

ATTACHMENTS

Council Agenda Briefing

19 February 2019

Part 1 of 3

Items: 10.3.1, 10.3.2 and 10.3.3

ATTACHMENTS TO AGENDA ITEMS

Council Agenda Briefing - 19 February 2019

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City of South Perth Town Planning Scheme No. 6

Amendment No. 62

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Amendment No. 62

Proposal to Amend a Town Planning Scheme

- | | |
|--|--|
| 1. Local Authority: | City of South Perth |
| 2. Description of Town Planning Scheme: | Town Planning Scheme No. 6 |
| 3. Type of Scheme: | District Zoning Scheme |
| 4. Serial No. of Amendment: | Amendment No. 62 |
| 5. Proposal: | Amendment to the City of South Perth Town Planning Scheme No. 6 to introduce Specific Development Requirements for Lot 60 (No. 26) Fortune Street, South Perth (South Perth Hospital). |



Amendment No. 62

Town Planning Scheme No. 6 Amendment No. 62

AMENDMENT DOCUMENTS



Amendment No. 62

Planning and Development (Local Planning Schemes) Regulations 2015

Form 2A

PLANNING AND DEVELOPMENT ACT 2005

Resolution to Prepare an Amendment to a Local Planning Scheme

City of South Perth Town Planning Scheme No. 6

Amendment No. 62

RESOLVED THAT the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Inserting new Clause 5.4 (15) into TPS6 as follows:

- (15) a) *In this sub-clause, 'Site Q' means Lot 60 (No. 26) Fortune Street, South Perth.*
- b) *Notwithstanding anything contained in this Scheme or in the R-Codes, the local government, in respect of Site Q, may grant planning approval for a building exceeding 7 metres in height to a maximum height of 22.5 metres, where it is satisfied that all of the following requirements are met:*
- (i) The site is developed in accordance with the height and setback requirements depicted in Figure 5. Minor projections may be permitted within the specified setback areas to a maximum of 1 metre; and*
 - (ii) A Local Development Plan is adopted by the Council prior to the consideration of any application for development approval for development above 7 metres in height including (but not limited to) objectives and requirements for building design, massing and overshadowing, ground floor design and streetscape interface, landscaping and open space, traffic management, parking, pedestrian access, servicing, and signage.*



Amendment No. 62

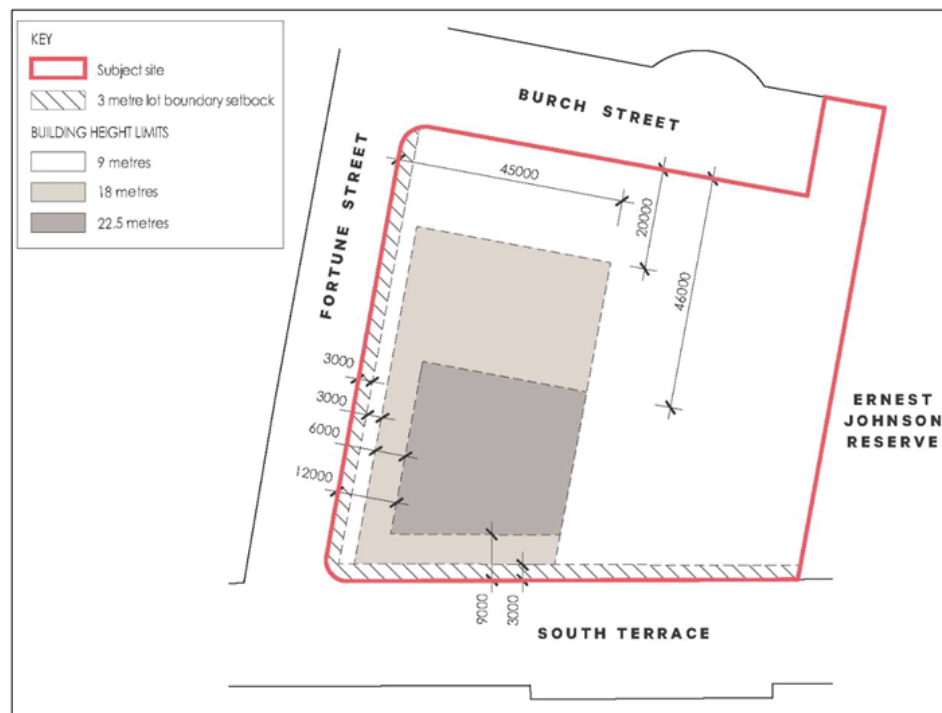


Figure 5 – Site Q (height and setback requirements)

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- a) There is no local planning strategy for the scheme that has been endorsed by the Commission;
- b) The land the subject of the amendment is not addressed by an adopted Local Planning Strategy; and
- c) The amendment relates to development that is of a scale, and will have an impact, that is significant relative to development in the locality.

Dated this xx day of [month year]

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

Amendment No. 62

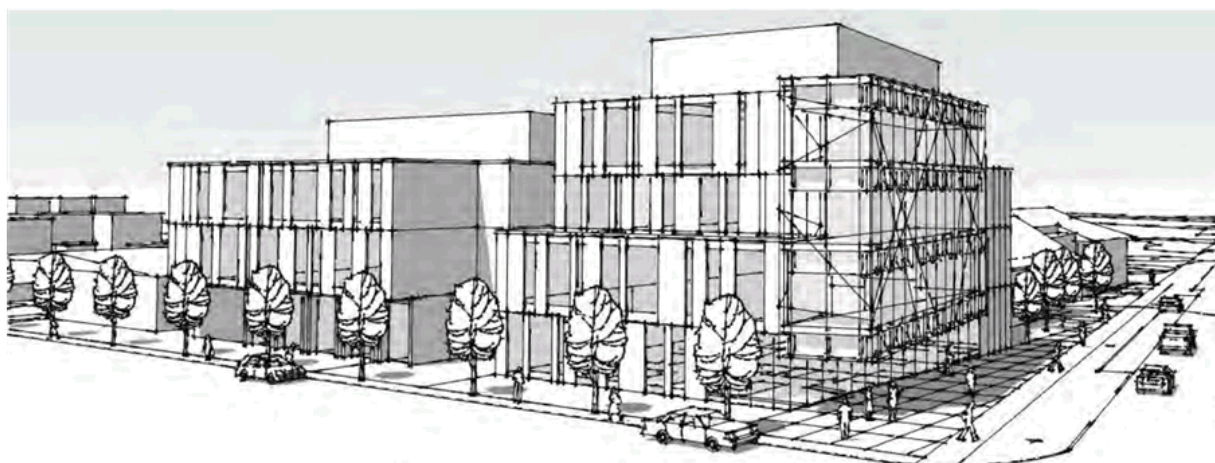
Town Planning Scheme No. 6 Amendment No. 62

AMENDMENT DOCUMENTS





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Scheme Amendment Request

Amendment to the City of South Perth Town Planning Scheme No. 6 to introduce Specific Development Requirements for Lot 60 (No. 26) Fortune Street, South Perth (South Perth Hospital)

November 2018

17-954

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Introduction

element has prepared this report, on behalf of South Perth Hospital Inc, in support of a request to amend the City of South Perth Town Planning Scheme No. 6 (TPS6 or the Scheme) as it relates to Lot 60 (No. 26) Fortune Street, South Perth (the 'site').

The overarching objective of this request is to establish a framework that can facilitate the future development of the Hospital. Specifically the framework comprises the identification of a building envelope (height and setback controls), together with certain conditions to be met (including the requirement for a Local Development Plan to be adopted by the City of South Perth Council), prior to any future development application.

The Scheme Amendment will enable the future expansion of the hospital in a manner that capitalises on the site's locational advantages, excellent accessibility, compatibility with surrounding urban context, and potential synergies with adjacent allied health uses.

The proposed Scheme Amendment is considered to align with the intent and objectives of the City's Scheme, which seek to utilise and build on existing community facilities, as well as the City's strategic planning framework, and the latest strategic direction of the State Government as outlined within the *Perth and Peel @ 3.5 million* document.

This report details the site and planning framework, and details and rationale for the proposed Scheme Amendment.

Purpose and Nature of Scheme Amendment

The purpose of the Scheme Amendment is to facilitate development up to a maximum height of 22.5 metres, subject to conditions including a Local Development Plan to be adopted by the City of South Perth Council.

The City's planning officers consider the Amendment to be a complex amendment pursuant to Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for the following reasons:

- a) There is no local planning strategy for the scheme that has been endorsed by the Commission;
- b) The City of South Perth draft Local Planning Strategy, which is yet to be endorsed by the Commission, does not address the proposed amendment; and
- c) The amendment relates to development that is of a scale, and will have an impact, that is significant relative to development in the locality.

Background

South Perth Hospital is a private, not for profit hospital, that provides a range of medical and surgical services including paediatric, oral, orthopaedic, gynaecology, podiatric, general surgery and pain management. The hospital currently has 95 licenced beds, 5 operating rooms and 1 procedure room.

Since its construction in the 1950's, the hospital has retained most of the original buildings. Over time as the building has aged and medical practises improved, the hospital has struggled to meet operational needs and currently does not meet the expectations of a contemporary health facility. A growing and changing population also presents the challenges of meeting new expectations, regulations and service demands.

One of the key priorities of the hospital is the progressive replacement and redevelopment of its facilities to improve standards of care, efficiency, OHS standards and improving the overall patient experience. Reflecting industry best practice is important to remain competitive in the market for hospital services as well as ensure the needs of future patients are met by delivering healthcare services required by the local and wider community.

In response to this need, South Perth Hospital has embarked on a process of strategic planning for the future of its site. Preliminary planning for the hospital site has involved the preparation of feasibility development concepts to accommodate the hospital's future requirements, together with preliminary consultation and engagement with the City of South Perth and local community.



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Community Engagement

In May 2017, **element**, together with Silver Thomas Hanley (Architects), undertook a process of preliminary engagement with the local community. Prior to engaging with the community, the Project Team met with officers from the City of South Perth to confirm the approach and extent of engagement. This was undertaken to ensure alignment with the City's engagement policies that would ultimately form the basis of any formal application or scheme amendment in later planning processes.

A total of 151 residents and property owners were invited to attend 1 of 3 sessions. A set of Frequently Asked Questions (FAQ) was developed to provide interested residents/property owners with additional detail around key questions related to the concept proposal. Copies were mailed out along with the invitation as well as provided at each engagement session. A total of 11 residents/property owners attended the scheduled sessions.

A summary of the engagement process and feedback is provided in Appendix D.

Design Review Panel

Preliminary concept plans outlining SPH aspirations for its site were presented to the DRP on the 12 July 2016 and 6 March 2018. The purpose of the presentations was to seek feedback on the preliminary plans, to assist with informing future design development and guide detailed planning by the Project Team for the hospital site. An overview of the outcomes of the community consultation with neighbouring residents was also presented to the DRP at the meeting of the 6 March 2018.

The following is the DRP's comments provided:

12 July 2016

- The focus of building mass on corner of Fortune Street and South Terrace makes sense and will help activate the corner. Variety in built form across the site is good to break up the bulk of the building.
- Setting height back from the street and designing a pedestrian friendly street environment is very important.
- Proposed building is large compared to the surrounding context and engagement with the community and Council will be critical. Surrounding landowners may be concerned regarding height, parking and traffic so these need to be addressed with the community and Council as early as possible.
- Contemporary design is appropriate for the hospital provided it contributes positively to the local environment and activating the street.
- The proponent should consider a separate Fortune Street entrance access via the courtyard between Stage 2 Ward and Stage 3 Medical Centre.
- The Fortune Street facade of the existing single storey amenity building should be consistent with the rest of the future development.
- Explore relationship and connectivity between the development site with adjoining civic use such as the Ernest Johnson Oval.

6 March 2018

Strengths of the proposal

- Panel commended the retention of trees.
- Generally satisfied with building & height as the design is logical.
- Breaking up the west-facing façade with architectural articulation is good.

Weaknesses of the proposal

- Some issues identified with the Carpark - Back of house conflicts with pedestrian access, hence legibility for pedestrians within the proposal is not a good outcome.
- Access from carpark to hospital is inconvenient as it is some distance for patients to walk and way finding seems somewhat complex for hospital patients. Applicant to consider alternate entry.
- Playground location is unsuitable in current location.



Suggested improvements to the proposal

- Proposed playground should be integrated with the hospital as it is located some distance away in its current location.
- Concern about the treatment of linear park adjacent to the car park. Multi-storey car parks have antisocial issues. There are concerns about creation of hidden spaces with poor surveillance. Applicant to consider CPTED issues.
- Applicant to investigate with City officers the ability to create an attractive carpark with an added community use/cafe or something to give ground floor activation/activity.
- Concerns for pedestrians accessing South Terrace entrance from the proposed carpark. The laneway should be 2 way and designed as a proper street with trees and footpaths.
- Redesigning the South Terrace hospital entrance will improve legibility for patients.
- Concern for patients' access & egress on South Terrace entrance as there exists the potential for disturbance of traffic on South Tce. Applicant to consider creating a main entrance on west side of the hospital.
- Concern about northern light access into courtyards – consider a single courtyard running north-south.
- Two and three storey building heights within the development require overshadowing plans.
- Panel noted some issues with architecture resolution & elevation. The hospital is a civic building and should have an architectural presence.
- East side access from carpark needs to provide good pedestrian access along the east side of the building.

Recommendation/Summary

- Applicant to consider suggested improvements, which will be seen at a Design Review Panel meeting again.



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Site Details

Subject Site

The site is situated some 4 kilometres south of the Perth Central Business District, within the locality of South Perth. The site has a land area of 7,986m², and maintains frontages of approximately 77 metres to South Terrace, 82 metres to Fortune Street, 75 metres to Burch Street and 75 metres to Ernest Johnson Reserve.

The existing hospital buildings on the site comprise a predominantly one storey building, with two storey elements along the South Terrace and Fortune Street facades, and incorporating several enclosed courtyards. Parking for the hospital is primarily provided via the adjacent car parks to the north and west of the hospital.

Refer to Figure 1 – Site and Aerial Plan

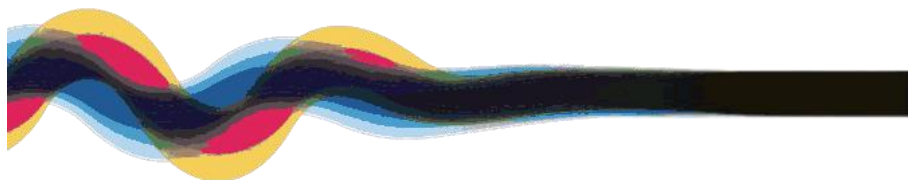
Land Ownership

The particulars of the Certificate of Title are summarised in the table below.

Table 1: Certificate of Title details

| Lot | Plan | Volume / Folio | Area | Registered Proprietor |
|-----|--------|----------------|--------------------|---------------------------|
| 60 | P62646 | 2730 / 153 | 7986m ² | South Perth Hospital Inc. |

A copy of the Certificate of Title is provided within Appendix A.



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Figure 1: Site and Aerial Plan



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Site Context

The site is located approximately four kilometres south of the Perth Central Business District and one kilometre east of the Swan River and Kwinana Freeway. The site is strategically located on South Terrace, and is readily accessible from the Kwinana Freeway, and Canning Highway. The site is bound by South Terrace to the south, Ernest Johnson Oval to the east and residential development to the west and north.

South Terrace plays an important role in the context of the broader locality, facilitating access from the Kwinana Freeway to the South Perth locality, as well as through to Canning Highway and beyond to the Department of Primary Industries and Regional Development's Bentley campus, and Curtin University and Technology Park precinct.

Existing development along South Terrace comprises a mix of single detached dwellings and grouped dwelling development (R30/R50), predominantly two storeys, with isolated instances of 3 storey development. The South Perth Golf Course (situated at the western end) and the Como Hotel and adjacent commercial (situated around the Canning Highway intersection), serve to 'bookend' the street, providing key landmarks that assist in the visual interpretation and wayfinding through the area.

Situated approximately 80 metres to the west of the site, is the Coode Street intersection. Coode Street serves as an important north-south neighbourhood connector within the South Perth locality, linking Canning Highway (via Thelma Street) with Mill Point Road, as well as providing direct access to the Angelo Street local neighbourhood centre (approximately 800 metres to the north).

Immediately to the east of the site is the civic heart of South Perth comprising the City of South Perth Administration Centre and Library (3 storeys), and the Ernest Johnson Reserve (which is earmarked for future redevelopment as an integrated multi-purpose facility).

A bus route (No. 32) runs along Coode Street, servicing the local South Perth area and providing connections with the Elizabeth Quay Bus Station, Victoria Park Transfer Station and Wesley College.

A local commercial node exists around the South Terrace / Coode Street intersection, comprising a mix of relatively new 2 storey commercial/office buildings to the eastern corners, with older single storey development to the western corners comprising local convenience retail and a wellness centre (Wisdom for Health). Situated at the south-western corner is an Amcal pharmacy (at 71 South Terrace).

To the east of the South Terrace / Coode Street local commercial node, and either side of South Terrace are two medical centres, comprising the South Perth Medical Centre (at 72 South Terrace) and the South Terrace Medical Centre (at 77 South Terrace). A dental practice (Dental on the Terrace) is situated adjacent the site at the corner of Fortune Street (at 74 South Terrace).

These facilities are considered to complement the existing hospital development.

Refer to Figure 2 – Regional Context Plan, and Figure 3 – Local Context Plan

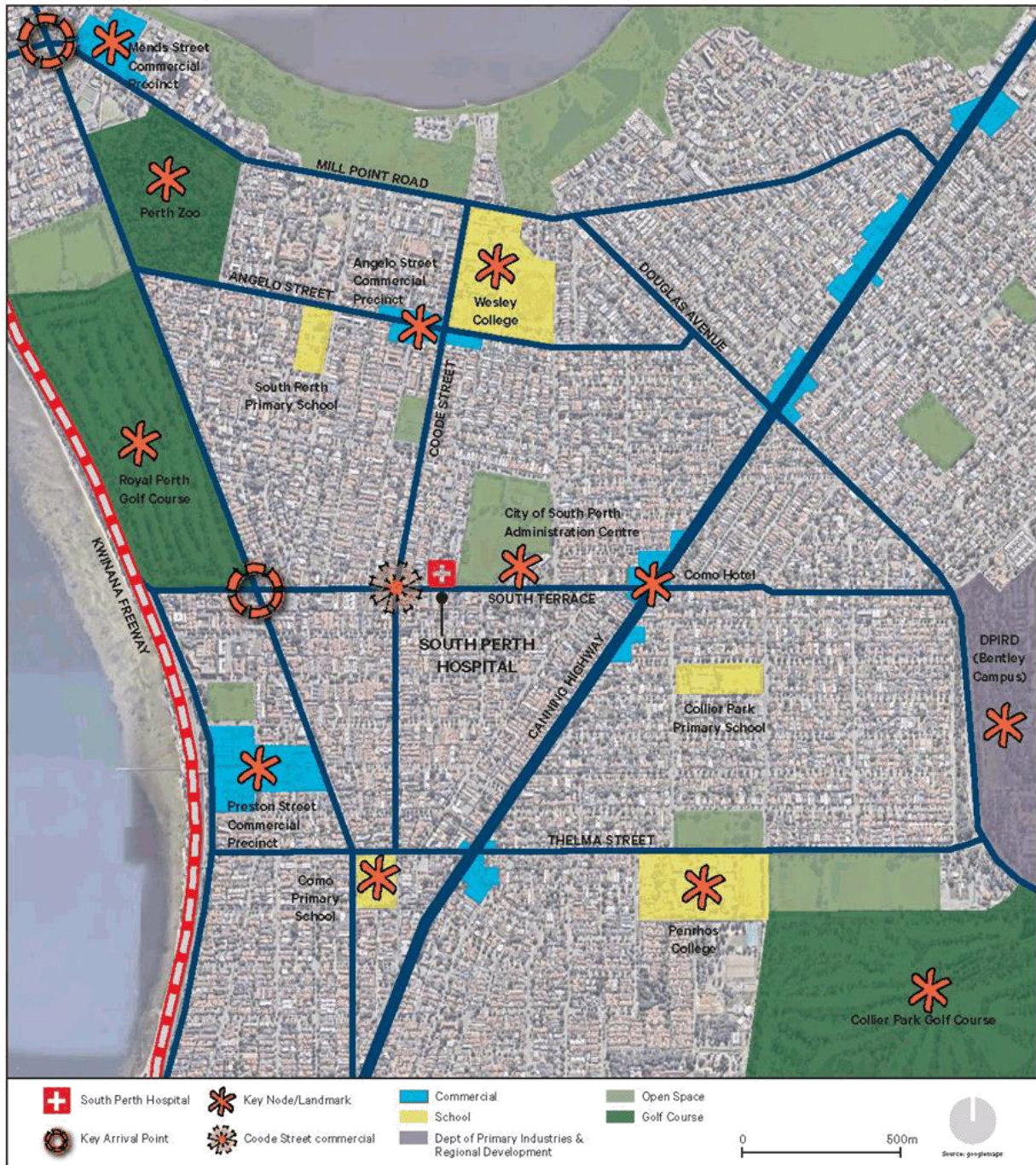


Figure 2: Regional Context Plan

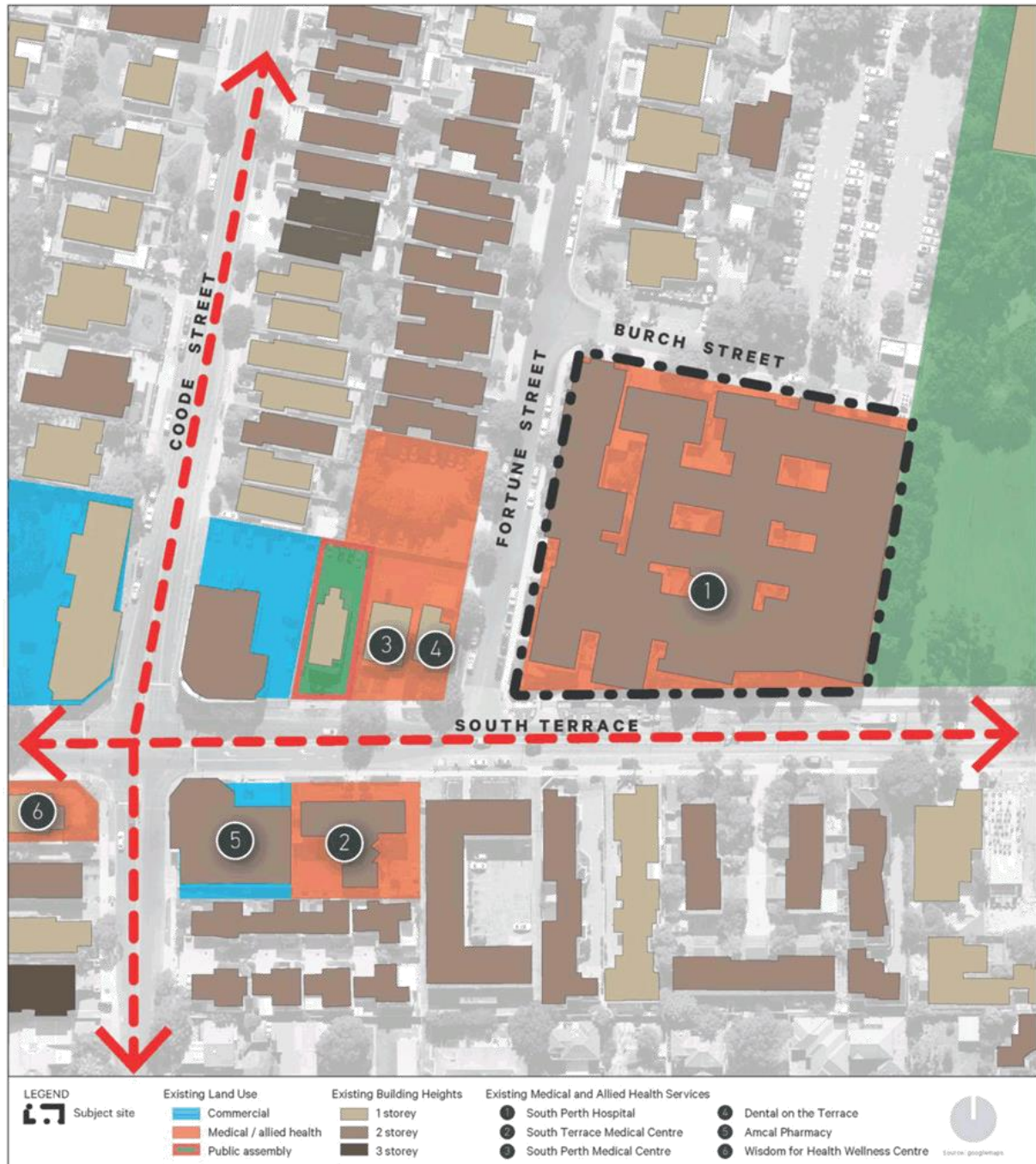


Figure 3: Local Context Plan



State and Local Planning Framework

The following section outlines the relevant state and local planning framework relevant to the site and the proposed Amendment. Compliance with the planning framework is also provided.

Zoning

Metropolitan Region Scheme

The site and surrounding area are zoned 'Urban' under the Metropolitan Region Scheme (MRS).

City of South Perth Town Planning Scheme No. 6

The site is zoned 'Private Institution' and subject to a residential density of 'R15' under the City of South Perth *Town Planning Scheme No. 6* (TPS6). The site falls within the South Perth Civic Precinct (P3).

Land adjacent the site to the south is zoned 'Residential R30/50', whilst land to the north and north-west is zoned 'Residential R15'. Land to the west fronting the Coode Street/South Terrace intersection is zoned 'Local Centre R30'. The car park to the north of the site is reserved 'Public Purpose (Car Park)', whilst the Ernest Johnson Reserve is reserved 'Park and Recreation'.

Refer to Figure 4: Zoning Plan.

Clause 5.4, 'Development Requirements for Certain Sites', allows Council to effectively override many other Scheme provisions, where warranted in special, site-specific circumstances. Clause 5.4 does not apply to the site at present, however the City has advised that it could be amended to allow for the height and other Scheme requirements to be varied for the subject site, given its specialised use.

TPS6 maps prescribes a maximum height limit of 7 metres (external wall height) for development on the site, which translates approximately to two storeys. Clause 6.1A of the Scheme states that development may not exceed the specified building height, and while Clause 7.8 grants Council the ability to vary the Scheme requirements with respect to minimum lot areas, plot ratio, setbacks and the like, it does not allow for variations to the building height limits or the site specific development requirements for sites referred to in clause 5.4.

Clause 9.8 of TPS6 states:

1. *The Council shall keep the Scheme under constant review and where appropriate carry out investigations and study with a view to maintaining the Scheme as an up-to-date and efficient means for pursuing community objectives regarding development and land use.*
2. *The Council may, from time to time, initiate an amendment to the Scheme in accordance with the Act and the Planning and Development (Local Planning Schemes) Regulations 2015, made pursuant to the Act and shall give consideration to any application to have the Scheme amended.*

This application seeks to amend TPS6 in accordance with the above and the provisions of the *Planning and Development Act 2005*.

The nature of the proposed Amendment is such that the existing 'Private Institution' zoning over the site is retained. As the Amendment seeks to insert provisions specific to the site, it does not affect other land elsewhere in the City zoned 'Private Institution'.



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Figure 4: Zoning Plan



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State & Regional Strategic Framework

Perth and Peel @ 3.5 Million

The *Perth and Peel@3.5million* strategic suite of documents has been developed to provide a long-term growth strategy for land use and infrastructure for the Perth and Peel regions. The framework outlines a number of overarching objectives in relation to urban form; economy and employment; community and social infrastructure; movement and access; service infrastructure; environment and landscape; and natural resources.

Relevant to the proposed Amendment, the document states the following objectives:

Community and Social Infrastructure

To provide a wide range of community and social infrastructure to enhance the health and wellbeing of the community and meet the community's needs including health, education and recreation, while promoting co-location and optimising the use of existing facilities and infrastructure.

The document states that "while population growth over time will result in increased demand for regional health facilities, the future focus will be to optimise the use of existing sites in preference to developing facilities on new sites".

Central Sub-Regional Planning Framework

The *Central Sub-Regional Planning Framework* (Framework) forms an integral part of the *Perth and Peel@3.5million* strategic suite of draft planning documents. The Framework has been developed to guide further detailed planning and decision-making by State Government agencies and local governments.

Relevant to the proposed amendment, a key principle of the framework is to "ensure more efficient use of existing and planned service and social infrastructure to achieve a more sustainable urban environment".

Relevant to the proposed amendment, a key strategic direction/priority in relation to social infrastructure is to "optimise use of existing infrastructure, with urban infill and employment opportunities utilising the principles of urban consolidation" through review and amendments to the planning framework.

The proposed Amendment is strongly aligned with the broad principles and objectives of the *Perth and Peel@3.5million* documents, in that it will consolidate an existing health facility to meet the future needs of the local community, as well as contribute to achieving employment targets for the sub-region.

Capital City Planning Framework

The Capital City Planning Framework (CCPF) establishes a spatial strategy for Central Perth, the 12 kilometre by 12 kilometre area around the Perth City Centre. The framework indicates how the objectives of *Directions 2031 and Beyond* and the *Central Metropolitan Perth Sub-Regional Strategy* can be delivered in this focus area.

Relevant to the South Perth Hospital site, the document identifies the urban form for the site and adjacent area as 'medium intensity residential', stating the following built form characteristics:

Low urban perimeter block: *Suitable for the outer extents of activity centres and corridors, as well as larger sites within predominantly suburban areas. Strongly defined urban blocks with typically three-storey primary street frontages and capacity for additional levels above if the impact on the adjacent streetscape and urban context is acceptable. Building forms and modestly active ground floors support pedestrian-scaled streetscapes. The limitation of overall height contrasts with higher urban centres.*

The proposed Amendment is strongly aligned with the form and scale of development envisaged under the document.



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Local Strategic Framework

Draft Local Planning Strategy 2018

The City has prepared a draft Local Planning Strategy (the draft Strategy), which will serve as the overarching document to guide and manage population growth and development of the City over the next 10 to 15 years. The Strategy will also serve to inform the review and preparation of a new town planning scheme in the future.

A key principle of the Strategy is to “align population growth with needed civic infrastructure”. An objective for this principle is to “integrate planning for population growth with upgrades to transport, education, recreation and other vital community infrastructure”.

Additionally the draft Strategy states that population growth within the City of South Perth is forecast to grow by over 10,000 people (22%) by 2031, and will include an increase in people aged over 70 years.

The proposed Amendment is aligned with the above mentioned principle and objective, facilitating the consolidation of hospital and health related uses at this location to meet the future needs of the community.

The draft Strategy was endorsed by the City of South Perth Council in September 2018 for the purpose of public consultation. At the time of writing this report it is expected that public consultation on the draft Strategy will be undertaken in 2019.

It is envisaged that this Amendment will feed into the preparation of the Local Planning Strategy and new town planning scheme as it relates to South Perth Hospital.

City of South Perth Strategic Community Plan 2015-2025

The Strategic Community Plan 2015–2025 is the overarching plan to guide the Council over the next 10 years. The Plan is broad with a long-term focus and strong emphasis on the community’s aspirations, priorities and vision for the future.

The document identifies a number of key emergent themes and focus areas into six key strategic directions. The proposed Amendment is consistent with several of the document’s strategic directions, including:

Community - Create opportunities for an inclusive, connected, active and safe community.

1.1 Develop and facilitate services and programs in order to meet current and future community needs and priorities.

Places - Develop, plan and facilitate vibrant and sustainable community and commercial places.

4.1 Develop and facilitate activity centres and community hubs that offer a safe, diverse and vibrant mix of uses.

4.2 Encourage and facilitate economic development.

Heritage Considerations

The South Perth Hospital is identified on the City’s Local Heritage Inventory (LHI) (Place No. 43) with a Management Category of ‘C’ (‘Some/Moderate Significance’). The LHI is a non-statutory document that seeks to identify buildings and places which are worthy of recognition. The City’s Heritage List (which has statutory effect under TPS6) does not identify the Hospital.

Any future redevelopment may need to consider undertaking a photographic record of the place, or exploring the potential to incorporate some linkage to the site’s heritage in the design of the redeveloped buildings.



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Proposed Amendment

This Amendment seeks to insert provisions into the City of South Perth Town Planning Scheme No. 6 to facilitate development up to a maximum of 22.5 metres in height subject to certain conditions being met, to ensure the amenity and character of the area is maintained.

To achieve this it is proposed to amend the Scheme as follows:

1. Inserting new Clause 5.4 (15) into TPS6 as follows:

- (15) a) In this sub-clause, 'Site Q' means Lot 60 (No. 26) Fortune Street, South Perth.
- b) Notwithstanding anything contained in this Scheme or in the R-Codes, the local government, in respect of Site P, may grant planning approval for a building exceeding 7 metres in height to a maximum height of 22.5 metres, where it is satisfied that all of the following requirements are met:
- (i) The site is developed in accordance with the height and setback requirements depicted in Figure 5. Minor projections within the specified setback areas may be permitted up to a maximum of 1 metre; and
 - (ii) A Local Development Plan is adopted by the Council prior to the consideration of any application for development approval for development above 7 metres in height including (but not limited to) objectives and requirements for building design, massing and overshadowing, ground floor design and streetscape interface, landscaping and open space, traffic management and parking, pedestrian access, servicing, and signage.

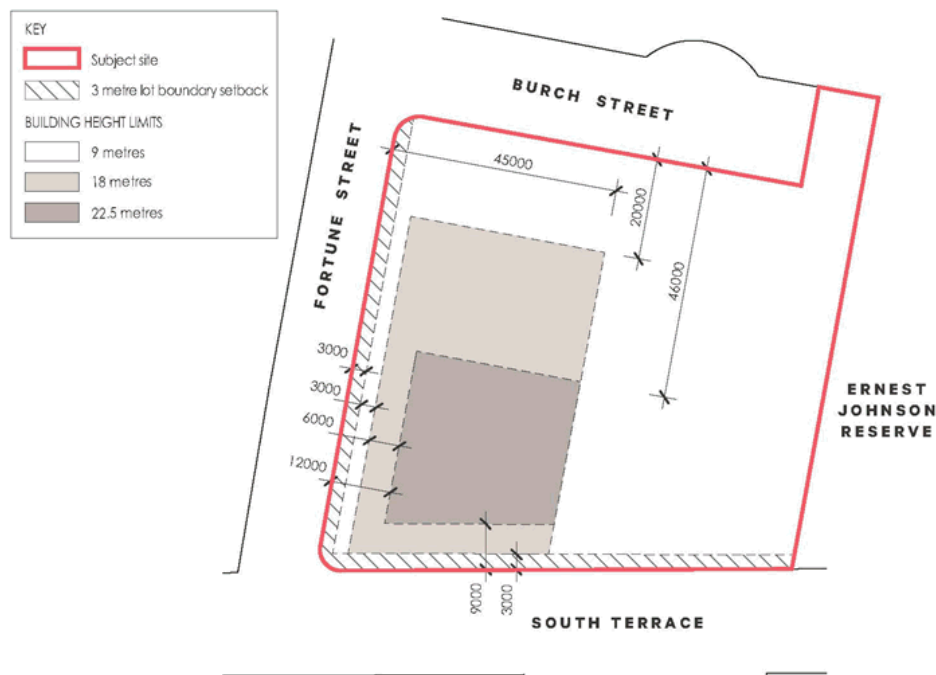


Figure 5



element.

Discussion

The proposed Scheme Amendment has been prepared to facilitate the future redevelopment of the hospital in line with South Perth Hospital's strategic long term objectives, and in a manner that appropriately responds to the site's locational attributes adjacent to Ernest Johnson Oval, the Coode Street/South Terrace local commercial node and adjacent residential areas. The Amendment reflects preliminary development concepts that have been presented to the local community and the City's Design Review Panel.

The Amendment sets out specific maximum building height limits, subject to certain conditions being met including the requirement for a Local Development Plan to be adopted by Council prior to considering any application for development approval for development above the current 7 metre height limit.

The proposed building envelope provides a maximum of four levels (22.5 metre) height in the vicinity of the South Terrace / Fortune Street intersection, with height progressively stepping down to two levels (9 metres) across the eastern portion of the site, and across the northern portion of the site where it interfaces with existing residential development.

A 3 metre minimum setback is provided to both the South Terrace and Fortune Street frontages, with increased setbacks to the upper levels along the Fortune Street frontage.

The location and distribution of height ensures that new development is of a scale that appropriately interfaces with the adjacent residential areas and the public realm, without detrimentally affecting existing amenity of surrounding development in terms of building bulk, privacy or overshadowing. The proposed street setbacks, together with increased setbacks to the upper levels along the Fortune Street frontage, assist with reducing the visual impact and perceived building bulk as viewed from the street.

The requirement for the preparation of a Local Development Plan to be adopted by Council to facilitate development above the current 7 metre maximum height requirement, provides a logical and appropriate framework to guide future development of the hospital at the subsequent development application stage.

With respect to parking associated with any future expansion, it is important to note that this is somewhat undefined at this stage, as it will largely be dependent upon the ultimate internal functions of any future expansion of the Hospital, and the extent of trip generation/parking demand associated with these functions. On this basis, it is considered appropriate that traffic and car parking arrangements be addressed through the Local Development Plan.

Plans and cross sections provided in Appendix B, demonstrate the proposed massing in the context of the surrounding urban fabric, and how future development of the Hospital will fit in with the site's existing context. In addition, a shadow analysis has been undertaken to analyse the potential impact of future development on the surrounding area. The analysis demonstrates that the overshadowing that could occur where the site was developed to the maximum building envelope proposed, will have no impact on surrounding properties.

Appendix C contains indicative plans which provide an example of the type of detail that may potentially be included within a Local Development Plan prepared for the Hospital site. These plans would be augmented by broad design objectives, together with more detailed development standards and provisions to be achieved in relation to various built form, public realm interface, access and architectural design matters.

Key objectives that would form part of a Local Development Plan prepared to guide future development are envisaged to include the following:

- Enable a development footprint and building form which can efficiently deliver a range of medical, surgical, allied health services and ancillary amenities in response to the broader community needs.
- Ensure new development is of a scale that appropriately interfaces with adjacent residential areas and the public realm without detrimentally affecting existing amenity by overshadowing.
- Ensure development is visually interesting and responsive to the streetscape with well considered use of materials and textures, colour and articulation of building form and mass.
- Facilitate an integrated site design layout which is cognisant of pedestrian accessibility opportunities in the surrounding area.
- Achieve pragmatic vehicle access and egress points to enable traffic associated with the hospital to gain efficient access to South Terrace and Burch Street.
- Ensure the location and provision of parking adequately services the development.
- Contribute to the activation and vitality of the public realm by addressing and activating South Terrace.



element.

The development of a Local Development Plan represents an appropriate design mechanism to facilitate a more comprehensive site responsive approach to the future redevelopment of the hospital, in a manner that appropriately interfaces with the surrounding urban fabric.

It is anticipated that a Local Development Plan will be finalised and submitted to the City of South Perth for approval, following feedback from the City of South Perth and local community on this Amendment.

In the instance where a Local Development Plan has not been adopted by Council, any future development would be subject to the current development standards under the existing TPS6 provisions.

As outlined under the Planning Context section, the proposed Scheme Amendment is largely consistent with the State and local strategic planning framework applicable to the site. The proposed Amendment aligns with a number of broad principles and objectives as follows:

- Facilitate the retention and future redevelopment of the existing South Perth Hospital and its service offering at this location, rather than developing facilities on new sites;
- Contribute to achieving employment targets for the sub-region through both direct and in-direct employment opportunities; and
- Facilitate development broadly in line with the scale of urban form advocated under the Capital City Planning Framework document.

The proposed Scheme Amendment is consistent with a number of the Scheme's objectives as follows:

- **Maintain the City's predominantly residential character and amenity** – The provisions to be inserted into Clause 5.4 will ensure that a high level of residential amenity and character is maintained to the residential development adjacent to the site. The location and distribution of height as proposed under the Amendment ensures that new development adjacent existing residential development is of a similar scale. The Local Development Plan will incorporate provisions to ensure future development is contemporary in nature and sympathetic to the character of the adjacent residential development.
- **Introduce performance-based controls supported by planning policies and Precinct Plans** – The Amendment imposes a requirement for the preparation of a Local Development Plan to be adopted by Council prior to the consideration of an application for planning approval for development above the current 7 metre height limit. The development of a Local Development Plan represents an appropriate design mechanism to facilitate a more comprehensive site responsive approach to the future redevelopment of the hospital.
- **Establish a community identity and 'sense of community' both at a City and precinct level and to encourage more community consultation in the decision-making process** – The community will be consulted as part of the Scheme Amendment process. Additionally, South Perth Hospital has undertaken a process of consultation and engagement with the local residents as part of the development of concept plans for its site (refer to Engagement section). Opportunities for further community consultation will be provided through the preparation of a Local Development Plan (as required under the proposed provisions of this Scheme Amendment), and any development application for the site.
- **Ensure community aspirations and concerns are addressed through Scheme controls** – Through the use of the built form controls incorporated within the Local Development Plan, this objective is considered to be addressed. The consolidation of a hospital on this site reflects the community's aspirations and the notion of a 'medical hub' at this location, as outlined in the previous consultation and engagement undertaken with the local residents.
- **Safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development** – It is believed this objective is achieved by the proposed Amendment as identified in the above points.
- **Protect residential areas from the encroachment of inappropriate uses** – This Scheme Amendment does not propose to introduce additional uses to that currently permitted on the site under the Scheme.
- **Utilise and build on existing community facilities and services and make more efficient and effective use of new services and facilities** – The Amendment will facilitate development that builds on the already established hospital use on the site, enabling South Perth Hospital to expand its services, and facilitate the more efficient use of its site.



element.

Conclusion

This request to amend the City of South Perth Town Planning Scheme No. 6, has been prepared by **element** on behalf of South Perth Hospital Inc, to establish a framework that can facilitate the future development of the Hospital. Specifically the framework comprises the identification of a building envelope (height and setback controls), together with certain conditions to be met (including the requirement for a Local Development Plan to be adopted by the City of South Perth Council), prior to any future development application.

There is strong demand for the continuation and expansion of the services provided by South Perth Hospital to serve the local community and wider metropolitan area.

The proposed Scheme Amendment is considered to be highly consistent with both the City's *Town Planning Scheme No. 6* and strategic planning for the area, including the latest strategic direction of the State Government as outlined within the *Perth and Peel @ 3.5 million* document. The site essentially serves as an extension of the Coode Street/South Terrace local centre, which provides a range of complementary allied health services for the wider community. The proposed Amendment will enable South Perth Hospital to expand its services, and facilitate the more efficient use of its site.

The building envelope identified under the proposed Amendment ensures future development is of a scale that appropriately interfaces with adjacent residential and commercial development, and the public realm, without detrimentally affecting the existing amenity. The nature of the Amendment is such that matters in relation to building form, parking and access are required to be addressed through a Local Development Plan adopted by Council, prior to the consideration of any application for development approval.

We look forward to the City's favourable consideration of this Scheme Amendment request.



element.

Appendices

Appendix A – Certificate of Title

| | |
|--------------------------------------|--|
| REGISTER NUMBER 60/DP62646 | |
| DUPLICATE EDITION 1 | DATE DUPLICATE ISSUED 16/11/2009 |
| VOLUME 2730 | FOLIO 153 |

WESTERN AUSTRALIA

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

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


REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 60 ON DEPOSITED PLAN 62646

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SOUTH PERTH HOSPITAL INC OF 76 SOUTH TERRACE, COMO

(AF L106817) REGISTERED 15/10/2009

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

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS

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

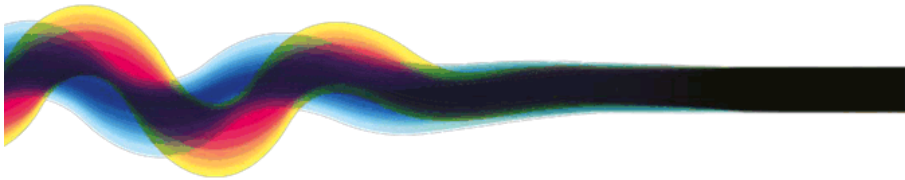
-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

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

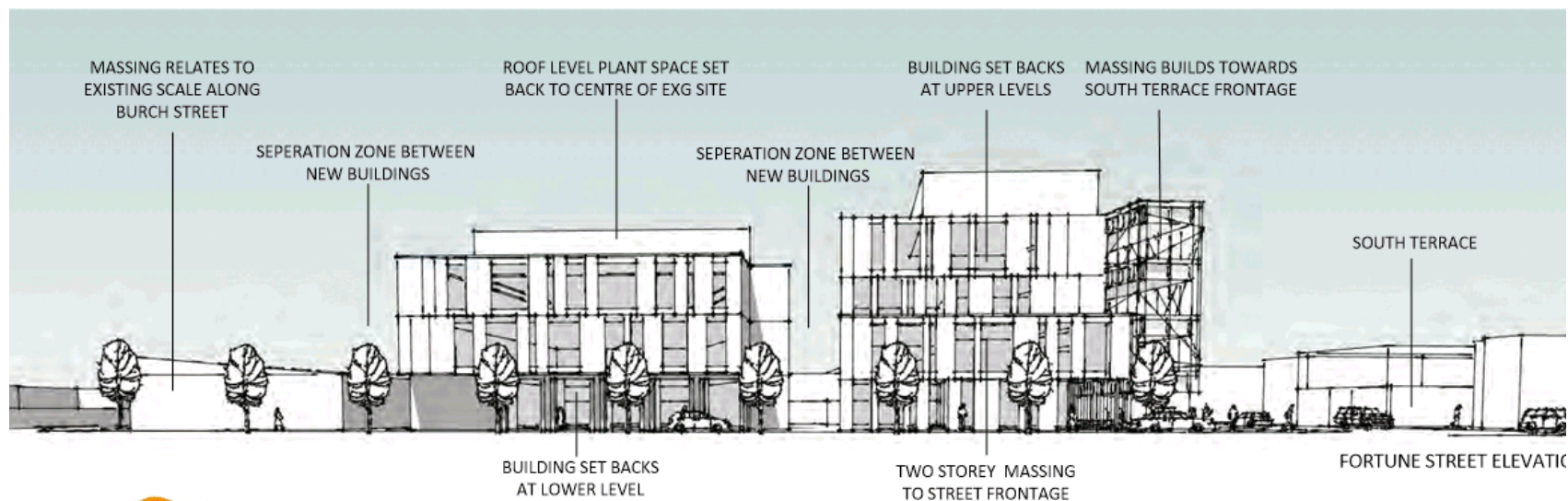
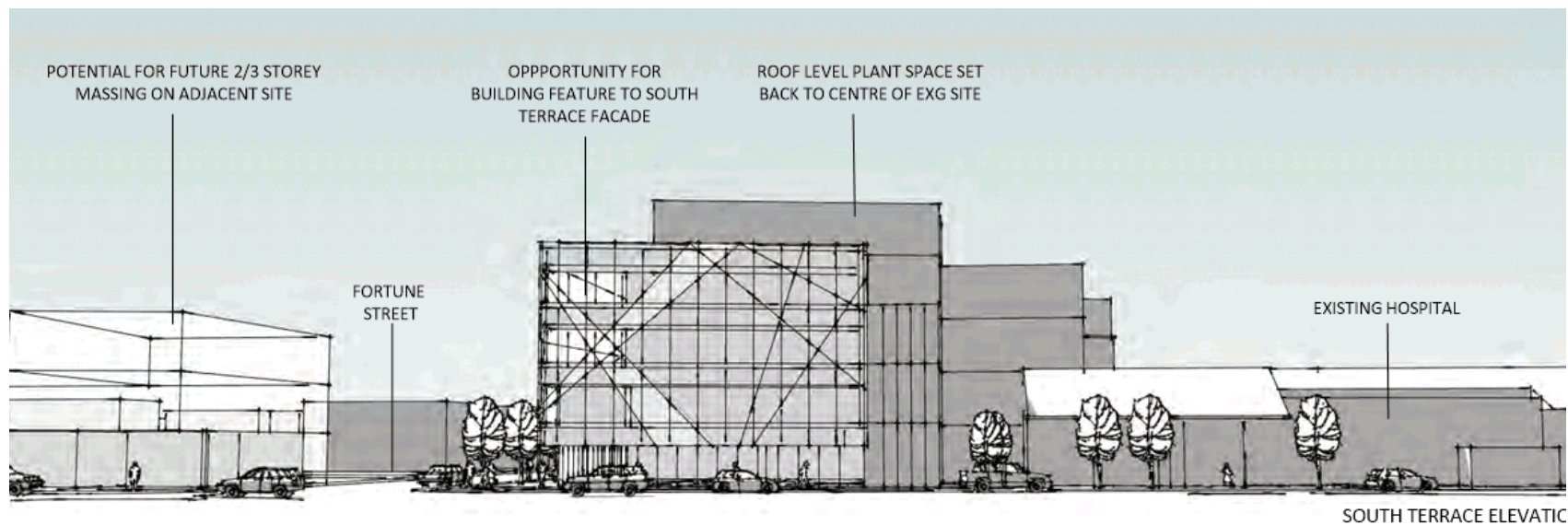
SKETCH OF LAND: DP62646
PREVIOUS TITLE: 2063-417, 2592-389
PROPERTY STREET ADDRESS: 26 FORTUNE ST, SOUTH PERTH.
LOCAL GOVERNMENT AUTHORITY: CITY OF SOUTH PERTH

NOTE 1: G972374 SECTION 138D TLA APPLIES TO CAVEAT A376459.

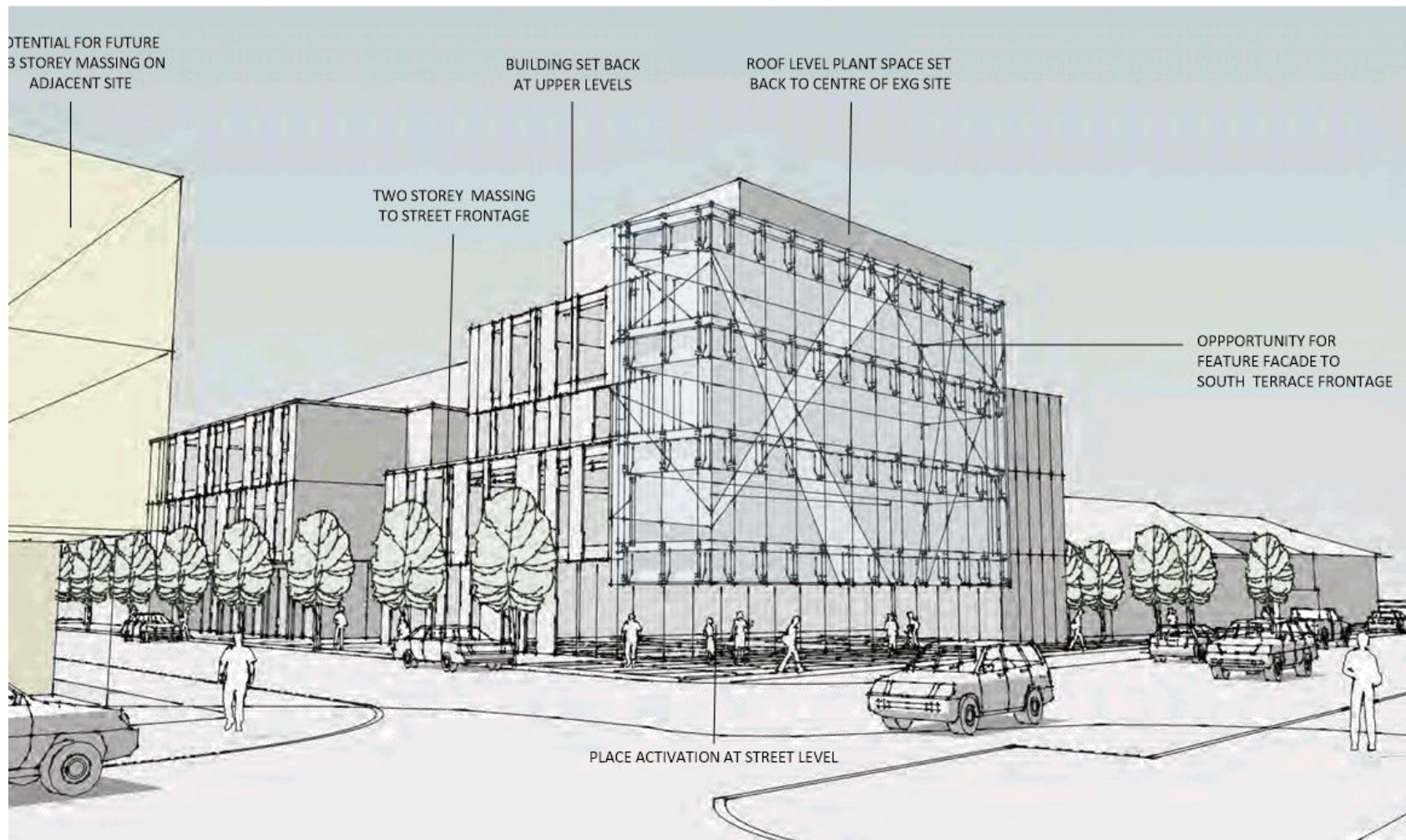


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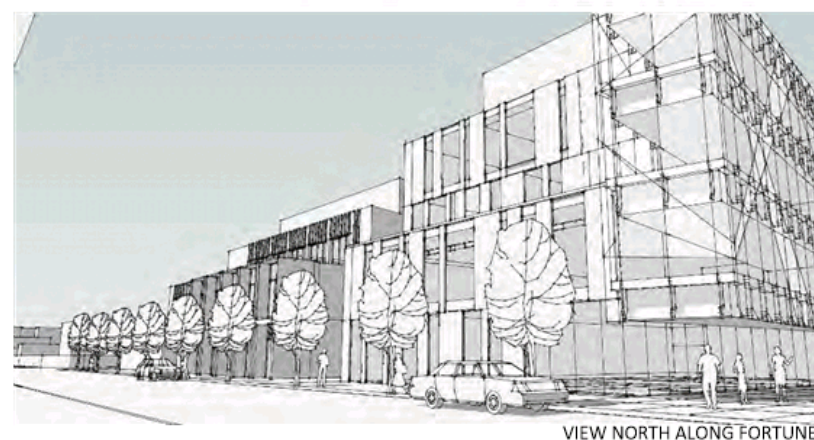
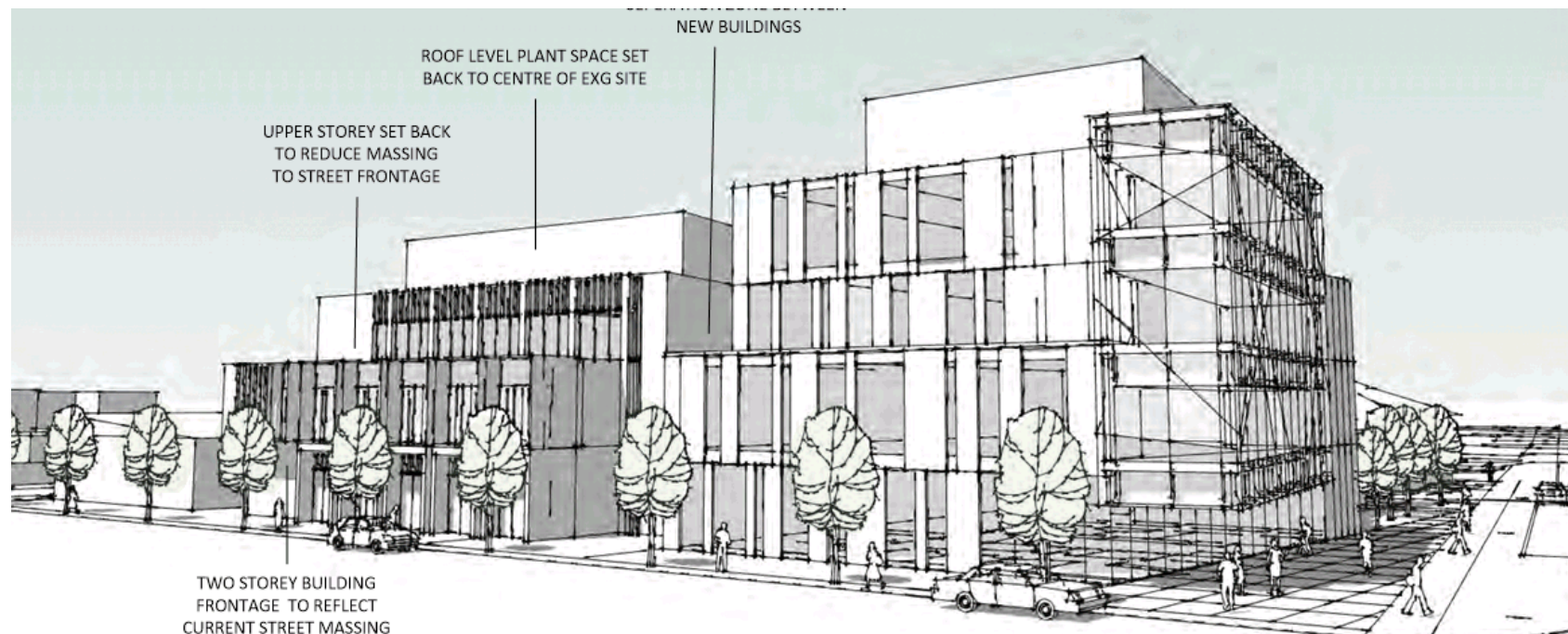
Appendix B - Built Form and Massing Plans



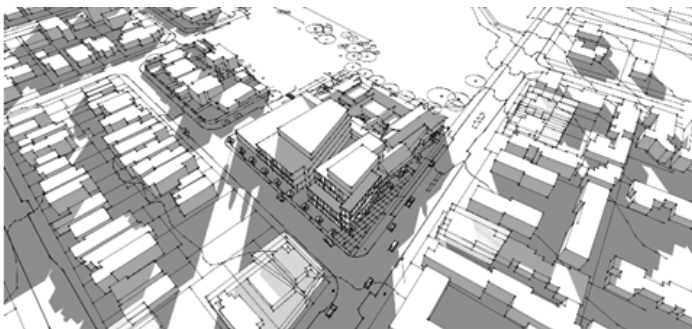
CONCEPT MASSING ELEVATIONS



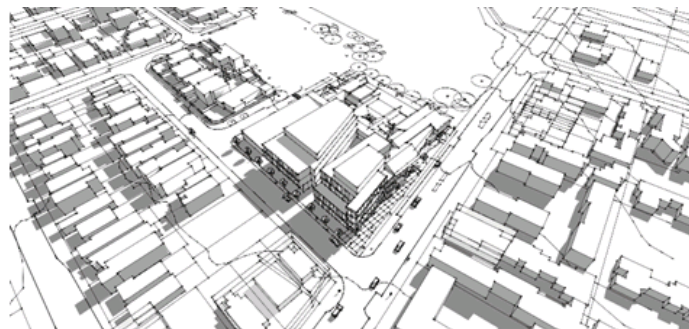
CONCEPT MASSING - MEDICAL CENTRE



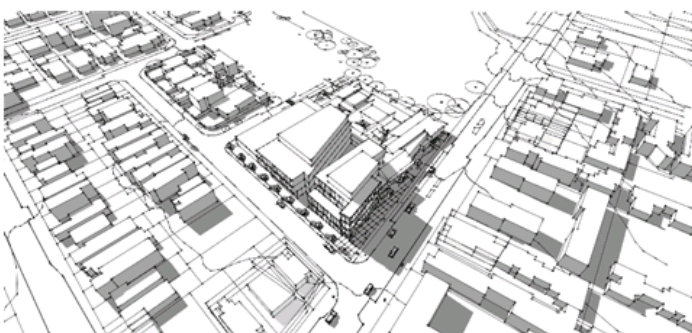
CONCEPT MASSING - WARD BLOCK 3 STOREY SETBACK



8.00AM : 22 JUN



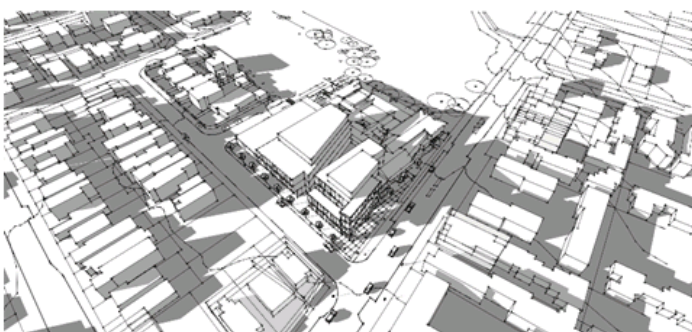
8.00AM : 22 DEC



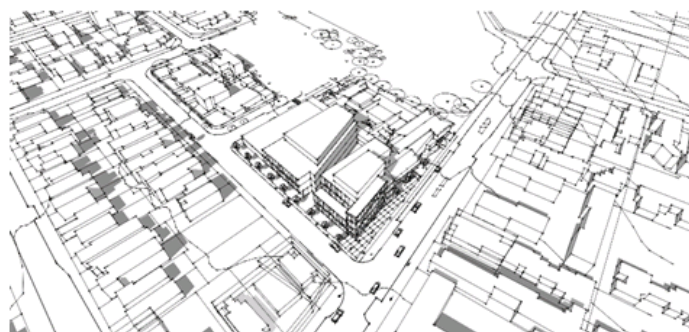
12.00PM : 22 JUN



12.00PM : 22 DEC



4.00PM : 22 JUN



4.00PM : 22 DEC

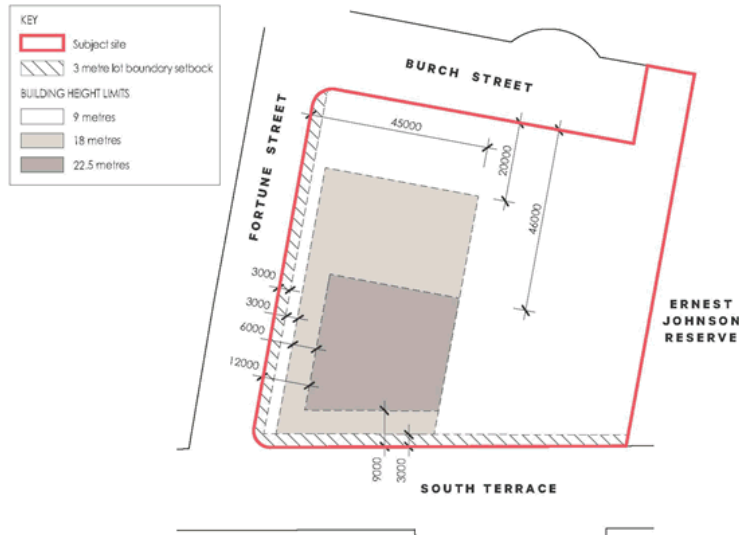


SHADOW ANALYSIS

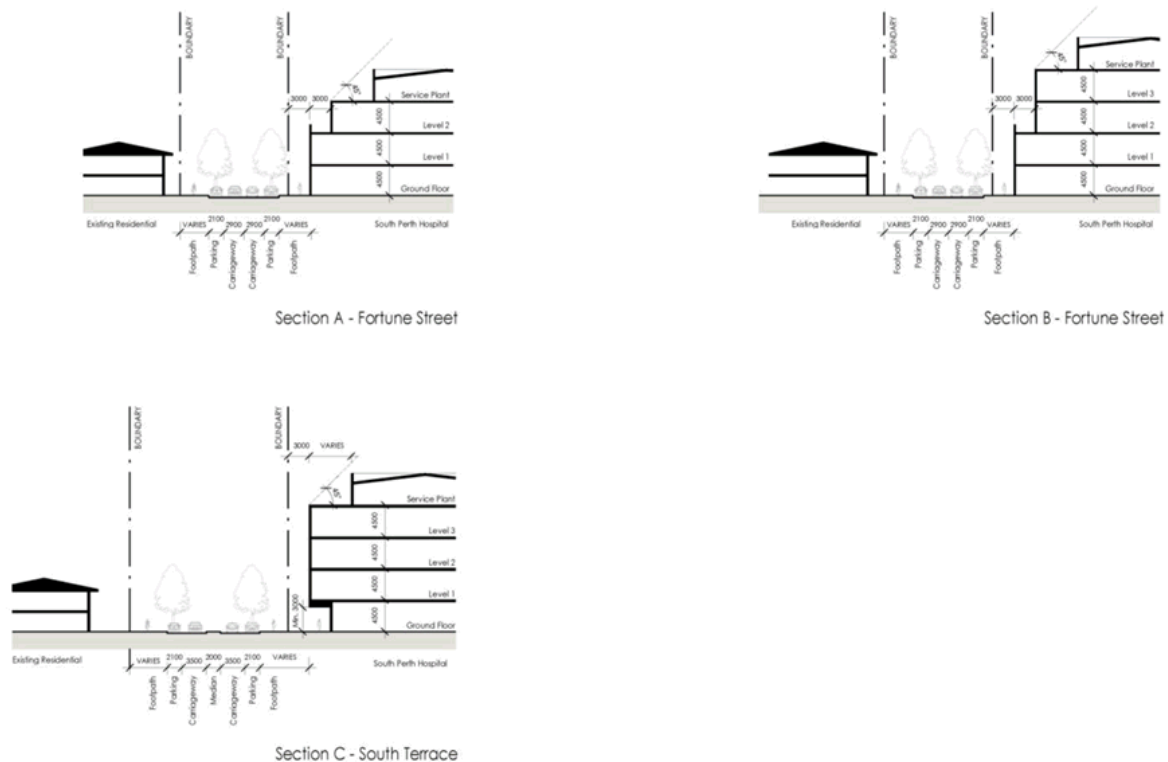


element.

Appendix C - Indicative Local Development Plan Figures



Local Development Plan Figure: Building Setbacks and Height Plan



Local Development Plan Figure: Building Sections



element.

Appendix D - Summary of Engagement Outcomes



TPG CONVERSATIONS

SOUTH PERTH HOSPITAL RENEWAL & FUTURE DEVELOPMENT

Community & Stakeholder Engagement
Outcomes Summary

May 2017

| Document ID: afp://tpg-fs-01.tpgwa.com.au/Planning/PG 2016/716-383 Broome, Coastal Hazard Risk Plan, Baird-Tender/5 Project Work/3 Engagement Outcomes Report/Broome CHRMAP_-_Community&StakeholderFeedbackReport.docx | | | | | | |
|---|----------|--------|-------------------|----------|-------------------|----------|
| Issue | Date | Status | Prepared by | | Approved by | |
| | | | Name | Initials | Name | Initials |
| 1 | 19/05/17 | Draft | Cath Blake-Powell | CBP | Cath Blake-Powell | CBP |
| 2 | 23/05/17 | Draft | Liz Pope | LP | Cath Blake-Powell | CBP |
| | | | | | | |
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Background

TPG+Place Match (TPG) were appointed to assist with preliminary community and stakeholder engagement around concept planning to undertake renewal and redevelopment works related to the South Perth Hospital. The outcomes of this engagement will inform possible next steps in relation to future planning processes.

The purpose of this report is to collate and review feedback gathered during a series of engagement sessions conducted over a number of days.

TPG along with Silver Thomas Hanley (Architects) organised the preparation and facilitation of the engagement sessions. A total of 151 residents and property owners were invited to attend 1 of 3 sessions, with a total of 11 residents/property owners choose to attend one of the scheduled sessions.

Engagement Approach

The engagement approach included:

Preliminary Feedback

The Project Team met with officers from the City of South Perth (CoSP) to confirm the approach and extent of engagement. This was undertaken to ensure alignment with CoSP engagement policies that would ultimately form the basis of any formal application or scheme amendment in later planning processes.

Community Information Sessions

A total of three (3) community information sessions were scheduled and invitations were sent out based on three small precinct areas, these included:

1. Properties along the south side of Pilgrim Street and five properties on the east side of Fortune Street;
2. All properties between Coode, Pilgrim and Fortune Streets, north of South Terrace; and
3. Properties on the south side of South Terrace between Coode and Hazel Street.

Refer Appendix A for a copy of the resident/property owner invitation, and also Appendix B for a copy of the community information session flyer included with the invitation letter.

A set of Frequently Asked Questions (FAQ) was developed to provide interested residents/property owners with additional detail around key questions related to the concept proposal. Copies were mailed out along with the invitation as well as provided at each engagement session. Refer Appendix C for a copy of FAQ's.

The rationale for the three sessions was to limit the number of attendees as a means of encouraging deeper conversations between residents/property owners and the project team, to ensure quality information was captured as well as an open and frank discussion between attendees.

Details of the three sessions included:

- Monday 8th May, 6:00pm – 7:30pm
- Tuesday 9th May, 6:00pm – 7:30pm
- Monday 15th May 6:00pm – 7:30pm

All sessions were held at the South Perth Library Function Centre (located on the corner of South Terrace and Sandgate Street).

The objectives of the engagement session included:

- Introduce participants to South Perth Hospital and what they do,
- Provide local residents/property owners with an overview of a concept proposal,
- Invite questions about the proposal,
- Listen to local resident's comments and feedback; and
- Keep residents informed at key milestones.

Refer Appendix D for a copy of the session agenda and presentation.

Summary of Feedback

The community information sessions attracted a relatively low proportion of invitees (eleven people over three workshops). Given the relatively low participation rates the structure of the sessions were attuned to more of a roundtable discussion, with general discussion as a group of what participants liked and wanted to see improved. The following tables provide a summary of topics discussed during the sessions:

Feedback around the question, "What do you like about the concept proposals?":

- There is a sense of pride and history associated with the hospital and this should be promoted and communicated locally;
- Support for the notion of a medical hub in this location;
- Like how the built form is stepped back from the street (particularly in relation to hiding plant equipment);
- Agree with canopies/awnings and street trees to encourage and enhance walkability in the local area;
- Support that the bulk of the building is broken up and therefore the massing of the building is reduced; and
- That the proposal is not just about improving aesthetics, it's a pragmatic approach as well.

Feedback around the question, "What do you think could be improved about the concept proposals?":

- Lack of parking and parking management by South Perth Hospital, particularly with regard to residential properties along Fortune Street and South Terrace;
- Current parking issues would be exacerbated if/when the medical consulting suites were implemented;
- Generally, it was noted there is not sufficient parking in the area now with anecdotes of peoples' driveways and verging being used by hospital clients;
- Traffic management in the area is a current concern;
- Did not like the building overhang option;
- In light of above how would this affect local residents and the value of their properties;
- Some concern over noise of plant equipment and making sure this met standards; and
- Concern regarding unknown effect on housing prices following redevelopment.

The engagement also uncovered a number of suggested improvements and ideas for South Perth Hospital to consider. These are summarised as follows:

- Opportunity to liaise with City of South Perth to have on-street parking along South Terrace;
- Deck parking at the Council parking site, to the north of South Perth Hospital;
- For South Perth Hospital to better inform its customers around parking management;
- Consider below ground parking;
- South Perth Hospital to investigate purchasing adjacent properties for Medical Consulting needs;
- Set down area for people to access the hospital more easily;
- Suggestion for seats along the footpath;
- Make it a civic place;
- Opportunity for a cup of coffee, and/or waiting space for appointments;
- Improve communications generally and to advise people of know what's going on (easy to read web site); and
- Would like to see it be more 'residential' in feel than commercial, from a built form design perspective.

Recommendations and Next Steps

Based upon feedback received during the engagement activities, the following recommendations have been developed for the next stage of the project:

1) South Perth Hospital to implement a robust traffic management plan

The majority of participants agreed that parking and traffic management were key issues to address both onsite and surrounding areas that may affect local residents. The hospital would play a key role in identifying appropriate methods by which to communicate to hospital patrons the correct areas to park, but will also highlight areas not to park that would impede upon local residents. These strategies may include way-finding signage, online communications, patient pre-op information and future alternative parking onsite (underground, decked parking). Ahead of pursuing stages two and three of the project, it is also recommended that South Perth Hospital undertake/investigate alternative traffic and parking solutions.

2) Improve communications about the project to the community and staff

By improving the quality and frequency of communication that is available to the general public, more buy-in will be gained by those who may be affected by the future redevelopment. As well as traditional forms of communication collateral in the community (i.e. posters, flyers), there is an opportunity to increase the awareness of the project through online forums, including links within the South Perth Hospital website and social media. In addition, consideration should also be given as to improving communication channels and community feedback directly to hospital staff.

Key messaging for future communication should include rationale for the redevelopment, any innovative/sustainable design elements and any applicable project timelines.

3) Future designs to incorporate elements to shelter pedestrians

Several participants indicated that they would appreciate a design that incorporates pedestrian-friendly features and enhance the opportunities to create a civic space. Providing shade trees along the streetscape, benches and places to linger around the future medical hub would provide interest and pragmatic elements within the site.

4) Retain the separation zones between the buildings

Participants appreciated this design concept for the reduced massing of the buildings.

Appendices

Appendix A – Example Invitation Letter to Residents / Business Owners



76 South Terrace, South Perth, WA 6151 PO Box 726 Como 6952 Tel (08) 9367 0222 Fax (08) 9474 2541 ABN 48 394 787 253

27 April 2017

«Owner_Name»
«Owner_Address»
«Owner_Address_2»
«Owner_Address_3»

Dear Sir/Madam,

South Perth Hospital Renewal and Future Development – Invitation to attend Community
Information Session

The South Perth Hospital will be undertaking long-awaited refurbishment works, and are planning for future redevelopment of its existing facility at the corner of South Terrace and Fortune Street.

The South Perth Hospital, a private, not for profit hospital provides a range of medical and surgical services including paediatric, oral, orthopaedic, gynaecology, podiatric, general surgery and pain management.

We would like to invite you to attend a community information session to receive project information, to better understand the scope of the works and to answer any questions, or listen to any concerns you may have.

We would be pleased if you would attend the following session as outlined below:

Dates: Monday 8th May, 2017
Time: 6:00pm – 7:30pm
Please arrive by 5:45pm, for a 6pm start.
Venue: South Perth Library Function Centre
Cnr South Terrace & Sandgate Street
South Perth WA 6151
Car Parking: Parking available onsite
Catering: Refreshments will be provided.

Please send your RSVP by Friday 5th May to sph@tpgwa.com.au, or call Naomi on (08) 9289 8300.

We look forward to further discussions regarding this project. As outlined above, should you have any queries regarding the project please phone (08) 9289 8300.

Yours sincerely,

Ross Smith
Chairman of Board of Management
South Perth Hospital

Appendix B – Community Information Session Flyer



South Perth Hospital Renewal and Future Development

South Perth Hospital is hosting a community information session about the South Perth Hospital Renewal and Future Development. Come and join us to hear about plans, as well as to ask questions and provide feedback. Your participation is welcome!

Event Details

When: Monday 8th May,
6:00pm – 7:30pm

Where: South Perth Library
Function Centre
(Crn South Terrace &
Sandgate Street)

RSVP

by Friday 5th May 2017

by email: sph@tpgwa.com.au

or call Naomi on (08) 9289 8300

Appendix C – Frequently Asked Questions



Frequently Asked Questions

South Perth Hospital Renewal and Future Development

WHAT IS THE SOUTH PERTH RENEWAL AND FUTURE DEVELOPMENT PROJECT?

The South Perth Renewal and Future Development will develop a Masterplan for the site which will allow upgrading of facilities and services within the hospital. Over an extended period of time, the project shall deliver contemporary, high quality, care and services to patients in times of rapid change in health care standards and procedures, which includes:

- Replacing out of date wards, equipment and services to deliver ever increasing standard facilities (internal refurbishments);
- Re-building northern most service area to improve efficiencies;
- Relocating and upgrading procedure rooms from the west to the east building;
- Providing capacity for an additional 2 theatres; and
- Proposing a replacement of existing consulting rooms with a future new Medical Consulting Suites Building to the South West corner of the site

WHAT ARE THE BENEFITS OF THE RENEWAL WORKS?

The redeveloped hospital will meet the needs of future patients by delivering healthcare services required by the local and wider community. Over time the range of services patients may change in response to community needs.

The new development will also address necessary upgrades to address Occupational Health and Safety (OHS) bringing the hospital in line with building & industry standards with the aim to improve overall patient experience. Specifically in providing new single bedrooms with individual ensuites as replacement for shared 2, 3 and 4 bed rooms. Another added benefit of the future development is an increase in storage areas and efficiencies potentially reducing delivery vehicle traffic.

WHY IS THE RENEWAL AND REDEVELOPMENT NEEDED FOR SOUTH PERTH HOSPITAL?

Since its construction in the 1950's, the hospital has retained most of the original buildings. Over time as the building has aged and medical practises improved, the hospital has struggled to meet operational needs and currently does not meet the expectations of a contemporary health facility. A growing and changing population also presents the challenges of meeting new expectations, regulations and service demands.

One of the key priorities during the renewal is the replacement of wards to improve standards of care, efficiency, OHS standards and improving the overall patient experience. Reflecting industry best practice is important to remain competitive in the market for hospital services and within the community.

WHERE DOES THE FUNDING FOR THE RENEWAL AND REDEVELOPMENT COME FROM?

Since the hospitals inception the facility has continued to run as a completely independent community organisation. Funding for the redevelopment is generated from the hospital business itself..

The redevelopment is not funded by either the Commonwealth government, state government or local government, nor is it funded by any corporate businesses.

WHAT IS THE TIMELINE FOR THE PROJECT?

There is no fixed timeline established, however there are a number of preliminary milestones (stages). Works will be done as funds become available. Project works will be in stages so as to keep the hospital functioning during periods of change.

Preliminary milestones are as follows:

- Stage 1 (Years 1-3) – Relocation of operating theatres/endoscopy.



- Stage 2 (Years 3 – 5) – Replacing existing 90 beds
- Stage 3 (Years 7-10) – Building new consulting suites

WILL THERE BE ANY NEW ADDITIONAL BEDS FOR THE HOSPITAL?

The number of beds may change up or down depending upon the type of services South Perth Hospital covers at any particular time in the future. The facility currently operates with approximately 90 beds and this is not envisaged to significantly change in the scope of the redevelopment.

WILL THERE BE ADDITIONAL CAR PARKING?

In the short term, there will be no additional car parking onsite for patients. As is currently the case, day patients are advised to arrange drop offs and pick up before and after their procedures.

In the short term the Council carpark and Staff parking will remain as is.

There are no projections for long term parking as functional requirements are unknown at this time. Long term parking will need to be developed in conjunction with South Perth Council requirements

WHAT IS DRIVING THE DESIGN APPEARANCE OF THE BUILDING?

The detailed design of the building is not known as the uses and internal planning are not confirmed at this stage. The major issues are how the bulk of the buildings relate to the streets, the neighbours and the area around the Coode Street /South Terrace.

HOW HIGH WILL THE FINAL BUILDINGS BE?

The final building around the South Terrace/Fortune Street corner may be five storeys high, and progressively reduce in height as development moves closer to the residential areas. The ground and first floor in particular will address the street with appropriate setbacks according to use, with upper levels set back so as to reduce perceived impact to the street. There is no overshadowing of adjacent residential areas.

The top level that is likely to contain plant and equipment will be set back so as not detract from the streetscape.

ARE PLANNING APPROVALS REQUIRED?

All development will be the subject of the necessary planning approvals in accordance with the City of South Perth requirements.

WILL TRAFFIC FLOW BE AFFECTED IN THE AREA WHILST THE REDEVELOPMENT IS OCCURRING?

During periods of redevelopment some temporary disturbance may occur which will be managed carefully and in accordance with local authority requirements, as for any building or development works. There are no permanent changes proposed to surrounding roads or vehicular movements.

Appendix D – Community Information Session Presentation



Welcome & Introductions



Purpose of this evening's information session:

- Introduce you to South Perth Hospital
- Provide local residents with an overview of a concept proposal
- Invite questions about the proposal
- Listen to local residents comments and feedback; and
- Keep residents informed at key milestones

Agenda



1. Welcome & Introductions
2. Context
3. Development Concept
4. Questions & Feedback
5. Next Steps

Housekeeping



- Facilities are located...
- Coffee and Tea, and
- Please turn your phones to silent or vibrate.

Meeting Etiquette

- One person talking at a time, so we can all hear
- Keep on topic
- Respecting each others views

Parking Lot

- Note down your questions, as the presentation is being given, and
- Ask questions during the Q & A session

Who are South Perth Hospital?

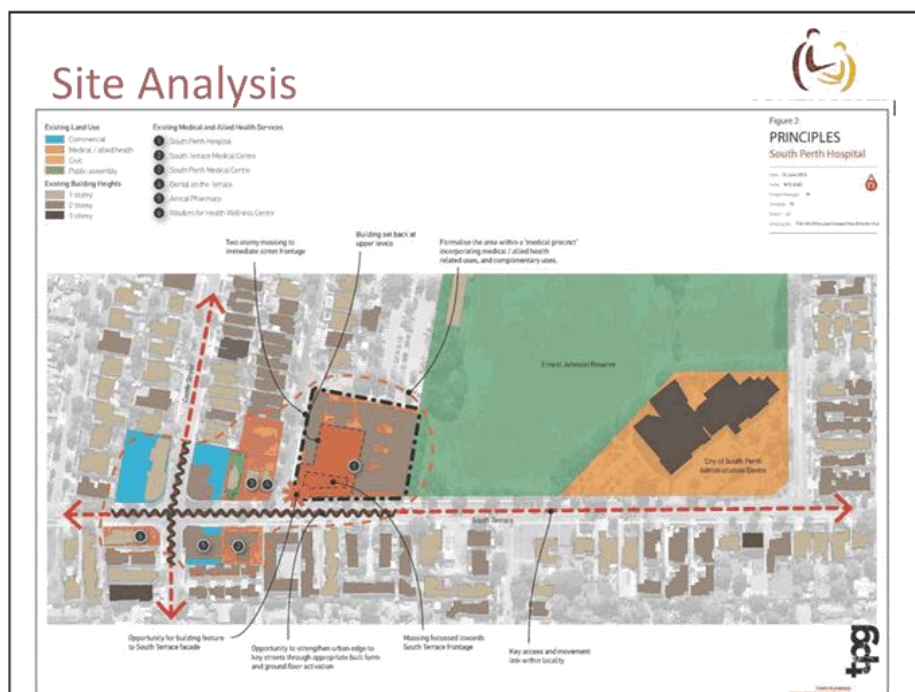


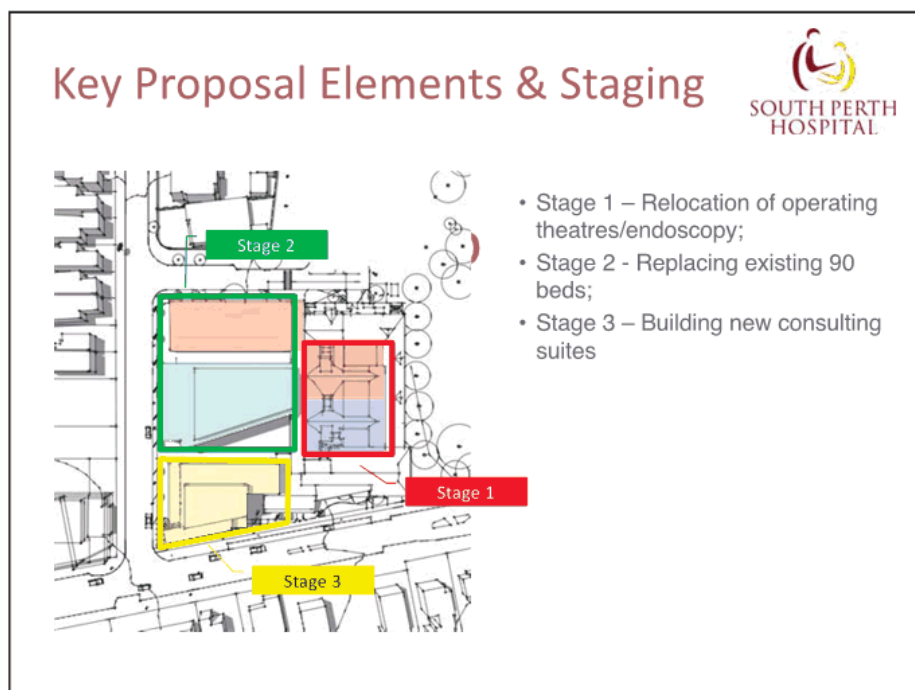
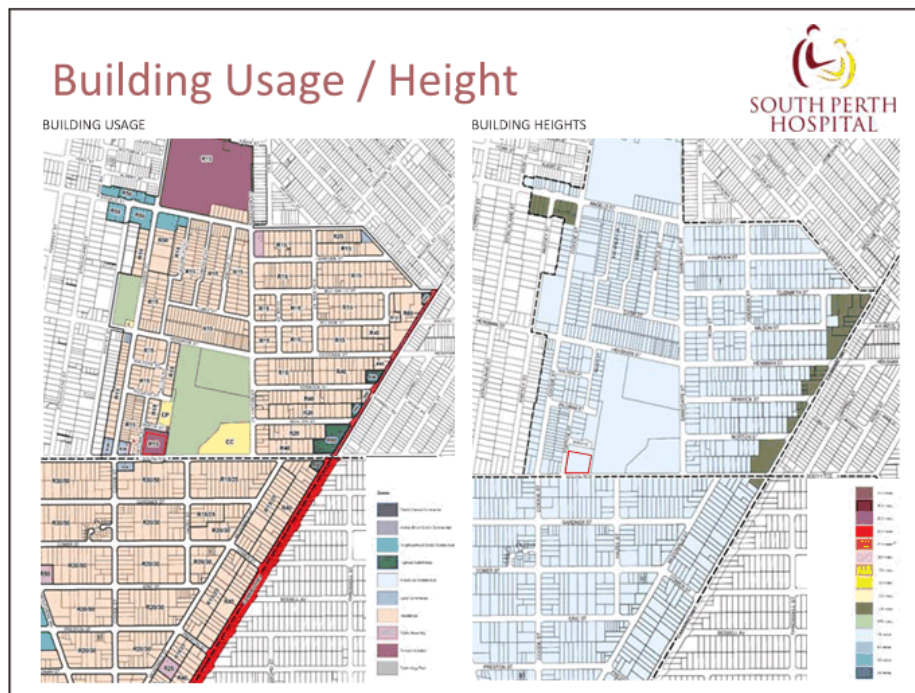
Mission - *To provide to the Community of Western Australia a modern health facility where caring and dedicated staff can provide excellent services.*

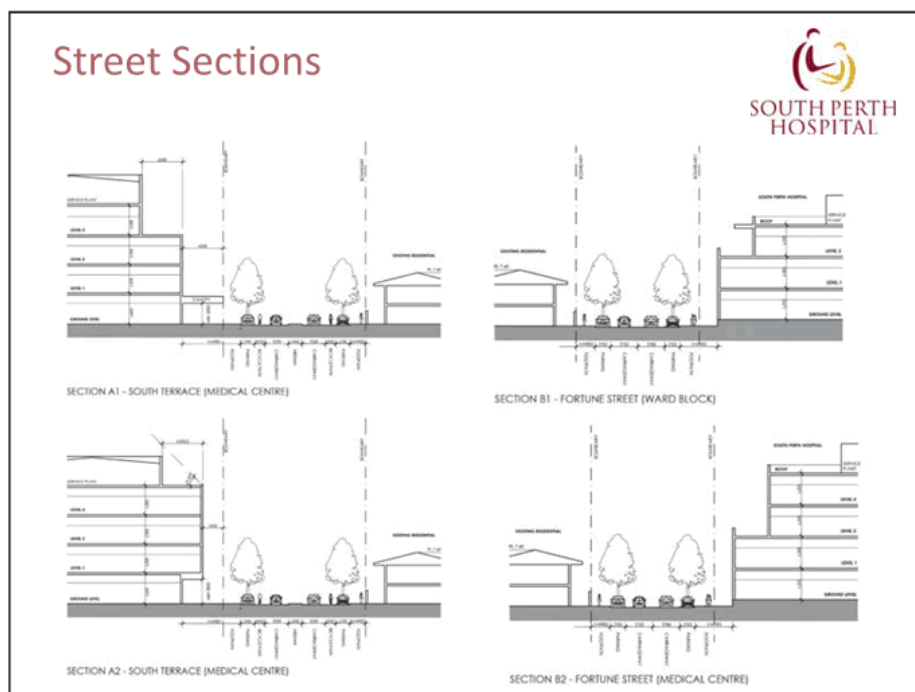
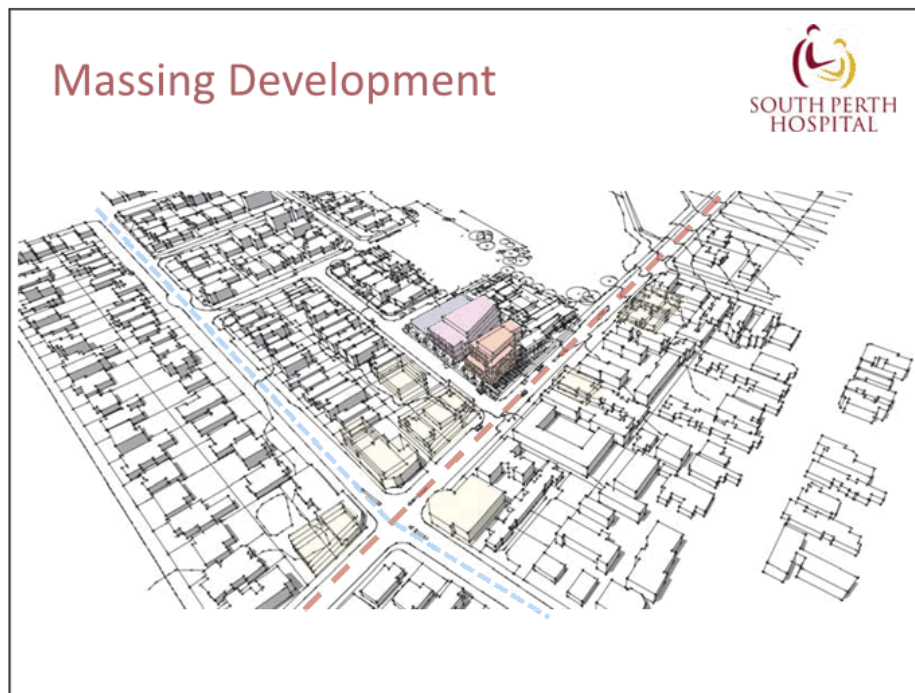
- A private, not-for profit hospital
- Board of Management
- Community-funded in post-war 1950's, opened in 1956
- Services such as Oral and maxillofacial, ear, Nose and Throat, Orthopaedic, Gynaecology, Paediatric, Plastic and Reconstructive, podiatric, General Surgery and Pain Management
- Currently 95 licenced beds, 5 operating rooms and 1 procedure room

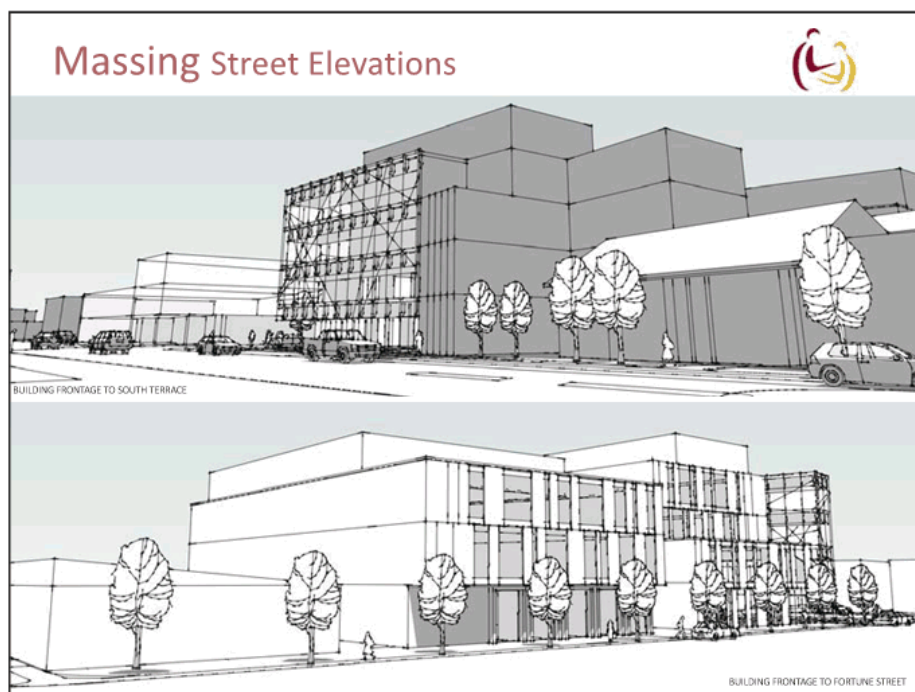
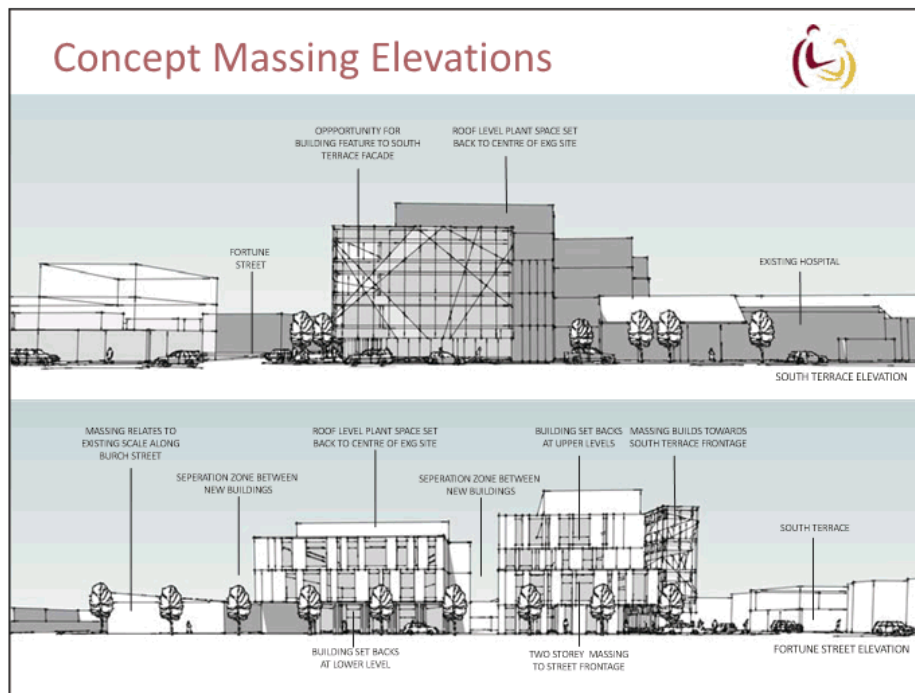
Location Plan

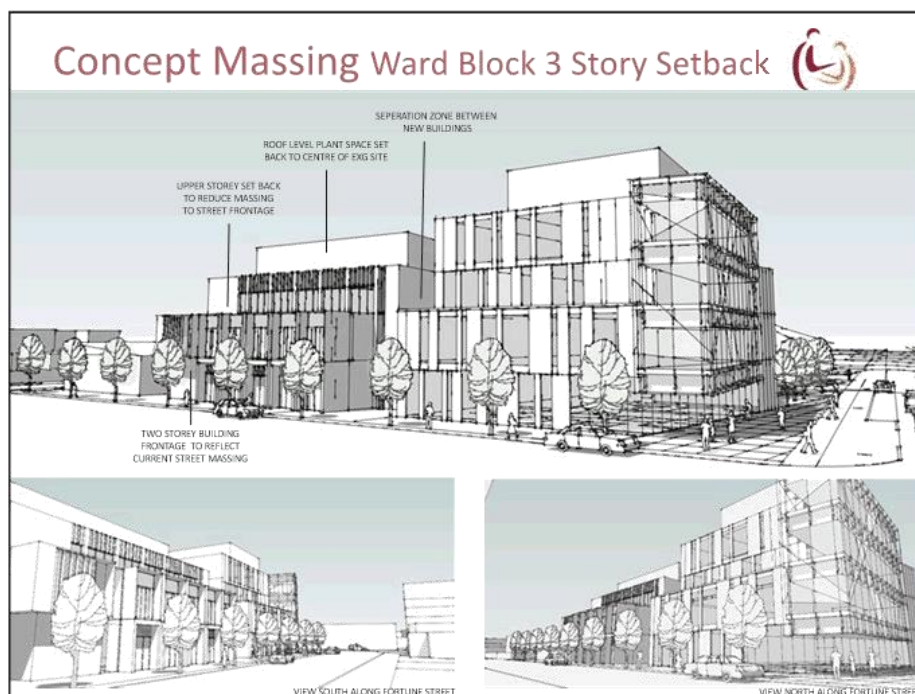
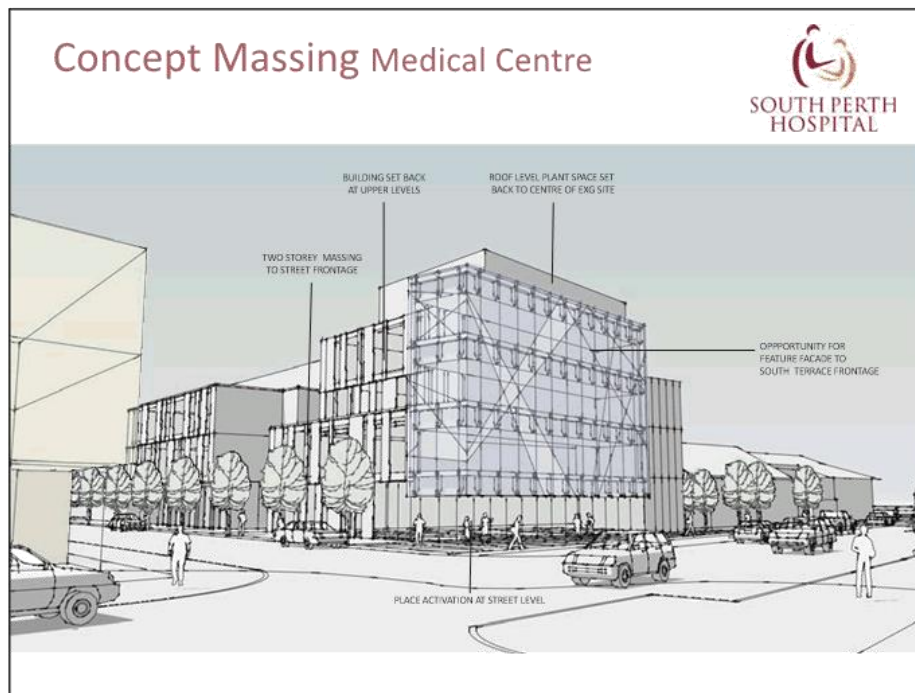




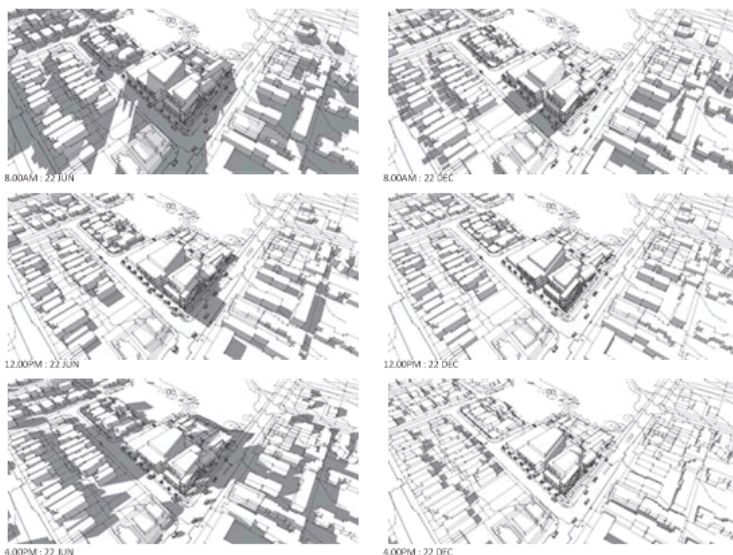








Shadow Analysis



Some Questions Answered (FAQ's)



What is the South Perth RENEWAL AND FUTURE DEVELOPMENT Project?

- Develop a Masterplan for the site which will allow upgrading of facilities and services within the hospital by -
 - Replacing out of date wards, equipment and services;
 - Re-building northern most service area to improve efficiencies;
 - Relocating and upgrading surgery theatres from the west to the east building;
 - Providing capacity for an additional 2 theatres;
 - Proposing a replacement of existing consulting rooms with a future new Medical Consulting Suites; and
 - Building new consulting suites, testing facilities, treatment spaces, staff and service areas as necessary (yet to be finalised)

Some Questions Answered (FAQ's)



What is the timeline for the Project?

- No fixed timeline established, preliminary milestones are:
 - Stage 1 (Years 1 – 3) – Relocation of operating theatres/endoscopy;
 - Stage 2 (Years 3 – 5) – Replacing existing 90 beds;
 - Stage 3 (Years 7-10) – Building new consulting suites

How High will the Final Buildings Be?

Stage 1 – *No Change*

Stage 2 (Service Area) – *Single Storey*

Stage 2 (New Medical Consulting Suites) – *Three Storeys*

Stage 3 (New Medical Consulting Suites) – *Up to Five Storeys*

- For stage above 2 storeys appropriate setbacks with upper levels set back so as to reduce perceived impact to the street.
- No overshadowing of adjacent residential areas.
- The top level that is likely to contain plant and equipment will be set back so as not detract from the streetscape

Questions and Feedback



What do you like?

What do you think needs improving?

Next Steps



- Modify concept where possible,
- Lodge development application for refurbishment works
- Lodge planning scheme amendment request with the City,
- Further public engagement in all stages,
- Process will take approximately 9-12 months, and then
- Lodge development application for future stages, as required.

Appendix E – Feedback Obtained from Workshop Participants

South Perth Hospital Community Information Sessions Feedback

Monday 8th May 2017

Parking Lot Notes

- Hospital built fit for purpose
 - Right location and right service?
 - Accommodating future need

What did you like?

- The hospital is preserving an establishment that has been in the community for 60+ years
- Not just about improving aesthetics, pragmatic approach as well
- (Heather) liked the service she received last year for her stay in hospital, good hospital and good food
- Like that it is becoming a medical hub
IDEA: South Perth Hospital to buy out older units nearby
- Important that there are opportunities to increase house prices in the area
- The stepped back section A1 (on slide). It doesn't give the impression of a hug building and people cannot see the plant equipment on top of the building
- Providing tree canopies, it is a very walkable area with people walking dogs and going to the nearby park.
- Like the idea of the separate buildings

What do you think could be improved?

- Parking
 - Concern that parking could be close to units people using street parking for consultation appointments, congesting the streets
 - Currently not enough parking now in the area
- Reply from project team
 - No major change needed for parking in stage 1 and Stage 2, will be needing a parking assessment in Stage 3
 - Options that could happen are below ground and building decks above ground
 - Council would help to identify where clear space along South Terrace needs to be
 - For any future car parking the community needs to decide how many decks if at all will be accepted in the future
 - Could be parking at the rear
 - It is also a management issue for the hospital, telling patients the right areas to park
- Sink South Terrace
- Didn't like the overhang option of the building, too encroaching.

Other Comments

- Not having a niche would make businesses hard to survive
 - Where are the niche service for South Perth Hospital?
 - Will the new building/s be able to cater for demand in 5, 10, 15 years?
- Point of difference for South Perth Hospital?
 - Mindful of comfort and service for private patients
 - Unique in Australia as the only community-funded hospital

Tuesday 9th May 2017 (NB one participant attended this session)

| | |
|---|---|
| <p>Parking Lot Notes</p> <ul style="list-style-type: none">What will the new development have in terms of green energy/sustainability?<ul style="list-style-type: none">A: Yes, will have low energy in place as standard, non-negotiable. Separate buildings help to achieve this.Building community support is key and wanted by residents | <p>What do you think could be improved?</p> <p>Traffic management, people park across our driveway</p> |
| <p>What did you like?</p> <p>Happy that pathology is gone</p> <ul style="list-style-type: none">People speeding in the streetConscious of trafficLots of changes on Fortune street<ul style="list-style-type: none">Consider 2/3 lanes in the future, affecting daily travel early morning and late afternoon | |
| <p>Other Comments</p> <ul style="list-style-type: none">Long term residents in South Perth have high expectations and long memoriesProud of innovation and want you to succeedThink that services are going (e.g. podiatrist), not realizing it have moved off the sitePeople think it is <i>their</i> community hospital, which is a good thing! Pride in the facilityNeed to promote the hospital and be proud of itSome people caused problem for people on Angelo StreetResidents, aging in place a benefit, love it. Reflecting the demographic of South Perth <p>Suggestions</p> <ul style="list-style-type: none">Set down area for people to get inSuggestion for seats along the sidewalkMake it a civic placeCup of coffee, waiting space for appointmentsLet people know what's going onCommunications – make a nice easy to read website!!!<ul style="list-style-type: none">Talk to people onlinePromote in the Southern Gazette <p><i>Participant asked the project team: What is the key thing you want people to know about this project?</i></p> <ul style="list-style-type: none">This was always and still is a community hospital, part of the community, relationship with the community, valuedIf we don't do these refurbishments we will go out of business, we are flexible for people's needsCentre of excellence, do great things | |

| | |
|--|---|
| Monday 15th May 2017 (roundtable) Parking Lot Notes <ul style="list-style-type: none"> • Car park on Fortune Street - future? (Hospital owned) • Car park counts (north of site) - how heavily used? Who uses it? When? • Future parking on site - above/below ground • Long term - 5+ years - car parking profile? Number ++ beds • Impact to properties • Engagement with Local Government Associations • Hospital rates increase? Fewer people using in future, health fund sets the rates • What services will be for more overnight in the future, e.g. palliative care (no plan at this time) • Catchment of clients - Perth - change over time • Noise of plant equipment, meeting standards to noise reduction • Incinerator - no • Not looking like a warehouse - mass on the street ('more residential') scale | |
| What did you like? <ul style="list-style-type: none"> • Fix problem of parking, traffic management on Eastern side • All • What would happen to fortune street during construction? i.e. vehicle access along Fortune Street | What do you think could be improved? <ul style="list-style-type: none"> • Fortune street local traffic only NW end • Move Medicare suites to 74, 72, 70 south Terrace • Is there an opportunity to Relocate parking - council/public parking (South Terrace)? • Underestimated parking required • Parking management - behaviour • Traffic • Street sections, too closed in • Don't like B2 street section |
| Other Comments <ul style="list-style-type: none"> • Parking in front of driveway • Parking in driveway • Streetscape is residential - don't want it to look commercial scale • Lot of people parking in Coode Street • Patients park in the side street - lots of traffic in the area • Suggestion of car park on South Terrace • How is it going to affect me and my investment? • South Perth people love the hospital • Compounded by issues in the area (e.g., high rise, Coode Street development) | |

Amendment No. 62

Adoption/Preparation

ADOPTED/PREPARED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on [date].

SUE DOHERTY
MAYOR

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

Final Recommendation

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on [date] and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:

CITY OF SOUTH PERTH SEAL

SUE DOHERTY
MAYOR

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

RECOMMENDED FOR FINAL APPROVAL:

Delegated under S.16 of the PD Act 2005

Dated _____

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Dated _____



Strategic Direction 3

Housing and Land Uses

P320 – Assessment of Significant Obstruction of Views in Precinct 13 - Salter Point

| | |
|------------------------------------|---|
| Responsible Business Unit/s | Development Services |
| Responsible Officer | Director Development and Community Services |
| Affected Business Unit/s | Development Services |

Policy Objectives

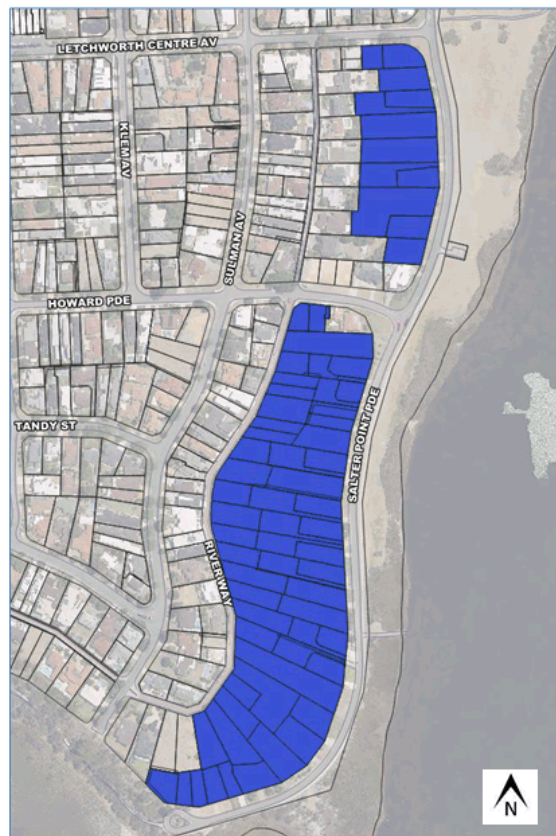
1. To provide clarity and guidance on the application of clause 6.1A(9) of the Town Planning Scheme No. 6 'Building Height Restrictions in Precinct 13 - Salter Point'; and
2. To ensure that views of the Canning River for those properties within Precinct 13 - Salter Point are not significantly obstructed by new development.

Policy Status

This policy is made pursuant to Part 2 (Division 2) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulation 2015* (the Regulations). Under clause 3(3) of the Regulations (Part 2), the City may make a local planning policy based on sound town planning principles to address a strategic or operational consideration.

Policy Application

This Policy applies to any development within Precinct 13 – 'Salter Point' that has an assigned building height limit of 3.0 metres, 3.5 metres or 6.5 metres, as shown in blue on the diagram below.



Policy Purpose

The aim of this policy is to provide guidance on the application of clause 6.1A(9)(c) of the City of South Perth Town Planning Scheme (Scheme) and to ensure that all applications are dealt with in a transparent and consistent manner. This provision requires that a person shall not erect or make an addition to a building unless the local government is satisfied that views of the Canning River from any buildings on neighbouring land will not be significantly obstructed.

Policy Statement

1.0 Buildings considered to satisfy clause 6.1A(9)(c) of the Scheme

- (a) Buildings (including any roof or external fixtures) contained wholly within the Building Height Limit (BHL) assigned to that lot under clause 6.1A(1) of the Scheme, will generally be considered to satisfy clause 6.1A(9)(c) of the Scheme.
- (b) Where roofs or permitted projections are proposed above the BHL in accordance with clauses 6.1A(4) and 6.1A(5) of the Scheme, the development shall be subject to assessment against the provisions of clauses 2.0 of this policy.

2.0 Assessment of projections above the building height limit

Page 2 of 3

Policy Number: P320
Council Adoption: TBD

Relevant Council Delegation: DC690 Town Planning Scheme
Relevant Delegation: DC690 Town Planning Scheme

2.1 The City shall only approve projections above the BHL, including roofs, that meet all of the following criteria:

- (a) There are no external walls above the BHL; and,
- (b) Any roof above the BHL has a pitch of 15 degrees or lower; and,
- (c) All external fixtures above the BHL, such as solar collectors and air-conditioning units, are integrated into the design so as to sit flush/flat along or below the roof line; and,
- (d) The proposed development meets the relevant deemed-to-comply criteria prescribed in the Residential Design Codes (as amended) relating to lot boundary setbacks, street setbacks and open space.

2.2 Where a building proposes to project above the BHL assigned to that lot and the projection(s) meet all of the criteria in 2.1, the City shall only approve the development where all of the following criteria are additionally met;

- (a) The projection does not obstruct a view to the water surface of the Canning River within a line of sight contained at any point within a 45 degree cone of vision from an existing active habitable space, which forms part of a building. Active habitable spaces include any balcony, verandah, terrace or habitable room (such as a kitchen, bedroom, dining room etc). A line-of-sight shall be measured at a height of 1.6 metres above the floor level of the space at a point 0.5 metres from the edge/opening/extent of the space (where the view to Canning River is available) closest to Canning River shall be used to determine whether a view to the water surface of Canning River is obstructed; or,

Notes: For the purpose of this provision, a line-of-sight will only be assessed/established for properties directly adjoining the subject site. Greatest weight will be given to any line-of-sight established from a property directly 'behind' a site in reference to its position to Canning River. Significantly lesser weight should be given to a line-of-sight established from a property to the 'side' of a site where views to the Canning River would be indirect or oblique.

'cone-of-vision' and 'active habitable space' shall have the same meaning as contained in the Residential Design Codes.

- (b) In the case where an existing building is proposed to be demolished and replaced, the design of the new building causes a lesser obstruction to views of the Canning River than the existing building.

Legislative/Local Law requirements

City of South Perth Town Planning Scheme No. 6
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development Act 2005

Other relevant policies/key documents

City of South Perth Planning Policies

Page 3 of 3

Policy Number: P320
Council Adoption: TBD

Relevant Council Delegation: DC690 Town Planning Scheme
Relevant Delegation: DC690 Town Planning Scheme

Schedule of Modifications

Draft Local Planning Policy P320 – Assessment of Significant Obstruction to Views in Precinct 13 – Salter Point

| Provision | Matter | Modification | Officer comment |
|-------------------|---|--|--|
| 1.0 | Buildings that satisfy clause 6.1A(9) | Minor modifications to facilitate other modifications and make it clear clause 1.0(a) requires a roof to be below the BHL in order for this clause to be satisfied. | This modification provides clarity that a building, including any roof, external fixture or any other part of a building contained wholly below the BHL will meet the policy and clause 6.1A(9) of the Scheme. |
| 2.0, 3.0(a) & 4.0 | Discretionary assessment criteria and discretion for existing buildings | Combined criteria into a single clause (2.0), made clear that all criteria need to be satisfied and modify clause 3.0(a) (now 2.2(a)) to make it clear that a 'significant obstruction' is one that interrupts views from an existing 'active habitable space' and the water of the Canning River. | <p>Clause 2.1 of P320 (as amended) provides a set of quantitative criteria that limit any projections above the BHL. This includes a limit on roof pitches above the BHL to not more than 15 degrees.</p> <p>In recognition that such a pitch could still obstruct a view to Canning River, a further clause (2.2) seeks to provide additional, more qualitative criteria, for the assessment of any projection.</p> <p>Clause 2.2(a) states that any obstruction between an 'active habitable space' and the Canning River within a 45 degree cone of vision from an existing active habitable caused by a projection above the BHL shall not be supported. A 'line-of-sight' between the active habitable space and the water surface of the Canning River shall be established to determine whether the projection obstructs the existing view. The line-of-sight shall be limited to a 45 degree cone-of-vision as set out in R-Codes (as applicable to the assessment of visual privacy). This provision makes clear that, notwithstanding any compliance with clause 2.1, an obstruction to views of the Canning River water caused by any projection would be considered a 'significant' obstruction. This provides further clarity on what are considered acceptable and unacceptable forms of development for the purpose of clause 6.1A(9).</p> <p>An additional note has also been added to</p> |

| | | | |
|--------|----------------------|-------------------|--|
| | | | further clarify the matter and to prioritise the importance of the views from adjoining properties to the 'rear' which are most likely to have views obstructed by a new development. |
| 3.0(b) | Design of roof forms | Delete provision. | <p>The advertised version of P320 contained a discretionary clause 3.0(b) that allowed the City to consider a projection above the BHL where the design of the building 'minimised' the potential to obstruct a view. If a development met the quantitative criteria of clause 2.0 (as advertised), such as the 15 degree roof pitch and 'minimised' the potential to obstruct view by adopting a particular roof design, then such a development could be supported.</p> <p>It is agreed that inclusion of this provision provides an insufficient degree of certainty that a view would be protected and not 'significantly obstructed'.</p> |

CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6
Draft P320 – Assessment of Significant Obstruction of Views in Precinct 13 – Salter Point

SCHEDULE OF SUBMISSIONS

| No. | Date of Submission | Name & Address of Submitter | Email address | Summary of Submission | Officer Comment |
|-----|--------------------|-----------------------------|---------------|---|--|
| 1. | 21/11/2018 | | | Supportive of the policy, in particular the introduction of a maximum roof pitch requirement. | Comment noted. |
| 2. | 21/11/2018 | | | Supportive of the policy. Would like to see it policy scope expanded to include those properties along River Way between Howard Parade and Letchworth Centre Ave. | The policy provides additional guidance of the application of clause 6.1A(9) of the Scheme. This clause applies only to those properties with a building height limit of 3.0m, 3.5m or 6.5m within Precinct 13 and therefore this policy can apply to those same properties. The policy cannot expand the scope of properties included as this is limited by clause 6.1(9) of the Scheme. |
| 3. | 22/11/2018 | | | Supportive of the policy, in particular the limit on roof pitch. Proposes that a lower roof pitch (7 – 10 degrees) would improve the policy by further limiting obstruction of views without impacting on drainage or installation of solar panels. | The maximum roof pitch of 15 degrees was identified as a pitch sufficiently low enough to prevent the development of an upper storey/loft within any projection above the BHL, having regard to the typical lot widths in the policy area. Such development above the BHL has the most impact on views of the Canning River. Further, 15 degrees is the minimum pitch permitted under Australian Standard 2050-1995 for roofs clad in roof tiles. Therefore any pitch lower than 15 degrees would be restricted in material choice to tin or shingle roofing. Notwithstanding the roof pitch being 15 degrees or a lower amount, under clause 2.2 of P320 (as amended) a development must also ensure a line-of-sight within a 45 degree cone of vision from an existing active habitable space to the water of the Canning River is maintained. |
| 4. | 3/12/2018 | | | Raises concerns with the policy/generally 1. The ability of developers to increase the basic floor level a further 500mm above the existing ground level. | The Scheme requires that where a lot is to be developed that an equal cut and fill is achieved over the whole of a site. The Scheme requires |

| No. | Date of Submission | Name & Address of Submitter | Email Address | Summary of Submission | Officer Comment |
|-----|--------------------|-----------------------------|---------------|---|---|
| | | | | <p>2. The building height needs to be enforced as a height of the external walls to 'plate height' as developments are extending the effective height of their buildings through careful placement of fascias and soffits</p> <p>3. There needs to be an arbitrary roof height on all new dwellings as a 15 degree roof could extend the height of the building to over 6 metres for those wider blocks. The total height of the dwelling should be an absolute number relative to the AHD.</p> | <p>that floor level of all buildings shall be raised no more than 100mm above the average natural ground level at the permitter of the building and should otherwise not be raised to a level that unreasonably adversely affects the amenity of the neighbourhood; refer clause 6.10(1) of the Scheme.</p> <p>The measurement for wall heights is defined in the Scheme (clause 6.1A(2)) and can therefore not be modified by a policy. The building height is measured from the highest point of the site under the building and the wall height measurement is to the top of the external wall. Due to the wording of clause 6.1A(2) soffits and fascias are included in the wall height if they are an extension of the external wall.</p> <p>Irrespective of any benefits of measuring to an AHD level may have, the provisions of P320 cannot modify the method of building height limits contained in the Scheme, or the method for measuring such height as set out in clause 6.1A.</p> |
| 5. | 4/12/2018 | | | This submission raised no comments regarding the policy but rather makes comment on the removal of vegetation along the Salter Point and Waterford foreshore areas. | Comments are not related to the policy. |
| 6. | 5/12/2018 | | | In favour of building restrictions to allow views to as many as possible but also in favour of solar panels on roofs. Notes that 'obstruction of significant view' is not defined. A full view eastwards from the Bodkin Drain outlet area to the boat club on the Shelley side could be the minimum requirement. My understanding is that middle-tier properties may find it hard to maintain their views but it seems to work to allow more to have views, so that's good. I'd prefer that their views be maintained. | The difficulty with clause 6.1A(9) is it requires the City to consider the severity of any obstruction of views to the Canning River (and determine whether it is significant) irrespective of whether the development complies with all of the other requirements of the Scheme. Within the policy area there are significant variations to topography, lot size and dimensions and existing availability of views. The most straight forward way to determine the severity of an obstruction would be to apply simple, quantifiable criteria. However given the significant variations to site circumstances present within the policy area, developing a single series of quantitative criteria |

| No. | Date of Submission | Name & Address of Submitter | Email Address | Summary of Submission | Officer Comment |
|-----|--------------------|-----------------------------|---------------|--|---|
| | | | | | only would result in inconsistent outcomes that vary from lot to lot. Instead, P320 seeks to more clearly identify acceptable and unacceptable forms of development by establishing a series of both qualitative and quantitative criteria that have regard to the circumstances of each lot in the policy area. |
| 7. | 6/12/2018 | | | The existing streetscape exemplifies wide variations in roof structures, roof height and roof pitch. Trying to restrict roof pitch now seems like "closing the gate after the horse has bolted" and disadvantages new developments. The right to undisturbed views of the Canning River should not be a valid planning concern rather the built form should comply with guidelines with removing any assessment of views. Significant views are not an entitlement and though ideally they should be maintained this should not be at the detriment of other being able to develop with a reasonable roof that complies with the Scheme. | Clause 6.1A(9) of the Scheme requires the City to assess obstructions to views of the Canning River in all instances within the policy area, prior to approving any development on land within the specified area and regardless of compliance with other aspects of the Scheme and R Codes . Assessment of these views cannot be 'removed' by way of a Policy as a result. P320 seeks to provide a set of policy criteria that clearly specify which proposals are acceptable and which are unacceptable. |
| 8. | 8/12/2018 | | | The building height limits should remain as there are multiple houses with a 20-25 degree roof and it seems unfair to limit other owners. The issue is some residents think they own their view which is not fair and not consistent with planning across the state. What should be changed is the words 'significant views' should be deleted. Aggrieved residents will never be happy unless everything is flat roofs. How can council present this policy and then also contradict it through planting of trees along the foreshore? | Clause 6.1A(9) of the Scheme requires the City to assess potential obstructions to view of the Canning River in all instances within the policy area, prior to approving any development on land within the specified area and regardless of compliance with other aspects of the Scheme and R Codes . Presently, even if a development proposed buildings wholly below the BHL, it would still be open to the City to refuse such a development based on its obstruction of views to the Canning River. P320 seeks to provide clarity to what situations would be considered reasonable and acceptable and what situations would not. <i>The Planning and Development Act 2005</i> defines 'development' in a way that excludes vegetation. Planning approval to plant and grow vegetation is not required and therefore cannot be controlled by this policy. |
| 9. | 10/12/2018 | | | The draft policy fails to address concerns previously raised by middle tier homeowners along the Salter Point Parade. | P320 (as modified) addresses this concern. It provides that buildings up to the BHL will satisfy |

| No. | Date of Submission | Name & Address of Submitter | Email Address | Summary of Submission | Officer Comment |
|-----|--------------------|-----------------------------|---------------|---|--|
| | | | | Solution to the issue can be addressed by limiting the height of the roofs' to the BHL. The line of sight from any balcony within the middle tier blocks must have uninterrupted views to the water line of the Canning River as was the original intent of TPS3, TPS6. This way significant obstruction cannot be argued leading to larger developments. | clause 6.1A(9) of the Scheme, while anything above these limits should be (a) limited by the quantitative criteria of clause 2.1, and (b) not interrupt a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space between an active habitable space and the water of the Canning River. |
| 10. | 12/12/2018 | | | <p>As part of the Policy Application that it be made clear that neither the policy nor the TPS6 affects any restrictive covenants as to the height of buildings in the Precinct.</p> <p>We request that a public workshop be held in respect of Draft Policy P320 after submissions and feedback are received by the City.</p> <p>Properties fronting Salter Point Parade that have a 'middle' lot behind them (or within 3 blocks either side) should not be permitted to build above the BHL. Clause 1.0(b) should only apply to the following:</p> <ul style="list-style-type: none"> o to 'front' lots only if there are no row of 'middle' lots behind; o all middle and back lots o to all sloping lots | <p>The City is only bound to uphold/have regard to restrictive covenant to which it is a party.</p> <p>Clause 1.0(a) has been amended to make it clear that a development will satisfy clause 6.1A(9) of the Scheme if the building, inclusive of a roof structure, is below the BHL.</p> <p>Clause 1.0(b) requires compliance with clause 2.0 of the policy. Clause 2.0 (as amended) has been modified so that any development projecting above the BHL must met a series of quantitative criteria, as well as maintain a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space to the water of Canning River.</p> |
| | | | | <p>It should be made clear that the roof is included as part of the building in clause 1.0(a).</p> <p>All projections should be required to be non-reflective (including the roof) and should include all lights/poles.</p> <p>The 'view' should be defined as only the River and not any other area such as the riverbank, wetlands, lagoon, etc. and the policy should protect that view only.</p> <p>Instead of using a habitable space as the measure of if a view is being obstructed it should instead be measured from a predetermined 'vantage point' that is consistent across all lots (i.e. a set distance from the front boundary and a set distance above the ground level). From this point if anything more than a set percentage is obstructed then it would be</p> | <p>P320 seeks to provide clarity on clause 6.1A(9) of the Scheme. This clause relates to significant obstruction of views. Roof reflectivity is a matter considered under clause 67 of the Deemed Provisions when assessing a new development, but it is not a matter applicable to the purpose of this policy.</p> <p>The view is only of the Canning River as per clause 6.1A(9) of the Scheme. P320 (as amended) clarifies that a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space between active habitable spaces to the water of the Canning River should be maintained.</p> |

| No. | Date of Submission | Name & Address of Submitter | Email Address | Summary of Submission | Officer Comment |
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| | | | | <p>possible to quantify a 'significant obstruction'.</p> <p>We oppose policy 4.0 which should be removed. It is discriminatory as it allows development that would otherwise not be permitted under the current policy to be constructed through a 'grandfather' clause.</p> | <p>Using a pre-determined vantage point across all lots ignores the fact that most dwellings where views are available are already constructed. The availability of these views will be different for all of these properties and determining a standardised view point could mean erosion of views from other, existing, important vantage points on each property.</p> <p>Clause 4.0 (recommended to be altered to clause 2.2(b)) recognises that there is a lesser need to 'protect' a view that is already obstructed. The clause provides that a development is more likely to satisfy clause 2.2, albeit subject to the limits contained in 2.1 where it replaces an existing building that currently obstructs views to the Canning River. This recognises the need to balance both the protection of views and the ability for landowners to develop 'reasonable' scaled buildings (up to the limits of clause 2.1(a)) in recognition that such a development will offer a lesser obstruction to a view than the existing building.</p> |
| 11. | 12/12/2018 | | | While the draft clearly states that views from habitable zones will be protected it is not clear why the inclusion of roof structures above the BHL are being considered. A pitch of 15 degrees could still add significant height to a structure. As demonstrated by recent constructions on the street structures can be built up to the BHL with very limited pitch roofs. The council needs to provide greater clarity as to why this amendment is being considered. | The existing measure of building heights is to the top of the external walls and does not include a roof structure. P320 includes a roof in the assessment of whether a building is below the BHL or not. It also (in clause 2.1) limits the pitch of a roof above the BHL to 15 degrees, whether it impacts a view or not. P320 (as amended) requires any projection, roof or otherwise, to not interrupt a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space from an active habitable space to the water of Canning River. |
| 12. | 12/12/2018 | | | The SPCG acknowledges that the Draft Policy statement addresses some key issues, such as a lower pitch (15 degrees or less) where proposed projections are above BHLs. There are, however, several issues that SPCG believes need to be | P320 (as amended) ensures that where development projects above the BHL it must maintain an unobstructed line-of-sight within a 45 degree cone of vision from an existing active |

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| | | | | <p>addressed to enable the policy to clarify the ambiguity of the BHL issue. The draft policy is weak and should address the following issues.</p> <ol style="list-style-type: none"> 1. Conformity with higher order planning guidelines in terms of the Council's current planning scheme, as well as recent Council advice "the protection of views of the Canning River from properties along the Salter Point escarpment has always been of paramount importance to landowners and to the Council".. Recent DA's appear to have not applied the paramount importance test. The definition of paramount is more important than any other matter. The Draft policy should recognise the higher order planning objective that states that the preservation of views on the Salter Point scarp is of paramount importance and that the details of draft policy cannot override this planning directive. 2. The issue of significant loss of views is at the heart of the BHL issue and has been central to recent approvals and appeals. The draft policy uses, but does not define, the term significantly obstruct. As it stands the policy does nothing to clarify the subjectiveness of terms such as significant loss of view. Use of the term significant is highly likely to foster continued ambiguity in assessing developments and is a clear watering-down of the detail in Para 3.0 (a). The SPCG recommends that the word 'significantly' be deleted from Para 3.0. 3. Issues aside from BHL and projections are not addressed such as roof reflectivity and location/size of trees. Further, the height limitation should recognise that minor projections are likely to be installed during construction or be retrofitted to the roofline over a building's life. Items might include vents, skylights, solar panels and air conditioning equipment. An expectation that these items be installed flush with the roofline may be unreasonable and even unworkable. | <p>habitable space from any active habitable space between an active habitable space and the water of the Canning River. This criteria is despite any lower roof pitch referred to in clause 2.1 of P320 (as amended).</p> <p>The approach balances the need to ensure landowners can build a 'reasonable' building up to the BHL and only project above these heights when a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space to the water of the Canning River is maintained. It is not possible to clearly and reasonably define 'significantly obstruct' given the varying topography, lot size and dimensions and existing extent of views throughout the policy area as this will vary from lot to lot. Instead P320 takes the approach of defining what forms of development are acceptable and what forms are unacceptable. This is considered to provide a high degree of certainty as to how development may proceed in the area in the future, while providing enough flexibility for the unique circumstances of each individual lot.</p> <p>P320 seeks to provide clarity on clause 6.1A(9) of the Scheme. This clause relates to significant obstruction of views. Roof reflectivity is a matter considered under clause 67 of the Deemed Provisions when assessing a new development, but it is not a matter applicable to the purpose of this policy.</p> <p>The clause relating to external fixtures has been modified to state that such fixtures should be made flat/flush or be located below the roof line</p> <p>The <i>Planning and Development Act 2005</i> defines 'development' in a way that excludes vegetation.</p> |

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| | | | | | Planning approval to plant and grow vegetation is not required and therefore cannot be controlled by this policy. |
| 13. | 13/12/2018 | | | <p>Oppose the policy due to some of the wording being unable to be defined and therefore being open to interpretation. The following needs better definition.</p> <ol style="list-style-type: none"> 1. "integrated into the design of the building" (refer to clause 2.0(c)). These words do not limit the extent (height & width) that the fixtures protrude above the BHL 2. "significantly obstruct" (refer to clause 3.0). 3. "minimises the potential obstruction of views" (refer to clause 3.0(b)). "minimises" is relative and open to interpretation 4. "existing development" (refer to clause 4.0). This should be expanded to state "existing constructed development" so to exclude trees/vegetation. | <p>The clause relating to external fixtures has been modified to state that such fixtures should be made flat/flush or be located below the roof line.</p> <p>The purpose of P320 is to provide guidance on the interpretation of 'significant obstruction' as contained in clause 6.1A(9)(c) of the Scheme. The policy does not seek to add any additional restriction, or lesser development standard on development in the policy area. It is not possible to clearly define 'significantly obstruct' given the varying topography, lot size and dimensions and existing extent of views throughout the policy area as this will vary from lot to lot. Instead P320 takes the approach of defining what forms of development are acceptable and what forms are unacceptable while balancing the need to protect views with the ability of a landowner to develop a building of reasonable scale. This is considered to provide a high degree of certainty as to how development may proceed in the area in the future, while providing enough flexibility for the unique circumstances of each individual lot.</p> <p>Clause 3.0(b) is recommended to be deleted.</p> <p>The <i>Planning and Development Act 2005</i> defines 'development' in a way that excludes vegetation so it is not necessary to distinguish between buildings and vegetation in the policy.</p> |
| 14. | 13/12/2018 | | | <p>Something has gone wrong with planning in the area over the last 2/3 years. The original three-tiered heights resulted in orderly development. The disputes that have characterised recent developments revolve around the extent to which excessive projections above BHL are leading to significant loss of view. The obvious problem is that there</p> | <p>The purpose of the policy is to provide guidance on the application of Clause 6.1A(9) of the Scheme.</p> <p>A local planning policy is a lower order instrument than the Scheme and cannot elevate</p> |

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| | | | | <p>is no definition for “significant loss of views” or any direction on how it should be measured. The policy is quite strong in stating that projections above BHL that obstruct views from habitable spaces “shall not be approved”. There is a strong directive regarding BHLs and views in TPS6 that protection of views of the Canning River from properties along the Salter Point escarpment is of ‘paramount importance’ to both landowners and the Council. It is not believed that in its current form and content this policy provides suitable clarification to developers, City planning officers, or the Council.</p> <ol style="list-style-type: none"> 1. Draft Policy 320 should include the higher order planning directive of the ‘paramount importance’ of the preservation of view 2. Failure of developers to undertake due diligence on BHL issues and the paramount importance test should not use ignorance of BHL to lobby Council to breach its guidelines. 3. Previous development approvals which have not met the paramount importance test should not be used as precedents for future applications to incorporate similar breaches. 4. The directive of the policy that projections that obstruct views from habitable areas of neighbouring properties shall not be approved is a positive step in progressing this matter and should be included in any revisions to the draft policy. 5. Any reasonable projections above roof lines (such as solar panels) should be installed in locations to minimise obstruction of views from habitable areas of neighbouring properties. 6. Terms such as “significant loss of view” need to be defined and a methodology developed or adopted to measure this. | <p>a matter above what the Scheme requires.</p> <p>Ignorance of development standards controls does not form part of any planning assessment made by the City. P320 seeks to provide more clarity and therefore more certainty for all parties.</p> <p>P320 requires any external fixtures (including solar panels) to be flat/flush or below the roof line.</p> <p>It is not possible to clearly define ‘significantly obstruct’ given the varying topography, lot size and dimensions and existing extent of views throughout the policy area as this will vary from lot to lot. Instead P320 takes the approach of defining what forms of development are acceptable and what forms are unacceptable while balancing the need to protect views with the ability of a landowner to develop a building of reasonable scale. This is considered to provide a high degree of certainty as to how development may proceed in the area in the future, while providing enough flexibility for the unique circumstances of each individual lot.</p> |
| 15. | 13/12/2018 | | | <p>I have been subject to continuing adverse decisions affecting the value of my property, restriction of view and increase in vegetation/trees further obstructing views. I invested in this area and purchased on Salter Point Parade to ensure that I would always have unrestricted views of the river. I am now being subjected to imposing conditions that will be adverse</p> | <p>The policy does not seek to modify setbacks or building height limits or properties, rather it seeks to provide guidance on the application of clause 6.1A(9) by clearly defining what forms of development are acceptable and what forms are unacceptable while balancing the need to protect</p> |

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| | | | | from a perspective of retaining views due to increase of tree growth along the foreshore and then also have the disadvantage of being surrounded by properties that have no height limitations that I am aware of and can build within one metre of boundary lines. | views with the ability of a landowner to develop a building of reasonable scale. Comments relating to trees on the foreshore are not relevant to the consideration of this policy as this is not considered 'development' under the <i>Planning and Development Act, 2005</i> . |
| 16. | 13/12/2018 | | | Council has ignored many new houses that blatantly flout building regulations. Too close to road, too high, seeking retrospective approvals for constructions. This is what this South Perth council will be remembered for; turning a blind eye whether it be through ignorance, apathy or corruption. Further comments made in regards to tree planting along the foreshore that are not relevant to this policy. | Comments are not made in relation to the draft policy. |
| 17. | 13/12/2018 | | | From the permission given to build at 19 Salter Point Parade, it appears that "significant views" has no meaning at all. In addition the white roof creates glare that makes the roof impossible to look at. The rules in the area for measuring heights seem to have changed multiple times over the years. The only consistency seems to be inconsistency. | The proposed policy seeks to provide clarity and guidance on the assessment of the obstruction of views of the Canning River. Roof reflectivity is a matter considered under clause 67 of the Deemed Provisions when assessing a new development, but it is not a matter applicable to the purpose of this policy. |
| 18. | 13/12/2018 | | | The draft policy is a significant improvement on the current policy, in particular the requirement to limit roof pitches to 15 degrees maximum and the requirement that external features that project above the BHL be integrated into the roof structure. Suggested that 'significant' in 'significant views' should be assigned a quantitative definition. | It is not possible to clearly define 'significantly obstruct' given the varying topography, lot size and dimensions and existing extent of views throughout the policy area as this will vary from lot to lot. P320 seeks to provide clarity and certainty over which forms of development are acceptable and those that are unacceptable. Instead of attempting to 'define' significant obstruction, P320 instead provides guidance on the acceptability of particular development forms while balancing the need to protect views with the ability of a landowner to develop a building of reasonable scale. A key element of P320 (as amended) is that any development above the BHL needs to ensure the |

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| | | | | | protection of a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space between an existing active habitable space and the water of the Canning River. |
| 19. | 14/12/2018 | | | All buildings directly in front of the 12 middle-tier properties should be flat-roofed structures, as many of them already are. I totally oppose any Planning Approval for construction in Salter Point Parade which will cause any obstruction whatsoever to any of my existing river views. Under no circumstances is the City to allow any 'obstruction of a significant view' in Salter Point Parade. To allow it, would significantly diminish my quality of life; my emotional well-being; the amount of light entering my home and also ensure a massive drop in financial value to my property. | Clause 6.1A(9) of the Scheme relates to the 'significant obstruction of views to the Canning River' as opposed to any obstruction of a significant view. P320 (as amended) seeks to provide clarity and certainty over which forms of development are acceptable and those that are unacceptable, rather than attempting to 'define' significant obstruction, which is not possible given the different circumstances of each lot. The Policy incentivises flat roofed development below the BHL. This is achieved by making it clear that this form of development is acceptable; and any development above the BHL must satisfy a series of quantitative criteria and not obstruct a direct line-of-sight between an existing active habitable space and the water of the Canning River. |
| 20. | 14/12/2018 | | | <p>The policy goes some way to clarifying and providing guidance to clause 6.1A(9) of the Scheme. The policy does not however prevent the potential for developments on Salter Point Parade to 'significantly obstruct' view from properties behind. The issue is that the criteria for assessing development uses subjective language (obstruct / obstructed). This terminology encourages interpretations by each officer leading to inconsistency.</p> <p>The addition of clause 3 does not preclude a potential development of up to 5.5 metres on the 3.5 metres BHL sites. The TPS3 restrictive covenants that still exist from subdivision on properties meant that all lots have Canning River views (seated views) and this is what the policy should achieve. Views of the Canning River is the 'right' of these properties. The only way to achieve this for the middle lots is the only allow those lots on Salter Point Parade to build up to the BHL of 3.5 metres and not be able to use provisions of</p> | <p>P320 (as amended) ensures that where a development is proposed to project above the BHL, a line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space to the water of the Canning River is maintained.</p> <p>While it is correct to say the policy does not preclude development projecting above the BHL, P320 (as amended) states this development will only be supported where the abovementioned 'line-of-sight' is maintained, as well as the other criteria listed in clause 2.0.</p> <p>Clause 4.0 (recommended to be altered to clause 2.2(b)) recognises that there is a lesser need to 'protect' a view that is already obstructed. The clause provides that a development is more likely</p> |

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| | | | | <p>clause 2 or 3 in the policy. Any approved projections of a 15 degree roof will add and addition 2.0 metres (approximately).</p> <p>The objective of the policy should be to restore the intent of the original subdivision BHL's giving absolute clarity to maximum heights as TPS3 did. The policy does not achieve this in its current form.</p> <p>Clause 4 should be removed from the policy. It will allow for development to be non-compliant with the other provisions of the policy.</p> | to satisfy clause 2.2, albeit subject to the limits contained in 2.1 where it replaces an existing building that currently obstructs views to the Canning River. This recognises the need to balance both the protection of views and the ability for landowners to develop 'reasonable' scaled buildings that offer equivalent or better views to the Canning River than any existing buildings. |
| 21. | 14/12/2018 | | | <p>Restricting 3.5m buildings to be wholly within the BHL for lots that are part of a three tier configuration (i.e. street front (3.5m) middle (6.5m) and River Way rear (3.0m), is the only effective way to ensure preservation of Views for each tier level, particularly the "middle" Lots, whose NGL's are only some 200-300mm higher than the street front lots. Clause 1(b) virtually gives an "as of right" to all lots to build above the designated BHL. I believe this is a fatal flaw with the Policy as currently drafted.</p> <p>While the addition of Clause 3 is helpful and gives guidance for assessment, it still relies on the interpretation of "subjective" criteria in determining what "obstruct Views" actually means. This subjectivity will again cause confusion.</p> <p>Clause 1(b) should be part of Clause 2 and clearly state that Clause 2 & 3 will be applied to 6.5m and 3m BHL designated Lots and only 3.5m designated blocks where it is part of a 2 tier or single configuration of lots.</p> <p>Clause 4 is an unnecessary grandfather clause that would allow for approvals of DA's that would be non-compliant with the then current TPS, proliferating anomalous buildings that would not be in character with the surrounding or desired streetscape.</p> | <p>Clause 1(b) does not give an as of right ability to build above the BHL. Clause 1(b) states that any projections may be considered having regard to the provisions of Clause 2.0. An assessment against Clause 2.0 will determine if a projection is appropriate and whether it should be approved. P320 (as amended) seeks to ensure that any development above the BHL needs to ensure the protection of a direct line-of-sight within a 45 degree cone of vision from an existing active habitable space from any active habitable space and the water of the Canning River.</p> <p>Clause 3 (now clause 2.2) has been modified to make it clear that any obstruction (above the BHL) that interrupts a view between an existing active habitable space and the water of the Canning River is considered a 'significant obstruction'.</p> <p>Clause 4.0 (recommended to be altered to clause 2.2(b)) recognises that there is a lesser need to 'protect' a view that is already obstructed. The clause provides that a development is more likely to satisfy clause 2.2, albeit subject to the limits contained in 2.1 where it replaces an existing building that currently obstructs views to the Canning River. This recognises the need to balance</p> |

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| | | | | | both the protection of views and the ability for landowners to develop 'reasonable' scaled buildings that offer equivalent or better views to the Canning River than existing buildings. |
| 22. | 14/12/2018 | | | <p>The policy does not provide specific requirements needed to minimise the negative impact of new development on existing significant views, the streetscape and the amenity of the local residential area.</p> <p>It is not reasonable that the value of an existing property can be significantly impacted as a result of another development due to loss of views. Any subdivision should have the value of the existing properties taken into consideration. This should be done by an independent qualified person/organisation. This person/organisation should determine the loss of the value on neighbouring properties as part of this process.</p> | P320 contains explicit provisions relating to the protection of views. Protecting views is one element of the protection of the amenity of the locality. Protecting amenity (which may influence property values) is a planning consideration. |
| 23. | 18/12/2018 | | | <p>The issue of contention specifically pertains to the assessment of the 'significant obstruction of Canning River views', and this clause should continue to be assessed on its own merits, rather than implementing a drastic change, rendering all developments to an ordinary dwelling. We agree that well-defined assessment criteria is required; however, by implementing a radical change such as the proposed policy, it is going beyond the scope of the assessment of significant views and disadvantaging the Owners and the broader community. The long-term perspective should be more about repealing the Precinct 13 restrictions with a transition plan, rather than patching up a defective and/or redundant policy.</p> <p>We consider that the following suggestions should be considered to develop a well-defined assessment criteria:</p> <ol style="list-style-type: none"> 1. The definition of 'Significant' 2. What constitutes 'Significant' and how can it be measured? 3. A systematical assessment criteria to determine the impact of loss of views. For instance, the WA State Tribunal used the following Four-Step approach (APP Corporation Pty Ltd and City of Perth (2008) WASAT 291) in making a determination in previous assessments: | <p>P320 (as amended) sets out clearly what form of development is acceptable. It does not seek to apply a lesser or greater development standard than currently exists. Presently, it is open to a decision maker to refuse a development application (even one contained wholly below the BHL). P320 seeks to balance the need to provide certainty for new development while also protecting views.</p> <p>The terms significant and the measurement of significant in the context of views cannot easily be defined as it varies for each development. The policy aims to provide guidance on the types of development that are acceptable and those that are unacceptable.</p> <p>The 4-step process referred in the submission relates to determining whether a 'significant view' is present and to what extent the view is obstructed. In this instance, the Scheme already provides that the view of Canning River is of high significance and that it should not be significantly obstructed. The 4-step test is therefore redundant</p> |

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| | | | | <ul style="list-style-type: none"> a. Assessment of views(s) that are affected b. What part of the property are views obtained c. Assess the extent of impact on views d. Assess the 'reasonableness of the proposal <p>4. Does the proposal improve the previous outlook, or maintain the view?</p> | in this instance. |

31 BALDWIN STREET, COMO

TRAFFIC IMPACT
STATEMENT

Porter



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APPENDICES

Appendix A - Extracts from Development Plans

1.0 INTRODUCTION

Porter Consulting Engineers has been commissioned to prepare an overall Traffic Impact Statement (TIS) for proposed redevelopment of 31 Baldwin Street, Como, in the City of South Perth.

The purpose of this report is to examine the potential local impacts in relation to the proposed development with an understanding of the current traffic conditions. The report will review the parking requirements compared to parking supply. Examination will also be undertaken of local impacts in relation to vehicle, pedestrians, cyclists and public transport accessibility.

This report has been prepared with reference to the WAPC guidelines for a Traffic Impact Statement having a moderate impact where the vehicles per hour generated within the peak is less than 100 vehicles per hour.

2.0 EXISTING SITUATION

2.1 Location

No. 31 Baldwin Street is located on the western side of the road approximately 100m south of Cale Street and 180m north of Henley Street.

The site is located approximately 11 kilometres from the Perth CBD. Key transport links within close proximity to the site include Canning Highway and Kwinana Freeway.

In a local context, the surrounding land uses are residential but within close proximity (approximately 200m) are Coolidge Reserve and Neil McDougall Park as well as St Augustine's Anglican Church.

Figure 1 shows the site in a regional context whilst **Figure 2** shows an aerial view of the site in a local context and the local land uses.

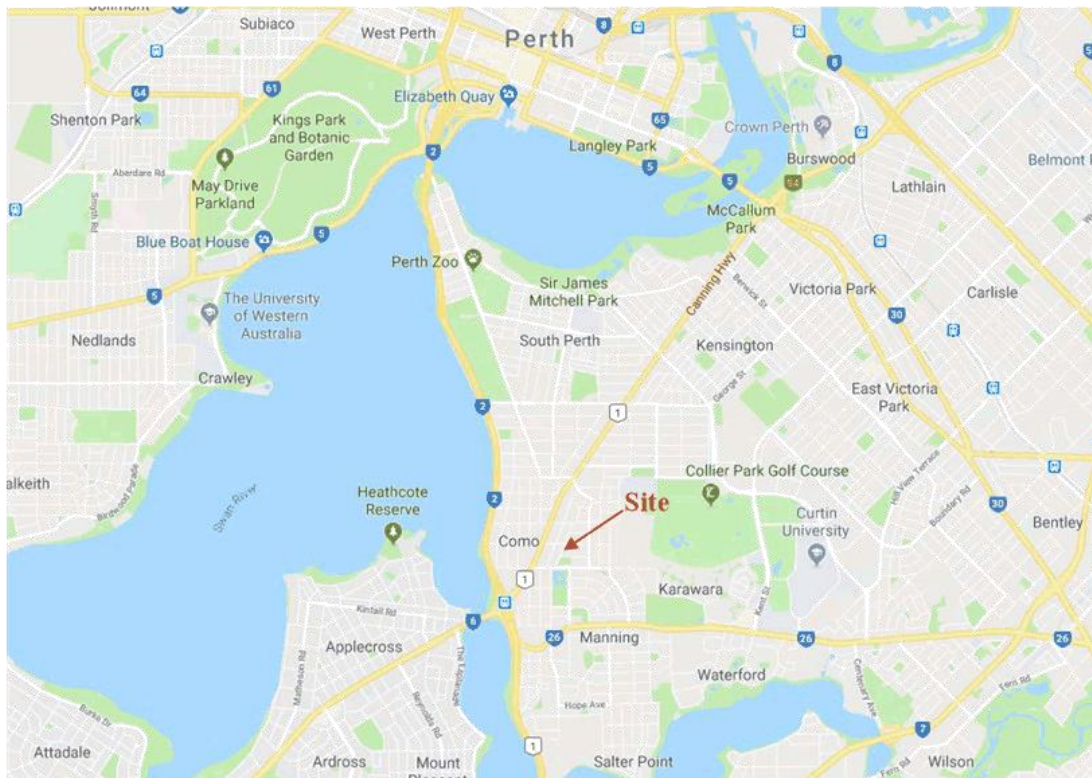


Figure 1. Site in a Regional Context (Google Maps)



Figure 2. Site in a Local Context (Google Maps)

2.2 Existing Site Uses

A single residential dwelling currently exists on the site.

2.3 Road Infrastructure, Road Hierarchy and Speed Zoning

Baldwin Street

Baldwin Street is constructed to a two lane single carriageway standard approximately 7.5m wide with no line marking. A 1.2m wide footpath is provided along the eastern side of the road. Immediately adjacent to the site street lighting is provided on the western side however north of the site the street lighting is located on the eastern side.

Baldwin Street is classified as an Access road under Main Roads WA's *Functional Road Hierarchy*. Access roads "provide access to abutting properties with amenity, safety and aesthetic aspects having priority over vehicle movement function". Access roads are managed by the City of South Perth.

Baldwin Street is subject to the built up default unsigned area speed limit of 50km/h.

Baldwin Street/ Henley Street

Baldwin Street forms the minor leg of a t junction under give way control with Henley Street. The intersection is defined using raised median islands which provide pedestrian refuge at crossing locations.

Baldwin Street/ Cale Street

To the north of the site is Cale Street. Cale Street forms the minor leg of a 4 way intersection under give way control with Baldwin Street having priority. Localised raised median islands are provided on Baldwin Street at the intersection that also provide pedestrian refuge.

Henley Street

Henley Street is constructed to a two lane single carriageway standard with both painted and solid medians with varying width. Paths are provided along both sides of the road. Street lighting is provided typically on the same side of the road as intersections.

Henley Street is classified as a Local Distributor whose role is "to carry traffic within an area and link to district and primary distributors and discourage through traffic." Local distributor roads are managed by the City of South Perth. Henley Street connects to Canning Highway, a Primary Distributor road which is managed by Main Roads WA.

Henley Street is subject to the built up area default unsigned speed limit of 50km/h.

Figure 3 outlines the functional road hierarchy classifications as defined by Main Roads WA.



Figure 3. Functional Road Hierarchy (MRWA)

2.4 Crash History

A study of the recent crash history for the section of Baldwin Street adjacent to the site has been conducted for the five year period to the end of December 2016 from the Main Roads WA Integrated Road Information System (IRIS) crash database. The crashes within the extracted data can be summarised as follows:

- no midblock crashes along the length of Baldwin Street between Henley Street and Cale Street;
- 1 crash at the intersection of Baldwin Street and Cale Street involving property damage; and
- 3 crashes at the intersection of Baldwin Street and Henley Street all involving major property damage.

2.5 Existing Traffic Volumes

Existing traffic volumes on the surrounding road network as available have been sourced from the City of South Perth as shown in **Table 1**.

Table 1. Existing Traffic Data on the Sounding Road Network

| Location | Date | AWT | AM Peak | | PM Peak | |
|--|----------|-------|---------|--------|---------|--------|
| | | | Hour | Volume | Hour | Volume |
| Baldwin Street, between Henley Street and Coolidge Street | Oct 2010 | 859 | 8-9am | 117 | 3-4pm | 108 |
| Cale Street, between Baldwin Street and Park Street | Oct 2010 | 508 | 8-9am | 60 | 3-4pm | 59 |
| Henley Street, between Talbot Avenue and Axford Street | Nov 2016 | 3,954 | 8-9am | 463 | 3-4pm | 443 |

3.0 DEVELOPMENT PROPOSAL

A four storey residential apartment development is proposed on the site, 31 Baldwin Street, Como within the City of South Perth.

A total of 14 residential dwelling units are proposed within the apartment comprising of:

- 2 x 3 bedroom units
- 9 x 2 bedroom units
- 3 x 1 bedroom units

Appendix A contains a copy a selection of the development plans.

This site is located within the “*Canning Bridge Activity Centre Plan (CBACP)*” area. This area has been identified as having convenient walkable distances from the Canning Bridge bus and rail interchange located at the junction of Canning Highway and Kwinana Freeway.

Figure 4 outlines the numerous local various trip attractors in the area and the various pedestrian shed radius of 500m, 1,000km, 1,500km and 2,000km that would be within easy walking and cycling from the site.

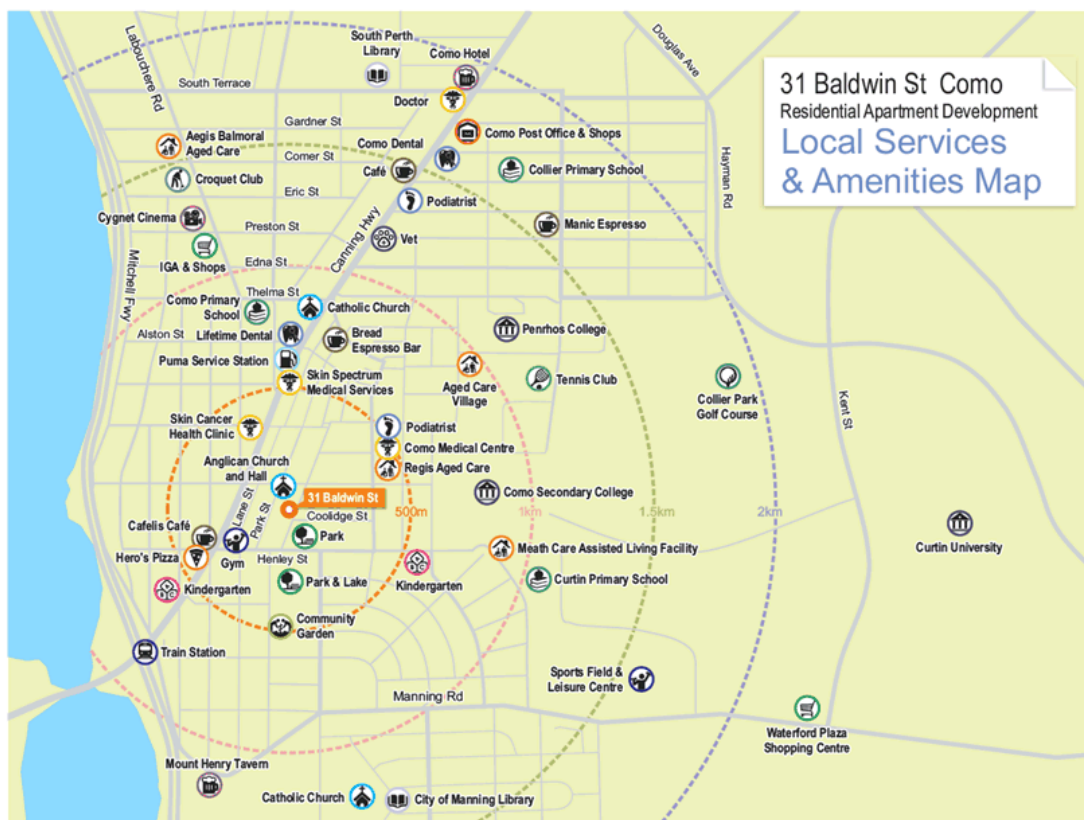


Figure 4. Local Services and Amenities Map

4.0 TRAFFIC ANALYSIS

4.1 Trip Generation

The traffic volumes likely to be generated by the proposed land use alterations have been estimated based on trip rates sourced from “RTA, *Guide to Traffic Generating Developments, NSW, 2002*”. Rates are provided for medium density residential flat buildings as follows:

Smaller Units (up to 2 bedrooms)

| | |
|---------------------------------|------------------------|
| Daily Vehicle Trips | = 4-5 per dwelling |
| Weekday peak hour vehicle trips | = 0.4-0.5 per dwelling |

Larger Units (3 or more bedrooms)

| | |
|---------------------------------|-------------------------|
| Daily Vehicle Trips | = 5-6.5 per dwelling |
| Weekday peak hour vehicle trips | = 0.5-0.65 per dwelling |

Whilst the typical single residential dwelling rates similar to that already on site would have the following trip rates:

Dwelling Houses

Daily Vehicle Trips = 9.0 per dwelling
Weekday peak hour vehicle trips = 0.85 per dwelling

Table 2 outlines the trip estimated and the adopted trip generation rates. It has been estimated that the proposed development will generate some 70 vehicle trips per daily with approximately 7 occurring during the am and pm peak hours. Subtracting, the existing trips from the existing dwelling currently in the site, the likely additional trip generation is approximately 61 vehicles daily and 6 trips during both the am and pm peak hours.

Table 2. Estimated Trip Generation

| Land Use | Units | Trip Generation Rates | | | Trip Generation | | |
|-------------------|-------|-----------------------|---------|---------|-----------------|---------|---------|
| | | Daily | PM Peak | AM Peak | Daily | PM Peak | AM Peak |
| Proposed | | | | | | | |
| 3 bedroom unit | 2 | 6.5 | 0.65 | 0.65 | 13 | 1.3 | 1.3 |
| 2 bedroom unit | 9 | 5 | 0.5 | 0.5 | 45 | 4.5 | 4.5 |
| 1 bedroom unit | 3 | 4 | 0.4 | 0.4 | 12 | 1.2 | 1.2 |
| Total | 14 | - | - | - | 70 | 7 | 7 |
| Existing | | | | | | | |
| Single Dwelling | 1 | 9 | 0.85 | 0.85 | 9 | 0.85 | 0.85 |
| Additional | - | - | - | - | 61 | 6.15 | 6.15 |

4.2 Impact on Local Road Network

Baldwin Street is classified as a local access road and operates under the built up area speed limit of 50km/h. The road is constructed to a two lane single carriageway standard. Typical traffic volumes for a local access road are in the order of 3,000 vehicles per day as outlined in “*Liveable Neighbourhoods*”. The existing traffic volumes are in the order of 860 vehicles per weekday (Oct 2010). The additional traffic volume of 61 vehicles daily would represent only 2% of the indicative maximum traffic flow of 3,000 vehicles per day and can be readily accommodated based on the known traffic volumes. Based on the surrounding road network and residential layout these additional volumes can be adequately catered for on the surrounding road network with minimal impact.

The City of South Perth expects that the intersection of Henley Street and Baldwin Street is likely to become busier in the future with development of surrounding lots as outlined by the Canning Bridge Activity Centre Plan (CBACP). The City’s preferred treatment at this location to accommodate increased traffic growth is a roundabout. The additional 61 vehicles daily with 6 vehicles during the peak hours generated by the proposed development can be accommodated by the existing intersection treatment and does not warrant the installation of a roundabout.

Due to the relatively low number of traffic movements generated by the proposed development, the development is not expected to create issues with access and traffic movements.

5.0 VEHICLE ACCESS AND PARKING

5.1 Vehicle Access

A single 5.5m wide driveway is proposed to service the residential development carpark. The layout of the carpark with a bay allocated to each unit will allow these vehicles to exit the driveway in forward motion eliminating the need for vehicles to reverse onto Baldwin Street. In any instance, Baldwin Street is an access road hence is likely to carry up to 3,000 vehicles per day and as such reversing onto this residential street within a slow speed environment is not considered to pose a safety issue.

A review using Google Maps suggests that the sight lines from the proposed driveway will be adequate due to the relatively straight vertical and horizontal alignment of Baldwin Street.

The footpath is located on the opposite side of the road and as such sight lines between pedestrians on a path and a reversing driver do not exist under the proposed situation.

5.2 Parking

As the area falls within the “*Canning Bridge Activity Centre Plan (CBACP)*” the parking requirements are as outlined in the document with the same name approved by WAPC in April 2016. **Table 3** summarises the vehicular parking rates for each dwelling type and required number of bays. Bicycle storage/parking for all residential land uses is required at a ratio of one bay for every dwelling within a development site and can be comprised within storage areas or in shared parking areas or both.

Table 3. Parking Requirements

| Land Use | Units | Vehicles | | Bicycle | |
|----------------|-------|---------------|-------------|--------------|------------|
| | | Parking Rates | No. of Bays | Bicycle Rate | No of Bays |
| 3 bedroom unit | 2 | 1.0 | 2 | 1 | 2 |
| 2 bedroom unit | 9 | 1.0 | 9 | 1 | 9 |
| 1 bedroom unit | 3 | 0.75 | 1.5 | 1 | 3 |
| Total | 14 | - | 12.5 | - | 14 |

The total parking required for the proposed residential development has been estimated at 13 bays and 14 bicycle bays.

Parking is to be provided at a basement/ground level as is encouraged within the CBACP. The proposed development includes an allowance for 16 parking bays with 14 bays to be allocated to residents i.e. one bay per dwelling unit and 2 allocated for visitors. The bicycle bays are proposed to be accommodated by the 14 storage units to be provided within the basement. An additional area has also been allocated for motorcycle parking.

6.0 PUBLIC TRANSPORT

The site has good access to public transport both bus and train transport. Details are summarised as follows:

- Henley Street bus stops are within 300m from the site, serviced by routes 30, 100, 101 and 148.
- Canning Highway bus stops are within 700m from the site, serviced by route 100, 101, 148, 910.
- The Canning Bridge Train Station is approximately 1 kilometre from the site.

Figure 5 outlines the public transport routes surrounding the site and the 400m and 800m walkable pedestrian radii that represent a 5 and 10 minute leisurely walk respectively. (based on walking speed of 5 km/h.)

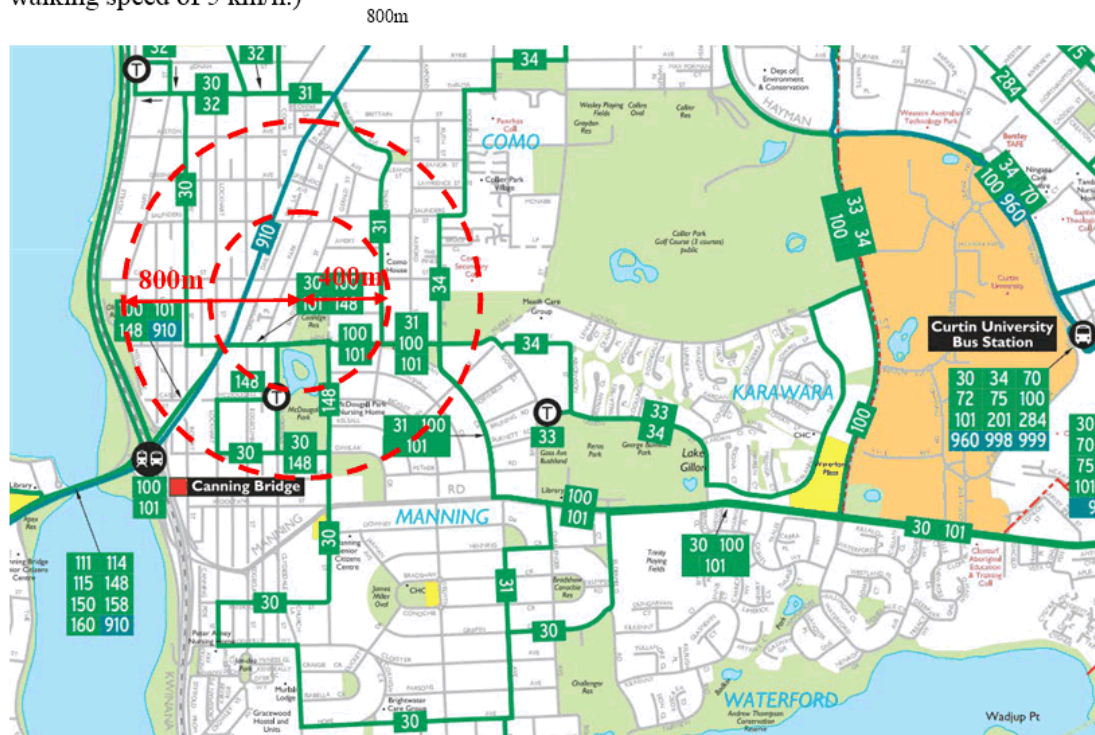


Figure 5. Public Transport Routes (Transperth Network)

The “Canning Bridge Activity Centre Plan (CBACP)” outlines that good public transport accessibility will continue into the future with bus routes still remaining along Henley Street and Canning Highway.

7.0 PEDESTRIAN AND CYCLING FACILITIES

Baldwin Street is a local residential access street with a 1.2m footpath on its eastern side. The footpath does not meet current standards in terms of both width and construction material. In this area there is typically only one path on the side of the road that provides a network to local attractions.

Figure 6 outlines the documented pedestrian and cycling facilities within the local area surrounding the site.

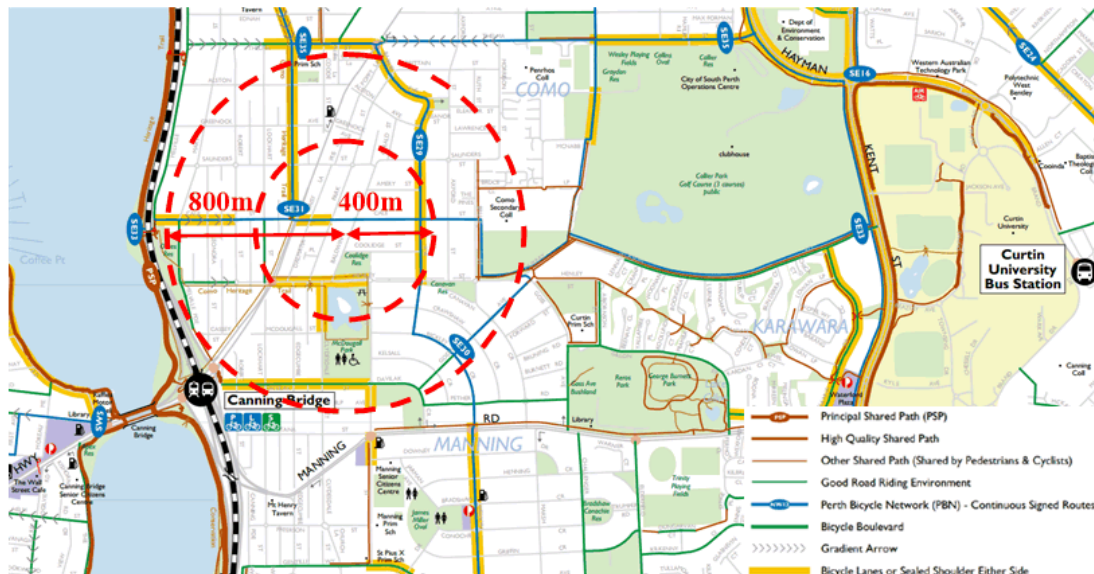


Figure 6. Path Network (Perth Bike Maps)

Within the “*Canning Bridge Activity Centre Plan (CBACP)*” Baldwin Street is proposed to form part of the on road bicycle network and it has not been identified as either a primary or secondary path link for key pedestrian movements. Henley Street has been identified as a primary pedestrian path link and to comprise of a dedicated bicycle lane for the future bicycle network. The proximity of the site to Henley Street will ensure that the site will have good access to the local pedestrian and cycling network.

8.0 CONCLUSION

This report has been prepared to assess the potential traffic impacts in relation to the proposed four storey residential development to comprise of 14 dwelling units. It has been estimated that the proposed development will generate manageable traffic consistent with the road network. Due to the relatively low number of traffic movements generated by the proposed development, the development is not expected to create issues with access and traffic movements.

The development proposes to provide 14 allocated parking bays for residents with 2 visitor bays as well as motorcycle parking. Bicycle parking is proposed to be accommodated through the provision of a storage room allocated for each unit. These proposals meet the requirements as understood from the “*Canning Bridge Activity Centre Plan (CBACP)*”

The site has good access to public transport as also identified by the CBACP. This will remain into the future with the further development of the activity centre.

APPENDIX A – Extracts from Development Plans



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February 2018

31 Baldwin Street

Sustainable Design Opportunities
and Assessment

Graham Agar
FULL CIRCLE DESIGN SERVICES

Full Circle Design Services

| | |
|---------------------------------------|--|
| Telephone: 0412 475 819 | Report N°: 2018_008_REP_01 |
| Email: graham.agar@fcds.com.au | Original Date of Issue: 2 nd February 2018 |
| ACN: 163 742 890 | |
| ABN: 84 163 742 890 | |

| | |
|---------------------|---|
| Title: | 31 Baldwin Street – Sustainable Design Opportunities and Assessment |
| Author : | Graham Agar |
| Client: | R Kelliher |
| Contact: | Bob Kelliher |
| Description: | This report provides a brief review of the current sustainable design inclusions and opportunities for the proposed residential development at 31 Baldwin Street in Como. This report compares expected project design outcomes to the Green Star Design and As Built tool, as well as identifying potential design opportunities that would improve ecological outcomes for the development. |

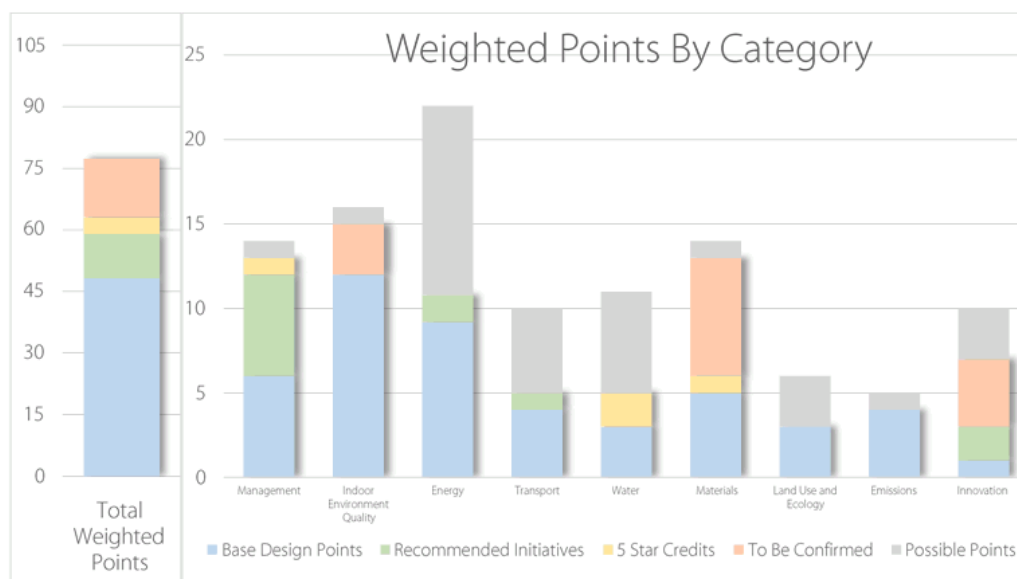
| Revision | Date | Checked by | Transmitted by |
|----------|-------------------------------|------------|----------------|
| A | 2 nd February 2018 | | GEA |
| B | 4 th February 2018 | | GEA |
| C | 5 th February 2018 | | GEA |

| Distribution | Revision | | | | | | | |
|--------------|----------|---|---|--|--|--|--|--|
| Receiver | A | B | C | | | | | |
| Kyria Design | X | X | X | | | | | |
| | | | | | | | | |
| | | | | | | | | |

Executive Summary

Full Circle Design Services have been engaged to review the proposed design for the residential development at 31 Baldwin Street in Como and explore potential sustainability options for consideration by the design team. FCDS have utilised the Green Star Design and As Built V1.2 tool to quantify the likely sustainable outcomes and provide an industry accepted benchmarking process to substantiate claims.

In brief, the proposed design is already considered highly sustainable, with design features included in the DA documentation – or expected to be included following a briefing with Kyria Design - achieving 48% by FCDS self-assessment (note that the target for 5 Star, Australian Excellence in sustainable design is 60%). There are additional credits recommended to be included which would achieve 59 and also another 14% which may be achieved, depending on design progression. FCDS are therefore confident that the final design can meet the target 60%.



As can be seen above, the design is expected to score well in indoor environment quality, management and energy efficiency. These are key areas for efficient project design and construction, operation and minimisation of running costs.

Some of the key features identified as part of the intended approach are as follows:

- Average of 8 Star NatHERS rating for apartments
- Approximately 1kW of peak solar power generation per apartment
- Provision of embedded meter network and performance reporting system for strata and occupants
- Selection of high durability, low toxicity finishes and furnishings
- High efficiency lighting and air conditioning systems
- Sustainable design review through design, construction and initial building operation
- Use of ground source heat pump air conditioning, with waste heat capture for domestic water use.

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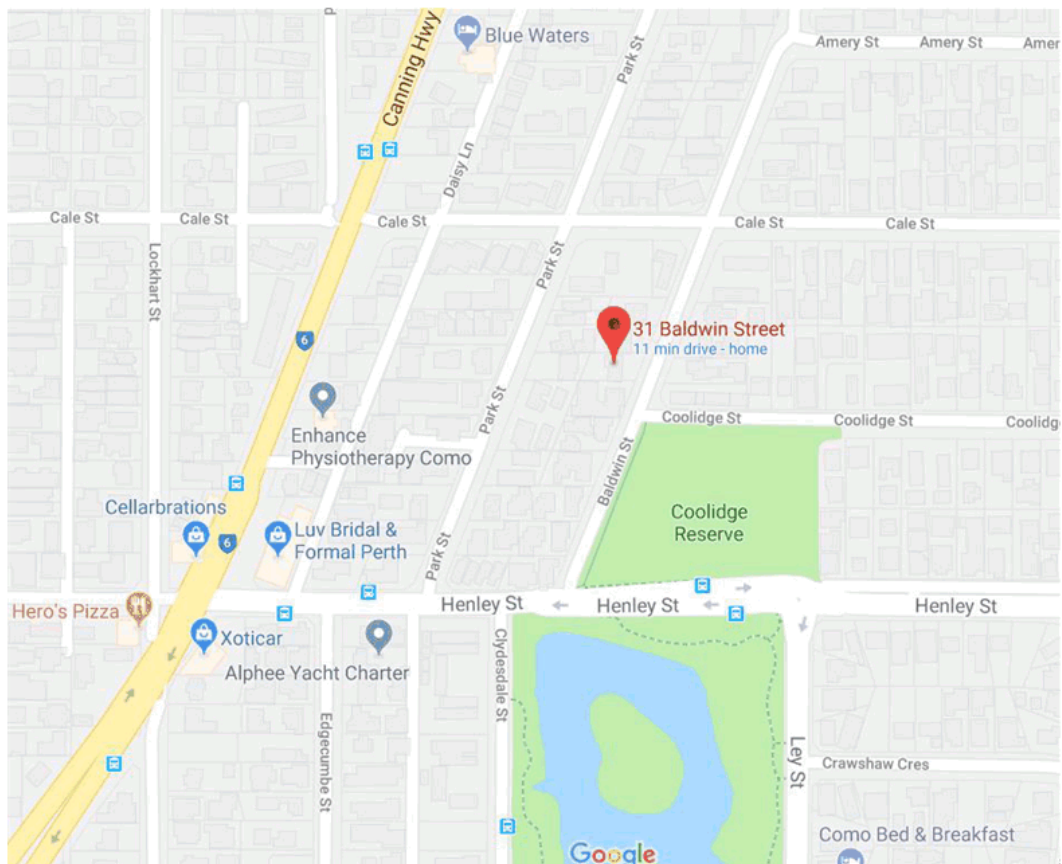
1. Introduction

Full Circle Design Services have been engaged to review the proposed design for the residential development at 31 Baldwin Street in Como, WA. FCDS have utilised the Green Star Design and As Built V1.2 tool to quantify the likely sustainable outcomes of the project and provide an industry accepted benchmarking process to substantiate claims.

At this stage, the project is not intending to pursue a formal certification under any rating scheme, however is intending to achieve the equivalent of Australian Excellence in Sustainable design by self-assessing to at least 60% of the sustainable design features of the Green Star Design and As Built V1.2 tool.

1.1 Site Description

31 Baldwin Street is located to the south of the Perth CBD in Como. The house scores well in walkability and is close to public transport on Canning Highway.



The development is being undertaken on an existing residential block and, when complete, will include a total enclosed, residential floor area of around 1,183m², over 12 apartments and four floors. There is also an accessible roof deck and basement car park.

1. Green Star

Whilst the project is not currently seeking formal recognition under any rating tool, the design team will be implementing sustainable design features intended to meet or exceed benchmarks published by the GBCA in the Green Star Design and As Built rating tool.

1.1 Green Star Design and As Built Back Ground

Green Star is the project assessment tool developed and administered by the GBCA (Green Building Council of Australia). It is a voluntary tool which seeks to reward projects for including design features which reduce the impact of developments and even to act as a restorative force. Initially, the system was only used to rate offices, however, in the past 7 years, it has been expanded and now covers the vast majority of buildings for people, other than single residential dwellings.

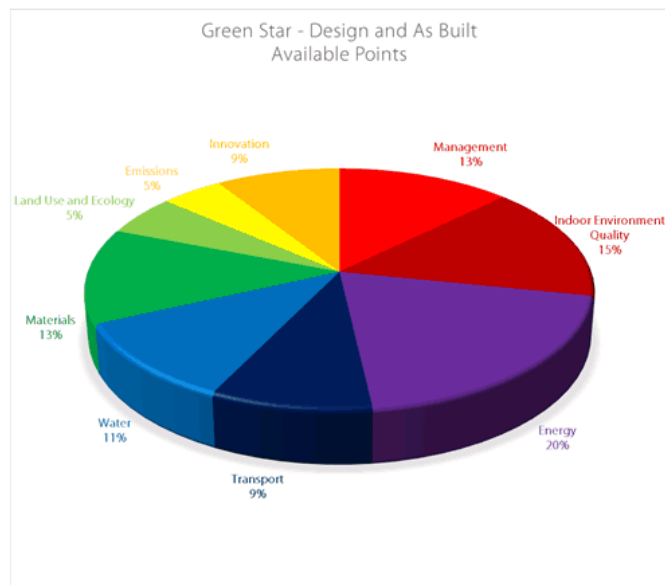
In recent times the Green Star system has changed from a collection of tool for specific building types, to one tool for construction or refurbishment projects – Green Star Design and As Built.

Projects are awarded a percentage score based on their achievement against ~100 base points. There are additional points available (to a maximum of 10%) based on project's performance in the innovation category.

Benchmarks are set such that 45% represents 4 stars (market best practice), 60% represents 5 stars (Australian Excellence) and 75% represents 6 Stars (World Leadership). Green Star rewards market leading projects, with certification only available for best practice and above.

The Green Star system recognises projects for the inclusion of design initiatives and actions, with limited emphasis on performance of the building once the initiatives have been included. Essentially, the system aims to improve market thinking and raise minimum standards, by providing a positive force to reward projects which go above and beyond simple project delivery.

As noted above, the 31 Baldwin Street development will be targeting a self-assessment of at least 60% - representative of Australian Excellence.

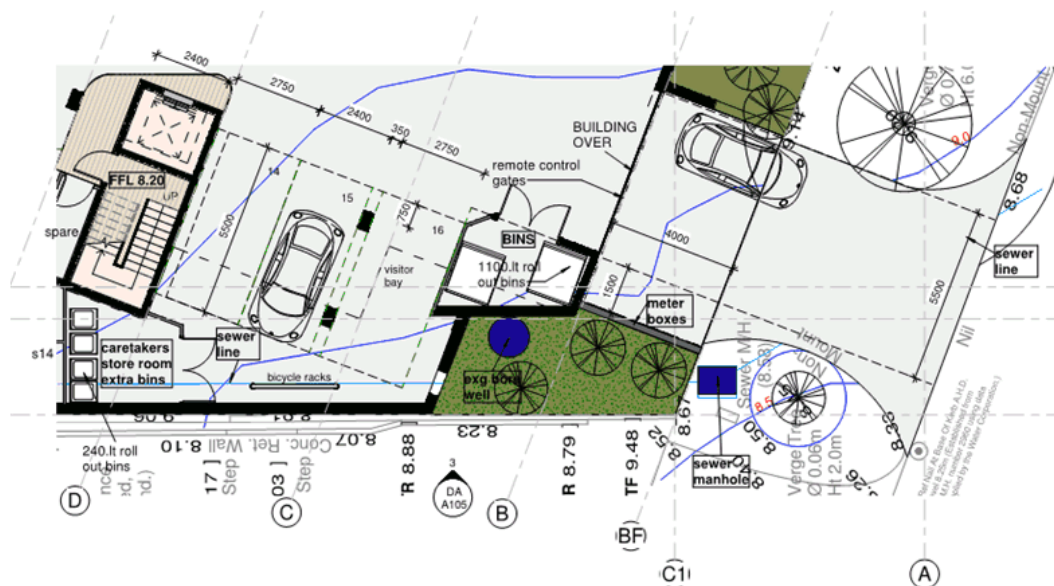


1.2 Management Initiatives

The initial planning for this project has been based around a sustainable outcome – as evidenced in the architectural design response. Moving forward, design team inclusions such as dedicated ESD professionals and commissioning management personnel are expected to be made to ensure that the final construction meets design intent.

As part of the building tuning and optimisation process, the design team are considering developing a platform to allow building operational data to be available to strata and occupants. This data will be provided with readily understood interpretations and comparisons to expectations to improve understanding and engagement and – hopefully – recruit building occupants to the cause of improving performance.

The current design already includes a bin store at basement level, sufficiently sized for two 1100L skips. Based on the City of Sydney guidance for waste generation rates, 14 apartments would be expected to generate around 1,120 L/week of waste and ~560 L/week of recyclables. The current spatial allowance has sufficient space to facilitate weekly collections.



1 Bin Store plan

FCDS note the following recommended design team inclusions:

- Services and maintainability review undertaken with contractors prior to commencement of construction
- Building commissioning reviewed by independent party and completed in internationally recognised standards
- Building systems tuned over the first 12-18 months of operation to confirm correct operation
- Completion of climate change adaptation and resilience plan for the development to ensure continued satisfactory operation over a longer time period.
- Provision of embedded meter network to facilitate billing and obtain maximum financial benefit from any solar array included.
 - Additional meter monitoring system to facilitate owners review of system performance.
- Requirement for contractor to complete a site specific environmental management plan.
- Use of waste contractor who separates waste and recyclables with a high rate of diversion from landfill.

1.3 Indoor Environment Quality

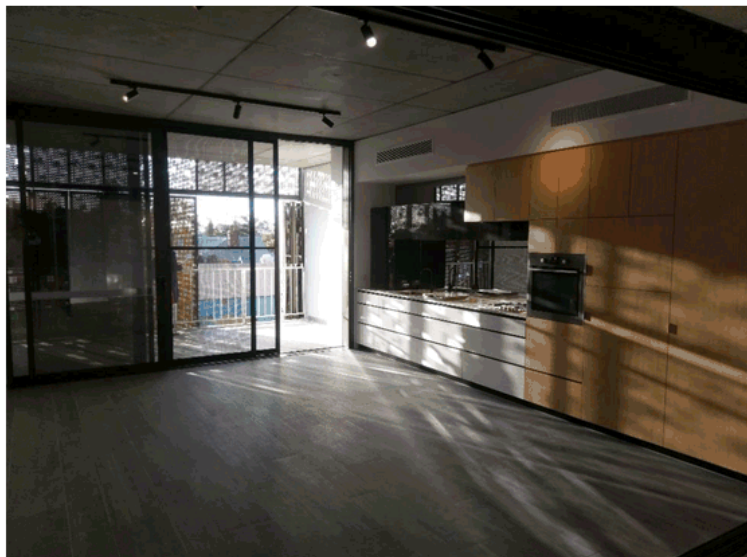
IEQ stands for Indoor Environment Quality and is at the heart of the business case for sustainable design. The successful sale of apartments in this development depends on occupant experience being outstanding. The proposed design for 31 Baldwin Street has included most of the available features under Indoor Environment Quality.

The current design is well oriented for solar passive design, with limited western glazing and overhang shade provided to apartment windows. This allows the design to include large extents of clear glazing, with minimal energy efficiency penalties. FCDS expect the building envelope to be able to achieve 8 star NatHERS on average, with the inclusion of low-e or double glazing.

Low toxicity finishes will be included – paints, sealants, floor and wall coverings, adhesives, composite wood products – and the project team will be investigating the potential for use of 0 VOC (Volatile Organic Compound) paints as an innovation supporting local producers (Porters paints).

The design is expected to include ducted exhaust systems for kitchens and a means to control outside air supply to apartments, preferably by the air conditioning systems.

The lighting design is to be energy efficient but also allow control and specific illumination of work surfaces as required by building occupants.



1.4 Energy Efficiency

The strong passive design of the development will assist with reduced energy consumption as natural lighting and ventilation will reduce demand on installed services. Additional features to improve energy efficiency include:

- Undertaking façade pressure testing on apartments
- Installation of 6 star mechanical air conditioning systems, with capacities with 10% of the expected design load
 - These systems will utilise ground water as a means to reject heat, reducing energy consumption by 30-50% over conventional air cooled technology.
- Independent lighting control to each individual room within the residences
- Minimum of 10% reduction in energy consumption in lighting in comparison to BCA thresholds
- Use of low carbon hot water systems – gas or heat pumps
- Common area lighting control
- Provision (where relevant) of energy efficient appliances (within 1 star of the best available).

In addition, the design includes solar panels on the shading structure and also to the northern edge of the paved area both east and west of the central core. This would be expected to achieve more than 14kW of peak generation capacity. Indicatively, this would offset about 25% of the developments ongoing emissions (based on ~6,750-kWhr electrical energy consumption per apartment per annum (average Australian residential consumption) and 5MWhr common area total consumption). The image below shows, indicatively, how some of the solar array could be mounted.



1.5 Transportation

The site achieves full points for Green Star walkability and accessibility by public transport.

The design also includes bike racking near the bin store and, potentially, within residential store rooms.

An additional point could be achieved by the provision of an electric car parking bay and associated infrastructure.

1.6 Water

The project includes low flow tapware and water wise irrigation as standard design features. Consideration will also be given to use of sub-soil drip irrigation.

Rainwater capture and reuse is not considered economically feasible.

1.7 Materials

The design will select ecology sustainable materials as far as practical and will focus on avoidance of waste and preferential recycling.

The builder will be required to divert 90% of site waste from landfill.

Local, onsite composting is provided for occupants at roof level.

1.8 Ecology and Emissions

31 Baldwin Street been previously developed. It is expected that stormwater and lighting design minimise outflow.

The design team is also considering the use of light-coloured roof tiles in conjunction with the shading and landscaping at room level and ground plane level to minimise the local heat island effect.

Any existing structures will be reviewed for hazardous material content and, where required, appropriately decontaminated.

1.9 Innovation

The design expects to address a number of the GBCA's sustainability challenges, including; exceeding benchmarks for life cycle and stormwater and engaging in a formal consultation and handover / tuning process with the building owner.

The design may also include the use of zero VOC paints from a local supplier – Porters paints.



2. Design Team Inclusions

The following presents a general summary of the design team requirements nominated above. Please note that these requirements are not exhaustive, please also refer to the attached score card and commentary above.

2.1 Architectural / General

- Procure ongoing ESD advice, through design, construction and tuning
- Selection of durable products in common areas
- Low emissions (VOC and formaldehyde) paints, adhesives, sealants, composite wood products and flooring
- Target 8 star NatHERS as minimum requirement for building envelope, worst case apartment no less than 7.5 stars
- Undertake façade pressure testing on representative sample of apartments
- Provide energy and water efficient appliances where relevant.
- Bike racking in stores plus one publicly accessible visitor bike rack
- Use a certified recycling contractor, like Instant or Cleanaway during construction
- Hazmat survey on existing buildings and appropriate decontamination where relevant
- Select light colour tiles for roof paving.
- Maintain ease of access for bin removal

2.2 Mechanical

- Control of outside air rates to apartments and duct to air conditioning units
- Provision of ducted kitchen exhaust.
- Installation of air conditioning at no more than 10% over design cooling capacity
- Install 6-star AC units

2.3 Electrical

- Provision of power points for task lighting.
- Common area lighting control
- Independent lighting to all individual rooms
- Lighting 10% below BCA allowance for energy.
- Provision of 1 electric car bay charge point.
- Capacity for individual metering – embedded network – for water and power to each apartment and all common areas.
- Provision of meter monitoring and analysis systems, available for occupants.

2.4 Hydraulic

- Gas or heat pump hot water systems
- Low flow tapware
- Water metering and analysis to major uses

3. Conclusion

Based on the above, FCDS are confident that the development can achieve the equivalent of best practice sustainable design through the inclusions nominated above.



FCDS review has identified 59% of credits which are already documented or recommended to be included within the design. There is an additional 14% which may be achieved, depending on design progression, however, if none of these were achieved, there are 4 potential points which could be included simply to reach the target 60%. Therefore, FCDS are confident the design can meet its DA target of 60% - or self-assessed 'Australian Excellence' in sustainable design.



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Assets | Engineering | Environment | Noise | Spatial | Waste

Waste Management Plan

31 Baldwin Street, Como

Prepared for R. Kelliher c/- AND design

January 2019

Project Number: TW19002



DOCUMENT CONTROL

| Version | Description | Date | Author | Reviewer |
|---------|--------------------|----------|--------|----------|
| 0a | Internal Review | 10/01/19 | RH | JW |
| 1a | Released to Client | 10/01/19 | RH | Client |

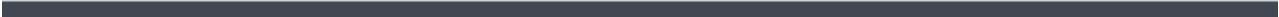
Approval for Release

| Name | Position | File Reference |
|--------------|--|------------------------------------|
| Ronan Cullen | Director and Waste Management Section Leader | TW19002 - Waste Management Plan.1a |

Signature



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Executive Summary

R. Kelliher c/- AND design is currently seeking Development Approval (DA) for the proposed residential development at 31 Baldwin Street, Como (the Proposal) located within the Davilak Quarter of the Canning Bridge Activity Centre.

To satisfy the conditions of the DA the City of South Perth (the City) requires a Waste Management Plan (WMP) to be submitted that will identify how waste is to be stored and collected from the Proposal. R. Kelliher c/- AND design has engaged Talis Consultants Pty Ltd to prepare this WMP to satisfy the Town’s requirements.

Waste generation rates were obtained from City of South Perth’s *Waste Guidelines for New Developments, CoSP Version 4*. Consideration was also given to Western Australian Local Government Association’s (WALGA) *Multiple Dwelling Waste Management Guidelines (2014)* and the *WALGA Commercial and Industrial Waste Management Plan Guidelines (2014)*.

Proposed Waste Collection Summary

| Waste Type | Generation (L/week) | Bin Size (L) | Number of Bins | Collection Frequency | Collection |
|------------------|---------------------|--------------|----------------|----------------------|---------------------|
| Bin Storage Area | | | | | |
| Refuse | 2,160 | 660 | 2 | Twice each week | City of South Perth |
| Recycling | 1,560 | 660 | 3 | Once each week | City of South Perth |

The City’s 9.5m rear loader collection vehicle will reverse into the Proposal from Baldwin Street for servicing. The City’s waste collection staff will ferry bins to and from the City’s 9.5m rear loader collection vehicle from the Bin Storage Area during servicing. Once servicing is complete the City’s 9.5m rear lift rear loader collection vehicle will exit the Proposal in forward gear onto Baldwin Street.

A Strata Manager will oversee the relevant aspects of waste management at the Proposal.



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Table 2-1: Estimated Waste Generation

Table 3-1: Typical Bin Dimensions

Table 3-2: Bin Requirements



Diagrams

Diagram 1: Waste Collection Vehicle Entry/Exit

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area





1 Introduction

R. Kelliher c/- AND design is seeking development approval for the proposed residential development located at 31 Baldwin Street, Como (the Proposal) located within the Davilak Quarter of the Canning Bridge Activity Centre.

To satisfy the conditions of the development application the City of South Perth (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. R. Kelliher c/- AND design has engaged Talis Consultants Pty Ltd (Talis) to prepare this WMP to satisfy these conditions.

The Proposal is bordered by residential properties to the north, south and west and Baldwin Street to the east, as shown in Figure 1.

1.1 Objectives and Scope

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

- Adequately cater for the anticipated quantities of waste and recyclables to be generated;
- Provide suitable Bin Storage Area including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

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

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

2 Waste Generation

The following sections show the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated quantities of refuse and recyclables were based on the number of tenancies at the Proposal. The Proposal consists of the following residential apartments:

- 1 bedroom apartments – 3;
- 2 bedroom apartments – 9; and
- 3 bedroom apartments – 2.

2.2 Waste Generation Rates

The anticipated quantities of refuse and recyclables for the Proposal were based upon the City of South Perth's *Waste Guidelines for New Developments, CoSP Version 4*. In addition, consideration was also given to Western Australian Local Government Association's (WALGA) *Multiple Dwelling Waste Management Guidelines* (2014) and the WALGA *Commercial and Industrial Waste Management Plan Guidelines* (2014).

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) of refuse and recyclables adopted for this waste assessment are shown Table 2-1. It is anticipated that the residential apartments at the Proposal will generate 2,160L of refuse and 1,560L of recyclables each week.

Table 2-1: Estimated Waste Generation

| Residential Apartments | Number of Apartments | Waste Generation Rate (L/week) | Waste Generation (L/Week) |
|--------------------------|----------------------|--------------------------------|---------------------------|
| Refuse | | | |
| One bedroom apartments | 3 | 80 | 240 |
| Two bedroom apartments | 9 | 160 | 1,440 |
| Three bedroom apartments | 2 | 240 | 480 |
| Total | | | 2,160 |
| Recyclables | | | |
| One bedroom apartments | 3 | 80 | 240 |
| Two bedroom apartments | 9 | 120 | 1,080 |
| Three bedroom apartments | 2 | 120 | 240 |
| Total | | | 1,560 |



3 Waste Storage

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required bins within the Bin Storage Area. The procedure and bins to be used in these areas are described in the following sections.

3.1 Internal Bins

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will have two bins within each apartment for the separate disposal of refuse and recycling. Waste materials from these bins will be transferred by the resident, or their authorised representative, to the Bin Storage Area and placed in the appropriate bins.

3.2 Bin Storage Area

Refuse and recyclable materials generated within the Proposal will be collected in the bins located in the Bin Storage Area shown in Figure 2.

3.2.1 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

| Bin Size (L) | Depth (m) | Width (m) | Height (m) | Area (m ²) |
|--------------|-----------|-----------|------------|------------------------|
| 240 | 0.8 | 0.6 | 1.1 | 0.48 |
| 360 | 0.9 | 0.7 | 1.1 | 0.63 |
| 660 | 0.8 | 1.3 | 1.2 | 1.04 |
| 1,100 | 1.3 | 1.4 | 1.5 | 1.82 |

Reference: City of South Perth Waste Management Guidelines – ver4

3.2.2 Bin Storage Area Size

To ensure sufficient area is available for storage of waste bins, the quantity of bins required for Bin Storage Area was modelled utilising a range of bin sizes from 240L to 1,100L as shown in Table 3-1.

This was based upon two collections each week of refuse and one collection of recyclables each week from the Proposal.

Table 3-2: Bin Requirements

| Waste Stream | Waste Generation (L/week) | Number of Bins Required | | | |
|--------------|---------------------------|-------------------------|------|------|--------|
| | | 240L | 360L | 660L | 1,100L |
| Refuse | 2,160 | 5 | 3 | 2 | 1 |
| Recycling | 1,560 | 7 | 5 | 3 | 2 |



Based on bin dimensions specified in Table 3-2, the Bin Storage Area will accommodate the following bins:

- Two 660L refuse bins; and
- Three 660L recycling bins.

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming two collections each week of refuse and one collection each week of recyclables. Increased collection frequencies would reduce the required number of bins.

3.2.3 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Sufficient space to be provided to store refuse and recycling material in separate bins;
- Sufficient space provided to allow the easy passage of bins in and out of the Bin Storage Area;
- The storage location of bins located behind the front building setback;
- Bins must be stored in locations that are reasonably secured from theft and vandalism;
- Bins must not be visible from the property boundary, except when presented for collection;
- Bin Storage Areas to be undercover and be designed to not permit storm water to enter into the drain;
- Bin Storage Areas must have a smooth impervious floor sloped to a drain connected to the sewer system of not less than 75 millimetres in thickness;
- The Bin Storage Area to have enough space to facilitate the cleaning of bins;
- Walls and floors must be constructed of a material which facilitates the cleaning of the Bin Storage Area;
- Enclosed Bin Storage Area must be ventilated to a suitable standard as approved by the City. Where mechanical ventilation is used, the outlet for vented air must be in a location which will not adversely impact tenants;
- Bin Storage Area shall be provided with artificial lighting, sensor or switch controlled both internal/external to the Bin Storage Area. All lighting in open areas to comply with AS4282-1997 (control of Obtrusive Outdoor Lighting);
- Doors to the Bin Storage Area must be self-closing and are proposed to be vermin proof; and
- Bin Storage Area requires the following signs and/or information to be displayed:
 - A sign stating "NO STANDING" at the entrance to the room/area;
 - A clearly visible "DANGER" sign in the vicinity of the entrance to the room/area; and
 - Waste and recycling signs to provide clear instructions on how to recycle and use the services provided.

In addition, the Strata Manager is to manage waste and recycling to ensure bins are filled consecutively, with only full bins presented on collection day.

Educational signage and stickers should be placed in locations that are accessible to residents to assist in choosing the right bin.

Bin numbers and storage space within the Bin Storage Area will be monitored by the Strata Manager during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

The City's 9.5m rear loader collection vehicle will service refuse bins twice each week and recyclables once each week from the Bin Storage Area.

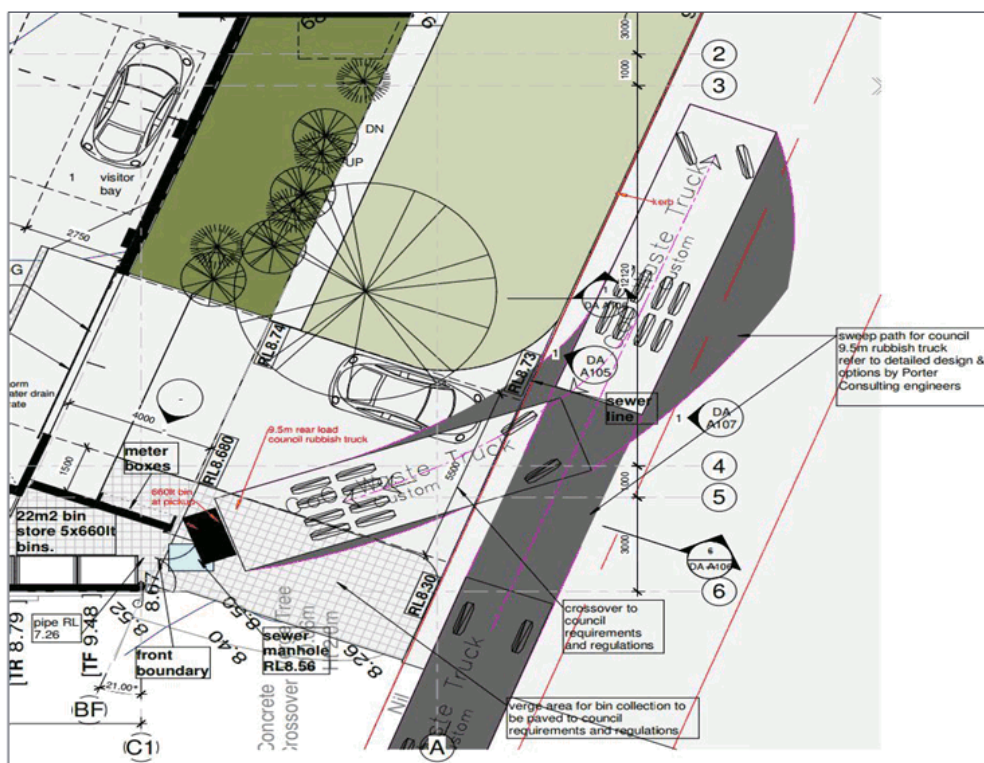
Based on ongoing discussions with the City's planning department, the City have agreed that the City's 9.5m rear loader collection vehicle will reverse into the Proposal from Baldwin Street for servicing, as demonstrated in Diagram 1.

The City's waste collection staff will ferry bins to and from the City's 9.5m rear loader collection vehicle from the Bin Storage Area during servicing. The transfer path is of smooth surface and will be kept free of obstacles. The City will be provided with a key/PIN code access to the gated Bin Storage Area, if required.

Once servicing is complete the City's 9.5m rear lift rear loader collection vehicle will exit in forward gear onto Baldwin Street.

The ability for a waste collection vehicle to access the Proposal has been assessed by Porter Consulting and is included within their Traffic Impact Assessment.

Diagram 1: Waste Collection Vehicle Entry/Exit Path



Reference: Kyria Design



4.1 Bulk Verge Collection and Other Waste Services

Given the streetscape adjacent to the Proposal, placement of bulk waste on the verge for collection would be considered undesirable. Instead bulk waste material will be removed from the Proposal as it is generated and will be the responsibility of the resident. Removal of bulk waste will be monitored by Strata Management, who will assist with the removal of bulk waste, as required.

Each apartment has an allocated storage room of 4m² at the Proposal and an additional area of 7m² has been allowed for temporary storage of bulk waste. This will assist with the reduction of illegal dumping of bulky wastes at the Proposal.

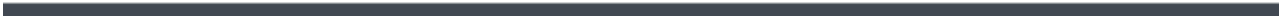
Details of dedicated waste services provided by the City can be found on the City's website.



5 Waste Management Activities

A Strata Manager will be engaged to complete the following tasks:

- Monitoring and maintenance of receptacles and Bin Storage Area;
- Rotating full and empty receptacles within the Bin Storage Area;
- Cleaning of receptacles and Bin Storage Area, as required;
- Monitoring of bulk waste and assist residents with its removal, as required;
- Ensure all residents at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident behaviour and identify requirements for further education and/or signage;
- Regularly engage with residents to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City's waste services to ensure efficient and effective waste service is maintained.





6 Conclusion

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

The above is achieved using:

- Two 660L refuse bins, collect twice each week; and
- Three 660L recycling bins, collected once each week.

The City's 9.5m rear loader collection vehicle will reverse into the Proposal from Baldwin Street for servicing. The City's waste collection staff will ferry bins to and from the City's 9.5m rear loader collection vehicle from the Bin Storage Area during servicing. Once servicing is complete the City's 9.5m rear lift rear loader collection vehicle will exit the Proposal in forward gear onto Baldwin Street.

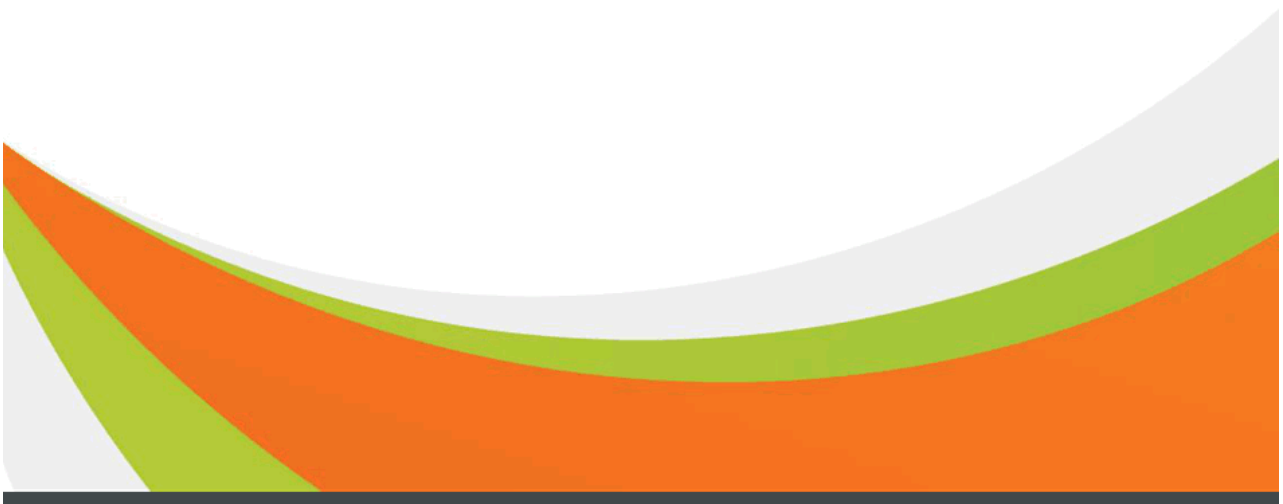
The Strata Manager will oversee the relevant aspects of waste management at the Proposal.



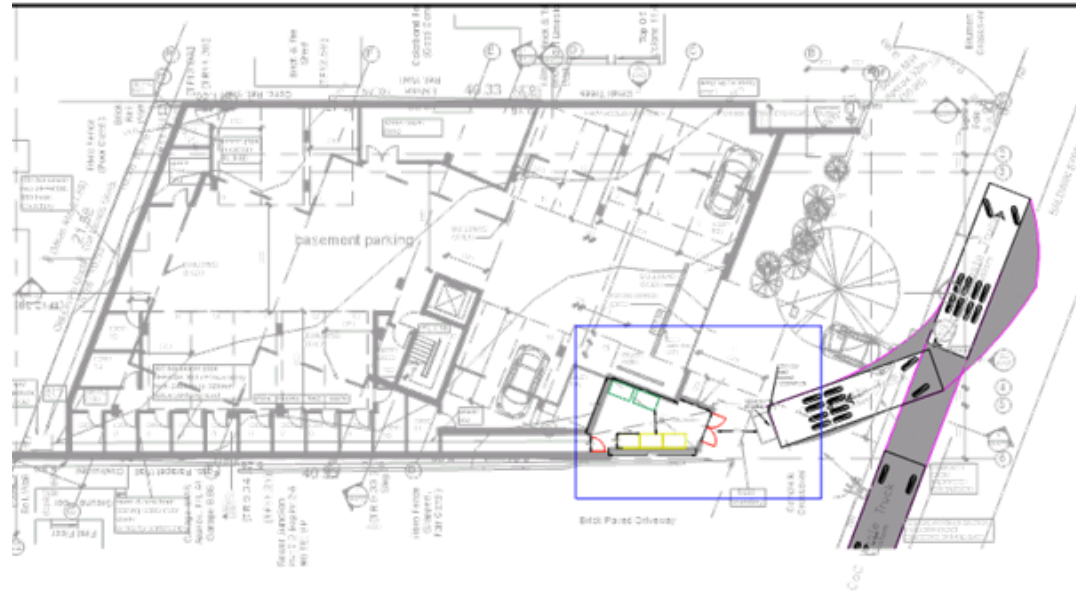
Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area



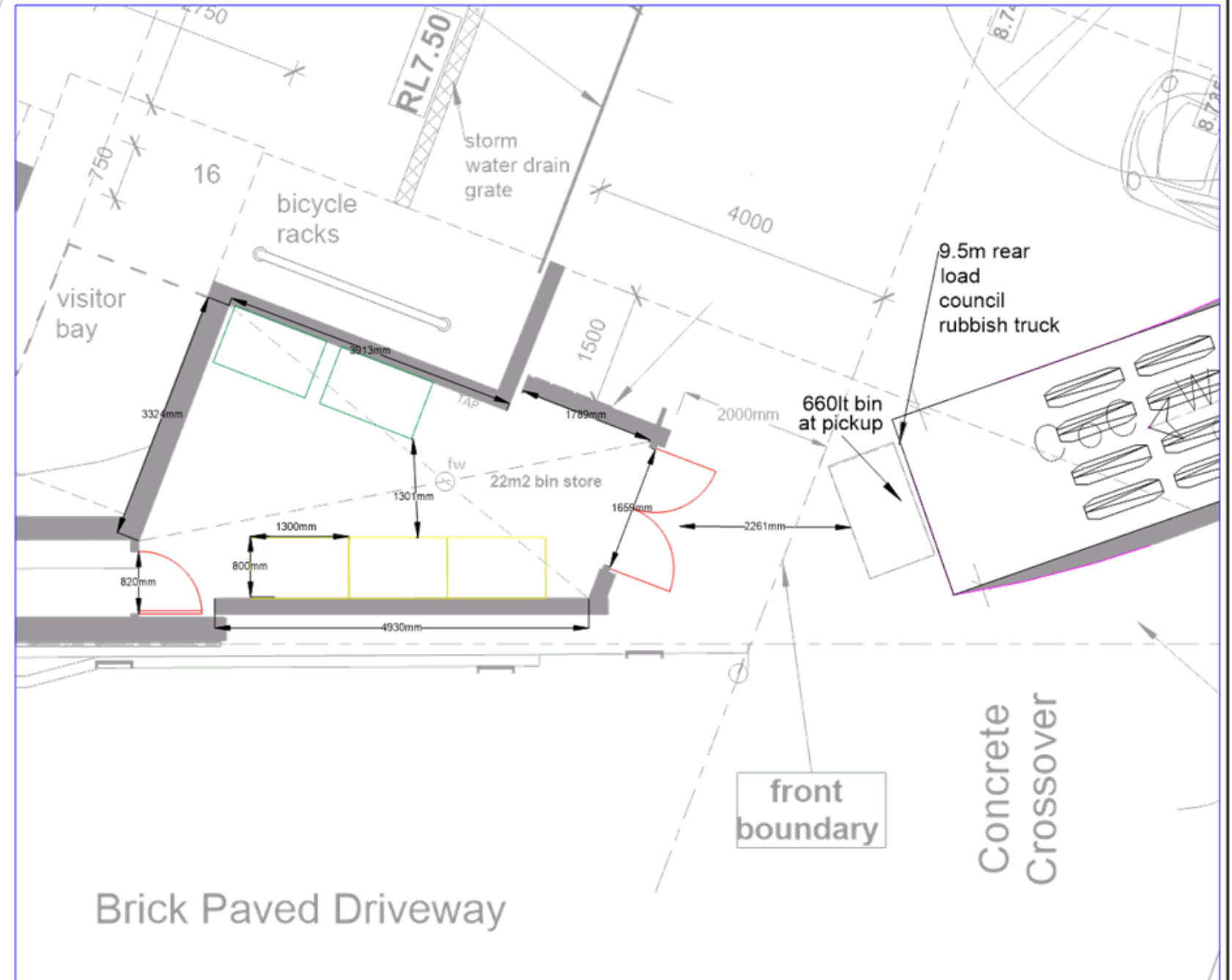




BIN STORAGE AREA

LEGEND:

- 2 x 660L REFUSE (800MM x 1300MM)
- 3 x 660L RECYCLING (800MM x 1300MM)



ASSET MANAGEMENT
CIVIL ENGINEERING
ENVIRONMENTAL SERVICES
SPATIAL INTELLIGENCE
WASTE MANAGEMENT
NOISE MANAGEMENT

Client:

R. Kelliher c/- AND design

NOTES

1. This drawing is the property of Talis Consultants Pty Ltd. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent.
2. All levels refer to Australian Height Datum.

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|---|----------|----|-------------|----|--|
| | | | | | |
| A | 08/01/19 | RH | FIRST ISSUE | RH | |

Project:

31 Baldwin Street, Como

Title:

Bin Storage Area

| | | | |
|--------------|-----|----------|---------------|
| Drawn by: | RH | Job No: | TW19002 |
| Checked by: | JW | File No: | TW19002DWG001 |
| Approved by: | JW | Fig. No: | |
| Scale: | NTS | Rev: | A |



Consultation Submission Summary – Proposed 14 Multiple Dwellings with a 4 Storey Building

31 Baldwin Street, Como

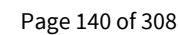
18 Submissions Received, summarised as follows:

| Neighbour Submissions | Applicant Response |
|---|---|
| <p><i>The provision of parking is insufficient for the expected demand based on the number and size of dwellings.</i></p> <p><i>Considering the 14 dwellings, range from 1-3 bedrooms, there is a possibility it could accommodate in excess of 30 people who are all likely to own vehicles.</i></p> <p><i>There is an existing problem with street parking on Baldwin Street and this would only exacerbate it creating further traffic and safety issues.</i></p> <p><i>This development will inevitably increase traffic and with little on site and visitor parking the residents of Baldwin Street will face serious traffic issues with noise and safety particularly as many existing residents are elderly and already have safety issues regarding traffic.</i></p> <p><i>The idea that the residents will use public transport is a possibility but will of course still want and own a car for other trips around the city when not just going to work.</i></p> | <p>Porter Consulting Engineers Job: no: 18-002-009 Date: 20/02/2018 Ref: R02.18</p> <p>8.0 CONCLUSION</p> <p>This report has been prepared to assess the potential traffic impacts in relation to the proposed four storey residential development to comprise of 14 dwelling units. It has been estimated that the proposed development will generate manageable traffic consistent with the road network. Due to the relatively low number of traffic movements generated by the proposed development, the development is not expected to create issues with access and traffic movements.</p> <p>The development proposes to provide 14 allocated parking bays for residents with 2 visitor bays as well as motorcycle parking. Bicycle parking is proposed to be accommodated through the provision of a storage room allocated for each unit. These proposals meet the requirements as understood from the "Canning Bridge Activity Centre Plan (CBACP)"</p> <p>The site has good access to public transport as also identified by the CBACP. This will remain into the future with the further development of the activity centre.</p> |
| <p><i>The apartment will be an unsightly view and completely out of context and will impact heavily on the single houses around it</i></p> | <p>The development is consistent with the CBACP. It is one of the first such developments in this area and will inevitably impact existing residences because of its size.</p> <p>However, this is to be expected as a normal change impact, because of the scope of the CBACP and its remit and cannot be avoided.</p> |

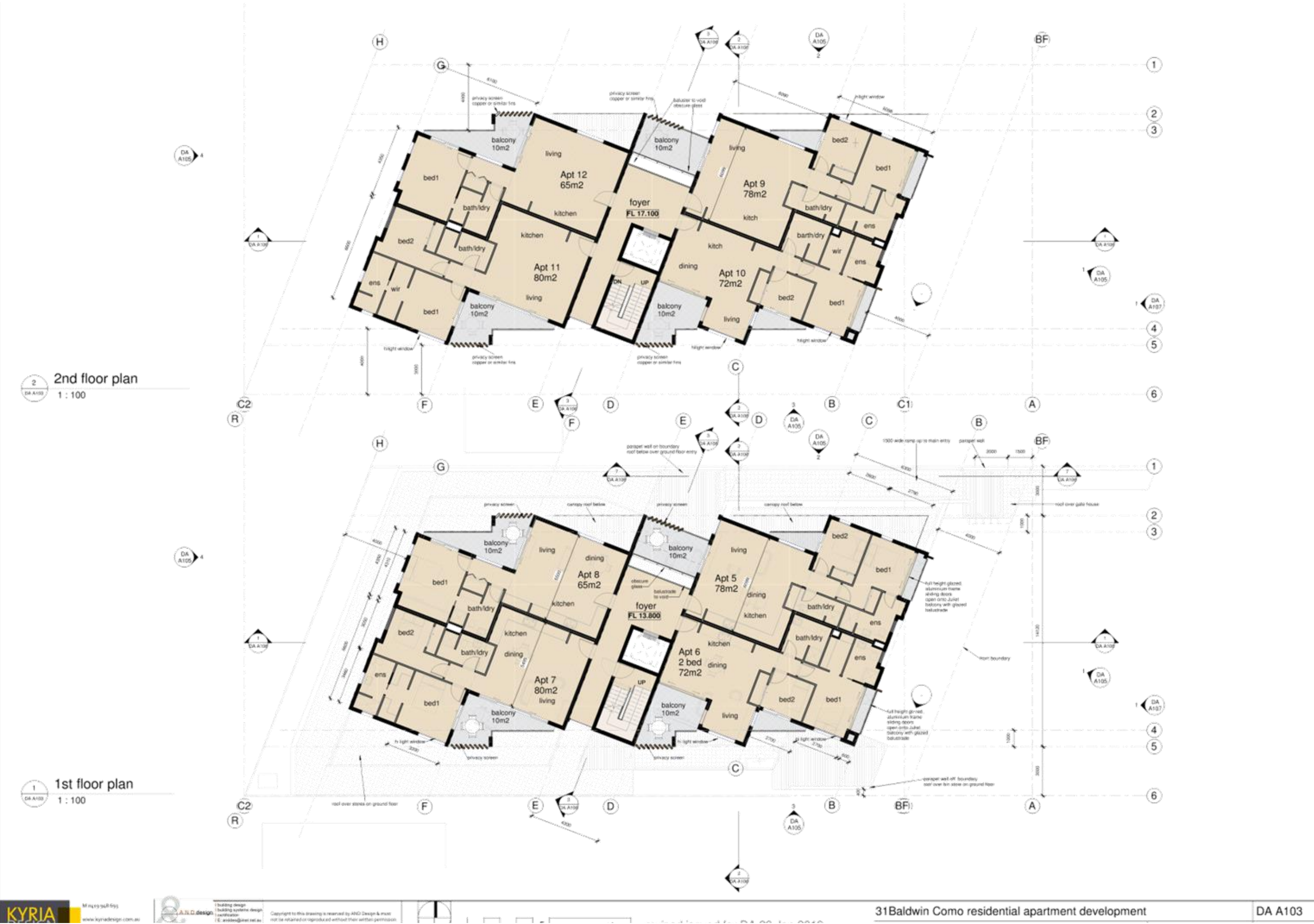
| | |
|--|---|
| <i>There will be an increase in traffic and noise pollution</i> | See above for Porter Consulting Engineers Job: no: 18-002-009 Date: 20/02/2018 Ref: R02.18 8.0 CONCLUSION |
| <i>The building will overshadow surrounding houses, sensitive outdoor living areas and clothes drying spaces</i> | This is to be expected as a normal change impact, because of the scope of the CBACP and its remit and cannot be avoided. It is inevitable that the building will create shadowing where previously no shadow existed. The CBAC acknowledges this. |
| <i>The development will pose privacy issues with the minimal setbacks will allow for overlooking of outdoor living areas and bedrooms of surrounding houses.</i> | The setbacks required for this building, as required for all similar buildings in this zone, have been satisfied. CBACP takes precedence over the RCodes. |
| <i>The rooftop area will allow for overlooking of all surrounding properties.</i> | The rooftop area has been carefully designed with garden beds to all sides and solar panels to the north and south sides adjoining the neighbours. This increases the distance of 'setback' and prevents overlooking. However, as the rooftop is set within the setback requirements it would be compliant without the garden beds and solar panels. |
| <i>Three large trees in the front of the development must remain in place given the amenity the trees bring to the street.</i> | The umbrella trees are to be removed. The jacaranda is definitely remaining and will be protected. Additional plantings are designed for the setback 'green' areas and, City permitting, on the green verge, removing the grass and providing drought tolerant ground covers. |
| <i>This development will result in the loss of some significant and very old trees.</i> | The council verge is retaining the jacaranda. The umbrella tree is to be removed (City request) |
| <i>The development, complete with rooftop terrace and balconies to surrounding properties will dramatically increase noise in the peaceful street.</i> | This is an unfounded assumption, but an understandable reaction to the change that is evolving as a result of the CBACP. |
| <i>The development will have air-conditioners on the balconies and constantly be drying clothes which is unsightly</i> | The development will comply with all City and statutory requirements for noise and use of balconies. |
| <i>The A/C condensers will constantly hum and create excessive noise throughout the day and night.</i> | The development will comply with all City and statutory requirements for noise and use of balconies. |
| <i>28 refuse bins will be on the verge and likely not fit, encroaching onto other properties.</i> | There will not be 28 refuse bins. There will be 2 large bins (1100L) set in a bin area in the basement car parking area. They will be wheeled out to a bin pick-up area on collection days and wheeled back in after collection. The waste management system proposed will fully comply with the City's Health Services requirements. |
| <i>The garden landscaping will be for aesthetics and have no value to Indigenous fauna.</i> | The landscaping design is for all 'native' plantings. It will likely increase the amount "fauna" to the site. |

| | |
|--|---|
| <i>With the rezoning to allow height of development within our one level suburb it is so disheartening that South Perth historical, heritage first homes of the city are being bulldozed, along with the historic gardens and mature trees. The new rezoning has no regulation to save our historical first homes.</i> | This is not considered to be a matter pertinent to the application's compliance with the CBACP. |
| <i>Existing housing values will be heavily impacted; no one is going to wish to buy a single house next to a large apartment building with overshadowing and privacy issues.</i> | This is not considered to be a matter pertinent to the application's compliance with the CBACP. |
| <i>The persons who will buy into the new development have no account of the past heritage, the destructive cost and emotional turmoil a long term neighbour has to witness.</i> | This is not considered to be a matter pertinent to the application's compliance with the CBACP. |
| <i>The dust and noise from construction will exacerbate health problem, particularly some of the elderly with health issues.</i> | This is not considered to be a matter pertinent to the application's compliance with the CBACP. |
| <i>The existing dwelling on the site is likely to contain asbestos which will become airborne in demolition, threatening surrounding homes and health.</i> | This is not considered to be a matter pertinent to the application's compliance with the CBACP. It is an obligation of the builder/demolition contractor to ensure compliant removal of any materials containing asbestos. It is the City's responsibility to ensure the correct application documentation is provided by contractors. |
| <i>The scale of the building will impose a sense of enclosure and bulk on the surrounding properties.</i> | |
| <i>1. Although the CBACP removes the need to meet R-Code provisions for privacy, solar access and overshadowing, this does not supersede or negate the need to meet DO 5's requirement to minimise overlooking and overshadowing of adjacent and adjoining properties through an appropriate design response. It does not appear that the proposed development meets this condition as evident by extensive overshadowing and reduction in privacy for adjacent western properties. There is limited evidence of attempts to minimise overlooking and overshadowing of adjacent properties such as through the design of the rear windows or the lack of privacy screens on the roof garden.</i> | These concerns are addressed in the building's design. 1) The building complies with setback requirements 2) The rooftop area has been carefully designed with garden beds to all sides and solar panels to the north and south sides adjoining the neighbours. This increases the distance of 'setback' and prevents overlooking. However, as the rooftop is set within the setback requirements it would be compliant without the garden beds and solar panels. It should also be noted that the western properties on the east side of Park St are also zoned under the CBACP as Residential up to 4 storeys. Then, on the western side of Park St there can be Residential up to 6-8 storeys. |
| <i>The Applicant Assessment Report falsely states that the proposed development</i> | This is incorrect. The application is compliant in this matter. The City has acknowledged compliance at several |

| | |
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| <i>meets the H4 4 Storey height limit. This proposed development exceeds the Storey limit imposed in H4 zones in the CBACPP and should be redesigned with fewer Storeys to be granted approval.</i> | meetings/discussions. |
| <i>The Applicant Assessment Report falsely states that the proposed development meets the H4 16m Height limit. The proposed development exceeds the 16m Height limit imposed in the H4 zone in the CBACPP and should be redesigned with a lower height to be granted approval. As per the definition in the CBACP, Height is the distance measured from the mean natural level of that part of the land to the highest point of any part of the building (excluding certain items including lift plant not exceeding 3m in height). The mean ground level appears to be halfway between the basement and ground floor at a height of approximately 1650mm from the bottom of the basement.</i> | This is incorrect. The application is compliant in this matter. The City has acknowledged compliance at several meetings/discussions. |















3 street view south
DA A107



2 perspective view
DA A107



5 street view gate house
DA A107



1 east elevation
1 : 100
DA A107



4 main entry
DA A107



1 north east view
DA A108

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A.H.D. design
1 building design
1 building systems design
1 verification
1 E. andrew@ahd.net.au

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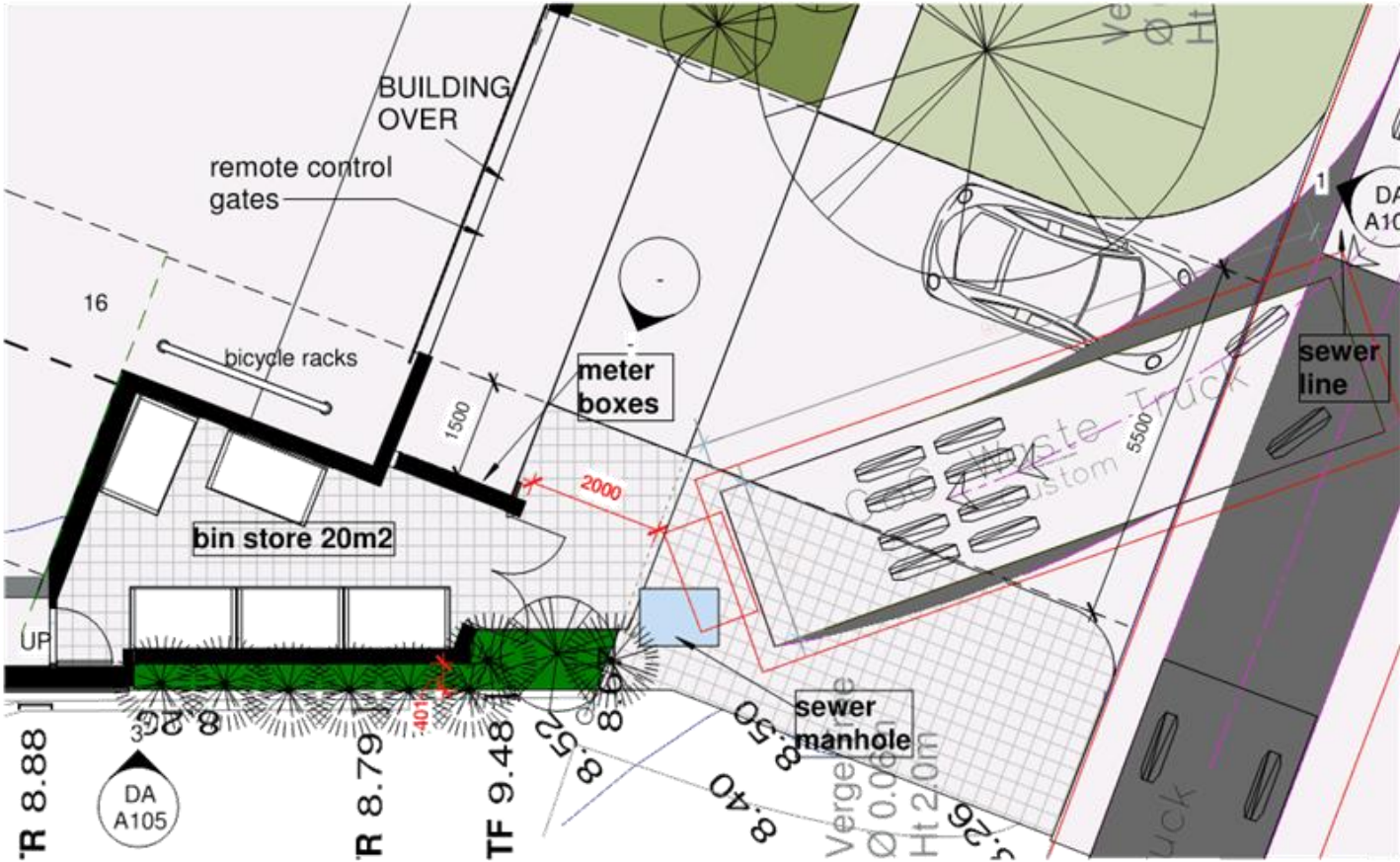
2
DA A301

bin store



3
DA A301

bin store above



1
DA A301

Bin Store plan
1 : 100



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issue for DA

31Baldwin Como residential apartment development

bins store
DA A301

