

# Special Council Meeting

10 July 2017

**Attachment Item 7.3.1 Proposed change of use & other amendments to approved 35-storey mixed use development - Lots 2-20 (No.74) Mill Point Road, South Perth**

# ATTACHMENTS TO AGENDA ITEMS

Ordinary Council - 10 July 2017

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### **7.3.1 PROPOSED CHANGE OF USE & OTHER AMENDMENTS TO APPROVED 35-STOREY MIXED USE DEVELOPMENT - LOTS 2-20 (NO. 74) MILL POINT ROAD, SOUTH PERTH**

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## Form 2 - Responsible Authority Report

(Regulation 17)

<b>Property Location:</b>	Lots 2-20 (Nos. 74) Mill Point Road, South Perth
<b>Development Description:</b>	Mixed Use Development Within a 35 Storey Building
<b>Proposed Amendments:</b>	Amendment to Approved Mixed Development
<b>DAP Name:</b>	Metro Central JDAP
<b>Applicant:</b>	Hillam Architects
<b>Owner:</b>	Edge Holdings Pty
<b>LG Reference:</b>	11.2016.2.4
<b>Responsible Authority:</b>	City of South Perth
<b>Authorising Officer:</b>	Erik Dybdahl, Senior Statutory Planning Officer Stevan Rodic, Manager Development Services
<b>Department of Planning File No:</b>	DAP/16/00974
<b>Report Date:</b>	27 June 2017
<b>Application Receipt Date:</b>	5 May 2017
<b>Application Process Days:</b>	60
<b>Attachment(s):</b>	<ol style="list-style-type: none"> <li>1. Previous Determination Notice (dated 19 October);</li> <li>2. Final Development Plans: <ul style="list-style-type: none"> <li>- Floor Plans A2-00, A2-01, A2-02, A2-04, A2-06 &amp; A2-09 (Rev. I); A2-03, A2-05, A2-07, A2-08, A2-10, A2-11, A2-12, A2-13, A2-14, A2-15, A2-16, A2-17 (Rev. H)</li> <li>- Elevation Plans A3-01, A3-02, A3-03 &amp; A3-04 (Rev. H);</li> </ul> </li> <li>3. Application Covering Letter (2 May 2017);</li> <li>4. Applicant Response to City's Further Information Request (23 June 2017);</li> <li>5. Applicant Legal Advice (Lavan – 23 June 2017)</li> <li>6. Waste Management Plan (Talis – May 2017)</li> <li>7. Traffic Impact Assessment (Shawmac – 2 May 2017)</li> <li>8. Traffic Report Review (Riley Consulting – 22 June 2017)</li> <li>9. Environmental Health Comment (18 May 2017)</li> <li>10. Infrastructure Services Comment (26</li> </ol>

	<p>May 2017)</p> <p>11. Neighbourhood Consultation Summary</p> <p>12. Office of the Government Architect Comment</p> <p>13. Latest Car Bay Schedule as per latest development plans</p> <p>14. Latest Plot Ratio Schedule</p>
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### Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Not Accept** that the DAP Application reference DAP/16/00974 as detailed on the DAP Form 2 dated 5 May 2017 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* as the application substantially changes the development approval;
2. **Refuse** the DAP Application reference DAP/16/00974 as detailed on the DAP Form 2 date 5 May 2017 and accompanying plans floor plans: A2-00, A2-01, A2-02, A2-04, A2-06 & A2-09 (Rev. I); A2-03, A2-05, A2-07, A2-08, A2-10, A2-11, A2-12, A2-13, A2-14, A2-15, A2-16, A2-17 (Rev. H) and elevation plans: A3-01, A3-02, A3-03 & A3-04 (Rev. H), in accordance with Schedule 2 Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of South Perth Town Planning Scheme No. 6, for the proposed amendment to the approved Mixed Development within a 35 Storey Building on Lots 2-20 (No. 74) Mill Point Road, South Perth, for the following reasons:

### Reasons

1. The proposed amendments are considered to substantially change the development approved and therefore the Metro Central JDAP cannot consider this application under regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.
2. The development could not be approved under the current Town Planning Scheme No. 6 Schedule 9A development controls; specifically in relation to Element 7 'Relationship to the Street' and the inability of the development satisfy Table B performance criteria (1, 3, 4, 5, 6, 7 & parts of 8) which are necessary to grant variations to the height limit and plot ratio prescribed to the site.
3. While the proposed amended development plans are compliant with the plot ratio requirements now applicable to this site, as per Town Planning Scheme No. 6 Schedule 9A, the proposed amended development plans as a whole could not now be approved as a Form 1 application due to conflicts with other requirements of Town Planning Scheme No. 6 Schedule 9A.

### Advice Notes

1. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

2. All conditions and requirements detailed on the previous determination notice, dated 19 October 2016 shall remain, with the exception of those deleted (Condition 30) and modified (Condition 31; wording changed) through the sat process, mediated outcome and final orders, dated 3 April 2017.

### Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Special Control Area 1 – South Perth Station Precinct
Use Class:		Mixed Development - Preferred Multiple Dwelling – Preferred Café/Restaurant- Preferred Serviced Apartment- Preferred Office - Preferred
Strategy Policy:		Not Applicable
Development Scheme:		City of South Perth Town Planning Scheme No. 6
Lot Size:		1827m <sup>2</sup>
Existing Land Use:		Vacant

The applicant is proposing amendments to the previously approved 35 Storey Mixed Use Development (see determination notice, **Attachment 1**, dated 19 October 2017). Please note the previous building description was “34 Storey Building plus Mezzanine” however to avoid any public confusion this upper level was simply considered a storey; the building height is maintained as approved.

The proposed amendments are detailed as follows:

- Total serviced apartment number reduced from 104 to 14;
- Total residential apartments / dwellings increased from 83 to 134;
- Overall apartment number (including serviced apartments) reduced from 183 to 148;
- Overall car bay provision increased from 227 to 262;
- Café and Commercial tenancies maintained as approved;
- Community meeting room relocated to ground floor;
- Serviced apartment amenity area deleted;
- Non-residential plot ratio reduced from 5.55 to 1.14;
- Residential plot ratio increased from 5.54 to 8.87;
- Overall plot ratio reduced from 11.12 to 10.01
- Internal modifications and rearrangements of parking provisions and allocations within parking levels;
- Internal modifications predominantly between levels 3 and 14; and
- With exception to minor modifications to glazing lines and ground floor landscaping / treatments, the external appearance, building height and setbacks of the building are maintained as previously approved.

The proposed development can therefore now be described as follows:

- 3 basement levels providing vehicular and bicycle parking as well as store rooms and other services;
- The ground floor consists of a café/restaurant, community meeting room, residential and commercial Lobbies, end-of-trip facilities, visitor parking, the bin store and other services;
- Levels 1 – 3 (podium) provide additional vehicular car parking, store rooms and commercial tenancies at the front of the podium, fronting Mill Point Road.
- Levels 4 - 5 consist of a total of 14 serviced apartments; and
- Levels 6 – 35 provide 134 multiple dwellings with level 15 also providing amenity area and facilities for the residents.

The plans of the revised proposal are contained in **Attachment 2**. The applicant's supporting letters, contained in **Attachments 3 & 4** describe the proposed amendments in further detail. Furthermore **Attachments 13 & 14** provide a summary and schedule of the developments car parking and plot ratio mix, as per the latest revised plans.

### **Background:**

The development site comprises 7 lots (2-20) along Mill Point Road, South Perth.

The site has a frontage to Mill Point Road to the west and is located approximately 175 metres north of Judd Street and the Mitchell freeway on/off ramps. Existing development surrounding the subject site consists primarily of multiple dwellings and mixed developments between 3 and 8 storey.

The DAP Form 1 proposal for a 35 Storey Mixed Use Development was granted conditional approval by the Metro Central JDAP on 19 October 2016. The determination is contained in **Attachment 1**. The applicant subsequently appealed to SAT to modify and delete conditions 30, 31 & 32. Final orders, following the mediation, dated 3 April 2017 which provided the following resolutions:

1. *By consent of the parties the approval of the respondent dated 19 October 2016 is amended as follows:*

- a) *Condition 30 is deleted.*
- b) *Condition 31 is deleted and substituted with the following:*

*"Prior to occupation of any serviced apartments, the applicant must register of the certificate of title for each relevant strata lot, a notification informing prospective purchasers that serviced apartments are not permitted to be occupied by the same temporary tenant for more than 6 months within any 12 month period."*

- c) *Condition 32 is affirmed.*

2. *Pursuant to s 46(1) of the State Administrative Tribunal Act 2004 (WA) the applicant has leave to withdraw this proceeding and the proceeding is hereby withdrawn*

Following this sat process, this DAP Form 2 application, proposing the above-mentioned amendments, was received by the City in May 2017.

## **Legislation & policy:**

### Legislation

Planning and Development Act 2005  
Planning and Development (Local Planning Schemes) Regulations 2015, specifically Schedule 2 [Regulations]  
Planning and Development (Development Assessment Panels) Regulations 2011  
City of South Perth Town Planning Scheme No. 6, specifically Schedule 9A [TPS6]

### State Government Policies

State Planning Policy 3.1 'Residential Design Codes' (2015), specifically Part 6 and Appendix 1. [R-Codes]

### Local Policies

City Policy P350.03 'Car Parking Access, Siting, and Design'  
City Policy P318 'South Perth Station Precinct Application Requirements'  
South Perth Station Precinct Plan (WAPC, January 2011)  
City Policy P312 'Serviced Apartments'

## **Consultation:**

### Public Consultation

Public consultation has been undertaken for this proposal to the extent and in the manner required by City Policy P301 'Consultation for Planning Proposals'. Under the "Area 3" consultation method, individual property owners and occupiers were invited to inspect the plans and to submit comments during a minimum 21-day period. A total of 778 consultation notices were sent, with a total of 41 submissions received.

A summary of the submissions are provided in **Attachment 11** of this report, including several comprehensive submissions that were left as complete submissions given they were too large to summarise effectively. A broad summary of submissions and officer comment is provided below and are to be discussed further in the following sections of the report:

<b>Issue Raised</b>	<b>Officer's comments</b>
<b>The amendments are substantial i.e. The proposal cannot be considered as a DAP Form 2 application.</b>	<b>Supported</b>  Comments in relation to this matter are contained in the Substantial Change to the Development Approved section of this RAR.
<b>The proposal does not fully comply with TPS6 Schedule 9A.</b>	<b>Supported</b>  Details of the assessment of these

	amendments are provided in detail in the following sections of the RAR.
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### Consultation with other Agencies or Consultants

#### City's Engineering Infrastructure and Network Operations

The application was referred to the City's Engineering Infrastructure and Network Operations for comment. Comments were provided in relation to car parking, verge treatments, stormwater, vehicle crossover requirements and the provision of a construction management plan.

The comments are contained in **Attachment 10**.

The development approval (**Attachment 1**) contains appropriate conditions addressing these comments, it should be noted, the traffic impact of the proposed development is still considered by Infrastructure Services to have a significant adverse impacts on the local road network, therefore the development is considered not to satisfy design consideration 3 of Table B (Schedule 9A) as discussed in greater detail below.

#### City's Environmental Health Services

The application was referred to the City's Environmental Health Services for comment. Comments were provided in relation to car park ventilation, waste management, laundries and noise.

The comments are contained in **Attachment 9**.

The development approval contains appropriate conditions addressing the comments and it should be noted the waste management plan (prepared by Talis, **Attachment 6**) is endorsed by the City.

#### Office of the Government Architect

Given the increase in dwelling number, the City sought comment from the Office of the Government particularly on apartment design and any other general aspects. The full comments can be found via **Attachment 12**. The comments provide recommendations for potential improvements to the development yet most are not necessarily relevant to the application, however, any revised proposal (Form 1) as the City is recommending, would be expected to address and adopt the recommendations detailed in **Attachment 12**.

### **Planning assessment:**

#### DAP Regulations

Item	Requirement	Proposal	Compliance
Substantial Change to the Development Approved	A DAP Form 2 application can propose "to amend an aspect of the development approved which, if amended, would not substantially	<ul style="list-style-type: none"> <li>▪ Significant reduction in the number of serviced apartments.</li> <li>▪ Increase in residential dwellings</li> <li>▪ Increase in</li> </ul>	It is considered the proposed amendments substantially change the development and therefore the application cannot

	change the development approved” ▪ r. 17(1)(c)	parking numbers ▪ Increase in residential plot ratio ▪ Internal modifications and alterations  See also ‘Details’ section above.	be considered a Form 2, as elaborated on below.
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### Local Planning Scheme

The approved development is a comprehensive new development within Special Control Area 1 – South Perth Station Precinct. The requirements of TPS6 Schedule 9 applied at the time of the approval of the Form 1 application, though as a result of the gazettal of TPS6 Amendment 46 on 21 February 2017, the requirements of TPS6 Schedule 9A now apply.

The significance of Amendment No. 46 is that it replaced Schedule 9 with a new Schedule 9A which, in Tables A and B, contains differing development requirements and performance criteria that apply to comprehensive new development in the SCA1. The extent to which the requirements and criteria apply is dependent on the nature of the application. The application and the current approval have been evaluated in the following table in accordance with Schedule 9A development controls and performance criteria.

*TPS6 Schedule 9A Table A*

Item	Requirement	Proposal	Compliance
Land Uses	Preferred and discretionary land uses listed. ▪ Elements 1 & 2	No new land uses are introduced. The approved land uses are preferred uses.	Compliant.
Plot Ratio			
Total	No minimum or maximum plot ratio. ▪ Development Requirement (DR) 3.1	10.01 (18, 288m <sup>2</sup> ).	Compliant.
Non-Residential	Minimum 1.0 plot ratio (1827m <sup>2</sup> ). ▪ DR3.2	1.14 (2077m <sup>2</sup> ).	Compliant.
Residential	No minimum or maximum plot ratio. ▪ DR3.3 & DR3.4	8.87 (3216m <sup>2</sup> ).	Compliant.
Podium Height	▪ Element 4	No changes to the approved podium height are proposed.	Consistent with the approved development.
Building Height	▪ Element 5	No changes to the	Consistent with

		approved building height are proposed.	approved development. (NOT Compliant with Schedule 9A)
Special Design Area	▪ Element 6	New aspects of Schedule 9A Table B not addressed by applicant in this application.	See Table B assessment below. Consistent with approved development. (NOT compliant with elements of Schedule 9 and 9A as detailed below)
Relationship to the Street			
Ground, First Second, Third Floor Levels (podium)	Minimum 4m street setback.	No changes to the approved street setbacks are proposed	Consistent with approved development.  (NOT compliant with Schedule 9A, discussed further below).
Other levels (tower)	▪ DR7.6.2	No changes to the approved street setbacks are proposed.	Consistent with the approved development. (Compliant with Schedule 9A)
Side and Rear Setbacks	▪ Element 8	No other changes to the approved side and rear setbacks are proposed.	Consistent with the approved development. (Compliant with Schedule 9A)
Parking	▪ Element 9	262 Total Bays: <ul style="list-style-type: none"> <li>• 219 Res Bays</li> <li>• 25 Non-Res</li> <li>• 23 Res Visitors (8 reciprocal)</li> <li>• 3 Non-res Visitors</li> <li>• 59 Res Bicycle</li> <li>• 11 Non-Res Bicycle</li> </ul>	Variation is sought for residential visitor bays via a reciprocal arrangement and the development does pose an oversupply of residential occupier bay provision as per Schedule 9A Table B as discussed in greater detail below.  (NOT compliant with Schedule 9A, discussed further below).



Canopies	<ul style="list-style-type: none"> <li>Element 10</li> </ul>	No change to approved development.	Consistent with approved development (Compliant with Schedule 9A)
Vehicle Crossovers	<ul style="list-style-type: none"> <li>Element 11</li> </ul>	No change to the vehicle crossover location. The approval has a sight lines condition.	Consistent with the approved development. (Compliant with Schedule 9A)
Landscaping	Landscaping plan. <ul style="list-style-type: none"> <li>DR12.1</li> </ul>	The approval has landscaping plan conditions.	Consistent with the approved development. (Compliant with Schedule 9A)
Outdoor Living Areas	Outdoor living area. <ul style="list-style-type: none"> <li>DR12.3</li> </ul>	Minimum compliant outdoor living areas provided.	Compliant.
Heritage	<i>Not applicable.</i> <ul style="list-style-type: none"> <li>Element 13</li> </ul>		Not applicable.
Designing Out Crime	<ul style="list-style-type: none"> <li>Element 14</li> </ul>	No changes to the approved building that affect this Element are proposed. The approval has an illumination condition.	Consistent with the approved development. (Compliant with Schedule 9A)
Transport Noise	No requirements. The site is not located adjacent to the freeway or a high vehicle volume street. <ul style="list-style-type: none"> <li>Element 15</li> </ul>	No changes to the approved building that affect this Element are proposed.	Consistent with the approved development. (Compliant with Schedule 9A)

TPS6 Schedule 9A Table B Performance Criteria

It should be noted the applicant did not address any new provisions of the Schedule 9A Table B which therefore means many of the new elements are NOT compliant, as detailed below:

Design Consideration	Proposal / Comment
1. Design Quality	<p>Overall design consistent with approved development. At the time the DAC considered the development to be of exceptional design.</p> <p>The design has not since been reviewed under Schedule 9A extended performance criterion, yet the overall design and external appearance remains as previously approved. Any revised Form 1 proposal will also be required to address and adopt the</p>

	<p>recommendations of the Office of the Government Architect as detailed above.</p> <p>Schedule 9A provides greater clarity in achieving this design consideration. Given the Office of Government Architect have provided comment on the proposal as detailed above, any revised proposal would be expected to address these recommendations in achieving this performance criterion.</p> <p>NOT Compliant (modification required)</p>
2.Overshadowing	<p>Largest coverage (74% in lieu of maximum 80%) occurs on immediately adjoining site, is in the same ownership and is expected to be developed similarly.</p> <p>Complies</p>
3. Vehicle Management	<p>Previously approved development was determined to have an adverse impact on traffic flow and safety. Comments upheld in relation to this application as per Infrastructure Services comment.</p> <p>NOT Compliant</p>
4. Car Parking	<p>Maximum permissible bays:</p> $(1.0 \times 77) + (2.0 \times 57) = 191 \text{ residential car bays maximum}$ <p>Proposal provides a total of 220 occupier bays (29 bays in excess)</p> <p>NOT compliant</p>
5. Sustainability	<p>Previous Approval only sought or required to achieve 4 Green Star, no revised ESD report was submitted with application.</p> <p>Any revised proposal will be required to achieve a 5 Green Star rating as per Schedule 9A requirements.</p> <p>NOT compliant</p>
6. Electric Car Charging Station	<p>Electric car charging station not provided</p> <p>NOT compliant</p>
7. Landscape Area	<p>40% landscaping required = <math>730.8\text{m}^2</math></p> <p><math>333.8\text{m}^2</math> (28.3%) provided</p> <p>NOT compliant</p>
8. Benefits for Occupiers and Local and Wider Communities	<p>Occupier:</p> <p>(8a) Not all balconies satisfy prescribed dimensions – NOT compliant;</p> <p>(8b) Only 4 dwellings (2.9%) greater than <math>200\text{m}^2</math> – NOT</p>

	<p>compliant;</p> <p>(8c) Minimum 20% (134 dwellings) = 27 dwellings required to have specified car bay dimensions. Long bays provided in some case yet all width as per Australian Standards – NOT compliant;</p> <p>(8c)(i-vii) proposed development achieve requirements – Complies;</p> <p>(8d) Item has not been addressed by applicant, further information required to confirm - NOT Compliant</p> <p>Local Community Benefits:</p> <p>(8e) View corridors as per approved development, sight lines considered adequate - Complies</p> <p>(8f) Community Meeting Room provided at ground floor - Complies</p> <p>(8g) Café/Restaurant for public use provided at ground level – Complies.</p> <p>Wider Community Benefits:</p> <p>(8h) Potential for podium commercial tenancies to become Consulting Rooms, yet currently flagged for office use – NOT compliant.</p> <p>(8j) End of Trip Facilities provided for visitors at Ground Level - Complies</p>
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As is demonstrated above, the proposal in its current form could not be approved under the current Schedule 9A Table B and therefore the variations to height could not be supported. The applicant has chosen not to address the Schedule 9A Table B criteria as their position is that this application is a minor amendment that does not necessitate a reassessment of the whole development against the current legislation. This is not the position of the City and as such the non-compliance with Schedule 9A is reason to recommend refusal of the application. Any revised Form 1 proposal, would be expected to demonstrate compliance with all current development controls of Schedule 9A Tables A & B. These matters are to be discussed further in sections of the report below.

#### R-Codes

Item	Requirement	Proposal	Compliance
Dwelling Size	<ul style="list-style-type: none"> <li>TPS6</li> <li>Schedule 9A Table A DR3.6</li> </ul>		Latest revisions, 23 June 2017, of plans demonstrate compliance with dwelling diversity requirements
1 Bedroom Dwellings	<p>Minimum 20% (27) and Maximum 50% (67).</p> <ul style="list-style-type: none"> <li>6.4.3 C3.1</li> </ul>	29 dwellings (22%)	

2 Bedroom Dwellings	Minimum 40% (54). ▪ 6.4.3 C3.1	105 dwellings (78%).	
Plot Ratio Area	Minimum 40m <sup>2</sup> . ▪ 6.4.3 C3.2	Compliant.	
Utilities and Facilities	Store, waste management, clothes drying. ▪ TPS6 Schedule 9A Table A DR3.7 ▪ 6.4.6	Minimum compliant stores provided. Existing condition address waste and clothes drying requirements.	Latest revisions, 23 June 2017, satisfy deemed-to-comply requirements
Outdoor Living Areas	Outdoor living area. ▪ TPS6 Schedule 9A Table A DR12.2 ▪ 6.3.1 C1	Minimum compliant outdoor living areas provided.	Satisfies the deemed-to-comply requirements.

#### City Policy P312 – ‘Serviced Apartments’

It is noted that approved serviced apartments cannot be used for residential purposes (extending occupancy beyond 6 months and removing services) without formal approval from City, as is the subject of this change of use application.

Clause (e) of P312 has been made redundant with the introduction of Schedule 9A as there is no longer a requirement for developments to be predominantly non-residential; however, the development is not compliant with other aspects of Schedule 9A as is detailed above, significant changes are necessary for the proposal to be brought in compliance with Schedule 9A which is why a Form 1 application is being requested for this proposed application and any revised proposal.

It should be noted that all relevant conditions and advice notes pertaining to serviced apartments and addressing P312 are to be maintained in full for any proposal including serviced apartments, as per the determination dated 19 October 2016 (**Attachment 1**).

#### Draft Planning Instruments that are ‘Seriously Entertained’

There are no draft planning instruments that are ‘seriously entertained’ that affect the determination of this application.

The Council initiated a ‘basic amendment’ (Amendment 54) on 23 May 2017 for the purpose of modifying TPS6 to be consistent with Schedule 2 of the Regulations, State legislation and the R-Codes. These minor amendments do not affect the assessment or determination of this application.

The Place + Design study for the South Perth Peninsula has not reached a stage that would satisfy the ‘seriously entertained’ requirement.

#### **Officer Comments**

#### Substantial Change to the Approved Development

An application can be made under regulation 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011* “to amend an aspect of the development approved which, if amended, would not substantially change the development approved”.

Accordingly, the DAP needs to determine whether or not the proposed changes in this Form 2 application constitute a substantial change to the approval granted on 28 April 2016. DAP Practice Note 4 issued by the CEO of the Department of Planning provides further details on the decision-making principles that DAP must comply with for a Form 2 application.

It is the City’s position that the proposed amendments do significantly alter the building and the primary amendments are not to be considered minor in nature. Quantitatively, the changes include the removal of 90 of the 104 serviced apartments (86% decrease), the addition of 51 multiple dwellings (61% increase), an overall apartment number reduction of 35 units (19% reduction) and an increase of 35 parking bays (15% increase). Furthermore, qualitatively, the overall function of the development has changed significantly. Serviced apartments are considered a commercial land use and when compared with permanent residential accommodation are inherently different land uses as they are used and function in very differing manners to each other. The currently approved development, which is predominantly non-residential, has been amended via this application to become a vastly residential, changing the primary function of the development itself and thus, such a change cannot be considered minor in nature.

The City also sought external legal advice regarding this application and whether it would constitute a minor amendment application (Form 2). This advice is entirely consistent with the City’s position and can be made available to JDAP members if deemed necessary.

#### Schedule 9A, Table A, Element 7 – ‘Relationship to the Street’

In accordance with Clause 7.3 of Table A in Schedule 9A, properties abutting Mill Point Road on the eastern side, between Harpers Terrace and Frasers Lane, which includes the subject site, are to be setback not less than 4.0m, including the podium.

Previously, Schedule 9 required a nil setback to the podium of the development as was approved on the 19 October 2016. The applicants position that the podium setback was approved previously and is not the subject of this application so should remain as previously approved.

However, it is the City’s position that the current development form could not be approved under the current Schedule 9A street setback controls and therefore should not be approved as part of this application, as the application should be a Form 1 application in which all controls of Schedule 9A would apply in full. There is also no discretion provided in the relevant clause to allow for variation to this requirement.

It is the City’s expectation that any subsequent application, Form 1, demonstrate compliance with the prescribed street setback specified in Schedule 9A.

#### Schedule 9A, Table A, Element 9 – ‘Parking’ (Specifically clause 9.1(a)(iii))

With regard to parking requirements of Schedule 9A, the proposed development, as per the latest revisions (23 June 2017), is compliant with all parking controls with the exception of clause 9.1(a)(iii) which relates to residential visitor parking. The development actually provides the required number though not all are dedicated visitor bays and are intended for reciprocal use with commercial bays. Clause 9.2 of Schedule 9A does allow for reciprocal arrangements, having regard to different periods of peak parking demand for proposed non-residential land uses on the site.

The approved development, dated 19 October 2016, was granted approval utilising a reciprocal arrangement on the premise that the commercial bays would not be used beyond regular office hours and residential visitors are likely to visit outside of working hours.

#### Residential Visitor Parking Reciprocal Ratios:

##### 19 October 2017 Approved Development (residential visitor parking):

- Residential Dwellings: 83 dwellings
- Required: 14 Bays
- Provision: 14 Bays (8 dedicated (57%), 6 in reciprocal arrangement or 43%)
- Percentage of dedicated visitor bays to Dwelling numbers: 9.6%

##### Subject Application, as per latest revisions (dated 23 June 2017 – **Attachment 2**)

- Residential Dwellings: 134
- Required: 23
- Provided: 23 (15 dedicated (65%), 8 in reciprocal arrangement or 35%)
- Percentage of dedicated visitor bays to dwelling numbers: 11.19%

It is illustrated above the proposed development actually provides a greater percentage of dedicated residential visitor bays in relation to the requirement and greater overall percentage of dedicated bays per dwelling number. As such, the ratio and provision of residential visitor parking is greater than the previous proposal so this aspect of the application is supported by the City.

#### Schedule 9A, Table B, Design Consideration 4 – Car Parking

Design Consideration 4 of Table B seeks to limit the maximum permissible number of on-site residential car parking bays so as to shift away from vehicle reliant culture toward alternative transport methods as is a large objective of the South Perth Station Precinct.

The residential parking is limited as follows:

- (a) 1 car bay per dwelling for occupiers of 1 and 2 bedroom dwellings; and
- (b) 2 car bays per dwelling for occupiers of dwellings with 3 or more bedrooms.

As per the latest revisions (23 June 2017) the proposed development, based on 77 one and two-bedroom dwellings and 57 three-bedroom (or greater) dwellings, the development is limited to a residential car parking provision of 191 bays yet provides a total of 220 residential occupier bays, 29 bays in excess.

In order for variations to prescribed height limits to be granted to those developments within the special design area, it is necessary all Table B performance criteria are satisfied. Given this, without a reduction in the provision of residential occupier parking bays, the development could not be approved.

### Design Considerations 1, 3, 5, 6, 7 & 8 of Schedule 9A Table B

As is demonstrated in the above assessment tables, many of the performance criteria contained in Table B have not been addressed by the applicant nor satisfied by the proposed development.

It is acknowledged by the applicant that they did not intend to address the new controls and requirements of Schedule 9A as they considered the application to be of minor nature; therefore, not enacting the application of the Schedule 9A development controls and Table B performance criteria where aspects of the development had already been approved.

However, as is reiterated throughout this report, it is the City's strong position that the proposed application substantially changes the approved development, necessitating a need for a Form 1 application, and evaluation under the current development Schedule 9A controls. Under the current Schedule 9A development controls, neither the existing approved development, nor the current proposal could be approved due to non-compliance with Schedule 9A controls as is demonstrated in the assessment above.

Any new or revised proposal will be expected to demonstrate compliance with Schedule 9A, as is the current legislation. Without an application satisfying of all Table B performance criteria, variations to building height cannot be considered. As such, non-compliance with the Table B performance criteria forms a reason to refuse this proposed application, as detailed above.

### **Options/Alternatives:**

The City has not prepared an Alternative Recommendation for DAP's consideration as the development would require substantial changes to meet the current planning framework.

### **Council Recommendation:**

The Council of the City of South Perth had not provided comments on this Form 2 application at the time this Responsible Authority Report was lodged.

### **Conclusion:**

The ability to accept the application under regulation 17(1) of the DAP Regulations is for the DAP to determine. The City considers that this application proposes a substantial change to the development approved and accordingly the proposal falls outside of the limitations imposed by regulation 17(1) and ought to be submitted as a new application to the DAP. Furthermore, the proposed development fails to comply with a number Schedule 9A development controls and could therefore not be approved. It is recommended that this application be refused.



LG Ref: 11.2016.2.1  
DoP Ref: DAP/16/00974  
Enquiries: Development Assessment Panels  
Telephone: (08) 6551 9919

State Administrative Tribunal  
[contact@sat.justice.wa.gov.au](mailto:contact@sat.justice.wa.gov.au)

Dear Sir/Madam,

**State Administrative Tribunal Review Outcome – DR141 of 2016  
Lots 2-20 (74) Mill Point Road, South Perth  
Proposed Mixed Use Development Within a 34 Storey Building Plus 3  
Basement levels and a Mezzanine level**

Please be advised that the Metro Central Joint Development Assessment Panel reconsidered the abovementioned development application pursuant to section 31 of the *State Administrative Tribunal Act 2004* on 19 October 2016.

The Notice of Determination is attached.

Yours sincerely,

**DAP Secretariat**

**26/10/2016**

Enc: Amended DAP Determination Notice

cc: Hillam Architects

State Solicitor's Office  
GPO Box F317  
PERTH WA 6001

Mr Erik Dybdahl  
City of South Perth



Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000  
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477  
[daps@planning.wa.gov.au](mailto:daps@planning.wa.gov.au) [www.planning.wa.gov.au](http://www.planning.wa.gov.au)  
ABN 35 482 341 493





## ***Planning and Development Act 2005***

### **City of South Perth Town Planning Scheme No. 6**

#### **Metro Central Joint Development Assessment Panel**

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

**Location:** Lots 2-20 (74) Mill Point Road, South Perth

**Description of proposed Development:** Proposed Mixed Use Development Within a 34 Storey Building Plus 3 Basement levels and a Mezzanine level

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, the Metro Central Joint Development Assessment Panel, at its meeting on 19 October 2016, has reconsidered its decisions dated 28 April 2016 and 13 July 2016 with respect to the above application, SAT Ref. DR 141 of 2016 and has resolved to:

**Reconsider** its decisions dated 28th April 2016 and 13 July 2016 and **approve** DAP Application reference DAP/16/00974 and associated development floor plans, A2-00 through A2-17 (latest revisions 29 September 2016) and elevation plans, A3-01 through A3-04 (latest revisions 25 August 2016), in accordance with Clause 7.9 of the City of South Perth Town Planning Scheme No. 6 and Schedule 2 Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, subject to the following conditions and advice notes as follows:

#### **Conditions:**

- (1) Provision shall be made in the design of the floor and walls of the building for adequate protection against subsoil water seepage, and **prior to the lodging of building permit**, the applicant shall:
  - (i) provide the City with certification from a consulting engineer that adequate water-proofing has been achieved; and
  - (ii) satisfy the City that the proposed levels are acceptable, having regard to the 100 year flood levels applicable to the lot;
 as required by Clause 6.9(3) of Town Planning Scheme No. 6. (refer also, Advice Note 2)
- (2) The applicant is to provide a detailed **Car Parking Management Plan** addressing all general parking considerations, including the reciprocal visitor parking arrangement. This plan is to be submitted for approval prior to the lodgement of a building permit.
- (3) A **Construction Management Plan** shall be submitted and approved by the City prior to submission of Building Permit. The management plan shall include but not limited to dilapidation survey report of adjoining buildings, protection of public & adjoining buildings and traffic management, noise & vibration from demolition and construction activities, dust from demolition & construction works, stormwater runoff, removal of hazardous materials, waste water and construction traffic. The timing of construction of this development may be restricted or extended by traffic management requirements; in particular, no traffic disruptions are permitted on Mill Point Road except between 9am and 3pm weekdays.



- (4) In accordance with the requirements of clause 6.14 of Town Planning Scheme No. 6, no person shall occupy or use the land or any building the subject of this approval for the purpose for which this approval is given unless and until:
- (i) City Environment department have approved a landscaping plan; and
  - (ii) The landscaping has been completed in accordance with the plan approved by the City Environment Department.
- The landscaping shall be maintained in good order and condition in perpetuity. (Refer Advice Note 13)
- (5) No street trees shall be removed, pruned or disturbed in any way without prior approval from City Environment Services. Furthermore, City Environment Services require a Significant Tree Protection Bond for each of the following (London Plane) tree ID numbers: 9939 (\$164,229.12), 10027 (\$172,440.58) and 10025 (\$114,960.38) **totalling a combined bond of \$451,630.08 for the City assets.** (Refer Advice Note 12)
- (6) To protect the significant trees of the street, a **Tree Protection Zone (TPZ) Tree Management Plan** needs to be prepared and implemented. An assessment 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, prior to lodging a building permit application. (Refer Advice Note 12)
- (7) At or prior to the submission of a building permit, a developer contribution of \$250,000 shall be paid to the City, for road infrastructure improvements including central median (with appropriate widening and adequate at-grade pedestrian access points) and the intersection treatment in Mill Point Road at Stirling Street.
- (8) Prior to the occupation of the approved development, a public art concept for the subject development, or elsewhere in the City, with a minimum value of \$900,000 (1% of the development cost), shall be submitted to the City. The approved public art concept shall be implemented to the satisfaction of the City prior to the occupation of the building (Refer Advice Note 5).
- (9) In accordance with written correspondence from the Department of Parks and Wildlife (DPAW), dated 17th March 2016, the following conditions are to be satisfied by the applicant:
- (i) At least thirty (30) days prior to submitting the application for a building permit, the applicant shall provide details of the engineering/construction methods which will be used to reduce the volumes of dewatering effluent, and reduce groundwater draw down impact zone radius, the satisfaction of the City of South Perth on the advice of DPAW;
  - (ii) At least thirty (30) days prior to submitting the application for a building permit, the applicant shall prepare a dewatering management plans to the satisfaction of the City of South Perth on the advice of DPAW, and implement (see also Advice Note 7);
  - (iii) At least thirty (30) days prior to submitting the application for a building permit, the applicant shall prepare plans showing how groundwater will be managed post-development to the satisfaction of the City of South Perth on the advice of the DPAW, and implement (see also Advice Note 8 ); and



- (iv) At least thirty (30) days prior to submitting for a building permit, the applicant shall prepare a stormwater management plan to the satisfaction of the City of South Perth on the advice of DPAW, and implement (see also Advice Note 9).
- (10) The comprehensive new development shall incorporate illumination in accordance with the following Australian Standards:
  - (a) AS 1680 regarding safe movement;
  - (b) AS 1158 regarding lighting of roads and public spaces; and
  - (c) AS 4282 Control of obtrusive effects of outdoor lighting.
- (11) Waste management shall occur in accordance with the Waste Management Plan prepared by Talis for the development (latest revision 26 August 2016) and endorsed by the City.
- (12) End of trip facilities for cyclists shall be provided for the use of staff. The design and location of those facilities shall be to the satisfaction of the City and the facilities shall be provided at the following ratios:
  - (a) Number of secure clothes lockers- At least six per shower; and
  - (b) Number of showers- As shown on the approved plans.
- (13) To meet the intent of Clause 6.4.6 of the R-Codes, external fixtures such as air conditioning infrastructure, shall be integrated into the design of the building to not be visually obtrusive when viewed from the street and to protect the visual amenity of residents in neighbouring properties.
- (14) The applicant shall construct a crossover between the road and the property boundary. The crossover shall be constructed in accordance with the approved drawings, associated conditions and the requirements contained within Management Practice M353, which is available at the City's website. The existing verge levels at the front property boundary shall not be altered. (Refer also to Important Note 5)
- (15) The car parking bays shall be marked on site as indicated on the approved site plan, in order to comply with the requirements of clause 6.3(10)(c) of Town Planning Scheme No. 6 and such marking shall be subsequently maintained so that the delineation of parking bays remains clearly visible at all times.
- (16) The designated visitor parking bays shall be clearly identified on site by means of a sign bearing the words "Visitors' Parking Only" in accordance with the requirements of clause 6.3(11) of Town Planning Scheme No. 6.
- (17) If car parking bays are allocated to specific commercial tenancies and residential apartments on the strata plan, the approved strata plan shall show that a car bay in a tandem arrangement is allocated to the same strata lot as the other car bay(s) in the same tandem arrangement.
- (18) Hard standing areas approved for the purpose of car parking or vehicle access shall be maintained in good condition at all times, free of potholes and dust and shall be adequately drained in accordance with the requirements of Clause 6.3 (10) of *Town Planning Scheme No. 6*.
- (19) The surface of the boundary wall(s) visible from the street shall be finished to be compatible with the external walls of the building to a high quality standard on the development site. Details in this respect are to be included on the plans submitted with a building permit application.





- (20) The surface of the boundary wall(s) not visible from the street, on the eastern side of the lot, the applicant is to obtain the adjoining owner's agreement as to the surface finish of the wall. If the adjoining owner's agreement is not obtained, the surface finish is to be compatible with the external walls of the neighbour's dwelling to the satisfaction of the City. Details in this respect are to be included on the plans submitted with a building permit application
- (21) Any required filling or excavation of the site shall be retained by embankments or walls, details of which are to be incorporated in the working drawings submitted in support of a building permit application.
- (22) Any required retaining walls along lot boundaries shall be constructed immediately after excavation or filling has been carried out.
- (23) External clothes drying facilities shall be screened from view from the street or any other public place.
- (24) In accordance with the provisions of Clause 6.8(2) of *Town Planning Scheme No. 6*, all subsoil water and stormwater from the property shall be discharged into soak wells or sumps located on the site unless special arrangements can be made to the satisfaction of the City for discharge into the street drainage system. (Refer Advice Note 2)
- (25) All plumbing fittings on external walls shall be concealed from external view as required by Clause 7.5(k) of *Town Planning Scheme No. 6*.
- (26) Prior to the submission for a building permit, the applicant is to submit documentation from the Green Building Council of Australia certifying that the development achieves a Green Star rating of at least 4 Stars or alternatively, documentation provided from another rating tool/system that achieves equivalent or greater performance standards than required by Green Star, shall be submitted to the City. All sustainable design features proposed in the development shall be implemented.
- (27) The property shall not be used for the approval hereby granted until an inspection has been carried out by a City Officer and the City is satisfied that the conditions of planning approval have been complied with.
- (28) Prior to the application of a Building Permit suitable arrangements with the City of South Perth being made to ensure the legal rights granted by the easement on the titles to the subject land are either maintained or varied as appropriate to give effect to these rights.
- (29) All vehicle access to the site will be from Mill Point Road. Under no circumstance will there be direct access to/from Frasers Lane via the associated right-of-way.
- (30) That revised plans shall be provided which clearly identify that the non-residential plot ratio area is greater than the residential plot ratio area to the satisfaction of the City.
- (31) Any planning approval granted for serviced apartments will be conditional upon the applicant registering on the Certificate of Title for the lot, a notification informing prospective purchasers that serviced apartments are not permitted to be occupied by the same temporary tenant for more than 6 months within any 12 month period.

The City will not issue a building permit for proposed serviced apartments until such time as the applicants, at their cost, have registered the required notification on the Certificate of Title relating to the occupancy restriction.



If the owner wishes to extend the period of occupancy it is the owner's responsibility to obtain approval from the City for a change of use of the premises.

- (32) Once a formal Serviced Apartment operator has been appointed for the development, a revised and comprehensive Serviced Apartment management plan will be required to be developed and provided to the City for approval and be distributed to nearby landowners and occupiers for information purposes.
- (33) The applicant shall register 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 notification is to be registered at the owner's expense at or prior to the submission of a building permit.
- (34) The Community Meeting Room and Serviced Apartment Gym and Theatre are to be made available to the public for booking and use in perpetuity.
- (35) In accordance with written correspondence from the Water Corporation, dated 30 September 2016, the following condition is to be satisfied by the applicant, on the advice of the Water Corporation:
  - (i) This proposal will require approval by Water Corporation Building Services section prior to commencement of any works. The developer is expected to fund any new works required or the upgrading of existing works and protection of all works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.
- (36) The validity of this approval shall cease if construction is not substantially commenced within 24 months of the date of planning approval.
- (37) The applicant shall register 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 traffic congestion has the potential to increase in Mill Point Road and the surrounding locality negatively affecting vehicle access and egress for occupiers of the proposed development. The notification is to be registered at the owner's expense at or prior to the submission of a building permit.

#### **Advice Notes**

- (1) Prior to the issuing of a building permit, the applicant is required to satisfactorily address the outstanding planning matters identified in Condition Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 18, 26, 27, 28, 29, 30 & 33. Therefore, to avoid delay in obtaining a building permit, it is important for the Applicant to commence the related processes at the earliest.
- (2) The applicant is advised of the need to comply with any relevant requirements of the City's Engineering Infrastructure Department. The applicant is also required to liaise closely with Engineering Infrastructure in relation to the water discharge for the dewatering and waterproofing process.
- (3) The applicant is advised of the need to address and comply with any relevant requirements of the City's Environmental Health Services, as detailed in the memorandum, dated 13<sup>th</sup> January 2016, attached to this approval.



- (4) Planning Approval or the subsequent issuing of a Building Permit by the City is not consent for the construction of a crossing. As described in Management Practice M353 a 'Crossing Application' form must be formally submitted to Infrastructure Services for approval prior to any works being undertaken within the road reserve.
- (5) In relation to Condition 9, the City will be required to give final consent for the proposed public art, including any cash-in-lieu arrangement. The public art contribution must be in line with the guidelines as indicated in the City's Developer's Toolkit. Once the developer has sourced an artist, determined the design and artwork they are to lodge an 'Artwork Concept Application' form and supporting material to the City for assessment.
- (6) The applicant is advised that the DPAW 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.
- (7) If site-specific investigations reveal that appropriate and technically feasible dewatering options are limited, consideration may need to be given to modifying the building design and the extent of the below-ground levels/infrastructure.
- (8) The applicant is advised that DPAW is unlikely to support the connection of subsoil drains, if required, to the local government stormwater system and the river without the treatment prior to discharge.
- (9) The stormwater management system should be designed in a manner that will enhance the environmental quality of the river through the use of water sensitive urban design. Stormwater runoff from constructed impervious surfaces generated by up to a 15mm rainfall depth for all rainfall events should be retained and/or detained on the lot.
- (10) This planning approval does not permit the display of any signage on the building or on the site. A new application for planning approval will be required if signage is proposed to be displayed.
- (11) Notification of commencement of works and required management plans can be emailed to [rivers.planning@dpaw.wa.go.au](mailto:rivers.planning@dpaw.wa.go.au).
- (12) The applicant is advised of the need to liaise and comply with any relevant requirements of the City of South Perth City Environment Services.
- (13) Where minor variations are sought at the building permit stage from an approved set of plans, a formal request for a variation to the planning approval is to be sought by the applicant, in accordance with Council policy P689.  
  
If supported, the variations may be granted subject to all the previous terms and conditions, or possibly with new terms and conditions. If not supported, either the building plans must be amended for a building permit to be issued, or a new application for planning approval must be lodged for consideration by Council.
- (14) If you are aggrieved by aspects of the decision **where discretion has been exercised**, you may investigate the ability to lodge an appeal with the State Administrative Tribunal within 28 days of the determination date recorded on this notice.
- (15) Any dewatering at the site will require approval from the Department of Water through a water abstraction permit.
- (16) 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



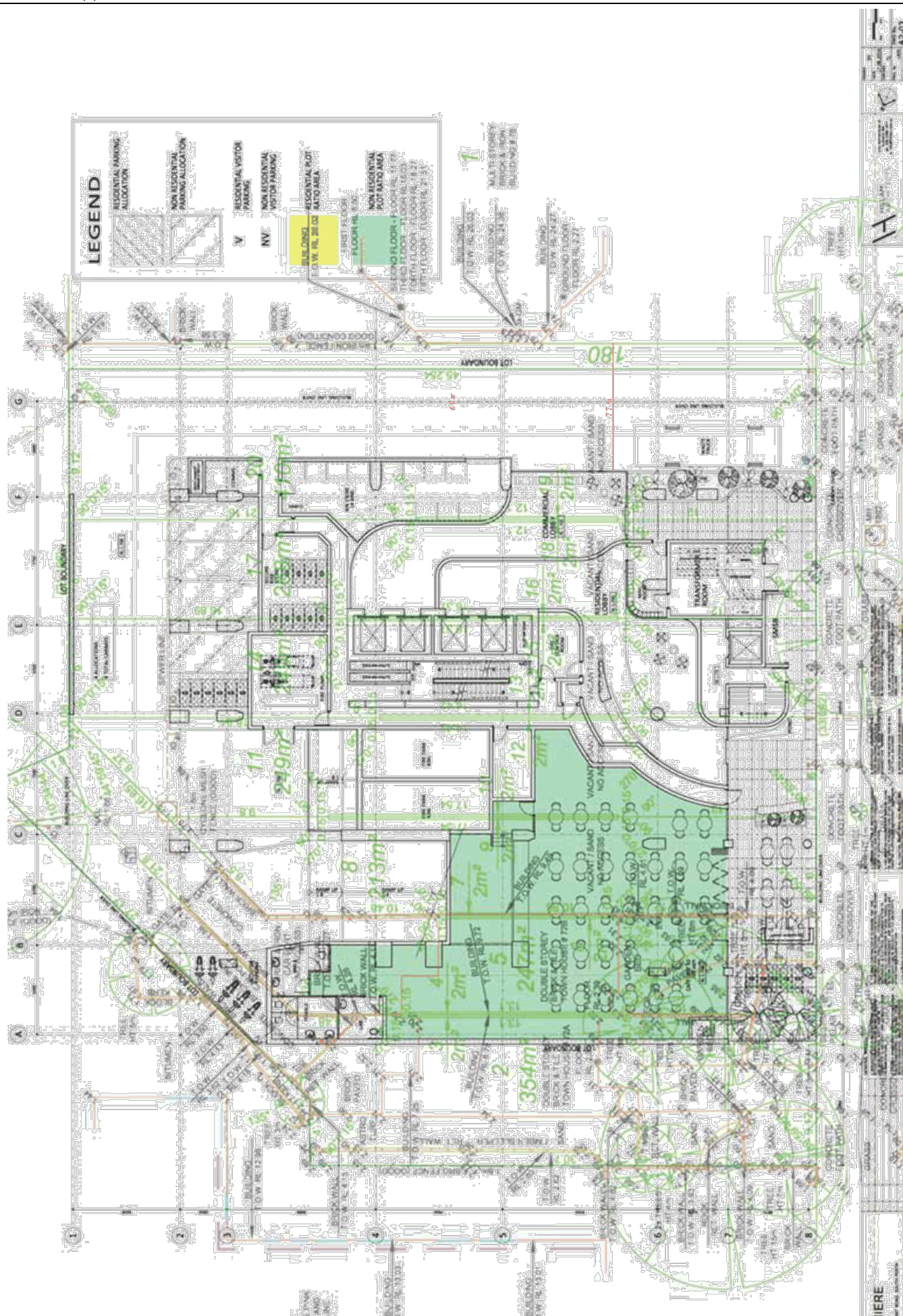


and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.

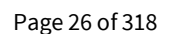
- (17) The applicant/developer and the owners are to comply with the requirements set out in Council Policy P352 "Final Clearance Requirements for Completed Buildings". As detailed in the policy, the applicant is to engage a licensed land surveyor to undertake survey measurements and to submit progress reports and the final report to the City for approval. The City will only issue the final clearance letter when all relevant requirements have been met.
- (18) 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.
- (19) The proposed Health and Fitness Club as well as Sky Lounge must comply with the *Health (Public Building) Regulations 1992*.
- (20) 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*.
- (21) Please ensure that all service and other equipment are compliant with the *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997* in relation to other premises.
- (22) The Gym, Theatre and Community Meeting Room are considered to be public areas and as such, must comply with the *Health (Public Building) Regulations 1992*. The Community meeting room will be limited to a maximum of 50 persons based on only having 1 exit.
- (23) By definition, this premise will be classed as a lodging house for the serviced apartments and must comply with the *Health Act 1911* and the *City of South Perth Health Local Laws 2002*.
- (24) 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.
- (25) The Café/Restaurant is captured as a food business in accordance with the *Food Act 2008* and as such must comply with AS 4674-2004 Design, construction & fit-out of food premises. The business will be required to be registered and licensed with the City of South Perth.

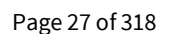
Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development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

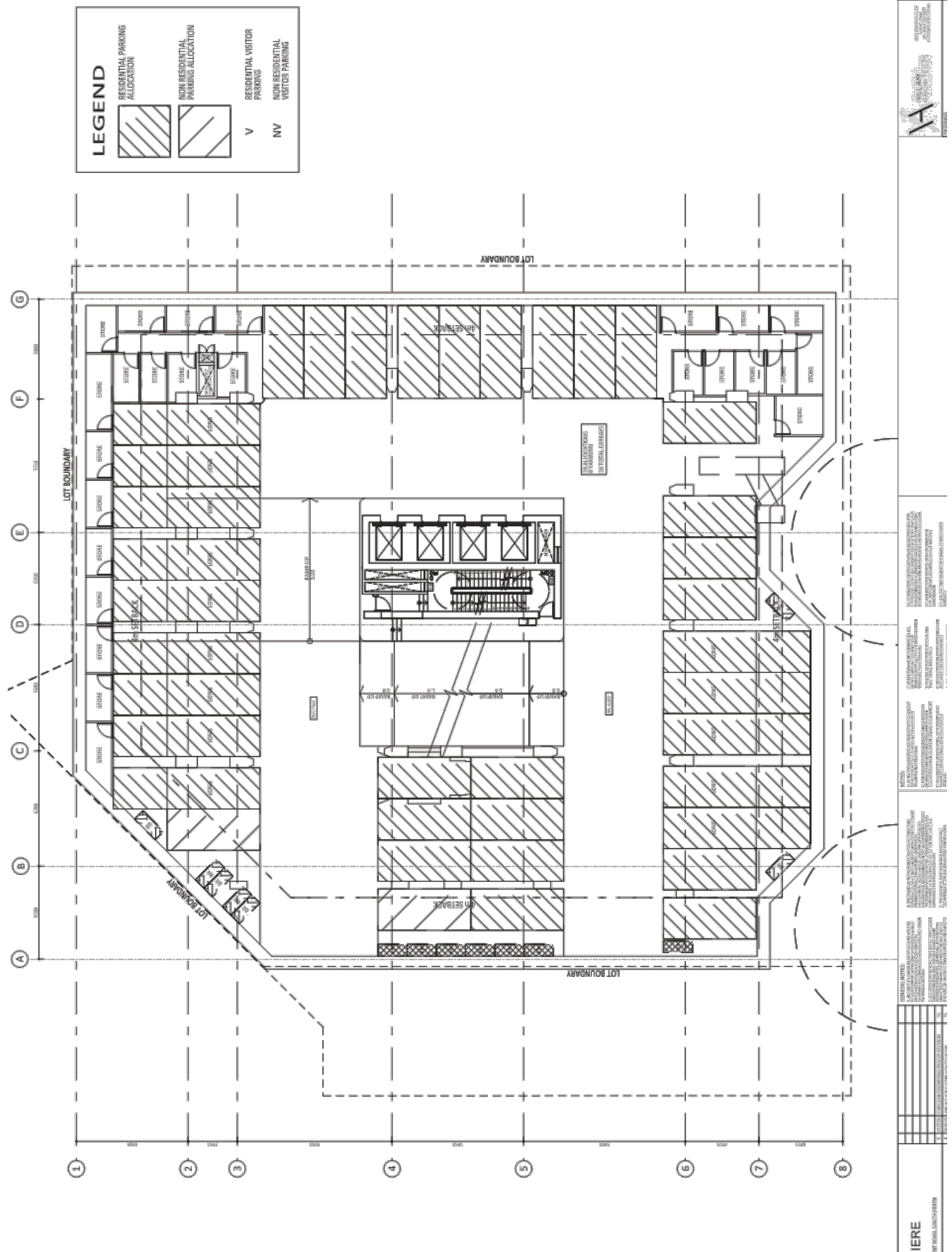


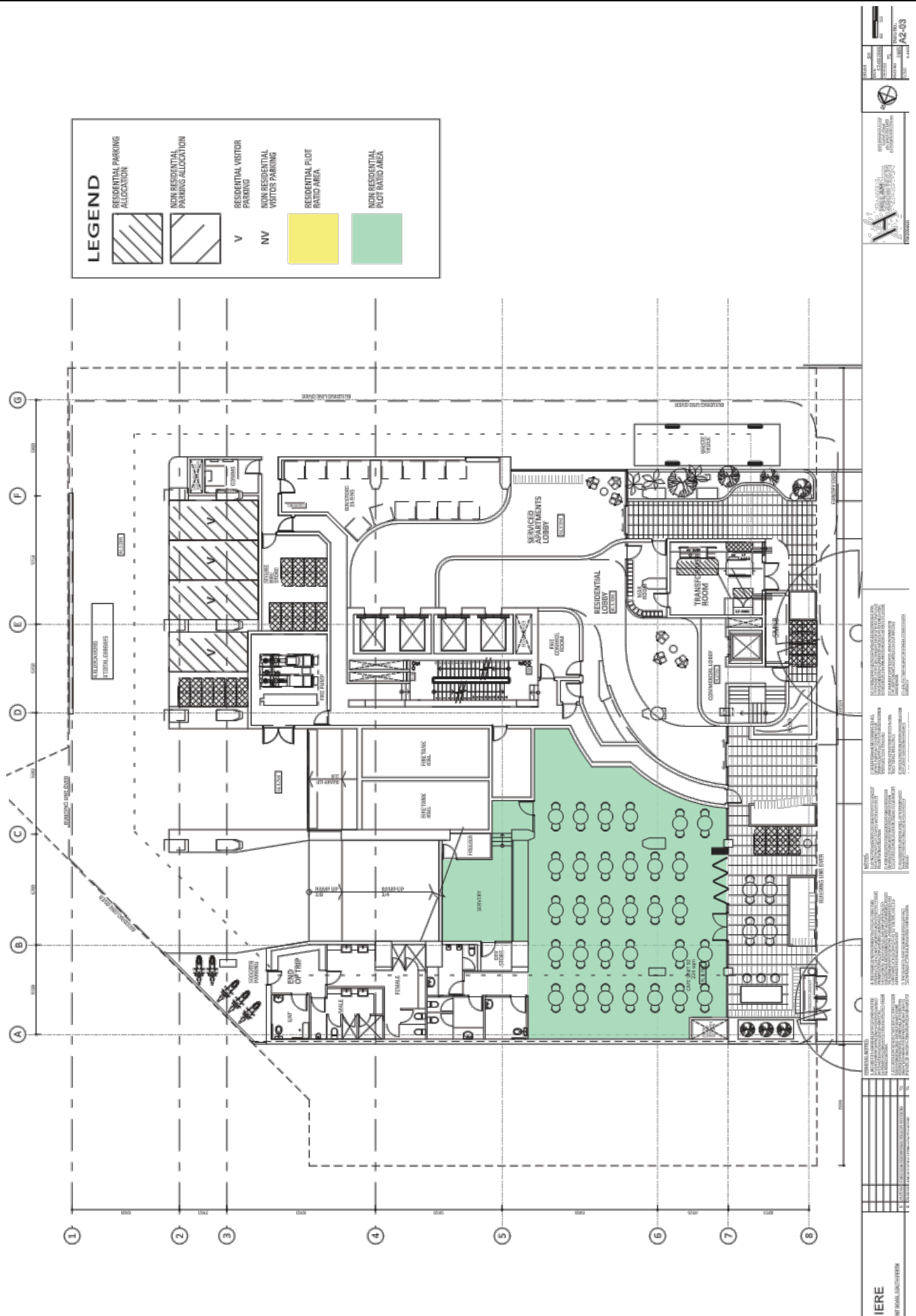




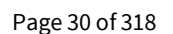


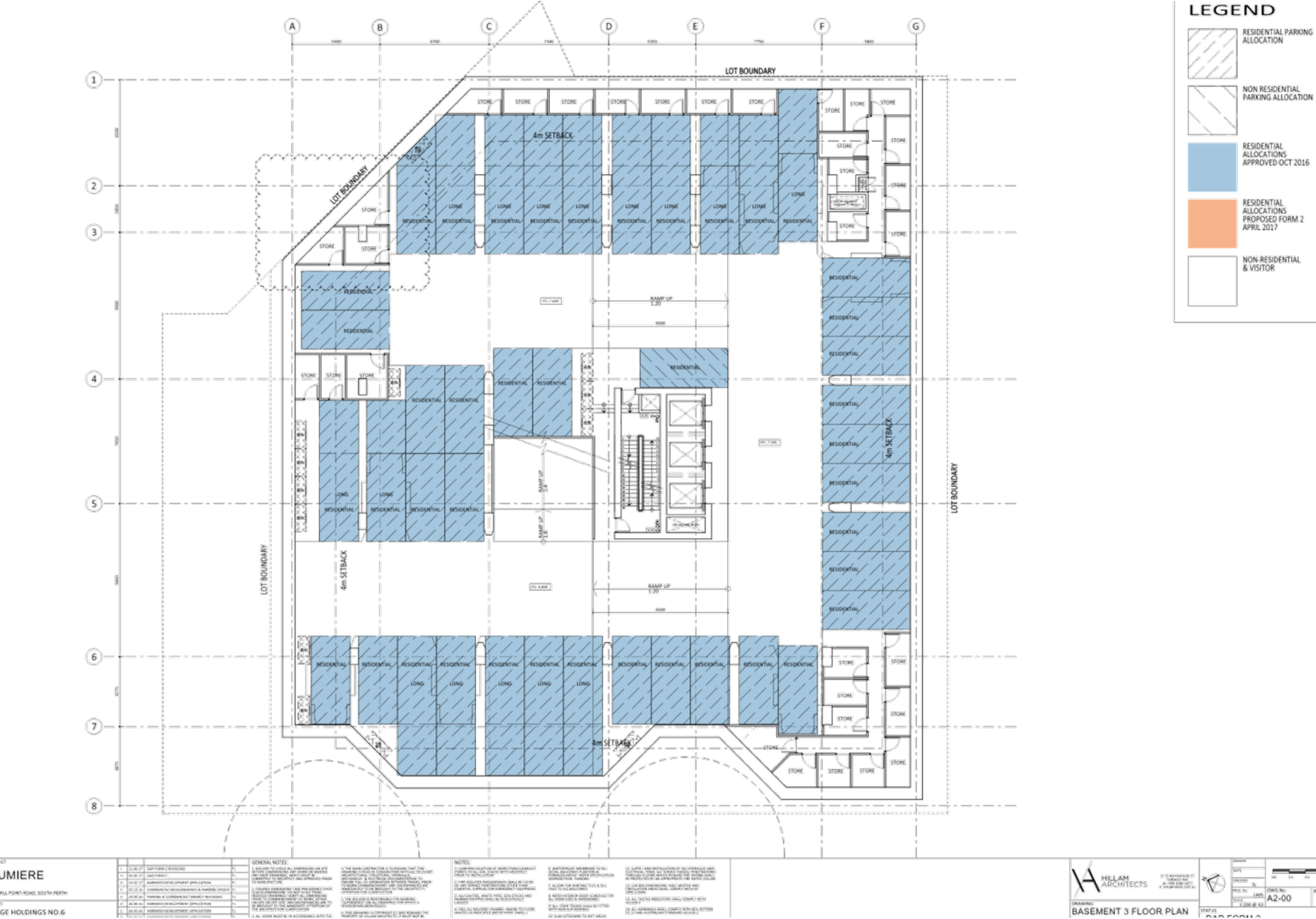
















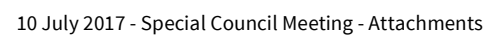












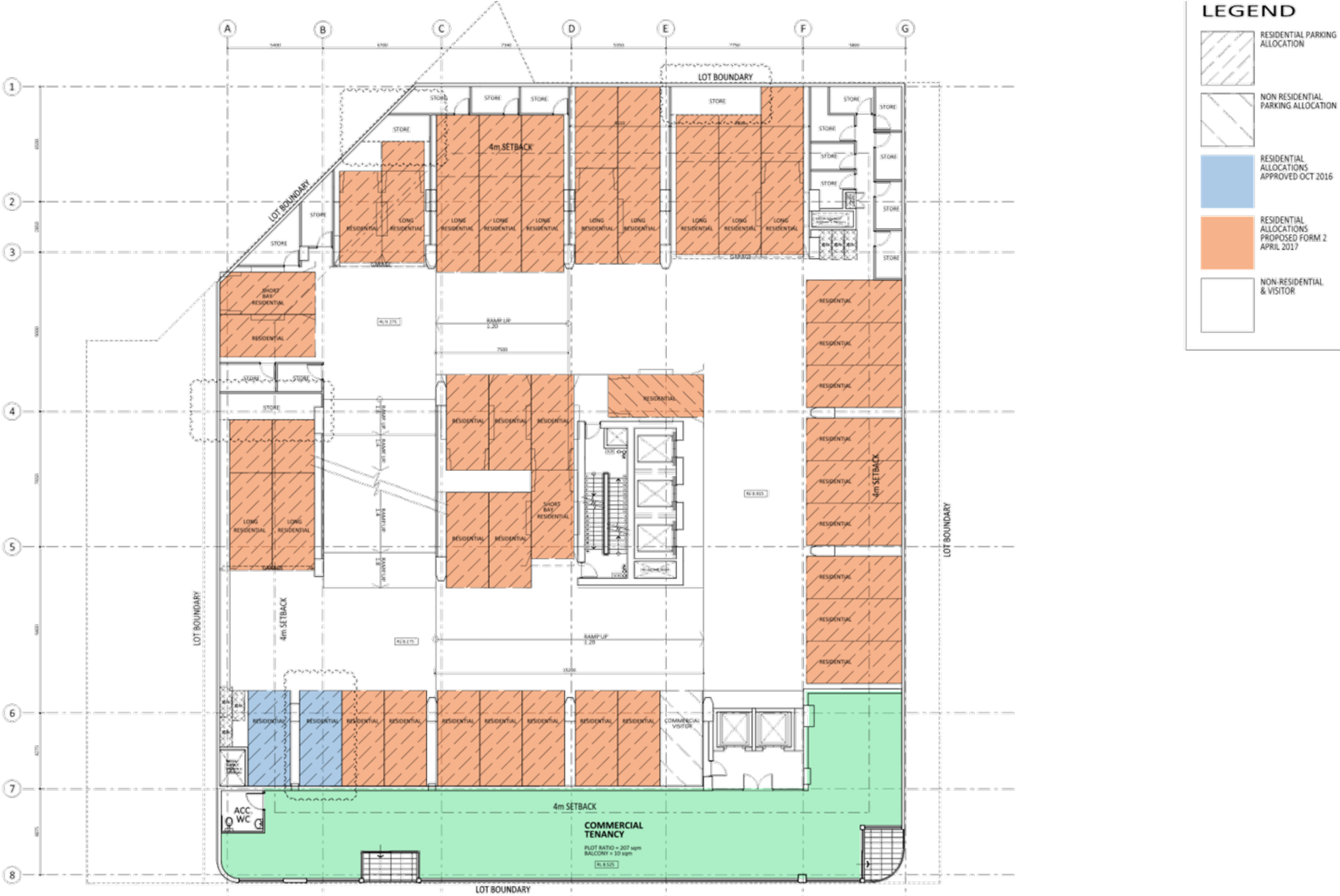












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MILL POINT ROAD, SOUTH PERTH

IT

GE HOLDINGS NO.6

1	20.06.17	BAF FORM 2 REVISION	21	GENERAL NOTES:
2	20.06.17	BAF FORM 2 REVISION	22	1. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
3	20.06.17	BAF FORM 2 REVISION	23	2. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
4	20.06.17	BAF FORM 2 REVISION	24	3. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
5	20.06.17	BAF FORM 2 REVISION	25	4. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
6	20.06.17	BAF FORM 2 REVISION	26	5. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
7	20.06.17	BAF FORM 2 REVISION	27	6. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
8	20.06.17	BAF FORM 2 REVISION	28	7. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
9	20.06.17	BAF FORM 2 REVISION	29	8. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
10	20.06.17	BAF FORM 2 REVISION	30	9. THE DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.

NOTES:

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HILLAM ARCHITECTS

11/11 ROBINSON ST  
PERTH WA 6000  
(08) 9442 1111

DATE

20.06.17

SCALE

1:200 @ A3

STATUS

FOR PERMIT

DRAWING

LEVEL 2 FLOOR PLAN









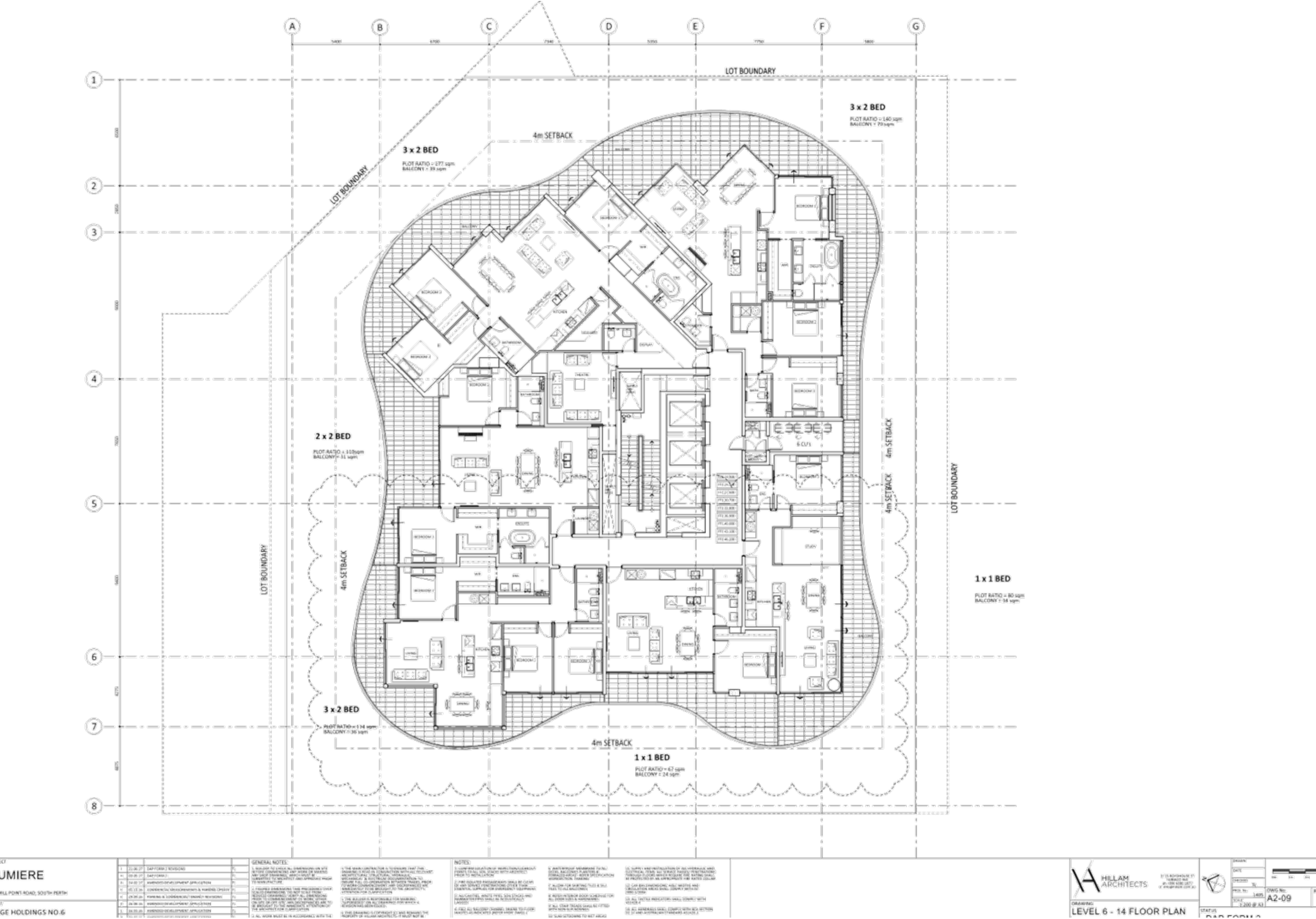




















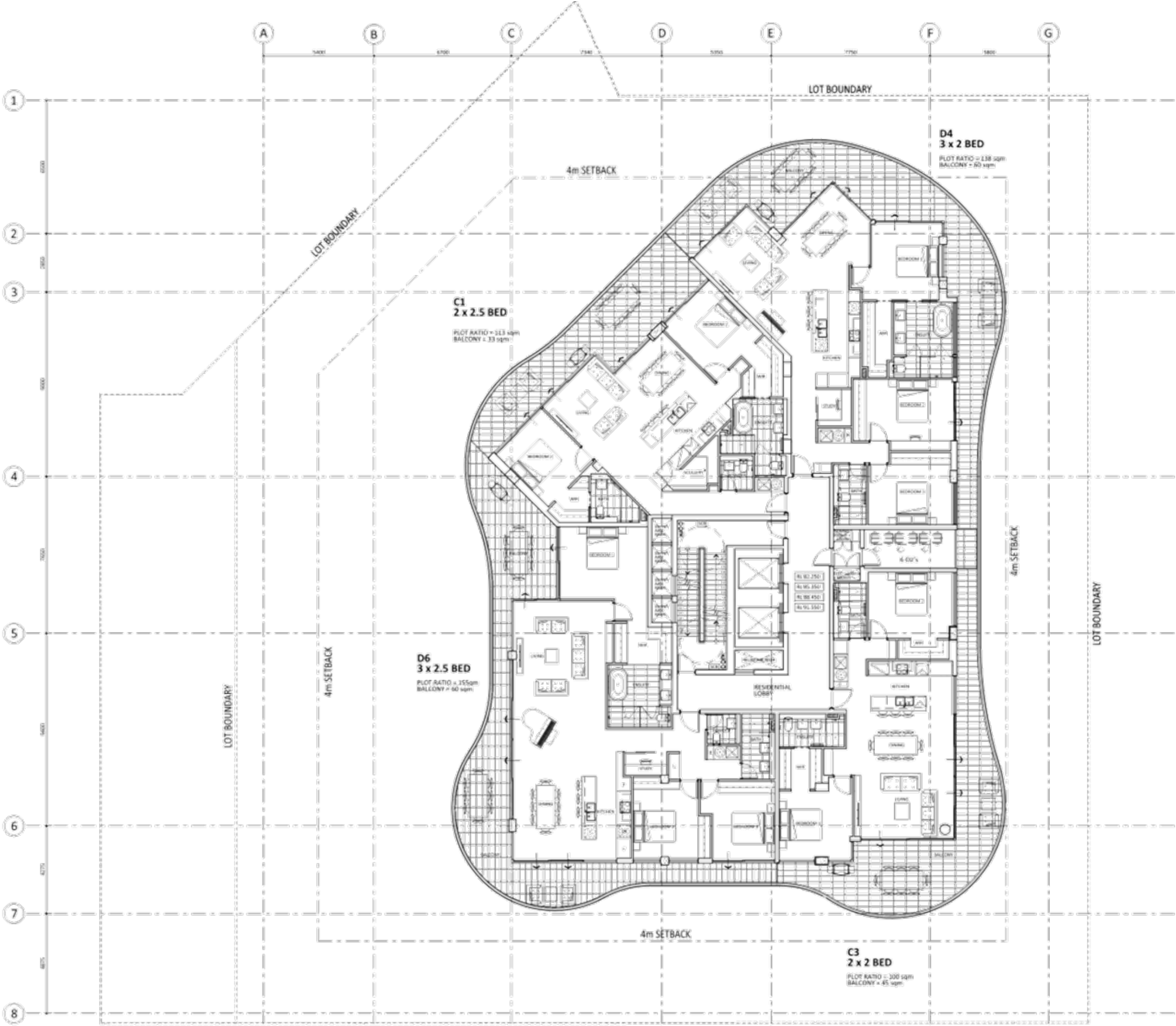












ECF	
UMIERE	
MILL POINT ROAD, SOUTH PERTH	
GE HOLDINGS NO.6	

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	15/06/2017	...	...
2	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
3	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
4	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
5	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
6	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
7	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
8	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
9	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
10	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
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12	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
13	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
14	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
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19	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
20	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	15/06/2017	...	...
2	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
3	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
4	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
5	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
6	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
7	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
8	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
9	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...
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20	REVISED DEVELOPMENT APPLICATION	15/06/2017	...	...

HILLAM ARCHITECTS	DATE	15/06/2017
	BY	...
	CHKD	...
	SCALE	1:200 @ A3
DRAWING	LEVEL 27 - 29 FLOOR PLAN	
STATUS	FOR PERMIT	













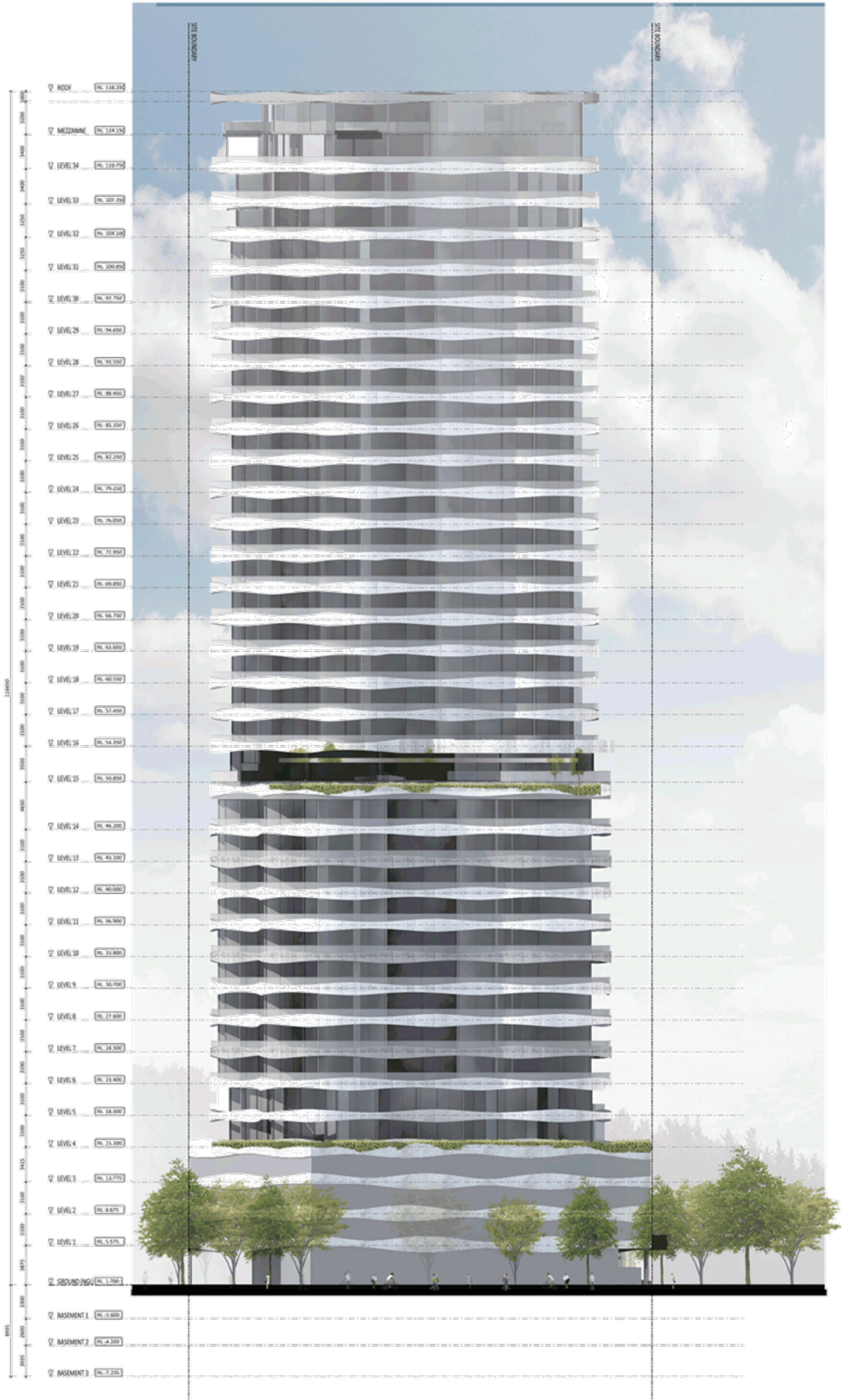




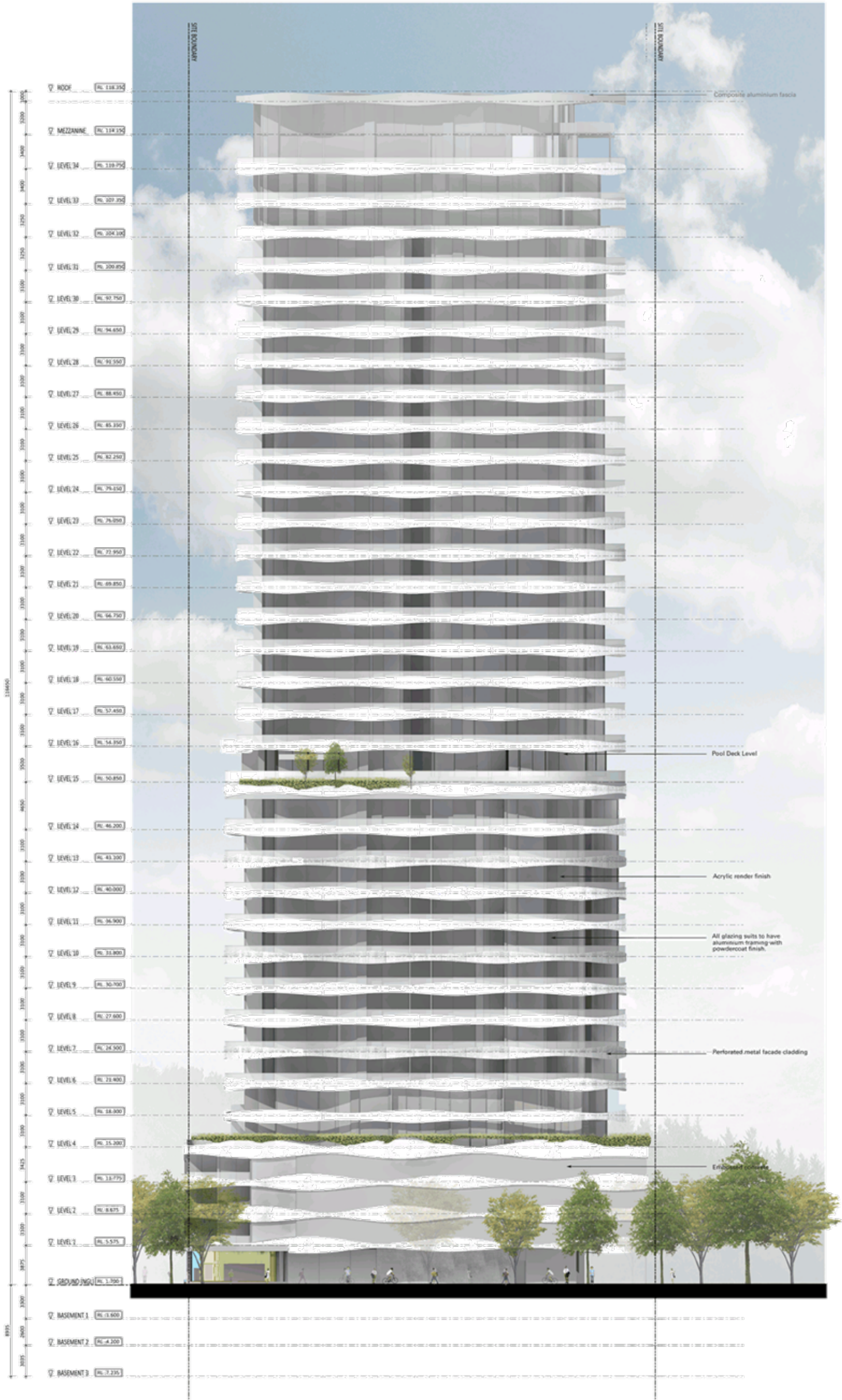




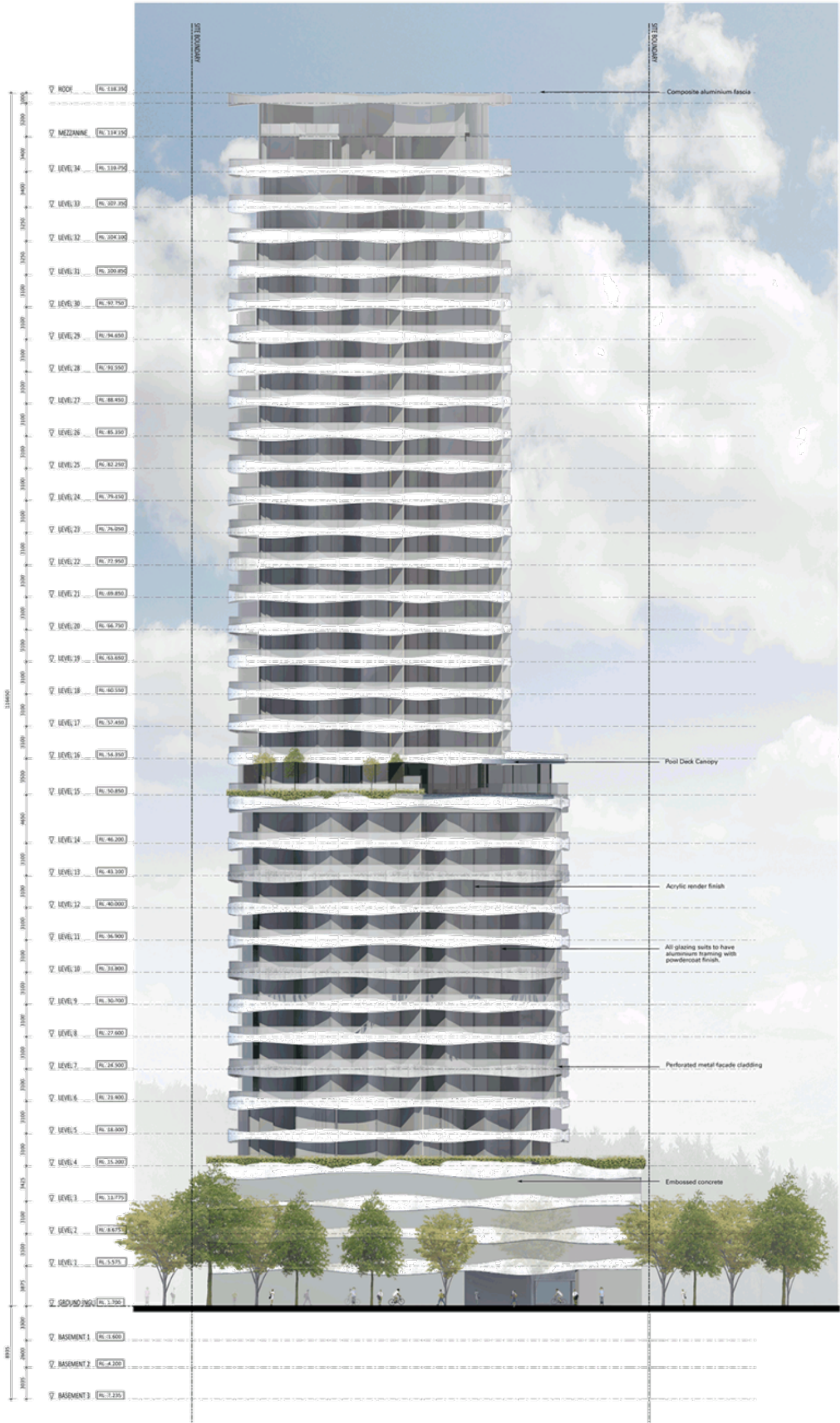


















Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

02 May 2017

**ATTN: Mr Erik Dybdahl**  
Senior Planning Officer  
Development Services  
City of South Perth

Dear Erik,

**RE: MINOR AMENDMENTS TO DAP APPLICATION 11.2016.2.1  
– 74 MILL POINT ROAD, SOUTH PERTH**

Please find attached herein a DAP Form 2 application for the amendment of the  
aforementioned approved development application.

Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations  
2011 (Regulations), provides that the owner of land in respect of which a development approval  
has been granted by a DAP may apply to the DAP to amend an aspect of the development  
approved which, if amended, would not substantially change the development approved.

The proposed changes to the approved plans specifically relate to the modified non-residential  
plot ratio requirements of Amendment 46 (AMD46) as required by WAPC letter 20 December  
2016. The proposed revisions primarily consist a change of use from serviced apartments to  
residential apartments, reducing the non-residential plot ratio of the proposed development to  
reflect the modified AMD46. This proposed change of use has negligible impacts on the  
external appearance, building access, car parking and waste and traffic generation. We believe  
the proposed amendments are minor, would not substantially change the development  
approved and can therefore be considered under a Form 2 amended development application.

A summary of revisions are listed below:

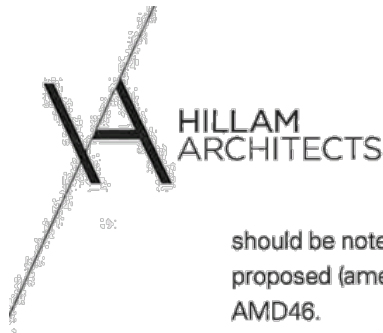
**a. Non-Residential Component**

This has been reduced to 1.14 by predominately removing serviced apartments from the  
tower component of the development. The proposed offices within the podium are  
maintained and the community meeting room has been relocated to ground level and given  
a street frontage.

**b. Residential Component**

Additional residential apartments replace the previously planned serviced apartments on  
levels 6-14. A subtle residential mix change has reduced residential apartments above level  
14. It should be noted that the total combined number of apartments has been significantly  
reduced. The residential car parking ratio is very similar to the development approved. It





Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

should be noted that approved residential car parking has been separated from the proposed (amended) residential car parking that complies with the allocation provisions of AMD46.

**c. Residential Amenities**

The pool deck and residential amenities on level 15 have improved with the removal of an apartment to allow for a more expansive pool deck, gym and lounge area.

**d. Elevations**

Aside from some subtle changes to the glazing line of the residential apartments, the external facades and general appearance of the proposed development is consistent with the approval. The proposed change of use to residential apartments on levels 6-14 has generally increased setbacks to the glazing line while maintaining the same perimeter fascia.

In your email *RE: 74 Mill Point Road – Form 2*, 01 February 2017, it is suggested that the application *‘seeking to use provisions of Amendment 46 and still seeking height variations within the Special Design Area, the proposal would have to demonstrate how it achieves ALL of the performance criteria in Table B of AMD46 .’* The applicant has received planning advice that differs with the City’s position that any new application, including variations, will be subject to all provisions of AMD46. This advice is consistent with the Development Assessment Panel (DAP) Procedures Manual (February 2017) that states DAP has *‘no jurisdiction to examine or impose conditions on other aspects of the development already approved.’* Other than the inconsequential changes summarized, the applicant has not proposed revisions to address the modified provisions of Amendment 46.

Given the negligible changes to the exterior appearance and that the changes do not result in conflict with provisions of TPS6, R-Codes or Council Policies we are confident that amendments should be considered as a Form 2 application.

Should you seek any further information please do not hesitate to contact us on (08) 6380 1877 or [tom@hillam.com.au](mailto:tom@hillam.com.au) otherwise we look forward to your comments and support.

Yours Sincerely,

Tom Letherbarrow

Director  
Hillam Architects



Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

Your Ref: MI3/74V2 11.2016.2.4

20 June 2017

**ATTN: Mr Erik Dybdahl**  
Senior Planning Officer  
Development Services  
City of South Perth

Dear Erik,

**RE: PROPOSED CHANGE OF USE & MINOR ALTERATIONS TO APPROVED MIXED USE DEVELOPMENT: LOT 8 (No. 3/74) MILL POINT**

Thank you for your review and assessment of the Form 2 submitted 05 May 2017 for the aforementioned proposed development. We have appreciated the prompt and comprehensive feedback on the areas covered within your assessment.

In your email dated 07 June 2017, you confirmed that the City was of the position that the changes were 'considered to substantially change the development and therefore would constitute the need for a new, Form 1 DAP application.' Notwithstanding submissions received, it is unfortunate that no further explanation was provided from the City on why this position was adopted.

Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011 (Regulations), provides that the owner of land in respect of which a development approval has been granted by a DAP may apply to the DAP to amend an aspect of the development approved which, if amended, would not substantially change the development approved.

Notwithstanding the City's position, the applicant firmly believes that the proposed amendments to the design would not substantially change the development as approved for reasons outlined below, and also notes the Regulations provide that it is only the DAP which can decide whether the proposed changes are capable of being determined via a Form 2 application. This is clearly articulated in DAP Practice Note 4. Practice Note 4 (Annex A) also sets out the decision-making principles for a Form 2 application, referenced below.

- a. The proposed revisions primarily consist a change of use from serviced apartments to residential apartments, reducing the non-residential plot ratio of the proposed development to reflect the provisions Amendment no. 46. While

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Erik Dybdahl

City of South Perth

David Hillam

Edge Visionary Liv

Gavin Hawkins

Edge Visionary Liv



Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

the approved serviced apartments constitute as non-residential plot ratio under TPS No.6, the actual use and operation of a serviced apartment is essentially residential. The applicant considers the change to the characteristics of land use as fundamentally minor, only relating to length of resident occupation. This is a key consideration as set out in Practice Note 4 (Annex A), which at 7b suggests that, *"a decision-maker must ask whether the changes would alter the essence of the design and results as currently approved."* In this regard, when viewed holistically, the approved development and proposed revisions, are still fundamentally the same, being a mixed-use building that includes both serviced apartments and residential apartments, it is simply that the quantum of each is changing. 7c of Annex A goes on to state, *"a seemingly significant qualitative alteration to the proposed physical form of the development or works, may not in fact be substantial."* In this regard the impact of the proposed change in land use itself is arguably lesser than the impact of the approved development, in that residential apartments represent the existing predominant land use and character of the locality, being the northern section of Mill Point Road.

- b. The 'change of use' predominantly occurs between levels 3 and 14 where a total of 86 serviced apartments have been replaced with 51 residential apartments. Not only is the applicant proposing to reduce the combined total number apartments, but is also proposing a minor reduction to the total plot ratio area of the lower tower. The applicant fails to understand how these minor reductions to the development's configuration and bulk can be considered a 'substantial change' to the development as approved. 7d of Annex A suggest that *"the circumstances and rationale behind why the development was originally approved will be relevant."* The development was approved with Condition 30, which required that plans be provided which identified that the non-residential plot ratio area is greater than the residential plot ratio area, as was required by the planning scheme at the time. Since this time, Amendment No. 46 has been gazetted, which no longer requires this predominance of non-residential plot ratio. In this regard, the proposed revisions are simply a minor change which seek to utilise the current planning provisions, by converting approved non-residential plot ratio in form of the serviced apartments, into residential plot ratio in the form of the residential apartments.
- c. Marginally deeper balconies are the result of a reduced plot ratio area to the lower tower. While these changes cannot be considered substantial, the increased setbacks to the building line has a small positive impact on view corridors and overshadowing.
- d. The proposed changes to the parking reflect the change of land use and while there has been an increase to the total number of bays, it should be noted that the traffic impact of the latest proposal is almost identical to the approved scheme. The submitted Traffic Impact Assessment by *Shawmac Consulting*

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Erik Dybdahl

City of South Perth

David Hillam

Edge Visionary Livi

Gavin Hawkins

Edge Visionary Livi



Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

*Traffic Engineers* estimates very comparable trip generation rates between the approved development and the proposed amendments. A supplementary, third party assessment of the proposed changes to parking and traffic impact is attached to this letter. Furthermore, recognition must be given to Condition 7 of the current approval, which requires a monetary contribution by the developer for road infrastructure improvements in the immediate locality. This approach accepts that the traffic impacts of a proposed development can be appropriately managed and mitigated through improvements and upgrades to traffic control measures in the road reserve. In this regard it is requested that the City acknowledge this previously agreed approach, and seek to implement it again with these minor revisions, ie. quantify the potential traffic impacts associated with the change of use and seek to address these via a monetary contribution for road infrastructure improvements.

- e. Further proposed changes to the external building form are architecturally subtle. Amendments to the glazing line would hardly be noticed from the surrounding streets and slightly reduce building bulk. Minor changes are proposed to the street frontage at footpath level, however the applicant believes these only improve the pedestrian experience. The replacement of an electrical transformer room with a water feature only improves the street elevation. The relocation of the community meeting room to footpath level makes it more accessible and visible within the community.

In summary, the applicant believes that the proposed amendments can only be argued as relatively minor improvements to the development as approved. The proposed change of land use from serviced to residential apartments cannot constitute a 'substantial change' because their respective operation and function is fundamentally the same. The difference in respective tenure length does not substantially change the approved development. The resulting architectural changes to the building facades are predominately minor and cosmetic, improving both the user and pedestrian experiences.

With regard to your letter 06 June 2017, we hereby provide the following responses to the issues identified by the City:

## 1. Dwelling Diversity

Revised plans are enclosed that comply with R-Codes section 6.4.3 'Dwelling Size' that increase the number of 1 bedroom dwellings to be more than 20% of the total development mix. It should be noted that the proposed total number of residential apartments has not changed:

distribution	Erik Dybdahl	City of South Perth
	David Hillam	Edge Visionary Liv
	Gavin Hawkins	Edge Visionary Liv



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1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

## 2. Lockable Storage for Dwellings

Revised plans enclosed demonstrate that all proposed 134 dwellings are provided with a lockable storage area. It should be noted that certain dwellings have been allocated private garages where a storage area of at least 4m<sup>2</sup> is incorporated.

## 3. Street Setback

Amendment 46 to TPS6 was gazetted on 21 February 2017. The amendment changes several development requirements pertinent to the subject site. Namely, the minimum street setback requirement has increased from nil (at the time of approval) to 4m. The changes to the plans are predominately internal with only very minor cosmetic changes proposed to the building facades. The only changes to the street frontage are increased building setbacks (more than 4m) at ground floor level to improve the pedestrian experience. These minor modifications have no bearing on the previously approved nil street setback to the podium. Therefore it is considered that there is not a sufficient nexus between the proposed amendments of this application and the new street setback provisions of Amendment 46.

## 4. Residential Visitor Parking

The applicant concedes the slight shortfall in residential visitor parking however it should be noted that a greater, relative shortfall was previously approved by JDAP. The approved plans have less residential visitor bays allocated per residential apartment than the amended plans to be determined. In the applicant's experience, residential visitor bays are often underutilised during work hours and the proposed reciprocal arrangement is considered satisfactory to compensate for the proposed shortfall.

## 5. Non Residential Visitor Parking

Revised plans and schedules enclosed have increased the number of non-residential visitor parking to comply with clause 9.1(b)(iii) of Schedule 9A.

## 6. Visitor Parking Access

It should be noted that all visitor parking will be clearly marked and that all overflow visitor parking is contained on level 1 of the podium carpark. Signage will be installed to the building soffit to be clearly seen by visitors accessing the development from Mill Point Road. This signage will direct visitors to the up

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Erik Dybdahl

City of South Perth

David Hillam

Edge Visionary Live

Gavin Hawkins

Edge Visionary Live





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Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

ramp to 'overflow' visitor parking on Level 1. In accordance with clause 9.5 of Schedule 9A, visitors will have access to an intercom located outside of the secure gate to communicate with each occupier of the building. Residents will be able to release the security gate(s) via the intercom to allow visitors to access both the reciprocal visitor bays after 5pm and the residential lifts.

## 7. Table B

The applicant is of the position that the proposed changes are inconsequential that do not substantially change the development as approved. The applicant also notes Development Assessment Panel (DAP) Procedures Manual (February 2017) that states DAP has *'no jurisdiction to examine or impose conditions on other aspects of the development already approved.'*

The applicant considers Table B not relevant for the assessment and determination of this Form 2 application because the building height variation has already been approved and is not proposed to be changed. The proposed amendments to plot ratio mix are compliant with Table A, Schedule 9A Development Requirements and as no new variation to building height is being sought, Table B is not engaged. A legal opinion on this matter is attached to this letter.

## 8. Infrastructure Services

### i) Traffic

It should be noted that the applicant is not proposing any substantial changes to the proposed parking and vehicular access to the development site. Furthermore the applicant is not challenging the existing approval condition (7) which requires a significant developer contribution towards road infrastructure upgrades. The additional residential car bays reflect the proposed change of land use. It should be noted that the revised Traffic Impact Assessment identifies a marginal reduction in traffic impact for the current proposal. A supplementary, third party assessment of the proposed changes to parking and traffic impact is attached to this letter.

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Erik Dybdahl

City of South Perth

David Hillam

Edge Visionary Liv

Gavin Hawkins

Edge Visionary Liv



Hillam Architects  
1/15 Roydhouse St  
Subiaco WA 6008  
08 6380 1877

## ii) Floor Levels

There are no proposed changes to the approved café or lobby levels. It should also be noted that the applicant does not consider the proposed café tenancy as a 'habitable room' as per the Building Code of Australia definition.

## iii) Dewatering Management & Stormwater Drainage

Comments noted.

## 10. Environmental Health

Comments noted.

## 11. Department of Parks and Wildlife

Comments noted.

## 12. Comments from Office of Government Architect (OGA)

Considerable explanation has been provided outlining the inconsequential amendments to the development as approved. The previous design was approved achieving an 'exceptional' design quality as determined by the City's Design Advisory Committee. The applicant is not proposing any substantial changes to the approved development plans for the items addressed in the OGA's commentary.

Should you seek any further information please do not hesitate to contact us on (08) 6380 1877 or [tom@hillam.com.au](mailto:tom@hillam.com.au) otherwise we look forward to your comments and support.

Yours Sincerely,

Tom Letherbarrow

Director  
Hillam Architects

distribution	Erik Dybdahl	City of South Perth
	David Hillam	Edge Visionary Livr
	Gavin Hawkins	Edge Visionary Livr



The Quadrant, 1 William Street  
Perth Western Australia 6000

Tel +61 8 9288 6000

Fax +61 8 9288 6001

lavan.com.au

Our ref: AMG:PMQ:1151218  
Contact: Alex McGlue  
Direct Line: (08) 9288 6890  
Email: alex.mcglue@lavan.com.au  
Counsel: Paul McQueen  
Direct Line: (08) 9288 6943  
Email: paul.mcqueen@lavan.com.au

23 June 2017

Ms Vicki Lumner  
Director Development and Community Services  
City of South Perth  
Cnr Sandgate Street & South Terrace  
SOUTH PERTH WA 6151

Dear Sir/Madam

## Form 2 application – 74 Mill Point Road, South Perth

### Overview

- 1 Lavan acts for Edge Holdings No 6 Pty Ltd.
- 2 My client is the owner of the property at 74 Mill Point Road, South Perth (**Property**).
- 3 On 19 October 2016, the Metro Central Joint Development Assessment Panel (**JDAP**) granted development approval to my client in relation to the Property.
- 4 My client has now submitted a Form 2 application to the City of South Perth (**City**) to amend its existing development approval pursuant to regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011 (WA)*.
- 5 I am instructed to provide this letter to the City in order to address the legal considerations that arise in relation to the Form 2 application.

### Content of the Form 2 application

- 6 The amendments contemplated by the Form 2 application are:
  - 6.1 the replacement of 86 serviced apartments with 51 residential apartments (14 serviced apartments are proposed to be retained);
  - 6.2 a marginal increase to commercial office space within the podium;

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4834-6207-2650\_1151218, v.1



- 6.3 increased residential parking allocations as a consequence of the above changes to the land use mix;
  - 6.4 the replacement of the serviced apartments lobby with a community meeting room, with a small commercial lobby maintained; and
  - 6.5 the relocation of an electrical transformer room to the basement.
- 7 The Form 2 application does not contemplate any changes to the building footprint or to the height of the building
- 8 The Form 2 application does not contemplate any substantive changes to the external appearance of the building.

#### **Validity of the Form 2 application**

- 9 Regulation 17(1)(c) of the DAP Regs provides:

*An owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the DAP...to amend an aspect of the development approved which, if amended, would not substantially change the development approved...*

- 10 The Form 2 application submitted by my client is clearly purporting to amend aspects of the proposed development contemplated by the existing development approval.
- 11 The question of whether the Form 2 application is valid therefore hinges upon the question of whether the proposed amendment will "substantially change the development approved".
- 12 As the building footprint, the height of the building and the external appearance of the building are not proposed to be changed, it cannot reasonably be argued that the Form 2 application, if granted, would substantially change the development approved.
- 13 To the extent that the Form 2 application contemplates changing serviced apartment floor-space to residential floor-space, the change to the characteristics of the contemplated land use is minimal and relates primarily to tenure arrangements (that is, apartments will be occupied permanently rather than temporarily).
- 14 It follows that the proposed amendments to the existing planning approval being proposed by my client will not substantially change the development approved and are therefore capable of being the subject of a Form 2 application.
- 15 If the JDAP accepts that the Form 2 application will not substantially change the development approved, then the JDAP will have to accept and determine the Form 2 application.

#### **Assessment of the Form 2 application**

- 16 In order for the Form 2 application to be approved, the subject matter of the proposed amendments must comply with the requirements of the planning framework as it currently stands.
- 17 Assessing a Form 2 application does not however require:
- 17.1 an entire development proposal to be reassessed as if it were an entirely new development application; or



17.2 any reconsideration of those aspects of a proposed development that have already been approved and are not in any way affected by the proposed amendments.

18 The focus of the City and the JDAP must therefore be on the proposed amended aspects of the development and whether these particular aspects comply with the current planning framework.

#### **Applying Schedule 9A**

19 If this Form 2 application is to be assessed against Schedule 9A of the Scheme, then the Form 2 application is capable of being approved.

20 Importantly, there is nothing in Schedule 9A of the Scheme to state that every single element in Table A must be satisfied in order for a given application to be approved.

21 Instead, it is the case that only those elements in Table A that are relevant to the subject matter of a particular application are required to be satisfied in order for approval to be granted.

22 Clause 1 under the heading "Provision 3 – Operation of Schedule 9A" provides that comprehensive new development "shall comply with the development requirements in the first column of Table A" (emphasis added).

23 By way of contrast, clause 4 under the same heading provides that variations may only be granted where a development "complies with all performance criteria in Table B" (emphasis added).

24 This difference in the use of language adopted demonstrates that there is no requirement for every element in Table A to be satisfied and it is instead only the relevant elements in Table A that need to be satisfied for a given application to be approved.

25 The only elements in Table A that are impacted by the proposed changes contemplated by this Form 2 application are:

25.1 element 1 (land uses – preferred and discretionary);

25.2 element 3 (plot ratio and land use proportions); and

25.3 element 9 (parking).

26 There is no requirement for compliance with the remaining elements of Table A to be demonstrated in order for the Form 2 application to be approved, as those elements are not the subject of the Form 2 application and relate to aspects that have already approved.

#### **Table B inapplicable**

27 Table B in Schedule 9A of the Scheme does not need to be satisfied in order for this Form 2 application to be approved by the JDAP.

28 Under Schedule 9A of the Scheme, Table B only needs to be considered where:

28.1 a variation to building height is being sought; or

28.2 a variation to plot ratio requirements is being sought.

29 This Form 2 application does not propose any changes to the height of the proposed building, which has already been approved by the JDAP, so the issue of height does not need to be revisited (and cannot be revisited as a matter of law).





- 30 This Form 2 application is also compliant with the plot ratio mix requirements in Element 3 of Table A in Schedule 9A of the Scheme and does not require any variations in order to be approved.
- 31 It is therefore the case that nothing in this Form 2 application invites consideration of the performance criteria in Table B.

#### **Letter from the City**

- 32 My client has provided me with a letter from the City addressed to Hillam Architects dated 6 June 2017, in which the City raises a number of perceived issues with the Form 2 application.
- 33 A couple of these perceived issues are based on an apparent misunderstanding of the legal context of the Form 2 application and in that sense are not issues that the JDAP will need to consider.
- 34 The letter from the City at paragraph 3 refers to the setback requirements in Schedule 9A of the Scheme, but there is no need for these provisions to be considered in the context of the Form 2 application because:
- 34.1 the position of the proposed building has already been approved; and
  - 34.2 the Form 2 application does not propose any changes to the position of the proposed building, so as to require setbacks to be considered by the JDAP.
- 35 The letter from the City at paragraph 7 refers to the height of the proposed building and the performance criteria in Table B, but there is no need for the performance criteria in Table B to be considered in the context of this Form 2 application because:
- 35.1 the height of the building has already been approved;
  - 35.2 no variation is being sought to the standard development requirements for plot ratio mix; and
  - 35.3 Table B is therefore inapplicable.

#### **Squires submission**

- 36 My client has provided me with a copy of a legal submission provided to the City by Squire Patton Boggs in relation to this Form 2 application.
- 37 I agree with this legal submission to the extent that it contends that a Form 2 application cannot substantially change the approved development.
- 38 I however disagree with the factual contention contained in this legal submission that this Form 2 application substantially changes the approved development.
- 39 The question of whether the Form 2 application substantially changes the development approved is of course something for the JDAP to determine as a matter of fact and degree.
- 40 The cases referred to in this legal submission are accordingly of limited assistance, because each of those cases related to completely different factual scenarios and do not change the legal position that the fundamental question to ask is whether the proposed amendment will substantially change the development approved.





- 41 This legal submission at paragraph 22 cites a case named *S J Connolly Pty Ltd v Ballina Shire Council* [2010] NSWLEC 167 as authority for the proposition that a change of land use will of its nature constitute a "substantial change".
- 42 This reference is misconceived, because that case was about whether changes to a development application (as opposed to a development approval) were considered "minor" and whether the changes necessitated reassessment of the development application by the local authority and therefore a further payment of an application fee.
- 43 In that case, it was determined that the changes to the proposed land use in the development application were substantial in terms of the additional work required from the assessing officers as a consequence.
- 44 That case does not however say anything about amending the proposed land uses within an already approved development and is therefore entirely irrelevant in relation to this Form 2 application.
- 45 The Land and Environment Court of New South Wales actually remarked in that case that the physical changes proposed to the development were considered "minor", which would support the argument that this Form 2 application does not substantially change the development already approved.

#### Conclusion

- 46 For the reasons outlined above, there is no legal reason why the Form 2 application cannot be supported by the City or approved by the JDAP.
- 47 The City can support, and the JDAP can approve, the Form 2 application so long as:
- 47.1 it is accepted that the proposed amendments do not substantially change the development already approved; and
- 47.2 the amended aspects of the proposed development comply with the relevant development requirements in Table A of the Scheme.
- 48 If the City does not object to the outcome of my client converting non-residential floor space to residential use, then my client would invite the City to make a recommendation for approval to the JDAP in preparing its Responsible Authority Report.
- 49 Do not hesitate to contact me or Alex McGlue if you have any questions.

Yours sincerely

Paul McQueen  
Counsel/Partner

Please notify us if this communication has been sent to you by mistake. If it has been, any privilege between solicitor and client is not waived or lost and you are not entitled to use it in any way.



Asset Management | Environmental Services | Spatial Intelligence | Waste Management

# Waste Management Plan

74 Mill Point Road, South Perth

Prepared for Hillam Architects

May 2017

Project Number TW14016



## DOCUMENT CONTROL

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waste management plan  
74 Mill Point Road, South Perth  
Prepared for Hillam Architects



## Summary

### Proposed Waste Collection Summary

Waste Type	Generation (L)	Bin Size (L)	Number of Bins	Collection Frequency (per week)	Collection
Refuse	19,085	1,100	6	3	Private Contractor
Recycling	18,867	1,100	6	3	Private Contractor

Generation rates were obtained from the City of South Perth's Waste Guidelines for New Developments as requested by the City of South Perth.

A Private waste contractor will service the Proposal providing 1,100L receptacles for refuse and recyclables which are to be collected by a rear lift collection vehicle.

A suitably qualified Strata Manager will be engaged to oversee relevant aspects of waste management at the Proposal.



WASTE MANAGEMENT PLAN  
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## 1 Introduction

Hillam Architects Pty Ltd (Hillam) is currently seeking planning approval for the development of a mixed use building at 74 Mill Point Road, South Perth (the Proposal). The Proposal is located in the South Perth Peninsula area to the east of Mill Point Road and south of Fraser Lane as shown in **Figure 1**.

1. The Proposal consists of 3 basement levels, a ground floor along with 34 floors made up of:

- 1 bedroom apartments - 20;
- 2 bedroom apartments - 57;
- 3 bedroom apartments - 51;
- 4 bedroom apartments - 6;
- Serviced apartments - 16;
- Office spaces – 621m<sup>2</sup>; and
- Café – 194m<sup>2</sup>.

As part of the planning approval process, the City of South Perth (the City) requires the development of a Waste Management Plan (WMP) that identifies how waste is to be stored and collected from the Proposal. Hillam 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 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 is:

- Chapter 2: Waste Generation;
- Chapter 3: Waste Storage;
- Chapter 4: Waste Collection;
- Chapter 5: Bulk Verge Collection; and
- Chapter 6: Conclusion.





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## 2 Waste Generation

To determine the bin requirements at the Proposal, the anticipated quantities of refuse and recyclables were estimated based on the number of apartments, the café floor area, and office tenancies.

Residential and commercial waste generation rates were obtained from the City of South Perth's Waste Guidelines for New Developments. 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). Where a range of values were provided for a particular waste source, a conservative approach was adopted and the largest value was taken to ensure that sufficient receptacle volumes will be provided.

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.

### 2.1 Residential Waste Generation

The estimated volumes in litres per week (L/week) of refuse and recyclables generated for the residential tenancies are shown in **Table 1**.

**Table 1: Estimated Waste Generation – Residential**

Use	Number of Units	Generation Rate (L/week)	Waste Generation (L/week)
<b>Refuse</b>			
Apartment (One Bed)	20	80	1,600
Apartment (Two Bed)	57	100	5,700
Apartment (Three+ Bed)	57	120	6,840
Serviced Apartment	16	35	560
<b>Total</b>	<b>150</b>		<b>14,700</b>
<b>Recycling</b>			
Apartment (One Bed)	20	80	1,600
Apartment (Two Bed)	57	120	6,840
Apartment (Three+ Bed)	57	120	6,840
Serviced Apartment	16	35	560
<b>Total</b>	<b>150</b>		<b>15,840</b>

As shown in **Table 1**, it is anticipated that the residential apartments will generate 14,700L of refuse and 15,840L of recycling per week.

### 2.2 Commercial Waste Generation

The estimated waste generation for all commercial tenancies are shown in the **Table 2**.



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**Table 2: Estimated Waste Generation – Commercial**

Use	Floor Area (m <sup>2</sup> )	Generation Rate (L/100m <sup>2</sup> /day)	Waste Generation (L/week)
<b>Refuse</b>			
Café	194	300	4,074
Office Tenancies	621	10	311
<b>Total</b>			<b>4,385</b>
<b>Recycling</b>			
Café	194	200	2,716
Office Tenancies	621	10	311
<b>Total</b>			<b>3,027</b>

As shown above, it is anticipated that the Proposal will generate 4,385L of refuse and 3,027L of recyclables per week from the commercial tenancies. These waste generation quantities are based on seven days of operation per week for the café tenancy and on five days of operation per week for the office tenancies.

## 2.3 Combined Waste Generation

The combined estimated waste generation for both commercial and residential tenancies is shown in Table 3.

**Table 3: Estimated Waste Generation – Combined Commercial and Residential**

Use	Waste Generation (L/week)
<b>Refuse</b>	
Apartments	14,700
Café	4,074
Office Tenancies	311
<b>Total</b>	<b>19,085</b>
<b>Recycling</b>	
Apartments	15,840
Café	2,716
Office Tenancies	311
<b>Total</b>	<b>18,867</b>

As shown above, it is anticipated that a total of 19,085L of refuse and 18,867L of recyclables will be generated at the Proposal per week.



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### 3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient receptacle volume in the Bin Storage Area. The procedure and receptacles to be used in this area are described in the following sections.

#### 3.1 Internal Receptacles

Waste materials generated within the apartments will be taken by residents and placed in the appropriate receptacles located in the Bin Storage Area as shown in **Figure 2**. These receptacles will be used for the disposal of:

- Refuse; and
- Recyclables.

In the café space, separate receptacles will be used for refuse and recycling. These receptacles will then be emptied into the larger receptacles in the Bin Storage Area.

#### 3.2 Bin Storage Area

##### 3.2.1 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 4**.

**Table 4: Receptacle Requirements**

Waste Stream	Waste generation (L/week)	Number of Receptacles Required		
		240L	660L	1,100L
Refuse	19,085	27	10	6
Recycling	18,867	27	10	6

Based on typical receptacle dimensions as per **Table 5**, the placement of the receptacles within the Bin Storage Area has been considered, as shown in **Figure 2**. This was based on three collections per week of refuse and recyclables. The larger 1,100L receptacles will be used at the Proposal to ensure that the space available within the Bin Storage Area is sufficient and to reduce collection times during servicing. Bins will be monitored by the Strata Manager and receptacles will be rotated to ensure uniform access when required.

**Table 5: Typical Bin Dimensions**

Bin Size (L)	Depth (m)	Width (m)	Area (m <sup>2</sup> )
240	0.735	0.580	0.426
660	0.765	1.360	1.040
1,100	1.070	1.240	1.327

Reference: SULO Australia Bin Specification Data Sheets



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### 3.2.2 Design

The Bin Storage Area is located on the 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 bins inside the store. Doors to the Bin Storage Area will be self-closing and 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 by the Strata Manager when required. Receptacles will be washed down in a designated area inside the Bin Storage Area.

It should be noted that the number of receptacles and corresponding placement of receptacles as shown in **Figure 2** represents the maximum requirements assuming three collections per week for refuse and recyclables. More frequent collections would reduce both the number of receptacles and the storage space required.

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

### 3.2.3 Strata Management Activities

Due to the communal nature of the Bin Storage Area a suitably qualified Strata Manager will be engaged to complete the following tasks:

- Monitoring of the Bin Storage Area;
- Maintenance of receptacles and Bin Storage Area; and
- Clean receptacles and Bin Storage Area when required.



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## 4 Waste Collection

A Private waste contractor will service the Proposal providing 1,100L receptacles for refuse and recyclables which are to be collected by a rear lift collection vehicle. As the truck is not able to collect the receptacles directly from the Bin Storage Area, the receptacles will be ferried to and from the waiting collection vehicle by the Strata Manager so that they can be emptied by the Contractor. Depending on the services agreement, this could be undertaken by the service provider. This servicing method will reduce the number of receptacles on the verge, maintain the amenity of the area and remove the requirement for a lay down area to temporarily store receptacles on the verge before the collection vehicle arrives.

Collection vehicle movements to service the Proposal are outlined in *Transport Statement for the Development of 74 Mill Point Road, South Perth* including proposed modification to the existing laneway. The collection vehicle will access the Proposal from Mill Point Road and reverse into the laneway to be level with the Bin Storage Area's external door. The collection vehicle will exit the laneway after servicing in forward gear via Mill Point Road.

The service provider engaged to service the Proposal will be required to service the building with a rear lift collection vehicle that can operate with an overhead clearance of 3.5 metres. During preparation of this WMP, several Waste Collection Contractors were contacted. A number of those contacted have rear lift collection vehicles which can meet this requirement.

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



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## 5 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 4.6 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 will be communicated to residents residing at the Proposal by the Strata Manager and information sheets distributed to new owners.





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## 6 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 six 1,100L receptacles collected three times per week for refuse and six 1,100L recycling receptacles collected three times per week. The collection vehicle will park adjacent to the Bin Storage Area to services the Proposal. Receptacles will be emptied directly from the Bin Storage Area by the service provider.

Bulk waste material generated at the Proposal will be taken to Collier Park for disposal as it is generated.



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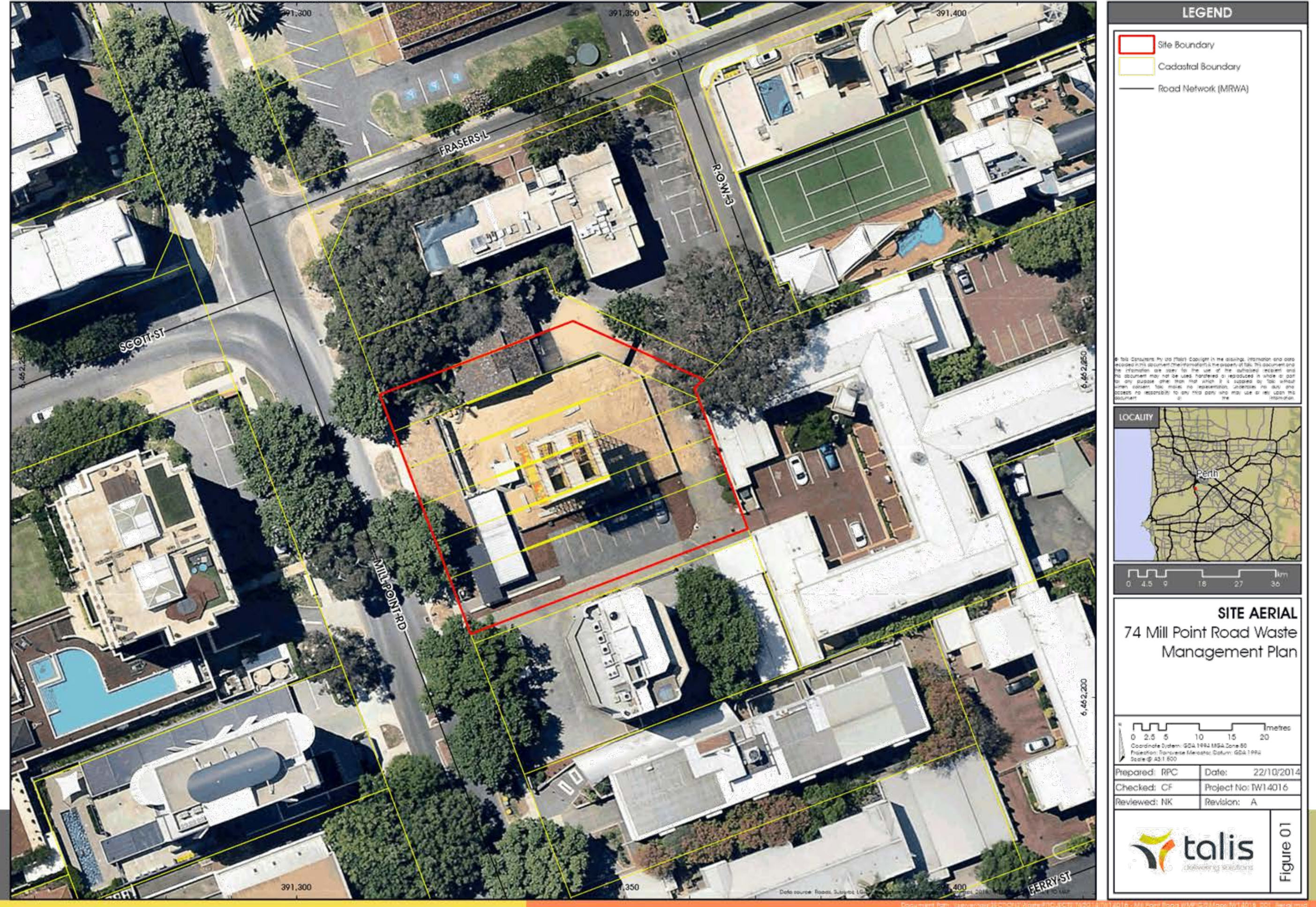
## Figures

**Figure 1: Aerial Photo of the Proposal**

**Figure 2: Location of the Bin Storage Area**

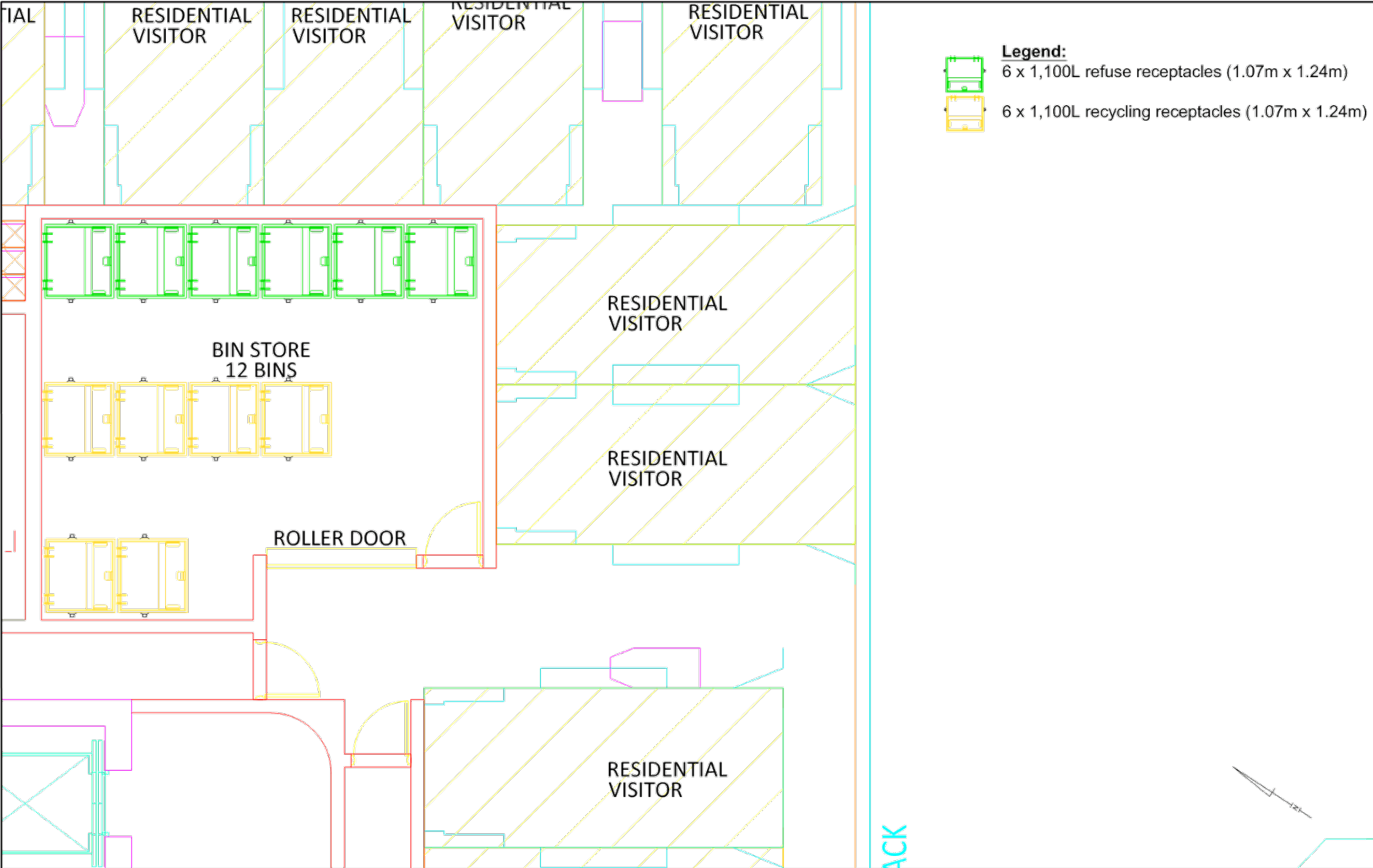















WASTE MANAGEMENT  
CIVIL ENGINEERING  
ENVIRONMENTAL SERVICES  
SPATIAL INTELLIGENCE  
WASTE MANAGEMENT  
PROJECT MANAGEMENT

Level 11 610 Newcastle Street,  
Perth Western Australia 6000

Client:

Hillam Architects

NOTES

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2. All levels refer to Australian Height Datum.

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Project:

74 Mill Point Road  
Waste Management Plan

Title:

Bin Store Area

Drawn by:	CF	Job No:	TW14016
Checked by:	RC	File No:	TW14016DG001
Approved by:	RC	Fig No:	002
Scale:	NTS	Rev:	F





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Project: 74 Mill Point Road Mixed-Use Development  
Traffic Impact Assessment - Revised

Client: Hillam Architects

Author: Keli Li

Signature:

Date: 04/05/2017

Version: 9

1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.  
PHONE +61 8 9355 1300  
FACSIMILE +61 8 9355 1922  
EMAIL admin@shawmac.com.au



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SHAWMAC PTY LTD

ABN 51 828 614 001

PO BOX 937 SOUTH PERTH

WA 6951

T: + 61 8 9355 1300

F: +61 8 9355 1922

E: admin@shawmac.com.au

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## 1. Introduction

### 1.1. Proponent

Shawmac Pty Ltd has been commissioned by Hilliam Architects to review the proposed mixed-use development at 74 Mill Point Road, South Perth in the City of South Perth.

### 1.2. Site Location and Land Use

The site is located on the northern leg of Mill Point Road (north of Mill Point Road East/Labouchere Road/Kwinana Freeway signalised intersection) in a *Mixed-Use Commercial Centre*. The site location is shown in **Figure 1**.

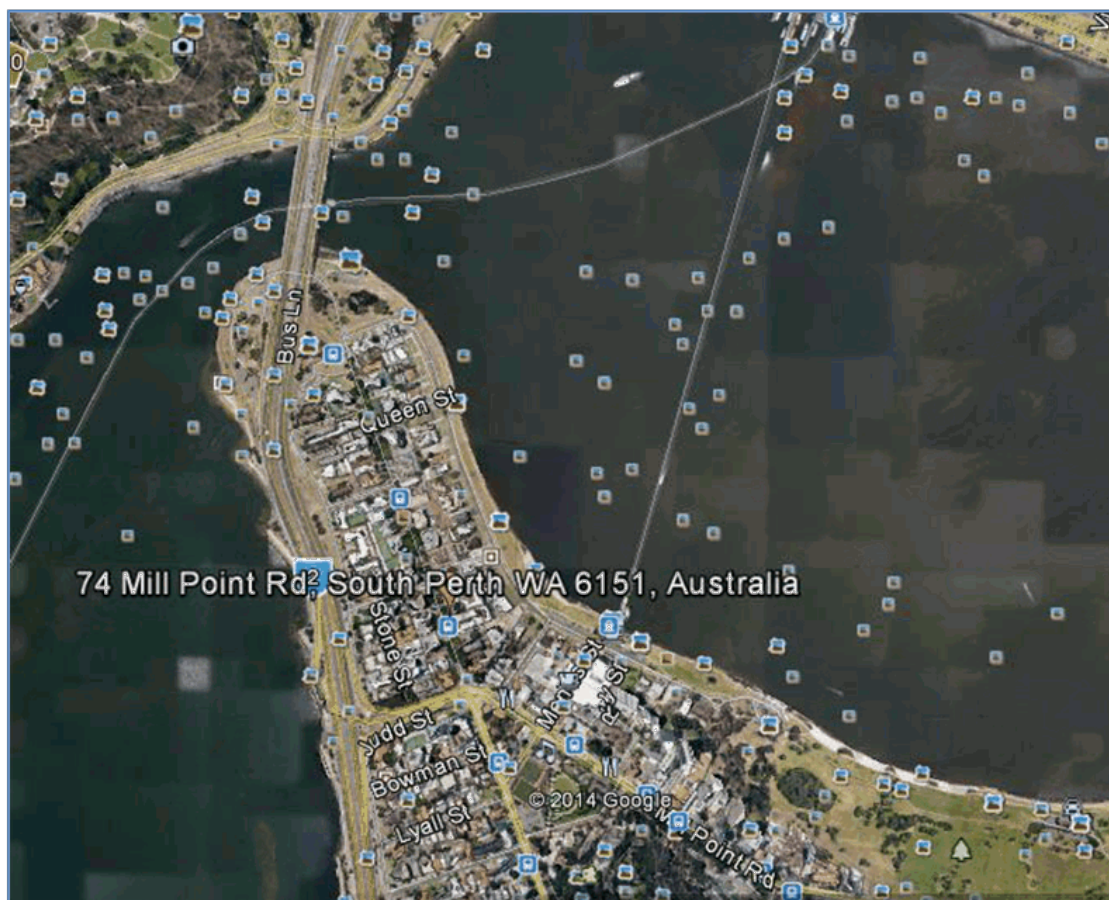


Figure 1 - Site Location

The study site was previously occupied by grouped dwellings and is currently vacant. The proposal is for the redevelopment of the site as a short-stay accommodation and residential apartment building with a cafe. The existing site together with the surrounding area is shown on the aerial photograph on **Figure 2**.



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Figure 2 - Local Context

### 1.3. Background

This report is a revision of a previous report dated 23<sup>rd</sup> March 2017. Modifications to the site plans have been made including the reduction of total serviced apartments from 16 to 14, change in area of commercial land uses and corresponding parking allocation.

### 1.4. Key Issues

Key issues centre on the level of traffic likely to be generated by the development and the ability of the adjacent road network to accommodate flows both mid-block and through existing intersections. Other concerns raised by the City of South Perth and via community feedback are based on the cumulative impact that ongoing development within the precinct will have on traffic flow on the existing road network.

### 1.5. Reference Information

In undertaking the study, the information listed below was referenced.

- MRWA Functional Hierarchy Criteria;
- Livable Neighborhoods Guidelines 2009;
- Austroads *Guide to Road Design, Part 4A*;
- Austroads *Guide to Engineering Practice, Part 2, Roadway Capacity*;
- WAPC R-Codes;



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- Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales;
- City of South Perth – Town Planning Scheme No 6; and
- Department of Planning – South Perth Station Precinct Plan, January 2011.
- Trip Generation 7th edition, 2003 - Institute of Transportation Engineers, Washington, USA.





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## 2. Site Proposal

### 2.1. Regional Context

The site is located within the South Perth Peninsula. **Figure 3** shows the site location in a regional context.

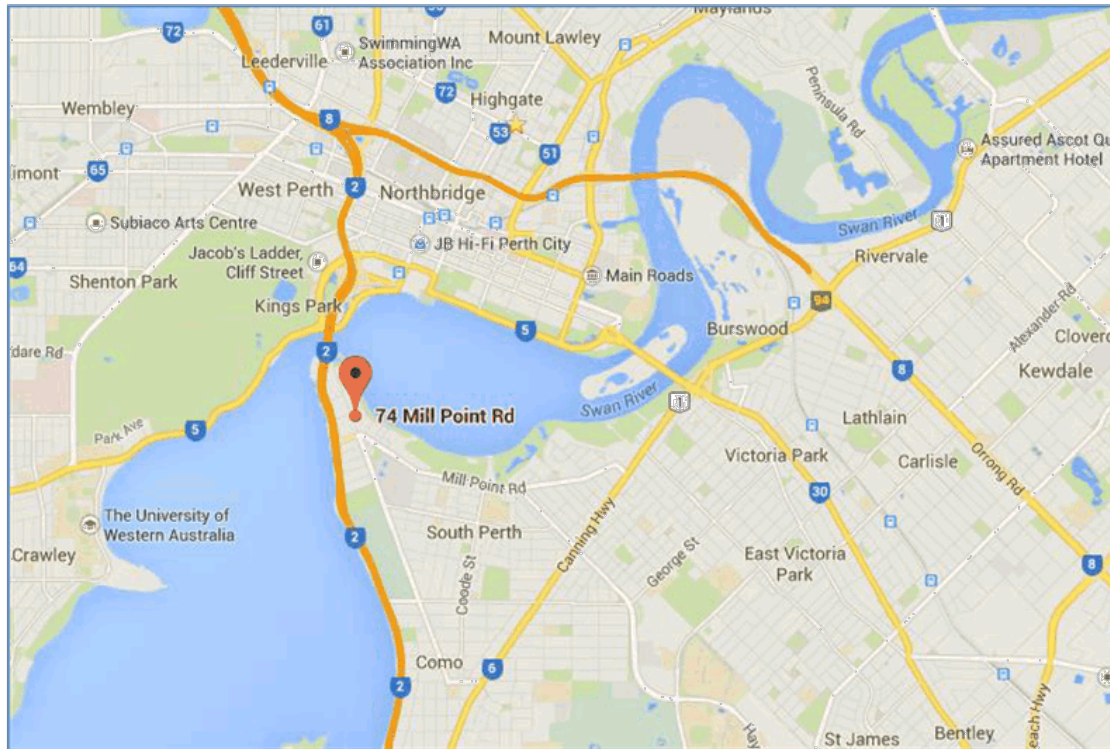


Figure 3 - Regional Context

### 2.2. Proposed Land Use

The application proposes redevelopment of the subject site. The subject site is within the *Mixed-Use Commercial Centre* under the City of South Perth *Town Planning Scheme 6 (TPS6)*.

The development proposal is for a 34-storey mixed use development consisting of 14 serviced apartments and associated leisure facilities, 3 commercial tenancies, a cafe, community meeting room, 134 residential apartments and associated communal residential leisure facilities. Pedestrian access to the site from the Mill Point Road frontage, with ground level accesses to the cafe, residential lobby and commercial lobby. Vehicular access is proposed via a crossover to Mill Point Road, along the southern boundary of the site. Eleven ground level visitor parking bays are available at ground level, at the rear of the building, along with scooter parking and secure and unsecure bicycle parking. From the rear of the site, ramps are available to the basement and above ground level parking areas. **Table 1** outlines the land use of the proposed development.





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Table 1 - Land Use

Commercial		Residential	
Land Use	Quantity	Land Use	Quantity
Serviced Apartments	14	1x1 Apartments	20
Cafe (Ground Floor)	194m <sup>2</sup>	2x2 Apartments	57
Community Meeting Room	70m <sup>2</sup>	3x2 Apartments	51
Commercial Tenancies	621m <sup>2</sup>	Penthouse Apartments	6
Commercial Car Parking	18 bays	Residential Car Parking	220 bays
Commercial Visitor Parking	2 bays	Service Apartment Car Parking	7
Scooter Parking		Residential Visitor Parking	23
Bicycle Parking		Bicycle Parking	
Commercial Laundry		Storage Rooms	
Guest Gym		Swimming Pool	
		Gym	
		Resident's Lounge & Theatre	

The development is zoned *Mixed Use Commercial* under the City of South Perth TPS6. See **Figure 4**.



Figure 4 - Zoning

An extract of the development ground floor site layout and parking level layouts are shown in **Appendix A**.



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### 2.3. Major Attractors and Generators of Traffic

The major generators in the area include the South Perth Commercial Precinct and the Mends Street Commercial Precinct in close walking distance to the site. The site is located within a *Mixed Commercial Centre* according to the City of South Perth's *Town Planning Scheme No. 6* and is within the *South Perth Station Precinct*. The proposed land use generally conforms to the existing and proposed land uses in the surrounding area and consequently the proposed development is expected to integrate well with the surrounding area.

The main attractors and generators expected to influence traffic flows to and from the site are shown in **Figure 5** include:

- The Perth CBD and associated employment and retail centres;
- The South Perth Commercial Precinct and Mend Street Commercial Precinct;
- Perth Zoo;
- Perth Airport;
- Crown Perth;
- Scarborough Beach, City Beach and Floreat;
- Cottesloe Beach;
- Fremantle;
- Suburban residential areas;

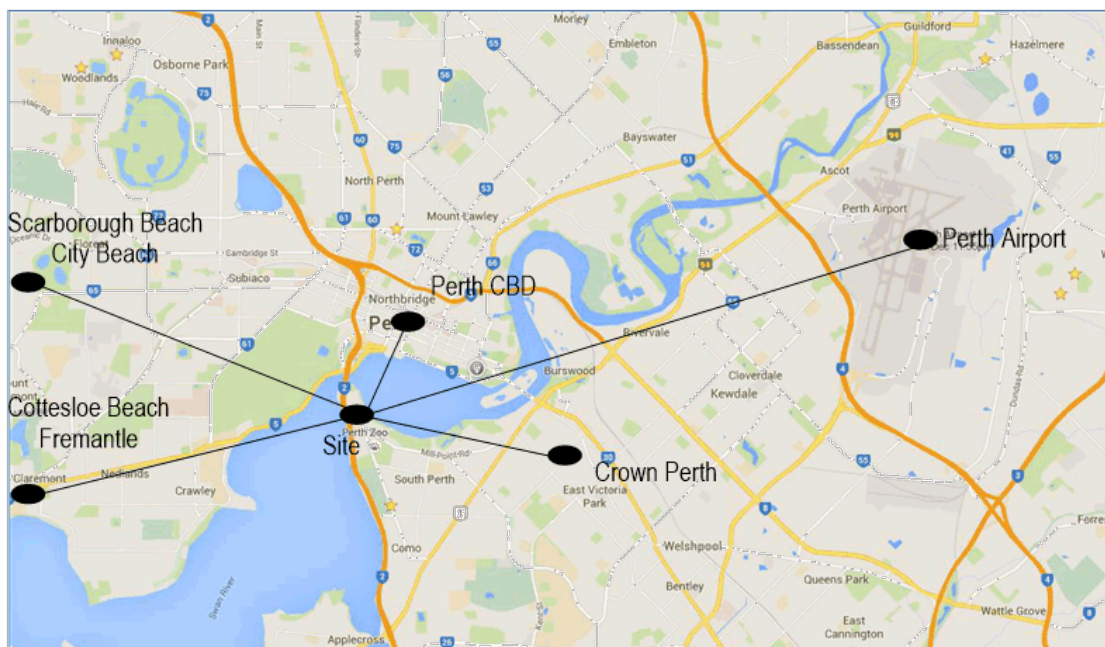


Figure 5 - Major Attractors and Generators



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## 2.4. Integration with Surrounding Area

The Mill Point Peninsula is a largely residential area, with a commercial precinct along Mill Point Road, south of Frasers Lane. There are other short-term accommodation developments on Mill Point Road and South Perth Esplanade.

Several new developments are proposed for South Perth, with the Aurelia development and Civic Heart mixed use developments currently under construction on Harper Terrace and Mill Point Road, respectively. These developments are within walking distance to the proposed site and are unlikely to be major attractors of vehicular traffic.



### 3. Existing Situation

#### 3.1. Existing Roads

##### Kwinana Freeway

The Kwinana Freeway is an 8-lane divided *Control of Access* freeway located to the south-west of the site with direct access provided via the existing signalised intersection with Mill Point Road/Labouchere Road. It has been classified as a *Primary Distributor* road under the Main Roads *Functional Road Hierarchy* (road hierarchy).

The Kwinana Freeway operates under a posted speed limit of 100kph in the vicinity of the site transitioning to 80kph on approach to the Narrows Bridge and carries in the range of 85,000 to 90,000 vehicles per day

##### Mill Point Road

Mill Point Road, east of the signalised intersection of Mill Point Road/Labouchere Road/Kwinana Freeway, is classified as a *District Distributor B Road* under the MRWA road hierarchy. Mill Point Road (East) has a dual divided carriageway and operates under a 60kph speed limit.

North of the signalised intersection, Mill Point Road is a *Local Distributor Road* under the MRWA road hierarchy. Mill Point Road (North) has been constructed as a single undivided carriageway with a 9m wide seal with on-street parking permitted on both sides in the vicinity of the subject site and operates under a 50kph speed limit.

Mill Point Road is owned, operated and maintained by the City of South Perth.

##### Labouchere Road

Labouchere Road is classified as a *District Distributor B Road* under the MRWA road hierarchy and is operated and controlled by the City of South Perth. Labouchere Road is described as having a dual divided carriageway in the vicinity of the signalised intersection.

Labouchere Road operates under a posted speed limit of 60kph.

##### Frasers Lane

Frasers Lane is an *Access Road* under the MRWA road hierarchy. Frasers Lane functions as a one-way access street (west to east only) with a seal of approximately 3m along the western boundary of the site. It has been constructed as a single undivided carriageway across the frontage of the site. Frasers Lane currently operates under a posted speed limit of 50 km/h.

**Figure 6** shows the existing road classification under the MRWA *Road Information Mapping System* for roads in the vicinity of the site.



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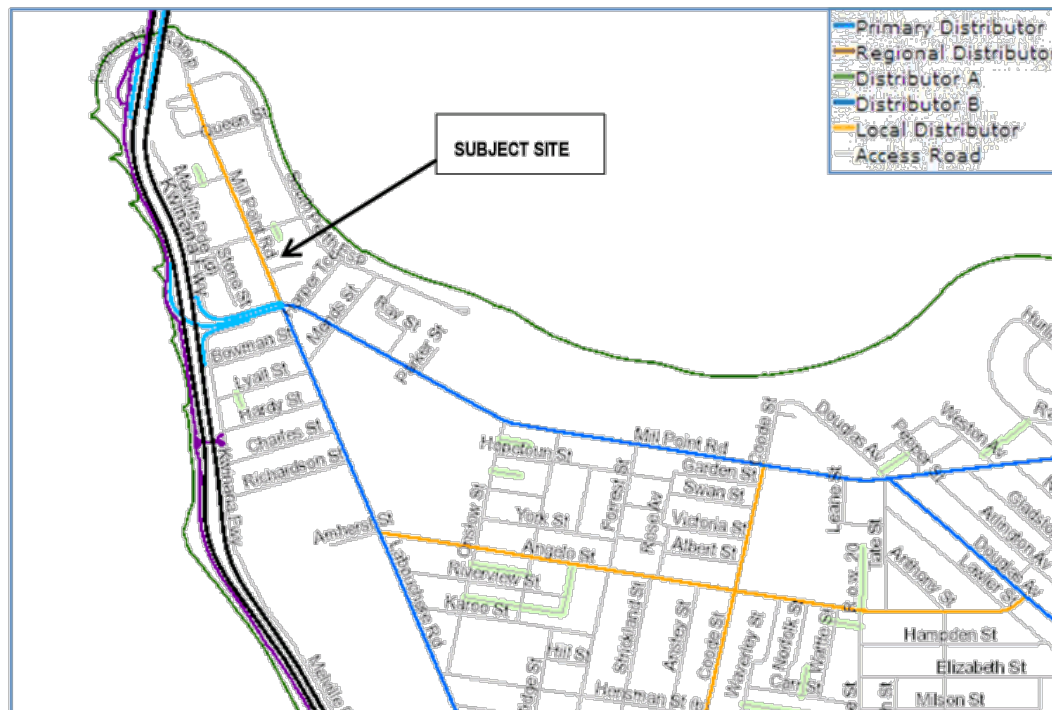


Figure 6 - Road Hierarchy

### 3.2. Road Hierarchy vs Actual Flows

**Table 2** details the comparison of current traffic volumes against the maximum desirable volumes provided within the MRWA Functional Hierarchy and Liveable Neighbourhoods criteria.

Table 2 - Road Classification and Indicative Maximum Traffic Volumes

Location of Count	MRWA Classification	Liveable Neighbourhoods Indicative Traffic Volume (vpd)	Traffic Volume (vpd)	AM Peak Hour Volume	PM Peak Hour Volume	Source	Date
Mill Point Road (East)	District Distributor B	15,000	21,458	8-9AM 1,664	5-6PM 1,703	CoSP	Feb 2016
Mill Point Road (North)	Local Distributor	7,000	5,340 (1,630 NB 3,710 SB)	11-12PM 365 (107 NB 258 SB)	5-6PM 413 (139 NB 274 SB)	CoSP	May 2016
Labouchere Road (south of signalised intersection)	District Distributor B	15,000	15,053	8-9AM 1,156	5-6PM 1,545	CoSP	Feb 2016
Kwinana Freeway On/Off-Ramp	Primary Distributor	>35,000	38,844 (16,709 off FWY 22,135 on FWY)	8-9AM 3,200 (1,029 off FWY 2,171 on FWY)	5-6PM 3,439 (1,712 off FWY 1,727 on FWY)	MRWA	Sep 2014 March 2015
Fraser Lane	Access Road	<3,000	<500			No data available	





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Traffic count data was compared to recent SCATS data (December 2016) for the intersection of Mill Point Road / Labouchere Road / Freeway Ramp and indicated similar or smaller volumes to those listed in Table 2. It was therefore assumed that the volumes stated in Table 2 were indicative of present day volumes.

The table above indicates that Mill Point Road and Frasers Lane, adjacent to the site are currently operating in accordance with their respective classifications. Mill Point Road East and Labouchere Road are operating at levels greater than the Liveable Neighbourhoods guidelines, however the construction of both of these roads as divided dual carriageways means that they still have spare capacity.

### 3.3. Changes to the Surrounding Network

No major programmed/funded changes or upgrades were identified for the surrounding road network in the vicinity of the subject site, however the City of South Perth and Main Roads Western Australia are in discussion over the growing traffic volumes accessing the Kwinana Freeway from Mill Point Road and Canning Highway. Planning for increased public transport services in the area includes the construction of a second-stage railway station at South Perth near Judd Street along the existing Southern Suburbs Railway Line.

A review of the *South Perth Station Precinct Transport and Access Strategy* (GHD, 2012) indicates that the localised improvements in the broader area surrounding the proposed railway station are recommended with the only improvement to the Kwinana Freeway On/Off Ramp/Mill Point Road East/Mill Point Road North/Labouchere Road signalised intersection consisting of a bus queue jump lane from Labouchere Road to the Kwinana Freeway on-ramp.

No other road improvements are noted for the area in the vicinity of the subject site. It is also noted in this study that due to the nature of the transit-oriented development proposed within the precinct that a limited amount of additional vehicular traffic is expected to be generated with the majority of transport movements to be accommodated by public transport and walking/cycling.

### 3.4. Crash History

A summary of the crash history (obtained from MRWA CARS database) between January 2010 and December 2014 for Mill Point Road, between Frasers Lane and Mends Street is shown in **Figure 7**. There is no history of crashes involving vehicles leaving properties along the midblock sections of Mill Point Road, however there was one recorded rear-end crash south of Frasers Lane, and one right angle crash at Ferry Street. The very low number of crashes along Mill Point Road in the context of the daily traffic volumes along the road indicates that there would be minimal risk associated with entering and exiting the site crossover to Mill Point Road and the existing risk profile would not be impacted along this section of road.

There were 41 recorded crashes at the intersection of Mill Point Road / Labouchere Road/ Freeway Ramp, with 21 rear end crashes, 13 right-angled crashes, 3 off path crashes, 2 reversing in traffic and 2 through-through crashes. Compared with the metropolitan averages, rear end crashes and right turn-through crashes were



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significantly over-represented, while right angle crashes were significantly under-represented. Of these crashes, 2 occurred during the AM Peak period, 6:00am – 8:59am, while 14 occurred in the PM Peak period, 3:00pm – 5:59pm. The development traffic is predicted as 939vpd, with 799vpd travelling to and from the site via the signalised intersection. This traffic accounts for a less than 2% increase of traffic travelling through the intersection which is not significant enough to change the existing crash profile of the intersection.



Figure 7 - Crash History

It is recommended that the City initiate a safety audit of the intersection to identify any initiatives to improve the safety of the intersection.



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## 4. Transport Assessment

### 4.1. Assessment Years

The development has been assessed against network conditions for its expected year of completion, taken as 2018. The assessment of the cumulative impact of development in the area on the surrounding road network has been carried out by the City of South Perth using their purpose built micro model of the South Perth precinct. The results of the cumulative assessment are included in a supplementary report prepared by the City of South Perth.

### 4.2. Time Periods for Assessment

The assessment for 2018 is based on weekday daily traffic and both peak hour periods for the development and the signalised intersection, taken as 8-9am and 5-6pm. The existing morning roadway peak hour for Mill Point Road North, adjacent to the site is 11-12pm, however the development traffic will have more of an impact between 8-9am, and this has been assessed as a "worst case" scenario.

### 4.3. Development Generation and Distribution

In order to estimate the impact of traffic generated by the proposed development, peak hour trip generation rates adopted by the City of South Perth in the Cardno Report *74 Mill Point Road Development - Micro Simulation Modelling Results* were referenced in order to provide a consistent approach with other developments in the area. Daily trip generation was based on the Road and Traffic Authority (RTA), NSW "Guide to Traffic Generating Developments", and the Institute of Transportation Engineers "Trip Generation 7<sup>th</sup> Edition" as used in the previous revision of this report. Generation based on these documents is shown on **Tables 3 and 4**.

Table 3 - Predicted Daily Trip Generation

Land use	Generation rate			Unit	Quantum	Estimated Generation		
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak
Serviced Apartments ( <i>Motel</i> )	3	0.30	0.30	Units	14	42	4	4
Cafe ( <i>Restaurant</i> )	60	8.68	5	GFA ('00m <sup>2</sup> )	194	116	17	10
Commercial Tenancies and Meeting Room ( <i>Commercial premises</i> )	10	1.38	2	GFA ('00m <sup>2</sup> )	621	62	9	12
Residential Dwelling (1-2 BR)	4.5	0.28	0.39	Units	77	347	22	30
Residential Dwelling (>2 BR)	6	0.28	0.39	Units	57	342	16	22
<b>Total</b>						<b>909</b>	<b>68</b>	<b>78</b>



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Table 4 - Predicted Peak Hour Movements

Land use	Peak Distribution			
	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Serviced Apartments ( <i>Motel</i> )	2	2	2	2
Cafe ( <i>Restaurant</i> )	9	8	6	4
Multipurpose Room ( <i>Commercial premises</i> )	8	1	2	10
Residential Dwelling (1-2 BR)	5	17	19	11
Residential Dwelling (>2 BR)	6	10	12	10
<b>Total</b>	<b>30</b>	<b>38</b>	<b>41</b>	<b>37</b>

Standard trip generation guidelines indicate that the proposed development has the potential to generate approximately 909 vehicle trips per day with 68 vehicles per hour in the morning peak hour and 78 vehicles per hour in the afternoon peak hour.

In order to validate the trip generation of 74 Mill Point Road, a demographic survey of the buyers of the residential apartments in the proposed development was conducted to identify further travel patterns. Of the 62 presale apartments, the following features were identified for 52 respondents.

- 18 owners, or 29% were retired
- 2 owners identified as local investors
- 17 owners, or 27% identified as foreign investors, of which approximately 50% would rent out the property, the remaining 50% remaining predominantly vacant and only used for occasional trips by the owners.
- 8 owners, or 13% expressed an interest in catching the Transperth ferry to and from the CBD for work
- 3 owners, or 5% identified as working away
- 1 owner identified as working in South Perth
- 1 owner indicated that the property would be used as their holiday home

The results of the survey indicated that 63.5% of apartment owners or renters would be likely to travel via public transport, active travel, avoid travel during these times or the dwellings would remain vacant for the majority of the time. The remaining 36.5% of owners were unavailable at the time of the survey.

In order to further assist with the determination of suitable generation rates for the proposed development, traffic surveys were carried out on a number of properties within the South Perth peninsula. Counts of vehicle movements in and out of the properties were carried out in the morning and late afternoon/evening. Results are shown in **Table 5**.





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Table 5 - Results of Traffic Surveys

Address	# of Units / Apartments	Count Period	Trips generated		% Change
			Theoretical	Actual	Act v Theor
12 Stone Str	26	AM	16	4	25%
Residential		PM	16	8	50%
39 South Str	34	AM	20	8	40%
Residential		PM	20	7	35%
73 Mill Point Rd	32	AM	19	5	26%
Residential		PM	19	11	58%
53 South Perth Espl	73	AM	33	13	39%
Serviced Apartments		PM	29	20	69%

The actual trip generations for the residential apartments show actual trips being on average 30% of theoretical figures for AM peak and 48% for the PM peak. For an assessment of actual trip generation for serviced apartments, 53 South Perth Esplanade was selected as it has a high number of apartments in the complex. The figures in **Table 5** show actual trip generation to be 39% of theoretical forecasts for AM peak and 69% for PM peak.

The standard theoretical site generated traffic volumes are therefore regarded as conservative for the location of the proposed development and in practice it is anticipated that the actual trip generation will be significantly discounted. This has been taken into account by utilising the lower peak hour generation rates, noted by Cardno in **Table 3** as opposed to the previously adopted RTA rates for medium density dwellings.

#### 4.4. Distribution

Main desire lines are expected to be between the site and the Kwinana Freeway to the higher-order road network, and between the site and Mill Point Road to the East and Labouchere Road to the south to local attractors and towards Canning Highway.

Traffic to and from the site is expected to be distributed as shown below and in **Figure 8**:

Inbound:	20% from the north	Outbound	10% to the north
	80% from the south		90% to the south





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Figure 8 - Site Traffic Distribution

Figure 9 illustrates the development traffic volumes based on the estimated traffic distribution.

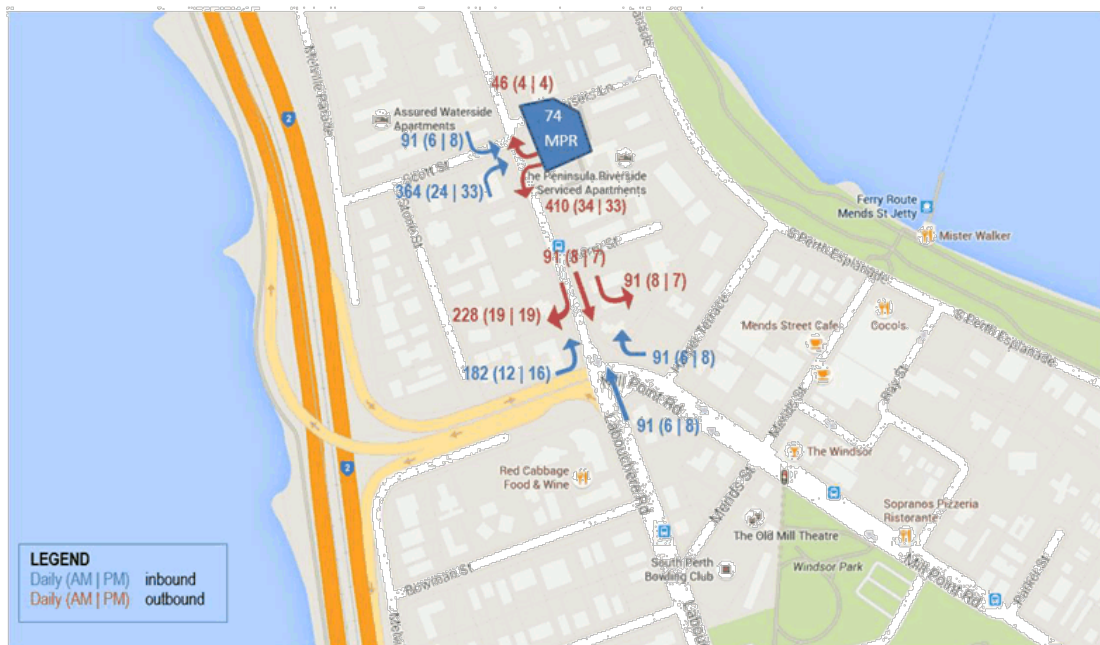


Figure 9 - Site-Generated Traffic Distribution - 74 Mill Point Road

The anticipated site-generated traffic has been assigned onto the boundary road system based upon the assumptions above and the resultant increases in weekday daily and peak hour traffic on the boundary roads



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associated with the proposed development are shown in **Table 6**. The development year (2018) traffic volumes have been assumed based on a 5% p.a. compound growth rate applied to the existing (2016 year assumed) traffic volumes stated in Section 3.2.

Table 6 - Predicted Site-Generated Traffic Volumes - Development Year (2018) Traffic

Location of Count	Predicted Increase			2018 Predicted Volumes (5% pa compound growth)			2018 Predicted Volumes (with development traffic)			Predicted Traffic Increase (%)		
	Week day (vpd)	AM Peak (vph)	PM Peak (vpd)	Week day (vpd)	AM Peak (vph)	PM Peak (vph)	Week day (vpd)	AM Peak (vph)	PM Peak (vph)	Week day (vpd)	AM Peak (vph)	PM Peak (vph)
Kwinana Freeway Ramp	410	31	35	42,826	3528	3791	43,236	3,559	3,826	0.95	0.87	0.91
Mill Point Road (North)	774	58	66	5,887	402	455	6,661	460	521	11.62	12.61	12.67
Mill Point Road (East)	182	14	15	23,657	1,835	1,878	23,839	1,849	1,893	0.76	0.76	0.79
Labouchere Road	182	14	15	16,596	1,274	1,703	16,778	1,288	1,718	1.08	1.09	0.87
Frasers Lane*	46	4	4	551	55	55	597	59	59	7.71	6.78	6.78

\*Frasers Lane predicted volumes based on assumed daily and peak hour volumes

#### 4.5. Impact on Intersections

##### 4.5.1. Development Scenario

The intersections analysed were the site access / Mill Point Road North, and the signalised intersection with Labouchere Road and Mill Point Road East.

The City of South Perth requested that the proposed mixed-use development of the adjacent site, 76 Mill Point Road, be taken into account. Although the development application for this development is currently on hold and even if it did proceed, would only be completed some time after 74 Mill Point Road. Access for 76 Mill Point Road is proposed via a common right of way with 74 Mill Point Road. For this reason, the traffic volumes for 76 Mill Point Road have been calculated and assigned to the road network in the same manner as the subject site, and included in the SIDRA analysis of the site access / Mill Point Road North and the signalised intersection at Mill Point Road / Labouchere Road / Freeway. The same directional distribution has been assumed, with a 25% discount rate applied for the 76 Mill Point Road traffic generation as calculated in **Appendix C**.

##### 4.5.2. Mill Point Road / Labouchere Road / Kwinana Freeway Intersection Analysis

The signalised intersection at Mill Point Road / Labouchere Road / Kwinana Freeway Ramp was modelled using Sidra Intersection 7. Traffic volumes for 2018 were determined using SCATS counts (December 2016) and site turning surveys (June 2016) with a 5% compound growth rate applied from the year 2016. The results of the analysis are shown in **Appendix D**. Average fixed phase times were applied to all scenarios, as determined from



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Main Roads WA IDM recordings, however it should be noted that SCATS-operated signals change in order to accommodate additional flows within each cycle.

Modelling confirms that the signalised intersection will continue to operate at a comparable level following development of the site and have a negligible impact on the operations at this location during weekday AM and PM peak periods under future traffic conditions. **Table 7** compares various measures for the worst value or movement of the intersection, pre vs post development, considering development at 74 Mill Point Road only, and 74 and 76 Mill Point Road.

Table 7 - Impact of Additional Traffic on LOS

	AM Peak						PM Peak					
	Intersecti on Volume (vph)	Degree of Saturati on - worst	Averag e Delay worst movem ent (s)	Level of Service worst movem ent	MPR North Queu e lengt h veh	95% back of queue worst movem ent veh	Intersecti on Volume (vph)	Degree of Saturati on - worst	Averag e Delay worst movem ent (s)	Level of Service worst movem ent	MPR North Queu e lengt h veh	95% back of queue worst movem ent veh
2016	2,689	0.577	63.2	LOS E	7.9	14.6	3,066	0.826	65.0	LOS E	10.9	30.2
2018 no developm ent	2,975	0.635	63.4	LOS E	8.8	16.8	3,381	0.911	67.1	LOS E	12.4	38.8
2018 with 74 MPR developm ent	3,034	0.714	63.6	LOS E	10.2	17.3	3,446	0.911	69.5	LOS E	13.7	38.8
$\Delta$	59	0.079	0.20	-	1.4	0.5	65	0	2.4	-	1.3	0
% $\Delta$	1.98%	12.44%	0.32%	-	15.91 %	2.98%	1.92%	0%	3.58%	-	8.87 %	0.00%
2018 no developm ent	2,975	0.635	63.4	LOS E	8.8	16.5	3,381	0.911	67.1	LOS E	12.4	38.8
2018 with 74 & 76 MPR developm ent	3,109	0.833	67.7	LOS E	12.8	17.1	3,522	0.911	74.3	LOS E	15.5	38.8
$\Delta$	134	0.198	4.3	-	4.0	0.6	141	0	7.2	-	3.1	0
% $\Delta$	4.50%	31.18%	6.78%	-	45.45 %	3.64%	4.17%	0%	10.73%	-	25.00 %	0.00%

**Table 7** shows the maximum queue length on Mill Point Road North occurs during the afternoon peak hour. For the 74 Mill Point Road development scenario, the increase is approximately 1.4 vehicles, or 9.9m. For the combined development scenario, the maximum queue along Mill Point Road North is expected to increase from 89m (2018 no development traffic) to 111m (2018 with both 74 and 76 MPR development traffic).

#### 4.5.3. Site Access / Mill Point Road North

The site access crossover and Mill Point Road (North) was modelled using SIDRA 7 for the 74 Mill Point Road development scenario and with the combined traffic volumes for 74 and 76 Mill Point Road. The existing common right of way (ROW) is used as a secondary access for the Peninsula Serviced Apartments (53 South Perth Esplanade), however a site survey taken on the 19<sup>th</sup> May 2016 indicated that only one vehicle exited the 10-bay



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car park during a 3-hour period from 7-10am, and no vehicles entered or exited the site during the period from 3-6pm. The impact of this existing development is minimal and has been excluded from the SIDRA analysis.

The results of the analysis showed that the intersection will operate at a LOS A for all movements during the morning and afternoon development peak hours (9-10am, 5-6pm) for both development scenarios. The movement summary outputs are attached in **Appendix E**.

#### 4.6. Cumulative Impact of Currently Approved Developments in South Perth Precinct

The WAPC Transport Assessment Guidelines provides for the inclusion of a 10-year assessment of the impact of the additional traffic generated by a development to assist the approving authority in planning and prioritising macro improvements to the road network. An extract from the guidelines is included below:

*"The post full development assessment, (10-year after opening or similar), will determine the medium to longer term impacts of the proposed development on the surrounding road network, ie. it will provide a measure of the ability of the transport infrastructure to accommodate development flows plus further growth in the surrounding traffic. It will therefore provide the approving authority with advice on whether or not the development is likely to trigger the need for additional improvements to the transport networks over the next ten years or so, or bring forward any planned improvements".*

As noted above in Section 4.1, the City of South Perth has developed a micro model of the surrounding road network and traffic flow in order to get a more comprehensive assessment of the cumulative impact of all future development in the area. The City has undertaken long term modelling of the road network which would include the impending growth within the South Perth precinct and increase in traffic passing through the area. Results of the long term modelling are included in the supplementary report prepared by City of South Perth.

#### 4.7. Traffic Noise and Vibration

Given the location of the site adjacent to the Kwinana Freeway, the impact from noise and vibration is not expected to be measurable.

#### 4.8. Road Safety

While the development will result in more traffic on the road network, it is not expected that the increase will change the risk profile to an unacceptable level.





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## 5. Pedestrian and Cycle Networks

### 5.1. Pedestrian and Cycling Infrastructure

Existing pedestrian infrastructure in the vicinity of the site includes:

- A footpath on both sides of Mill Point Road adjacent to and opposite the site;
- A shared path on the South Perth Foreshore along The Esplanade east of the site;
- A Principal Shared Path along the Kwinana Freeway to the west of the site; and
- Mill Point Road designated as a *Walking Trail* adjacent to the site.

An extract from the Department of Transport (DoT) TravelSmart Walk and Cycle Map – City of South Perth (West) is shown in **Figure 10** and illustrates the extent of the existing pedestrian/cyclist network within the vicinity of the site.

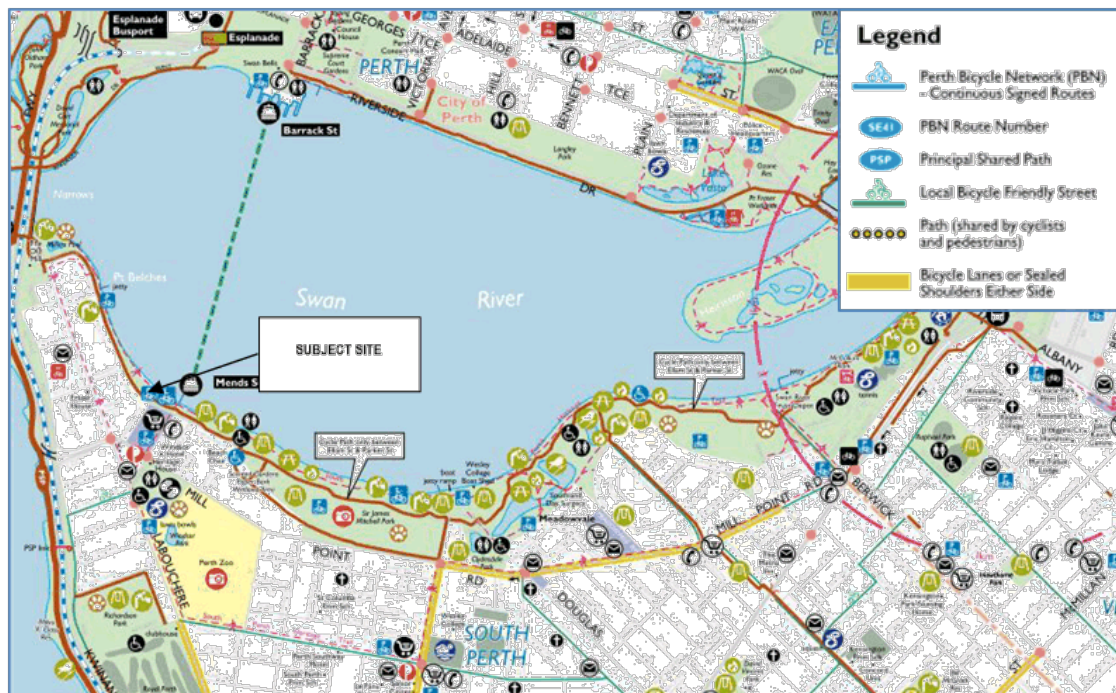


Figure 10 - Existing Cycling and Pedestrian Infrastructure

### 5.2. Safe Walk and Ride to School

The nearest schools to the development site are South Perth Primary School, St. Columba's Catholic Primary School and Wesley College. All are accessible from Mill Point Road, with footpaths on both sides on the road. Each school is then accessible via the local road network which has footpaths on at least one side of all roads. **Figure 11** shows the location of the schools and the extent of the 40km/hr school speed zones.





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Figure 11 - School Locations and 40km/h School Zones



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## 6. Public Transport

The subject site has excellent access to the public transport network and is located within short walking distance of an existing bus Route 35 (Perth-South Perth) on Mill Point Road adjacent to the site. Bus stops are in place on both sides of the road within close walking distance, respectively, and located approximately every 300m along Mill Point Road north. This existing service provides 15-minute service during the weekday a.m. and p.m. peak periods, respectively, and half hourly service during the midday and hourly service during the evening off-peak and weekend periods.

There are also frequent services between Labouchere Road and Mill Point Road East to the Perth CBD with Routes 30, 31 and 34 operating approximately 400m from the site. These services also provide access to Curtin University and nearby Salter Point and Como. During the morning and afternoon peak hours, there are services to and from the Perth CBD approximately every 5 to 10 minutes.

The existing TransPerth ferry services from the Mends Street Jetty are also within a 5-minute walk from the subject site providing direct service to the Perth CBD with services every 15-30 minutes during the summer months and every 30 minutes on during the winter months.

Figure 12 shows the existing public transport services in the area, while Figure 13 and Table 8 detail the bus and ferry stops near the site.

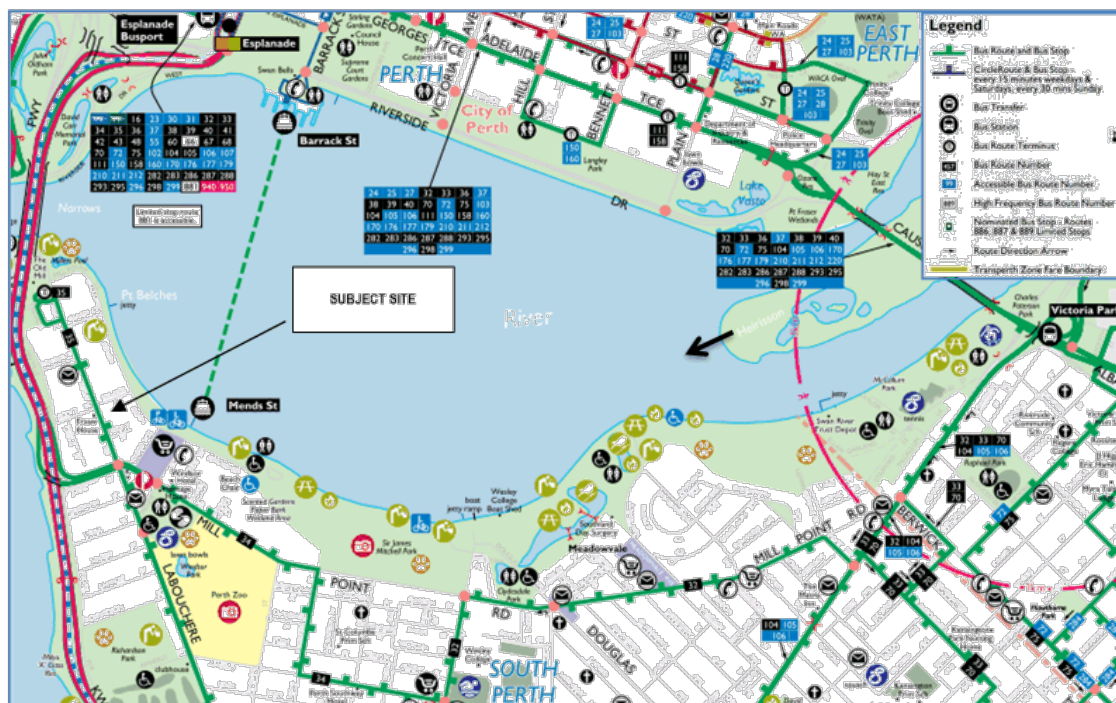


Figure 12 - Travel Smart Map: Public Transport Infrastructure in the Vicinity of Site



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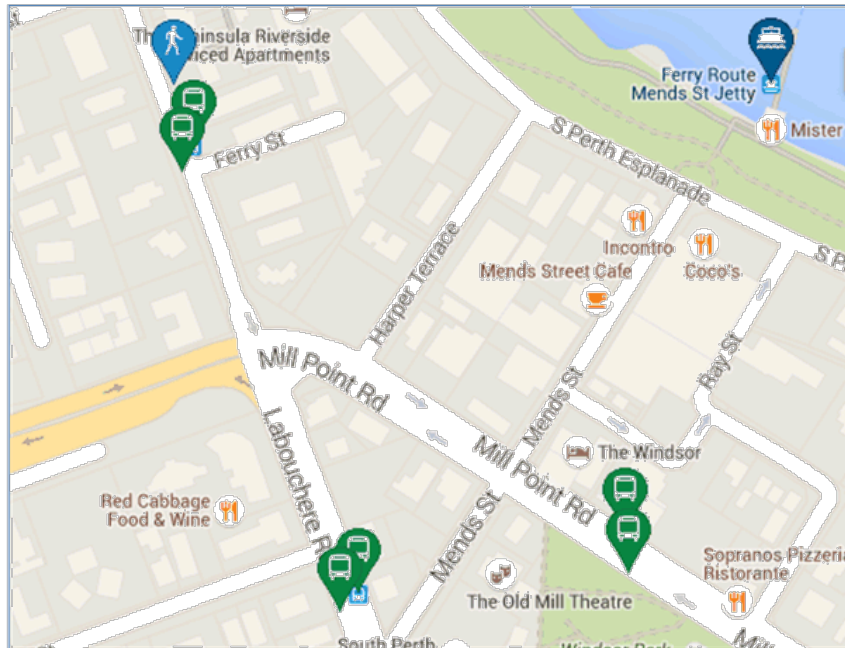


Figure 13 - Public Transport Stops Near Development Site

Table 8 - Public Transport Stops and Services Near Development Site

Bus / Ferry Stop ID	Location	Walking Distance From Site	Direction (To / From Perth CBD)	Services / Frequency
11826	Mill Point Road (SB), before Ferry Street	66m	To CBD	<b>35 – Old Mill to Elizabeth Quay</b> On-Peak 15 mins Off-Peak 30 mins
11844	Mill Point Road (NB), before Scott Street	99m	From CBD	<b>35 – Elizabeth Quay to Old Mill</b> On-Peak 15 mins Off-Peak 30 mins
11866	Labouchere Road after Mends Street	396m	To CBD	<b>30 – Curtin University to Elizabeth Quay</b> On-Peak 10 mins Off-Peak 30 mins <b>30 – Salter Point to Elizabeth Quay</b> On-Peak 10 mins Off-Peak 30 mins (bus services to CBD in AM Peak approximately every 5 minutes)
11846	Labouchere Road After Mill Point Road	363m	From CBD	<b>30 – Elizabeth Quay to Curtin University</b> On-Peak 10 mins Off-Peak 30 mins <b>31 – Elizabeth Quay to Salter Point</b> On-Peak 10 mins Off-Peak 30 mins (bus services from CBD in PM Peak approximately every 5 minutes)
11843	Mill Point Road before Mends Street	528m	To CBD	<b>34 – Cannington Station to Elizabeth Quay (via Curtin University and Como)</b> On-Peak 10 mins Off-Peak 15 mins
11827	Mill Point Road after Mends Street	495m	From CBD	<b>34 – Elizabeth Quay to Cannington Station (via Como and Curtin University)</b> On-Peak 10 mins Off-Peak 15 mins
99998	Mends St Jetty	660m	To / From CBD	<b>Ferry to / from Elizabeth Quay</b> On-Peak 15 mins Off-Peak 30 mins



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## 7. Parking

### 7.1. Car Parking

The proposed on-site car parking is to be provided at ground level, within the three basements levels and within the above grade Levels 1 through 3.

The proposed car parking on the site will be allocated as shown in **Table 9**.

Table 9 - Proposed Car Parking Supply

Level	Residential Single and Short	Residential Long	Service Apartment Parking	Commercial Parking	Visitor	Total Bays
Basement 3	26	16				42
Basement 2	24	16				40
Basement 1	22	16				38
Ground					11 (Residential)	11
Level 1	17	3	7	17 8 Tandem + 1 Single (Reciprocal)	20 8 Tandem + 4 Single (Reciprocal)	49
Level 2	28	11			1	40
Level 3	30	11		1		42
<b>Totals</b>	<b>220</b>		<b>7</b>	<b>35</b>		<b>262</b>

Note: A majority proportion of commercial and residential visitor parking bays located on level 1 will be managed under a reciprocal parking framework. This is considered adequate due to the different peak demand times expected from commercial and residential visitors.

The minimum on-site parking requirements as stipulated in the *South Perth Precinct Study Design Guidelines* and the proposed supply is compared in **Table 10**.

Table 10 - South Perth Parking Requirements

Level	Quantum	Rate	Required Number of Bays	Total Bays supplied
1 bed dwelling	20 dwellings	0.75 per dwelling	15	220
2+ bed dwelling	114 dwellings	1 per dwelling	114	
Serviced Apartments	14 serviced apartments	0.5 per serviced apartment	7	7
Commercial (Café, Meeting Room and Tenancies)	885m <sup>2</sup>	1 per 50m <sup>2</sup>	18	18 Under Reciprocal parking framework
Residential Visitors	134 dwellings	1 per 6 dwellings	22	26 Under Reciprocal parking framework
Serviced Apartment Visitors	7 bays	0.1 per required bay	1	
Commercial Visitors	18 bays	0.1 per required bay	2	
<b>Totals</b>			<b>179</b>	<b>262</b>



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The proposed on-site supply of 220 car bays is consistent with the statutory requirements for the site. There is also proposed parking for scooters or motorcycles on the ground floor.

The site is classed as a 1A parking facility (residential, domestic and employee parking) and comparison of the required dimensions versus the bay dimensions assessed from the drawing are summarised in **Table 11**.

Table 11 - Parking Bay Dimensions

Bay details.	Bay dimension required.	Bay dimension provided.	Comment
Ninety degree bays	5.4 x 2.4 x 5.8 aisles.	Length: 5.4m Width: 2.4m Aisles: 6.0m	Complies.
Long bays	5.4 x 2.4 x 5.8 aisles.	Length: Varies, but always less than 10m Width: 2.4m Aisles: 6.0m	Complies.
Tandem bays	10.0 x 2.4 x 5.8 aisles.	Length: 10.0 m Width: 2.4m Aisle: 6.0m	Suitable for two standard B85 vehicles (4.91m long)

Bay dimensions and parking area layout complies with the requirements of AS 2890.1 – Parking Facilities: Off Street Car Parking.

One accessible parking bay is shown on Level 1 and a shared space is provided adjacent to the space in accordance with Australian Standard AS 2890.6 *Parking Facilities Part 6: Off-street Parking for People with Disabilities*. The number of accessible parking bays is compliant with the Building Code of Australia (BCA) requirements for the commercial component of the building which is one bay per 100 bays provided. There is no requirement for the residential component of the building.

## 7.2. Bicycle Parking

The proposed development includes individual secure storage facilities for personal effects including bicycles within the car parking levels of the development for each residential dwelling unit.

Dedicated bicycle storage is also available for the commercial and residential tenants and visitors with 16 secure bicycle bays and 5 public bicycle bays available on the ground floor, and an additional 49 bicycle bays provided over the parking levels.

The requirements for bicycle parking are shown in **Table 12** and determined that the 70 bicycle spaces supplied exceeds the requirements under TPS6. There is no requirement for the meeting room under TPS 6; however, it is assumed that any requirement can be accommodated with the 3 surplus spaces supplied.

Table 12 - Bicycle Parking Requirements





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Category	Quantum	TPS6 Required Rate	Required Spaces
Tourist Accommodation	14 serviced apartments	1 per 20 units	1 bicycle spaces
Cafe	194m <sup>2</sup>	1 per 40m <sup>2</sup> of dining area	5 bicycle spaces
Meeting Room	70m <sup>2</sup>	N/A	
Commercial Tenancies	621m <sup>2</sup>	1 bicycle space per 200m <sup>2</sup> for staff or visitors	3 bicycle spaces
Residential	134 dwellings	1 bicycle space to each three dwellings	45 bicycle spaces
Residential Visitors	134 dwellings	1 bicycle space to each ten dwellings	13 bicycle spaces
		<b>Total Required</b>	<b>67 bicycle spaces</b>
		<b>Total Supplied</b>	<b>70 bicycle spaces</b>



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## 8. Site Access

### 8.1. Development Accesses

The Australian Standard AS2890.1:2004 Parking Facilities Part 1 Off-Street Parking Facilities recommends the crossover gradients to be 1 in 20 as specified in Section 3.3(a) -

#### 3.3 GRADIENTS OF ACCESS DRIVEWAYS

At entry and exit points, the access driveway should be graded to minimize problems associated with crossing the footpath and entering the traffic in the frontage road.

Maximum gradients on and near access driveways, other than at domestic properties (see Clause 2.6), shall be as follows:

- (a) *Property line/building alignment/pedestrian path*—max. 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path (except as provided in Item (d)), and for at least the first 6 m into the car park (except as provided below).

The grade of the first 6 m into the car park may be increased to 1 in 8 (12.5%) under the following conditions:

- (i) The grade is a downgrade for traffic leaving the property and entering the frontage road.
- (ii) The user class is Class 1, 1A or 2 only.
- (iii) The maximum car park size is—
  - (1) for entry into an arterial road—25 car spaces, or
  - (2) for entry onto a local road—100 car spaces.

The maximum grade across the property line shall remain at 1 in 20 (5%).

Based on the concept design crossover gradients are likely to comply with AS2890.1.

The proposed layout of the car parking within the undercroft area is appropriate and consistent with Australian Standard AS 2890.1: *Off-Street Parking* and relevant traffic engineering standards.

An Autotrack simulation was undertaken for the site car parks and determined that all car bays were accessible using the B85 vehicle template.

All vehicles will be able to enter and exit the site in forward gear.

74 Mill Point Road currently has access to Frasers Lane via a rear laneway. This rear access will be kept closed by means of a locked gate and only used in event of an emergency.



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## 8.2. Service Vehicles

A bin storage room is located on the ground floor, adjacent to the site access laneway running along the southern boundary of the site.

The development waste will be collected by a private contractor, with a standard waste collection vehicle reversing from Mill Point Road into the ROW to collect the bins which will be pushed out to the laneway. The waste collection vehicle will exit in forward gear to Mill Point Road on completion of the collection.

Waste collection would be undertaken outside of peak hours in order to minimise conflict with entering and exiting vehicles with this task undertaken a maximum of twice per week. A review of the site lines to Mill Point Road indicate that they are sufficient for the waste management vehicle to exit safely. A Waste Management Plan has been prepared separately in consultation with the City of South Perth.

Taxis will stop in front of the building within Mill Point Road out of peak hours. During peak hours, taxis will be able to pull into the loading bay to pick up or set down passengers.

The development has made no provision for tour buses as their services are not anticipated. This is similar to other serviced apartments in the area

## 8.3. Access Vehicle Sight Distance

Sight distance from the car park egress along the street is defined in Figure 3.2 of AS2890.1 which is reproduced in **Figure 14**.

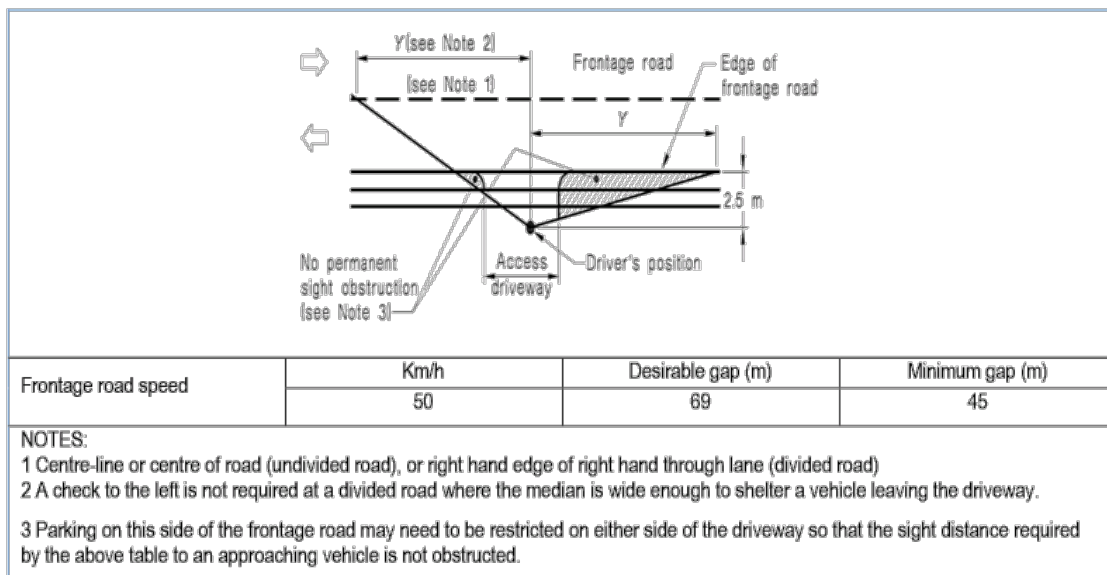


Figure 14 - Sight Distance Requirements

The available sight distances from the cross over are shown in **Figures 15 and 16**.



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Figure 15 - Vehicle Sight Distance Looking North.



Figure 16 - Vehicle Sight Distance Looking South.

#### 8.4. Access Pedestrian Sight Distance

The Australian Standard AS2890.1:2004 also provides details for sight lines and distances for pedestrian movements across an access to a car park. Those details are shown in the AS2890.1 Figure 3.3 extract on **Figure 17**.



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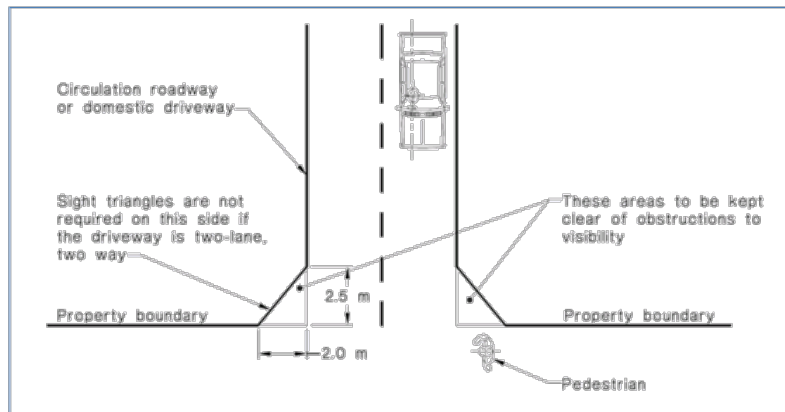


Figure 17 - AS 2890 Requirements for Pedestrian Sight Lines

The available pedestrian sight lines as per the concept plan is shown in **Figure 18**. The required sight distance is available to the north, however the sight distance to the south will need to be provided for in the design of 76 Mill Point Road. The crossover will provide access to both 74 and 76 Mill Point Road.

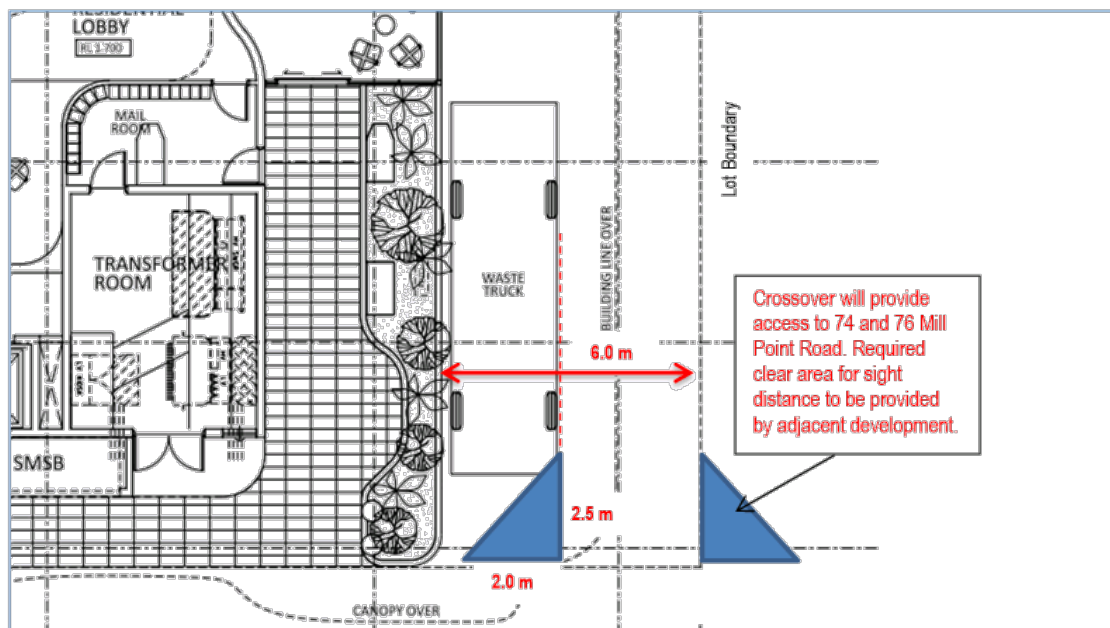


Figure 18 - Available Pedestrian Sight Lines





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## 9. Conclusion

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The impact of the proposed development on the surrounding road network was assessed for 2018 (proposed year of completion) including the subject site development traffic and with the proposed development at 76 Mill Point Road.

The analysis of the forecast traffic generation did not identify any unacceptable impact on the adjacent road segments based on either scenario.

With respect to the proposed development, the following is concluded;

- The location of the proposed access onto Mill Point Road north is considered acceptable and no adverse impacts associated with the access are identified. No increased risk to pedestrian safety along this section of Mill Point Road was identified.
- The theoretical trip generation from the site is 909 vpd with 68 vph and 78 vph in the AM and PM peak periods, respectively.
- Based on existing average fixed signal times, the northern leg of the signalised intersection of Mill Point Road / Labouchere Road / Kwinana Freeway ramp may experience some delays, however these are expected to be minor in comparison to general background flow increases.
- The proposed layout of parking bays is in accordance with AS2890.1 and the number of parking bays provided is compliant with the City of South Perth TPS6.
- Bicycle Parking provided on site is compliant with the City of South Perth TPS6 and the WAPC R-Codes.
- Waste removal and taxi services have been accommodated.

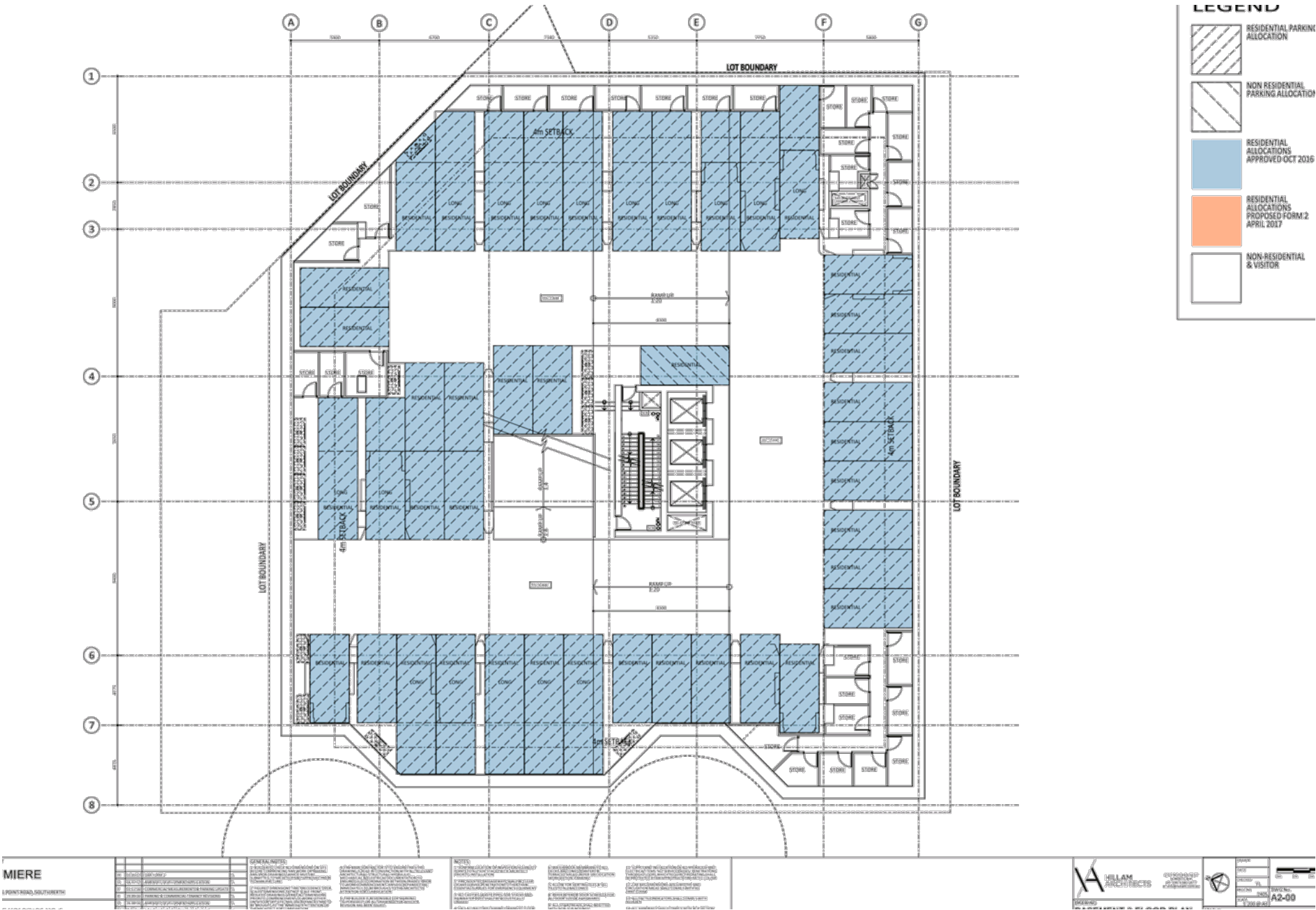


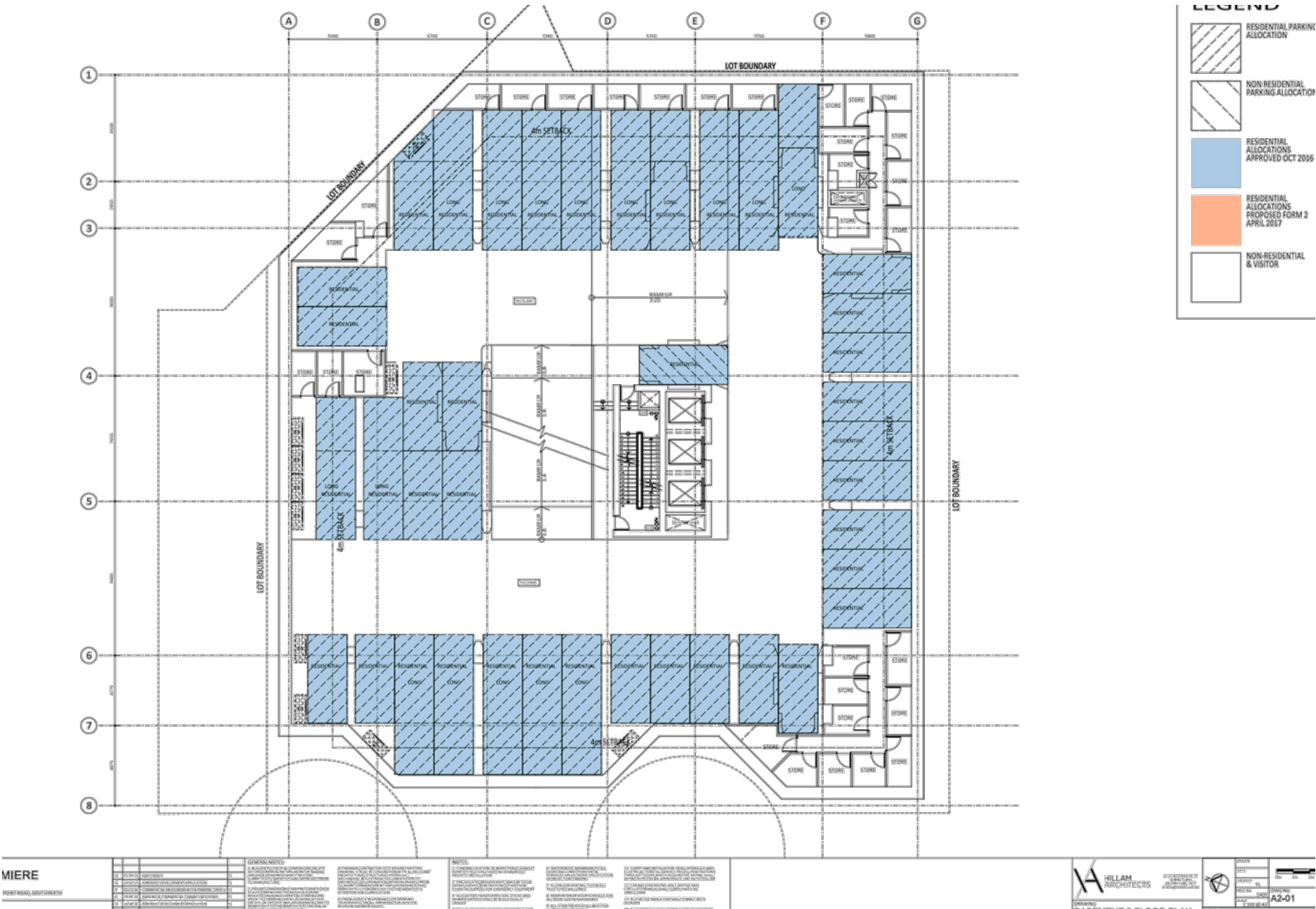
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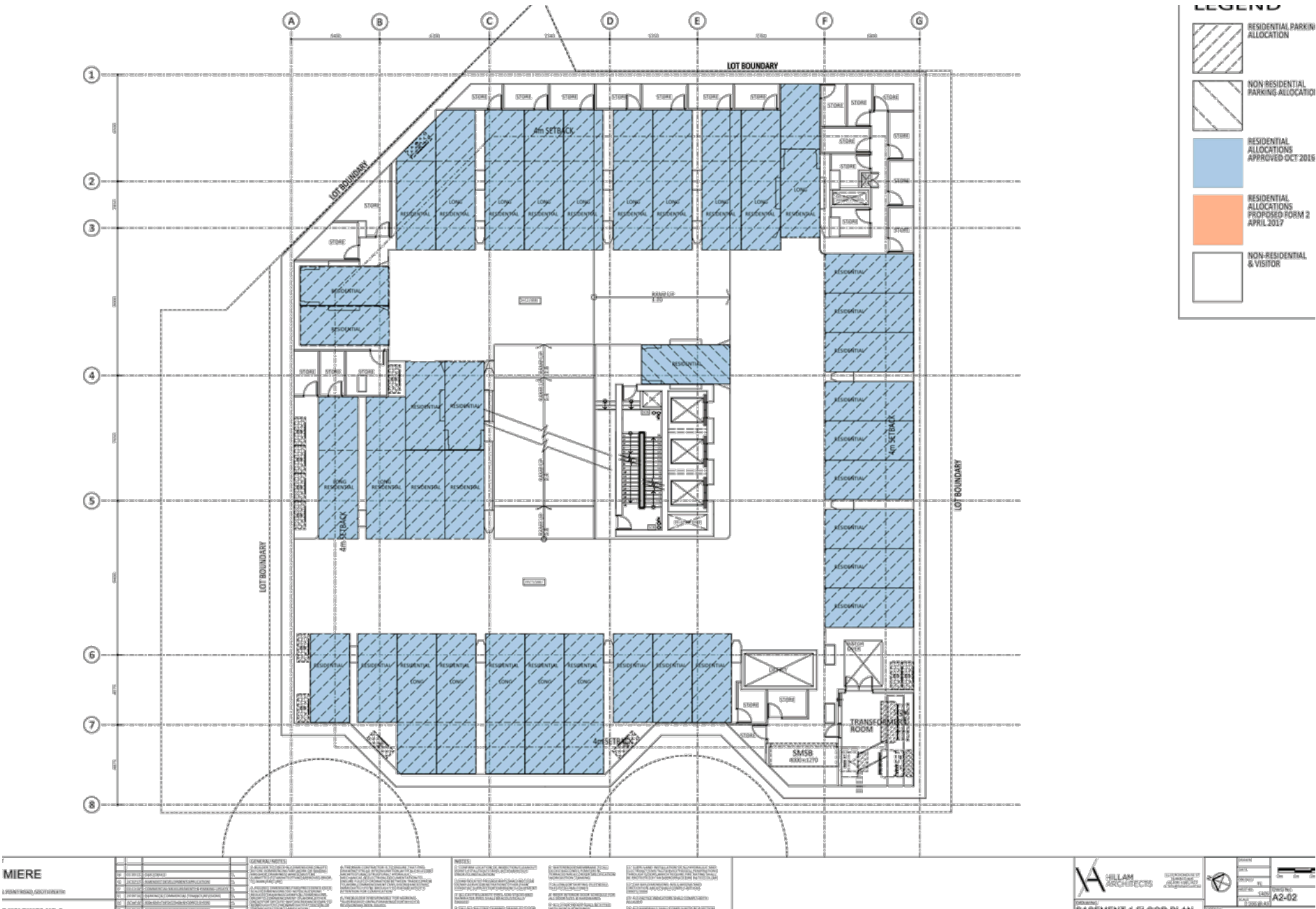
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## Appendix A - Site Plan

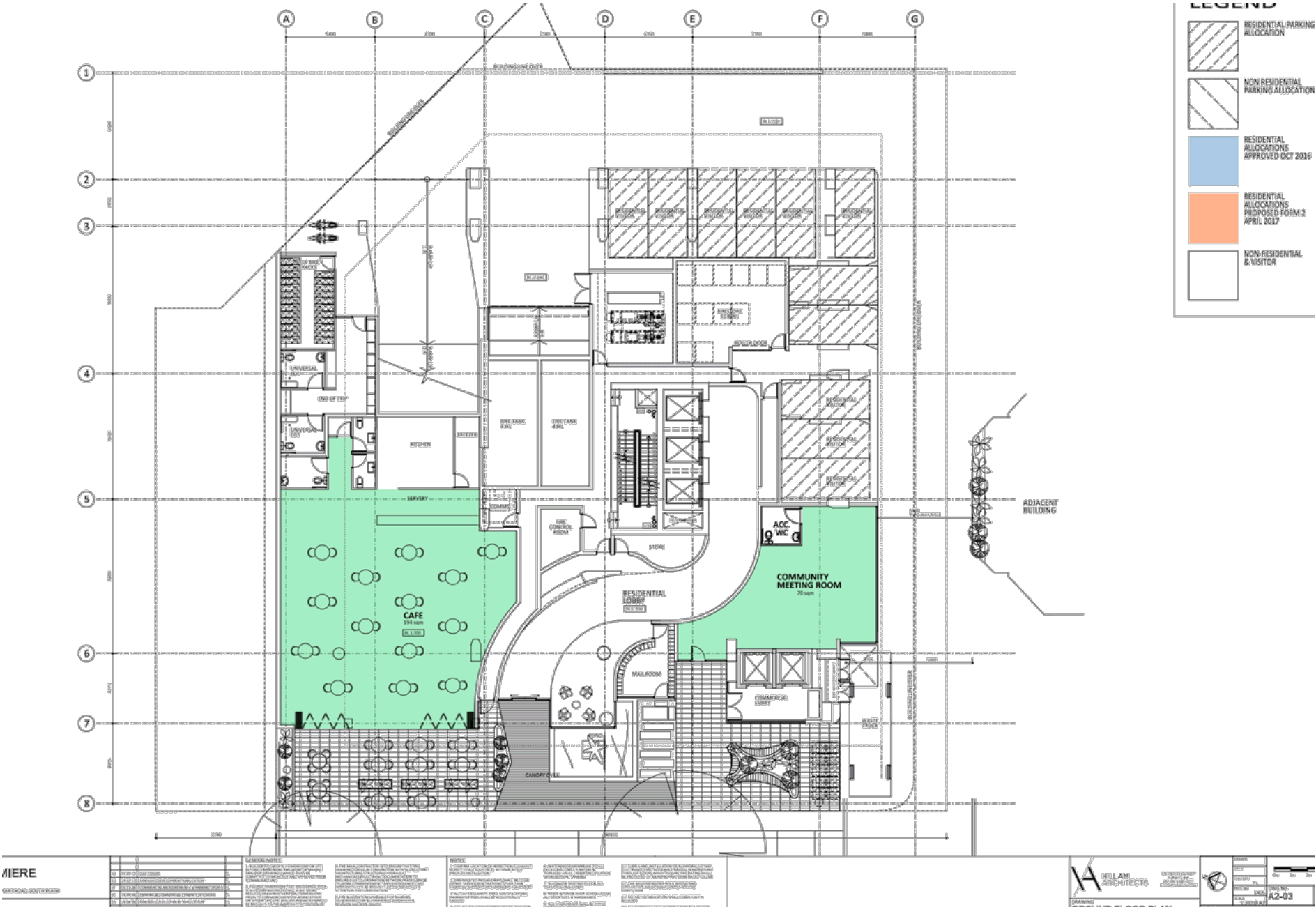
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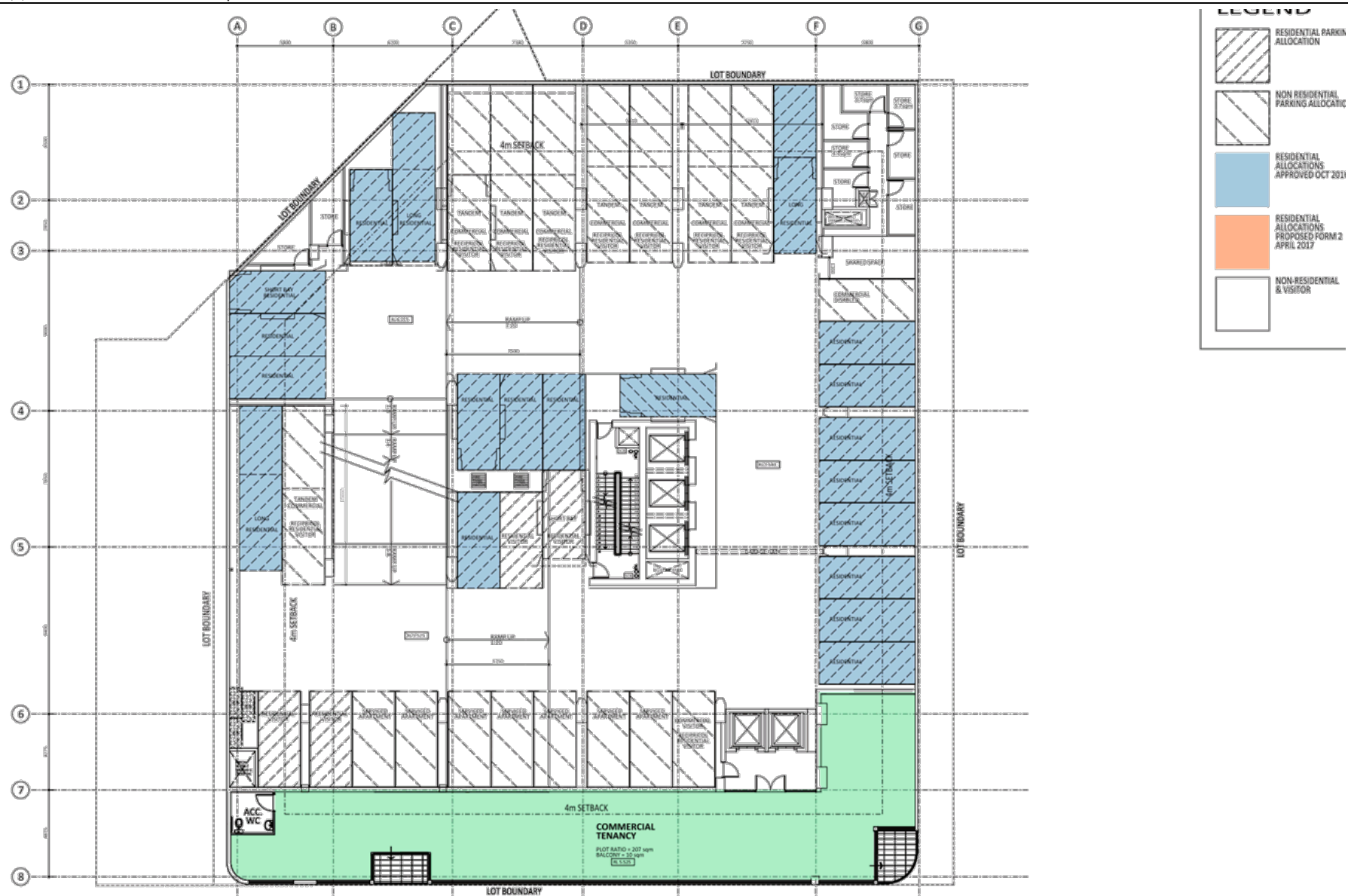






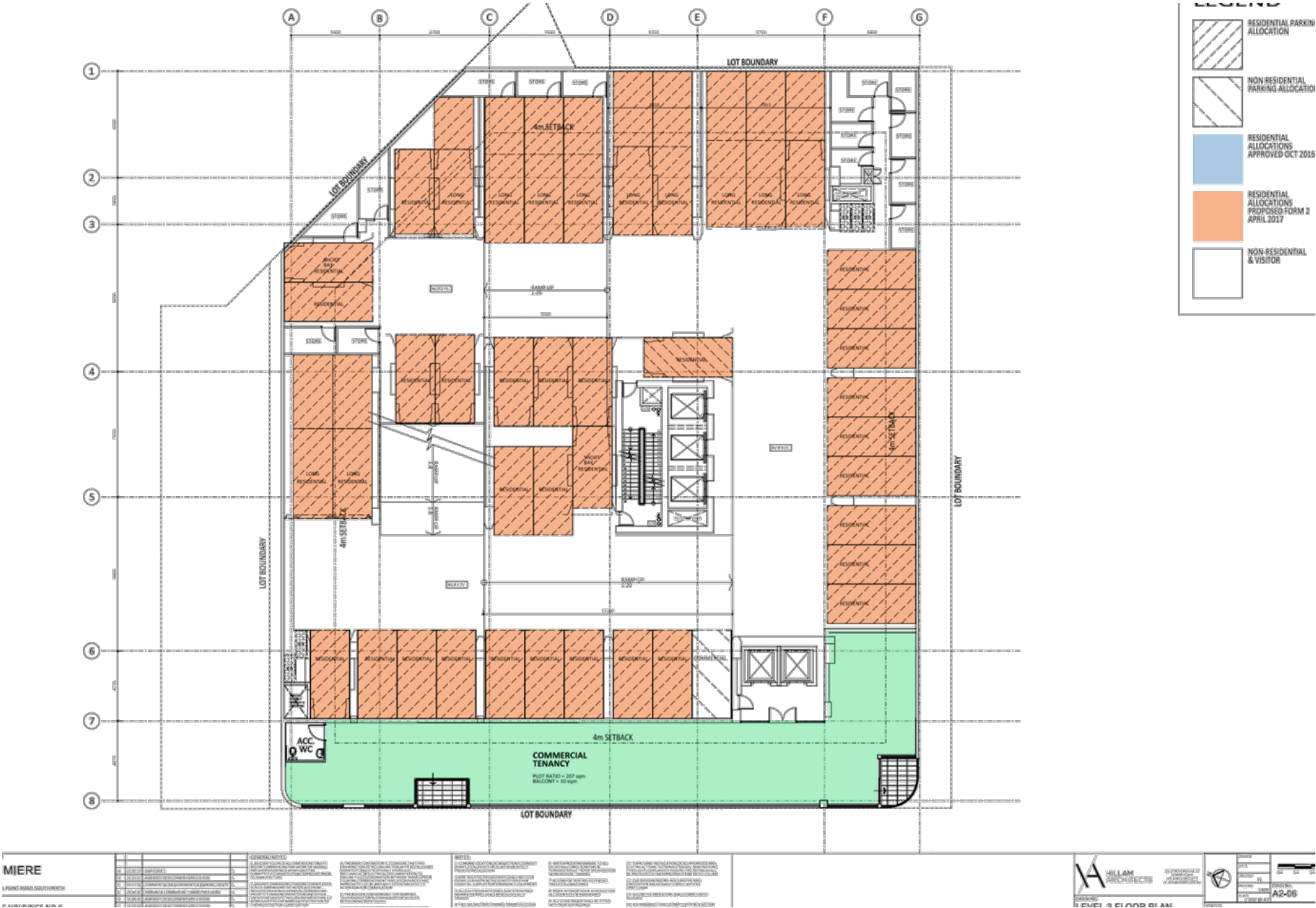




[illegible]









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## Appendix B - Traffic Counts

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### **MetroCount Traffic Executive** **Weekly Vehicle Counts (Virtual Week)**

#### **VirtWeeklyVehicle-317 -- English (ENA)**

##### **Datasets:**

**Site:** [COSP195] Mill Point Rd, mid Scott St and Frasers Lane <50> (no 73)  
**Attribute:** [-31.970790 +115.849837]  
**Direction:** 1 - North bound, A trigger first. Lane: 1  
**Survey Duration:** 10:46 Tuesday, 10 May 2016 => 10:17 Tuesday, 24 May 2016,  
**Zone:**  
**File:** COSP195 0 2016-05-24 1017.EC1 (Plus )  
**Identifier:** A994N1ZG MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 10:47 Tuesday, 10 May 2016 => 0:00 Friday, 20 May 2016 (9.55069)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.  
**Direction:** North (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 15877 / 53282 (29.80%)





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### Weekly Vehicle Counts (Virtual Week)

#### VirtWeeklyVehicle-317

**Site:** COSP195.1.0N  
**Description:** Mill Point Rd, mid Scott St and Frasers Lane <50> (no 73)  
**Filter time:** 10:47 Tuesday, 10 May 2016 => 0:00 Friday, 20 May 2016  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(N) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
<b>Hour</b>									
0000-0100	11.0	8.0	10.0	9.0	12.0	30.0	36.0	9.9	15.0
0100-0200	6.0	4.0	4.5	8.5	10.0	22.0	21.0	6.6	9.9
0200-0300	2.0	4.0	2.5	5.5	5.0	23.0	10.0	3.9	6.7
0300-0400	4.0	3.0	3.5	2.5	5.0	6.0	17.0	3.4	5.2
0400-0500	9.0	3.0	3.0	4.5	1.0	9.0	5.0	4.0	4.7
0500-0600	13.0	25.0	22.0	18.0	18.0	8.0	12.0	19.4	17.3
0600-0700	68.0	52.0	71.5	59.5	59.0	34.0	31.0	63.0	56.2
0700-0800	78.0	87.0	72.5	71.5	82.0	47.0	43.0	76.4	69.4
0800-0900	72.0	70.0	81.0	76.0	88.0	55.0	62.0	77.7	73.4
0900-1000	92.0	93.0	93.5	101.0	87.0	79.0	79.0	94.4	91.0
1000-1100	98.0	50.5	89.5	89.5	109.0	116.0	106.0	83.3	88.8
1100-1200	108.0	112.5	105.5	111.0	92.0	102.0	90.0	107.3	105.0
1200-1300	105.0	97.0	97.5	97.0	107.0	117.0	120.0	99.4	103.2
1300-1400	95.0	100.0	100.0	98.0	97.0	120.0	111.0	98.5	101.9
1400-1500	110.0	100.0	94.5	88.0	106.0	135.0	121.0	97.6	103.7
1500-1600	124.0	120.0	110.5	127.0	98.0	120.0	99.0	117.1	115.6
1600-1700	105.0	122.5	113.0	121.0	114.0	127.0	110.0	116.5	116.9
1700-1800	158.0	130.5	139.0	127.0	162.0	143.0	96.0	139.1	135.2
1800-1900	131.0	129.0	127.5	117.5	138.0	114.0	105.0	127.1	123.6
1900-2000	78.0	93.0	90.0	96.5	102.0	83.0	57.0	92.4	87.9
2000-2100	71.0	66.5	74.5	63.0	76.0	62.0	52.0	69.4	66.9
2100-2200	53.0	54.5	55.0	62.5	83.0	59.0	61.0	60.0	60.0
2200-2300	30.0	32.5	37.5	48.0	61.0	53.0	23.0	40.9	40.3
2300-2400	11.0	18.0	23.0	29.5	35.0	41.0	19.0	23.4	24.7
<b>Totals</b>									
0700-1900	1276.0	1212.0	1224.0	1224.5	1280.0	1275.0	1142.0	1234.4	1227.8
0600-2200	1546.0	1478.0	1515.0	1506.0	1600.0	1513.0	1343.0	1519.2	1498.8
0600-0000	1587.0	1528.5	1575.5	1583.5	1696.0	1607.0	1385.0	1583.4	1563.8
0000-0000	1632.0	1575.5	1621.0	1631.5	1747.0	1705.0	1486.0	1630.6	1622.6
<b>AM Peak</b>	1100	1100	1100	1100	1000	1000	1000		
	108.0	112.5	105.5	111.0	109.0	116.0	106.0		
<b>PM Peak</b>	1700	1700	1700	1700	1700	1700	1400		
	158.0	130.5	139.0	127.0	162.0	143.0	121.0		

\* - No data.



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### **MetroCount Traffic Executive** **Weekly Vehicle Counts (Virtual Week)**

#### **VirtWeeklyVehicle-318 -- English (ENA)**

##### **Datasets:**

**Site:** [COSP195] Mill Point Rd, mid Scott St and Frasers Lane <50> (no 73)  
**Attribute:** [-31.970790 +115.849837]  
**Direction:** 1 - North bound, A trigger first. **Lane:** 1  
**Survey Duration:** 10:46 Tuesday, 10 May 2016 => 10:17 Tuesday, 24 May 2016,  
**Zone:**  
**File:** COSP195 0 2016-05-24 1017.EC1 (Plus )  
**Identifier:** A994N1ZG MC56-1 [MC55] (c)Microcom 07/06/99  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 10:47 Tuesday, 10 May 2016 => 0:00 Friday, 20 May 2016 (9.55069)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.  
**Direction:** South (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 36481 / 53282 (68.47%)



Consulting Civil and Traffic Engineers, Risk Managers

### Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-318

Site: COSP195.1.0N  
Description: Mill Point Rd, mid Scott St and Frasers Lane <50> (no 73)  
Filter time: 10:47 Tuesday, 10 May 2016 => 0:00 Friday, 20 May 2016  
Scheme: Vehicle classification (AustRoads94)  
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(S) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	10.0	6.0	19.0	17.5	15.0	49.0	58.0	14.9	23.4
0100-0200	8.0	8.0	9.5	9.5	16.0	35.0	38.0	10.0	15.9
0200-0300	12.0	6.0	6.0	6.5	4.0	14.0	30.0	6.7	10.1
0300-0400	8.0	8.0	5.0	7.0	16.0	13.0	21.0	8.0	10.0
0400-0500	9.0	10.0	10.0	15.0	9.0	16.0	16.0	11.1	12.2
0500-0600	76.0	64.0	65.5	70.0	69.0	26.0	19.0	68.6	58.3
0600-0700	118.0	153.0	127.5	132.5	147.0	83.0	68.0	134.0	121.0
0700-0800	191.0	215.0	204.0	216.5	204.0	143.0	104.0	207.3	198.7
0800-0900	229.0	249.0	258.0	239.5	270.0	212.0	233.0	249.0	243.1
0900-1000	250.0	254.0	271.0	257.0	307.0	341.0	163.0	266.7	263.4
1000-1100	257.0	123.0	266.0	252.5	328.0	372.0	305.0	233.5	254.5
1100-1200	257.0	228.5	265.5	285.0	250.0	343.0	353.0	258.1	276.1
1200-1300	248.0	265.0	258.0	274.0	281.0	313.0	339.0	265.4	277.5
1300-1400	218.0	254.5	264.5	231.5	253.0	270.0	294.0	246.5	253.6
1400-1500	257.0	268.0	249.5	261.0	273.0	265.0	254.0	260.9	260.6
1500-1600	245.0	264.0	255.0	242.0	228.0	278.0	218.0	249.4	249.1
1600-1700	211.0	214.5	229.0	233.5	253.0	261.0	223.0	227.3	230.2
1700-1800	245.0	275.0	302.5	266.0	256.0	298.0	200.0	273.5	268.6
1800-1900	225.0	229.0	246.5	253.5	278.0	290.0	174.0	245.1	242.5
1900-2000	136.0	153.0	153.0	162.0	198.0	202.0	120.0	158.8	159.2
2000-2100	131.0	109.5	114.0	112.0	129.0	140.0	84.0	116.4	115.5
2100-2200	73.0	95.5	106.5	85.0	130.0	106.0	94.0	97.1	97.7
2200-2300	49.0	55.5	56.0	68.5	105.0	136.0	58.0	64.3	70.8
2300-2400	22.0	25.5	30.5	44.5	75.0	82.0	26.0	37.3	40.6
Totals									
0700-1900	2833.0	2839.5	3069.5	3012.0	3181.0	3386.0	2860.0	2982.6	3007.9
0600-2200	3291.0	3350.5	3570.5	3503.5	3785.0	3917.0	3226.0	3488.9	3501.3
0600-0000	3362.0	3431.5	3657.0	3616.5	3965.0	4135.0	3310.0	3590.4	3612.7
0000-0000	3485.0	3533.5	3772.0	3742.0	4094.0	4288.0	3492.0	3709.7	3742.7
AM Peak	1100	0900	0900	1100	1000	1000	1100		
	257.0	254.0	271.0	285.0	328.0	372.0	353.0		
PM Peak	1400	1700	1700	1200	1200	1200	1200		
	257.0	275.0	302.5	274.0	281.0	313.0	339.0		

\* - No data.



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### **MetroCount Traffic Executive** **Weekly Vehicle Counts (Virtual Week)**

#### **VirtWeeklyVehicle-422 -- English (ENA)**

##### **Datasets:**

**Site:** [COSP03] Labouchere Rd Between Judd & Bowman St  
**Attribute:** [-31.973252 +115.850837]  
**Direction:** 1 - North bound, A trigger first. **Lane:** 1  
**Survey Duration:** 12:11 Tuesday, 2 February 2016 => 8:05 Wednesday, 10 February 2016,  
**Zone:**  
**File:** COSP03 0 2016-02-10 0805.EC1 (Plus )  
**Identifier:** V449REGR MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP03] Labouchere Rd Between Judd & Bowman St  
**Attribute:** [-31.973252 +115.850837]  
**Direction:** 3 - South bound, A trigger first. **Lane:** 3  
**Survey Duration:** 12:10 Tuesday, 2 February 2016 => 8:08 Wednesday, 10 February 2016,  
**Zone:**  
**File:** COSP03 0 2016-02-10 0807.EC3 (Plus )  
**Identifier:** V303FRGV MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP03] Labouchere Rd Between Judd & Bowman St  
**Attribute:** [-31.973252 +115.850837]  
**Direction:** 1 - North bound, A trigger first. **Lane:** 2  
**Survey Duration:** 12:11 Tuesday, 2 February 2016 => 8:01 Wednesday, 10 February 2016,  
**Zone:**  
**File:** COSP03 0 2016-02-10 0801.EC2 (Plus )  
**Identifier:** V307ZE2N MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

##### **Profile:**

**Filter time:** 12:11 Tuesday, 2 February 2016 => 8:08 Wednesday, 10 February 2016 (7.83164)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.  
**Direction:** North, East, South, West (bound), P = North  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 107980 / 108392 (99.62%)



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### Weekly Vehicle Counts (Virtual Week)

#### **VirtWeeklyVehicle-422**

**Site:** COSP03.1.0N COSP03.3.0S COSP03.2.0N  
**Description:** Multiple sites - See Header sheet for site descriptions.  
**Filter time:** 12:11 Tuesday, 2 February 2016 => 8:08 Wednesday, 10 February 2016  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
<b>Hour</b>									
0000-0100	39.0	37.0	60.5	93.0	41.0	118.0	167.0	55.2	77.0
0100-0200	17.0	12.0	26.0	24.0	24.0	81.0	98.0	21.5	38.5
0200-0300	15.0	11.0	19.5	17.0	17.0	54.0	83.0	16.5	29.5
0300-0400	15.0	18.0	23.5	20.0	14.0	37.0	34.0	19.0	23.1
0400-0500	31.0	33.0	40.5	26.0	32.0	28.0	38.0	33.8	33.6
0500-0600	179.0	180.0	194.5	214.0	170.0	85.0	71.0	188.7	161.0
0600-0700	556.0	586.0	597.0	614.0	559.0	311.0	187.0	584.9	500.9
0700-0800	1118.0	1154.0	1136.5	1142.0	1066.0	453.0	269.0	1125.5	934.4
0800-0900	1356.0	1420.0	673.0	1417.0	1394.0	742.0	521.0	1155.5	1024.5
0900-1000	819.0	964.0	1071.0	986.0	1047.0	751.0	579.0	977.4	888.1
1000-1100	793.0	863.0	846.0	793.0	856.0	871.0	671.0	830.2	813.3
1100-1200	781.0	792.0	901.0	877.0	939.0	939.0	751.0	858.0	854.3
1200-1300	830.0	785.5	853.0	941.0	919.0	913.0	699.0	852.3	840.8
1300-1400	748.0	804.0	853.0	834.0	874.0	816.0	629.0	819.5	795.3
1400-1500	809.0	841.5	884.0	924.0	1029.0	753.0	605.0	888.2	835.9
1500-1600	960.0	1063.5	1143.0	1244.0	1228.0	744.0	629.0	1117.0	1009.4
1600-1700	1217.0	1389.0	1348.0	1427.0	1374.0	651.0	571.0	1357.3	1170.8
1700-1800	1389.0	1591.5	1667.0	1613.0	1419.0	743.0	567.0	1545.2	1322.6
1800-1900	766.0	861.0	963.0	986.0	896.0	722.0	489.0	888.8	818.0
1900-2000	443.0	537.0	510.0	551.0	537.0	512.0	389.0	519.2	502.0
2000-2100	389.0	352.5	344.0	360.0	367.0	371.0	279.0	360.8	351.9
2100-2200	265.0	417.0	687.0	326.0	333.0	344.0	248.0	407.5	379.6
2200-2300	154.0	303.0	466.0	200.0	275.0	280.0	150.0	283.5	266.4
2300-2400	83.0	123.0	242.0	120.0	194.0	201.0	84.0	147.5	146.3
<b>Totals</b>									
0700-1900	11586.0	12529.0	12338.5	13184.0	13041.0	9098.0	6980.0	12414.9	11307.2
0600-2200	13239.0	14421.5	14476.5	15035.0	14837.0	10636.0	8083.0	14287.3	13041.6
0600-0000	13476.0	14847.5	15184.5	15355.0	15306.0	11117.0	8317.0	14718.3	13454.2
0000-0000	13772.0	15138.5	15549.0	15749.0	15604.0	11520.0	8808.0	15052.9	13817.0
<b>AM Peak</b>	0800	0800	0700	0800	0800	1100	1100		
	1356.0	1420.0	1136.5	1417.0	1394.0	939.0	751.0		
<b>PM Peak</b>	1700	1700	1700	1700	1700	1200	1200		
	1389.0	1591.5	1667.0	1613.0	1419.0	913.0	699.0		

\* - No data.





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## **MetroCount Traffic Executive** **Weekly Vehicle Counts (Virtual Week)**

### **VirtWeeklyVehicle-428 -- English (ENA)**

#### **Datasets:**

**Site:** [COSP01] Mill Point Rd Between Mends & Labouchere Rd  
**Attribute:** [-31.972765 +115.851260]  
**Direction:** 4 - West bound, A trigger first. Lane: 1  
**Survey Duration:** 21:36 Tuesday, 2 February 2016 => 12:33 Monday, 15 February 2016,  
**Zone:**  
**File:** COSP01 0 2016-02-15 1233.EC1 (Plus B)  
**Identifier:** KC04HF5H MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP01] Mill Point Rd Between Mends & Labouchere Rd  
**Attribute:** [-31.972765 +115.851260]  
**Direction:** 4 - West bound, A trigger first. Lane: 2  
**Survey Duration:** 21:38 Tuesday, 2 February 2016 => 12:28 Monday, 15 February 2016,  
**Zone:**  
**File:** COSP01 0 2016-02-15 1229.EC2 (Plus )  
**Identifier:** DS34XCP3 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP01] Mill Point Rd Between Mends St & Labouchere Rd  
**Attribute:** [-31.972783 +115.851260]  
**Direction:** 2 - East bound, A trigger first. Lane: 1  
**Survey Duration:** 21:28 Tuesday, 2 February 2016 => 12:43 Monday, 15 February 2016,  
**Zone:**  
**File:** COSP01 0 2016-02-15 1243.EC1 (Plus )  
**Identifier:** V446Z9Q5 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP01] Mill Point Rd Between Mends St & Labouchere Rd  
**Attribute:** [-31.972783 +115.851260]  
**Direction:** 2 - East bound, A trigger first. Lane: 2  
**Survey Duration:** 7:51 Wednesday, 10 February 2016 => 12:36 Monday, 15 February 2016,  
**Zone:**  
**File:** COSP01 0 2016-02-15 1237.EC2 (Plus B)  
**Identifier:** FS883FVN MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Site:** [COSP01] Mill Point Rd Between Mends St & Labouchere Rd  
**Attribute:** [-31.972783 +115.851260]  
**Direction:** 2 - East bound, A trigger first. Lane: 2  
**Survey Duration:** 21:28 Tuesday, 2 February 2016 => 7:33 Wednesday, 10 February 2016,  
**Zone:**  
**File:** COSP01 0 2016-02-10 0733.EC2 (Plus B)  
**Identifier:** FS883FVN MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.05)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### **Profile:**

**Filter time:** 21:29 Tuesday, 2 February 2016 => 12:43 Monday, 15 February 2016 (12.6351)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 10 - 160 km/h.



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<b>Direction:</b>	North, East, South, West (bound), P = <u>East</u>
<b>Separation:</b>	Headway > 0 sec, Span 0 - 100 metre
<b>Name:</b>	Default Profile
<b>Scheme:</b>	Vehicle classification (AustRoads94)
<b>Units:</b>	Metric (metre, kilometre, m/s, km/h, kg, tonne)
<b>In profile:</b>	Vehicles = 258759 / 260861 (99.19%)



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### Weekly Vehicle Counts (Virtual Week)

#### VirtWeeklyVehicle-428

**Site:** COSP01.1.0W COSP01.2.0W COSP01.1.0E COSP01.2.0E COSP01.2.0E  
**Description:** Multiple sites - See Header sheet for site descriptions.  
**Filter time:** 21:29 Tuesday, 2 February 2016 => 12:43 Monday, 15 February 2016  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
<b>Hour</b>									
0000-0100	113.5	72.0	90.5	125.5	136.5	299.0	440.0	111.6	190.9
0100-0200	51.5	30.0	40.0	53.5	64.0	159.5	243.0	49.8	96.4
0200-0300	44.0	18.0	31.5	44.5	40.0	112.5	148.0	37.6	66.1
0300-0400	34.5	31.0	32.0	32.5	44.0	86.0	84.5	35.2	50.6
0400-0500	65.0	75.0	54.0	52.0	61.5	86.5	68.0	60.0	65.3
0500-0600	328.5	355.0	315.0	331.5	323.0	180.0	139.0	327.9	276.1
0600-0700	833.5	823.0	802.5	881.5	911.5	489.0	294.0	853.4	711.3
0700-0800	1508.0	1217.0	1340.0	1536.0	1448.5	655.0	449.5	1431.3	1160.8
0800-0900	1604.0	1634.0	1634.0	1724.0	1709.0	998.0	739.0	1664.0	1419.2
0900-1000	1244.5	1392.0	1353.0	1311.0	1397.0	1185.0	995.0	1333.7	1258.7
1000-1100	1091.0	1176.0	1170.0	1180.5	1213.5	1355.0	1139.5	1165.1	1190.4
1100-1200	1121.5	953.0	1209.5	1216.5	1331.5	1439.0	1252.0	1190.1	1237.9
1200-1300	928.0	952.0	1310.5	1275.5	1420.5	1469.0	1298.5	1202.3	1258.2
1300-1400	1074.0	818.0	1214.0	1210.0	1304.5	1274.0	1118.0	1168.6	1177.8
1400-1500	1206.0	894.0	1326.0	1329.5	1491.5	1255.0	1158.0	1299.3	1268.3
1500-1600	1429.0	1101.0	1625.5	1696.0	1644.0	1283.5	1154.0	1557.6	1444.7
1600-1700	1522.0	1142.0	1707.0	1656.5	1668.0	1254.5	1113.5	1590.9	1455.3
1700-1800	1655.0	1279.0	1784.0	1795.5	1766.5	1328.0	1182.0	1703.3	1553.8
1800-1900	1177.0	928.0	1451.5	1431.0	1402.5	1312.0	1017.0	1334.4	1277.8
1900-2000	861.0	595.0	974.0	997.5	1066.0	1105.5	884.5	941.4	959.3
2000-2100	741.0	548.0	781.0	851.5	938.5	993.5	854.0	803.9	843.8
2100-2200	524.0	394.5	881.0	762.0	832.5	912.5	701.5	696.0	730.2
2200-2300	376.0	466.5	669.0	542.5	761.5	939.0	480.0	583.9	622.5
2300-2400	157.0	223.0	302.5	267.5	554.0	676.5	218.5	316.8	357.0
<b>Totals</b>									
0700-1900	15560.0	13486.0	17125.0	17362.0	17797.0	14808.0	12616.0	16640.6	15702.8
0600-2200	18519.5	15846.5	20563.5	20854.5	21545.5	18308.5	15350.0	19935.3	18947.4
0600-0000	19052.5	16536.0	21535.0	21664.5	22861.0	19924.0	16048.5	20835.9	19926.9
0000-0000	19689.5	17117.0	22098.0	22304.0	23530.0	20847.5	17171.0	21457.9	20672.3
<b>AM Peak</b>	0800	0800	0800	0800	0800	1100	1100		
	1604.0	1634.0	1634.0	1724.0	1709.0	1439.0	1252.0		
<b>PM Peak</b>	1700	1700	1700	1700	1700	1200	1200		
	1655.0	1279.0	1784.0	1795.5	1766.5	1469.0	1298.5		

\* - No data.



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## Appendix C - 76 Mill Point Road Traffic Generation

Table 13 - Predicted Daily Trip Generation – 76 Mill Point Road

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Residential dwelling - Medium density residential flat building (1-2BR).	4.50	0.45	0.45	Units	62	284	28	28	RTA Guide.
Residential dwelling - Medium density flat building (>2BR).	6.00	0.60	0.60	Units	38	222	22	22	RTA Guide.
Apartment High Rise ITE	4.20	0.30	0.35	Units	147	638	46	53	ITE Guide 222
Cafe (High turnover sit down restaurant)	136.79	12.39	12.00	GFA	163	223	20	20	ITE Guide 932
<b>Total</b>						<b>1367</b>	<b>116</b>	<b>123</b>	

Table 14 - Predicted Peak Hour Movements – 76 Mill Point Road

Land use	Peak Distribution			
	AM Peak in	AM Peak out	PM Peak in	PM Peak out
Residential dwelling - Medium density residential flat building (1-2BR).	11	17	17	11
Residential dwelling - Medium density flat building (>2BR).	8	14	14	8
Apartment High Rise ITE	12	34	32	21
Cafe (High turnover sit down restaurant)	9	11	9	11
<b>Total</b>	<b>40</b>	<b>76</b>	<b>72</b>	<b>51</b>

Table 15 - Predicted Discounted Daily Trip Generation – 76 Mill Point Road

Land use	Discount Rate	Estimated Generation			Discounted Generation		
		ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak
Residential dwelling - Medium density residential flat building (1-2BR).	25%	284	28	28	213	21	21
Residential dwelling - Medium density flat building (>2BR).	25%	222	22	22	166.5	16.5	16.5
Apartment High Rise ITE	25%	638	46	53	478.5	34.5	39.75
Cafe (High turnover sit down restaurant)	25%	223	20	20	167.25	15	15
<b>TOTAL</b>		<b>1367</b>	<b>116</b>	<b>123</b>	<b>213</b>	<b>21</b>	<b>21</b>

Table 16 - Predicted Discounted Peak Hour Movements – 76 Mill Point Road

Land use	Discount Rate	Estimated Peak Distribution				Discounted Peak Distribution			
		AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Residential dwelling - Medium density residential flat building (1-2BR).	25%	11	17	17	11	8.25	12.75	12.75	8.25
Residential dwelling - Medium density flat building (>2BR).	25%	8	14	14	8	6	10.5	10.5	6
Apartment High Rise ITE	25%	12	34	32	21	9	25.5	24	15.75
Cafe (High turnover sit down restaurant)	25%	9	11	9	11	6.75	8.25	6.75	8.25
<b>TOTAL</b>	<b>25%</b>	<b>40</b>	<b>76</b>	<b>72</b>	<b>51</b>	<b>30</b>	<b>57</b>	<b>54</b>	<b>38.25</b>



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## Appendix D - SIDRA Analysis – Signalised Intersection

### MOVEMENT SUMMARY

**Site: 1 [2016 - AM Peak no development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	649	3.0	0.487	37.0	LOS D	14.6	104.7	0.82	0.81	37.1
2	T1	7	3.0	0.235	57.6	LOS E	2.0	14.7	0.97	0.73	29.8
3	R2	29	3.0	0.235	63.2	LOS E	2.0	14.7	0.97	0.73	29.5
Approach		685	3.0	0.487	38.3	LOS D	14.6	104.7	0.83	0.80	36.6
East: Mill Point Road											
4	L2	5	3.0	0.539	38.9	LOS D	11.6	83.4	0.80	0.69	38.4
5	T1	804	3.0	0.539	32.3	LOS C	14.7	105.6	0.81	0.69	39.3
6	R2	30	3.0	0.109	34.4	LOS C	1.2	8.7	0.71	0.72	37.6
Approach		839	3.0	0.539	32.4	LOS C	14.7	105.6	0.81	0.69	39.2
North: Mill Point Road											
7	L2	58	3.0	0.467	58.7	LOS E	6.4	46.3	0.97	0.78	30.9
8	T1	58	3.0	0.467	53.1	LOS D	6.4	46.3	0.97	0.78	31.4
9	R2	140	3.0	0.577	59.7	LOS E	7.9	56.9	0.99	0.80	30.0
Approach		256	3.0	0.577	58.0	LOS E	7.9	56.9	0.98	0.79	30.5
West: Mill Point Road											
10	L2	81	3.0	0.283	15.9	LOS B	8.7	62.3	0.48	0.49	49.1
11	T1	601	3.0	0.283	10.4	LOS B	8.8	63.1	0.48	0.45	50.9
12	R2	236	3.0	0.556	49.7	LOS D	12.3	88.3	0.93	0.82	32.8
Approach		918	3.0	0.556	21.0	LOS C	12.3	88.3	0.60	0.55	44.4
All Vehicles		2698	3.0	0.577	32.5	LOS C	14.7	105.6	0.76	0.68	39.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.





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## MOVEMENT SUMMARY

**Site: 1 [2018 - AM Peak no development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	716	3.0	0.614	37.8	LOS D	16.5	118.2	0.84	0.82	36.8
2	T1	8	3.0	0.261	57.8	LOS E	2.3	16.4	0.97	0.73	29.8
3	R2	32	3.0	0.261	63.4	LOS E	2.3	16.4	0.97	0.73	29.5
Approach		756	3.0	0.614	39.1	LOS D	16.5	118.2	0.85	0.81	36.3
East: Mill Point Road											
4	L2	6	3.0	0.611	39.9	LOS D	13.1	93.9	0.82	0.71	38.0
5	T1	886	3.0	0.611	33.0	LOS C	16.8	120.3	0.83	0.71	39.0
6	R2	33	3.0	0.129	34.8	LOS C	1.3	9.7	0.71	0.72	37.5
Approach		925	3.0	0.611	33.1	LOS C	16.8	120.3	0.82	0.71	38.9
North: Mill Point Road											
7	L2	64	3.0	0.515	59.1	LOS E	7.2	51.5	0.98	0.79	30.8
8	T1	64	3.0	0.515	53.5	LOS D	7.2	51.5	0.98	0.79	31.2
9	R2	154	3.0	0.635	60.5	LOS E	8.8	63.5	1.00	0.82	29.8
Approach		282	3.0	0.635	58.6	LOS E	8.8	63.5	0.99	0.80	30.3
West: Mill Point Road											
10	L2	89	3.0	0.312	16.2	LOS B	9.8	70.3	0.49	0.50	49.0
11	T1	663	3.0	0.312	10.6	LOS B	9.9	71.2	0.49	0.46	50.7
12	R2	260	3.0	0.613	50.4	LOS D	13.8	98.8	0.95	0.83	32.6
Approach		1012	3.0	0.613	21.3	LOS C	13.8	98.8	0.61	0.56	44.2
All Vehicles		2975	3.0	0.635	33.0	LOS C	16.8	120.3	0.77	0.69	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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## MOVEMENT SUMMARY

**Site: 1 [2018 - AM Peak with development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	716	3.0	0.614	37.8	LOS D	16.5	118.2	0.84	0.82	36.8
2	T1	14	3.0	0.299	58.0	LOS E	2.6	19.0	0.98	0.74	29.9
3	R2	32	3.0	0.299	63.6	LOS E	2.6	19.0	0.98	0.74	29.6
Approach		762	3.0	0.614	39.2	LOS D	16.5	118.2	0.85	0.81	36.3
East: Mill Point Road											
4	L2	6	3.0	0.596	39.7	LOS D	12.8	91.9	0.82	0.70	38.1
5	T1	886	3.0	0.596	33.1	LOS C	17.3	124.3	0.83	0.71	38.9
6	R2	39	3.0	0.077	33.4	LOS C	1.5	10.9	0.70	0.71	38.0
Approach		931	3.0	0.596	33.1	LOS C	17.3	124.3	0.82	0.71	38.9
North: Mill Point Road											
7	L2	72	3.0	0.579	59.7	LOS E	8.1	58.5	0.99	0.80	30.6
8	T1	72	3.0	0.579	54.1	LOS D	8.1	58.5	0.99	0.80	31.1
9	R2	173	3.0	0.714	62.3	LOS E	10.2	73.4	1.00	0.85	29.3
Approach		317	3.0	0.714	59.9	LOS E	10.2	73.4	0.99	0.83	30.0
West: Mill Point Road											
10	L2	101	3.0	0.318	16.2	LOS B	10.0	71.7	0.49	0.51	48.8
11	T1	663	3.0	0.318	10.6	LOS B	10.1	72.6	0.49	0.47	50.7
12	R2	260	3.0	0.613	50.4	LOS D	13.8	98.8	0.95	0.83	32.6
Approach		1024	3.0	0.613	21.3	LOS C	13.8	98.8	0.61	0.56	44.2
All Vehicles		3034	3.0	0.714	33.5	LOS C	17.3	124.3	0.78	0.70	38.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

**Site: 1 [2018 - AM Peak with development traffic & 76 MPR]**

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	716	3.0	0.614	37.8	LOS D	16.5	118.2	0.84	0.82	36.8
2	T1	20	3.0	0.337	58.3	LOS E	3.0	21.5	0.98	0.74	29.9
3	R2	32	3.0	0.337	63.9	LOS E	3.0	21.5	0.98	0.74	29.6
Approach		768	3.0	0.614	39.4	LOS D	16.5	118.2	0.85	0.81	36.2
East: Mill Point Road											
4	L2	6	3.0	0.598	40.0	LOS D	12.9	92.9	0.82	0.71	38.0
5	T1	886	3.0	0.598	33.1	LOS C	17.1	123.1	0.83	0.71	38.9
6	R2	45	3.0	0.088	33.5	LOS C	1.8	12.6	0.70	0.71	38.0
Approach		937	3.0	0.598	33.2	LOS C	17.1	123.1	0.82	0.71	38.9
North: Mill Point Road											
7	L2	83	3.0	0.668	61.0	LOS E	9.6	69.1	1.00	0.84	30.3
8	T1	83	3.0	0.668	55.5	LOS E	9.6	69.1	1.00	0.84	30.7
9	R2	202	3.0	0.833	67.7	LOS E	12.8	91.7	1.00	0.92	28.1
Approach		368	3.0	0.833	63.4	LOS E	12.8	91.7	1.00	0.88	29.2
West: Mill Point Road											
10	L2	113	3.0	0.323	18.3	LOS B	10.2	73.1	0.49	0.52	48.7
11	T1	663	3.0	0.323	10.7	LOS B	10.3	74.1	0.49	0.47	50.6
12	R2	260	3.0	0.613	50.4	LOS D	13.8	98.8	0.95	0.83	32.6
Approach		1036	3.0	0.613	21.3	LOS C	13.8	98.8	0.61	0.57	44.3
All Vehicles		3109	3.0	0.833	34.3	LOS C	17.1	123.1	0.78	0.71	38.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

**Site: 1 [2016 - PM Peak no development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	569	3.0	0.328	28.0	LOS C	11.0	79.1	0.66	0.76	40.8
2	T1	12	3.0	0.293	59.1	LOS E	3.5	25.0	0.96	0.75	29.5
3	R2	46	3.0	0.293	64.7	LOS E	3.5	25.0	0.96	0.75	29.2
Approach		627	3.0	0.328	31.3	LOS C	11.0	79.1	0.69	0.76	39.3
East: Mill Point Road											
4	L2	5	3.0	0.652	57.2	LOS E	13.3	95.5	0.92	0.78	32.3
5	T1	682	3.0	0.652	47.6	LOS D	14.7	105.5	0.91	0.77	33.7
6	R2	29	3.0	0.179	48.9	LOS D	1.5	10.8	0.82	0.74	32.7
Approach		716	3.0	0.652	47.7	LOS D	14.7	105.5	0.91	0.77	33.7
North: Mill Point Road											
7	L2	88	3.0	0.678	65.0	LOS E	10.9	78.4	1.00	0.84	29.3
8	T1	87	3.0	0.678	59.4	LOS E	10.9	78.4	1.00	0.84	29.8
9	R2	137	3.0	0.544	63.1	LOS E	8.3	59.5	0.98	0.80	29.2
Approach		312	3.0	0.678	62.6	LOS E	10.9	78.4	0.99	0.82	29.4
West: Mill Point Road											
10	L2	114	3.0	0.396	19.0	LOS B	14.5	104.3	0.55	0.55	47.2
11	T1	812	3.0	0.396	13.4	LOS B	14.7	105.6	0.55	0.52	48.8
12	R2	485	3.0	0.826	53.7	LOS D	30.2	217.0	0.99	0.92	31.6
Approach		1411	3.0	0.826	27.7	LOS C	30.2	217.0	0.70	0.66	41.0
All Vehicles		3066	3.0	0.826	36.7	LOS D	30.2	217.0	0.78	0.72	37.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

**Site: 1 [2018 - PM Peak no development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	627	3.0	0.362	28.4	LOS C	12.4	88.9	0.68	0.76	40.6
2	T1	13	3.0	0.324	59.4	LOS E	3.9	27.7	0.96	0.75	29.4
3	R2	51	3.0	0.324	65.0	LOS E	3.9	27.7	0.96	0.75	29.1
Approach		691	3.0	0.362	31.7	LOS C	12.4	88.9	0.70	0.76	39.2
East: Mill Point Road											
4	L2	6	3.0	0.740	61.4	LOS E	15.7	112.9	0.93	0.84	31.1
5	T1	752	3.0	0.740	50.9	LOS D	16.9	121.2	0.93	0.82	32.8
6	R2	32	3.0	0.216	49.6	LOS D	1.7	12.2	0.83	0.75	32.5
Approach		790	3.0	0.740	50.9	LOS D	16.9	121.2	0.92	0.82	32.7
North: Mill Point Road											
7	L2	97	3.0	0.748	67.1	LOS E	12.4	89.1	1.00	0.88	28.8
8	T1	96	3.0	0.748	61.5	LOS E	12.4	89.1	1.00	0.88	29.3
9	R2	151	3.0	0.600	63.7	LOS E	9.2	66.2	0.99	0.81	29.0
Approach		344	3.0	0.748	64.0	LOS E	12.4	89.1	1.00	0.85	29.0
West: Mill Point Road											
10	L2	126	3.0	0.436	19.4	LOS B	16.6	119.0	0.57	0.57	46.9
11	T1	895	3.0	0.436	13.9	LOS B	16.8	120.5	0.57	0.54	48.5
12	R2	535	3.0	0.911	67.0	LOS E	38.8	278.5	1.00	0.99	28.4
Approach		1556	3.0	0.911	32.6	LOS C	38.8	278.5	0.72	0.69	38.9
All Vehicles		3381	3.0	0.911	39.9	LOS D	38.8	278.5	0.79	0.75	36.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.





Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

**Site: 1 [2018 - PM Peak with development traffic]**

New Site

Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	627	3.0	0.362	28.4	LOS C	12.4	88.9	0.68	0.76	40.6
2	T1	21	3.0	0.362	59.7	LOS E	4.4	31.3	0.97	0.76	29.4
3	R2	51	3.0	0.362	65.3	LOS E	4.4	31.3	0.97	0.76	29.2
Approach		699	3.0	0.362	32.0	LOS C	12.4	88.9	0.71	0.76	39.0
East: Mill Point Road											
4	L2	6	3.0	0.709	60.5	LOS E	15.1	108.2	0.93	0.82	31.3
5	T1	752	3.0	0.709	49.8	LOS D	17.4	125.2	0.93	0.81	33.1
6	R2	40	3.0	0.110	46.5	LOS D	2.0	14.1	0.81	0.73	33.5
Approach		798	3.0	0.709	49.7	LOS D	17.4	125.2	0.92	0.80	33.1
North: Mill Point Road											
7	L2	104	3.0	0.802	69.5	LOS E	13.7	98.4	1.00	0.92	28.3
8	T1	103	3.0	0.802	64.0	LOS E	13.7	98.4	1.00	0.92	28.7
9	R2	170	3.0	0.675	65.0	LOS E	10.6	76.2	1.00	0.83	28.7
Approach		377	3.0	0.802	66.0	LOS E	13.7	98.4	1.00	0.88	28.6
West: Mill Point Road											
10	L2	142	3.0	0.444	19.5	LOS B	16.9	121.5	0.57	0.58	46.7
11	T1	895	3.0	0.444	13.9	LOS B	17.2	123.2	0.57	0.54	48.5
12	R2	535	3.0	0.911	67.0	LOS E	38.8	278.5	1.00	0.99	28.4
Approach		1572	3.0	0.911	32.5	LOS C	38.8	278.5	0.72	0.70	38.9
All Vehicles		3446	3.0	0.911	40.1	LOS D	38.8	278.5	0.79	0.75	36.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

**Site: 1 [2018 - PM Peak with development traffic & 76 MPR]**

New Site

Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Labouchere Road											
1	L2	627	3.0	0.362	28.4	LOS C	12.4	88.9	0.68	0.76	40.6
2	T1	32	3.0	0.416	60.1	LOS E	5.1	36.4	0.98	0.77	29.5
3	R2	51	3.0	0.416	65.7	LOS E	5.1	36.4	0.98	0.77	29.2
Approach		710	3.0	0.416	32.5	LOS C	12.4	88.9	0.71	0.76	38.8
East: Mill Point Road											
4	L2	6	3.0	0.716	61.1	LOS E	15.4	110.3	0.93	0.82	31.2
5	T1	752	3.0	0.716	50.2	LOS D	17.2	123.4	0.93	0.81	33.0
6	R2	51	3.0	0.140	46.6	LOS D	2.5	18.2	0.82	0.74	33.4
Approach		809	3.0	0.716	50.0	LOS D	17.2	123.4	0.92	0.81	33.0
North: Mill Point Road											
7	L2	112	3.0	0.864	74.3	LOS E	15.5	111.4	1.00	0.99	27.3
8	T1	111	3.0	0.864	68.7	LOS E	15.5	111.4	1.00	0.99	27.7
9	R2	189	3.0	0.751	67.3	LOS E	12.2	87.5	1.00	0.87	28.2
Approach		412	3.0	0.864	69.6	LOS E	15.5	111.4	1.00	0.93	27.8
West: Mill Point Road											
10	L2	164	3.0	0.453	19.6	LOS B	17.4	125.0	0.58	0.60	46.5
11	T1	895	3.0	0.453	14.1	LOS B	17.7	127.0	0.58	0.55	48.3
12	R2	535	3.0	0.911	67.0	LOS E	38.8	278.5	1.00	0.99	28.4
Approach		1594	3.0	0.911	32.4	LOS C	38.8	278.5	0.72	0.70	39.0
All Vehicles		3525	3.0	0.911	40.8	LOS D	38.8	278.5	0.80	0.76	35.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Consulting Civil and Traffic Engineers, Risk Managers

## Appendix E - SIDRA Analysis – Site Crossover / Mill Point Road North

### MOVEMENT SUMMARY

**Site: 1 [Mill Point Road Crossover - Future A.M. Peak Hour with 74 MPR]**

Future A.M. Peak Hour  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road South											
2	T1	109	0.0	0.075	0.3	LOS A	0.2	1.4	0.17	0.12	58.3
3	R2	25	0.0	0.075	6.6	LOS A	0.2	1.4	0.17	0.12	56.1
Approach		135	0.0	0.075	1.5	NA	0.2	1.4	0.17	0.12	57.9
East: Site Crossover East											
4	L2	36	0.0	0.034	6.5	LOS A	0.1	0.9	0.36	0.60	52.5
6	R2	4	0.0	0.034	7.3	LOS A	0.1	0.9	0.36	0.60	52.0
Approach		40	0.0	0.034	6.6	LOS A	0.1	0.9	0.36	0.60	52.4
North: Mill Point Road North											
7	L2	6	0.0	0.160	5.6	LOS A	0.0	0.0	0.00	0.01	58.2
8	T1	309	0.0	0.160	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		316	0.0	0.160	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		491	0.0	0.160	1.0	NA	0.2	1.4	0.08	0.09	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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## MOVEMENT SUMMARY

### Site: 1 [Mill Point Road Crossover - Future A.M. Peak Hour with 74 & 76 MPR]

Future A.M. Peak Hour  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road South											
2	T1	109	0.0	0.094	0.6	LOS A	0.4	2.5	0.28	0.20	57.3
3	R2	51	0.0	0.094	6.6	LOS A	0.4	2.5	0.28	0.20	55.2
Approach		160	0.0	0.094	2.5	NA	0.4	2.5	0.28	0.20	56.6
East: Site Crossover East											
4	L2	89	0.0	0.085	6.6	LOS A	0.3	2.3	0.38	0.62	52.5
6	R2	11	0.0	0.085	7.6	LOS A	0.3	2.3	0.38	0.62	51.9
Approach		100	0.0	0.085	6.7	LOS A	0.3	2.3	0.38	0.62	52.4
North: Mill Point Road North											
7	L2	13	0.0	0.164	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
8	T1	309	0.0	0.164	0.0	LOS A	0.0	0.0	0.00	0.02	59.8
Approach		322	0.0	0.164	0.2	NA	0.0	0.0	0.00	0.02	59.7
All Vehicles		582	0.0	0.164	2.0	NA	0.4	2.5	0.14	0.17	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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## MOVEMENT SUMMARY

▽ Site: 1 [Mill Point Road Crossover - Future P.M. Peak Hour with 74 MPR]

Future P.M. Peak Hour  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Sain v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road South											
2	T1	161	0.0	0.109	0.3	LOS A	0.3	2.0	0.17	0.11	58.3
3	R2	35	0.0	0.109	6.7	LOS A	0.3	2.0	0.17	0.11	56.2
Approach		196	0.0	0.109	1.5	NA	0.3	2.0	0.17	0.11	58.0
East: Site Crossover East											
4	L2	35	0.0	0.034	6.6	LOS A	0.1	0.9	0.37	0.60	52.5
6	R2	4	0.0	0.034	7.7	LOS A	0.1	0.9	0.37	0.60	52.0
Approach		39	0.0	0.034	6.7	LOS A	0.1	0.9	0.37	0.60	52.4
North: Mill Point Road North											
7	L2	8	0.0	0.166	5.6	LOS A	0.0	0.0	0.00	0.02	58.2
8	T1	318	0.0	0.166	0.0	LOS A	0.0	0.0	0.00	0.02	59.8
Approach		326	0.0	0.166	0.2	NA	0.0	0.0	0.00	0.02	59.8
All Vehicles		561	0.0	0.166	1.1	NA	0.3	2.0	0.09	0.09	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.





Consulting Civil and Traffic Engineers, Risk Managers

## MOVEMENT SUMMARY

### Site: 1 [Mill Point Road Crossover - Future P.M. Peak Hour with 74 & 76 MPR]

Future P.M. Peak Hour  
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Mill Point Road South											
2	T1	161	0.0	0.144	0.7	LOS A	0.6	4.2	0.31	0.21	57.1
3	R2	80	0.0	0.144	6.8	LOS A	0.6	4.2	0.31	0.21	55.0
Approach		241	0.0	0.144	2.7	NA	0.6	4.2	0.31	0.21	56.4
East: Site Crossover East											
4	L2	71	0.0	0.069	6.6	LOS A	0.3	1.8	0.38	0.62	52.4
6	R2	8	0.0	0.069	8.1	LOS A	0.3	1.8	0.38	0.62	51.9
Approach		79	0.0	0.069	6.8	LOS A	0.3	1.8	0.38	0.62	52.4
North: Mill Point Road North											
7	L2	20	0.0	0.172	5.6	LOS A	0.0	0.0	0.00	0.04	58.0
8	T1	318	0.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.04	59.6
Approach		338	0.0	0.172	0.3	NA	0.0	0.0	0.00	0.04	59.5
All Vehicles		658	0.0	0.172	2.0	NA	0.6	4.2	0.16	0.17	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Tom Letherbarrow  
Hillam Architects  
1/15 Roydhouse Street  
Subiaco  
WA 6008

22 June 2017

Dear Tom

**74 Mil Point Road    Traffic Report Review**

I refer to your email in regard to the proposed development at 74 Mill Point Road, South Perth. I understand that you require an independent review to be undertaken of the traffic reporting prepared for the proposed development at 74 Mill Point Road, South Perth.

I have reviewed the two Shawmac reports dated 29<sup>th</sup> August 2016 (submitted for the development approved on 19 October 2016) and 4<sup>th</sup> May 2017 (the current proposal) and provide the following comments.

The trip generation rates used in both reports is predominantly based on the RTA *Guide to Traffic Generating Developments*, a recognised trip generation reference. The RTA guide is robust in its assumptions and for higher density development in inner areas, it is known to typically over-estimate traffic demands. The use of these trip rates is acceptable.

The reports suggest that a lower overall traffic generation can be expected based on surveys of similar developments in the locality. The findings of the Shawmac surveys are similar to surveys of residential uses in East and West Perth taken in about 2005. It is considered that the use of the lower trip generation rates for residential uses would be acceptable for this proposal. However it is noted that the RTA trip rates have been used in regard to identifying the future traffic impacts.

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Riley Consulting  
PO Box Z5578  
Perth WA 6831

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Mob 0413 607 779  
E-mail [Jonrileytraffic@gmail.com](mailto:Jonrileytraffic@gmail.com)  
ABN 99 072 830 908



The traffic report dated 29<sup>th</sup> August 2016 states the approved development will generate 909 daily movements, 80 AM peak movements and 79 PM peak movements. The calculations have been checked and are agreed.

The traffic report dated 4<sup>th</sup> May 2017 states the current proposal will generate 909 daily movements, 68 AM peak movements and 78 PM peak movements. The calculations have been checked and are agreed.

The traffic reports demonstrate that there will be NO CHANGE to the daily traffic flows associated with the development of the site. In the AM peak there will be 12 less vehicles movements and in the PM peak 1 less vehicle movement.

It is concluded from a traffic perspective, that the change to the development proposal will NOT result in any significant or substantial detrimental changes to previous traffic reporting for the subject site.

The traffic report dated 4<sup>th</sup> May 2017 shows at Figure 9 that the maximum forecast traffic increase to any traffic lane will be 34 vehicles.

Reference to the WAPC *Transport Assessment Guidelines for Developments* (Volume 4) states that:

*“where a traffic increase as a result of a proposed development is less than 10% of current road capacity, it would not normally have a material impact”.*

*“For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10% of capacity. Therefore any section of road where traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis”.*

The WAPC guidelines deem that where less than 100 vehicles are generated in any hour, a traffic statement is acceptable and typically the development would be considered to have no material traffic impact. No formal analysis of the surrounding road network would normally be required under these conditions.

It is noted that there are several development proposals in the locality and the combined traffic generation of all developments may result in a decline in Levels of



Service to major traffic signal intersections. Regardless of local development, other major developments at Canning Bridge / Applecross could result in a significant increase to local traffic demands through this precinct as delays on the Kwinana Freeway are exacerbated by continued traffic growth from other areas. From a long-term perspective, the proposed development has excellent access to public transport facilities that will significantly diminish the need of local residents to use cars to reach work destinations.

In summary, I have reviewed the Shawmac reporting and can generally support their findings. It is shown that the proposed development will have no greater traffic generation than the development approved on 19 October 2016. Indeed the morning peak hour demands are 15% less than previously predicted.

From a traffic engineering perspective, I believe the development would be considered to have no material impact when assessed against the WAPC guidelines. On this basis, no external traffic management measures would be deemed to be required.

In the longer-term, local traffic congestion will get worse, regardless of local development. However, the proposed development cannot be considered to be the straw that breaks the camels back. Therefore, I can see no technical traffic arguments to support non-approval of the proposed development.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jonathan Riley'.

Jonathan Riley

Riley Consulting



## MEMORANDUM

<b>To:</b>	Erik Dybdahl - Statutory Planning Officer, Development Services
<b>From:</b>	Jason Jenke - Team Leader, Environmental Health Services
<b>Date:</b>	18 May 2017
<b>Reference:</b>	MI3/74V2; 11.2016.2.3
<b>Subject:</b>	Proposed Change of Use & Minor Alterations to Approved Mixed Use Development – Lot 2-20 (No. 74) Mill Point Road, South Perth

Hi Erik

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**

The waste management plan is accepted and to be implemented as per the plan.

**D-17-37053**

### **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.

### **Cafe**

I appreciate that there is not much detail provided for the café kitchen however; in general the size/space provided for the kitchen appears to be particularly small. Please keep in mind that there will be space requirements for a freezer and a dry store etc.

Jason Jenke

**Environmental Health Officer**



## Application for Planning Approval Requiring Engineering Comments



<b>TO:</b>	Engineering Design
<b>FROM:</b>	Erik Dybdahl Statutory Planning Officer, Development Services
<b>DATED:</b>	5 May 2017

<b>PROPERTY ADDRESS:</b>	Lot 2-20 (No. 74) Mill Point Road, South Perth
<b>PROPOSAL:</b>	Change Of Use & Minor Alterations To Approved Mixed Use Development
<b>APPLICATION DATE:</b>	5 May 2017
<b>ID NUMBER:</b>	11.2016.2.4
<b>PLAN LOCATIONS:</b>	<b>D-17-36855 – Covering Letter</b> <b>D-17-36859 – Car Bay Summary</b> <b>D-17-36861 – Development Plans</b> <b>D-17-36860 – Plot Ratio Summary</b> <b>D-17-37053 – Waste Management Plan</b> <b>D-17-37056 – Traffic Impact Assessment</b>

<b>GENERAL COMMENT:</b>	Yes
<b>VEHICLE MOVEMENTS:</b>	No
<b>ONSITE PARKING:</b>	No
<b>STREET TREES:</b>	No
<b>CROSSOVER DESIGN:</b>	No
<b>VERGE TREATMENTS:</b>	No
<b>GROUND LEVELS:</b>	No
<b>LOWEST POINT OF STREET: (DRAINAGE ISSUE)</b>	No
<b>BUS STOP RELOCATION:</b>	No
<b>OTHER:</b>	No

### ENGINEERING COMMENTS IN RELATION TO ABOVE:

#### General comments

The following comments are intended to add to or clarify the earlier comments in respect to the development. Any earlier comments not referenced below are still applicable.

#### Traffic

The Traffic Impact Assessment as amended to support the development with minor amendments does not remove the concerns previously expressed by the City and summarised by the following extracts from the Responsible Authority Report dated 5 October 2016. It has not been referred to Cardno for Peer Review.

The Micro-Simulation modelling completed by Cardno and the on-going work continues to raise concerns relating to the ability of the road network to cope with a development of this size (in this location) directly accessing Mill Point Road (a “local” distributor road)."

The modelling has identified that the right turn movements out of Mill Point Road north and from Mends Street into Mill Point Road to enter the Kwinana Freeway on-ramp will result in extensive queue lengths and significant time delays in both those streets, and has demonstrated the

## Application for Planning Approval Requiring Engineering Comments



inability of the network to support developments of this scale in this location.

While a number of counter measures have been investigated for Mill Point Road there are still too many identified risks to propose that any suite of "local" measures would provide the solutions required for the efficient movement of traffic through the area. The relationship between this development and the upgrading of the signals at Mill Point Road and Labouchere Road is too strong for the development to be considered suitable without a commitment to significantly contribute towards improvement works at the intersection.

The safety and congestion risks of direct access onto Mill Point Road from a "shared" thoroughfare without guaranteed improvements upstream at the intersection cannot be discounted. Accordingly it is not seen as reasonable to expect that the identified traffic issues would be resolved purely on the installation of "local area traffic management measures".

### Floor levels

Town Planning Scheme 6 Part 6.9 has set certain levels against the Australian Height Datum for development within the City. The levels were determined taking into consideration the impact that rising sea levels will have on low lying areas i.e. the 100 year flood levels. AHD 1.7metres is the minimum level for the lot before development would be permitted (generally seen as the level at which landscaping or open paved areas would be acceptable). AHD 1.75metres is the minimum level of any part of the building used for car parking or the floor level of any non-habitable room. AHD 2.3metres is set as the minimum level for all habitable rooms.

The Café floor level and the floor level of both the residential and serviced apartment lobbies have been set at AHD1.70 metres and the commercial lobby at AHD 1.75metres, all of which are far less than the minimums expected of a development. Has it been demonstrated (Part 6.3.c) to the satisfaction of Council that "the proposed floor levels are acceptable having regard to the 100 year flood levels applicable to the lot"? The City should not support any development with a "habitable floor level" less than AHD 2.3 metres.

### Dewatering management plan

Only the developer/builder has control of the "mechanics of dewatering" and notwithstanding certain actions that ought to be implemented if the science/modelling proves to be inaccurate any action that involves discharge to the street drainage system cannot be countenanced by the City unless acceptable to both the Department of Parks and Wildlife (Rivers and Estuary Division) and the Department of Water. The infiltration of discharge water back into the surface "freshwater" aquifer will not be acceptable unless it can be demonstrated that the aquifer will not be affected by any saline water.

Controlled discharge to water tankers for disposal off-site or the discharge to the Water Corporation sewer appears the only options available for the site.

### Stormwater drainage

All stormwater falling on the site is to be contained and discharged to the drainage system at a controlled rate as determined by the City. The "site" in its "undeveloped state" has an area of approximately 1,680 square metres. The controlled discharge from the site as determined by the City will be 3.4 litres per second. The discharge is to be controlled with an "orifice plate" or similar. A "non-return" or "reflux" valve will be located in the drainage line.

## Application for Planning Approval Requiring Engineering Comments



To determine the quantity of water to be contained on site and discharged in a controlled manner the impervious area is calculated as the plan area of the building (including all external paved areas) plus one half the buildings tallest vertical face.

Name:	LES CROXFORD MANAGER ENGINEERING INFRASTRUCTURE	Date:	26 MAY 2017
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Neighbour Consultation – Proposed Amended Application – 74 Mill Point Road, South Perth.

- *The building introduces an isolated residential development to a central position within a streetscape where it will be out of context with neighbouring buildings and stand out like a sore thumb.*
- *It has three basement levels which may be subject to the dewatering problems experienced by Finbar at the Aurelia and Civic Heart sites which could cause major environmental damage.*
- *More parking bays than before (220 compared to 162) is not a minor change. The claim that the increase in traffic on neighbouring roads is minor compared to general background flow increases begs the question as to where that increase is coming from. Common sense indicates that 220 vehicles plus other visitor and service vehicles going to and from the completed site are going to add to congestion in a cumulative sense as more high-rise developments are completed.*
- *The developer seeks to cherry pick elements of Amendment 46 that suit it while ignoring those that are inconvenient. They should have to comply with every other requirement, such as the 4.0m setback from the street boundary, of the amended development requirements.*
- *Proposal will simply compound the traffic concerns that were raised as reasons to refuse the application in previous decisions. The proposal will add additional vehicle trips onto the surrounding road network which is already considered at breaking point.*
- *The developer has not addressed in any way the significant overshadowing of adjoining properties and restriction of available views which will destroy amenity in the immediate area.*
- *Infrastructure such as sewerage, power, water & roads, will require upgrading to service a development of this size and scale.*
- *The current building on Mill Point has demonstrated poor environmental management as indicated by flooding and dead trees, and poor pedestrian access and this building seeks to further pressure theses. The lack of setback creates a very dangerous walk way on Mill Point Rd and around a bend.*
- *This application should not be considered minor, significant changes to plot ratio parking and the design of floor plates are not minor changes*
- *Supportive of the application, however, if the JDAP decides to approve the Amended Application, it must once again include Condition 33 in the approval. Accordingly, we request a written confirmation that, indeed, if JDAP decides to approve the Amended Application, Condition 33 (as was previously approved at the 19 October 2016 meeting) will continue to remain valid and in force.*

*\*More lengthy and comprehensive submissions have been attached as follows:*

## **Feedback on 74 Mill Point Rd June 1<sup>st</sup> 2017**

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**In October 2016** we were astounded that **JDAP conditionally approved the 35 storey development at 74 Mill Point Rd when among other failings, it did not comply with the basic primary objective of South Perth TPS6.**

This multifaceted decision is now the subject of a Judicial Review being undertaken by residents Karyl Nairn and Ric Hawley. We question, as did Justice Chaney at the directions hearing for that case, as to why council would even consider any modifications to a proposal whilst a Judicial Challenge is underway?

**In February 2017** we were disappointed that the previous government approved an altered Amendment 46 to the Town Planning Scheme - even after 75% of the community's feedback was to introduce height limits, increase setbacks and to save the peninsula from mega high rise.

**In April 2017** this developer applied to SAT again, and in secret meetings was allowed to have the conditions removed that JDAP had applied.

**Now in May 2017** this same developer has applied to the City for a "Change of Use". The DA for 74 Mill Point Rd was conditionally approved by JDAP under the previous Amendment 25 of South Perth's TPS6 and they now assert that the JDAP is only required to assess the subject matter of the Form 2 application itself and is not being invited to reassess the proposed development as a whole.

Lawyers for developers claim that because the physical changes to the buildings are primarily 'internal' the changes should not be considered 'substantial'.

This flawed and twisted reasoning forms the basis for the claim that the DAP can ignore parts of Amendment 46 but enliven other parts.

This request is not surprising as the Serviced Apartments that were so conveniently included to make the application compliant last year are now no longer required under AMD46, so, rather than what would be the morally correct thing to do and remove them all together and reduce the height, these developers choose to attempt to exploit the planning system and maximise profits.

This can only happen if JDAP abuse their discretion and consider that the changes are not substantial. The fact that the change of use is to change the 'nearly predominant' land use is clearly significant.

Seeking to modify most of the land-use of this development has also caused substantial changes to floor plate designs, dwelling compositions, windows, balconies, lifts, parking requirements, vehicle management, meeting rooms and another 20 or so other significant items.

The changes to this proposal are substantial!

**The DAP regulations require JDAP to consider if this proposal would be approved under the new Amendment 46 and by any assessment it would**



**not, so it is obviously a disingenuous request, abusing the entire process and everyone connected with it.**

Council has rightly asked the developer to demonstrate how the new proposal satisfies all the performance criteria of the new AMD46 as should happen in a just and proper system.

But once again we are amazed at the gall of this developer who declares they should be **allowed to cherry-pick a couple of items from Amendment 46 that give them commercial advantage, but should be allowed to ignore those parts which don't suit them. Saying that "given the negligible changes to the exterior appearance and that the changes do not result in conflict with the provisions of TPS6, R-Codes and Council Policies they are confident that these amendments should be considered as a Form 2 application."**

The arrogance of this developer is reprehensible, they are playing with planning schemes that are supposed to be intact to protect the amenity of our area and the value of our land. Once again they are attempting to exploit the conflicted and undemocratic JDAP who will make this decision.

Past Planning Minister, RICHARD LEWIS appeared before JDAP twice to voice his serious concerns as to the future amenity of the local area if this development was approved. He recited the paragraph from the WAPC Town Planning Act dealing with planning schemes being "Statutes at Law" that are intended to grant equity and fairness to all and certainty to all owners of their fundamental property rights and land values.

The former Chief Justice of WA, DAVID K MALCOM predicted unmeritorious exercise of discretion in this [Journal Article](#) – "The Review of Discretion in Development Control, 1985.

In his summary, Chief Justice Malcolm's states: *"it is also clear that a statutory discretion must be exercised in good faith and otherwise than arbitrarily or capriciously or to serve purposes other than those for which conferred. It must be exercised, therefore, within limits which may be specified in the relevant statute or, if not, may be indicated by the nature of the purposes for which the decision-maker was entrusted with the relevant discretion."*

Discretion is at the heart of most of the community's outrage over developments approved under one set of rules for a developer and their legal team, and another set of rules for the neighbours.

Significantly, just because a development application could possibly be contorted to say it complies with planning rules, does not create a right for it to be approved.

**"The height limit for sites within the Special Design Area MAY be varied subject to all the relevant performance criteria being met".**

It does not state that any proposition even if it did meet all performance criteria ..... **must** be approved. This is where professionalism, common sense and the law is supposed to be applied.

Variation should only be used responsibly with a duty of care, not to allow developers to overdevelop an area, cause damage of adjoining local communities and property owners by way of the LOSS of their neighbourhood amenity, aesthetic environment, visual harmony and property values.

All **variation** clauses must be used reservedly - with consideration of the outcomes of approvals given, but also to what effect a large variation approval would have on the immediate locality.

The totally inappropriate zero setbacks removed in Amendment 46 was done so in response to the community uproar at the possibility of any street trees in South Perth being destroyed and to protect the environmental amenity of the existing "tree lined" boulevard of historic London Plane Trees leading up to the Old Mill that this developer is now fighting to ignore.

The more stringent traffic assessment and vehicle management are also items in Amendment 46 required to protect the community, but these are not profit-adding. It is important to note that the traffic data provided by Shawmac for this DA is out of date and of little value.

It is quite extraordinarily that this developer is now cocky enough to ask that this proposal **once again** be given approval by way of variance to something 500% over the prescribed height.

Our very serious concern is that due to the lack of legal qualifications on the DAP panels the developer's lawyers will once again, be able to talk their way into convincing the majority of panel members to make yet another unlawful decision and use other (non-compliant) approvals as a precedent, rather than thoroughly assessing the proposal against the current regulations, as should lawfully happen.

It is ironic that the only reason these applications for a 'change of land use' are even being requested is due to the changes brought in by the fully approved, gazetted and incorporated Amendment 46 to TPS6.


Rather than provide a better building this developer has employed a team of lawyers to avoid requirements and exploit inadequacies.

**It would be farcical if the DAP, who for over a year refused to consider the content of Amendment 46, were allowed to once again ignore its content thus making a mockery out of the State Planning Process and the WAPC endorsed Local Planning regulations.**



Dear Mr Glass

**74 MILL POINT ROAD, SOUTH PERTH**

- 1 
- 2 We refer to the application in respect of 74 Mill Point Road, South Perth which was the subject of a City of South Perth (**City**) 'Notice of public advertisement of planning proposal', dated 8 May 2017 (**Proposed Application**).
- 3 The Proposed Application purports to be an application made under Regulation 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA) (**DAP Regulations**): see paragraph 2 of the letter from Hillam Architects (the **Applicant**) to Erik Dybdahl, dated 2 May 2017 (**Hillam Architects Letter**).
- 4 For the reasons set out below, in our view, the Proposed Application cannot properly be considered to be an application made under Regulation 17(1)(c) of the DAP Regulations. The City has no power to progress the Proposed Application. Further, any action of the City to progress the Proposed Application may result in the City being joined to current proceedings of review in the Supreme Court of Western Australia or fresh legal proceedings being commenced against the City.

We set out reasons for our views below.

**The DAP Regulations**

- 5 A planning authority does not have an implied power to make minor variations to a planning approval: *Aznavour v City of Mandurah* [2002] WASCA 320; (2002) 124 LGERA 173, *Bakker and City of Nedlands* [2005] WASAT 106. Therefore, a planning authority, cannot, absent express legislative authority, alter, vary, modify or otherwise relevantly affect a planning approval: *Coventry Square WA Pty Ltd and City of Bayswater* [2013] WASAT 111 at [16] per Mr McNab.

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- 6 Regulation 17(1)(c) of the DAP Regulations relevantly provides that an owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the DAP to amend an aspect of the development approved which, if amended, would not substantially change the development approved (**Amendment Application**).
- 7 Regulations 17(2) provides that an Amendment Application must be lodged with the local government with which the DAP application was lodged.
- 8 Regulations 17(3) provides that regulations 10 to 13 apply to an Amendment Application as if the application were a DAP application.
- 9 Regulations 11A, 11 and 12 outline the responsibilities of a local government which "receives a DAP Application" or to which a "DAP Application is made".
- 10 The term 'DAP Application' is defined in regulation 3 to mean:
- "(a) a development application prescribed under regulation 5; or*
- (b) a development application prescribed under regulation 6"*
- 11 For the purposes of regulations 17(1)(c) and (3), a DAP Application means an application to amend an aspect of a development approved by a DAP which if amended, would not substantially change the development approved.
- 12 In light of the above provisions:
- (a) The City has no power to take any action in respect of the Proposed Application unless the application is, in substance, an application under regulation 17(1)(c).
- (b) In order to determine whether the Proposed Application is, in substance, an application under regulation 17(1)(c), the City is required to consider whether the application proposes only to amend an aspect of the development approved which, if amended, would not substantially change the development approved.

### **The Proposed Application**

- 13 The Proposed Application proposes several amendments to the purported original approval. These amendments, according to the advice of Hillam Architects, include at least the following:
- (a) the removal of most of the serviced apartments from the tower component of the development;
- (b) a very significant increase in residential apartments;
- (c) amendments to glazing;



- (d) relocation of the community meeting room;
- (e) significant increase in the size of pool decking;
- (f) amendments to gym layout; and
- (g) increased lounge area.

14 However, upon review of the plans to the Proposed Application it appears that there are other, unreported amendments in the Proposed Application. These further amendments appear to include the amount of green cover on the pool deck area.

15 Without arranging for the plans to be reviewed by expert planners and architects, we cannot be certain about the extent of the amendments which are being sought by the Applicant. We strongly recommend that the City have the plans subjected to rigorous assessment in order to determine the full extent of the amendments which are within the Proposed Application. We recommend that the City carry out this thorough assessment particularly in light of the City's findings of last October that the plot ratio figures provided by the Applicant were inaccurate.

**Is the Proposed Application an application under regulation 17(1)(c)?**

16 The Proposed Application cannot be considered to be an application under regulation 17(1)(c) unless the proposed amendments would not substantially change the development the subject of the purported original approval.

17 Determining whether an alteration substantially changes an aspect of an original development does not merely involve a comparison of the physical features or components of the original development and the proposed development. Rather, the comparison requires the qualitative, as well as quantitative, aspects of the developments being compared in their proper context, including "the circumstances in which the development consent was granted": *Moto Projects No 2 Pty Ltd v North Sydney Council* [1999] NSWLEC 28; (1999) 106 LGERA 298.

18 It was said in *Vacik Pty Ltd v Penrith City Council* [1992] NSWLEC 8 per Stein J (quoted, with approval, in *Baker Investments Pty Ltd and City of Vincent* [2016] WASAT 115 (**Baker Investments**) at [75] and *North Sydney Council v Michael Standley & Associates Pty Ltd* (1998) 43 NSWLR 468 at 475 per Mason P) that "in assessing whether the consent as modified will be substantially the same development one needs to compare the before and after situations.

19 It was said in *Baker Investments*, at [77], that:

*"questions of whether alterations 'substantially change' an 'aspect' of the original development will be highly fact specific, perhaps impressionistic to some degree but always require the exercise of 'planning judgment' in a relevantly wide, rather than narrow, context."*



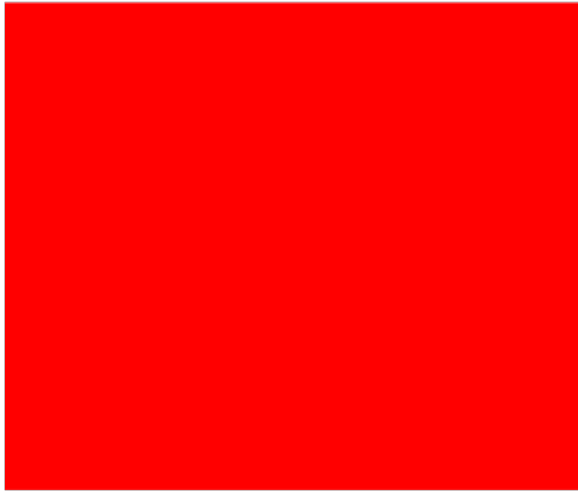
- 20 In *Baker Investments*, the only proposed amendments related to the glazing on four windows on one boundary of an 18 multiple dwelling development. The Tribunal held that if it allowed the amendments, it was not satisfied that the amendments would not substantially change the approved development. It was relevant to the Tribunal's decision that the aspect of the development being sought to be amended was not an incidental part of the original development process. Further, it was said in *Baker Investments*, at [78], that:

*"Viewed only in a quantitative sense, the proposed amendment here would, if approved, 'not substantially change the [original] development approved'. The 'essence' of the development ... (with a particular physical presentation, design, built form and building footprint) would remain unaffected... However, viewed qualitatively, the issue can be seen quite differently."*

- 21 In light of the above, in our view, it is clear that the Proposed Application concerns a substantial change to the purported original approval.
- 22 Further, it is clear that the proposed change of use amendments alone constitutes a substantial change. A change of use is, of its nature, a substantial change to a development: *S J Connelly Pty Ltd v Ballina Shire Council* [2010] NSWLEC 167.
- 23 Moreover, the very significant increase in residential apartments requires a full traffic re-assessment. This alone indicates that the Proposed Application concerns a substantial change to the purported original approval.

### Going Forward

- 24 In our view, the City has no power to deal with the Proposed Application and should return the Proposed Application to the Applicant. Should the City take further steps to progress the Proposed Application, we expect to be instructed to bring further judicial review proceedings in the Supreme Court of Western Australia against both the City and the developer.
- 25 Should the City have any queries in relation to the above letter or require further information concerning the Proposed Application, please contact Margie Tannock on 08 9429 7456.



## **74 Mill Point Road**

### **The use of a Form 2 is an abuse of process.**

DAP Regulation 17 states that the applicant can ignore advice of Council and insist the forwarding of a Form 2 to DAP. I contend that given the non-inconsequential changes in the new application, the use of the Form 2 is not only inappropriate, but an abuse of process.

This application by Edge Developments is clearly a disingenuous attempt to bypass the regulations for which the community and councillors fought hard during the framing and subsequent gazetting of Amendment 46.

The community did not achieve all that was considered necessary to ensure orderly development in the city, but there are several aspects of the new TPS6 which were approved and apply here - clearly making this an invalid use of a Form 2.

#### **6. Regulation 17(1)(c) of the DAP Regulations provides:**

*"An owner of land in respect of which a development approval has been granted by a DAP pursuant to a DAP application may apply for the DAP ..... to amend an aspect of the development approved which, if amended, **would not substantially change the development approved...**"*

The definition of the term 'development' in section 4 of the Planning and Development Act 2005 (WA) makes clear that the concept encompasses both:

1. physical works and
2. the use of land

1. The applicant is limiting their assessment of inconsequential change to only the external visual appearance, whereas the "physical works" of a development also applies to the internal composition. Even a cursory read of the listed changes shows a significant change to many aspects, including lifts, dwellings, gymnasium, meeting rooms, even external walls are moved.

These changes are not, as Edge describes them, inconsequential.

2. a Use of Land – **residential vs non-residential**

A proposal to change the non-residential floor space to residential floor space constitutes an amendment to "an aspect of the development approved" for the purpose of regulation 176(1)(c) of the DAP regulations with that aspect of development being the approved land uses.

Whether an amendment to an approved development constitutes a substantial change to this development is therefore a question of fact and degree. The land use would change 'substantially' if only by the fact that:

- 86% of the serviced apartments being removed is even in their own words is a "*significant reduction*" and similarly,
- 61% increase of residential apartments is a substantial change.
- 21% increase in parking provisions is a substantial change

The magnitude of these changes-of-use alone render the changes NOT inconsequential.

## 2. b Use of Land – Vehicle Parking.

Edge claim "*It should be noted that approved residential car parking has been separated from the proposed (amended) residential car parking that complies the allocation provisions of AMD46.*"

First it is refreshing to see that again they allude to AMD46, but they are, once again, being deceptive.

The approved application was assessed under the rules when there were 'minimum' parking spaces specified. Under the new TPS6 'maximums' are specified. As a result of the changes from Serviced Apartments to Residential, albeit reducing the overall dwellings 'substantially', the number of residential parking spaces has risen by 21%.

The maximum allowable Residential spaces under the current TPS6 is 191. The number of spaces Edge has allocated in this new development is 220. Irrespective that these are NOT minor changes, the parking allocations have never been tested/assessed by Council or JDAP, and the proposal is now non-compliant.

The total increase of parking spaces is 42, from 220 to 262. The associated factor with this item is that traffic modelling, which last time indicated significant problems, would need to be redone. This is especially important in terms of the changes which are necessary and imminent to the pedestrian access to the Judd/Labouchere/Mill Point intersection. These changes will materially affect movements at the intersection.

There are other factors which continue to render this development non-compliant, more so with the new TPS6. Eg. Vehicle Management is still a significant issue exacerbated by the increase in vehicles.

So it is clear that in no stretch of the imagination or legal obfuscation that the changes to this 'development' are minor or inconsequential.

Finally, it is shameful that Council (and JDAP) allow Edge to unlawfully claim that this is a 34 storey building. The Supreme Court (2007, Chaney) ruled that the composition of this 35<sup>th</sup> level makes it an additional storey, not a mezzanine.

When asked by JDAP why EDGE increased their development from 29 to 44 storeys, they responded, by declaring it was because of the 'need' to include Serviced Apartments. I would be interested to hear their answer why they consider no change from 35 storeys now that the Serviced apartments have been shown to not be **so** necessary as claimed. Even the occasional DAP member, Mr. John Syme and other pay-for-comment speakers stood in front of JDAP, hand on heart, outlining all the reasons their research showed that SAs were absolutely essential. Their reprehensible behaviour is now clear for all to see – *for those who want to see*.

Therefore, the Edge contention that *"Given the negligible changes to the exterior appearance and that the changes do not result in conflict with the provisions of TPS6, R-Codes or council properties we are confident that Amendments should be considered as a form 2 application"* is clearly disingenuous. The changes DO result in conflict with the provisions of TPS6.

74 MPR was not approved by JDAP! It was given 'conditional' approval. One of the significant conditions was recently, in secret, removed by the SAT, and this is now under judicial review. If not all conditions are lawfully satisfied, **is the use of the Form2 valid?**

If DAP allow the Form 2, and allow cherry picking of the provisions of AMD46, the new AMD46 will not be fully enlivened and therefore **City of South Perth Policy 312 is still active**. It follows that the developer will need to be assessed under AMD25 provisions, and the requested change of use is impossible. (It is important to recall the history of Policy 312 – public comment and ratification by WAPC – it shouldn't be easily discountable)

Under AMD46, this application would not be approved and should not be approved by a contrived attempt to pick those items which give commercial advantage and ignoring those which do not – blatant extortion!

I strongly support the council's intention to require all AMD46 provisions to be satisfied, and urge that this is reflected in the wording of the RAR. I further urge council to recognise the fact that the changes to the design of this development are substantial, and not validly the subject of a form 2.



## Christine Lovett

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**From:** Erik Dybdahl  
**Sent:** Wednesday, 14 June 2017 2:50 PM  
**To:** Tom@hillam.com.au  
**Subject:** FW: 74 Mill Pt Rd revised proposal - OGA comment

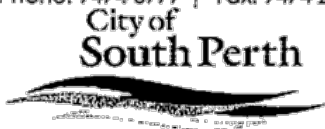
Hi Tom,

In addition to the FIR issued, the City also sought some comment from the OGA with regard to apartment design given the increased amount of residential dwellings. They seemingly provided more general design comment as well but it is all contained in below for your consideration.

Kind Regards,

### Erik Dybdahl

Senior Planning Officer | Development Services | City of South Perth  
Civic Centre, Cnr Sandgate Street & South Terrace, SOUTH PERTH WA 6151  
Phone: 9474 0777 | Fax: 9474 2425 | Web: <http://www.southperth.wa.gov.au>



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**From:** Ring, Tanya [<mailto:Tanya.Ring@finance.wa.gov.au>]  
**Sent:** Wednesday, 14 June 2017 12:20 PM  
**To:** Erik Dybdahl  
**Cc:** Payne, Melinda; Warn, Geoff  
**Subject:** HPRM: RE: 74 Mill Pt Rd revised proposal

Hi Erik,

Thank you for the opportunity to comment on this revised proposal. Our comments are as follows:

- The stepping back of the tower form at different locations on Levels 16 and 17 disrupts the otherwise singular tower form and doesn't appear to have been fully considered 'in the round'. Our first review of this proposal noted the importance of consistency in the tower form in order to provide a clear, compelling tower expression - important given that it will be visually prominent from multiple vantage points. It is recommended that the designers revisit the tower form.
- The distinction provided by the curved balustrade profiles in the original design reviewed is now more muted, with the balustrades having lost some of the consistency and clarity of form. Improvements in balustrade design should be sought.
- Some short-stay apartments indicate bedrooms without windows. We recommend that a condition is added to any approval granted that notes that this arrangement is acceptable for short term use only, and that any future conversion to full residential use will trigger a requirement for a new DA.
- Ground floor access to the community meeting room is supported, as it provides good visibility and accessibility.
- Apartment stores would benefit from being closer to the apartments (either within apartments or accessed off circulation areas) for occupant convenience.


- Corridors to Levels 6-14 and 16-26 don't provide access to any natural light, views out or ventilation – this should be provided for improved occupant amenity.
- Limited detail is provided regarding material specifications. These should be sought from the applicant.

We hope these are of assistance - please don't hesitate to get in touch should you wish to discuss.

Kind regards,  
Tanya

**Tanya Ring**  
Senior Architecture Officer  
**OFFICE OF THE GOVERNMENT ARCHITECT**

Department of Finance - Building Management & Works  
Bairds Building, Level 1, 491 Wellington Street, Perth  
Locked Bag 44, Cloisters Square, Perth WA 6850  
t: (08) 6551 2331  
e: [tanya.ring@finance.wa.gov.au](mailto:tanya.ring@finance.wa.gov.au)



DAP FORM 2

AMENDED  
23.06.2017

		Apartment Type	Maximum Permitted No. of Bays per Apartment / Area	Number of Apartments	Max Permitted Carbays (AMD 46)	Allocations Provided	Tandems Provided	Total Carbays
R E S I D E N T I A L	DA APPROVED	1 Bed / 1 Bath		11	NA	11		11
		2 Bed / 2 Bath		43	NA	56	14	70
		3 Bed / 2 Bath		25	NA	50		50
		Subs		2	NA	4		4
		Pents		2	NA	6		6
		Subtotal		83	NA	127		141
	FORM 2 PROPOSED	1 Bed / 1 Bath	1	9	9	9		9
		2 Bed / 2 Bath	1	14	14	14		14
		3 Bed / 2 Bath	2	26	52	51		51
		Subs	2	2	4	4		4
		Pents						
		Subtotal		51	79	78		78
	SUBTOTAL	Residential Apartments		134				
N O N - R E S I	Serviced Apartments		0.5 carbays per serviced apt	14	7	7		7
	Non Residential Land Use - Not Serviced Apartments		1 per 50sqm	885	18	10	8	18
	Residential Visitors		1 per 6 Dwellings		23	15		15
	Serviced Apt Visitors		0.1 per number of bays required		1	1		1
	Commercial Visitors		0.1 per number of bays required		2	2		2
	Total				130	240	8	262
	Resi Bike Bay		1 bike bay per 3 dwellings	59				
	Commercial Bike bay		1 bike bay per 200 sqm	5				
	Serviced Apartment Bike bay		1 bike bay per 200 sqm	6				



74 Mill Point Road - Amended Development Application													34 Storey Amended 23.06.2017	
	Single Allocations	Longbays	Tandem	Total Allocations	Stones	Non Residential Plot Ratio Area	Resi - plot ratio area	Studio	1x1 bed	2x2 bed	3x2 bed	4x2 bed	Serviced Apartments	Residential Apartments
Basement 3	26	16		42	32									
Basement 2	24	16		40	32									
Basement 1	22	16		38	26									
Ground	11	0		11	0	264								
Level 1	30	3	8	41	10	207								
Level 2	29	11		40	18	207								
Level 3	31	11		42	18	207								
Level 4						596		1	1	2	3		7	
Level 5						596		1	1	2	3		7	
Level 6							688		2	1	3			6
Level 7							688		2	1	3			6
Level 8							688		2	1	3			6
Level 9							688		2	1	3			6
Level 10							688		2	1	3			6
Level 11							688		2	1	3			6
Level 12							688		2	1	3			6
Level 13							688		2	1	3			6
Level 14							688		2	1	3			6
Level 15 - Pool Level							131		0	0	1	0		1
Level 16							508		1	3	1	0		5
Level 17							508		1	3	1	0		5
Level 18							508		1	3	1	0		5
Level 19							508		1	3	1	0		5
Level 20							508		1	3	1	0		5
Level 21							508		1	3	1	0		5
Level 22							508		1	3	1	0		5
Level 23							508		1	3	1	0		5
Level 24							508		1	3	1	0		5
Level 25							508		1	3	1	0		5
Level 26							508		1	3	1	0		5
Level 27							504		0	2	2	0		4
Level 28							504		0	2	2	0		4
Level 29							504		0	2	2	0		4
Level 30							485		0	0	3	0		3
Level 31							485		0	0	3	0		3
Level 32 - Sub-Pent							479		0	0	0	2		2
Level 33 - Sub-Pent							479		0	0	0	2		2
Level 34 - Pent							435		0	0	0	2		2
Level - Mezz							424							
Roof														
Sub Total	173	73	8	262	136	2077	16210	0	29	48	51	6	14	134
Total Percentage (%)									22%	36%	38%	4%		
Plot ratio						1.14	8.87							
Site area						1827								