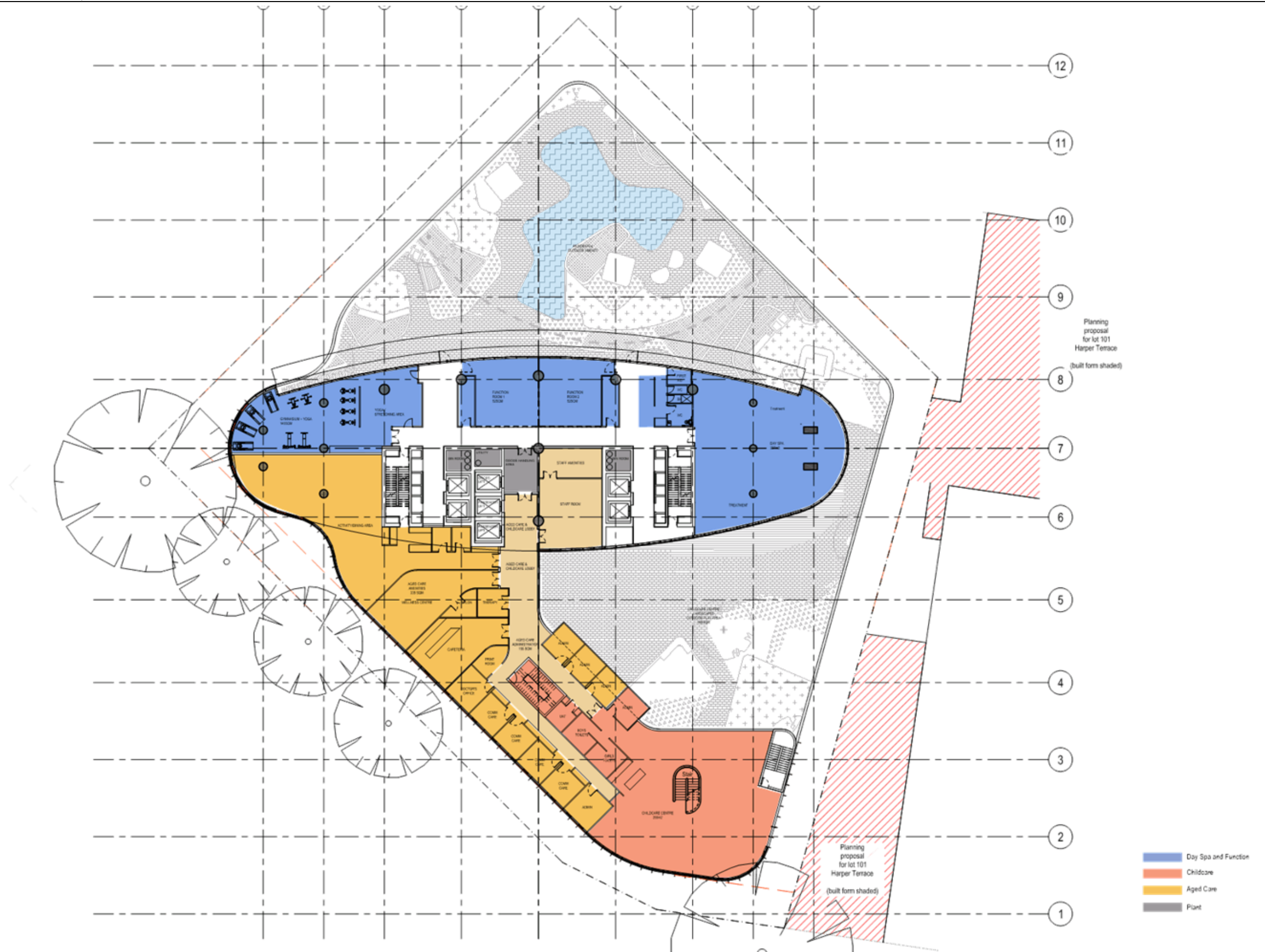
Project Name
MILL POINT ROAD

Drawing
DA105
L03 OFFICE & CARPARK

Revision
Development Application
DA-revisions
DA comments response
DA-revisions

Date
30/10/2015
27/10/2015
05/02/2016
17/02/2016





HASSELL



Scale
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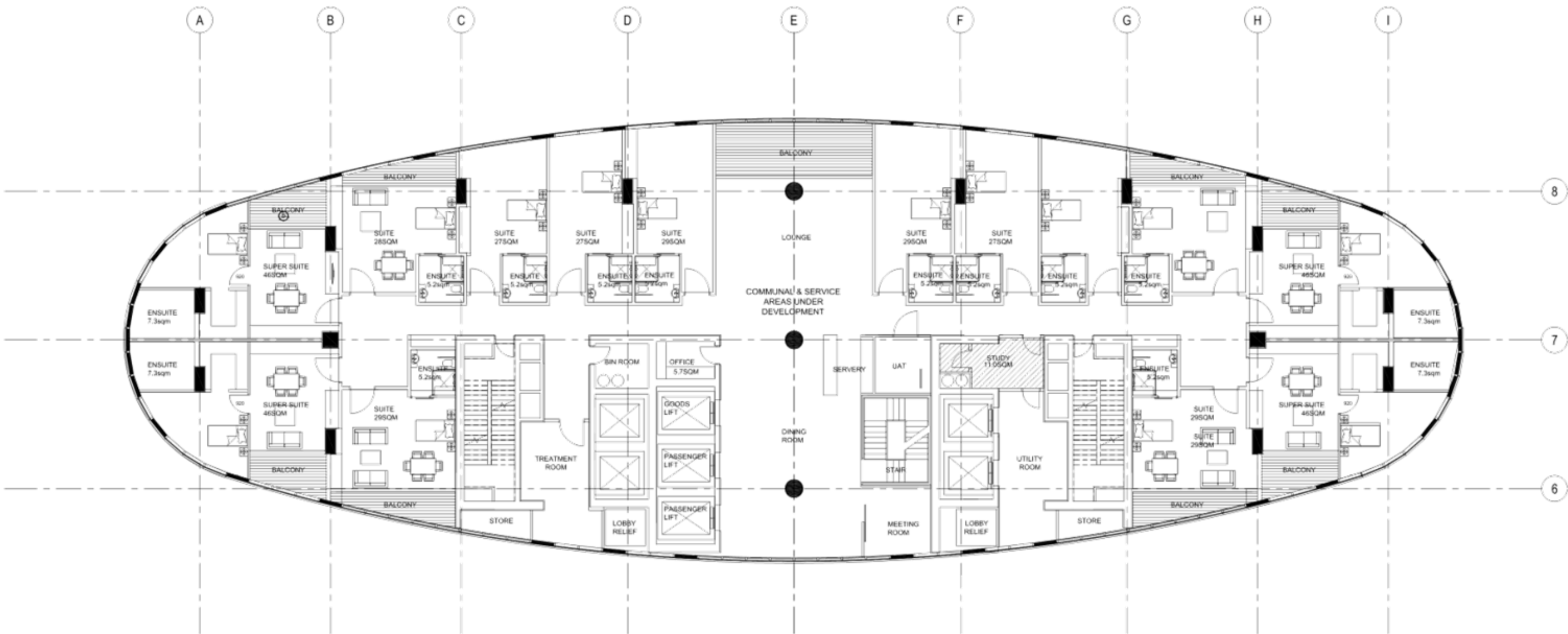
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA107
1 OF HEALTH & FITNESS CHED

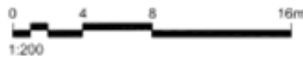
Revision
Development Application Resubmission

Date
23-08-2016



AGED CARE FLOOR PLATE TYPE A1
PLOT RATIO 888m2

HASSELL



Scale
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1: 200 @ A3

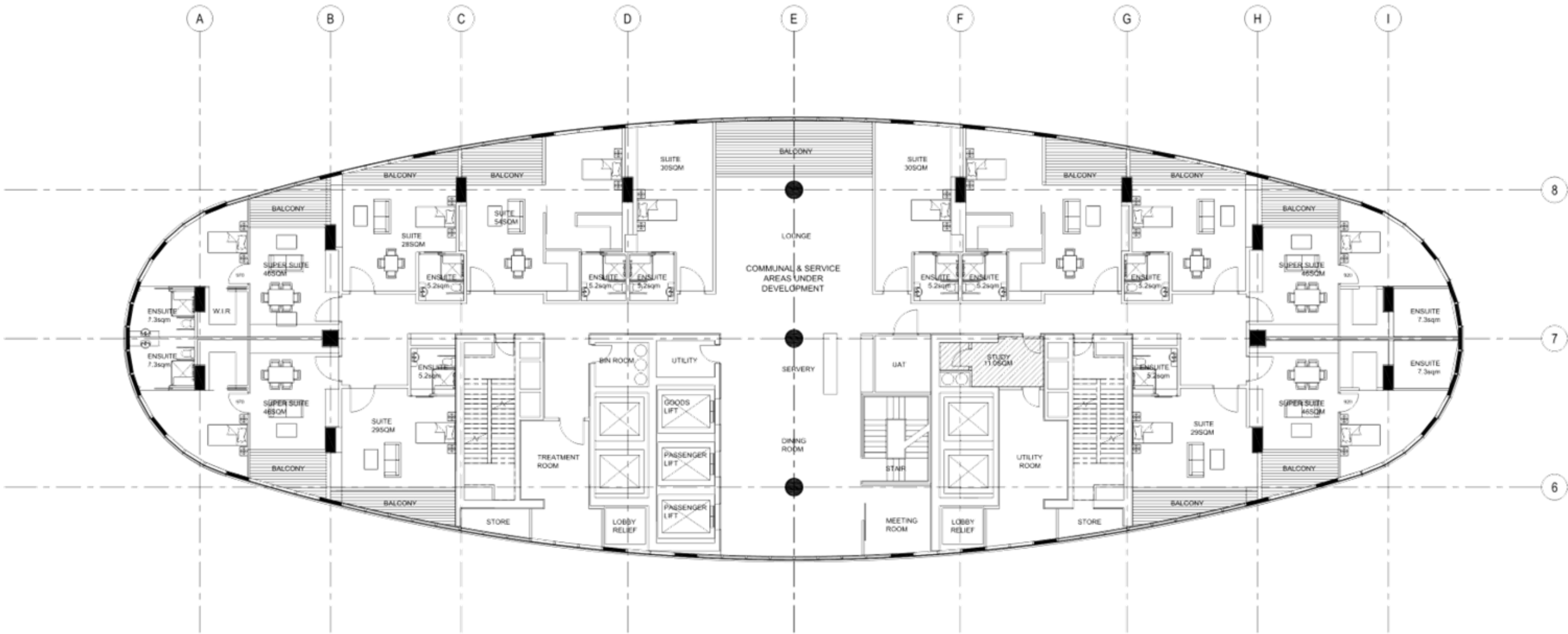
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA108.1
L05-L10 RACF
TYPE A1 FLOOR PLATE

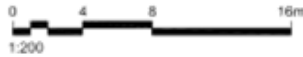
Revision
Development Application Resubmission
Development Application Area Submission

Date
23/06/2016
30/06/2016



FLOOR PLATE TYPE A2
PLOT RATIO 864m2

HASSELL



Scale
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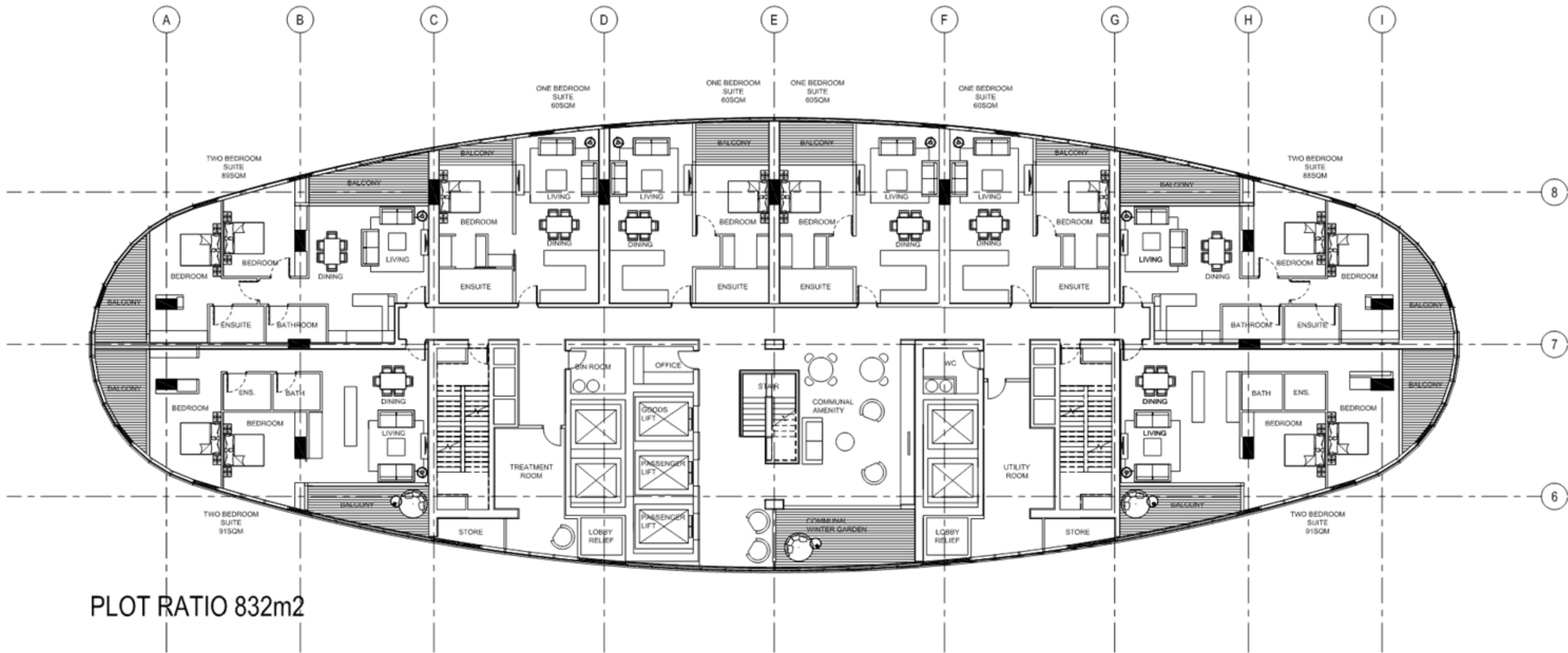
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA108.2
L11-L12 RACF
TYPE A2 FLOOR PLATE

Revision
Development Application Resubmission
Development Application Resubmission

Date
23/06/2016
30/09/2016



HASSELL



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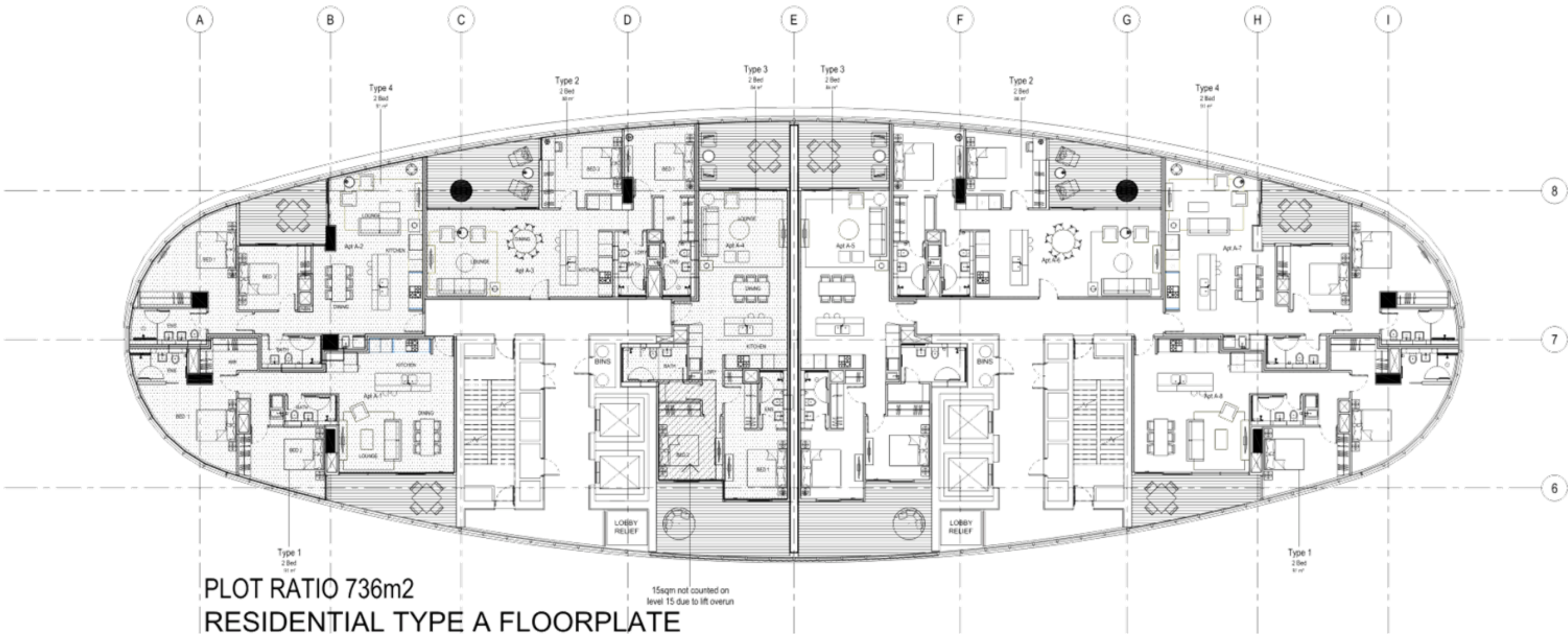
Client
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Project Name
MILL POINT ROAD

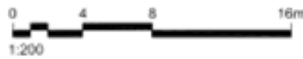
Drawing
DA109

Revision
Development Application Resubmission

Date
2/10/2016



HASSELL



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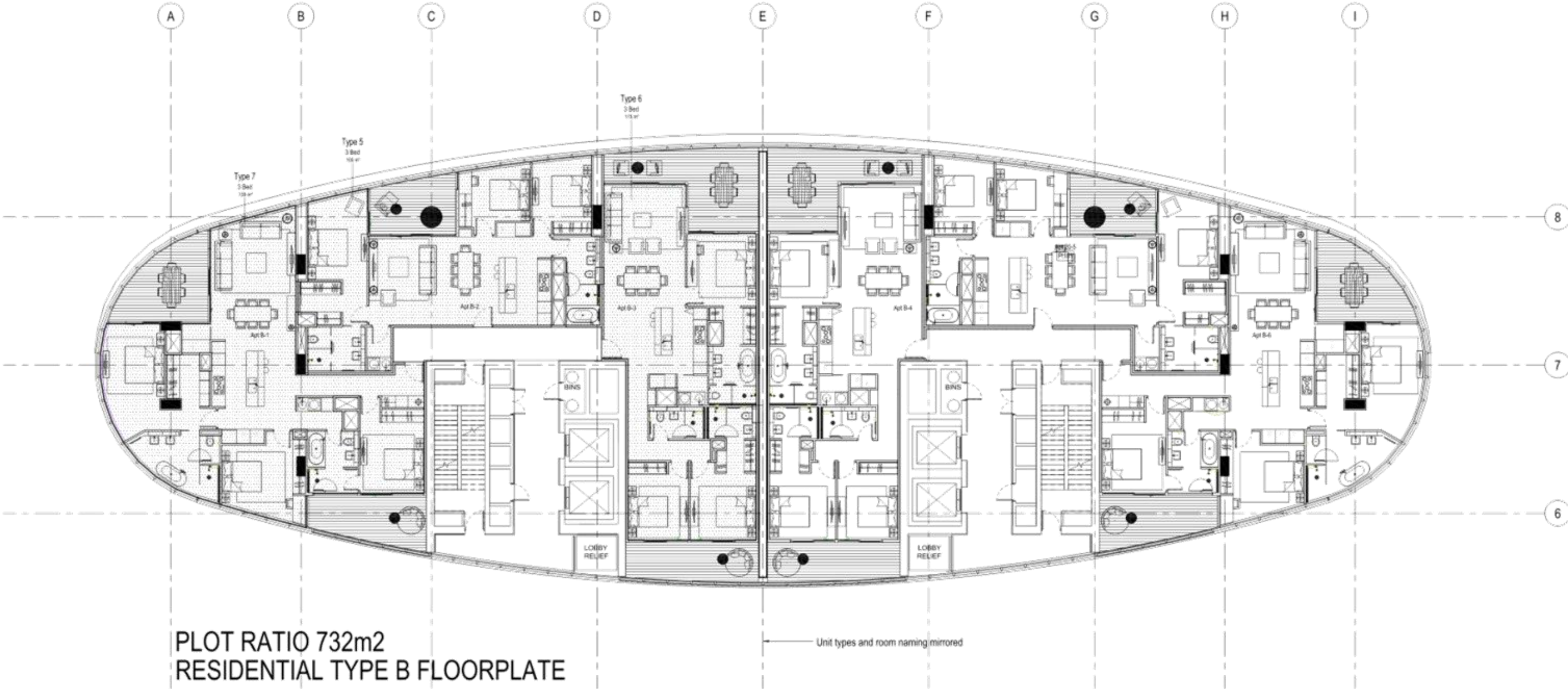
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA110
L15- L17 RESIDENTIAL
FLOORPLATE CONFIG Type A

Revision
Development Application Resubmission
Development Application Area Submission

Date
23/06/2016
30/06/2016



HASSELL



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1 : 200 @ A3

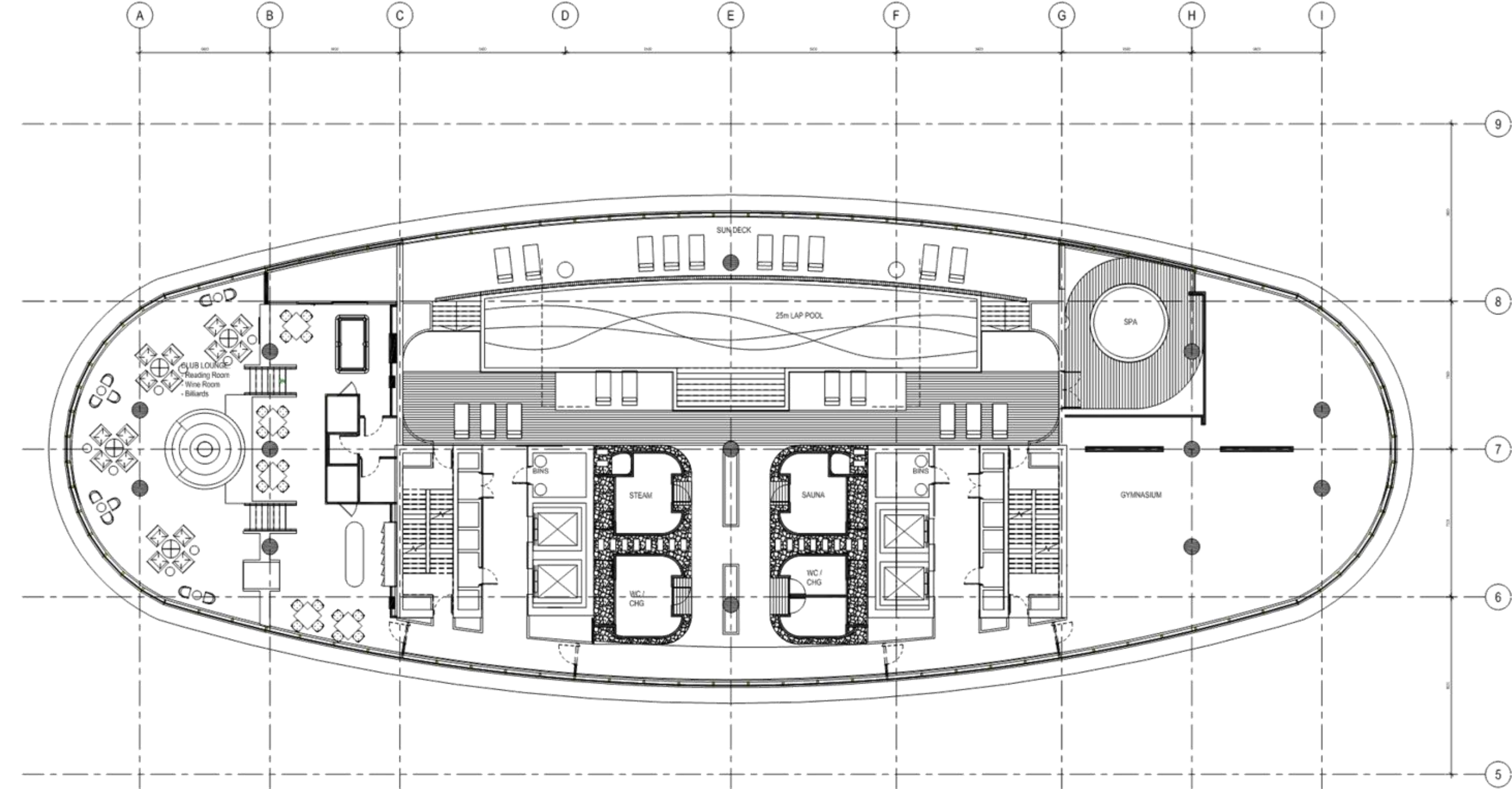
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA111
L18-L24 CONFIG TYPE B

Revision
Development Application Resubmission
Development Application Allow Submission

Date
23/09/2016
30/09/2016



PLOT RATIO AREA - N/A
ALL FACILITIES AT THIS LEVEL ARE
TO BE FOR THE EXCLUSIVE USE OF
THE BUILDING RESIDENTS

HASSELL



Scale
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1 : 200 @ A3

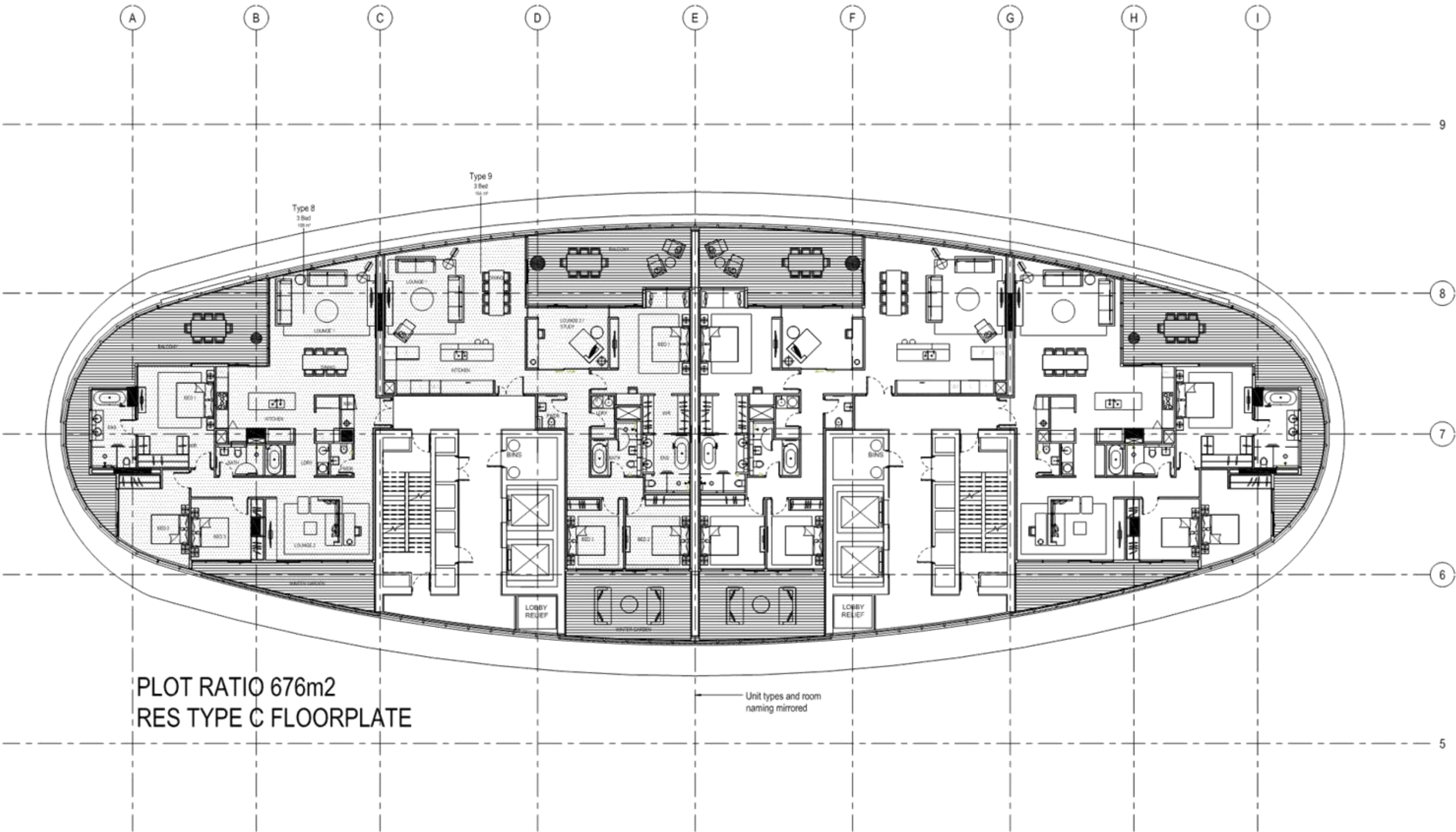
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA112
L25 SKY LOUNGE

Revision
DA Resubmission

Date
23/08/2016



HASSELL



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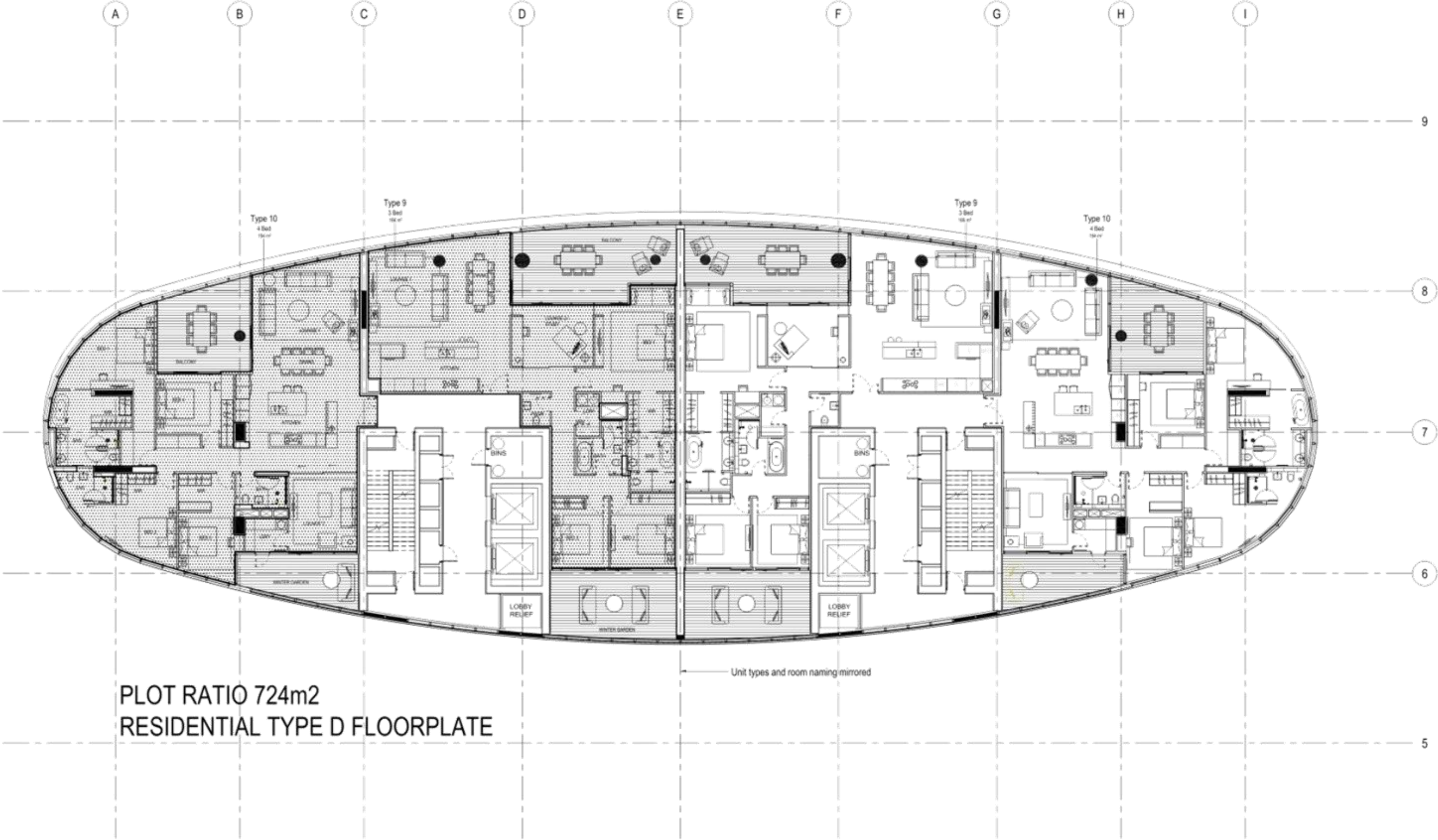
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA113
L26-L28 RESIDENTIAL
FLOORPLATE CONFIG C

Revision
Development Application Resubmission
Development Application Area Submission

Date
22/06/2016
20/06/2016



HASSELL



Scale
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1 : 200 @ A3

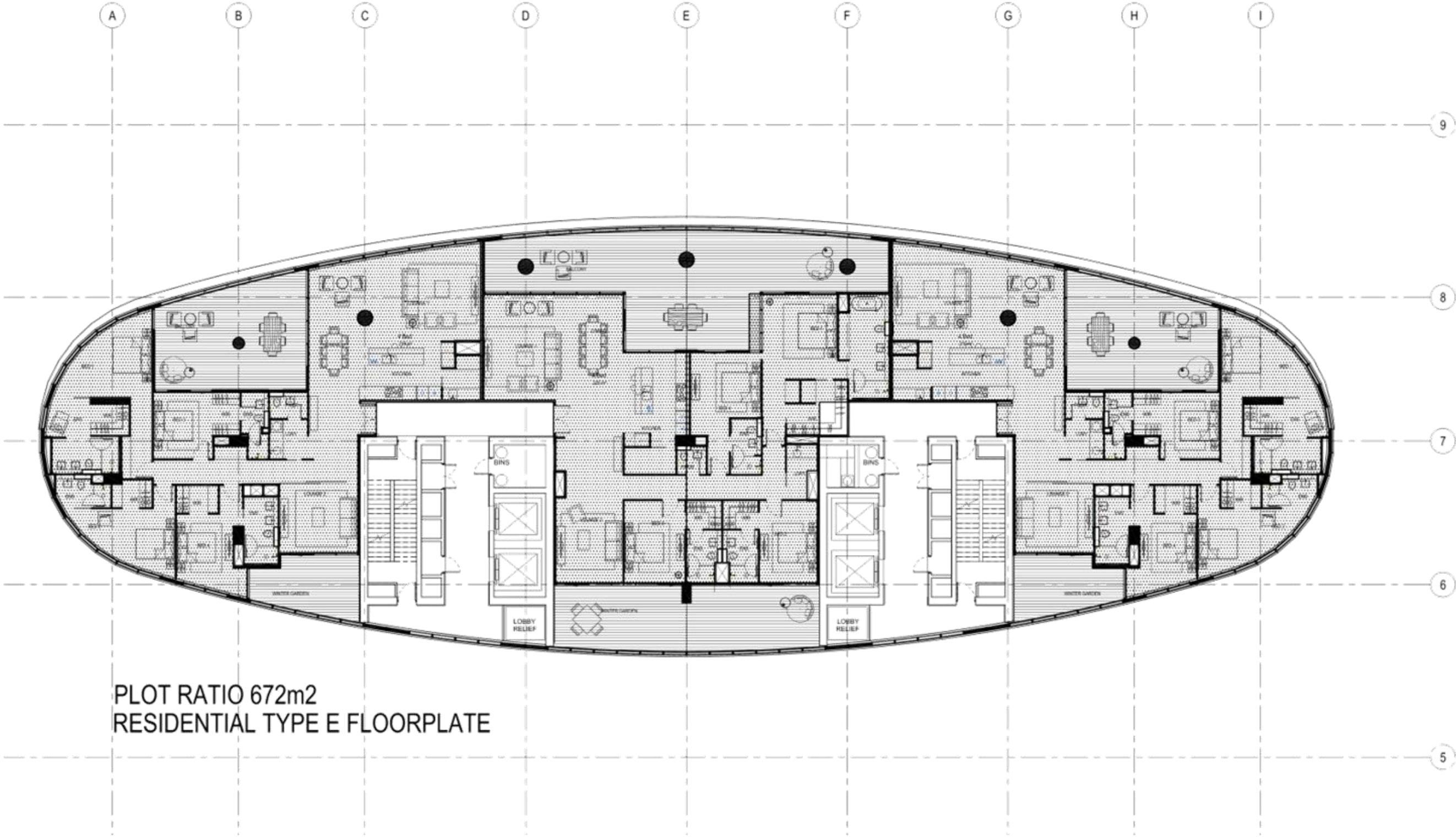
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA114
L29-30 RESIDENTIAL
FLOORPLATE CONFIG D

Revision
Development Application Resubmission
Development Application Area Submission

Date
23/09/2016
30/09/2016



HASSELL



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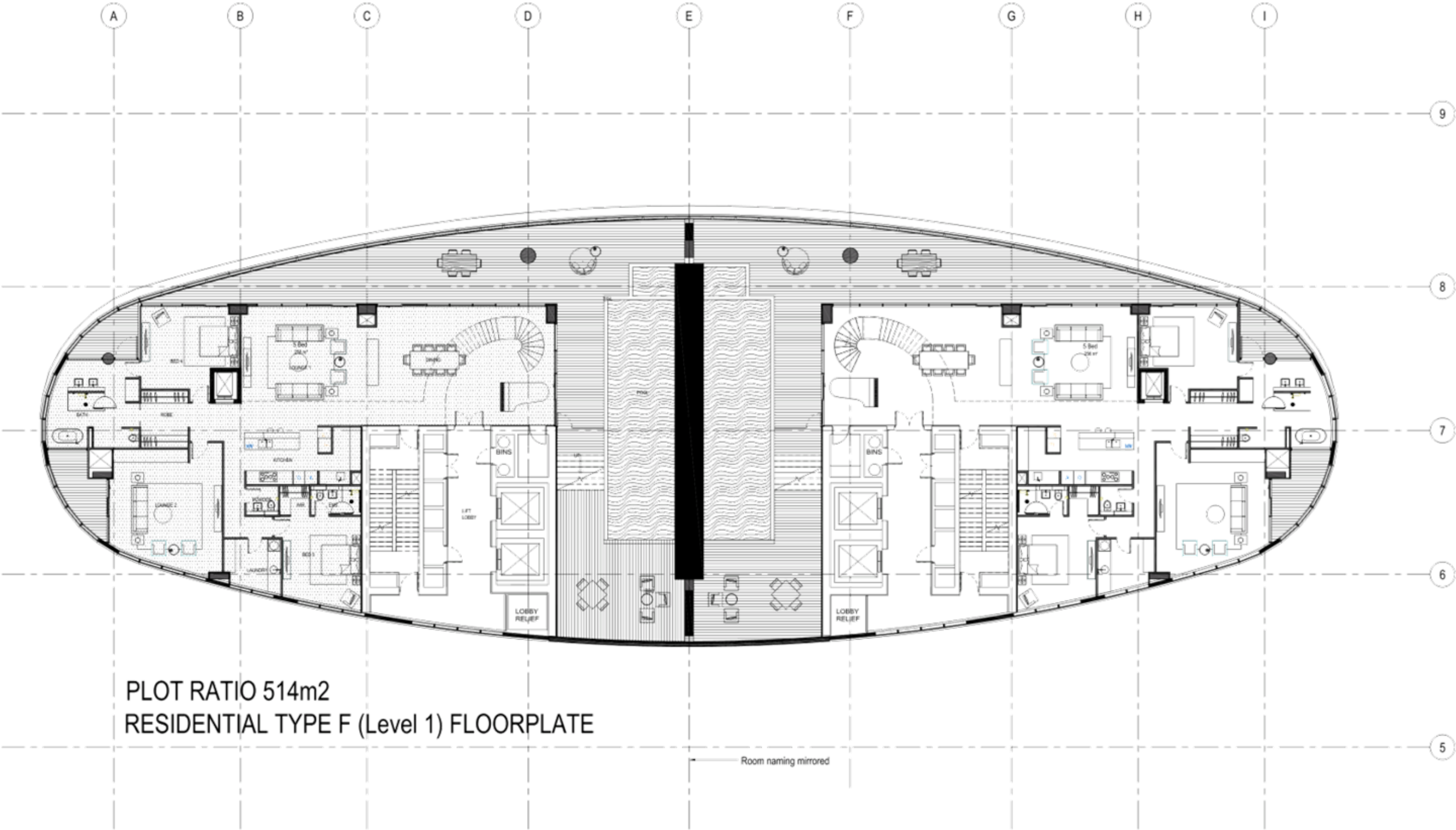
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA115
L31 RESIDENTIAL
FLOORPLATE CONFIG E
S11RPENTH0115F

Revision
Development Application Resubmission
Development Application Area Submission

Date
23/06/2016
30/06/2016



HASSELL



Scale
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1 : 200 @ A3

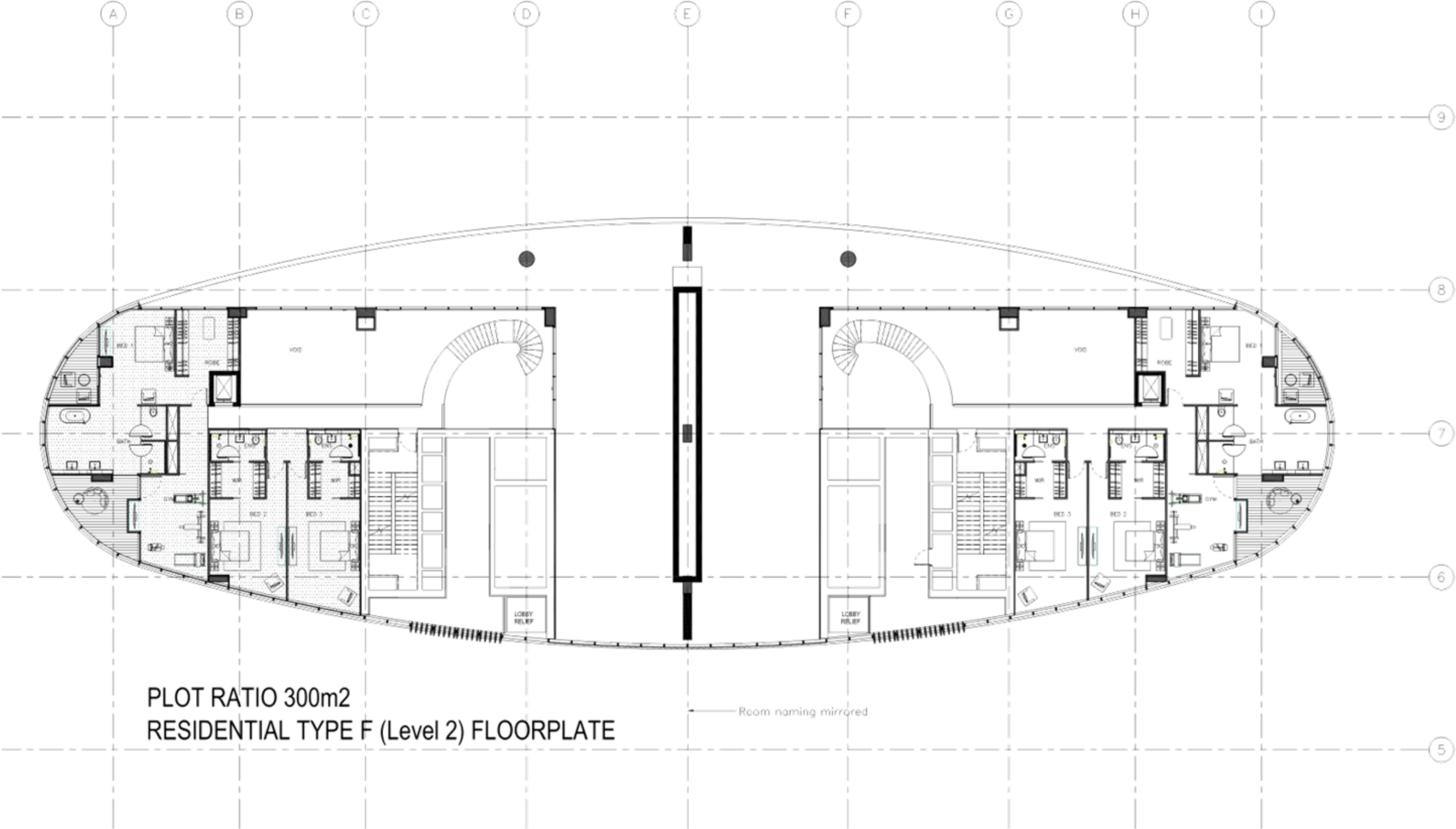
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA116
L32 RESIDENTIAL
FLOORPLATE CONFIG F
IDENTIFIED LEVEL 1

Revision
Development Application-Resubmission
Development Application-Resubmission

Date
13/09/2016
10/09/2016



HASSELL



Scale
1 : 100 @ A1
1 : 200 @ A3

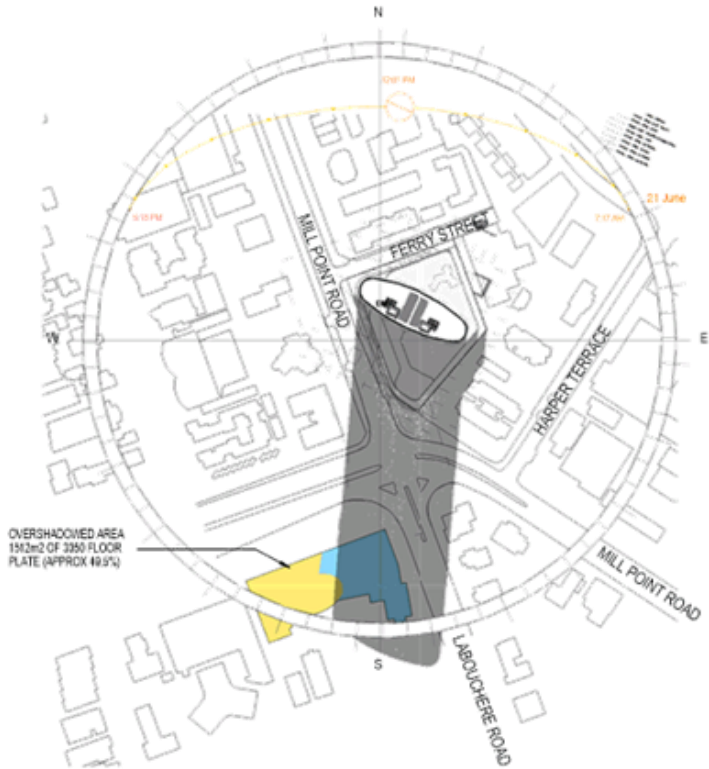
Client
ZONE Q

Project Name
MILL POINT ROAD

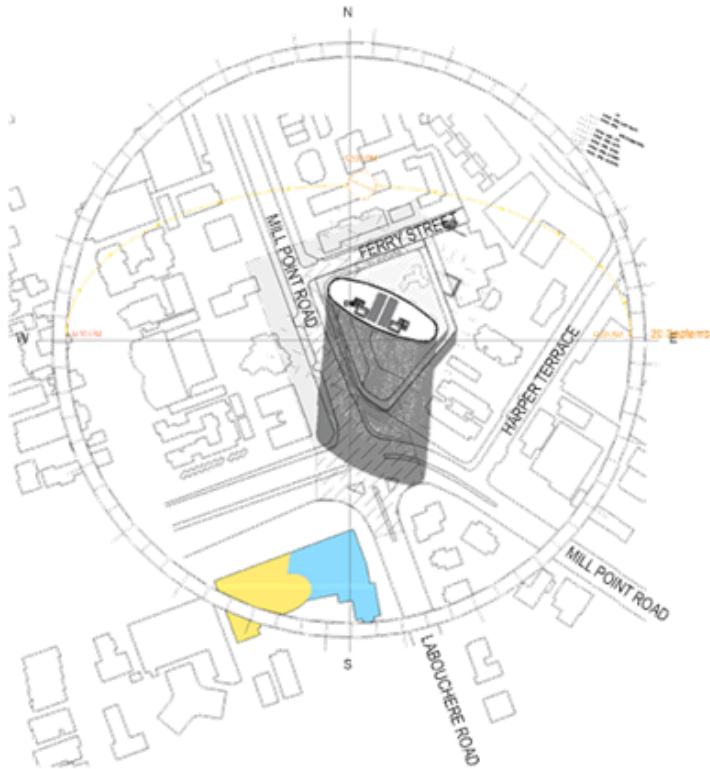
Drawing
DA117
L33 RESIDENTIAL
FLOORPLATE CONFIG F
IDENTIFIED LEVEL 2

Revision
Development Application/Resubmission
Development Application Area Submission

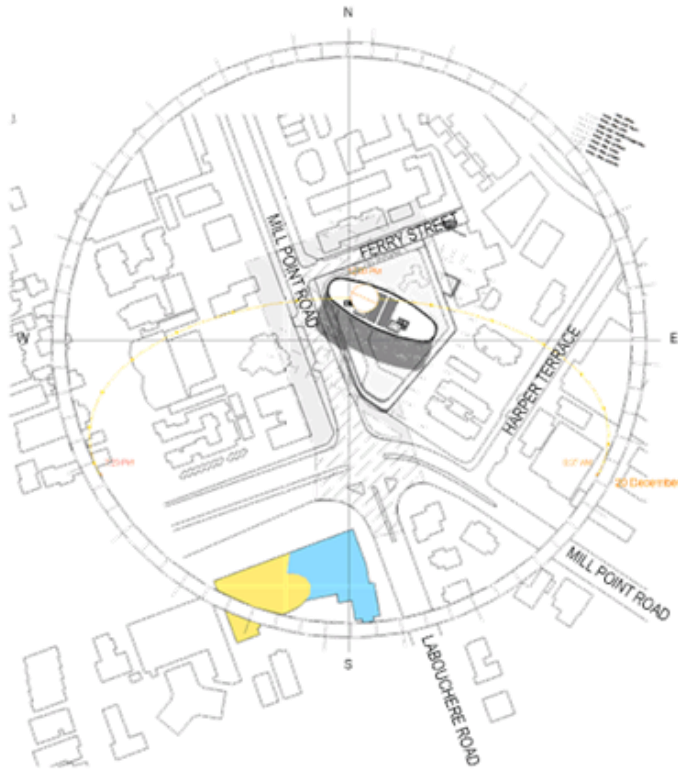
Date
13/09/2016
10/09/2016



1 Shadow Study Winter Solstice - Site Plan
1:1000 @ A3
NOTE: SHADOW AT 12PM ON JUNE 21ST

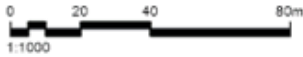


2 Shadow Study Equinox - Site Plan
1:1000 @ A3
NOTE: SHADOW AT 12PM ON MARCH / SEPTEMBER 21ST



3 Shadow Study Summer Solstice - Site Plan
1:1000 @ A3
NOTE: SHADOW AT 12PM ON DECEMBER 21ST

HASSELL



Scale
As indicated 1:1000 @ A3

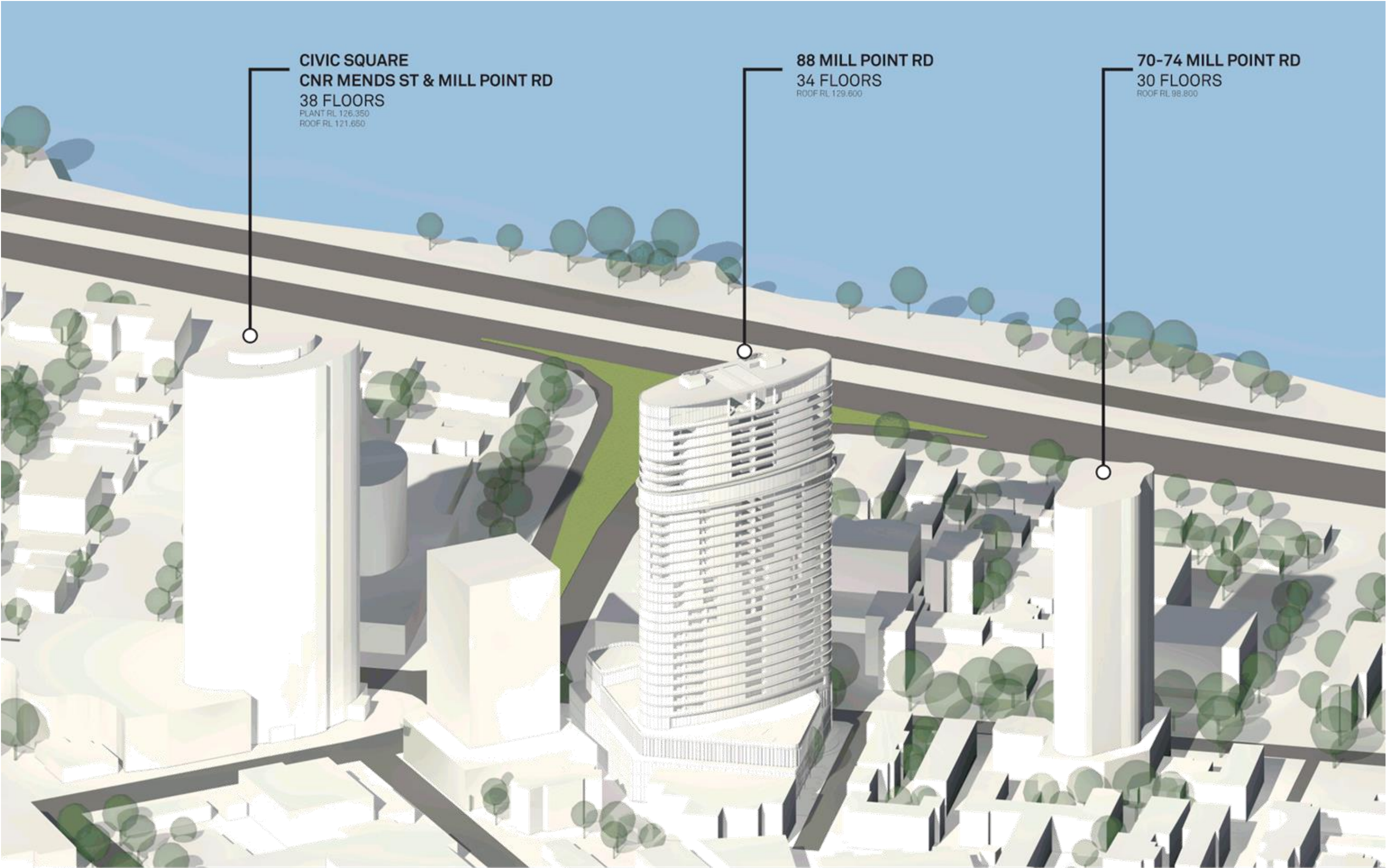
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA601
SHADOW STUDY

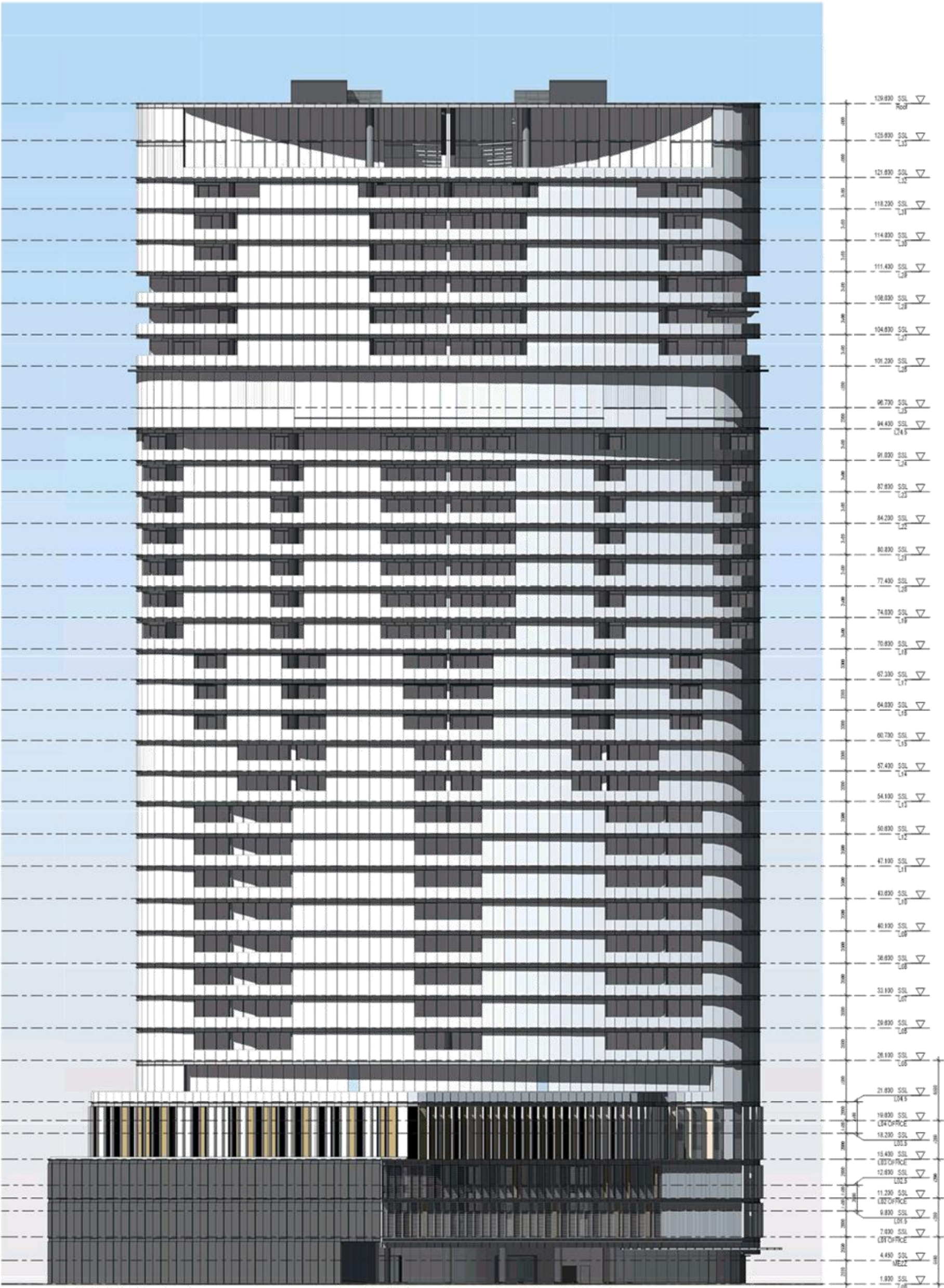
Revision
1 Development Application Resubmission

Date
23-08-2016



Revision	Date	Scale	Client	Project Name	Drawing
A, Development Application	23-August 2016	NTS	Zone Q	88 Mill Point Rd South Perth	SK001

HASSELL



HASSELL



Scale
As indicated @ A1

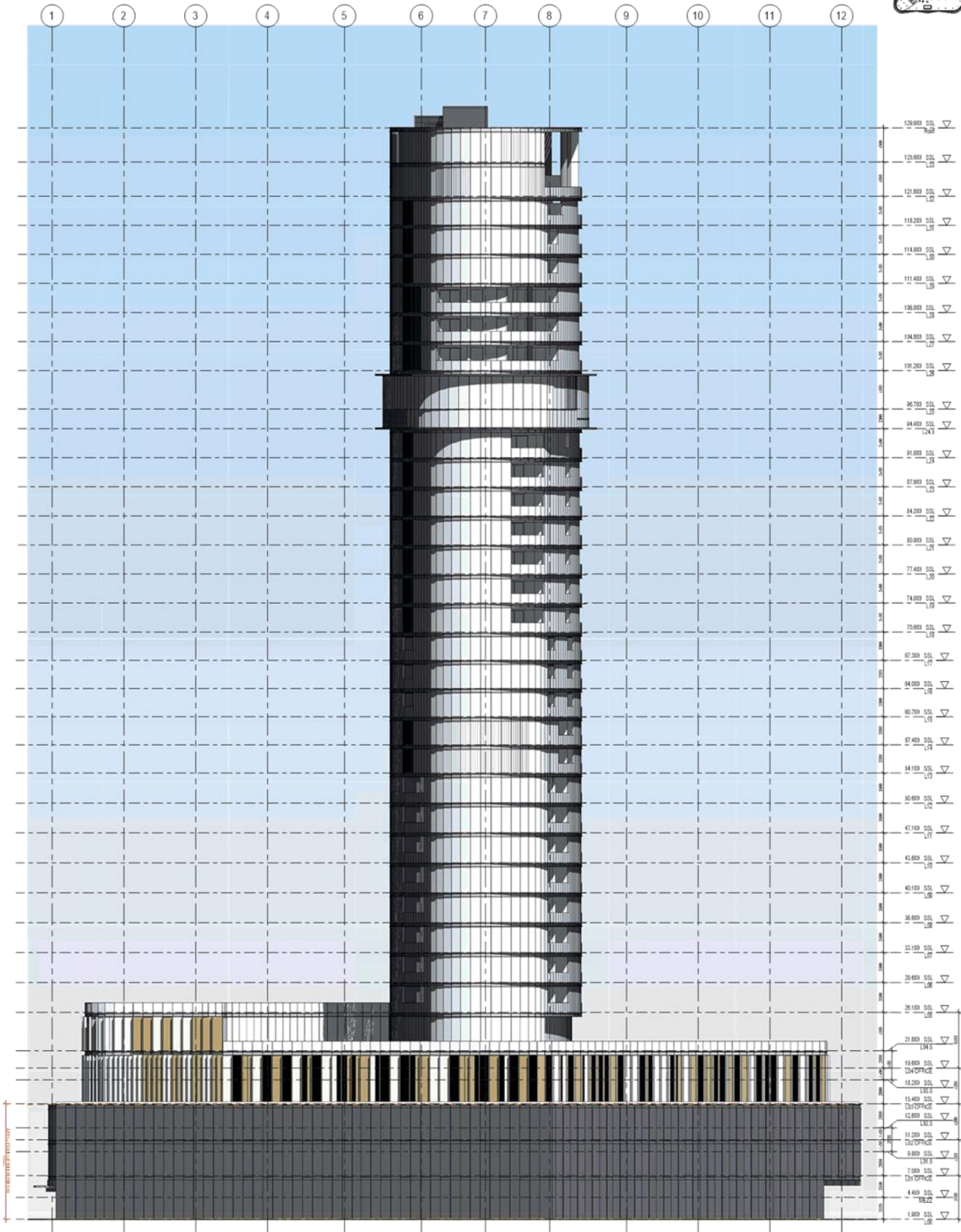
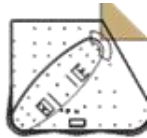
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA301
NORTH ELEVATION

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

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



HASSELL



Scale
As indicated @ A1

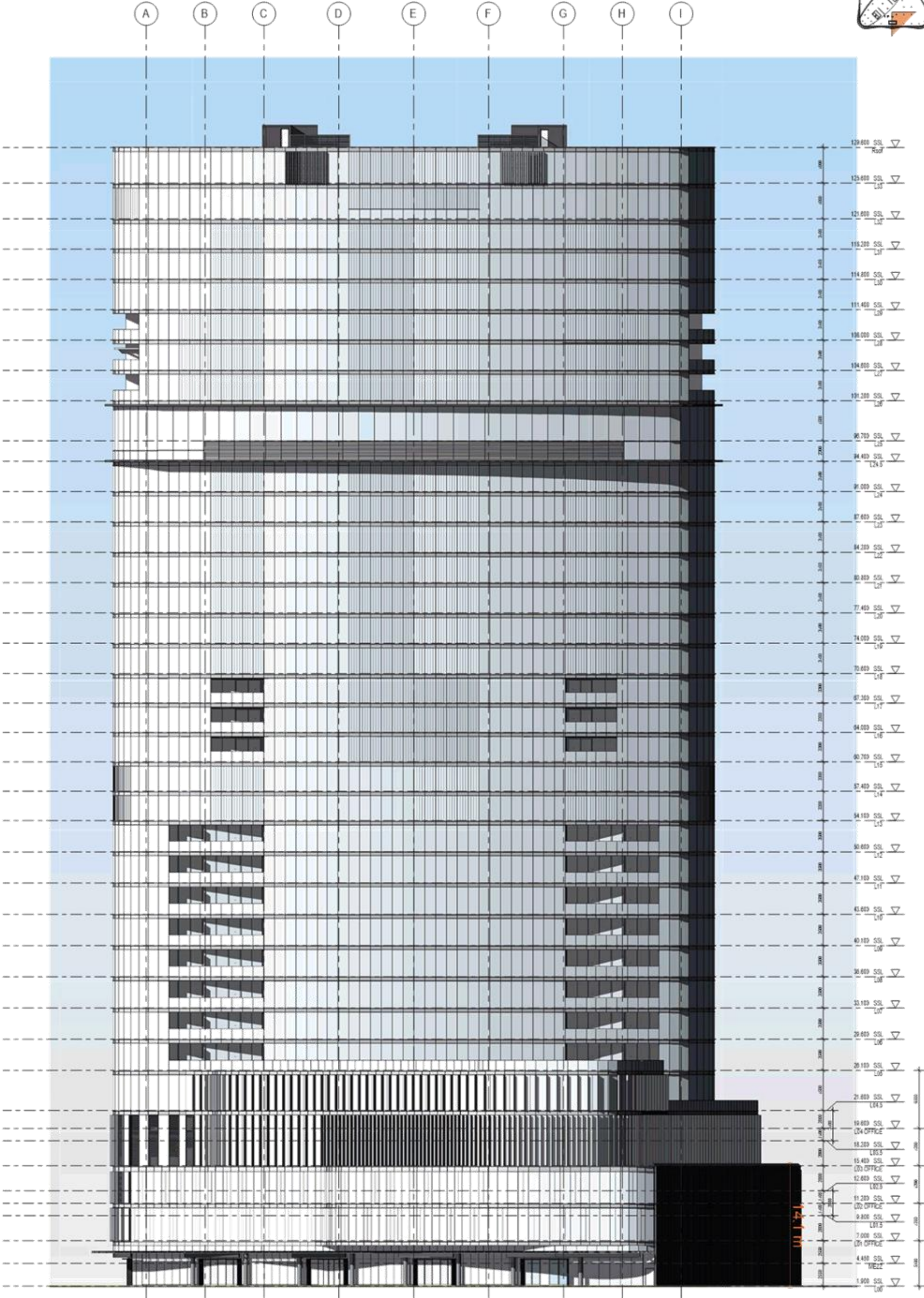
Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA302
EAST ELEVATION

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

Date
1/12/2015
20/12/2015
19/02/2016



HASSELL



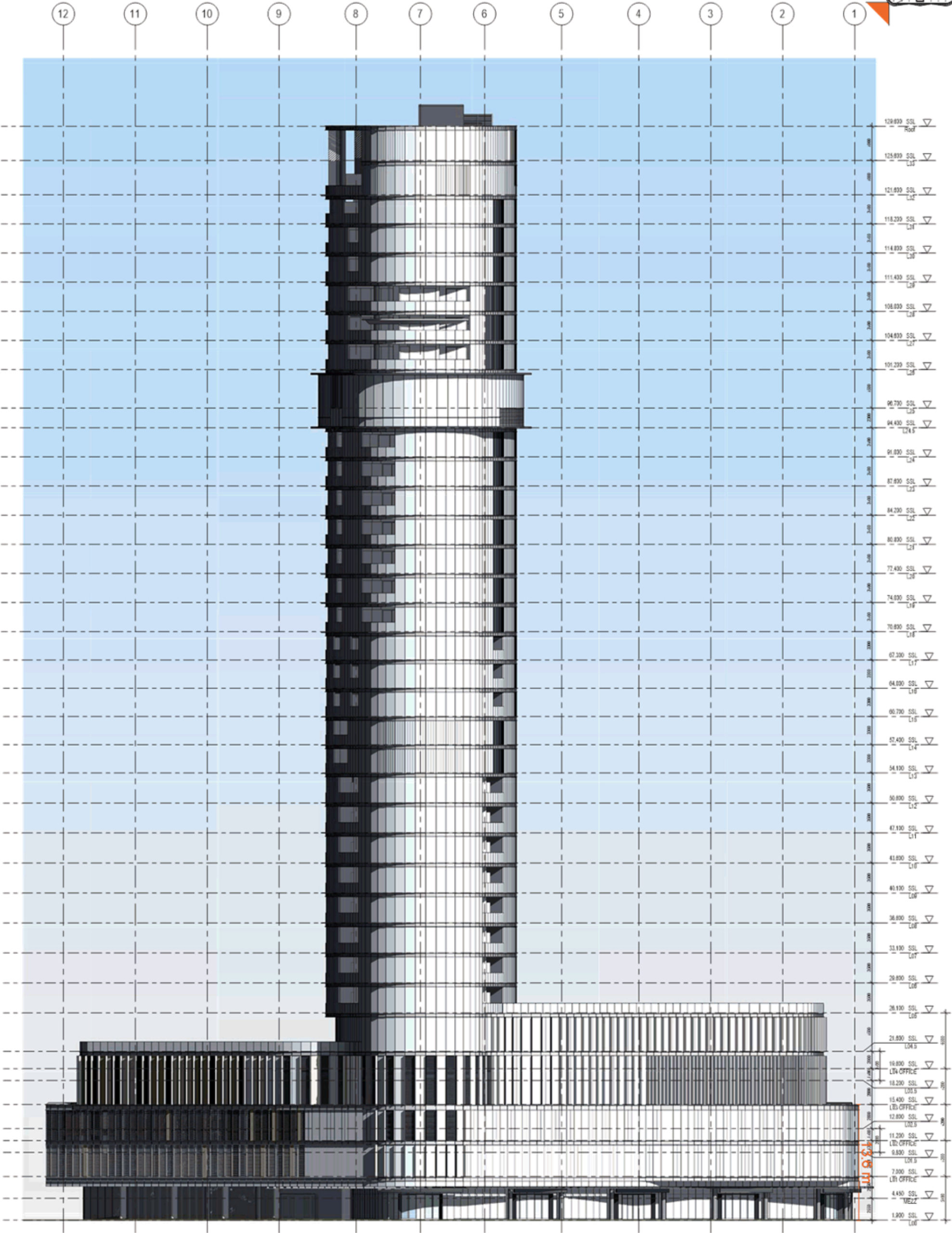
Scale
As indicated @ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA303
SOUTH ELEVATION

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



HASSELL



Scale
As indicated @ A1

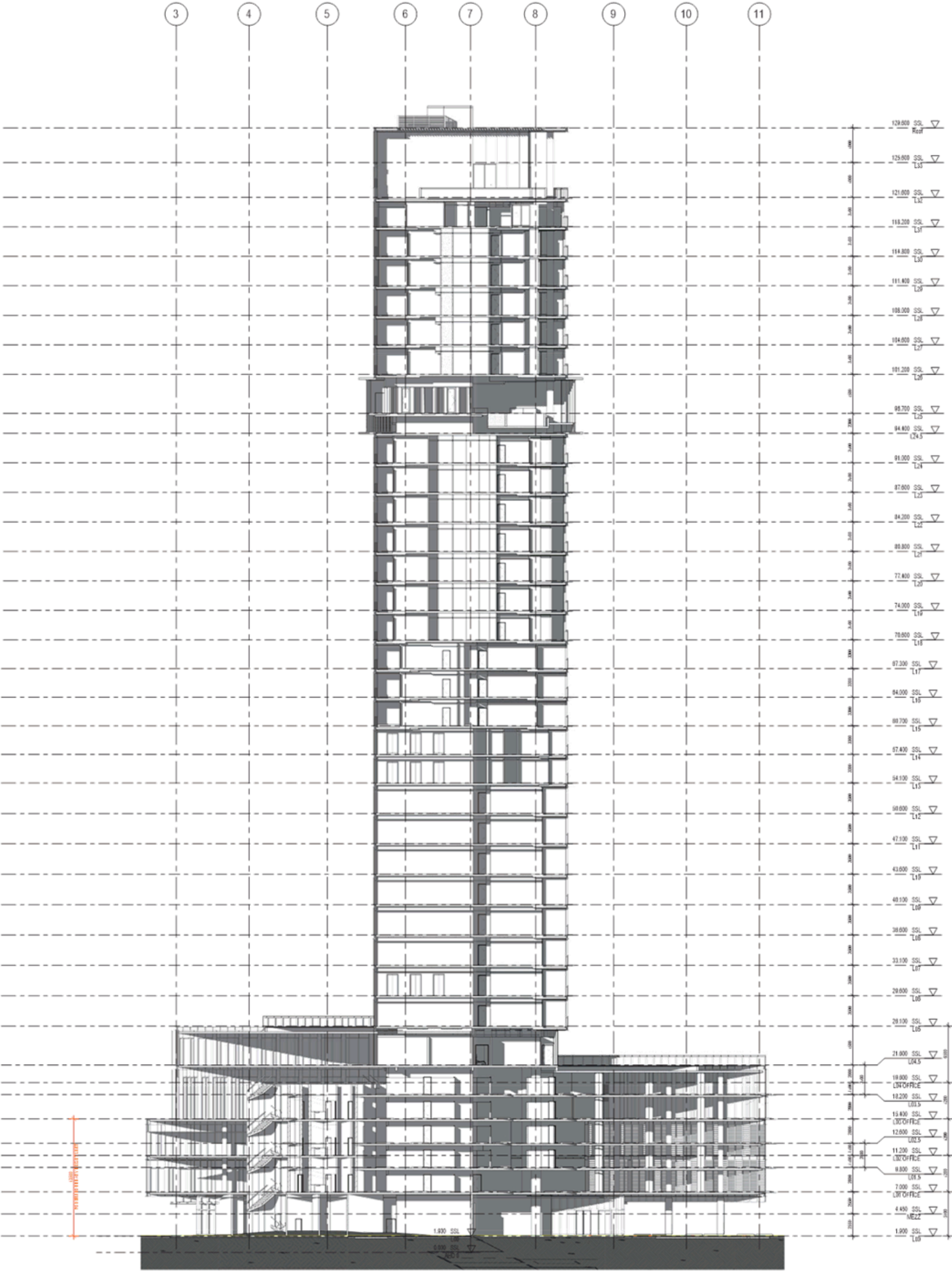
Client
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Project Name
MILL POINT ROAD

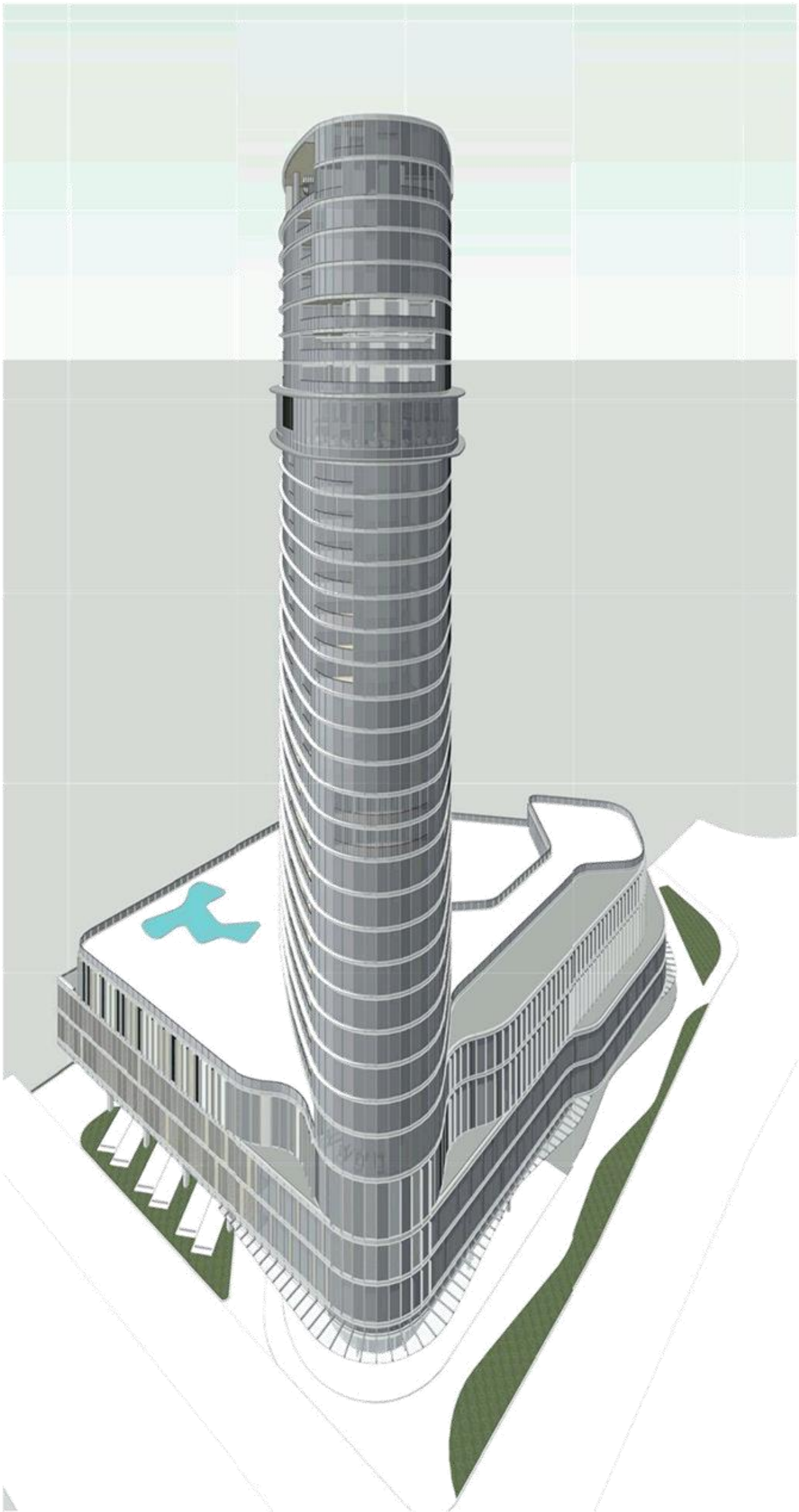
Drawing
DA304
WEST ELEVATION

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

Date
11/12/2015
30/10/2015
19/02/2016







HASSELL

0 4 8 16m
1:200

Scale
@ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA007
AERIAL VIEW FROM NORTH

Revision

Date



HASSELL



Scale
@ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA008
AERIAL VIEW FROM WEST

Revision

Date



HASSELL



Scale
@ A1

Client
ZONE Q

Project Name
MILL POINT ROAD

Drawing
DA009
VIEW LOOKING SOUTH

Revision

Date





Attachment 3 – Summary of Public Consultation Submissions

As part of the City's Consultation process, this application was advertised to nearby landowners, occupiers and strata managers to provide comment on the proposed development. A total of 749 letters were issued as part of this consultation and The City received a total of **82** submissions in relation to the proposal. Please find a summary of these submissions below. The approximate number of submissions relating to the various elements has also been included.

Submission Summaries:	City comments
<p><u>Building Height (60+ Submissions):</u></p> <ul style="list-style-type: none"> - The height and bulk of the proposed development does not reflect this nature of the precinct in which it is sited. Mill Point Road, as a council media release stated is '...characterised by leafy, pedestrian friendly, a sense of heritage and community focus.' - Given the other 30+ story buildings in the area, on entering the Peninsula it will appear that it is a high rise area. The feel of the mid rand low rise developments on the Peninsula benefits the residents by providing a community feel to the area. This is one of the reasons we chose to live in this area. - The applicants have obfuscated their plans and application to hide the true number of storeys. It is at least 2 storeys higher than claimed. Council owe it to the public, JDAP and their own reputation to ensure that the correct number of storeys is in the DA. The overall height of the building is greater than Civic heart, despite the misleading claims of several less storeys. - This building would be higher than Civic Heart – supposedly the central focus. The plans "creatively" suggest otherwise – but a review of actual height in metres will confirm. 	<p>Generally, height and scale of the development is not supported as the application does not satisfy the required Town Planning Scheme criteria (in Table B) in order to permit this scale of development.</p> <p>Comments are contained in the body of the report.</p> <p>The comments are NOTED.</p>
<p><u>Traffic (70+ submissions):</u></p> <ul style="list-style-type: none"> - Just imagine 1400+ cars coming in and out, aged care residents wandering down to the coffee shop on their zimmer frames, a child care drop off, people trying to park for the coffee shop and restaurant - simply trying to walk in this area will be a safety hazard. - Any reasonable person can envisage that 1440+ additional car trips every day on this small network will create chaos. The developer has over-provided for car parking spaces by a large number and yet they still claim it to be a Transit Oriented Development (TOD). This is a car centric building which is counter the expectations of TPS6 and will further damage any case for a train station. - A token financial contribution towards traffic problems by this one developer is not the answer. The site is on the entrance and exit to the freeway. The left-in / left-out requirement and the proposed Scott St/Mill Point Rd roundabout will direct the majority of the incoming traffic further down into the peninsula effectively doubling the traffic contribution on Mill Point Road North. - The parking requirements for the Child Care have been grossly underestimated. Parents dropping off babies and toddlers do not stop for 2 minutes in a layby zone. - There is insufficient allotment of disabled bays - especially in a building which includes a significant volume of Aged Care. 	<p>The City's Traffic Consultants micro simulation model has been used to provide traffic comments in regard to this development.</p> <p>Comments are contained in the body of the report and the attachments.</p> <p>The comments are NOTED.</p>

Attachment 3 – Summary of Public Consultation Submissions

<ul style="list-style-type: none"> - While traffic studies have been carried out, these were done historically and will not have measured the impact of other high rise development on traffic volume in the area. While Mill Point could arguably accommodate one high rise development in the area, there are currently in excess of five high rise developments, plus three proposals within a five hundred metre radius of 86-90 Mill Point Road. - Mill Point Road can't be used for parking or drop offs as it is too close to the major intersection of Labouchere Road. - There will be an increased number of vehicle movements on Mill Point Road between the Narrows Bridge Off ramp and the intersection of Mill Point Road and Labouchere Road. There is limited room for the expansion of Mill Point Road therefore restricting it to a two lane road. - The Left-in/Left-out requirement and the proposed Scott St/Mill Point Rd roundabout will only direct the majority of the incoming traffic further down into the peninsula effectively doubling the traffic contribution on another part of Mill Point Road North. 	
<p><u>Compliance (Schedule 9 and Proposed AMD46) (30+ Submissions):</u></p> <ul style="list-style-type: none"> - The Performance Criteria in Table 9 is not met. Nowhere does it say some criteria MAY be met - it says the criteria MUST be met. - The proposal is contrary to the spirit and letter of Amendment 46. Under this Amendment, the maximum height permitted in this area would be approximately 26 storeys or 80 metres. The position of the Council is that contained in Amendment 46. Amendment 46 has been the subject of extensive community participation and is now a "seriously entertained proposal". Amendment 46 has given the community an expectation of how development will proceed. To approve this excessively high development would be inconsistent with that expectation. - Under Amendment 46, this proposal would be unlawful because it is for a 34 storey building and the Scheme would only allow a 26 storey building. 	<p>The future form of development in the precinct is currently being considered by the WAPC in the form of Amendment 46.</p>
<p><u>Land Use (50+ Submissions):</u></p> <ul style="list-style-type: none"> - Aged Care" dwellings are now being used in a disingenuous attempt to get around the requirement to be "mainly or for the most part" used for non-residential purposes. This proposal consists of 30 floors of apartments to reside. No matter the age of the occupant, this is still a residential tower and it still fails to meet the specific aims for which the extraordinary bonus heights are being requested. - There seems to be inadequate outdoor space for the purpose of Child Care facility and the entrance should be separate from the Aged Care Facility. - The proposal does not satisfy the required objective of ensuring that the Precinct consolidates its role as an employment destination. Justice Chaney made clear in his 	<p>The City has provided commentary on these items in the body of the report.</p> <p>The comments are NOTED.</p>

Attachment 3 – Summary of Public Consultation Submissions

<p>judgment that, in relation to 74 Mill Point Road, that council and JDAP only has discretion to allow heights above the prescribed height where the proposed development meets that objective.</p>	
<p><u>Overshadow (10+ submissions):</u></p> <ul style="list-style-type: none"> - The development will add to the already existing problem of shadowing, which is growing, with each new development approval. - The plans state northern sun into some apartments however everyone living around this development will be mostly living in permanent shade. 	<p>The City has provided commentary on these items in the body of the report.</p> <p>The comments are NOTED.</p>
<p><u>Street Trees (5+ Submissions):</u></p> <ul style="list-style-type: none"> - I am strongly against this development. It's too high. The street trees will be either damaged, removed or die. - 	<p>The City has provided commentary on these items in the body of the report.</p> <p>The comments are NOTED.</p>
<p><u>General (50+ submissions):</u></p> <ul style="list-style-type: none"> - There is no developer contribution scheme to upgrade the infrastructure that has already been identified (GHD Study 2012 identified Water, sewerage, roads and power all requiring significant upgrade). Is Council planning that the residents are to pick up the bill for all this? - The increased volume of traffic will raise the amount of noise pollution affecting our peaceful, Peninsula lifestyle. The increase of Police and other emergency services required to use Mill Point Road will also add to the intensification of noise pollution. It is assumed that the number of ambulances using Mill Point Road will increase given the location of a High Level Residential Aged Care Facility in the development. - 	<p>The City has provided commentary on these items in the body of the report.</p> <p>The comments are NOTED.</p>
<p><u>Supportive (4 submissions):</u></p> <ul style="list-style-type: none"> - I have inspected the plans for a 34 storey mixed use development proposed for the above site and provide my support herewith. I believe the demolition of the 3 blocks of old flats and their replacement with this modern architectural structure will extend the rejuvenation of the locality that commenced with the adjoining Aurelia development. - It will generate employment in the construction phase and ongoing with the retirement living and commercial tenancies. - Plus it will provide a unique lifestyle location for the 124 aged care units and the 91 exclusive apartments in the tower. - We provide a conditional support for the development application. Our support is based on the belief of fair opportunities - opportunities for more people to live in and share what South Perth has to offer, and opportunities for development similar to Civic Triangle for properties which are near transit oriented activity areas. 	<p>The comments are NOTED.</p>

Attachment 3 - Public Consultation Submissions

Submitters' Comments

Pro-forma distributed amongst the community - TOTAL 36 submission/ comments received.

- Even in its revised form this building is simply too big - too many people and too many cars in an area that will not cope. This one building will double the population in the area and combined with the other proposals will take the density of this area around Mends St to that of Singapore and Hong Kong. The change to the amenity of the nearby area will be dramatic. There will be massive increase in traffic, a loss of trees & green space, a huge increase in shadows and wind tunnels and then there is the introduction of intrusive zero setbacks on Mill Point Rd - all with no community benefit.
- All items in Clause 7.5 of TPS 6 are mandatory and must be met. Clause 1.6 of TPS6 provides that one of the general objectives of the scheme is to "safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development". Simply, the proposal does not meet requirements of TPS6, nor the objectives of the South Perth Station Precinct Plan and should be rejected.
- The SPSP Plan stated that new buildings in the historical Mends St area would need to be handled with architectural sensitivity. If this building and others like it are approved what we will see is environmental vandalism, traffic chaos and a loss of amenity on a scale not seen in Perth. The extremely poor quality and intrusiveness of the structure called Southbank corner of Harper terrace is an embarrassing example where the DAC and council have little regard for quality.
- "Aged Care" dwellings are being used as justification to get around the requirement to be "mainly or for the most part" used for non-residential purposes. This proposal consists of 30 floors of apartments to reside. No matter that age of the occupant, this is still a residential tower and it still fails to meet the specific aims for which the extraordinary bonus heights are being requested. The building heights stated for this area are 12 storeys on the corner and 8 storeys on Ferry St.
- Aged Care providers are unanimous in their condemnation of tall high rise for the very elderly due to numerous safety risks. The survival rate of heart attack victims is seen to be a significant risk over the 5th floor. Is this the sort of building that South Perth is going to recommend?
- There is no developer contribution scheme to upgrade the infrastructure that has already been identified (GHD Study 2012 identified Water, sewerage, roads and power all requiring significant upgrade). Is Council planning that the residents are to pick up the bill for all this?
- The significant upgrade costs to infrastructure should not have to be borne by the community because of a planning scheme that has proven to be inadequate.
- South Perth has already stated it can reach its infill targets without this level of residential hi-rise. This building is certainly not supplying affordable housing (as intended by the Planning Department), and the lack of one-bedroom apartments exacerbates this.
- The Performance Criteria in Table 9 is not met - nowhere does it say some criteria may be met - it says the criteria must be met!
 - Just providing a Traffic Assessment does not mean that the traffic is acceptable. Main Roads WA have already stated that the road network in this area will not cope with the proposed influx of people and cars.
 - Where is the Community Benefit? Those listed are an insult to the community.
 - They claim an improved pedestrian area? Just imagine 1400+ cars coming in and out, aged care residents wandering down to the coffee shop on their zimmer frames, a child care drop off, people trying to park for the coffee shop and restaurant - simply trying to walk in this area will be a safety hazard.
 - To state that community meeting rooms and a gymnasium are a community benefit is a nonsense - these are on an upper floor in a secure building.
 - The lack of open space or green space is a serious concern, not a benefit. Where will the children in the Day

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Care centre play, where do they get fresh air?

- The energy consumption of these buildings is renowned as being some of the worst for infill higher density housing. These towers are essentially glass and concrete boxes - it is an inefficient use of energy to heat and cool. Combined with the car-centric nature of the proposal - this is an energy guzzling building.

- This table of Performance Criteria was created to get better quality developments in South Perth - why then are the requirements not enforced for community benefit.

- The Traffic & Parking Problems will be Unacceptable:

- Any reasonable person can envisage that 1440+ additional car trips every day on this small network will create chaos.

- The developer has over-provided for car parking spaces by a large number and yet they still claim it to be a Transit Oriented Development (TOD). This is a car centric building which is counter the expectations of TPS6 and will further damage any case for a train station.

- A token financial contribution towards traffic problems by this one developer is not the answer. The site is on the entrance and exit to the freeway. The left-in / left-out requirement and the proposed Scott St/Mill Point Rd roundabout will direct the majority of the incoming traffic further down into the peninsula effectively doubling the traffic contribution on Mill Point Road North.

- The construction of buildings in Harper Tce has caused the closure of that street for the last year - where are the plans to state how this can be handled.

- The parking requirements for the Child Care have been grossly underestimated. Parents dropping off babies and toddlers do not stop for 2 minutes in a layby zone.

- There is insufficient allotment of disabled bays - especially in a building which includes a significant volume of Aged Care.

- The few extremely tall towers, all within 300 metres of the PO, are not producing a balanced growth across the Station Precinct as designed. The focus of development was supposed to be in the Richardson St area.

- Contrary to the regulations and plans developers only want to build residential towers around Mends St. Why are they being allowed to rewrite the city's Strategic Plans that were signed off and agreed to by the Council, the Community and the Minister?

- I request that council consider the needs of its current and future residents and refuse this application.

Submitter 37

We are critical of the proposed development at 86 Mill Point Road. It begs the question "What is in a name?" We are residents of 73 Mill Point Road, a 16 floor development in two towers. Amenities include a resort style and lap pool, a gym, spa, two large internal grass areas, barbeque area, gardens, external bowling rink, a large function room with cooking facilities, disabled toilets and board room.

Many of the residents are elderly and have their own health issues. For instance, Silver Chain visit our apartment. For all intents purposes we are living in an aged care facility but it is a residential development. Further the Commonwealth Government encourages the aged to live in their own home where possible and provide home care packages from care providers. In such instances once care services are provided by an aged care provider to a residence is the residence deemed to be an aged care facility or is it still a residential property? Looking at the proposed development this is a residential tower development with the exception of five story podium providing nursing care, child day care, offices and a cafe. The fact that there is a nursing station for residents in our mind it is no different from a home care package provided. If there is any sign of anyone becoming ill they will be moved to a hospital as quickly as possible. The point is nursing homes do not want to have a death on site due to the complications with police and coroner. For a nursing home provider to be viable its beds need to be occupied and because a resident is living in the tower despite what might be said they cannot be guaranteed a bed in the nursing facility. Other than the faculties in the podium the additional employment created by the residents in the tower will be minimal to say the least. This is predominately a residential development and should be called for what it is.

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TRAFFIC

Traffic management is of great concern. The concept at this location in Mill Point Road brings about the question of delivery and parking arrangements, such as Undertaker – there will be deaths Ambulance, laundry services handling of oxygen (it could be piped in the nursing home) food delivery, specialised waste and general waste disposal. Doctors parking for extended time and specialised health providers, this in addition from traffic from visitations of residents.

There needs to be detailed planning for these facilities and there doesn't seem to be space provided for it. Mill Point Road can't be used for parking or drop offs as it is too close to the major intersection of Labouchere Road.

CHILD CARE

There seems to be inadequate outdoor space for the purpose of Child Care facility and the entrance should be separate from the Aged Care Facility.

The writer has had 35 years of non-executive experience in aged care, which included amongst other things a fire in a 10 storey aged care facility, which threw up practical difficulties of aged people living in high rise towers.

Submission 38

We would like to start our objection with a note that all the developments should be considered as a whole and not just on an individual basis, in particular the effect ALL the increased traffic will have on the area. Perhaps the traffic facilities need to be improved before future development can be given the go ahead.

Building height

While the proposed building is within the building height allowed, aesthetically it will have a negative impact on the area known as the Peninsula. Given the other 30+ story buildings in the area, on entering the Peninsula it will appear that it is a high rise area. The feel of the mid range low rise developments on the Peninsula benefits the residents by providing a community feel to the area. This is one of the reasons we chose to live in this area.

Traffic

Our major concern with the proposed development is the extra traffic that will use Mill Point Road. While traffic studies have been carried out, these were done historically and will not have measured the impact of other high rise development on traffic volume in the area. While Mill Point could arguably accommodate one high rise development in the area, there are currently in excess of five high rise developments, plus three proposals within a five hundred metre radius of 86-90 Mill Point Road

There will be an increased number of vehicle movements on Mill Point Road between the Narrows Bridge Off ramp and the intersection of Mill Point Road and Labouchere Road. There is limited room for the expansion of Mill Point Road therefore restricting it to a two lane road.

The only access to South Perth travelling north on the Kwinana Freeway is the Narrows Bridge exit. The extra vehicle movements will cause congestion on an already busy road. The extra volume of traffic will also impact on Millers Pool. The Council has already recognised the significant environmental, Aboriginal and heritage interest and value and has proposed, with due consideration, a long term plan for revitalisation of this area. Extra traffic has the potential to negate the Council's revitalization efforts.

As residents of Mill Point Road we are concerned about the ease of exit from our property. None of the traffic reports have mentioned strategies to mitigate the impact on existing residents. As the proposed development contains an assisted living facility it will be expected that number of ambulances using Mill Point Road will increase. The increased traffic volume will impede ease of access for the ambulances. Traffic impact is not only in the immediate area but as an impact on the greater surrounding area. An example would be the Freeway on-ramp. The morning traffic using the on-ramp builds up along both Mill Point Road and Labouchere road. This has not been addressed in the Traffic Report.

Parking

While it is noted that the development has a significant number of visitors' bays, as a current apartment resident, I believe that this number is inadequate for the proposed commercial and residential use of the building. With inadequate parking facilities, pressure will be put on an already congested parking area.

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Noise pollution

The increased volume of traffic will raise the amount of noise pollution affecting our peaceful, Peninsula lifestyle. The increase of Police and other emergency services required to use Mill Point Road will also add to the intensification of noise pollution. It is assumed that the number of ambulances using Mill Point Road will increase given the location of a High Level Residential Aged Care Facility in the development.

Community

This imposing proposed development does not appear to give back anything to the surrounding community. There is little benefit for the local community in this building.

Visual appearance

The design of this development does not preserve nor enhance the visual attractiveness of the street. The streetscape will be visually degraded. Aesthetically the proposed development looks like it is on the Peninsula. Future developers could potentially use this as a precedent for their development. To aid the aesthetics of the Peninsula, perhaps the council should consider a reduction of the heights, easing the buildings from the 30+ building to 4 story building.

High Level Residential Aged Care Facility

While not against the notion of a High Level Residential Aged Care Facility some questions need to be asked about its location. As mentioned earlier the need for ambulance access needs to be considered.

The proximity to a service station is also a concern. Given the number of beds, we are concerned about the ease of evacuation of residents if an emergency occurs at the service station.

While we are not against development in the area, the current developments seem to be excessive with little consideration given to current residents

Submission 39

I wish to register my objection to the building application at 86 – 90 Mill Point Road, South Perth.

A complex this large with the childcare, aged care, office, residential and café mix built right on the Mill Point freeway entrance/exit will contribute far too much traffic in an already congested area and they do not provide sufficient parking for visitors and support vehicles.

My office is at 83 Mill Point Road and with the current vehicle traffic it is already too difficult to access my building during peak hours.

Submission 40

We the **South Perth Peninsula Action Group** object to the proposal to build a 34/35/ 36? storey building at 86-90 Mill Point Road where the prescribed building heights are 12 storeys on the Mill Point Rd and 8 storeys on Ferry St. (the actual number of storeys is not clearly defined in the plans).

The Vision set out in the Station Precinct Plan states that new development and renewal opportunities should facilitate:

1. An **appropriate scale and height** in order to deliver a vibrant and robust urban environment.
2. 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.
3. A **limited level of additional residential development** to provide passive surveillance and to support the local services and street level activity.
4. An active and enhanced public domain that highlights the scenic qualities of the Precinct **and its unique heritage character**.
5. An **active and pedestrian-friendly environment** that creates a unique and identifiable sense of place.
6. A memorable network of **public and private spaces** that contribute to a rich urban fabric and **provide a community focus**.

Specifically, in describing the Mends St sub-precinct, the city's documents states "**small-scale commercial/retail uses are to be encouraged so as to retain Mends Street's traditional function as the**

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main retail and lifestyle area in South Perth."

There is nothing small scale or sensitive in this proposal – it is one of the tallest, largest developments outside the CBD.

This proposal for 86-90 Mill Point Rd barely meets any of the above descriptions and in any sensible independent assessment should refuse approval.

The proposal does not satisfy the required objective of ensuring that the Precinct consolidates its role as an employment destination. Justice Chaney made clear in his judgment that, in relation to 74 Mill Point Road, that council and JDAP only has discretion to allow heights above the prescribed height where the proposed development meets that objective.

The judgment does NOT say that it is sufficient to enliven discretion if 51% of the proposed development is for non-residential use. Yet this is how the developers have approached their application in having marginally more other land use than residential apartments.

This contravenes both the letter and spirit of the judgment.

In failing to meet that specific aim – the extraordinary bonus height cannot be granted.

A tower which has mostly floors of apartments to reside, no matter that age of the occupants, is still predominately a residential tower.

The Court made it clear that the proposed development should be "mainly or for the most part" used for **non-residential** purposes. Playing with numbers and words does not change the fact that an apartment, to live in, no matter the label, will encourage no more employment than one labelled residential. Residential apartments also employ cleaners, maintenance people, strata managers, real estate agents, window cleaners, gardeners, pool cleaners and also employ people to care for the elderly, who reside in their private residence.

The Application ignores mandatory requirements in Clause 7.5 of TPS6.

Justice Chaney's judgement expressly acknowledged that there were certain matters set out in clause 7.5 of TPS6 which **must** be considered - these are "mandatory terms".

Requirement (b) regarding the obligation for the JDAP to apply principles of orderly and proper planning expressly requires that the current proposal for Amendment 46 be taken into account by Council and JDAP. Earlier this year 75% of people voted in favour for an amendment to bring in some certainty and common sense to development in this area of South Perth. Amendment 46, as proposed to the WAPC, will bring in height limits and reduce the nil setbacks in the Special Design Area.

Requirement (i) to preserve the amenity of the area. This DA seeks approval of a building with a nil set back on a site which directly abuts the historical avenue of London plane trees. A 36 floor tower including a 5 storey massive podium with nil set back on this busy corner of Mill Point Road & Labouchere Rds would fail to preserve the amenity of the area and will certainly not encourage a pedestrian-friendly environment.

Clause 1.6 of TPS6 also provides that one of the general objectives of the Scheme is to "safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development".

The amenity of the Peninsula will be irrevocably affected by an extensive nil set back building, the increased population and the massive increase in traffic that will completely change the character of the peninsula.

Reading through the Vision and Objectives no reasonable person would think 'appropriate scale and height' meant 35 storey buildings, when the tallest existing building in South Perth is 18 storeys and that is already considered high rise.

The Performance Criteria in Table 9 is not met Nowhere does it say some criteria MAY be met - it says the criteria **MUST** be met!

TRAFFIC

- Just providing a Traffic Assessment does not mean the traffic is acceptable. The traffic study shows an unacceptable current status, let alone the impact from this one car centric residential tower.
- Main Roads WA has stated that the road network in this area will not cope with a massive influx of people and cars.
- Any reasonable person can envisage that 1000+ additional car trips every day on this small network will create chaos.

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- How can the developer who over-provides car parking spaces, still claim it to be a Transit Oriented Development (TOD). This is car centric building is counter to the expectations of TPS6 and will further damage any case for a train station.
- A token financial contribution towards traffic problems by this one developer is not the answer. The site is on the entrance and exit to the freeway – MRWA has expressed concern about the inability to alter the intersection and traffic banking up onto the freeway.
- The Left-in/Left-out requirement and the proposed Scott St/Mill Point Rd roundabout will only direct the majority of the incoming traffic further down into the peninsula effectively doubling the traffic contribution on another part of Mill Point Road North.
- The construction of buildings in Harper Tce has caused the closure of that street for the last year - where are the plans to state how construction will be managed effectively.
- The parking requirements for the Child Care have been grossly underestimated. Parents dropping off babies and toddlers do not stop for 2 minutes in a layby zone.
- There is insufficient allotment of disabled and visitor bays - especially in a building which includes a significant volume of Aged Care.

COMMUNITY BENEFIT Where is the Community Benefit? Those listed are an insult to the community.

- They claim an improved pedestrian area? Just imagine 1000+ cars coming in and out, aged care residents wandering down to Mends St & Civic Heart on frames and in gophers, a child care drop off, people trying to park for the coffee shop and restaurant - simply trying to walk in this area will be a safety hazard.
- To state that community meeting rooms and a gymnasium are a community benefit is nonsense – they are on an upper floor in a secure building.
- Apartment living can be wonderful if the build is of a human scale, if there is open air, green space & recreational areas for all – this does not meet those ideals.
- The decline in quality & liveability for current and future residents is worrying. Living permanently in high rise has been well researched and reported as unhealthy for people. Many living in small apartments become disenfranchised, disconnected and alienated from the community.
- The City of South Perth should undertake research into high rise residential living, especially before it recommends Aged Care in high rise. We should be learning the lessons from other cities, not blindly following a developer pushed trend.

The claimed benefits to the community are minute and insignificant compared to the massive profit to be made by the developer in requesting such a massive building.

ENERGY CONSUMPTION The energy consumption of these buildings is renowned as being some of the worst for higher density housing. These towers are essentially glass and concrete boxes - it is an inefficient use of energy to heat and cool. Combined with the car-centric nature of the proposal - this is an energy guzzling building. Where is the open or green space allowed for in this proposal?

LAND USE

- "Aged Care" dwellings are now being used in a disingenuous attempt to get around the requirement to be "mainly or for the most part" used for non-residential purposes. This proposal consists of 30 floors of apartments to reside. No matter the age of the occupant, this is still a residential tower and it still fails to meet the specific aims for which the extraordinary bonus heights are being requested.
- Aged Care providers are raising serious doubts on the use of very tall high rise for the elderly due to numerous safety risks. The survival rate of heart attack victims is seen to be a significant risk over the 5th floor. Where is the report that approves this land use?
- What provisions has the developer provided to evacuate a disabled resident on the 18th floor after a heart attack when there is a power outage? What about in the case of fire?
- An application for a medium height Aged Care Facility in Belmont contains extensive reports describing the way in which the proposal has been specifically designed, materials used and how it would be managed purely to care for the elderly.

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- Sadly the push for profits is overriding quality and common sense. Developers have a short term commitment to the area. They move in, build, reap their profits and are gone – but only if allowed by the approving entities.

This table of Performance Criteria was created to get better quality developments in South Perth. They should not be considered a token box-ticking exercise. Why are these requirements not being enforced for community benefit?

Impact on amenity of local area and existing residents

- As stated in the 2012 GHD Station Precinct Report, the local infrastructure will not cope with what was proposed then - nothing like the current massive proposals. Mill Point Rd Nth was not even included in that assessment, because at that stage Mill Point Nth was not within the Station Precinct.
- As no accurate assessment of the impact has been made as to whether something of this size can be accommodated into the area – it should not be considered until that appropriate research has been completed
- As it is currently impossible to assess the amount of upgrading to electricity, water, sewage and roads, there has been no Developer Contribution Scheme implemented. Consequently those costs will fall totally to the community and both local and state governments - this is not acceptable.
- This one building will double the population in the area and combined with the other proposals will take the density of this area around Mends St to that of Singapore and Hong Kong. The change to the amenity of the nearby area will be dramatic. There will be a massive increase in traffic, a loss of trees & green space, a huge increase in shadows and wind tunnels
- We are told the historical plane trees will not only be saved, but not injured. The bonds placed on these trees will not deter a construction company if they get in the way - as can be seen on numerous construction sites around Perth.
- The community should not be disadvantaged by the poor wording and lack of research done by the South Perth Planning Department. Neither Residential nor Commercial development of this level was ever planned for this area.
- The City of South Perth should not be swayed by a few short term construction jobs, but should be demanding development that benefits its community not just developers.
- The extremely poor quality and intrusiveness of the structure called Southbank on the corner of Harper terrace is an embarrassing example where the DAC and council have already had little regard for quality and existing residents – we hope this will not continue.

A mega tower of 36 storeys is not needed to satisfy infill targets & does nothing to provide affordable housing

- South Perth is more than capable of fulfilling infill targets without resorting to mega high rise residential towers concentrated in a small area over a kilometre from the proposed train station. Medium growth across the whole precinct would bring the planned revitalisation, increased employment, limit traffic problems and increase the argument for the station.
- This proposal does not satisfy any affordable housing need, it is clearly aimed at the luxury end of the market and it provides no single bedroom apartments.

This building would be higher than Civic Heart – supposedly the central focus. The plans “creatively” suggest otherwise – but a review of actual height in metres will confirm. Developers should not be allowed to rewrite the city's Strategic Plans that were signed off and agreed to by the Council, the Community and the Minister in order to build what they prefer.

The people of South Perth are looking for sensible development not monstrosities like this that will cause far more disadvantage to the community than the fanciful advantages developers have dreamt up. We prefer liveable streets rather than profitability for a very few.

In the interests of orderly and proper planning this development must be unconditionally refused.

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Submission 41

I wish to register my objection to the proposed development 86-90 Mill Point Road. Taking in to account the other already approved towers in the area this complex right on the freeway exit will be contributing far too many additional vehicles for any long term management of this area. The size of this complex will also cause additional risk to the aging water & sewerage pipes. In my opinion an aged care facility will not work in this complex. The facility requires an entrance for ambulances (which with at least 124 beds will be called often), hearses and special buses for outings. The plans show an separate lift entry for the facility off Mill Point Road - right on the footpath - I fail too see how this can work on this busy intersection. This application appears to be another attempt by a developer to skirt around the 50% commercial required for special consideration

Submission 42

My concerns arise only on the grounds of traffic. I have read the traffic report supplied, and I am satisfied that the report on traffic volumes includes SIDRA reports. I have been in contact with the software suppliers, and can authoritatively state that the software has been used otherwise than in accordance with its User Manual. I will supply a copy of same to your committee - its a 653 page document.

In my view the traffic volume and impact document as supplied is invalid, owing to deficiencies in the methodology by which the SIDRA figures have been derived, to the extent that they represent random values. And consequently give no indication of reasonably predicable traffic variation, despite what the report says.

I will prepare a presentation which explains these concerns.

In summary, we are entitled to receive valid reasonable reports, and the proposal should not be accepted until such a report - not some factoid flim flam - is received, and which we can appreciate the impacts on our community.

Submission 43

The South Perth Peninsula with its historical avenue of mature London Plane trees touted as special, quiet and prized, so people like me bought into the concept. The stretch of road on the Peninsula is a single lane. Currently at peak times, there are long queues at the traffic lights converging along Mill Point and Labouchere Roads and the on ramp.

This 34 storey Mixed Development is over four times higher than the current high rise apartments will inevitably cause massive increase in traffic because of:-

- 1) Cafe and Restaurant customers's cars
- 2) Child Day Centre. (parents dropping and picking their babies and toddlers)
- 3) High Level Residential Aged Care Facility. (vehicles taking the residents to hospitals and visitors' cars)
- 4) Offices. (staff and clients' cars)

The South Perth Peninsula is a residential area and not the CBD.

Apart from the traffic, this 34 storey Mixed Development will have a huge increase in shadows and wind tunnels. Who will foot the bill for the upgrade infrastructure (Water, sewerage, roads and power)?

I am against this planning proposal for Property Address 86,88 & 90 Mill Point Road for the above mentioned reasons.

Submission 44

I wish to object to the proposal to build a 34 storey building at 86-90 Mill Point Road. The prescribed building heights for this area are 12 storeys on the corner and 8 storeys on Ferry St.

There are many reasons why this building is unlawful and why an approval would be contrary to orderly and proper planning. Three points stand out:

1. The proposal is contrary to the spirit and letter of Amendment 46. Under this Amendment, the maximum height permitted in this area would be approximately 26 storeys or 80 metres. The position of the Council is that

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contained in Amendment 46. Amendment 46 has been the subject of extensive community participation and is now a "seriously entertained proposal". Amendment 46 has given the community an expectation of how development will proceed. To approve this excessively high development would be inconsistent with that expectation.

2. The Council has now put in place a much-needed community consultation process in the form of the Planning Design Forum with Roberts Day to undertake a study into preferred development outcomes and scheme provisions in the South Perth Station Precinct. The Planning Design Forum will address the critical issues for this and other developments. As part of that process, the Council will hopefully also implement a process for requiring developers to contribute to the additional infrastructure and other costs arising from the water, sewerage, roads and power issues created by high rise developments. Having regard to Amendment 46 and the pending Forum, it would plainly be premature to approve this development now.

3. There is no lawful basis upon which a building of a height above 12 storeys can be approved. Discretions for bonus height in the SDA may only be enlivened where the development is predominantly non residential and will contribute to the consolidation of South Perth as an employment destination. The developers seek to comply with the commercial/employment requirement by designating certain floors of the building to "Aged Care". There is, however, no serious proposals put forward as to how the development will achieve such a function. It is not sufficient simply for developers to assert a particular use. There are no credible materials submitted with the application to support their assertion of an Aged Care element to the development. The use of "Aged Care" to enliven a discretion to add floors to the development is not justified according to any health policy or paradigm for treatment of the elderly.

I urge the Council to reject the application.

Submission 45

I object to this latest planning proposal for this site:

1. This proposed development is too big for this strategic corner site. There will be a massive increase in traffic and people in an already over densified area. Together with the adjacent large buildings currently approved this important entry/exit to Freeway will create traffic chaos.

2. Traffic Studies cannot show the full extent of the future traffic chaos in this region and any attempt by developers to submit such studies will underscore the reality, which is fast proving unpredictable.

3. Main Roads have already indicated the road network will not cope with the proposed increase of people and cars.

4. The left in/left out requirement for residents will only increase the traffic flow further down Mill Point Road into the Peninsula, which is already reeling from increased traffic flows off the freeway.

5. The mass concentration of buildings at this strategic corner site will totally change the nature and amenity of this area. Already the zero setbacks have created a narrow curved footpath on Mill Point Road each side of Harvest Terrace which will be dangerous to pedestrians and will require concrete barriers to protect the public and buildings and be an eyesore.

6. The village like entrance to South Perth with its trees and setback buildings is being destroyed by zero setback concrete buildings thus destroying the tourist and heritage attractiveness for which this area has been known.

7. Clause 1.6 of TPS6 provides that one of the objectives of the scheme is to "safeguard and enhance the amenity of residential development and ensure that new development is in harmony with the character and scale of existing residential development..." and clearly this proposal does not do that.

8. "Aged care" residential is an attempt to cover for the increased density and bonus heights that are being sought. But high towers are not the province of Aged Care and it is an insult to suggest anything otherwise.

9. There is no proper developer contribution to upgrade the infrastructure of the area and therefore allow such huge generous height and density bonuses.

10. The few extremely tall towers all within 300 metres of the Mend St heritage region are not producing a balanced growth across the Station Precinct as designed. The focus of development was supposed to be in the Richardson St area.

11. South Perth can reach its infill targets without totally destroying the Mend St/ Judd St/Mill Point Road region and the all important entry/exit area into South Perth off the freeway.

12. The Community has unanimously expressed its concern at the over densification in this region and on the Peninsula. When will the Council and Planners listen? There are other areas which Developers can proportionately seek to satisfy the infill density, without putting all their towers in one strategic area.

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Submission 46

This development is totally unsuitable for the Peninsula. It, along with the other developments, will double the population of the peninsula and result in over an extra 1000 car trips on the already congested peninsula. Utilities will not be able to cope with the extra usage for which the developers have contributed nothing. A roundabout at the Scott St - Mill Point Rd intersection, will not solve the traffic issues, it will result in cars using the roundabout to change direction and make it very difficult for residents, new and existing to exit or enter their premises. The development will add to the already existing problem of shadowing, which is growing, with each new development approval.

Submission 47

We provide a conditional support for the development application.

Our support is based on the belief of fair opportunities - opportunities for more people to live in and share what South Perth has to offer, and opportunities for development similar to Civic Triangle for properties which are near transit oriented activity areas.

However, our support is conditional. This is because we feel there are inequitable imbalances which need to be addressed. We will highlight two major imbalances impacting our business, and then to help mitigate those imbalances in the meantime, we will request that a condition be included in the Responsible Authority Report for the Joint Development Assessment Panel (JDAP) in the event that this development application is to be approved.

The first imbalance is that our large 4,638 square metres site, which is positioned close to the river and to existing transit oriented activities, will ironically have lesser river views and development opportunities than sites further away on Mill Point Road. This is because of the unique nature of our site. A very large portion of our site is land-locked, without any opportunities for views whatsoever, in a middle section between Mill Point Road and South Perth Esplanade. We feel this imbalance and anomaly needs to be eventually addressed, and think it would be more equitable and desirable if there is a balanced streetscape of progressive heights from South Perth Esplanade towards the development heights permitted on Mill Point Road.

The second imbalance is that our existing serviced apartment business is unable to compete on the same level playing field as the new serviced apartments planned for South Perth. We are not against new competition. However, we need to be able to compete on a fair basis. Currently, we only have around 5 apartments out of 72 serviced apartments on our site which have views of the river and Perth city. The majority of our apartments are land-locked, without any views, and any existing development potential on our site continues to be substantially land-locked. We are unable to compete fairly against the new developments that will be offering many serviced apartments with better views, because of our land-locked situation. Our competitive disadvantage is real and growing by the day.

To address such imbalances, we have requested and will continue to request for scheme amendments which are more equitable and fair, and which will deal with the various anomalies for our site. As this will be an ongoing process, it is important that in the meantime the development potential of our site is not further prejudiced and disadvantaged by an approval (without our requested condition below) for this development application.

We are especially concerned that our site and business can be further prejudiced and disadvantaged by potential disputes with many new owners & buyers of the new development at 86 - 90 Mill Point Road. Since any height increases or development on our site can adversely affect their views, it is very conceivable that there will be future objections and challenges in Court from such new owners & buyers of the 86 - 90 Mill Point Road development. The objections and challenges will likely relate to any of their perceived rights, promises or expectations to views; and such expectations may increase from any marketing brochures and depictions of views made to them during the time they made decisions to purchase their new apartments. We feel this can become a real problem.

We believe the only prudent way to properly address this problem, to avoid the potential for another long political and legal dispute between many new residents, property owners and interest groups as well as the City of South Perth, is to include a condition as a Memorial of Title, for this development application, that views may be adversely affected by any new developments in future. We therefore request City of South Perth to include in its Responsible Authority Report to JDAP, in the event that JDAP approves the development application, the following condition:

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The applicant registering on the Certificate of Title for the lot, which shall be carried over on to any future Certificate of Title in the event the development becomes the subject of a Strata Plan, a notification informing prospective purchasers that future development in the surrounding locality has the potential to restrict access to views for occupiers of the proposed development.

The City will not issue a Building Permit for the proposed development until such time as the applicants have, at their cost, registered the required notification on the Certificate of Title relating to access to views.

We have been advised and understand that such a request is consistent with the objectives of the City's new Local Planning Policy P318 which aims to "ensure that new development does not prejudice the options for future redevelopment of other sites". Furthermore, we also understand that in order to provide the required notice to prospective purchasers about the unique and changing nature of the surrounding area, a Memorial of Title serves as a legitimate mechanism for proper planning.

We sincerely request you to understand our situation and to please help us. We have served the South Perth community for over three decades, our business attracts +10,000 visitors per year to South Perth, has provided direct and indirect employment, and continues to be one of the largest rate payers.

Submission 48

As residents of the Peninsula we would like to register our concern about the proposed development at 86,88 and 90 Mill Point Road for at least the following reasons.

1. The proposed development should not be assessed in isolation from the other, numerous, projects underway or being considered near the Mends Street precinct. Combined they could have a substantial impact on traffic, parking, services and general amenity in the area. For example one issue that deserves examination is the relocation of the petrol station.
2. A high rise aged care facility would seem to be of questionable value from the point of view of the welfare of the residents and also in terms of access for health care workers (including ambulances), visitors etc. The views of experts in the aged care sector should be sought.
3. If the intention of the State Government is to encourage people who work in, or use, the CBD to live close by, this proposal would seem to be counter productive. Devoting three blocks in a prime position to aged care residents (who would rarely visit the CBD) could deny hundreds of people the opportunity to live near the city.
4. In light of recent developments the issue of foreign investment in such off the plan projects should be considered. Perhaps the Council or JDAP should seek comment from the Commonwealth Government.

Submission 49

I am opposed to the current proposal for development at 86-90 Mill Point Road on the following grounds.

- 1. Height and Bulk.** The height and bulk of the proposed development does not reflect this nature of the precinct in which it is sited. Mill Point Road, as a council media release stated is '...characterised by leafy, pedestrian friendly, a sense of heritage and community focus.' There appears to be little in the development application that reflects the stated character of the area. There appears to be no allowance for setback from the footpath and no apparent planned greenery at street level either by way of gardens or trees. The concrete/glass façade will reflect heat into the area and will do nothing to enhance the area.
- 2. Cumulative Effect.** Allowing this application to proceed to development will be contrary to the council desire to '...pause and take stock. To take time to understand the cumulative impact of this increased development and ensure the City's planning controls are in place to deliver on our long-term strategic vision for a vibrant, liveable city...'. The cumulative effect of this and other developments will be for South Perth to lose its distinct character and become just another over-crowded, high-rise place to avoid.
- 3. Traffic** There can be no doubt that a development of this size and scale will only add to the congestion experienced at the Freeway entry/exit intersection. The extra car journeys caused by use of the Child Care or Aged Care facility can only increase traffic through the intersection, along Mill Point Road and through other side streets as people try to access the building from Mill Point Road. At present there is no pedestrian walk phase in the lights and this puts people at risk when trying to negotiate the intersection. Pedestrians, including parents with small children, attempting to cross the intersection will face greater risk than that which exists presently, because of the inevitable increase in car trips as parents, visitors, employees etc enter and exit the buildings.
- 4. Streetscape** Visitors and/or residents who exit the Freeway and approach the intersection will be met by a solid wall of buildings blocking the sky.....an impersonal sight. If the City wishes to remain friendly and welcoming the South Perth Council should take seriously its determination on height levels in the Special

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Design area (55 metersapprox. 18 storeys and 80 metersapprox. 26 storeys)and not approve these opportunistic applications by developers who 'want to get in fast before the new scheme requirements come into play'. 34 Storeys is not on.

5. Siting for proposed use. It is questionable whether a very busy intersection is an appropriate place for a development that suggests it will include both a Child Care and an Aged Care facility. There is a very real danger that a child or frail resident might well exit the building and go out onto a very busy street/intersection. I expect the developers will say this will not happen but it can. Both of these facilities are worthwhile BUT not on this corner.

6. Management of facilities. Do the developers have management plans in place for the Child Care or the Aged Care facility or are they hoping that once they have approvals they can come back to council requesting a change of use for the development? This can happen. It is my contention that if the City Council wishes to stay true to its stated vision for the area in which this development is sited it will refuse the application or, at very least, ask for a rethink of height and bulk to bring the development back within the Planning Scheme Amendment No 46. Requirements

Submission 50

I am strongly against this development. It's too high. The street trees will be either damaged, removed or die. The street cannot manage the waste disposal. It's already too busy. It doesn't fit the location and current "look" of the area. These quickly built poor quality builds will become eye sores once the people with money realise and leave them. What safe guards does council have in place that guarantees tenants are paying their strata fees and can therefore guarantee the maintenance moving forward? International tenants buying these as investments and leaving them empty are not paying their strata fees. Council should do it's due diligence and find out what the reputations of this developer and others are really like when it comes to build quality.

Submission 51

I object to the proposal to build a 36 storey building at 86-90 Mill Point Road. The prescribed building heights for this area are 12 storeys on Mill Point Rd and 8 storeys on Ferry St. (the actual number of storeys is not clearly defined in the plans)

The Vision set out in the Station Precinct Plan states that new development and renewal opportunities will be of an appropriate scale and height form, provide an attractive employment centre that is supported by residential development and public transport, that it will enhance the scenic qualities of the area and its unique heritage character and there will be a pedestrian-friendly environment all contributing to a rich urban fabric.

That sounds wonderful, but is the exact opposite of what is proposed for 86-90 Mill Point Rd.

There is nothing small scale or sensitive in this proposal – it is one of the tallest, largest developments outside the CBD.

The proposal does not satisfy the required objective of ensuring that the Precinct consolidates its role as an employment destination

Justice Chaney made clear in his judgment that, in relation to 74 Mill Point Road, that council and JDAP only has discretion to allow heights above the prescribed height where the proposed development meets that objective. Developers have incorrectly translated that to mean if 51% of the proposed development is non-residential use, its ok and meets the objective. This contravenes both the letter and spirit of the judgment.

In failing to meet that specific aim – the extraordinary bonus height cannot be granted.

Playing with numbers and labels does not change the fact that this building is made up of mostly residential apartments and will encourage no more employment than one honestly labelled. Residential apartments also employ cleaners, maintenance people, strata managers, real estate agents, window cleaners, gardeners, pool cleaners and also employ people to care for the elderly, who reside in their private residence.

The Application ignores the mandatory requirements in Clause 7.5 of TPS6.

Justice Chaney's judgement expressly acknowledged that there were certain matters set out in clause 7.5 of TPS6 which must be considered. By Law, Amendment 46 must be taken into account by Council and JDAP. Earlier this year 75% of people voted in favour of Amendment 46 to bring in some certainty and common sense to development in this area.

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Clause 1.6 of TPS6 also provides that one of the general objectives of the Scheme is to "safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development".

The amenity of the Peninsula will be irrevocably affected by this extensive nil set back building, the increased population and the massive increase in traffic that will completely change the character of the peninsula. The tallest existing building in South Perth was 18 storeys and that was considered high rise, the Pinnacles at 20 storeys is an extremely large building. No-one ever thought 'appropriate scale and height' meant 35 storeys.

The Performance Criteria in Table 9 is not met

Nowhere does it say some criteria MAY be met - it says the criteria MUST be met! Just providing a Traffic Assessment does not mean the traffic is acceptable. The traffic study shows an unacceptable current status, let alone the impact from this one car centric residential tower.

- 1000+ additional car trips every day, the lack of set down parking and the massive increase in pedestrians will create chaos.

- Left-in/Left-out requirement and the proposed Scott St/Mill Point Rd roundabout directing the majority of the incoming traffic further down into the peninsula will effectively double the traffic contribution on another part of Mill Point Road North.

Where is the Community Benefit in a 36 storey residential skyscraper? Those listed are an insignificant and an insult to the community compared to the massive benefits that will be reaped by this developer.

- The City of South Perth should undertake research into high rise residential living, especially before it recommends Aged Care in high rise. We should be learning the lessons from other cities, not blindly following a developer pushed trend.

- The energy consumption of this building will be exorbitant - it is essentially a glass and concrete box. Combined with the car-centric nature of the proposal - this is an energy guzzling building.

- Aged Care" dwellings are now being used in a disingenuous attempt to get around the requirement to be "mainly or for the most part" used for non-residential purposes. This proposal consists of 30 floors of apartments to reside. No matter the age of the occupant, this is still a residential tower and it still fails to meet the specific aims for which the extraordinary bonus heights are being requested.

- Where is the Management Report describing how the building will function as Aged Care, where are the details on evacuation, the specific safety risks for the aged - this is just another label pulled out in an attempt to get around the requirement.

- This table of Performance Criteria was created to get better quality developments in South Perth. They should not be considered a token box-ticking exercise. Why are these requirements not being enforced for community benefit?

- As stated in the 2012 GHD Station Precinct Report, the local infrastructure will not cope with what was proposed then - nothing like the current massive proposals. As no accurate assessment of the impact has been made as to whether something of this size can be accommodated into the area - it should not be considered until that appropriate research has been completed, Amendment 46 is ratified and the Developer Contribution Scheme installed.

- This one building will double the population in the area and combined with the other proposals will take the density of this area around Mends St to that of Singapore and Hong Kong. The change to the amenity of the nearby area will be dramatic. There will be massive increase in traffic, a loss of trees & green space, a huge increase in shadows and wind tunnels

- We are told the historical plane trees will not only be saved, but not injured. The bonds placed on these trees will not deter a construction company if they get in the way - as can be seen on numerous constructions sites around Perth.

- The community should not be disadvantaged by the poor wording and lack of research done by the South Perth Planning Department. Neither Residential nor Commercial development of this level was ever planned for this area.

- South Perth is more than capable of fulfilling infill targets without resorting to mega high rise residential towers concentrated in a small area, over a kilometre from the proposed train station and on the entrance to the freeway.

- Medium growth across the whole precinct would bring the planned revitalisation, increased employment, limit traffic problems and increase the argument for the station.

- This building would be higher than Civic Heart - supposedly the central focus. The plans "creatively" suggest otherwise - but a review of actual height in metres will confirm.

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- It is pleasing to see that Council is to hold a Planning Design Forum with Roberts Day to assess preferred development outcomes and address the critical issues. This is the forum to bring forward alternative criteria – not in requesting and lobbying for developments that do not reflect the current plans.
- Developers should not be allowed to rewrite the city's Strategic Plans in order to build what they prefer.
- Given all the steps in place to consultatively rework the plans, it would be premature to approve this development now.
- We are not, as branded by developers, NIMBYS, we are looking for sensible development that will protect our lifestyles.

In the interests of orderly and proper planning this development must be unconditionally refused.

Submission 52

Our comments in respect of the above development:-

1. The scale of this development is inappropriate for the site which is situated at the busiest 'triangle' in South Perth. Traffic flow at this intersection is already compromised and with the influx of developments occurring be further exacerbated should this development proceed.
2. We presume a **thorough** traffic study was undertaken on the projected increase in traffic movements. With a proposed supermarket one wonders how the delivery truck movements in & out will be managed safely especially as a day care centre is also proposed.
3. The developers apparently tweak their plans continually to get developments off the ground - having little regard for the building disruption that occurs and for the residents who actually live here.
4. Are we correct that developers do not have to contribute to any upgrades that come under the jurisdiction of the council ie sewerage, roadworks [not Mains Roads infrastructure]? If so then we presume ratepayers bear this cost with increases in rates!!

We are not opposed to developments, albeit not the current over-height builds, however we feel that South Perth has lost its unique appeal and charm – what a shame!!

Submission 53

A number of other reasons to not approve these projects are listed below:

. Developers have a short term commitment to an area, they move in, build, reap the profits and are gone . Their profit objectives should not override the needs of existing and future residents/rate payers. The Council's responsibility and accountability is to the rate payers -- full stop.

. Earlier this year 75% of people voted in favour for an amendment to bring in some clear cut regulations , certainty and common sense to developments in this area of South Perth. Amendment 46 , as proposed to the WAPC, will bring in a height limit and take the peninsula out of the Special Design Area. The Minister for Planning still has to sign off on that amendment **and therefore any building proposals submitted by developers for approval should be thrown out/rejected outright until such time as Amendment 46 is approved.**

. In their revised forms these buildings are simply too big and the traffic congestion that will be generated by residents in these buildings (together with additional traffic generated by Civic Heart and all the other buildings going up and visitors to the area will create **a major** problem whereby traffic on Mill Point Road, Labouchere Road and other sundry nearby streets will come to a standstill and virtually become a de facto car park. This problem will become **IRREVERSIBLE and we feel that the City Council should put forward a plan now on how it intends to rectify the traffic issue in the future ?**

We cannot see a way out of this potential traffic mess.

. "Aged Care" dwellings are being used as justification to get around the system.

. Aged Care providers are unanimous in their condemnation of tall high rise for the very elderly due to numerous safety risks

. There is no developer contribution scheme to upgrade the infrastructure such as water, sewerage, power and roads (although there is no way that roads can be widened or new roads created) that all require upgrades. Is Council planning/expecting that the residents are to pick up the bill for all this ?? Council/JDAP should state to

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residents its plans with any approvals that are given for these projects.
The significant upgrade costs should not be borne by residents – full stop.
Please also refer to our previous submissions against developments at these addresses.
Contrary to the current regulations and plans developers only want to build residential towers around Mends St/Mill Point Road. Why are they being allowed to rewrite the City's Strategic Plans that were signed off and agreed to by the Council, the Community and the Minister. Who runs the CITY ???
Who is going to accept responsibility and accountability at the Council & JDAP to resolve future problems that WILL arise. Are those individuals prepared to state to the residents/ratepayers with any approvals they give that they will pay for costs that arise to rectify their stuff up ?
We request that Council consider the needs of its current and future residents and refuse these applications, and that no consideration will be given to further amended submissions until such time as Amendment 46 is approved.

Submission 54

THIS DEVELOPMENT PROPOSAL DISGUSTS ME. Time after time these developers keep coming back trying to snide their way around regulations and erect monstrosities totally out of character with this area and which infrastructure will not support. This is not the Shanghai CBD. The community and the environment will bear the cost of this - all they are concerned with is immediate profit.

1. THERE IS ZERO COMMUNITY BENEFIT TO THIS PROPOSAL. 2. The traffic chaos will be irreparable should this obscenity be allowed to go ahead.
3. The provisions of clause 1.6 of TPS6 is to: "safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development". This proposal does not meet this provision IN ANY WAY.
4. The SPSP Plan stated that new buildings in the historical Mends St area must be handled with architectural sensitivity. This is not architecturally sensitive. It is environmental vandalism.
5. The 'aged care' dwellings are just another ruse by developers to try and get around planning limitations. Aged Care providers and professionals are unanimous in their condemnation of the suitability of high rise construction for such purposes. As a former ambulance officer I think it is utterly ridiculous and shows the developer's utter lack of concern for the aged.
6. GHD Study 2012 identified Water, sewerage, roads and power all requiring significant upgrade were such a development to proceed. Who would pick up the bill so these people can turn an outrageous profit? It would be us, the Council and the ratepayers.
7. Infill targets can be reached without this level of high rise. This is developer greed, not community need. Most importantly the performance criteria in Table 9 - WHICH MUST BE MET! - are not met. The area CANNOT COPE with the extra traffic proposed. THERE IS ABSOLUTELY NO COMMUNITY BENEFIT and those supposedly offered by the developer are risible. Over a thousand extra cars coming in and out, aged care residents going to Mends Street on zimmer frames, a child care drop off, people trying to park for the coffee shop and restaurant!!!!!! What we are describing here is a nightmare, utter chaos!!!!!! Community meeting rooms and gym a community benefit???? On the top floor of a secure building ??? Developers are treating the residents of South Perth and the council with utter contempt with such proposals. Why are they being allowed to rewrite the city's Strategic Plans that were signed off and agreed to by the Council, the Community and the Minister????? I implore that the council consider the needs of its current and future residents and refuse this application. Appalling!!!

Submission 55

Our views have not changed with regard to the very high buildings that are being proposed for the Peninsula area. We are very concerned about:

1. Traffic congestion and parking issues.
2. Huge increase in shadows and wind tunnels.

We are absolutely opposed to the multi-storey buildings that developers are applying for. We sincerely hope that are not approved.

Submission 56

I refer to the above sites and the requests for 50 level buildings. I have owned a Unit in 80 Mill Point Road for many years. I am astonished that potential developers would propose to erect such monstrosities which would

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ruin the splendid atmosphere of this region. I do not oppose the other developments near the post office and the former Chinese restaurant and I will not oppose the proposed development at the bottom of Mends Street and eventually probably the redevelopment of the Mends Street shopping centre.

If the developers were to get permits which I can only imagine must be an ambit claim this would put a lot more traffic on the dogleg of Mill Point Road and please do NOT permit anyone to remove or destroy the mature trees and make sure that there are reasonable setbacks from the road.

I have heard that some developers have remarked that there has not been many objections from nearby residents. I believe that this is partly laziness from Unit owners and also that quite a few Units are owned by absentee owners.

PLEASE DO NOT PERMIT GREEDY DEVELOPERS FROM RUINING THIS SPLENDID AREA

Submission 57

This building is much too big for the site, too many people and too many cars in a small area that will definitely not cope.

This one building alone will double the population in the area and combined with the other proposals will take the density of this area around Mends Street to that comparable to land hungry Singapore and Hong Kong. Singapore in particular adopts a self-regulated greening policy for high rise buildings whereby walls feature vertical gardens, and balconies mini gardens with flowering shrubs, pleasant to look at and good for the environment. Will this building have any of these pluses?

The change to the amenity of the nearby area will be dramatic. There will be a massive increase in traffic, a loss of trees and green space, a huge increase in shadows and wind tunnels: how will the community benefit from this development?

The look of the building is not in keeping with the Historical Mends Street area; it will be like a 'sore thumb' rising high above the surrounding buildings.

The use of the building for high level Aged Care would be commendable if the elderly were not housed in Levels 5 to 14; much too high rise for them...

Provision of a Child Day Centre would also be commendable if it did not bring so much additional traffic at peak hours. There does not seem to be anywhere for children to play outside. What will be the criteria for acceptance at this Child Day Centre? Will parents working in the building or in South Perth have priority? If they do, then one of the objectives of the City of South Perth of bringing employment into the City might be met.

Who is paying for the infrastructure required - water, sewerage, roads, power? Residents definitely should NOT be paying for the developer's benefit.

There are still too many unknowns. The developers have had more than ample time to do better with their latest submission.

I request that council consider the needs of its current and future residents and refuse this application.

Submission 58

We totally object to what is happening here. Height and density proposed is ludicrous for this area. Why should developers get away with this? They are very clever at getting around any objections but their counter proposals are unrealistic and an obvious scam to get their own way.

They do not propose to contribute towards problems with infrastructure caused by the ridiculous overload on the system. Traffic problems will be horrendous. The effect on lifestyles of existing residents in the area will be retrograde to say the least.

A big profit for a few no doubt- these developers don't care - but a loss for many others, the end of the identity of South Perth and the start of a just another high rise city with a river in between.

Submission 59

I object to the proposed redevelopment plan for 86 - 90 Mill Point Road submitted for reconsideration for the

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following reasons:

1) reliance on aged care centre to satisfy 'non residential' usage. The notion that an aged care centre is a 'non residential' land use is ludicrous. Those floors will still be occupied by residents who live there, albeit that they may need assistance to do so. Further, the one page statement from TPG Placematch described as an 'operational statement' gives no indication of that company's experience or track record with such facilities. There is such an absence of detail as to render it as nothing more than a vague outline of intent. In particular, what if any building modifications will be needed to ensure compliance with aged care standards? Surely lifts and egress points require special design? Other residents in the building would be keen to know how the aged care residents are likely to be evacuated in the case of a fire and whether extra lift capacity will be provided for those levels. Will the residents of apartments have reduced access to lifts because the lifts will be busy dealing with movement of the aged care residents?

2) The reduction of building height by 2 storeys from the previous refused proposal is hardly a significant change in height. It hardly 'sits comfortably within the landscape'. The vast majority of other buildings are much lower, and only one tower around this height (embarrassingly for council, its own redevelopment) has been approved for construction. The application for redevelopment of 74 Mill Point Road is not approved and ought not be taken into account by Council.

3) This single building will lead to a huge increase in the population density of the area and a strain on infrastructure. The developer has agreed to put money towards traffic upgrades - what about sewage, power, water?

4) The size of this building does not safeguard the amenity of the residential areas and ensure the development is in harmony with the character and scale of the existing residential development (Clause 3.5, TPS 6).

In closing, Council should be careful not to simply approve such towers because it has engaged in discussions with developers at JDAP mediation. Council should in all instances 'do the right thing' for the neighbourhood. South Perth can already meet its infill targets without such a highrise as this: Medium rise developments are much to be preferred and much more in keeping with the scale of South Perth in this particular area. I request that the council consider the needs of current and future residents and refuse this application.

Submission 60

This building even in its revised form is still too big. The change to the amenity of the nearby area will be dramatic. There will be a significant increase in traffic, a loss of trees & green space and a huge increase in shadows. These issues together with the introduction of an intrusive zero setback on Mill Point Rd - all have no community benefit.

We request that council consider the needs of its current and future residents and refuse this application.

Submission 61

The Building is too big, too many cars, increased traffic, zero setbacks, does not meet the requirements of TPS6 1.6, is still predominately residential notwithstanding the aged care facility. There is no developer contribution scheme. South Perth Council has already stated it can meet infill targets without this residential high rise. There is no Community Benefit. I REQUEST YOU REFUSE THIS APPLICATION

Submission 62

I live 50 metres from Mill Point Rd near Coode St, and I'd like to register my objection to your revised development proposal.

Traffic is already a problem on Mill Point Rd and Mends Street. Why are you wanting to increase traffic so exponentially? 34 storeys would still base too many people and cars on inadequate infrastructure.

The developers are not even offering to fund the massive infrastructure overhaul that would be needed. Are you truly expecting the taxpayer to fund this? I believe if you were serious about supporting your community, you would first ensure that infrastructure was adequate. Then you would have a case.

Submission 63

I STRONGLY OBJECT TO DEVELOPMENTS AT 86/9 and 74 Millpoint Rd. I RECENTLY SOLD MY 1.4 MILION PROPERTY IN South Perth. To get away from your greedy developments. I STILL AND VOTE IN south Perth.

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Submission 64

Highly unsuitable height & density for area also health & safety issues re new submit. Ongoing travesty by developers to get submissions through. We love SP & lived 13 yrs in area but recently sold our flat (very hard to sell) because of retrograde changes. Feel that we have been sold down the river!

Submission 65

Hello everyone, just thought I'd have some input into the amount of high rise dwellings are being considered for South Perth. We bought a beautiful unit in Blue waters with views from the Bell tower over the Sth Perth Bowling green and the zoo. This was to be our superannuation with the rental monies being used in our retirement. Unfortunately someone (in their wisdom) is building a huge development in front of us and so far we have lost approximately \$150,000 in the value of our unit and at least \$200 a week in rent. We bought in South Perth because we loved the 'villagery' feeling of the place and coming from a country area this was important to us. We implore you to reconsider the amount of high rise planned for the area. Thank you for your considerations.

Submission 66

I request that council consider the needs of its current and future residents and refuse this application.

Concerns:

- Major problem with traffic and parking -No sustainable architecture except token attempts by mentioning 'natives plants' in the tiny areas available for landscaping, however then go on to list the non native Frangipani as main feature plant.
- Wind tunnelling
- Overshadowing ...The plans state northern sun into some apartments however everyone living around this development will be mostly living in permanent shade.
- Loss of trees and green space
- Climate change scientists are predicting that a large part of the South Perth peninsula will be under water in the next 50 years. Has this been considered?
- Do these high rise concrete and glass developments fit within the cities climate change policy?
- Developer profit should not override the needs of existing and future residents.
- Developers being allowed to rewrite the city's Strategic Plans that were signed off and agreed to by the Council, the Community and the Minister.

Submission 67

I do not understand how simply re-presenting yet another variation on a building of such a height is acceptable, the infrastructure in the area cannot accommodate such a building, whether it is this one or any other of similar stature on the peninsula. I was under the impression the council had set its expectations regarding building height, why is this back again?

Submission 68

I all I strongly oppose this development on the grounds that will create a major traffic problem and having developers saying for old age care is a farce And suggesting all their amenities is needed to get it through council I believe we should retain the peninsula as the Dalkeith of south Perth Without this we become part of Perth and not south perth as a shire. This will happen in 2018.

Submission 69

This building has been rejected once, now they change the use, multi story is not suitable for aged care ,I thought the idea was to get more work force into the area ,less cars now they want to put in 409 car bays how is that going to help influence a train station. Plus all the infrastructure I hope the shire reject this application.

Submission 70

As previously mentioned in my feedback I feel all these extreme buildings will cause too many problems for our small peninsula area. Too much overload on all community facilities as stated previously.

Submission 71

As you know a proposal for 86 - 90 Mill Point Rd, South Perth was refused by the Metropolitan Central Joint

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Development Assessment Panel (DAP) at their meeting on 14 March 2016.
The current plan is not significantly different from that above and has not addressed any of the concerns previously raised. On this basis I object most vigorously to the current application.
I trust you will take into consideration my comments.

Submission 72

I oppose the building at 86,88,90 Mill point road ,South Perth on the grounds:

- 1) Building will be far too high
- 2) Will block views of adjoining residents on MILL POINT RD
- 3) Increase noise pollution to South Perth
- 4) Increase traffic pollution to South Perth It will increase pedestrians in South Perth area Too many high rise apartments are getting built and it will turn South Perth into a skyscraper city that we as residents and rate payers don't appreciate.

Submission 73

After inspection of plans of proposed human accommodating structure, above subject, I object to its construction, on any site, for the reasoning:-

- 1) Average floor area of Human Accommodation (Apartments) is far too small. I have done the calculation of what sizes would be available and concluded that other designs would have additional floor area of one of the human accommodating components proposed. Also if (I calculated), an average of all human accommodating was made, average floor area would be even less, being the total floor area of a proposed super suite. With this reasoning, individuals, families cannot develop. Therefore have to sell. This is not an advantage to a community.
- 2) Top view of human accommodation is oval shape. This shape is very inefficient as it would gain heat & lose heat very quickly. A massive air conditioning unit would have to be employed that would consume too much electricity.
- 3) Configuration & shape of rooms, by design do not cater for their functions, better just boxes.
- 4) What is the goal of the design? Can this question be answered?
- 5) As proposed configuration of design & design, internal does not make function better whole structure is overpowering. Therefore, views mean nothing, from inside and outside.

Submission 74

I am opposed to the applications on the following grounds:

- The height and scale is outside the character of the city of South Perth
- It will not enhance the character or livability of the area.
- Its physical size is counter to sense of community and neighbourhood.
- The number of dwellings within the developments mean a sharp increase of vehicle use and traffic density
- The surrounding public transport options are very limited - the Mandurah train line does not offer suitable stops
- The high rise of Perth City is already dominant and dense - this is currently somewhat softened by South Perth's contained skyline
- A similar high rise development scale in South Perth will be crowding the river and its ambience and destroy yet another aspect of what used to make Perth an attractive and livable space
- The volume and height represents desire for maximum profit and is disregarding how this detrimentally affects the neighbourhood and community.

Please acknowledge and note my objections.

Many cities around the world have shown the problem with insensitive and unsuitable high rise and density developments. Perth is not Miami, New York, Chicago or Tokyo - and should never become a carbon copy of any of these cities.

Submission 75

I have inspected the plans for a 34 storey mixed use development proposed for the above site and provide my support herewith.

I believe the demolition of the 3 blocks of old flats and their replacement with this modern architectural structure will extend the rejuvenation of the locality that commenced with the adjoining Aurelia development.

It will generate employment in the construction phase and ongoing with the retirement living and commercial tenancies.

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Plus it will provide a unique lifestyle location for the 124 aged care units and the 91 exclusive apartments in the tower.

Submission 76

I have received a notification invitation to provide a comment on the above proposal. Please note I give the proposal my unqualified support.

Submission 77

I live at Scott Street, barely 100 metres slightly north of west from 74 Mill Point Rd, and wish to register my strong disapproval of the two building applications for 34 storey buildings at both 74 Mill Point Rd and 86-90 Mill Point Rd.

These proposed applications are totally out of keeping with the current South Perth peninsula, where no buildings in Mill Point Road exceed 8 storeys. I also opposed the 29 storey application on the 74 Mill Point Rd site. The peninsula is a residential area, not a commercial area, like the Mends Street precinct with Civic Heart and Aurelia buildings under construction.

The impact of vehicle traffic will be horrendous. The only vehicle access from southern suburbs to Civic Heart and Aurelia buildings will impact the peninsula Mill Point Rd traffic density, and combined with 220 parking bays at 74 Mill Point Rd, and 409 parking bays at 86 – 90 Mill Point Rd, traffic conditions in this stretch of Mill Point Rd will be exacerbated even more.

Developers are being over greedy in proposing buildings more than four times the height of existing buildings in the peninsula. One questions their motives for such out of touch proposals.

Further up Labouchere Rd, opposite the Zoo, a 20 storey building under construction is in a mixed commercial/residential area of South Perth. Why then does the Council consider allowing two x 34 storeys in the mainly residential area of Mill Point Rd?

The City of South Perth Council will effectively destroy the ambience and lifestyle of current peninsula residents if it goes ahead with approving these 34 storey developments.

A building height limit of say fifteen to twenty storeys would be far more acceptable at these locations.

Submission 78

Enough is Enough

You are considering yet another proposed High Rise Dwelling on Mill Point Road. Currently there is little natural light that can get through onto this part of Mill Point Road because of all the high rises that are currently there and yet you want to allow more. This is becoming ridiculous. The parking alone on this street is beyond capacity and now you are wanting to put in a High Level Residential Aged Care Facility where the residence will have numerous visitors. Where are they going to park, let alone the staff. The natural light will not get through onto the street scape due to this building height.

- *409 car parkings bays, stores and end of trip facilities*; This clearly will not be enough car parking considering visitor numbers will be extremely high due to the number of residence.

- *Child Day Centre at Levels 3 and 4*; and Where will be the drop off area. Currently it is beyond a joke to get onto the freeway in the morning and there is no turning right lane into Mill Point Road at those lights.

- *High Level Residential Aged Care Facility with associated services at Levels 3 to 4*; Really you have to be kidding me. The quality of living for residence on Mill Point Road Peninsular end has already changed dramatically, and now will the prospect of yet another development being proposed our streetscape will no

Attachment 3 - Public Consultation Submissions

longer have the attraction that it has been known to have. You are going to cause more congestion in an area already over populated. Currently we have a situation with cars coming off the freeway in both directions speeding down that road and on 2 separate occasions I have seen 2 cars with their side mirrors broken. You have buses trucks and cars trying to negotiate this part of Mill Point Road and you now want to make it 10 times as bad.

Please do not allow any more projects in this street. Find another place to build your massive buildings and destroy another part of South Perth.

Submission 79

In assessing the above application, the question is does this development proposal measure up in terms of context, best practice and planning "regulations" (box ticking).

The context encompasses all the reports that were in response to Government plans for infill and transit-oriented developments and others commissioned to provide the vision for the South Perth Train Station Precinct and its implementation. There are also the lessons learned from prior tower development applications in the area and the decisions made by JDAP in relation to this and other sites. SAT mediations are another factor.

Best practice may be viewed as industry standards and innovation.

To get a feel for "best practice", a relevant website is www.robertsday.com.au which has three "special reports" of note that describe developers in action: "Streetwise Apartments: thinking beyond the building"; "Place making: marketing spin or development essential" and "Mixing It: how property developers can thrive in tough times."

Has the developer thought beyond the building? Does the developer understand the local neighbourhood and their market? Has the developer involved local residents upfront in project visioning and design (in order to turn opponents into advocates and achieve a faster pathway to approval) and made clear how the project will value-add to the local neighbourhood?

The answers seem to be "no" because the developer has come up with a "concept", tabled it with local government and waited for objections. Rather than bringing the community with them, the developers are imposing things that the community does not want (overlooking, shadowing, traffic congestion, higher rates to pay for upgrades to infrastructure, less open space and greenery, crowds to negotiate).

Is the scale and form of development fair and appropriate to meet all stakeholders' objectives? Is the design environmentally sensitive? Will occupants be connected to the environment without the sense of being sealed in a high-rise as many workers within cities unfortunately experience?

Is the development "carless" by way of appealing to a new wave of consumer looking to reduce their car dependence meaning no or limited parking, linked with public transport and with a car share out the front?

Is the developer facing smart well-organised residents prepared to take an active role in challenging new development? Advice given is "think 5 – 10 storeys, carefully scaled to the immediate context, with a clear message of the development's benefits to gain community support."

Property developments must deliver social and community benefits as well as financial returns to be successful. Supposedly, the silent majority's "needs and desires for well -designed density and increased housing choice" are being drowned out by a vocal minority. The question is: Is it well designed and does it increase housing choice?

Reservations about the development proposal:

High density development in an area where there is no train station to make public transport preferable to car trips. Such development cannot be justified as being infill of a transit-oriented design – notion of precincts designed for high density residential development combined with high intensity commercial and retail developments within a high quality pedestrian development.

Although the Kwinana Freeway was realigned in 2002 near Richardson St South Perth at a cost of about \$3 m to allow for the proposed station platform, there is insufficient demand to justify the cost - said to be \$30 m - \$50 m (Business Case for Station by Syme, Marmion and Co. Oct 2010). In April 2011, the project was abandoned because the projected patronage was considered low.

Traffic Assessment Study by Transcore for Zone Q Investments Pty Ltd Aug 2016. Does the above report score well when cross referenced with WAPC Transport Assessment Guidelines for Developments Volume 4 Individual Developments 2006 like the peer review report by Cardno dated 24.4.16 did with a Shawmac Report?

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The Transcore Report needs some explaining because it doesn't add up in the context of previous figures given for traffic flows in Mill Point Rd north of Labouchere Rd.

The Cardno Report drew attention to South Perth Precinct Traffic Assessment Criteria, in particular: "All assessments must take into account additional traffic generated by approved developments within the precinct area. A list of these developments can be obtained from the City of South Perth on request."

Has the Transcore Report taken the above into account? Reference is made to using the "area wide transport model".

Taken at face value, a "liveable" local distributor road (Mill Point road north of Labouchere Road) has up to 7,000 vehicles per day. (Shawmac's Report: Existing traffic (2015) is stated to be 5,844 and 1,341 arising from the proposed development at 74 Mill Pt Rd makes 7,185 average daily traffic movements, so that is "acceptable.")

On weekdays, Transcore claims an additional 1,440 daily trips. Five years ago, Main Roads WA stated that Mill Pt Rd / Labouchere Rd is currently congested and there is little scope to improve this intersection.

The report does not inspire confidence – the table on bus routes on page 12 refers to Wellington St Bus Station with regard to the bus numbers listed, when the correct station is now Elizabeth Quay Bus Station.

Developer Contribution Scheme

The applicant has offered to contribute \$250,000 towards local road network upgrade and modifications. Other infrastructure requires upgrading according to the Transport and Access Strategy Final Report by GHD Pty Ltd May 2012 namely water at \$2.26 m and sewers at \$1 m.

In the attached glossary is Infrastructure Contributions which refers to standard charges for different types of development. The relevant Queensland Act and Regulations may provide guidance on calculating such contributions. See also Priority Infrastructure Plan in the glossary.

As more car parking in the vicinity will bring increased traffic congestion, cash in lieu of parking bays makes more sense. The walkability of a place, its local "walk score" is claimed to be a status symbol and key selling point in a RobertsDay special report.

Infrastructure Australia states that there are only two ways to fund infrastructure: tax payers (rate payers included?) and users. "The challenge for governments is to structure projects and deals such that they provide a revenue stream by its tax dollars or usage charges, which can repay that investment plus a reasonable risk-weighted rate of return."

The concept of Value Capture "transfers wealth from private beneficiaries to the broader taxpayer who funded the original development." (Speech to RACWA 18 April 2016 by CEO Philip Davies). He refers to "development done well."

Most liveable cities are mid-sized in wealthier countries with a relatively low population density.

In assessing business cases for infrastructure, Davies refers to Benefit Cost Ratio, Net Present Value, Internal Rate of Return and not least, strategic fit, deliverability and adherence to best practice.

TRG Properties chief operating officer Tanya Trevisan is reported to have urged the Government to launch "surgical strikes" (jargon for what?) to ensure "intelligent sharing of infrastructure resources near under-used inner-city train stations." She spoke of a culture of fear of change and about what that would mean for their communities. The term culture gives the impression of widespread fear which contradicts others claims, namely Department of Planning director general and Committee for Perth chief executive that the silent majority is being thwarted by a vocal minority.

Marketing of Apartments and Commercial Components

The page about the aged care component is sketchy. A vertical urban based model of aged care, common in Europe, is beginning to gain traction in Australia according to Keith Davis, Director Health Services at Norman Disney and Young (his recent projects include new children's hospital in Perth).

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Davis refers to a "vertical community" of all ages. "Typically, a mixed development of this type is located in an urban or fringe city location, close to the CBD with ready access to public transport and incorporating a retail precinct, medical facilities, food court, independent living apartments, family apartments, an aged care facility, gymnasium and a crèche."

This appears to be the vertical community proposed in this application. "The model's overall objective is to provide an alternative lifestyle that supports the extended family and provides for a better work-life balance and healthy urban living and as a community."

However the scenarios given may not fit the applicant's site location: a young couple with two small children might buy an apartment off the plan. Location is perfect for them since both are keen to walk to and from their places of employment each day. Their interest in the apartment was first triggered by their aged parents owning an independent living unit on Level 16 and when visiting, they observed the "fun-loving closely knit community of all ages." An aged care facility, say on Level 3 is there to support their parents when frailty ensues. Further attractions are the crèche to mind their children, the range of retail outlets and restaurants at ground and podium level and the 24 hour medical centre for emergencies.

Family get-togethers may comprise working in the roof garden, swimming in the supervised pool or just relaxing in the "wonderfully landscaped" outdoor recreation area with adjoining children's play area. "The model creates its own vibrant and interactive community."

Davis quotes principles outlined in Roberts Days streetwise apartments report as critical areas in planning such a development:

- An overall sense of place
- Adaptable and diverse affordable accommodation easily customised
- Stakeholder engagement during design, both individuals and the community – creation of a diverse range of interesting attractions in common areas
- Shared spaces and activated facilities at street level
- Sustainability initiatives: day-lighting, roof gardens, renewable energy sources, landscaping
- Accessibility for cycling, walking and public transport, eliminating the need for a car.

The question is whether this particular application supports such rosy scenarios and the above principles so as to warrant bonus height to the extent of 36 storeys.

The 16 storey Subiaco Pavilion development (budget \$120 m) has 292 residential apartments – 400 permanent residents were "required to support the businesses on the ground floor."

Is that a similar justification for 91 residential dwellings (apartments) on levels 17-33 (TPG letter 31 Aug 2016) or levels 15-33 stated elsewhere.

124 aged care suites (132 beds for high level care) over 10 levels on levels 3 – 16 or levels 5 – 14 (query re facts)

Child Day Centre for 80 children on levels 3 and 4

Offices on levels 1 and 2

Café and restaurant on ground floor

Parking to accommodate 412 (or 409) parking bays on ground level plus 6 levels above

Are 22 visitor parking bays sufficient when there are 132 aged persons needing high level care who will have visits from family and friends? Where will employees park particularly those on night shift work?

Know your target market states RobertsDay. City towers on hold as unit market stays flat (The West Australian 16 Sep 2016). Perth apartments: nearly 17,000 in the pipeline, 7,000 do not have development approval and 2,000 have not applied for planning approval. Urbis: "getting the pre-sales is not an easy thing. There's no certainty about an apartment going ahead until it'd actually under construction."

Players

"Councils make decisions based on a very small vocal minority, the 0.006 per cent' – says angry property commentator Samantha Reece (The West Australian 14 Sep 2016) who wants to give apartment dwellers a voice. She's started WA Apartment Advocacy and wants to survey interested people in a January poll about apartment dwellers' needs including number of bedrooms, floor size, preferred location, amenity and so on.

The article cites a single man whose choice was a 50 sqm one bedroom city apartment. That particular choice

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will not be met in the current tower application because there are no one bedroom apartments in the plan. Is the current market or existing market "flooded" with one bedroom apartments (as I recall Edge spokesman Paul Plowman being quoted as saying)?

The Property Council WA executive director calls for best practice local planning (The West Australian 14 Sep 2016) and for local councils to tell their communities about their vision for growth in the area.

He chaired a panel (TPG: David Caddy; TRG Properties: Tanya Trevisan; Kalamunda Shire: Rhonda Hardy; Department of Planning: Gail McGowan and the compilers of a report paid for the Property Council titled Benchmarking Greater Perth's Local Governments by Planning Context's Charles Johnson and Katrina Elliott) at the launch of the report by Planning Minister Donna Faragher.

The fact that Charles Johnson is also head of the Metro Joint Development Assessment Panel that decides on development applications indicates that he may have a conflict of interest in that the Property Council supports JDAPs.

Some WA Local Government Association members are opposed to DAPS. WALGA president Lynne Craigie is calling for full costing of DAPS, abolition of the opt-in mechanism and \$20 million in development value for DAP to have decision making power.

The formation of a new political party called the Julie Matheson Party has been advertised – this party's platform includes a "Scrap the Dap" campaign in the State election in March next year.

Attached is the text of a letter written by the submitter and sent by email to South Gazette on 16 Sep 2016 which indicated that the Property Council of WA has changed its view of the City of South Perth's planning operations from positive to negative based it seems solely on self-interest.

Submission 80

Our client provides conditional support for the Application, as depicted in the amended drawings. Consistent with submission lodged in December 2015, our client's support for the proposal is subject to the following condition being imposed in the event the JDAP is inclined to approve the Application:

"The applicant registering on the Certificate of Title for the lot, which shall be carried over on to any future Certificate of Title in the event the development becomes the subject of a Strata Plan, a notification informing prospective purchasers that future development in the surrounding locality has the potential to restrict access to views for occupiers of the proposed development.

The City will not issue a Building Permit for the proposed development until such time as the applicants have, at their cost, registered notification on the Certificate of Title relating to access to views."

We request the above condition be included in the Responsible Authority Report to JDAP. The justification for imposing the above condition as a Memorial on Title are as follows:

1) Ensure that future redevelopment of other adjacent sites will not be prejudiced

This justification is consistent with the objectives of the City's new P318 – South Perth Station Precinct Application Requirements which states that the purpose is to "ensure that new development does not prejudice the options for future redevelopment of other site" and provides the guidance that "development proposals should address how consideration has been given to preserving options for future development of adjacent site".

2) The unique position of our client's site relative to proposed adjacent development

The following DAP Applications are proposed, or planned, on land abutting or very close to our client's site:

- 74 Mill Point Road;
- 76 to 78 Mill Point Road; and
- 86 to 90 Mill Point Road.

Our client's site is adjacent to the above land, and is also between the above developments and the river. Our client intends to develop their site in the future. Without a Memorial of Title, development on our client's site can be adversely prejudiced by possible future objections and challenges in Court from new owners, within the proposed development at 86 to 90 Mill Point Road, in relation to any perceived rights, promises or expectations to views.

3) Purposed of a Memorial

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A Memorial would provide notice to prospective purchasers about the changing nature of the surrounding area and that their views may be adversely affected. The imposition of a condition of planning approval requiring a Memorial is an appropriate mechanism by which to advise prospective owners/ occupiers of the potential effects of future development in the locality.

This approach is often used in the planning system to provide notice to purchasers about possible future development or unusual circumstances in an area (e.g. noise from nearby developments or infrastructure). In this instance, a Memorial advising of the potential loss of views is relevant given the requirements of the City's new LPP P318, and therefore would serve a proper planning purpose. Given the above, we consider the requested condition is valid, relevant and necessary to be included in the RAR to JDAP.

Submission 81

I object to this development for the following reasons:

1. Under Amendment 46, this proposal would be unlawful because it is for a 34 storey building and the Scheme would only allow a 26 storey building.
2. The building is also unlawful as it does not comply with the requirement under TSP6 that any building over the prescribed height of 12 storeys be "predominantly commercial". They have tried to circumvent this by suggesting that 15 of the floors will be used for "Aged Care" but they have not provided any substance to how this would work and it seems most unlikely they would ever get permission to use the building for Aged Care. It is not a serious proposal.
3. In any case, high rise would be out of place on this intersection as it would dwarf the historic Mends Street village and create more traffic jams.

I am getting very tired of developers simply ignoring the development scheme. These proposals should simply be rejected outright by Council until the developer can demonstrate that they are strictly with the limits of the development scheme.

Submission 82

I support all points of the SPPAG submission and add the following - 1. There have been increasing number of cases of fires in hi-rise buildings worldwide. Apart from fires there are a number of other emergencies (chemical spills, gas etc) requiring evacuation of a building. Recent tragic events (eg Quakers Hill - 14 deaths) where old people have not been able to be evacuated in time have pointed to the need to have all doors specially designed to enable faster evacuation. And that is for single/double level homes a. We are always told - "In case of fire do not use the lifts! If you can't use lifts in a fire - you can't get dependent people out of the building - especially from the 14th floor! Let's also assume it isn't a fire but a chemical spill or gas leak emergency - and the lifts are still working - the amount of time to get the number of dependant people down the lifts from, eg, the 14th floor would leave many exposed to the emergency for a very long time. What allowances have been designed into the design and staffing with regard to these mitigate these problems?

2. The applicants have obfuscated their plans and application to hide the true number of storeys. It is at least 2 storeys higher than claimed. Council owe it to the public, JDAP and their own reputation to ensure that the correct number of storeys is in the DA. The overall height of the building is greater than Civic heart, despite the misleading claims of several less storeys

3. The Podium is overbearing, massive and ugly and would present a very poor entry to South Perth from the freeway.

4. All recent hi-rise developments have been required to put most parking underground. Will Council allow this applicant to avoid this requirement? Why would Council provide a significant commercial advantage to this applicant?

5. A shared entry by Childcare and aged care is very poor design. Zimmer frames and ebullient children do not mix.

6. There is a significant shortage of parking allocated to childcare drop-off / pick-up. Mothers have to deliver/collect the children around to the Mill Point Road entrance, and at least to the lifts; this is a 5 minute exercise by a large number of vehicles AM and PM.

7. There are many examples where residents in existing residential buildings, including hi-rise, have paid live-in nursing care. Does this make them non-residential? If not, on what basis does this development qualify for non-residential classification?

8. The attempt to overcome the poor location with respect to traffic, by sending them down Mill Point Road to a

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new roundabout is a very poor solution - simply pushing the problem elsewhere. It will add a significant number of vehicles to the Ferry-Scott section of MPR North, both directions, and the flows will undoubtedly make this a very, very congested area. (One advantage though, it must surely preclude any possibility of building 74 and 76 MPR as this part of Mill Point Road would become a bigger parking area at peak times.)

9. I trust you have modified your models to ensure that this large traffic increase, and the increase provided by the 64 MPR child care centres have been included in the traffic model. The LOSD & LOSE 'existing situation' observations are extreme and must surely sound an alarm in the appropriate circles.

10. There are insufficient car spaces allocated to Aged care plus staff plus shift change. The provision of car spaces for Aged care visitors is too low. The provision of ACROD spaces is too low.

11. Provision of 3 embayed parking bays for aged care use will put the London Plane trees at risk, what conditions and penalties are prescribed to encourage the developers to preserve these trees? Further, vehicles parked in these parking bays will not be out of the traffic lane still force larger in these embayments will protrude into the narrow road and force vehicles (especially larger ones) to either stop, or, cross the centre line towards oncoming traffic. This creates more traffic issues, including one of safety. This development has many shortcomings and it would be a dereliction to approve it as currently designed.

Application for Planning Approval Requiring Engineering Comments



TO:	Engineering Infrastructure
FROM:	Mr Peter Ng Planning Officer, Development Services
DATED:	20 September 2016

PROPERTY ADDRESS:	Lot 2, 15 & 16 (No. 86, 88 & 90) Mill Point Road, South Perth
PROPOSAL:	34-Storey Mixed Development
APPLICATION DATE:	23 August 2016
ID NUMBER:	11.2015.524.2
PLAN ATTACHED:	

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

ENGINEERING COMMENTS IN RELATION TO ABOVE:

Transport Assessment

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. Cardno were commissioned to develop a Micro-Simulation Traffic Model for the South Perth Station Precinct. For this development:

The modelling undertaken for 86 - 90 Mill Point Road suggested that the proposed development would have a substantial impact on vehicle delays and queue lengths on the southbound intersection approach at the intersection of Mill Point Road / Labouchere Road. As the existing queue lengths are observed to occasionally extend past the intersection of Mill Point Road / Ferry Street, these queue lengths are shown in the model to more frequently extend past the intersection of Mill Point Road / Ferry Street as a result of the cumulative traffic generated by the proposed developments within the study area, thereby impeding the ability of vehicles to egress from Ferry Street during the peak hour periods. This was primarily found to be due to the limited opportunities for freeway-bound vehicles to turn right to get on to the Kwinana Freeway (i.e. either at intersection of Mill Point Road / Labouchere Road or Mill Point Road / Mends Street).

Mr Paul Edwards Network Operations Coordinator is able to provide additional detail if required of the Micro-Simulation Model and the Cardno Peer Review of the Transport assessment.

The most visible impact of this development is that vehicles will have difficulty exiting from Ferry Street (the only access to the development) into Mill Point Road with queue lengths often extending up to or beyond Ferry Street. Other properties having Ferry Street as the only access will be unacceptably impacted and long delays will be expected. The consequence

Application for Planning Approval Requiring Engineering Comments



of delay is frustration and frustration can lead to crashes.

General Comment

Engineering Infrastructure has identified a suite of potential road infrastructure upgrades for the area that will assist with the movement of traffic through the area. The upgrade to the signals at Labouchere Road and Mill Point Road is the single most important project and at an estimated cost approaching \$1 million is essential to ensure there is sufficient capability in the signal infrastructure to provide the required phases and timing to enable pedestrians and road users who originate or terminate their journey within the immediate Precinct to obtain a fairer use of the available cycle time than those who are simply passing through the Precinct to go somewhere else.

Other works along Mill Point Road north (of the Labouchere Road intersection) include a continuous central median with appropriate widening and adequate at-grade pedestrian access points. The median will eliminate the unacceptable U-turn movements and the right turn movement into and out of Ferry Street as well as the right turn movement into and out of properties along Mill Point Road, all of which have the potential to be traffic issues that can escalate unwanted queuing along the street. To provide an effective means to facilitate the above movements and improve generally traffic movement, a mini-roundabout will be constructed at the intersection of Scott Street with Mill Point Road and a further mini-roundabout assigned to the intersection of Stirling Street with Mill Point Road. A raised "threshold treatment/plateau" located at the intersection of Mill Point Close and Mill Point Road will reinforce the limits of the low speed zone that will be applied to the Precinct.

It has been stated previously that a developer contribution in the order of 0.5% of the Building cost should be applied to provide for the essential infrastructure works required across the Precinct.

Specific Comment

The Plan as submitted detail a number of embayed parking spaces. The widening of the road pavement along Mill Point Road to accommodate embayed parking areas is not acceptable to the City as it will impact on the "near to the surface" roots of the London Plane Trees. In addition it must be understood that in the section of Mill Point Road where there is central median there can be no provision for the setting down or picking up of goods or passengers from either road or paved verge. The re-entry to Mill Point Road would further exacerbate the traffic issues that will be present as a consequence of the development under consideration is the immediate area.

Stormwater Design Requirements

Engineering Infrastructure has previously advised (February 2016) the requirements for stormwater disposal in the Precinct:

For the purpose of completing an Application for 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;

Application for Planning Approval Requiring Engineering Comments



- 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;

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 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.

Waste Management

Comments with respect to Waste Management will come from the Coordinator Environmental Health Services after consultation with Engineering Infrastructure.

Construction Management Plan

The Acting Design Office Coordinator has provided comment on the submitted Construction Management Plan.

Engineering Infrastructure does not consider the TMP as submitted suitable for endorsement. Amongst other things the following need to be addressed:

- CMP to provide plans showing proposed construction vehicles (access and delivery) routes in and around site and accessing the local road network.
- Construction traffic can only access and leave site via Mill Point Road. No heavy vehicle access can be along South Perth Esplanade.
- The City intends to extend median of Mill Point Road within the next 2-3 years, and access will not be possible turning right off the North Bound Mill Point Road Carriageway.
- To maximize access to other uses of Ferry Street, the parking bays directly opposite the project, will need to be booked for the duration of the project with the City to install a yellow no- standing line. A charge for the removal of the bays will apply.
- The removal/"lease" of parking bays will be subject to the Cities Annualised Fees and Charges Schedule that is subject to review each year.
- The new charge for the removal of parking bays will become effective from the setting of the Annual Budget 2017/18 and subsequent reviews thereafter.
- RTM endorsement of the TMP will be required.
- CMP needs to outline process for construction staff parking.
- Mill Point Rd footpath to be protected via gantry.
- Mill Point trees to be protected via gantry and hoarding, and will be heavily bonded.
- Work periods do not suit the volumes of site access roads in local area - no consideration for the AM peak hour congestion provided.
- Pedestrian management needs to be provided.
- Adjacent resident plan or equivalent needs to be provided.
- There is to be no provision for trucks not actively involved in setting down or picking up materials of construction from the verges or streets within the South Perth Station precinct.
- Consideration will be given for some works being undertaken over-night or on a Saturday/Sunday. A permit will be required to be obtained from the Chief Executive Officer City of South Perth to work outside of the prescribed hours. More information is to be provided regarding the extent of such requirements.
- Provision for protection of existing street tree and verge infrastructure to be detailed.
- To properly review the TMP and CMP the City will also require some idea of the proposed detailed design and construction methodology of such – details provided support this, but exact location of deliveries and crane movements not provided.

Application for Planning Approval Requiring Engineering Comments



Crossing/Access to Ferry Street

Edge protection is required at the point of access from Ferry Street. The form of the edge protection will generally be a concrete apron such that it forms part of the two access ways. The apron will be nominally extend 500mm into the access way with the back edge about 125mm above the road edge.

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 Manager Engineering Infrastructure	Date:	28 September 2016
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Technical Memorandum

Title	86, Mill Point Road, Mixed-Use Development Proposal Peer Review of Updated Traffic Reports including 22 August 2016 TA		
Client	City of South Perth	Project No	CW940500
Date	23/9/2016	Status	Rev A
Author	Daniel Jenkins	Discipline	Traffic and Transport
Reviewer	Ray Cook	Office	Perth

Introduction

Cardno have been engaged by the City of South Perth (the City) to undertake a peer review of the "Proposed Mixed-Use Development, South Perth Zone Q: Transport Assessment" prepared by Transcore and dated November 2015; as well as an updated version dated February 2016; a subsequent amended proposal detailed in a letter dated from TPG dated 20 July 2016; and a further updated version dated 22 August 2016. These documents are hereafter referred to as "the 2015 Report", "the February 2016 Report", "the 2016 Amendment" and the "August 2016 Report" respectively.

This review includes a cross-reference of the Reports and the 2016 Amendment with respect to the requirements listed in the Western Australia Planning Commission (WAPC) "Transport Assessment Guidelines for Developments, Volume 4 – Individual Developments" (2006).

The 2015 Report describes the proposed development as mixed-use (primarily residential), comprising the following elements:

- Ground floor, quality restaurant, approx. 507 m² GFA;
- Ground level, delicatessen/bakery shop/café totalling approx. 530m² GFA;
- First and second podium levels, office space of combined 1,906m² GFA;
- Total of 163 residential apartments, with a mix of 2- and 3-bedroom units over 34 levels;
- A residents' club/pool deck; and
- A wellness centre at podium level 4 of approximately 960m².

Cardno undertook a peer-review of the 2015 Report in January 2016. Subsequently, the February 2016 Report was issued to address the numerous concerns raised in 2015 Report, with a slightly amended development proposal, as follows:

- A quality restaurant at ground floor of approximately 400m² GFA;
- A delicatessen/bakery shop/café totalling approximately 620 m² GFA located at the ground level;
- Office space over four levels of combined 3,300m² GFA;
- 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 960 m².

The 2016 Amendment changed the development proposal further, though without re-writing the entire Report, as much of the content would still be applicable. The development proposal detailed in the 2016 Amendment was as follows:

- 91 residential apartments;
- 132 aged care suites;
- 1,497 m² Offices;
- 900 m² of Childcare;
- 260m² of commercial Health & Wellness;
- 848 m² Food & Beverage outlets;
- Various amenities for use by the residents and aged care guests/staff; and
- Car parking.

Most recently, the August 2016 Report slightly amended the development proposal further, with small changes to some of the land uses. The current proposals are now:

- 91 residential apartments.
- 132 aged care beds (in 124 suites).
- 1,474 m² Offices.
- 796 m² of Childcare (for 80 children).
- 260m² of commercial Health & Wellness.
- A quality restaurant of 317m² GFA.
- A delicatessen/bakery shop/café totalling 524m² GFA.
- 412 car parking bays, allocated as follows:
 - 209 residential bays;
 - 16 residential visitor bays;
 - 150 commercial bays; and
 - 37 commercial visitor bays.
- 3 additional drop-off/pick-up car bays on the eastern verge of Mill Point Road for the aged care component of the development. These will be embayed parking bays, located at least 55 metres from the intersection of Mill Point Road/Labouchere Road/Freeway.
- Cycle parking of 80 racks in 3 enclosed cycle storage areas.

Access and road modifications are now as follows:

- Rationalisation of site crossovers from 3 to 2 access/egress points on Ferry Street;
- Offer of payment by the proponent of \$250,000 contribution towards road modifications: while not stated in the August 2016 Report, it is understood that these will comprise a median to restrict the Ferry Street / Mill Point Road intersection to left-in, left-out, with a roundabout at the Scott Street / Mill Point Road intersection.

Overview

This peer-review has found some apparent mistakes in the determination of traffic generation and more detail and justification is needed to deviate from the trip rates requested by the City, as well as explanation of the rates for the childcare and health/wellness centre, among other details. These are fundamental to the overall assessment so it is important that they are justifiable.

However, it is also understood that the development proposal was recently discussed at the State Administrative Tribunal (SAT) and agreement was reached to provide a \$250,000 contribution towards road modifications. These will comprise a median to restrict the Ferry Street / Mill Point Road intersection to Left-In, Left-Out, with a roundabout at the Scott Street / Mill Point Road intersection. This will prevent the queues at the intersection of Mill Point Road/Labouchere Road/Freeway from blocking right-turners into the site, which could otherwise block through traffic northbound on Mill Point Road.

This proposal could address many of the City's concerns; however, the key concern is therefore the difference between traffic generation of the previous proposals and of the current development quantum. As detailed below, it is unclear how the traffic generation for the health/wellness centre was determined and there are errors in the traffic generation of the other uses. Applying the City's agreed trip rates for the other uses, and the NSW RTA rates for the childcare facility as well as for a gymnasium (as a proxy for health/wellness centre), the total trip generation for each of the proposed developments can be summarised as below.

February 2016 Report, Development Quantum: Cardo's calculations

AM peak hour: 209

PM peak hour: 220

2016 Amendment Development Quantum: Cardo's calculations

AM peak hour: 210

PM peak hour: 211

August 2016 Report Development Quantum: Cardo's calculations

AM peak hour: 201

PM peak hour: 202

August 2016 Report: Traffic generation quoted in Report

AM peak hour: 104

PM peak hour: 150

For fuller details of the determination of the traffic generation, please refer to the **Annex**.

Detailed Peer-Review Findings

Table 1 and 2 summarise the key review findings identified as part of the review undertaken. **Table 1** is a summary of the review against WAPC Guidelines, while **Table 2** is a summary of the review against the "South Perth Station Precinct Traffic Impact Assessment Criteria", where these are additional to the WAPC Guidelines.

Where the review has found that the relevant sections have been sufficiently addressed or no issues have been identified, the text has been coloured in **green**, while **orange** text has been used for sections where non-critical improvements can be made to the report, and **red** text has been used for sections that have been omitted or insufficiently addressed in the report.

This peer-review is an update of the previous Cardno peer-review issued on 2 August 2016 and addresses the latest development proposal as detailed in the subsequent August 2016 Report, while also applying recently agreed trip rates and other methodologies that have been discussed and agreed with the City for application to all development proposals in the South Perth Station Precinct. This peer-review does not update the content from the previous peer-review, where that content is unchanged by the current proposal and was found to be satisfactory in the previous peer-review (coloured in **green** or **orange**).

Table 1 Peer-Review Findings: reviewed against WAPC Guidelines

Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
Is Transport Assessment the correct level of assessment?	Yes
Development location and context	Included
Description of development proposal.	Included
Existing situation	
existing site uses (if any)	Minimal details given; however, not a concern as the traffic generation has been applied without calculating net generation
existing parking and demand (if appropriate)	Minimal details given; however, not a concern as the traffic generation has been applied without calculating net generation
existing access arrangements	Not required
existing site traffic	Not required
surrounding land uses	Included
surrounding road network	Included
traffic management on frontage roads	Included
traffic flows on surrounding roads (usually AM and PM peak hours)	Included
traffic flows at major intersections (usually AM and PM peak hours)	Included; however, the date of the SCATS data should be given, to ensure that these volumes are recent (within the last year) and not from a school holiday period.
operation of surrounding intersections	Included
existing pedestrian / cycle networks	Included
existing public transport services surrounding the development	Included
crash data	Provided

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
Changes to surrounding transport networks	
road network	Included
intersection layouts and controls	Included
pedestrian/cycle networks and crossing facilities	Not included; additional reference should be made to the City of South Perth Bike Plan.
public transport services	Partially included
Integration with surrounding area	
surrounding major attractors/generators	Included
proposed changes to land uses within 1,200 metres	Not included; several committed developments need to be accounted for in the assessment of future traffic and intersection analysis (see below under "Committed developments and transport proposals" also)
travel desire lines from development to these attractors/generators	Not included
adequacy of existing transport networks	Partially included – commentary should be provided on the adequacy of the existing transport network and could include references to the City of South Perth Bike Plan, as well as any advice from PTA
deficiencies in existing transport networks	
remedial measures to address deficiencies	The August 2016 Report includes the measures to ensure left-in, left-out movement at the Ferry Street / Mill Point Road intersection. However, there may be deficiencies at the Mill Point Road/Labouchere Road intersection too, which are not addressed. There are some doubts regarding the assessment of this intersection, e.g. due to errors in the development traffic generation (more details further below).
Analysis of transport networks	
assessment years	No growth factor applied; future year scenario still missing 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). It is recommended that the applicant discuss and agree the assessment years with the approving authority in advance of undertaking the assessment." In view of the last point above, reference should be made to the City's South Perth Station Precinct Traffic Impact Assessment Criteria – see Table 2 below.
time periods	See comments in Table 2 "Peer-Review Findings: reviewed against South Perth Station Precinct Traffic Impact Assessment Criteria"
development generated traffic	In the previous peer-review, Cardno highlighted various concerns regarding the traffic generation methodology and also provided an agreed series of trip rates for use in subsequent amendments to the Report. These are summarised below. <u>Aged care facilities</u>

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
	<ul style="list-style-type: none"> • ITE: <ul style="list-style-type: none"> ○ AM peak hour (network) is 0.08 trips / occupied unit ○ PM peak hour (network) is 0.11 trips / occupied unit • RTA: <ul style="list-style-type: none"> ○ AM peak hour (network) is NA as the surveys were undertaken outside of the network peak hour ○ PM peak hour (network) is between 0.05 – 0.17 trips / unit • Other: <ul style="list-style-type: none"> ○ Transport and Urban Planning (NSW): <ul style="list-style-type: none"> ▪ AM peak hour is around 0.07 trips / dwelling ▪ PM peak hour is between 0.06 trips / dwelling ○ ITE Presentation <ul style="list-style-type: none"> ▪ AM peak hour is 0.16 trips / unit ▪ PM peak hour is 0.25 trips / unit ○ Jensen Planning and Design <p>Based on the above, we would suggest using the rates listed in the ITE Trip Generation (0.08 trips for the AM peak hour and 0.11 trips for the PM peak hour per occupied unit). These trips rates are generally quite low and further discounts should not be provided for these trip rates. We also note that a number of the above sources emphasise that the AM peak hour of the generator (the aged care apartments) does not coincide with the AM peak hour for the network (i.e. the aged care residents will wait until after 10am before they drive out) but that there is some overlap for the PM peak hour.</p> <p><u>Residential apartments</u></p> <ul style="list-style-type: none"> ○ AM: 0.28 trips / unit ○ PM: 0.39 trips / unit ○ Sources: <ul style="list-style-type: none"> ▪ http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_128.pdf ▪ http://www.rms.nsw.gov.au/trafficinformation/downloads/td13-04a.pdf <p><u>Serviced apartments:</u></p> <ul style="list-style-type: none"> ○ AM: 0.3 trips / unit ○ PM: 0.3 trips / unit ○ Source: <ul style="list-style-type: none"> ▪ http://mvcc.vic.gov.au/~media/5A7B8956F6DA49338B6ECC6188750C6D.ashx <p><u>Office</u></p> <ul style="list-style-type: none"> ○ AM: 1.38 trips / 100 sq.m Gross Floor Area (GFA) ○ PM: 1.33 trips / 100 sq.m GFA ○ Sources: <ul style="list-style-type: none"> ▪ ITE + reduction factor from http://www.southperth.wa.gov.au/Documents/Planning/Precinct-Studies/Canning-Bridge-Rail-Station-Precinct/Traffic-Analysis---November-2009--1.42MB-.pdf

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
	<p><u>Retail:</u></p> <ul style="list-style-type: none"> ○ AM: 0 (assuming shops won't open until after 08:30) ○ PM: 3.73 trips / 100 sq.m GFA ○ Source: <ul style="list-style-type: none"> ▪ ITE + reduction factor from http://www.southperth.wa.gov.au/Documents/Planning/Precinct-Studies/Canning-Bridge-Rail-Station-Precinct/Traffic-Analysis---November-2009--1.42MB-.pdf <p><u>Café / restaurant:</u></p> <ul style="list-style-type: none"> ○ AM: 8.68 trips / 100 sq.m GFA ○ PM: 8.23 trips / 100 sq.m GFA ○ Source: <ul style="list-style-type: none"> ▪ ITE + reduction factor from http://www.dot.ca.gov/newtech/researchreports/reports/2009/final_summary_report-calif_infill_trip-generation_rates_study_july_2009.pdf <p><u>In-out splits</u></p> <p>Apartments AM: in: 22%, out: 78% PM: in: 62%, out: 38%</p> <p>Retail AM: in: 61%, out: 39% PM: in: 48%, out: 52%</p> <p>Café AM: in: 52%, out: 48% PM: in: 61%, out: 39%</p> <p>Office / commercial AM: in: 88%, out: 12% PM: in: 17%, out: 83%</p> <p>These rates have not been applied in the August 2016 Report. The August 2016 Report does not give a breakdown of how the traffic generation was determined, other than to say that the above requested rates were applied with the exception of the Childcare facility and the Health/Wellness centre (not included in the above list of rates), for which the generation was determined from the NSW RTA "Guide to Traffic Generating Developments" (2002) and Transcore's own data base respectively.</p>

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
	<p>The use of sources needs to be explained in detail, to ensure reasonable similarity between the database sites and the subject site. The individual rates should be quoted also. However, even if the Childcare facility and the Health/Wellness centre are omitted from the overall generation, the resultant generation for the other uses alone would be 128 trips in the AM peak and 138 trips in the PM peak. Adding on the RTA rates for the childcare facility, the totals would be 192 AM and 194 PM.</p> <p>Adding on the RTA rates for the childcare facility and for 'gymnasium' as a proxy for health/wellness centre, the totals would be 201 AM and 202 PM</p> <p>Therefore, the quoted traffic generation of 104 trips in the AM and 150 in the PM is clearly too low (the in-out splits have not yet been checked; however, potential errors in these were found in the previous peer-review).</p> <p>It is accepted that there would be a reduction in the net increase due to loss of the existing buildings on-site; however, this is likely to be only a small effect as the existing building is only 4 storeys high.</p> <p>Overall, there are some apparent errors in the total trip generation and inbound-outbound splits, as detailed above.</p> <p>Furthermore, the generation quoted in the text does not match that shown in the flow diagram figures.</p>
distribution of generated traffic	<p>The methodology is acceptable; however there are errors in the resultant volumes shown in Figure 6</p>
parking supply & demand	<p>TPS 6 Schedule 9 "Special Control Area SCA1 – South Perth Station Precinct" gives the following car parking requirements:</p> <p><i>"8.1 - The minimum provision of on-site car parking shall be:</i></p> <ul style="list-style-type: none"> <i>(a) 0.75 bays per dwelling for Single Bedroom Dwellings;</i> <i>(b) 1 occupier bay per dwelling;</i> <i>(c) 1 bay per 50 square metres of gross floor area for non-residential land uses;</i> <i>(d) 0.5 bays per Tourist Accommodation unit;</i> <i>(e) 1 visitor bay per 6 dwellings;</i> <i>(f) for non-residential land uses, 2 bays for visitors or 10% of the required occupiers' bays, whichever is the greater, marked for the exclusive use of visitors;</i> <i>(g) 1 bicycle bay per 3 dwellings in addition to the required car parking bays; and</i> <i>(h) 1 bicycle bay per 200 square metres of gross floor area of non-residential plot ratio area, together with end-of-trip lockers and showers.</i> <p><i>8.2 - The on-site car parking requirements of Clause 8.1 shall apply unless the Council approves a lesser number of car or bicycle bays on the basis of reciprocal parking, or due to existing off-street parking being under-utilised, where the development is consistent with the guidance statement."</i></p> <p><i>(Other reciprocal parking details then follow.)</i></p> <p>The gross floor area of the aged care facility is not known.</p> <p>However, the car parking requirements for the other uses, except the aged care facility, are as follows:</p> <ul style="list-style-type: none"> • Residential – 91 bays

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
	<ul style="list-style-type: none"> Residential visitors – 15 bays Non-residential <u>except the aged care facility</u> – 67 bays Non-residential visitors <u>except the aged care facility</u> – 7 bays, marked for exclusive use of visitors Total <u>except the aged care facility</u> – 180 bays. <p>The provision as detailed in Section 8 of the August 2016 Report is an excess for residential (119 more than required).</p> <p>The provision for non-residential is 150 plus 37 visitor bays; as the GFA of the aged care facility is unknown, it is unclear if this provision is sufficient or excessive. However, the August 2016 Report also states that there is flexibility to allow for future changes, so if necessary the excess residential parking may need to be re-allocated to non-residential.</p> <p>If the provision is still below requirements, then an assessment of parking demand could be made, in line with the following extract from TPS 6 Schedule 9:</p> <p><i>“For non-residential uses only, the Council may approve reciprocal parking arrangements where it is demonstrated that: (a) existing car parking is under-utilised and demand is unlikely to increase in the foreseeable future; or (b) proposed land uses have different periods of peak demand.”</i></p> <p>The August 2016 Report has followed the City of South Perth’s advice in that the 90 degree car parking is no longer accessed directly from Ferry Street; it is now contained on-site and accessed via the proposed internal road, as recommended.</p> <p>For cycle parking, please see notes under “cycle access / amenity”.</p>
committed developments and transport proposals	<p>The traffic impact assessment needs to consider the requirements 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”).</p> <p><u>Also, the following aspect of the assessment is flagged as something that will need to be addressed in the near future as soon as microsimulation outputs are available.</u></p> <p>The committed developments should be accounted for in the assessment of future traffic and intersection analysis by using volumes from the City’s microsimulation model. However, it is acknowledged that the City’s microsimulation outputs being developed for the year 2021 are yet to undergo final examination and therefore the City can only provide “indicative” volumes by the way of examples.</p>
base and “with development” traffic flows	See above comments
analysis of development accesses	The accesses need to be assessed for compliance with sight distance requirements of Australian Standards.
impact on surrounding roads	As already stated, the modelled traffic volumes appear to be under-estimated. This could have an impact on Ferry Street in terms of its appropriate function as a local access street. While the volumes are likely to remain within the road’s physical capacity, the concern is the impact on character and amenity. The traffic consultant is advised to refer to “Liveable Neighbourhoods”.

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006	Peer-Review Commentary
impact on intersections	<p>Due to the apparent under-estimations in the trip generation (including in terms of the split between inbound and outbound traffic), together with the lack of accounting for committed developments, 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.</p> <p>SIDRA input files should be provided as well, so the other input parameters can be checked.</p> <p>Mill Point Road/Ferry Street intersection: although the above comments regarding possible errors in traffic volumes still apply, this is unlikely to be a concern at this intersection.</p>
impact on neighbouring areas	No significant issues
traffic noise and vibration	No significant issues
road safety	No significant issues
public transport access	No significant issues
pedestrian access / amenity	No significant issues
cycle access / amenity	<p>Cycle parking details of 80 racks is proposed.</p> <p>The requirements are in the City of South Perth Town Planning Scheme 6 ("TPS 6") TPS 6 in Clause 8.1 of Schedule 9 "South Perth Station Precinct" (in which the Site is located), as follows:</p> <p>(g) 1 bicycle bay per 3 dwellings in addition to the required car parking bays; and (h) 1 bicycle bay per 200 square metres of gross floor area of non-residential plot ratio area, together with end-of-trip lockers and showers.</p> <p>It is unclear what gross floor area is proposed for all non-residential land uses as the area of the aged care suites is not given. However, the residential rate may be applicable here. Furthermore, it may be reasonable to consider the aged care suites as having a cycle demand slightly less than the residential uses as the usage is more likely to be by staff providing the aged care (who can be expected to be less than 1 staff member per aged care suite).</p> <p>If the residential rate were applied to the aged care, the resultant cycle parking requirements would be:</p> <ul style="list-style-type: none"> • 72 for residential; and • 17 bays for non-residential. • Total 89 cycle bays. <p>The required end-of-trip lockers and showers for non-residential uses should include the aged care suites also.</p> <p>As such, there may be a slight shortfall in cycle parking but due to the likely lower demand of the aged care suites, this may be acceptable.</p> <p>It is not clear how many end-of-trip lockers and showers will be provided however.</p>
analysis of pedestrian / cycle networks	No significant issues

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Relevant Item in Checklist C2 (Transport Assessment in WAPC Transport Assessment Guidelines Vol 4 (Individual Developments), 2006)	Peer-Review Commentary
safe walk/cycle to school (for residential and school site developments only)	Not included
traffic management plan (where appropriate)	Not included
Conclusions	Included; however, these may alter when the various required amendments are made to the assessments.
Miscellaneous	<p>The City of South Perth has advised that: the Engineering Infrastructure Department will require a Construction Management Plan (CMP) to be submitted for approval. This has not yet been provided.</p> <p>Various design-related issues, such as compliance with Australian Standards, and swept paths, have not been reviewed as we do not have the CAD files. Compliance with these should be checked throughout the design process also, however these assessments are beyond the scope of a TA peer-review.</p>

Table 2 Peer-Review Findings: reviewed against South Perth Station Precinct Traffic Impact Assessment Criteria

Relevant Item	Peer-Review Commentary
Is the Site within the South Perth Station Precinct?	Yes
Peak hours to be used for assessment purposes within this precinct are: <ul style="list-style-type: none"> AM Peak – 8.00am – 9.00am PM Peak – 5.00pm – 6.00pm 	The August 2016 Report assesses 7:30 to 8:30am and 4pm to 5pm; it is not clear if this is significantly different from the time periods required by the criteria.
All assessments must take into account additional traffic generated by approved developments within the precinct area. A list of these developments can be obtained from the City of South Perth on request.	<p>No committed developments have been accounted for.</p> <p><u>This aspect of the assessment is flagged as something that will need to be addressed in the near future as soon as microsimulation outputs are available.</u></p> <p>Several committed developments need to be accounted for in the assessment of future traffic and intersection analysis. However, it is acknowledged that the City's microsimulation outputs being developed for the year 2021 are yet to undergo final examination and therefore the City can only provide "indicative" volumes by the way of examples.</p>
Intersection modelling is expected for any development impact assessment within the precinct; however, the area of influence to be assessed will be smaller for a transport statement than an assessment as per the WAPC guidelines.	See above
All modelling must be undertaken for year of development opening, not current year. Has the growth factor been agreed with the City? Or what justification has been given for the chosen growth factor?	<p>Only the current year has been assessed. Need to model year of development opening; and also opening year plus 10 years.</p> <p>The committed developments should be accounted for in the assessment of future traffic and intersection analysis by using volumes</p>

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Relevant Item	Peer-Review Commentary
It is vital to consider the <i>cumulative</i> traffic impact on the roads in a development's vicinity	from the City's microsimulation model. However, it is acknowledged that the City's microsimulation outputs being developed for the year 2021 are yet to undergo final examination and therefore the City can only provide "indicative" volumes by the way of examples.
For large scale developments the City may require that a 10 year horizon also be assessed as part of the traffic modelling. This potential should be discussed with the City prior to undertaking the traffic impact assessment. Has the growth factor been agreed with the City? Or what justification has been given for the chosen growth factor? It is vital to consider the <i>cumulative</i> traffic impact on the roads in a development's vicinity	Only the current year has been assessed. Need to model year of development opening; and also opening year plus 10 years. Also, other committed developments need to be accounted for as well (see above). The committed developments should be accounted for in the assessment of future traffic and intersection analysis by using volumes from the City's microsimulation model. However, it is acknowledged that the City's microsimulation outputs being developed for the year 2021 are yet to undergo final examination and therefore the City can only provide "indicative" volumes by the way of examples.



Annex – Comparative Trip Generation

Land Use	Trip Rates			Development Traffic Generation: 86 MPR, February 2016 Report			
	AM Peak hour	PM Peak hour	Per unit of measurement	Details	Quantum	AM Peak hour	PM Peak hour
Aged care facilities	0.08	0.11	per occupied unit				
Residential apartments	0.28	0.39	per unit	163 residential apartments	163	46	64
Serviced apartments	0.3	0.3	per unit				
Office	1.38	1.33	per 100 sq.m Gross Floor Area (GFA)	Office	3300	46	44
Retail (assuming shops won't open until after 08:30)	0	3.73	per 100 sq.m Gross Floor Area (GFA)				
Café / restaurant	8.68	8.23	per 100 sq.m Gross Floor Area (GFA)	A delicatessen/bakery shop/café plus Restaurant	1020	89	84
<u>Other Trip Rates (not from city's agreed rates)</u>							
Gymnasium (from NSW RTA, 2002 for PM)		3	per 100 sq.m Gross Floor Area (GFA)	Health/wellness centre (assume AM is same as PM)	960	29	29
Childcare Centre (from NSW RTA, 2002), for Long Day Care (different rates apply for pre-school and before/after care)	0.8	0.7	per child				
Total Generation						209	220

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Land Use	Trip Rates			Development Traffic Generation: 86 MPR, 2016 Amendment			
	AM Peak hour	PM Peak hour	Per unit of measurement	Details	Quantum	AM Peak hour	PM Peak hour
Aged care facilities	0.08	0.11	per occupied unit	Aged care suites	132	11	15
Residential apartments	0.28	0.39	per unit	91 residential apartments	91	25	35
Serviced apartments	0.3	0.3	per unit				
Office	1.38	1.33	per 100 sq.m Gross Floor Area (GFA)	Office	1497	21	20
Retail (assuming shops won't open until after 08:30)	0	3.73	per 100 sq.m Gross Floor Area (GFA)				
Café / restaurant	8.68	8.23	per 100 sq.m Gross Floor Area (GFA)	Food & Beverage outlets	848	74	70
<u>Other Trip Rates (not from city's agreed rates)</u>							
Gymnasium (from NSW RTA, 2002 for PM)		3	per 100 sq.m Gross Floor Area (GFA)	Health/wellness centre (assume AM is same as PM)	260	8	8
Childcare Centre (from NSW RTA, 2002), for Long Day Care (different rates apply for pre-school and before/after care)	0.8	0.7	per child	Childcare, 900 sq m (assume 90 children based on pro-rate from August 2016 report)	90	72	63
Total Generation						210	211

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Land Use	Trip Rates			Development Traffic Generation: 86 MPR, August 2016 Report			
	AM Peak hour	PM Peak hour	Per unit of measurement	Details	Quantum	AM Peak hour	PM Peak hour
Aged care facilities	0.08	0.11	per occupied unit	Aged care suites	124	10	14
Residential apartments	0.28	0.39	per unit	91 residential apartments	91	25	35
Serviced apartments	0.3	0.3	per unit				
Office	1.38	1.33	per 100 sq.m Gross Floor Area (GFA)	Office	1474	20	20
Retail (assuming shops won't open until after 08:30)	0	3.73	per 100 sq.m Gross Floor Area (GFA)				
Café / restaurant	8.68	8.23	per 100 sq.m Gross Floor Area (GFA)	A delicatessen/bakery shop/café plus restaurant	841	73	69
<u>Other Trip Rates (not from city's agreed rates)</u>							
Gymnasium (from NSW RTA, 2002 for PM)		3	per 100 sq.m Gross Floor Area (GFA)	Health/wellness centre (assume AM is same as PM)	260	8	8
Childcare Centre (from NSW RTA, 2002), for Long Day Care (different rates apply for pre-school and before/after care)	0.8	0.7	per child	Childcare, 796 sq m	80	64	56
Total Generation						201	202

MEMORANDUM.

TO	Paul Edwards
FROM	Sean Foster – Design Office Coordinator
DATE	27 TH September 2016
SUBJECT	86-90 Charles Street, South Perth – High Rise Development CMP

Purpose

Review of draft PROBUILD Construction Management Plan (CMP) of 22 Aug 16.

Background

We received a CMP to review for the proposed development at 86-90 Mill Point Road, South Perth.

Comments

Infrastructure Services does not find the TMP as submitted suitable for endorsement. A number of issues need to be reviewed and we would make the following comments on this first version:

- CMP to provide plans showing proposed construction vehicles (access and delivery) routes in and around site and accessing the local road network.
- Construction traffic to only access and leave site via Mill Point Road. No heavy vehicle access along South Perth esplanade.
- The City intends to extend median of Mill Point Road within the next 2-3 years, and access will not be possible turning right off the North Bound Mill Point Road Carriageway.
- To maximize access to other uses of Ferry Street, the parking bays directly opposite the project, will need to be booked for the duration of the project with the City to install a yellow no- standing line.
- The removal/"lease" of parking bays will be subject to the CoSP Annualised Fees and Charges Schedule and subject to review each year. The Scheduled Rate is set as a percentage of the likely return on each paid parking space and the hourly rate charged. If either or both are

160920 - Memo - 86-90 Mill Point Road CMP Comments

changed as a result of reduced number of spaces (supply versus demand) then the new rate applicable from the setting of the Annual Budget 2017/18 and subsequent reviews will apply.

- RTM endorsement of the TMP will be required.
- CMP needs to outline process for construction staff parking and construction deliveries.
- Mill Point Rd footpath to be protected via gantry.
- Mill Point trees to be protected via gantry and hoarding, and will be heavily bonded.
- No traffic data was included – City can provide on request.
- Work periods do not suit the volumes of site access roads in local area - no consideration for the AM peak hour congestion provided.
- The risk tables need to be included and be in accordance with MRWA guidelines.
- Pedestrian management needs to be provided.
- Adjacent resident plan or equivalent needs to be provided.
- There is to be no provision for trucks not actively involved in setting down or picking up materials of construction from the verges or streets within the South Perth Station precinct.
- Constraints on local parking and vehicle layup will need further review.
- Consideration will be given for some works being undertaken over-night or on a Saturday/Sunday. A permit will be required to be obtained from the Chief Executive Officer City of South Perth to work outside of the prescribed hours. More information is to be provided regarding the extent of such requirements.
- Provision for protection of existing street tree and verge infrastructure to be detailed.
- To properly review the TMP and CMP the City will also require some idea of the proposed detailed design and construction methodology of such – details provided support this, but exact location of deliveries and crane movements not provided.

As such, prior to the above being addressed and further reviews of proposal, Infrastructure Services cannot support approval of the TMP/CMP in its current form.

In addition to the above mentioned requirements prior to any approvals being granted the applicant must ensure that they are fully aware and accept the relevant current fees and charges in relation to the following;

- Parking Bay hire \$8 per day / per bay (required for abutting bays for duration of construction phase)
- Verge Permit – \$4 per square metre, per month - Required for duration of works
- Approval of Traffic Management Plans – On a cost recovery basis
- Auditing of Traffic Management on-site – Up to \$198 per Audit (minimum of one audit per week for duration of project).



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 34 Storey Mixed Use Development
Officer: Department:	Tim Stuckey Environmental Health Services
Date:	14 September 2016

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.

Health & Fitness Club (DA107) – Sky Lounge (DA112)

These floors must comply with the *Health (Public Building) Regulations 1992*.

Regards,

Tim Stuckey
Environmental Health Officer



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Department of **Finance**
Office of the Government Architect

OGA COMMENTS

86-90 Mill Point Road Development Proposal

Agency:	City of South Perth
Date:	28 September 2016
Assessment by:	Office of the Government Architect (OGA) Geoff Warn, Government Architect Tanya Ring, Senior Architecture Officer

Thank you for the opportunity to comment on the mixed-use development proposed to 86-90 Mill Point Road, South Perth.

The role of the Office of the Government Architect (OGA) is to provide strategic, independent advice to Government, to improve the design of public buildings and spaces, and enhance the quality of the built environment. This advice is provided in accordance with the State Government policy *Better Places and Spaces: A Policy for the Built Environment in Western Australia*.

Comments herein are based upon the information provided to the Office on September 5, 2016.



OVERALL

Increased residential density in areas of high amenity, such as the South Perth Station Precinct, is necessary to accommodate Perth's predicted population growth. Development proposals that seek to deliver significantly increased height and density within established areas should be of exemplary design quality, in order to effectively integrate with the local setting and establish an appropriate benchmark for future development.

RESPONSE TO CONTEXT

As outlined in other recent Development Application commentary provided, a precinct plan is required that articulates desired qualitative built form outcomes across the South Perth Station Precinct, to enable an informed review of new development proposals against broader strategic aims.

At 33 stories tall, the proposed development seeks to deliver built form height that is considerably taller than that which surrounds it. In light of the comment above about the need for exemplary outcomes, the proposed scheme is considered to fall significantly short of the level of design quality warranted, as outlined below.

The proposal bears a strong resemblance to the 'Civic Heart' development across the road at 1 Mends Street, currently under construction. It appears that this development has established a fairly mediocre design quality benchmark that is a precedent for subsequent proposals. We suggest that a better standard of design should be achieved for prominent developments such as these.

DESIGN APPROACH

The overall massing of the proposal follows the tower-on-podium model, typically considered to mediate between a tall tower and lower-rise adjacent development. Clear distinction between the tower and podium forms is provided via the setbacks to the towers and their oval-shaped plans, while the use of a shared design language provides a degree of integration, which is generally supported.

However, an opportunity exists for this development, due to its prominent location, to provide a bold, singular design that departs from the standard tower-on-podium model



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and provides a unique landmark to this corner site. A precinct plan that considers the broader context would assist in being able to determine the appropriateness of such a response.

The overall design of the building appears very generic, lacking in contextual response and character. Also, little design resolution is evident. Continuous curtain walling appears to be indicated to the majority of the facade, without indication of areas of translucency and opacity or where window openings will be located. Without these being factored in, the streamlined, consistent appearance of the facade is unrealistic and the imagery misleading, and liable to be compromised by later additions as the design develops. A more accurate depiction is required in order to enable an effective review.

The tower and podium elements both share a curved architectural language, providing a degree of consistency. Successful delivery of this design concept is dependant upon the provision of curved glass; it is recommended that the applicant's commitment to this is ascertained. The City could condition curved glass consistent with these renders, and also require a further design quality assessment be completed prior to issue of Building License. Faceting the glazing to achieve cost-savings (as often occurs post-DA) would significantly compromise the design.

Proposed external materials have not been indicated within the information provided, and, as noted above, elevations do not indicate where glazing is located across the design. Clear information regarding the specification and extent of proposed materials should be sought, so that overall design intent and appearance, along with more detailed considerations of natural light / ventilation provisions and likely maintenance requirements, can be assessed.

Active frontages are provided to the podium levels generally, concealing the parking beyond; this is supported in principle as it facilitates a better contribution to the streetscape. However a considerable portion of this frontage (starting at the north-west corner, running across levels 2 to 4) is dedicated to mechanical plant, which will have a detrimental impact on the facade design. Consideration should be given to locating these plant facilities in a less prominent position in order to maximise the ability to provide a well-designed, active frontage. Service cabinets are not evident at ground level along the Mill Point Rd street frontage, which is welcomed and should be maintained.

It appears that plant room may also be provided to levels 24.5 and 25, as louvres are



indicated to this area on the elevation. However, as plans have not been provided to these levels this it is difficult to ascertain; these plans should be sought.

No information about public art has been provided; a major civic project such as this should consider incorporating public artwork into the design, that can capitalise on the prominence of the site's southernmost corner and assist the development in providing an engaging streetscape presence.

ACCESS AND AMENITY

We support the provision of a restaurant and coffee shop at ground level, as these will help to contribute to a lively streetscape environment. We recommend that the function rooms, childcare centre and gym provided on Level 5 be made available for community use (it is not clear from the drawings as to whether this is the intention).

The entry to the building from Mill Point Road lacks definition; this should be improved in order to provide better legibility from the street. With the primary building reception being located towards the rear of the building, off a side street, consideration should be given to how the design can better signal this for visitors; currently it looks difficult to find. Additionally, the porte-cochere to the rear is underwhelming and somewhat bland, which is not consistent with a quality residential tower.

The aged care suites indicated generally appear to have quite shallow plans, and therefore provide good levels of natural light and ventilation. The apartment layouts to the upper levels are deeper, but still appear sound in this respect. However the elevations suggest that south-facing balconies to upper levels are enclosed; confirmation should be sought regarding how adequate natural light and ventilation will be provided in these instances.

It is not clear from the plans as to whether the external areas offered on Level 5 will be available to the aged care residents as well as apartment occupants – this should be confirmed. Outdoor access should be provided for all, with the needs of different groups sensitively managed. Additionally, consideration needs to be given to ensuring adequate shading to these spaces to facilitate their usage during summer months.

The overshadowing of adjacent properties needs further consideration, as some include residential uses. It would be useful to see drawings that indicate the extent of shadow at different times of day and different times of year, and a description of how the design has



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responded to the need to minimise overshadowing of neighbouring properties and the public realm.

LANDSCAPE

The lack of any significant landscaping at ground floor level, and to the Level 5 terrace, is a particularly poor outcome that contributes little to residential amenity as well as the surrounding streetscape. A single tree is indicated on the podium terrace plan; consideration needs to be given to ensuring adequate depth within the design to provide sufficient root space.

A precinct plan would assist in defining the desired landscape character in this area. In the absence of a current planning requirement, it can be noted that this area of South Perth has a leafy character with a predominance of mature trees. Lush, high quality landscape should be encouraged in new developments to respond to this character.

A better landscape outcome is warranted in this project than has been indicated. New planting should add to the amenity and attractiveness of the public domain.

SUSTAINABILITY

Little reference to sustainability measures is noted – further information should be sought from the applicant. Given its role as a precedent for future development, this proposal would ideally offer exemplary levels of environmental sustainability. Opportunities for delivering innovative sustainability initiatives should be explored and formal accreditation, such as Green Star, should be sought. Clear sustainable design requirements could be set out in a new precinct plan, to ensure a higher standard of building performance is delivered in future projects.

Clear requirements (and high standards being set by the City) may also assist with allaying some degree of community concern regards the potential benefits of new development proposals.

Benefits afforded by the orientation of the site with regard to views northwards towards the CBD will likely result in an extensive use of north-facing glazing, which is welcomed. As noted above, clear glazing locations require confirmation.

The curtain walling depicted suggests that clear glazing may well be used to the majority



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of the facade perimeter, in which case solar shading devices should be considered, integrated into the overall facade design, to reduce unwanted solar gain during warmer months.

We note that natural cross-ventilation for some apartments / aged care suites is compromised by the arrangement of internal corridors. Replanning could remedy this deficiency.

TOWN PLANNING SCHEME

As noted within previous commentary, the current TPS, as well as the proposed Amendment, would benefit from further work in order to facilitate better design quality outcomes in South Perth, which is crucial for an area that is contemplating significantly increased density and height.

A precinct plan is needed, that outlines strategic objectives and qualitative aspirations for the South Perth Station Precinct. Once this framework is in place, an Amendment can be drafted that will align with these broader considerations.

Additionally, the Amendment needs to a) more clearly define what is meant by 'design quality', b) establish it as a requirement across the precinct, and c) outline a mechanism of independent, expert design review to enable its assessment. The OGA is happy to assist the City with renewing its planning guidance in a manner that aligns with current reform proposals being developed with the Department of Planning.

SUMMARY

In our view, the proposal achieves a level of overall design quality that falls below what should be expected to this prominent site. It falls significantly short of the City's stated requirement for 'exceptional' levels of design quality to this location.

The OGA considers that a higher standard is warranted in this instance, given the increased height and density proposed, the prominence that the scheme will have, and the potential for the proposal to have a significant impact on future development in the vicinity by setting a benchmark.

Delivering design excellence in high-density residential schemes is crucial for ensuring that the accommodation of future growth within the Perth metropolitan area is carried out



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in a sensitive, sophisticated, integrated manner, so as to provide attractive and liveable spaces that deliver social, economic and environment benefit to all. Projects such as this provide a significant opportunity to help establish better standards of design quality within high-density projects, which is important for facilitating a smoother transition to a more populous city.

KEY POINTS

1. A precinct plan that articulates desired qualitative built form outcomes across the South Perth Station Precinct would be useful, to enable an informed review of new development proposals against broader strategic aims. A Scheme Amendment could then be drafted accordingly.
2. The proposal is not considered to offer an exceptional design outcome. We don't believe the design quality evident to be sufficient given a) the height proposed b) the prominence of the location and c) the benchmark that it will set for future development within the precinct.
3. The information provided lacks clarity and detail. Further information should be sought from the proponent to enable full assessment.



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

**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
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Direct Tel: 9420 2013

27 September 2016

**City of South Perth
Cnr Sandgate St & South Tce
SOUTH PERTH WA 6151**

Attention of: **Peter Ng**

Re: Development Application – 86 - 90 Mill Point Road, South Perth

Thank you for your Email on 24th September 2016. The Water Corporation offers the following comments in regard to this proposal.

Water and Wastewater

Reticulated Water and Sewerage is currently available to this Lot. The developer is expected to fund any new works required or the upgrading of existing works and protection of all works.

Due to the increase in development density the upgrading of the current reticulation system (Water & Sewer mains under 300mm diameter that are the responsibility of the Developer/Subdivider) is likely to be required to prevent existing customers from being affected by the proposed development.

The Capacity of the Reticulated Water to serve the proposals in this area is likely to be insufficient. When the proposed Water demands and Wastewater discharges are provided the Water Corporation can have another review of the proposed developments.

The Water Corporation had not included the density of the subject developments in the area in its adopted long term water or wastewater planning. If or when there is agreement from the WAPC and/or local government to proceed with developments in this area for urban purposes, the Water Corporation will then include this area in a future review of infrastructure planning for the area. At this stage the Water Corporation is not able to speculate on servicing and land requirements for the subject area. Any proposal would be premature until the infrastructure planning is undertaken. Major works and funding of works may be required for servicing of the subject area.

General Comments

This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.

The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.

Please provide the above comments to the land owner, developer and/or their representative.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

Ross Crockett
Development Planner
Land Planning
Assets Planning Group



Asset Management | Environmental Services | Spatial Intelligence | Waste Management

Waste Management Plan

86-90 Mill Point Road, South Perth

Prepared for South Link Investments Pty Ltd

August 2016

Project Number TW15030

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



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DOCUMENT CONTROL

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Approval for Release

Name	Position	File Reference
Ronan Cullen	Director	TW15030 – Waste Management Plan.4a
Signature		

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Summary

Table 1-1: Proposed Waste Collection Summary

Waste Type	Generation (L)	Bin Size (L)	Number of Bins	Collection Frequency (per week)	Collection
Refuse	47,614	660	13	3	Private Waste Contractor
Recycling	20,848	1,100	10	2	Private Waste Contractor

Waste generation rates were obtained from the City of South Perth's Draft *Waste Guidelines for New Developments* (2015).

A Private Waste Contractor will service the Proposal by providing receptacles for refuse and recyclables which are to be collected by the Private Waste Contractors rear lift waste collection vehicle from within the Proposals service area. The ability of the rear lift waste collection vehicle to access the Proposal has been determined by the Proposals certified traffic engineer.

Specialty waste stream containers will be placed into the required areas of the Aged Care Facility and will be collected directly from the facility by a Specialty Waste Service Provider at required frequencies.

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



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Table 1-1: Proposed Waste Collection Summary

Table 2-1: Estimated Residential Waste Generation

Table 2-2: Estimated Commercial Waste Generation

Table 2-3: Estimated Combined Waste Generation



Waste Management Plan
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South Link Investments Pty Ltd



Table 3-1: Receptacle Requirements

Table 3-2: Typical Receptacle Dimensions

Figures

Figure 1: Site Aerial and Locality Plan

Figure 2: Bin Storage Area and Service Area



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



1 Introduction

South Link Investments Pty Ltd (South Link) is currently seeking Development Approval for a mixed use development at 86-90 Mill Point Road, South Perth, Western Australia (WA) (the Proposal). As a condition of 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 – twenty-four (24);
- Three bedroom apartment – fifty-eight (58);
- Four bedroom apartment – seven (7);
- Five bedroom apartment – two (2);
- Aged Care beds – one hundred and thirty-two (132);
- Aged Care office/amenities – six hundred and twenty-four square meters (624m²);
- Restaurant – three hundred and seventeen square meters (317m²);
- Delicatessen – five hundred and twenty-four square meters (524m²);
- Office – one thousand, four hundred and seventy-four square meters (1,474m²);
- Childcare – seven hundred and ninety-six square meters (796m²); and
- Health Centre (internal use only) – two hundred and sixty square meters (260m²).

The Health Centre is not represented on the development schedule as it is for internal use only, not public use. The Health Centre has been included here as a conservative approach due to its anticipated use and potential to generate waste within the Proposal.

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: Waste Collection;
- Section 6: Property Management Activities; and
- Section 7: Conclusion.



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



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).

Specialty/medical waste is expected to be generated within the Proposal's Aged Care Facility, the composition of this waste stream will be characterised once the proposal is operational by a Specialty Waste Service Provider. A Specialty Waste Service Provider will manage the supply, collection and disposal for all internal specialty/medical waste generated from the Aged Care Facility with the use of secure internal receptacles being collected at the required frequencies.

Waste generations at the Proposal have been estimated on a 15% contingency increase in aged care beds and apartments. The 15% increase in waste generation is based on one hundred and fifty-two (152) aged care beds and seventy-two (72) three bedroom apartments to account for the maximum waste generated at the Proposal with the inclusions of more residential tenancies.

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)	24	100	2,400
Apartment (Three Bed)	72	120	8,640
Apartment (Four Bed)	7	120	840
Apartment (Five Bed)	2	120	240
Aged Care Beds	152	60	9,120
Total			21,240
Recycling			
Apartment (Two Bed)	24	40	1,440
Apartment (Three Bed)	72	60	4,320
Apartment (Four Bed)	7	60	420
Apartment (Five Bed)	2	60	120
Aged Care Beds	152	20	3,040
Total			9,340



Waste Management Plan
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South Link Investments Pty Ltd



As shown in **Table 2-1**, it is anticipated that the Proposal will generate 21,240L of refuse and 9,340L of recyclables per week from the residential apartments and aged care facility which includes a 15% contingency increase in aged care beds and three bedroom 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			
Restaurant	317	660	12,553
Delicatessen	524	80	2,515
Office	1,747	10	737
Aged Care Office/Amenity	624	10	437
Childcare	796	250	9,950
Health Centre	260	10	182
Total			26,374
Recycling			
Restaurant	324	200	3,804
Delicatessen	524	50	1,572
Office	1,747	10	737
Aged Care Office/Amenity	260	10	437
Childcare	866	120	4,776
Health Centre	260	10	182
Total			11,508

As shown in **Table 2-2**, it is anticipated that the Proposal will generate 26,374L of refuse and 11,508L of recyclables per week from the commercial tenancies. These waste generation quantities are based on five days of operation per week for the Office and Childcare tenancies, six days of operation per week for the Restaurant and Delicatessen tenancies and seven days of operation per week for the Health Centre and Aged Care Office/Amenity.

Table 2-3: Estimated Combined Waste Generation

Use	Waste Generation (L/week)
Refuse	
Apartments	12,120
Aged Care Beds	9,120
Restaurant	12,553
Delicatessen	2,515
Office	737
Aged Care Office/Amenity	437
Childcare	9,950
Health Centre	182
Total	47,614
Recycling	



Waste Management Plan
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South Link Investments Pty Ltd



Apartments	6,300
Aged Care Beds	3,040
Restaurant	3,804
Delicatessen	1,572
Office	737
Aged Care Office/Amenity	437
Childcare	4,776
Health Centre	182
Total	20,848

As shown in **Table 2-3**, it is anticipated that the Proposal will generate a combined total of 47,614L of refuse and 20,848L 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 Areas, a Waste Chute System will be utilised at the development. The development will utilise a Dual (Twin) Chute System with separate waste chutes utilised for refuse and recycling. The advantages of a dual chute system are its simple operation, no wait times and less property management demands.

The waste chute should be located in close proximity to the elevators and be accessible on each residential level. Chutes are typically 610mm in diameter with the door being 620mm from the centre of the chute. 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.

A Building Manager will be required to exchange full receptacles with empty receptacles on the carousel at the terminus of the waste chute system or beneath the waste chute system. 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 Aged Care Internal Receptacles

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will be required to have two receptacles for the disposal of refuse and recycling separately. Occupants will deposit their waste into these receptacles which will then be transferred by the Resident and/or tenant or their authorised representative to the Waste Chute System which will transfer waste material to the Bin Storage Area for disposal and recycling.

Secure waste receptacles will be used for storage of specialty/medical waste generated and will be collected at required frequencies by a Specialty Waste Service Provider.

3.4 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, cardboard 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 Proposals Waste Chute System or the appropriate receptacle within the Bin Storage Area.



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Waste materials generated within the Proposal ground floor commercial tenancies will be taken by tenants or their authorised representatives and placed in the receptacles located in the Bin Storage Area.

3.5 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.

3.5.1 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**.

Table 3-1: Receptacle Requirements

Waste Stream	Waste generation (L/week)	Number of Receptacles Required		
		240L	660L	1,100L
Refuse (compacted)	47,614	34	13	8
Recycling	20,848	44	16	10
Total		78	29	18

The number of receptacles is based on three collections per week of compacted refuse and two collections per week of recyclables by a Private Waste Provider. It is proposed that 660L receptacles are used for refuse and 1,100L receptacles are used for recyclables in the Bin Storage Area. In addition, receptacle requirements for compacted refuse and recycling were calculated using a compaction ratio of 2 to 1. Based on typical receptacle dimensions as per, the placement of the receptacles within the Bin Storage Area has been considered, as shown in **Figure 2**.

Table 3-2: Typical Receptacle Dimensions

Receptacle Size (L)	Depth (m)	Width (m)	Area (m ²)
240	0.80	0.60	0.48
660	0.80	1.30	1.04
1,100	1.30	1.40	1.82

Reference: The City of South Perth's Draft Waste Guidelines for New Developments

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

- Thirteen (13) 660L 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 Storage Area or bar area within the restaurant as well as an onsite organics composting system. 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.



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In addition, the Bin Storage Area has also been sized to accommodate the introduction of four 1,100L bin carousels to service the waste collection from levels 1-33 as shown in **Figure 2**.

3.5.2 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** represent the maximum requirements assuming three collections per week for refuse and two collections per week of 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.

3.5.3 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.

The addition of the above technologies will need to be included within the Bin Storage Area with the number of receptacles required based on current collection frequencies for refuse and recycling. The use of these technologies would reduce the number of receptacles required by reducing waste volumes through treatment.



4 Specialty Waste Streams

4.1 Residential 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.

4.2 Aged Care Specialty Waste Streams

Due to the nature of the residents at the Aged Care Facility consideration has been given to Specialty waste streams from the facility. Therefore, a Specialty Waste Service Provider will manage the supply, collection and disposal for all internal specialty/medical waste generated from the Aged Care Facility with the use of secure internal receptacles being collected at the required frequencies.



5 Waste Collection

A Private Contractor will service the Proposal by providing 660L receptacles for refuse and 1,100L receptacles for 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 two times per week for recycling. The receptacles will be serviced from within the Proposal, in the enclosed service area adjacent to the Bin Storage Area as shown in **Figure 2**. The ability of the rear lift waste collection vehicle to access the Proposal has been determined by the Proposals certified traffic engineer.

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.

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 two collections per week of recyclables. 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.

5.1 Communal Area Waste

Waste generated in communal areas such as the residential 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 Proposals waste chute system or Bin Storage Area by the Property Manager or Cleaners.

5.2 Speciality Waste Collection

Due to the nature of the residents at the Aged Care Facility consideration has been given to Specialty waste streams from the facility. Specialty waste stream containers will be placed into the required areas and will be emptied by a Specialty Waste Collection Service at required frequencies directly from the facility.

5.3 Residential Bulk Verge Collection

Given the streetscape adjacent to the Proposal, placement of bulk verge material on the verge is not considered desirable. Instead bulk waste material will be removed from the Proposal as it is generated. Removal of this material will be the responsibility of each person(s) residing at the Proposal.

Collier Park Transfer Station (Collier Park) is located approximately 4.7 kilometres from the Proposal and accepts self-hauled material from residential properties. Collier Park is open from 9:00am to 4:45pm, seven days per week excluding Good Friday, ANZAC Day, Christmas Day and New Year's Day. The City of South Perth provides three entry vouchers annually with Rate Notices.

The above bulk waste arrangements will be communicated to residents residing at the Proposal by the Property Manager and information sheets distributed to new owners.



6 Property Management Activities

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

- Monitoring of the Bin Storage Area;
- Monitoring of the Waste Chute Systems, receptacles and carousel system;
- Monitoring of carousel systems;
- Maintenance of carousel system;
- Monitoring of the Aged Care specialty/medical waste collection;
- 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 is cleaned when required.



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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 thirteen (13) 660L refuse receptacles and ten (10) 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 Waste Contractor using a rear lift collection vehicle.

Specialty waste stream containers will be placed into the required areas at the Aged Care Facility and will be emptied by a Specialty Waste Collection Service at required frequencies directly from the facility.

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



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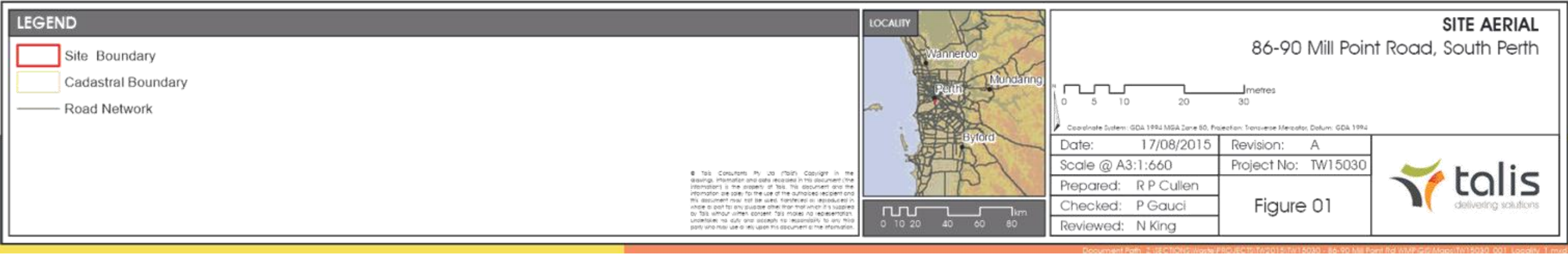


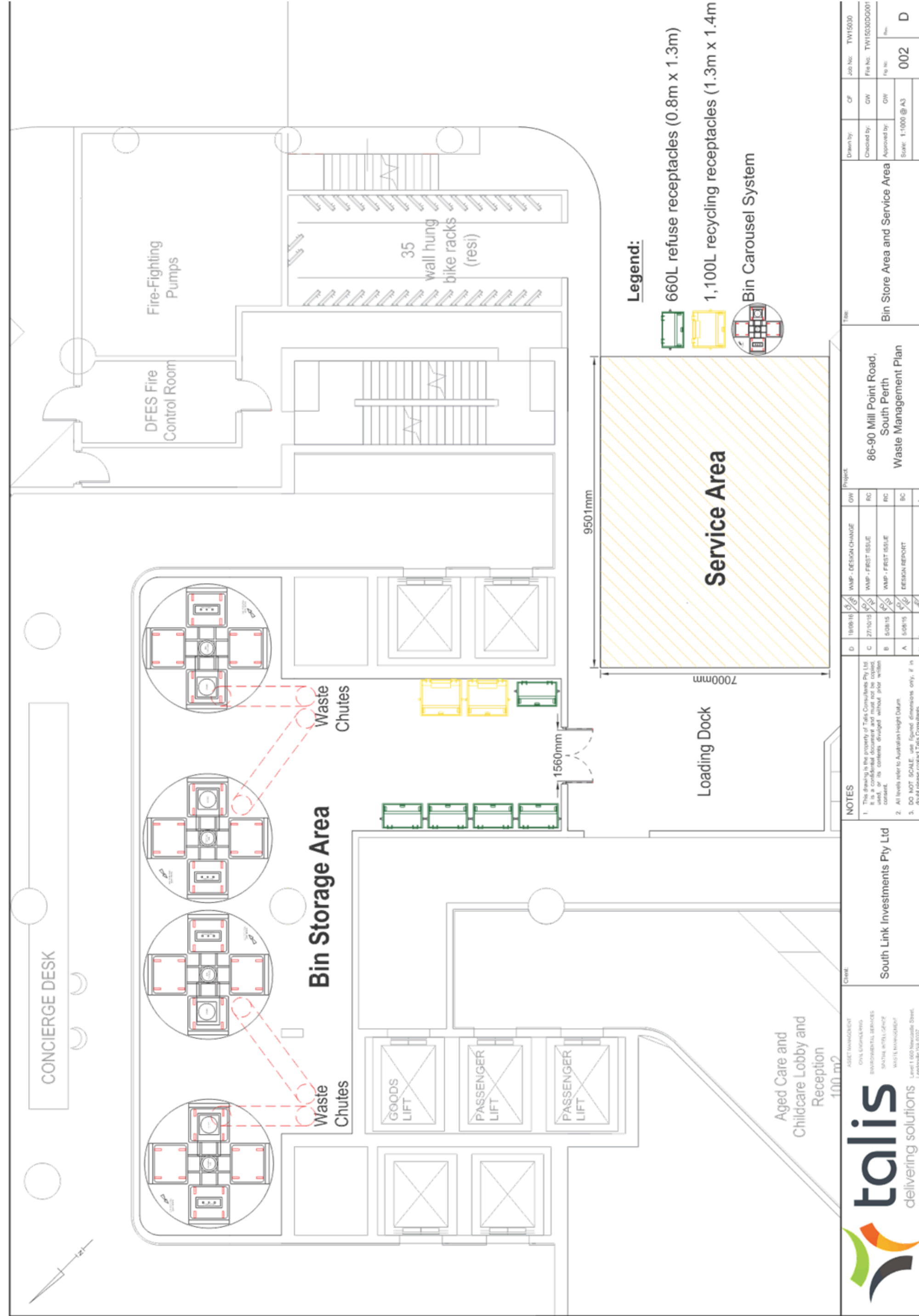
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Figure 1: Site Aerial and Locality Plan

Figure 2: Bin Storage Area and Service Area









Proposed Mixed Use Development, South Perth

Zone Q

Transport Assessment - Revised Update

PREPARED FOR:
Zone Q Investments Pty Ltd

August 2016

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1.0 Summary

In November 2015 Transcore prepared a Transport Assessment report (version r01b) 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. The subject site is also located to the northeast of the signalised intersection of Labouchere Road/Mill Point Road.

The Transport Assessment was subsequently updated (Transport Assessment Update) in February 2016 (version r02) to reflect the proposed changes to the original development proposal as a result of the request by City of South Perth (CoSP) to adjust the floor space of the commercial component and the overall car park provision.

Following several meetings with CoSP, JDAP process and a subsequent SAT mediation between City and the proponent held during June to August 2016 period the following course of action was agreed on:

-  The development proposal now includes revised land uses including aged care and child care facilities replacing a portion of the former residential component of the development;
-  The development proposal will be amended to reduce the overall building height by two floors as per City's request;
-  Transcore to update the February 2016 Transport Assessment report using trip rates for the proposed land uses provided by CoSP in line with the recently developed area-wide transport model for the subject precinct;
-  The existing full-movement, priority-controlled intersection of Mill Point Road/Ferry Street is proposed to be restricted to left-in/left-out only on Ferry Street approach and should be modelled as such in ensuing assessment updates;
-  As part of the road network upgrade planning existing T-intersection of Mill Point Road/Scott Street will be upgraded to a single-lane roundabout standard; and,
-  The proponent is to contribute a sum of \$250,000 to the local road network upgrade and modifications proposed by City of South Perth if City's recommends approval of the latest version of development;

Accordingly, this Transport Assessment Update (version r03) is necessitated by the proposed changes to the scope of the former development proposal, proposed road network upgrade works in the immediate locality and the request by City of South Perth for utilisation of specific land use trip rates relevant to the Zone Q development.

This Transport Assessment Revised Update (TARU) follows the same report structure of the previous TA reports in order to maintain consistency wherever possible. Hence, the previously undertaken 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 of Friday 14th August 2015 were used in this TARU to establish the base case scenario for the assessment process.

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

The focus of this report is the traffic and parking assessment for the proposed development including assessment of the adjacent signalised intersection of Labouchere Road/Mill Point Road/Freeway on/off ramp and priority-controlled intersection of 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.

2.0 Introduction

The subject site is located in the South Perth Peninsula immediately north of the signalised intersection of Mill Point Road/Labouchere Road and 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 southeast corner of Mill Point Road and Ferry Street 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, aged care, child care, retail and commercial components.

The proposed new mixed-use development is primarily a residential and aged care 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 total of 91 residential apartments with a mix of two, three and four-bedroom units over 18 levels;
-  A total of 124 aged care suites (132 beds) over 10 levels;
-  A health/wellness centre of approximately 260m² (local use only);
-  Office space over two podium levels of combined 1,474m² GFA;
-  A child care centre of approximately 796m² catering for 80 children;
-  A quality restaurant at ground floor of approximately 317m² GFA; and,
-  A delicatessen/bakery shop/café at ground floor totalling approximately 524m² GFA.

The proposed development also includes a multi-level car park facility comprising ground floor and six overground car park levels totalling 412 parking bays and two internal loading docks within the service yard at the ground level.

The existing crossovers to the subject site will be rationalised from three to two access/egress points on Ferry Street intended to serve 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 total of 22 visitor bays (for resident and commercial components) and also serves as an access/egress to the proposed internal service yard with two loading docks for the use of service and delivery vehicles.

Additional three drop-off/pick-up bays are proposed within eastern verge of Mill Point Road adjacent to the building to serve the aged care component of the development. The parking bays are proposed in form of embayed parking bays to be located a minimum of 55m away from the adjacent Mill Point Road/Labouchere Road/Freeway on/off ramp intersection in order to ensure no impact on the intersection operation.

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

In addition three enclosed bicycle storage areas totalling 80 racks will also be provided at the ground level of the car park adjacent to the entry.

A separate commercial/retail service yard with two loading docks 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 and Ferry Street frontage. Separate lobbies with lifts are provided for residents, health centre patrons, child care and aged care users and office employees/visitors. Patrons, employees and visitors to the retail land uses at ground level will 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 and Freeway on/off ramp 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/Freeway on/off ramp intersection

Intersection				Total Crashes	Casualty
Mill Point Rd/ Labouchere Rd				36	6
Rear End	Right Thru	Pedestrian	Cycle	Wet	Night
17	10	0	0	7	16

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 36 road crashes and six casualties during the five-year period ending in December 2015. 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

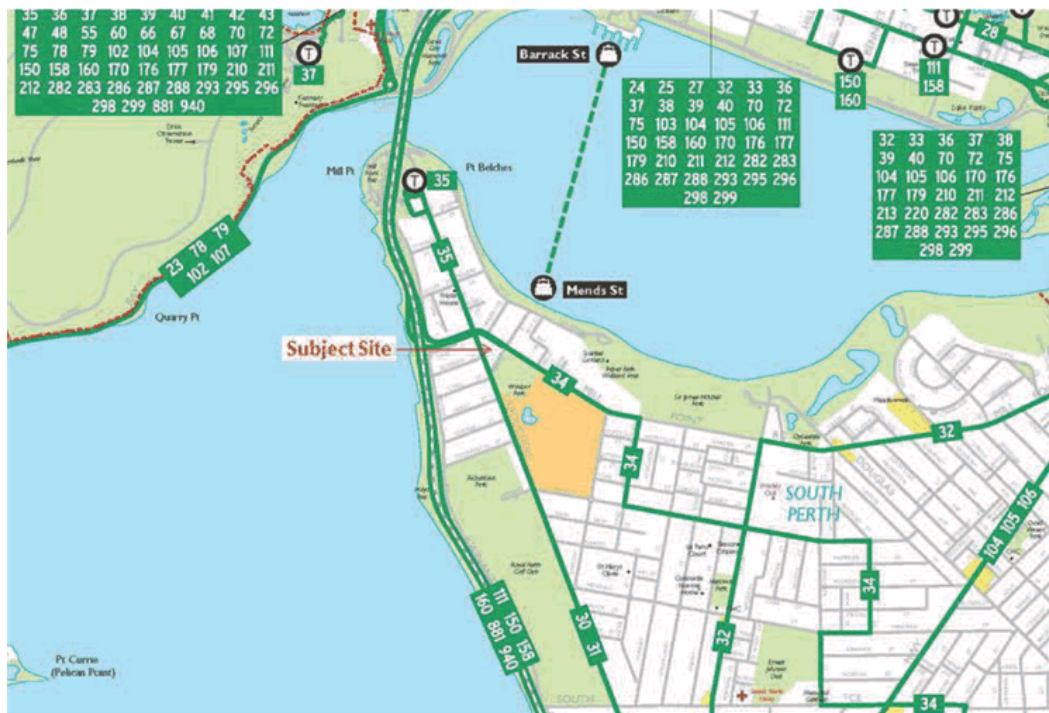


Figure 4: Local bus services map (source: Transperth)

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.

City of South Perth proposal for road network upgrades and modifications involving Mill Point Road (section north of Labouchere Road/Freeway on/off ramp) are currently being designed. Based on preliminary advice and early stage design plans Mill Point Road will entail a solid median island along the subject site frontage. This is proposed so to improve the traffic flow of this road and minimise the negative impact on operation of Mill Point Road/ Labouchere Road/Freeway on/off ramp signals.

In order to limit the negative impact on accessibility of developments flanking the road certain T-intersections north of signals (such as Mill Point Road/Scott Street) will be converted to single-lane roundabouts thus facilitating u-turns and enabling northbound traffic to double back and access roads at the eastern side of Mill Point Road. This will also be the case with the proposed development on Ferry Street.

City of South Perth has requested that this TARU models traffic flows in line with the proposed road network upgrades.

6.0 Integration with Surrounding Area

The proposed mixed use development comprises residential/aged care/child care and commercial components with two retail components (an up market restaurant and a delicatessen/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 the current and future 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 available 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

City of South Perth has provided trip generation rates for various land uses to be utilised in order to estimate the traffic impact of the proposed development. As advised by the City, these trip rates were derived from the recently developed transport model for the South Perth Station Precinct and therefore provide a level of consistency when assessing new development proposals forming part of the precinct.





The City has provided Transcore with the trip rates for land uses such as residential apartments, aged care suites, commercial space (offices), deli/café/bakery and restaurant including directional traffic split during AM and PM peak periods.

However, due to lack of data, certain land uses, such as child care centre and wellness/fitness centre trip rates were sourced from Transcore's own survey data base and *Roads and Traffic Authority of New South Wales - Guide to Traffic Generating Developments (2002)* document, respectively.

Accordingly, it is estimated that the proposed development would generate approximately **1,440** total weekday trips (both inbound and outbound) with approximately **104** and **150** 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 also 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**. It should be noted however that the trip assignment allows for the proposed road network modifications along Mill Point Road as specifically requested by CoSP. These modifications include installation of a solid median island along Mill Point Road and upgrade of the existing Mill Point Road/Scott Street intersection to a roundabout standard (for more details refer Section 5.0 of the report).

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/Freeway on/off ramp 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 AM and PM 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/Freeway on/off ramp intersection was undertaken using the SIDRA computer software package.

In the post-development stage the existing priority-controlled T-intersection of Mill Point Road/Ferry Street was assumed to be restricted to left-in/left-out only on Ferry Street approach due to the proposed solid median on Mill Point Road. Accordingly, capacity issues are not anticipated for this intersection in the post-development stage and a detailed capacity assessment is not warranted.

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/Freeway on/off ramp 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 about 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 10** in **Appendix B** for SIDRA output. In the post-development stage this intersection is converted to a left-in/left-out format and as such no capacity issues are anticipated.

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 1,940vpd; 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 27% bringing total post-development traffic to about 5,720vpd. 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 expected to be in order of about 1,440vpd representing an increase in order of about 32%. This level of traffic increase can still be accommodated by the road. It should be noted however that these traffic increases are the result of the proposed road modifications requiring the northbound traffic on Mill Point Road to travel north past the site, make a u-turn at the future Scott Street roundabout and then travel in southbound direction in order to access Ferry Street by turning left-in.

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 412 car bays through a mix of single and tandem bays over ground floor/mezzanine (GF) and five levels of overground parking levels (L1 to L3.5 levels). Adequate number of ACROD bays will be provided at convenient locations.

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 – L3.5 are allocated exclusively to residential parking.

The curved ramp system leads from ground floor/mezzanine directly to upper levels of the car park. Additional 12 visitor bays (six for resident and six for commercial components) are also provided off the loop road in front of the entry into the car park.

Additional three drop-off/pick-up bays for the exclusive use of the aged care operator are proposed off Mill Point Road along the development frontage. These bays are proposed to be embayed within the eastern verge of the road and are located approximately 55m away from the signalised intersection of Mill Point Road/Freeway on/off ramp so to avoid any impact on the operation of this intersection.

A total of 80 (wall hung) bicycle racks will also be provided at ground level of the car park at three secure store locations.

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	Level
Commercial	19 bays	GF (L0)
Commercial Visitors	18 Bays	GF (L0)
Residential Visitors	6 bays	GF (L0)
Commercial	53 bays	L1
Commercial Visitors	19 bays	L1
Commercial	78 bays	L1.5
Residential	3 bays	L1.5
Residential Visitors	10 bays	L1.5
Residential	87 bays	L2.5
Residential	58 bays	L3
Residential	61 bays	L3.5
Total	412 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 two loading docks is proposed centrally within the ground floor car park accessed from the main car park entry. 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 /Labouchere Road/Freeway on/off ramp signalised intersection. The multi-storey development comprises residential, aged and child care, 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 412 parking bays for cars and 80 bike racks. Additional three embayed drop-off/pick-up bays on eastern side of Mill Point Road are proposed for exclusive use of aged care operation.

Traffic modelling and analysis indicates that the proposed development is estimated to generate approximately 1,440 (inbound and outbound) total daily trips with approximately 104 and 150 trips (inbound and outbound) during the peak weekday morning and afternoon periods, respectively.

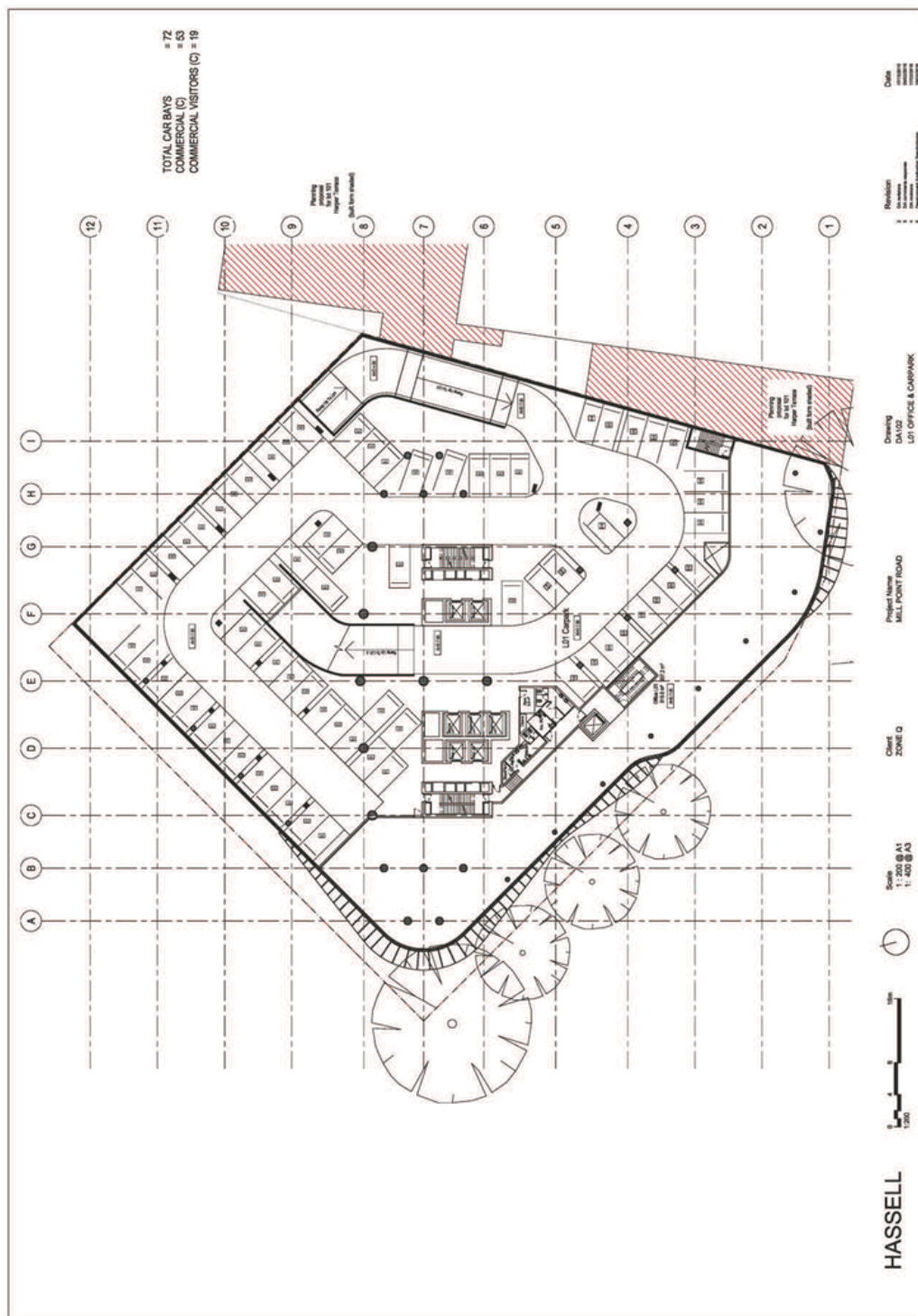
The capacity assessment of the key local signalised intersections of Mill Point Road/Labouchere Road has confirmed that this intersection has the capacity to accommodate the development-generated traffic. Capacity issues at the Mill Point Road/Ferry Street are not expected as this intersection is proposed to be restricted to left-in/left-out format in the near future as part of the Mill Point Road upgrade works.

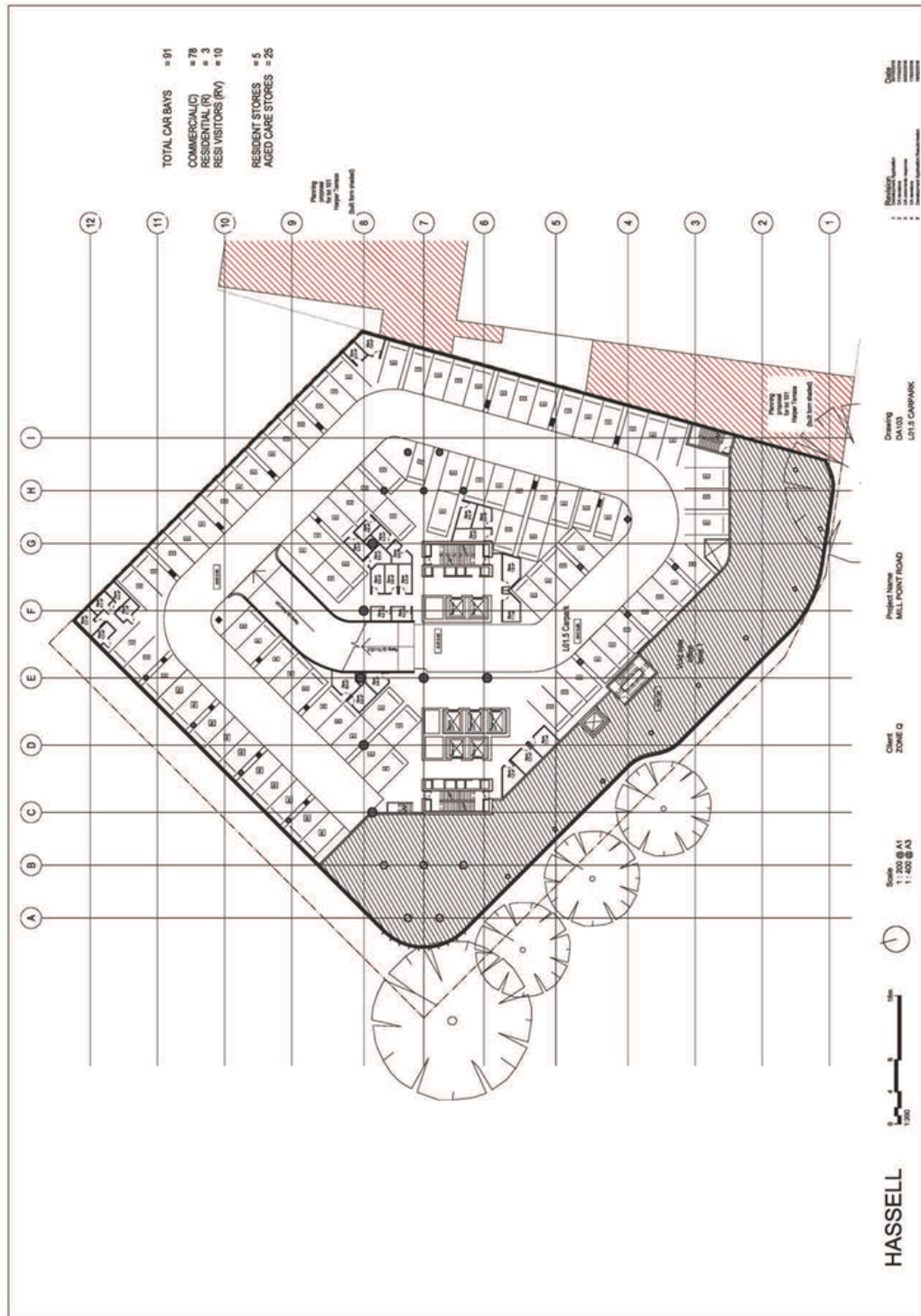
The site also enjoys good access to the existing pedestrian and bicycle network, and to existing public transport services in this area.

Appendix A

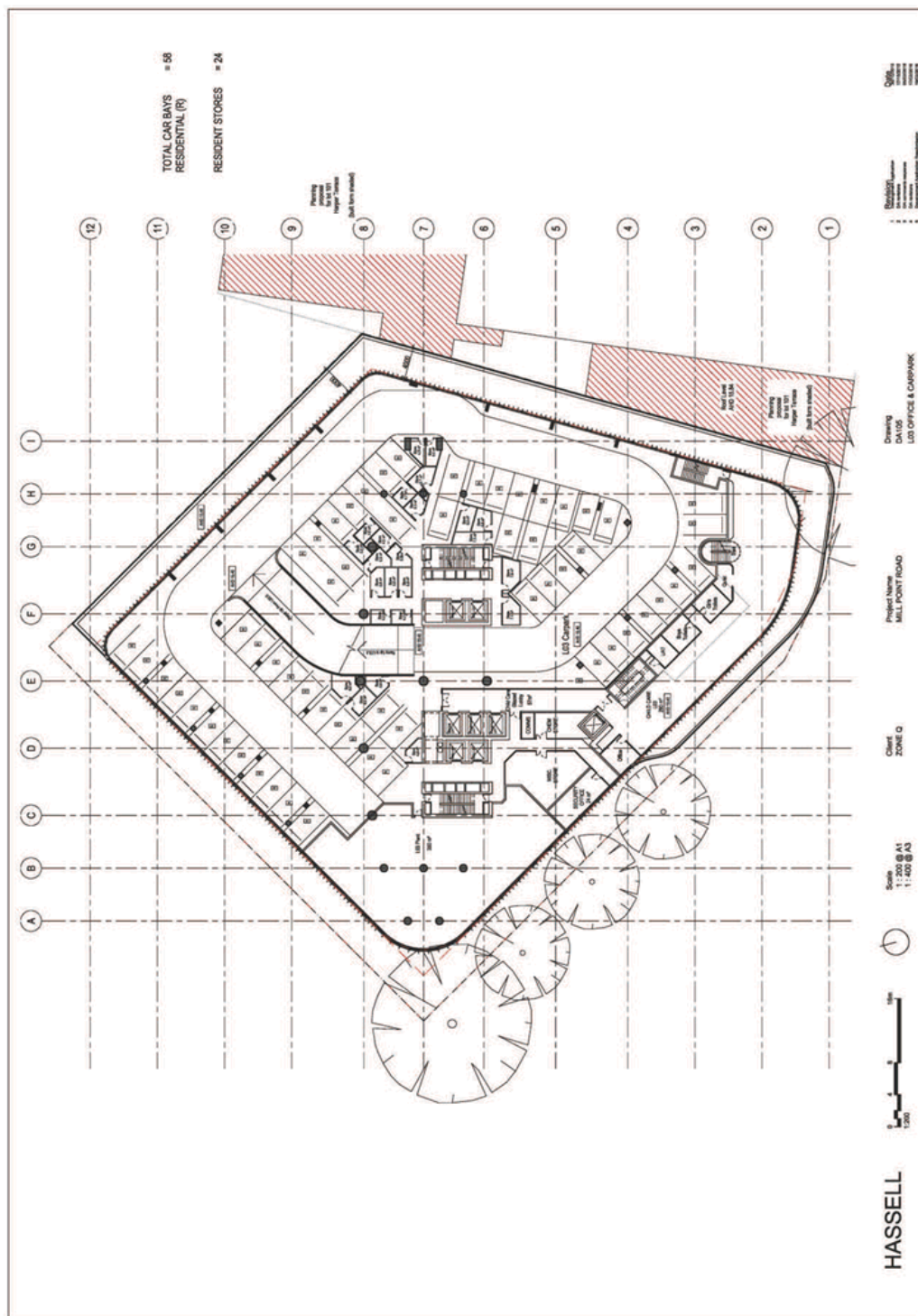
SITE PLANS















Appendix B

SIDRA OUTPUTS

Table 5. SIDRA results for the Mill Point Road/Labouchere Road/Freeway on/off ramp 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 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	0.76	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/ Freeway on/off ramp 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 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	0.784	56.2	LOSE	14.3	102.7	1.00	0.90	31.1
2	T1	24	3.0	0.123	42.1	LOS D	1.9	13.7	0.87	0.70	33.0
3	R2	18	3.0	0.123	46.5	LOS D	1.9	13.7	0.87	0.70	34.4
Approach		551	3.0	0.784	55.3	LOSE	14.3	102.7	0.99	0.89	31.2
East: Mill Point Road East											
4	L2	9	3.0	0.818	48.8	LOS D	25.8	185.3	0.99	0.95	34.8
5	T1	902	3.0	0.818	42.4	LOS D	25.8	185.3	0.97	0.93	35.4
6	R2	33	3.0	0.136	35.9	LOS D	1.3	9.4	0.75	0.72	35.4
Approach		944	3.0	0.818	42.2	LOS D	25.8	185.3	0.96	0.93	35.4
North: Mill Point Road North											
7	L2	76	3.0	0.370	46.9	LOS D	6.2	44.6	0.92	0.77	32.1
8	T1	55	3.0	0.370	43.6	LOS D	6.2	44.6	0.92	0.77	32.6
9	R2	169	3.0	0.487	48.1	LOS D	8.2	59.2	0.94	0.80	31.4
Approach		300	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	82	3.0	0.411	26.4	LOS C	12.7	90.9	0.71	0.66	40.7
11	T1	642	3.0	0.411	20.8	LOS C	12.8	92.0	0.71	0.63	44.5
12	R2	145	3.0	0.797	64.0	LOSE	8.4	60.2	1.00	0.90	29.0
Approach		869	3.0	0.797	28.5	LOS C	12.8	92.0	0.76	0.68	40.5
All Vehicles		2664	3.0	0.818	41.0	LOS D	25.8	185.3	0.90	0.82	35.4

Table 7. SIDRA results for the Mill Point Road/Labouchere Road/ Freeway on/off ramp 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/ Freeway on/off ramp 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	0.858	59.6	LOS E	19.2	137.7	1.00	0.96	30.2
2	T1	66	3.0	0.241	40.5	LOS D	4.3	30.8	0.87	0.73	33.7
3	R2	29	3.0	0.241	44.9	LOS D	4.3	30.8	0.87	0.73	35.1
Approach		715	3.0	0.858	57.2	LOS E	19.2	137.7	0.98	0.93	30.7
East: Mill Point Road East											
4	L2	7	3.0	0.863	61.4	LOS E	21.2	151.9	1.00	1.02	31.1
5	T1	635	3.0	0.863	54.5	LOS D	21.2	151.9	0.99	1.01	31.7
6	R2	46	3.0	0.342	48.3	LOS D	2.2	16.2	0.89	0.77	31.6
Approach		688	3.0	0.863	54.2	LOS D	21.2	151.9	0.98	0.99	31.7
North: Mill Point Road North											
7	L2	108	3.0	0.560	48.8	LOS D	9.9	70.8	0.96	0.81	31.6
8	T1	91	3.0	0.560	45.5	LOS D	9.9	70.8	0.96	0.81	32.2
9	R2	181	3.0	0.521	48.4	LOS D	8.9	63.9	0.95	0.81	31.3
Approach		380	3.0	0.560	47.8	LOS D	9.9	70.8	0.95	0.81	31.6
West: Kwinana Freeway Ramp West											
10	L2	108	3.0	0.659	31.8	LOS C	23.0	165.2	0.85	0.78	38.5
11	T1	987	3.0	0.659	26.2	LOS C	23.2	166.8	0.85	0.77	41.8
12	R2	258	3.0	0.867	63.8	LOS E	15.5	111.1	1.00	0.96	29.0
Approach		1353	3.0	0.867	33.9	LOS C	23.2	166.8	0.88	0.80	38.3
All Vehicles		3136	3.0	0.867	45.3	LOS D	23.2	166.8	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 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



Aged Care Operational Statement

The aged care component of the building will be constructed to comply with NCC Class 9c (Aged Care) and will be operated under statutory guidelines.

All residents will be assessed to be aged or dependant. They will be provided care by medical, nursing and ancillary staff on a 24 hour 7 day a week basis. Care will be delivered by registered nursing and care staff and will include personal care services (such as assistance with medications, eating, dressing, bathing and mobility), support services (including meals, cleaning and laundry) and allied health services (such as physiotherapy, occupational and recreational therapy and podiatry).

Meals will be provided to residents from an on site kitchen in the podium level and laundry services will also be provided onsite. Each aged care floor will offer a kitchen/servery, dining area and communal living space including balconies where appropriate. Additional shared resident amenity, including outdoor space, will be provided at podium level.

The facility is designed to cater for current and future generations of elderly residents, to a standard commensurate with the adjoining high quality residential apartment accommodation. As such, residents will be offered a choice of accommodation, ranging from private suites with ensuites, double suites, or executive suites each with their own private living space and bathroom, and in some instances hotel style kitchenettes if the resident has capacity. Balconies are provided in some room configurations.

Attachment 12 – 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 12 – Site Photographs

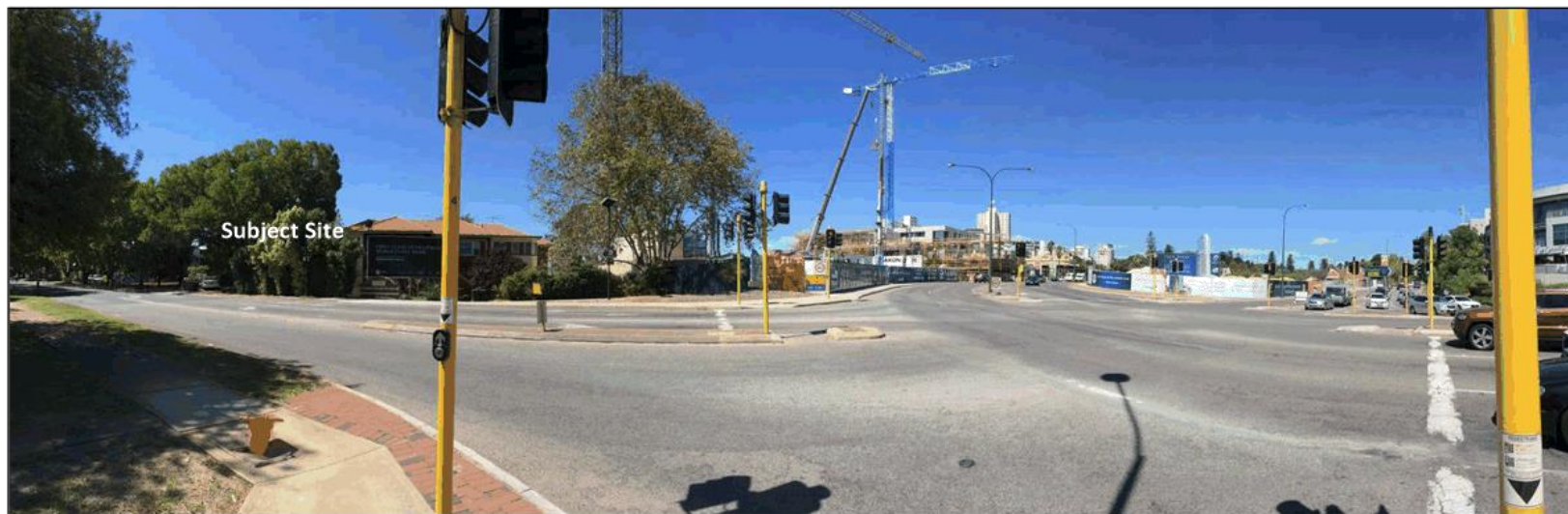


Existing 3 storey multiple dwelling at Ferry Street – 80 Mill Point Road

Attachment 12 – 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



Revision	Date	Client	Project Name	Drawing
2_ DA : Re submission	23rd August 2016	Zone Q	88 Mill Point Road	3D Visualisation



Revision
2_ DA : Re submission

Date
23rd August 2016

Client
Zone Q

Project Name
88 Mill Point Road

Drawing
3D Visualisation



Revision
2. DA: Re submission

Date
23rd August 2016

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