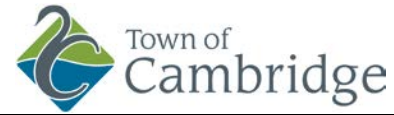


**Town of
Cambridge**
DEVELOPMENT COMMITTEE
17 FEBRUARY 2015
ATTACHMENT INDEX

DEVELOPMENT

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As per your points raised, we wish for reasonable and sensible discretion be applied in accordance with Part 6 of the Residential Design Codes – Design Principles to the assessment of this development.

1. Plot Ratio / Building size

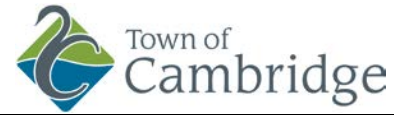
- The proposed development at 31 Connaught Street West Leederville is consistent with bulk and scale of the existing residential development and is consistent with the intent of 6.1.1 P1 of the R Codes.
- The proposed plot ratio of 0.616 represents a less than 3% increase, however given there are no major or adverse effects or loss of amenity to the adjoining, fair and reasonable discretion can be applied.

2. Wall Height

- In some areas, the wall heights exceed the maximum wall height as per the R Codes being 6000mm. As assessed, these heights exceed 6.0m approximately 760mm as a worst case to a best case of 630mm.
- In the worst case, the increase in height is less than 12% as per the R Codes.
- At these points, the site falls in 2 directions, from South to North and West to East, which can further amplify a minor incursion.
- The overall heights of the development comply with the R Codes.
- There are no adverse impacts on the adjoining properties.
- I submit that these minor incursions meet the intent of Part 6.1.2 (Building Height) of the R Codes and therefore sensible and reasonable discretion can be applied. The height, bulk and scale of the proposed dwellings is consistent with the area, there is no loss of amenity to the adjoining residences, the buildings present at human scale.

3. Setbacks*North Setbacks*

- As the applicant we are seeking that sensible and reasonable discretion be applied in the assessment of the North Setback, as per 6.1.1 P4.1 of the R Codes. IE, the proposed setbacks:
 - Ensure adequate daylight and ventilation for the proposed dwellings and open spaces
 - The balconies are screened where required to ensure visual privacy to the adjoining properties
 - The proposed setbacks do not inhibit natural light or ventilation to the adjoining properties
 - The Building Form contains relief and articulation, which in turn breaks up the perceived visual mass of the development.
 - The discretion applied is at a worst case less than 500mm.

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- As per our meeting on 30/01/2015, and reflected on DA REV002, we have reduced the overall levels of the NE Corner of the development by approximately 514mm.
- The proposed levels are approximately 300mm over the prescribed as per the R Codes Acceptable Development.
- The site in the NE Corner falls Nth to South and West to East, therefore sensible and reasonable discretion needs to be applied.
- To 'sink' the NE Corner further (Units 3, 9 & 10) will have an adverse effect on the street scape from Connaught Street, the building will appear in a 'hole'.
- This increase in height has no adverse effects on the amenity of the adjoining/neighbouring properties.

5. Fencing and Letterbox.

Given the site has no real street frontage, and is almost a 'battle-axe' scenario, the position of the letterboxes may be best suited to being closer the Crossover. This will require some further refinement to location and site lines, and will need to be discussed/resolved with the Technical departments at the Town of Cambridge.

6. Landscaping in the Front Setback

As per point 5 above, the site is almost a 'battle-axe' scenario, with a 'street frontage' of approximately. DA REV002 shows additional softening to the visible parts of the driveway, entry and crossover.

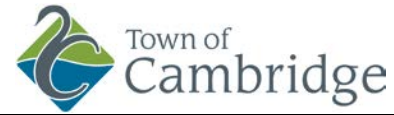
A balcony has been added to unit 10, giving the opportunity for street surveillance and to generally break up the visual mass of the proposed dwellings from the street.

7. Visual Privacy

All balconies are indicated with Screening as prescribed by the R Codes. The balconies themselves are adjacent to living spaces and habitable rooms and meet the intent of the R Codes Clause 6.3.1. P1 of the R Codes

8. Essential Facilities/Outbuildings

- The stores have been incorporated into the design of the apartments where possible or integrated into the overall building mass.
- Where integrated into the apartment, it makes the store areas easily and practically accessible to the dwelling occupier
- They are sufficient in size to meet the requirements of the occupiers.
- The stores do not detract from the overall streetscape and visual amenity of the adjoining properties and or street scapes

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- The stores as proposed would meet the intent of Clause 6.4.4 P4 of the R Codes.

Summary

There are some areas where sensible and reasonable discretion needs to be applied to the assessment of this proposed development. I submit that any discretion sought would meet the intent of the Design Principles of Section 6 of the R Codes. The discretion sought does not have an adverse impact on the adjoining properties, neighbourhood amenity or street scape.

NEIGHBOUR COMMENT**Submission 1 (No. 120a Kimberley Street)**

With reference to the letter sent to me dated December 19th, 2014 regarding the subject development application, once again I am compelled to write to express my opposition to yet another high density development proposal. Residents in this part of West Leederville are under siege; we are now defending ourselves against proposals for 30 units within a very close proximity which, if approved, will forever change the character of this precinct and set precedence for more low quality, high density development whenever one of the existing old properties is sold. This is not the type of neighbourhood I want to live in.

Firstly the emotive argument; which I realise will have very little bearing on the outcome of the application. I am becoming increasingly angered by development proposals which will result in the degradation of my investment and a reduction in enjoyment of my property and this neighbourhood. These proposals seek nothing other than the maximum extraction of profit by jamming as many tiny apartments as allowed by the revised R codes onto blocks which were previously occupied by single family homes. They will not add to the diverse character of West Leederville; in fact the green, leafy, peaceful West Leederville I bought into is under threat of slowly being destroyed.

With regard to this particular development, my objections are as follows:

1. The 1.5m setback of the upper floor (west elevation) does not meet the required minimum setback. There is a significant difference in elevation between my block and this development which is not portrayed, nor considered, by the elevations shown on the design drawings. My property steps up from the elevation of the retaining wall shown such that there will be little difference in elevation between someone standing in my outdoor area and the bedroom window of the unit closest to my rear fence. Even low levels of noise emanating from my property, for instance from a night time BBQ, my water feature, or from ambient level music from outdoor speakers, is likely to result in noise complaints from anyone trying to sleep in this bedroom. The new development is simply too close, and the elevation difference will place this window at a low level relative to my outdoor area. Note that the entire entertaining area of my house is to the rear and my current vista is one of greenery and trees. This development will change that to a blank wall, a hot steel roof and a direct view into someone's bedroom and bathroom windows.
2. The plot ratio of 0.63 exceeds the maximum permissible ratio of 0.6. I do not understand why there should be any concession granted to developments which are so unsympathetic to their surroundings, especially those proposed for what are currently quiet suburban streets. This density may be appropriate for Cambridge Street

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but not here, so I request that the plot ratio prescribed by the current R codes be strictly observed.

3. The development proposal shows that the block will be excavated along the western boundary. I am concerned that excavation in this area has the potential to result in further subsidence in retaining walls and garden beds at the rear of my property which have already been compromised by flooding during the severe weather event early in 2010. The development proposal does not provide any detail of what is proposed for either the retaining wall or the existing fence, nor the method of construction.

Submission 2 (120b Kimberley Street)

This application as with the similar, current application at 122 Kimberley Street (same architect) creates a dangerous and concerning precedent where aggressive developers take advantage of loose interpretation of the objectives and purpose of the current R-Codes. They manipulate to opportunistically gain approval for clearly inappropriate developments that leave existing ratepayers, residents and communities with a damaged amenity and daily consequences for decades to come. It is therefore always the responsibility of The Town to apply strict scrutiny to every single element of these applications, disallowing every single noncompliant element and show strong leadership in maintaining the integrity and amenity of established suburban areas like West Leederville.

These excessive high-density developments, which clearly over-build the suburban block and have a significant, real and material economic impact by devaluing the neighbouring properties. Realtors are suggesting in this case it may reduce adjoining properties by 5-10%, which in my case will be a minimum 6-figure devaluation of my property. I question the reaction if the developer was affected in the same way with their own family home? Maybe developers should be made to compensate existing residents and ratepayers upon completion to ensure they are motivated to minimise consequential impacts.

Residential Design Codes:

- PLOT RATIO: The Council must reject outright on the basis that the proposed development plot ration of 0.63 falls outside the 0.60 requirement permissible.
- Given the high-density development, which completely over-builds this suburban block the developer must be required to adhere 100% to this Design Code.
- It is impracticable to place the waste management areas along the driveway, as they will clearly prevent proper vehicle access to the parking bays. These areas should be incorporated into the body of the development, why should the neighbours to the south be burdened with the stink and noise associated with bins from multiple dwellings on their boundary? This is a demonstration that this block is not really large enough or suitable for 10 dwellings.
- SIDE SETBACKS: (West) The minimum required upper floor setbacks for Unit 4 are from 1.7m to 1.9m but have been applied at 1.5m. Once again, demonstration that this block is simply not really large enough or suitable for 10 dwellings. It is simply arrogant and disrespectful of existing resident neighbours that they would compromise their rights and impacts on their properties and amenity to assist a developer to commercially exploit this lot purely for his economic gain.

There are additional issues with this plan with over-ambitious heights and setbacks that do not directly impact the western boundary of the property which deserve closer examination and rejection consistent with what I have indicated above. They are direct by-products of the

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R-Code anomalies and the excessive density objectives of this development proposal and the immediate impacts on existing residents, ratepayers and community.

Street Parking, Traffic Volumes, Speed & Safety:

The 10 proposed units will impose a catastrophic increase in traffic and physical vehicle pressure to Barrington and Connaught Streets from the additional off-site parking pressure created by residents from and visitors to 31 Connaught Street. While planned car bays meet R-Codes, the impact of 10 units could indicate anywhere up to 10, even 15 addition cars seeking off-site street parking. This is an extremely narrow street, originally built to support workers cottages, with limited kerbside and resident-permits available, the developers/owners must be made to provide a documented, detailed strategy and plan to accommodate 2nd cars & visitor cars with additional on-site parking or alternative visitor spaces away from the immediate precinct. Double-parking, illegal verge parking and resident disputes primarily over visitor cars with be a significant disruption and inconvenience to existing residents.

There is a convenient delusion amongst unit-developers that their 'special projects' will mysteriously attract their perfect demographic; young professionals, fanatic supporters of public transport and car-poolers. The reality is that a majority of these units will house couples/partners, both with cars.

In relation to the 800-metres to high frequency rail; R-Code Part 6, 6.3.3 C3.1 this development marginally qualifies by metres using Leederville Station. It definitely fails the 250-metres requirement to high frequency bus on Cambridge Street. I wish residents all the best with their walking experience between June-September and January-April will be less than pleasant and potentially push these residents to their cars anyway, in order to escape the rain and heat respectively.

Waste Management Plan:

The proposed waste management plan will requires significant work and improvement to ensure it does not have major impact every bin-day to existing residents. Multiple unit dwellers tend to care less about overflowing bins and are less diligent retrieving them after being emptied. This directly impacts the amenity of the local area and creates regular conflict with the waste collection drivers. I would question the plans, which do not appear to be to scale for the Bin-areas along the southern boundary and therefore adequate to house the indicated numbers of bins required. Lastly, should the residents on the southern boundary be required to be affected by the stink and noise of the bin-area. The bin-areas should be relocated in the body of the development, their bins, their problems.

Southern Boundary Retaining Wall:

The boundary I share with the development is predominantly 'twin-side' which I became aware of after purchasing my property in 2002. I have genuine and reasonable concerns with the impact on my property of the construction phase, vibrations from heavy equipment and commercial vehicles over the 12-18 months period. For this reason, I am seeking assurances that due attention be paid to ensure an substantial and adequate retaining wall be required by the developer across the rear of my shared boundary, to be constructed at commencement of the project made from limestone, brick or a combination at their cost. These materials will provide an adequate level of integrity of the dividing boundary.

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As a local resident it is not my job or should we be expected to have high levels of expertise of the R-Codes. But we do expect that the Town and the developer have a crystal clear understanding. Therefore when it is evident that a development proposal does not meet the fundamental basics of codes and/or local guidelines they should be rejected outright and returned to the developer at the desk and not permitted to waste valuable time of Town officers and local residents. It should not be the role of the ratepayer funded Town officers to provide consulting services or coaching to professional developers, designers etc.

The existing multiple dwellings in the immediate and adjacent area are between 250-400 square metres per dwelling. This development takes maximum advantage of the anomalies in the R-Codes, leveraging proximity to rapid-transport which is marginal. At the end of the day, this application is a 'block of flats', which raises the question, what are we doing to the integrity of local planning guidelines and objectives.

This proposed development at 31 Connaught Street must be rejected by The Town on the grounds of failure to comply with numerous R-Code requirements and local Cambridge planning guidelines. It is a clear case of over-development of the site. No fair-minded, reasonable person would consider this an appropriate development in the middle of a narrow, residential street. This concept may better suit Cambridge, Grantham or Southport Streets which are truly adjacent to rapid transport. The Town of Cambridge owes it to existing, committed residents and ratepayers to strongly reject this application on the basis of the multiple failures to meet 'deemed-to-comply' provisions of the Residential Design Codes and Cambridge's planning policies.

Submission 3 (No. 10 Barrington Street)Original plans

I have viewed the plans for the development next door to us and we are concerned with the eastern side stairs up to unit 10. These stairs would allow people using them to look into our pool, alfresco, living, dining and kitchen areas. We request these stairs to be screened to 1.8 metres high or the screen wall to the entry of unit 10 to be extended north to cover the stairs to protect our privacy.

I was told that the Wall Height described in your letter were taken from natural ground level, not from new level after retaining walls...if this is correct, we do not have an issue with these heights or the retaining wall itself.

We are not concerned about the proposed plot ratio.

Amended plans

We are not happy with the location of the bin store close to our boundary. We are concerned about the noise with people using them and them being emptied. We are also concerned about the smell and flies/pests commonly associated with bin stores.

We are also concerned with the cone of vision from the new balcony on the south elevation of unit 10...can't justify people being able to look into our yard to provide street surveillance. We are also not happy with the screen wall for unit 10 facing our property. We asked for the stair case to be screened but it is not showing and now it's showing an opening to screen

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wall at 1650 high, with the average height of men today, this is useless. Please be aware that this screen and staircase allows people to look straight into our kitchen, family room, meals area, alfresco area, pool and back yard...effectively where we spend 99% of our time while home not sleeping!

Submission 4 (No. 7 Barrington Street)

We live at 7 Barrington Street, West Leederville which joins into Connaught Street. Our verandah looks over the proposed development of 31 Connaught St. We have significant concerns about the safety, function and wellbeing of our street if this development goes ahead as documented in the plans that I viewed today, 14.1.15.

The plans outline the building and development of ten 2 bedroom apartments, with the provision of only 14 car bays and 2 visitor bays. Most households in the area have two cars to park.

We have the following concerns with the 31 Connaught Street Development:

1. Traffic management and safety. There is an insufficient allowance of parking for each apartment on the premises which is not in keeping with the Development Plan for West Leederville. Both Connaught and Barrington Streets are already beyond capacity with resident vehicles, resulting in visitors/tradesman etc parking in no standing zones, on curbs and in lane ways. These are narrow streets, through which we often struggle to drive our vehicle down due to poor parking and traffic management, and are not in a position to tolerate a greater demand.
2. Further to point 1 the development will bring increased vehicle movement most notably during the demolition, construction and development phases when builders and contractors will be frequenting the premises. The combination of restricted space and increased vehicle movement increases the risk of incidences through unsafe driving practices. Large Vehicles are regularly observed to have to drive over curbs/paths/driveways, and have a compromised turning circle at the intersection of Connaught and Barrington Street. The building phase and ongoing issues with resident/visitor parking will be exacerbated beyond what could be deemed safe for residents and visitors.
3. Rubbish Storage and Management. Such a high density of apartments requires strategic and safe rubbish planning. This is not in the plans and health/safety need to be considered for this. Locating bins on the street adjacent to the proposed development is already at capacity due to medium density housing located next door (photo to follow). A further 20 bins (rubbish/recycle) will not be safe and will occlude traffic and walkways. Rubbish truck pick up is an issue with Barrington street sign previously damaged due to the imposed restricted turning circle. There are also issues with the safety of walking paths as the rubbish bins occlude this and trucks drive up on them to manage access through the streets.
4. The plans appear to be asking for a number of concessions which are not in keeping with the current development plan for West Leederville. Such an increase in high density living will have an even larger impact on already compromised levels of noise, sight (removal of greenery), smell (rubbish and exhaust management) and infrastructure (telephony/internet cabling issues).

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5. Safety. The above issues directly influence the safety of our children in their play and access to local schools and playgrounds.
6. The proposed development is located in a pocket considered densely populated by locals. The proposed development is highly likely to have an unfair negative impact on property values located within the pocket.
7. The increased density of housing in this pocket impacts on the fabric of the local community. This pocket of West Leederville will be skewed towards small households and renters again potentially devaluing the dwellings, especially stand-alone houses in the immediate vicinity.

More subjectively West Leederville, one of the most unique suburbs in Perth is losing its 'soul' to rendered concrete medium to high density developments. This will have an ongoing negative impact on heritage and community value. This concept is difficult to quantify but it does exist. My family spent a year in Brisbane, in an inner Brisbane suburb that valued heritage and community in balance with development. The significance of maintaining the local heritage (i.e. the Queenslander" facade and heritage) was evident and added appeal. This needs to start happening in West Leederville, too, before the suburb's unique features and character are lost forever.

Submission 5 (No. 1 Barrington Street)

Our concern is the impact of Street parking as we already have a problem parking outside our house in Barrington St using our issued parking permits.

We can only park one side of street and we find people parking in our street and walking down to Leederville or to the train station for the 2 hours permitted.

Maybe we should make Barrington St one way to reduce traffic flow, going from Coldstream entry roundabout up and around Connaught St.

With limited parking space already waste management will become increasingly difficult with another 10 units' bins, further supporting the need for traffic flow management.

The building contracts company should be aware not to park in residents only or 2 hour parking when building units.

Traffic congestion

How are they going to access the building off 122 Kimberley St? Will they be using Hennerty Lane which connects onto Barrington Street? And is this building going to affect our already congested street?

Submission 6 (No. 2/29 Connaught Street)

My submission addresses a number of issues, that are supported by a number of photos, to illustrate specific points of concern, which I trust will assist you when you compile your report to the council about the development.

Environmental and social values

I am aware that in the rear portion of Lot 500, on the western side of the existing dwelling, there are a number of large and well established fruit bearing trees.

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I believe one of these is an avocado and the other may be a mango. Obviously these have been growing for many years and the avocado is probably in the order of being 20 metres in height. This makes it a significant and unique tree in an area which is largely devoid of established trees.

The size and well established nature of the avocado tree is apparent in Plate 1.

I believe it would be a considerable loss if either of these thriving fruit trees were to be removed in order for the development to built over the full extent of the Lot 500.

I would appreciate your comments of the value of retaining these trees and a clarification of the Council's policy with respect to the retention of trees such as these, which I strongly believe are inherently valuable and worthy of retention.

Of course, in some instances, if a developer recognises the value and importance of such a well established tree, then the design of the development could ensure that it is retained.



Plate 1: General view of established avocado tree (from garden of Unit 2)

Entry to & exit from 31 Connaught Street

I am very concerned about a number of impacts that the proposed 10 unit development will cause due to -

- how the point of entry into the development will convert the intersection of Barrington and

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- Connaught Streets into a T intersection,
- the driveway/roadway entry into the junction of Barrington and Connaught Street involves a ramped driveway/roadway from the site of 31 Connaught Street, and
- the constrained nature at the point of entry from 31 Connaught Street with the existence of major blind spots on both the left (easterly) and right hand (westerly) sides.

It may be possible to ameliorate some of these concerns, to some extent, with the addition of requirements in the design involving the entry and exit to and from 31 Connaught Street, such as,

- the inclusion of convex mirrors to enable drivers leaving 31 Connaught Street to view the street for the presence of traffic,
- the inclusion of warning stops, including stop signs and
- the construction of a raised strip/bump located at the top of the driveway, to effectively stop and/or substantially reduce the speed of vehicles about to enter the intersection.

As has been noted in the submission on behalf of the owners of 29 Connaught Street, the ramped nature of the driveway out of 31 Connaught Street requires drivers accelerate rapidly to climb the slope.

However, when a driver reaches the top of the driveway, they then need to brake to slowly enter the Barrington and Connaught Street junction and determine the presence of vehicles driving along the street. There is a real concern that vehicles exiting from 31 Connaught will overshoot into the street, with attendant risks of collisions involving vehicles leaving the driveway of 29 Connaught and/or vehicles proceeding in a westerly direction up Barrington Street wishing to turn left into Connaught Street.

Additional concerns exist in relation to being able to identify the presence of moving traffic on Barrington Street, as vehicles are often parked in the driveway of the two storey dwelling on the left hand side, at 10 Barrington Street.

Plates 2, 3 and 4 demonstrate the various aspects of these concerns, eg the restricted view on both sides of the driveway at the entry point into the Barrington and Connaught Streets intersection (Plate 2), the ramped nature of the driveway out of 31 Connaught Street (Plate 3) and substantially limited vision on the left hand side due to the presence of the boundary wall of 10 Barrington Street (Plate 4).

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Plate 2: View of street entry point of driveway from 31 Connaught St (looking north)



Plate 3: View of street entry point of driveway from 31 Connaught St (looking south)

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Plate 4: View of street entry point of driveway from 31 Connaught St (looking south)

Bin collection on street verges

The proposal appears to have proceeded without little, if any understanding or appreciation of the extremely limited area that is available on the street verge for the collection of the rubbish bins for 31 Connaught Street.

As the 10 unit will require of an aggregate of up to 20 bins to be placed on the verge in Barrington Street - with a minimum of 10 bins every week for the non-recyclable collection and every fortnight with 20 bins for collection of both recyclables and non recyclables.

The limited nature of street verge space is evident in Plate 5, which shows that a maximum of four bins at present able to be safely stored on the verge, between the driveway out of 31 Connaught Street and the driveway into 10 Barrington Street.

Plate 6 clearly indicates that there is no further additional bin storage area available along Connaught Street, if that was considered to be an option, because the verge is completely filled with bins awaiting collection that has originated from numbers 27 and 29 Connaught Street.

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Plate 5: View of area available for bin collection on street verge - Barrington St



Plate 6: View of area available for bin collection on street verge - Connaught St

Parking in Barrington and Connaught Streets

As was noted in the submission on behalf of the owners of the units at 29 Connaught Street, there are severe limitations on the availability of parking spaces in both Barrington and Connaught Streets.

However, it is the practice that sometimes these restrictions are ignored.

There are ongoing instances of where the vehicles of visitors, as well as tradespeople park in no parking and no standing areas, due to the severely limited nature of available parking.

It is contended the already difficult and fraught circumstances experienced by visitors and tradespeople will be well and truly overwhelmed with the construction of 10 dwellings at 31 Connaught Street - both during the construction phase and subsequently after completion.

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Examples of parking difficulties due to parking in no standing areas are demonstrated in Plates 7, 8 and 9.



Plate 7: Parking - Connaught St



Plate 8: Parking - Barrington St

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Plate 9: Parking - Barrington St (south)

Submission 7 (No. 3/29 Connaught Street)

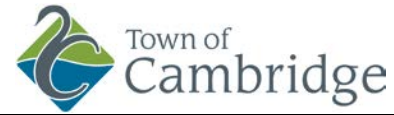
We wish to express the following objections to the proposed development:

1. At a staggering total of TEN units, this development is highly inappropriate in this location.

There will be issues of access, parking and noise. Already, there are major problems with parking in Connaught and Barrington streets, both for residents and visitors; 10 further dwellings will only exacerbate this substantially.

There are a total of 4 town houses at both 29 and 27 Connaught Street and a single home immediately to the east of 31 Connaught Street; it is ludicrous to propose TEN units on the one block immediately adjacent to these homes.

2. The proposed development looks to be of a very poor quality that is not in keeping with the surrounding buildings and may well have a negative impact on the property values of adjacent homes.
3. The proposed placement of rubbish bins along the southern boundary of the block and adjacent to units at 29 Connaught Street will create a very unpleasant nuisance and potential health hazard. The bins will attract vermin and the odours from the bins will negatively impact the residents of 29 Connaught Street.
4. The development will see the total destruction of the current gardens at 31 Connaught Street. This will negatively impact surrounding homes with the loss of a 'heat sink' and the loss of wildlife habitat will be disastrous for local birdlife.

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and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE****Submission 8 (No. 29 Connaught Street)**

The following submission represents concerns on behalf of the owners of Units 1 to 4, at 29 Connaught Street -

- Eric Kowalewski (Unit 1)
- Greg Swensen (Unit 2)
- Graham and Patricia Mitchell (Unit 3)
- Helen and Chris Schapel (Unit 4)

Some of the individual owners may also make individual submissions in relation to the development at this (public comment) stage and also at later stages, such as when the application is scheduled at a Council meeting.

The comments in this submission address a number of areas of concern, although there may well be some issues which we have overlooked due to a lack of familiarity with the requirements set out in the State's residential design codes that apply to this particular form of development.

As was pointed out at the meeting on Friday 9th January 2015 with yourself, whereas the four townhouses at 29 Connaught Street, West Leederville are described under State Planning Policy 3.1 as a "Grouped dwelling development", because the proposed development at 31 Connaught Street is a "Multiple dwelling development" under the State Planning Policy 3.1: Residential Design Codes (August 2013 version), there are some differences in 1 planning requirements.

Our comments are also constrained, as you were not able to provide us with a copy of the site and building concept plans, as the developer had apparently withheld permission for ourselves, as affected neighbours, to receive copies of these.

If copies could have been provided we could have been placed in a better and more informed position to respond to some specific aspects of the development proposal.

Shade overhang onto 29 Connaught Street

We are concerned about this impact, which did not seem to be particularly well quantified in the plans you had received. We would request further information to be sought from the developer in relation to the calculation of the estimated shadow that would be cast on to the northern side of our respective properties.

This is a key concern for each of our properties, as our kitchen and outdoor living areas are located on the north side of our properties. Clearly, as the development consists of two storey dwellings, with a height of up to 6.1 above ground level, there will be a significant loss of some the natural light we currently receive at particular times of the year.

The extent of the shadow that would project onto 29 Connaught Street could be ameliorated if the southerly "edge" of the second floor overhang of the development, which is about 4.5 metres from our northern boundary, was further set back from the common boundary.

Would you be able to advise the respective variations in the calculated amounts of shadow overhang onto 29 Connaught Street, if the set back of the development from the common boundary was increased from 4.5 metres to 5.0 metres, 5.5 metres and 6.0 metres?

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**Privacy

Whilst the plans which we inspected at your office include a provision for most of the windows on the southern side of the dwellings that would be constructed, particularly on the upper floor, to be frosted and opaque, there is uncertainty as to whether this is a fixed requirement, because the plans included a "Cone of vision" for some of the windows.

There appears to be a possibility that this requirement may need apply, i.e. for the installation of non opaque windows, depending on the distance from the external facing wall and the boundary of the property.

There may be a provision in the code, mentioned at our meeting, that if an "overlooking" window was 4.5 metres or more from a common boundary, then the provision for privacy in the form of opaque and fixed windows may not be required.

Could you please confirm that the provision of opaque and fixed windows will be required for all facing windows on the south side of the development, regardless of the set back from the common boundary?

Location of bin storage areas

We are particularly concerned about the location of the bin storage areas on the southern boundary of the proposed development, which abuts the common boundary (with 29 Connaught Street).

This is a totally unacceptable location for any bin storage areas, because of the proximity of the kitchen and outdoor living areas associated with each of the four properties at 29 Connaught Street, because of the likely presence of flies and vermin, the smell and general nuisance that will occur from the presence food scraps etc. There will also be high levels of noise associated with people accessing and dumping waste into the bins during the day and at evenings.

Another key concern regarding the inadequate design for the proposed location of the bins is of how the council's rubbish trucks will be able to access them, which will include the noise of them being emptied and the noise associated with vehicles manoeuvring to get close to the bins.

A further concern relates to when after the bins have been emptied, if this occurs on the site, as the emptied bins will pose a real traffic hazard for residents' access the units on the site of the development.

If the bins can only be emptied on the street verge, this will be a real and substantial issue. At present there are recurrent difficulties with the placement on the verge of rubbish bins associated with 27 and 29 Connaught Street - there being about eight households involved. As each household has 2 bins, ie one for normal rubbish and one for recyclables, this means there are large numbers of bins placed on very constrained verge and footpath areas. In addition, bins are placed on the verge for the houses located in Barrington Street.

It is our strong belief that addition of the bins of a further 10 households (ie 20 bins) will pose a major ongoing problem, if these are placed in the street verges in either Barrington or Connaught Streets. There is very limited verge space for the placement of up to a further 20 bins from 31 Connaught Street, as the driveway from 29 Connaught Street forms a T

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**

intersection with Barrington Street with only a section of footpath in front of 27 Connaught Street which is used by both numbers 27 and 29 for bin placement on rubbish collection day.

Furthermore, because there are driveways from both sets of dwellings on the other two sides of the intersection in Barrington Street, this is insufficient additional verge that could be used to place bins on collection days.

We would strongly urge you to consider making it a requirement of the development that a specific purpose bin storage area, fully accessible by the council's trucks, be established within 31 Connaught Street. The most obvious place for this is at the foot of the driveway, that extends northwards into the property, beyond the intersection of 31 Connaught Street, along the eastern boundary of Lot 500.

Traffic management

There did not appear to be a traffic management plan provided with the development. We believe that this is a fundamental issue given the scale of the proposed 10 unit development at 31 Connaught Street.

There have been recurrent and ongoing difficulties with parking along the kerbs in Barrington and Connaught Streets. Indeed, you may be aware that last year the Council adopted a plan to reduce the number of prescribed parking areas in Barrington Street. As the majority of the houses in Barrington Street do not have off street parking, this results in considerable difficulties for residents and visitors parking close to existing residences.

The presence of a development with 10 units is clearly going to result in real and appreciable difficulties involving parking in the area, as in spite of the aspirational concept that visitors to the area should catch public transport rather than drive, there is going to be substantial numbers of vehicles of visitors to the units at 31 Connaught Street looking for parking.

The presence of visitors looking for parking is not only a problem at night time, but also during the day (eg visiting trades people).

Intersection of Barrington and Connaught Streets

The proposed development occurs at the northerly side of a ninety degree "L" intersection, which will thereby covert this corner into a "T" intersection, as vehicles will drive through the "intersection" along Connaught Street in a northerly direct into the complex of units at 31 Connaught Street.

There will be a number of real serious traffic hazards due to how the driveway/access road from 31 Connaught St will join the current Barrington and Connaught Street "L" intersection such as -

- the driveway out of 31 Connaught St is a blind driveway because of the presence of letterboxes and an established garden in the verge area on the right hand (western) side associated with street aspect of 29 Connaught Street,
- the driveway out of 31 Connaught St will have a blind side on the left hand side due to the construction of the two storey townhouses with masonry/brick fences on the north eastern corner,
- the driveway from 31 Connaught St will involve a ramp because the land drops down into the Lot 500,

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**

- the presence of a ramp will mean that vehicles will need to accelerate to successfully depart from 31 Connaught Street,
- vehicles being driven up the “ramp-like” entry will have to be driven with considerable skill, as whilst they will be travelling at some speed to climb the ramp, they will then need to brake and reduce speed in order to safely enter the intersection of Barrington and Connaught Streets; and
- vehicles crossing into the intersection will need to ascertain the presence of moving vehicles on the street, by inclusion of additional safety devices, such as a raised “bump”, proper placement of signage and/or the installation of convex mirrors, due to the existence of blind spots as noted.

We would like to have further consideration of these impacts as outlined above in the nature of a specific investigation of the layout of the hazards noted and would request that additional measures need to be an integral part of the conditions for approval.

Traffic management - construction vehicles

It is our experience that the presence of construction activities results in the ongoing presence of a variety of large vehicles used by trade persons, who over the course of a day need to access a building and construction site. This can extend over many months, due to the need for different tradespersons to work on the site at relevant stages.

As has already been noted, severe parking restrictions have been instituted in the Barrington and Connaught Street area around the development zone. These restrictions will cause ongoing difficulties as construction-related vehicles need to be able to enter the construction area to facilitate loading and off loading of materials etc.

We are particularly concerned about the magnitude of impact that construction vehicles will have throughout the construction phase of 31 Connaught Street, in terms of deliveries and the parking of vehicles used by the construction personnel.

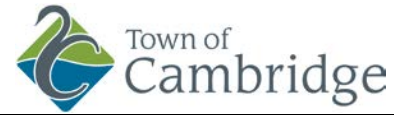
There is clearly very little room at the moment in the street layout around this part of West Leederville, for large trucks delivering loads of concrete, metal, brick, lintels etc and a range of earth moving and building machinery to readily get into and out of the site. The presence of such vehicles will result in significant disruption to existing residents being able to access the area throughout the day.

We would appreciate that this matter be given close attention at the approval stage, to ensure that the project, if were to go ahead in its present form, does not cause major difficulties that will impact on residents and which will extend over many months.

To avoid these problems, we would request that a specific and detailed traffic management plan be required as part of the approval process.

Character of the suburb

We have concerns about the impact of the development with respect to its conformity to the general aesthetic and appearance of dwellings in the Barrington and Connaught street area. There is a mix of dwellings, with the more recent modern buildings being well designed and including good quality facades and garden areas, which enhance the aesthetic of the area generally.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**

Whilst the code may not specifically prescribe the appearance of a development, it is our view that the proposed development falls below the generally established standard and quality of design that currently exists.

The presence of a sub-standard development would also be of some concern, as the development as proposed could impact negatively on the values of established dwellings.

Social impact of the development

There is a realistic prospect that as the proposed 10 unit development will be more attractive to the rental market rather than home owners and occupiers.

This concern is indicated that as the units are only two bedroom dwellings, this could facilitate undesirable social impacts associated with turnover of tenants and insufficient security measures.

Submission 9 (No. 8 Connaught Street)

We are against the development at 31 Connaught Street.

This is a small little street and it won't be the right thing to build a multi unit development at this little street where is only single houses.

Parking spaces is already an issue here, we struggle at it is to find a parking space now.

It is a very quiet street, we would like it to remind like this.

Submission 10 (No. 14 Connaught Street)

I would like to voice my concerns about the proposed new development on Connaught St. I have been advised this will be for 10 units. This will have devastating effect on our street's safety and parking. I live at number 14 Connaught st and already there is not enough parking and with the infilling that has already occurred over the last 10 years there has been a marked increase in the traffic volume. This has a direct impact on our children's safety.

There are other issues, including the placement of rubbish bins. I'm sure another 20 bins will be hard to find places for on the side of our little street. Please take into consideration how the existing residence of Connaught St and Barrington St feel about this ridiculous and selfish decision.

Submission 11 (No. 15 Connaught Street)

We have been informed of the proposed development at 31 Connaught Street, West Leederville. According to our information it is a multi unit development (10 units).

We object to this for the following reasons:

- Traffic congestion
- Further restriction on already very limited street parking
- Further reduction of vegetation
- Problem posed by bin and verge side rubbish collection.
- Increased through traffic in a constricted area; a narrow street with two corners to negotiate.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**

Does this development exceed the current zoning density code?

In any case, we would strongly object to any building height exceeding two storeys.

Submission 12 (No. 15a Connaught Street)

We would like to strongly oppose the building of 10 units at 31 Connaught St. West Leederville. The parking in this street is dreadful as it is. If we have a dinner party or even just a visitor it is very hard to find a parking space as it is. I spoke to the traffic manager last year and he came to the street with the Ranger and agreed the parking situation was very bad. I do remember him saying that permission for the existing home units already here would not get approval now as there wasn't enough parking space as now exists. I even made the suggestion that the street should be one way.

There has been a continual battle about this issue for the last 14 years.

Please understand that it would be traffic chaos on this street and surrounding streets.

There are already too many units in this area and the streets are too narrow to accommodate additional parking.

Hoping good sense prevails on this matter.

Submission 13 (No. 15b Connaught Street)

I would like to make it clear that we believe that the size of this development would be totally inappropriate for the following reasons.

Visitor parking in Connaught St is not available at the moment 95% of the time and all the adjoining streets have the same problem.

We have lived at 15b Connaught St for the past 14 years and as other properties have been developed over time the limited parking that was available has disappeared.

The traffic volume coming in and out of such a small street would increase significantly with the added danger to children with the two blind bends on such a narrow street.

There would be a major problem with rubbish removal as anyone who has driven past this address on a Thursday would be aware that the units next door have bins that extend down to the corner when the recycling bins are out.

It is in my opinion that it would be unacceptable for such a large number of bins [20] to extend past the adjoining properties even if space was available.

For this development to be approved without space on the property been allocated for a large number of visitors bays and room made onsite for rubbish management would not be fair on the large number of households that would be affected in the adjoining streets.

Submission 14 (No. 17 Connaught Street)

I'm writing to express my concern and objection to the above application.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE**

This street is very narrow, which already requires some careful negotiation. It has very little street parking as it is and a development such as this will only add to the congestion. I would suggest that a development such as this could almost make negotiation of the street dangerous.

Because of the shape of the street there is already a problem for the Waste Removal trucks. At our end of the street all the bins for the houses immediately around us have to be put outside our verge for collection simply because there is no alternative area to place them that would be accessible to the trucks that handle them.

This is an old street in the area (the original part of our home was built in the 1930s I believe), it is just not designed, nor does it allow for the higher density of traffic that would occur if this development were to be allowed.

Submissions 15 & 16 (No. 25 Connaught Street)Submission 1

I am writing to strenuously object to planning permission being given for 10 units to be built at 31 Connaught St. I live at no 25 and find it extremely difficult to get out of my driveway at present because of the visitors parking. There are a number of town houses already here with no visitors parking and so the street is often congested.

I suggest you take the time to talk to some of your rate payers in the street about these concerns and the reality of living here.

Submission 2a

I, as a resident of the street am STRONGLY against such a proposal. There are a number of town houses here and the over spill with full occupancy ,let alone visitors etc, means the no parking restrictions ,which are in place because of the restricted access to the townhouses, means often I struggle to get in and out of my of my own property. 10 more with 2 cars a piece and blow ins overnight and weekends will make the street hell.

I strongly suggest that before you decide on this you come and speak to your rate payers and take a good look at parking, access and the general state of the streets that will be affected.

I'm sure 10 more rate payers is soooo attractive to the council and existing ones and their quality of life you have little interest in.

Submission 2b

I have already written to you in regard to 31 Connaught and the proposed plans. This is our street tonight, all these cars are in no parking areas, 2 right opposite my drive. On walking my dog home 2 cars had to turn around as they could not pass between these cars.

So please think about the impact on residence in the street.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE****Submission 17 (No. 27A Connaught Street)**

As a long term resident of Connaught Street I am strongly opposed to the planned 10 unit development of 31 Connaught Street. At present there are already issues related to parking, rubbish bin collection and difficulties with tradesman working in the area.

A ten unit development will only exacerbate these problems and put enormous pressure on the current residents of the area. The pressures of the construction phase of this proposed development would create enormous traffic, parking and bin collection problems.

Submission 18 (No. 27D Connaught Street)

I have lived on Connaught Street for the past 4 years, and over this period I have never seen a day go by where the lack of "visitor" parking has not been an issue.

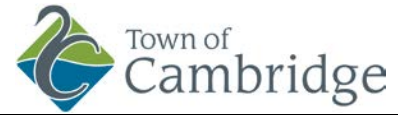
A house on Connaught St recently had some renovations completed, the 2 contractors working onsite had nowhere to park their vehicles legally, constantly parking on verges opposite driveways or partially across driveways, this was a short term issue and we knew it would be finished within a month or so, but it still caused access problems to and from my property, as well as issue for the waste collection services having to continually request the contractor vehicles be moved simply so they could continue down the street.

Developing number 31 with 10 units will no doubt add to extra vehicles looking for street parking that is already at a premium and will cause further congestion issues for the residence and service vehicles.

Waste bins road side pick up space is already at capacity for the street, the roadside space available currently for number 31 is enough for 2 bins, number 29 already place their bins in front of number 27 due to their frontage being mainly driveway. I cannot see where another 20 bins will be placed on the street unless there is a proposal for the waste truck to empty the bins somewhere from within the property.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV15.2 - LOT 500 (NO. 31) CONNAUGHT STREET, WEST LEEDERVILLE

I am not opposed to a multi-unit development of 31 Connaught St, but I am opposed to a proposal with lack of adequate onsite resident and visitor parking and little consideration of waste management space.

I personally cannot see this site accommodating any more than 5 dwellings.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.3 - Lot 8 (No. 52) Oxford Close, West Leederville****APPLICANT'S JUSTIFICATION**

Hospitalised cats do not create discernible noise pollution.

Facility will operate on a strictly "appointment only" basis, thus traffic and parking will be minimised.

There will be less opening hours and odour pollution than a general vet practice.

There will be a maximum of 3 employees at any one time and it is envisaged they will seek paid on-street parking for the duration of the day to allow customers to utilize the existing 3 parking bays on the site.

The existing car parking area and access will remain fully sealed and drained in accordance with the Town's requirements and specifications.

There are a number of on-street bays in Oxford Close as well as on-street parking on both sides of nearby Harrogate Street.

The parking shortfall remain unchanged from the previous use of Consulting Rooms.

NEIGHBOUR COMMENT

2/15A Harrogate Street:

The parking shortfall is a concern as we have numerous unauthorised vehicles using our parking lot already, which forces us or our customers to use street parking.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.4 - LOTS 30 AND 12 (NO. 2) ROSSLYN STREET, WEST LEEDERVILLE****APPLICANT'S JUSTIFICATION**Original plans

On behalf of Workhouse Investments, I am submitting this letter to outline the proposed additions to an existing commercial property located at: 2 Rosslyn Street, West Leederville. The existing building is a converted federation style house with an existing attached rear addition currently being used as an office.

The proposed addition is a very sleek/modern style to the rear of the traditional styled house in front. We believe this to be the best option rather than trying to copy a traditional style building as a "Mock" federation effort. We are intending to use on the proposed additions: mixed materials of face brick to match existing, painted brickwork or rendered walls and Ultra-Bond cladding.

The height of the proposed building is approx. 7m high and therefore well under the maximum height allowance noted in the Council Policy 6.5 Precinct P5 allows for. The site currently has one parking bay at the front and 5 car bays at the rear accessing off the side laneway (Harms Lane).

The proposal maintains the same footprint on the ground floor, except that the rear bays will be covered by a proposed second storey addition. The rear bays have been reduced to 4 bays due to a disabled bay requirement. The added upper floor area using the Council car parking ratio of 1 bay per 30m² would calculate to approx. 9 car bays. Therefore this proposal is 4 bays short.

We would like to point out that the West Leederville train station is located within 100m from this site and there are major bus routes on Cambridge Street nearby as well.

If Council requires, there will be room for future bike racks to the front of the building. The Owners proposes shower facilities and lockers for people using this building, who wish to use bike transport. We seek Council discretion for the lack of bays as per your Council policy.

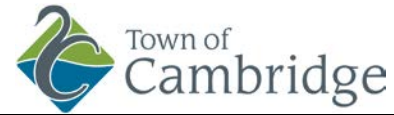
Also please note that, all the windows from the proposed upper floor office addition is facing away from the residence to the North of this site and therefore comply with any overlooking issues.

Amended plans

Please see attached the amended drawings and Property information for the car parking requirements of 2 Rosslyn St. West Leederville. We have indicated 5 bike racks, 8 x lockers internally, a new (26.5m²) enclosed Lunchroom/Kitchen area on the upper floor which will reduce the calculated leasable area for car parking requirements.

Regarding the bin areas, we have designed 4 x bins in a discrete area that is not exposed to the street or ROW. We prefer this option. The Owner of the property will have a designated staff person to bring out the bins to the street on rubbish collection day and remove them again.

We hope Council agrees with this option.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.5 - Lot 580 (No. 69) Grantham Street, Wembley****APPLICANT'S JUSTIFICATION**

In comparison with the recent tenancy the medical offices have:

- a) fewer back room administration staff
- b) fewer staff movements involving driving to meet clients, etc.
- c) shorter opening hours
- d) small numbers of visiting clients which are easily accommodated by the 11 designated parking bays
- e) close proximity to public transport frequently used by clients
- f) the Code of Conduct governing medical practices prohibits flashy lights, signs or promotions
- g) a muted and tasteful brand presence
- h) negligible impact on surrounding residences through noise, lights, congestion or parking issues.

The Town has a strong medical and specialist presence and identity and this medical consultancy would be congruent with currently accepted usages of space and more fitting with the area than the previous insurance company.

The medical industry is relatively stable and we have a long lease (up to 21 years) allowing us to develop and grow with the area and build a longstanding relationship with the community.

The medical offices specialise in occupational and travel medicine consultancy, including vaccinations and screenings to individuals and businesses in Western Australia, not general practice. As such, there will be a low volume of traffic and all consultations will be by appointment only. Appointments are a minimum of 30 minutes and there will be approximately 12-15 consultations each day.

NEIGHBOUR COMMENT

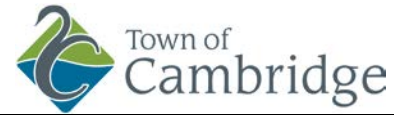
58 Keane Street:

The current parking situation caused by the existing offices is at times intolerable and dangerous. Cars are often parked on both sides of the road on Keane Street and span from the Grantham Street intersection back past number 53 Keane Street, making it almost impossible to get through Keane Street or reverse out of our driveway safely.

Safety is also a real concern when traffic enters Keane Street from Grantham, while traffic travelling in the opposite direction is forced to duck in and out of parked cars attempting to weave their way along Keane Street.

Prior to any changes being approved for medical rooms, which is likely to yet again increase the volume of traffic on Keane Street, it would be appreciated if the council could implement some additional traffic and parking controls in and around the intersection of Grantham and Keane. Perhaps there is an opportunity to deploy no-parking signs, effective only during business hours on the east side of Keane Street. This would at least allow traffic to safely traverse Keane without possible incident and also allow safe reversing out of our driveways onto Keane Street.

In point of fact, it would be appreciated if these controls could be implemented now as they are duly warranted

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.6 - Lot 1 (No. 426A) Cambridge Street, Floreat****APPLICANT'S JUSTIFICATION**

The design consists of an elegant and timeless residence, which takes cues from traditional courtyard houses, providing privacy while engaging with the street by means of a front veranda with major openings facing the front garden. Simple, earthy materials such as rammed walls and timber joinery will complement the subtle design and create a quality background to the vegetated front garden.

The design contributes to the streetscape by removing car-parking facilities from the front setback and placing them along the side of the house. It also creates an un-encumbered front garden between the house and the street. The house itself features a visually permeable front veranda as a means of access with two major openings for street surveillance and interaction.

Street Surveillance:

The design exceeds street surveillance standards required by the R-Codes and meets the objectives of the Town's policy. The occupants can clearly see out from each front room to survey the portion of street in front of the house. Additionally, the major openings have been positioned at the end of each hallway to allow full line of sight for occupants as they move in and between rooms.

Please refer to the cone of vision diagrams (D01 - D03) to see that the "reduction" in viewing area from having the window recessed is less than 5%, which should be considered negligible. The recess also obviates the need to install solid blinds, allowing increased, constant street surveillance.

The inbuilt wardrobe is a joinery cabinet next to the window. The small portion of protruding wall is not a walk-in robe but rather an acoustic buffer to protect the head of the bed from road noise and grant a small amount of privacy to certain locations in the room. It is calculated that the percentage of the bedroom with direct views to the street is 82%, in addition to the line of sight down the hallway to the far end of the house.

Rear Setback:

The reduced setback has no adverse or detrimental effect on any neighbouring property, since the neighbouring garage is built on the boundary and has no windows. A small portion of the rear wall abuts the neighbour's garage due mainly to the irregular outline of the rear boundary.

Side Setback:

Thick vegetation along the boundary will be retained. All living and entertaining alfresco areas of the adjoining property are located to the north and will not be impacted. The proposed dwelling is a single storey (3.5m high) for the majority of the setback. The neighbours indicated they had no objections.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.7 - Lot 166 (No. 38) Talgarth Way, City Beach****APPLICANT'S JUSTIFICATION**

1. *The existing tiled roof garage measures a 800mm setback from the northern western corner whereas the proposed dwelling shows 1300m. A further comfortable offset to the benefit of the adjoining owners.*
2. *Main bedroom setback to remain at 1651mm at the most extreme corner point. Windows shown are open to overlooking on non-sensitive areas which includes a tiled roof of the residence on Lot 167 and a heavily landscaped backyard. The house has been lowered by 499mm which further reduces overlooking issues.*
3. *The rear neighbour is substantially setback from the boundary fence. There are no overlooking issues from the ground floor level or the upper floor level even with a setback of 5.9 and not 6.0 metres.*
4. *The total building has been lowered by 499mm. The chimney feature has also been reduced although this has been noted to not be part of the building proper.*
5. *Overlooking to Lot 167 is over a tile roof and heavily landscaped areas. The corner in question will only be used for a TV cabinet at the main bed will well out of the way for visual intrusion or overlooking.*
6. *Study window - there is no serious visual intrusion into Lot 165 noting that seating is not directed to the window.*
7. *Upper storey dining room - overlooking is over the tiled roof a non-sensitive front yard of Lot 167.*
8. *Piano room - the visual encroachment is not over a sensitive area to Lot 165. The visual focus of this room is over to the coastline and not the adjoining property.*
9. *Upper storey balcony - overlooking it on to a non-sensitive front yard area.*

NEIGHBOUR COMMENTSubmission One (No. 16 Talgarth Way)

Disagree with the proposal due the height being 1.79 metres from the maximum permissible. I feel this would affect the ocean view and block other houses. In addition this may result in an increasing height of houses built in that area if this were permitted.

Submission Two (No. 36 Talgarth Way)

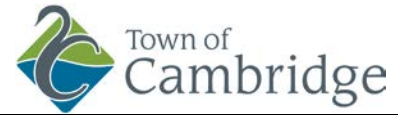
Strongest objection to the proposed overlooking extending from the new dwelling over my property and raise a number of concerns regarding the negative impacts the Town's approval of the overlooking is likely to have on the current amenity of my property.

The cone of vision from the various major openings for the new dwelling intrude over the outdoor living area of the existing dwelling and compromise the visual privacy of this important space. Portions of the cone of vision intrude upon the major openings to habitable rooms within the existing dwelling at No. 36 Talgarth Way. The cone of vision from various major openings intrudes over the northern portion of our property which is the prime location of an outdoor living area given the north orientation. As such protection of this area in terms of privacy is imperative.

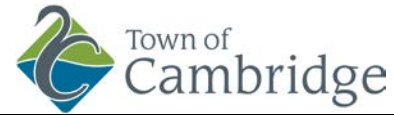
It is contended that any future redevelopment of No. 36 Talgarth Way will result in the outdoor living area being located within the northern portion of the property to the source the northern winter sun. As such it is imperative that this portion of the property be protected. There is still significant scope at this stage for the proposed development to be redesigned to ensure that the windows are suitable located or screened so as to avoid overlooking and

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment

**DV15.7 - Lot 166 (No. 38) Talgarth Way, City Beach**

protect the privacy of existing dwelling. It is contended that screening of the non-compliant windows will not have an adverse impact on the anticipated outlook from the proposed new dwelling towards the Indian Ocean.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.8 - Lot 1 (No. 18C) Clune Avenue, West Leederville****APPLICANT'S JUSTIFICATION**

The applicant seeks Council's discretion with regards to the wall height as we believe the proposed design meets the relevant design principles of the R-Codes for building height 5.1.6 (P6).

The proposed development has been thoughtfully designed with the surrounding development in mind and creates no adverse impact on the amenity of the adjoining properties or the streetscape. The proposed design is appropriately scaled and is sympathetic to the scale of the street and the surrounding buildings. This is demonstrated in the Streetscape elevation. The top of the parapet on the neighbouring property (18b) sits approx. 30mm higher than the underside of our eaves.

Please also take into consideration that the natural ground level at the front boundary of 18b is approx. 1 m lower than our natural ground level. We have minimised the bulk by having a low roof pitch which when standing from the street - is not visible (please refer to 3D images provided). As the proposed development complies with the overshadowing requirements and does not cast any shadows onto neighbouring properties. It demonstrates the proposed wall height still allows adequate access to direct sun into buildings and appurtenant open spaces.

Also, there are no major openings on neighbouring properties that would lose any daylight with the proposed design.

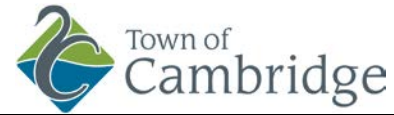
NEIGHBOUR COMMENT

Our house at 10 Gibney Vista enjoyed sweeping uninterrupted views of Lake Monger, prior to the development of the previous property, a single story dwelling that occupied the site, which will now have 3 town houses. Consequently, our dwelling has panoramic glass windows from our living areas, and an extensive veranda overlooking this site. We have lived at the property for the last 15 years,

Two of the three properties have been developed, and we retain a view of the horizon on the other side of Lake Monger above those houses, which we are keen to preserve. (Picture attached).

The Lot 117 proposal would be at a height which would prevent this as a consequence of the roof being higher than its neighbours and above this horizon line. This would be a significant adverse impact on our amenity.

I assume as we were not notified by the Town of any non compliance of properties 18A and 18B that they are within code. I trust therefore that the Town will not allow this non compliance with the maximum wall height for Lot 117.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.9 - Lot 123 (No. 28) Sudbury Way, City Beach****APPLICANT'S JUSTIFICATION***Side Setbacks*

We have omitted the major openings along the eastern side to abate setback and visual privacy variations. The minor setback variations have an insignificant impact on the property to the east. The canopy element is constructed from lightweight perforated cladding which will significantly reduce the impact of bulk and scale. We are happy to setback walls from the western boundary further in order to comply.

Rear setback

The minimum required setback for the proposed dwelling from the rear (northern) boundary is 6.0 metres. With the site backing onto the adjoining park, the proposed design utilises as reduced setback of four metres as outlined under Section C3.1 of the R Codes. It should be noted that the northern corner of the proposed development has been setback 6 metres from the rear boundary to ensure the impact of building mass is reduced with respect to the eastern adjoining property. Parts of the proposed development that project through the 6 metre setback have been intentionally planned to make more effective use of space for outdoor living areas. The open alfresco and pool deck areas at the upper levels will have an insignificant impact on overshadowing and view corridors to the adjacent lots.

Fencing

We have revised the plans to show compliant fencing within the front setback area. We have also reduced the height of solid fencing facing the reserve at the rear and accommodated the 4:1 fencing as per the Towns' policy. We are seeking a minor concession on heights due to the existing levels at the extreme north western and north eastern corners presenting a security concern and as the heights of the retaining all on the north western corner already exceeding those allowable and lowering these levels is likely to impact the adjacent lot. In addition there are already many properties that do not conform and we argue that our upgrading improves the existing with a minor variation to heights.

Fill

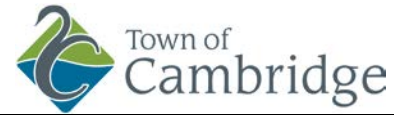
The site has had levels reduced previously to construct the existing single storey residence. The levels across the site are not uniform and there will ultimately be some degree of fill to avoid multiple split levels and stairs. The applicant will have their elderly mother living with them and introducing extensive stairs throughout the ground floor is not desirable. The design incorporates ramps and terraced landscaping to reduce levels around the site and work with the existing cross fall.

Visual privacy

We would like a concession regarding this given the impact areas of the adjacent property is minimal and the majority of the impacted area is garden space.

Building Height

The neighbours objections primarily concerned with an existing view corridor that cannot be owned. The variation is only 300mm along their boundary as no impact on the actual view

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.9 - Lot 123 (No. 28) Sudbury Way, City Beach**

corridor. Our site has been reduced previously and is not consistent with the terraced street and adjoining property ground levels.

NEIGHBOUR COMMENTSubmission One (No. 26 Sudbury Way)

The impacts that the proposed development will have on our site area a result of the cumulative impact of various to deemed to comply standards of the R Codes in respect of building height, site fill and associated retaining, inadequate side setbacks, rear boundary fencing and privacy issues.

Many of the issues are as a result of the height of the structures of the proposed development being higher than the eastern affected property although the natural slope of the land results in the eastern property being at a higher natural ground level than the development site. The design of the proposed development generally has n regard to the design of the house on the neighbouring property and represents the development seeking to intervene with the area's topography to maximise their own views without consideration for and to the detriment of others. The design introduces excessive height, bulk and scale in close proximity to the affected property.

The proposal seeks approval for rear boundary fencing and side boundary fencing within the rear setback area that does not meet policy requirements and which will compromise the ability for both sites to provide adequate causal surveillance over the public open space at the rear.

Building Height

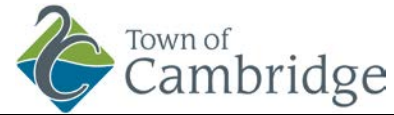
The proposed overheight building will have negative impacts on the streetscape and even more significant impacts on the expansive ocean views of significance from our property. As such, the impact is detrimental, creates an adverse impact on amenity, does not meet design principles and cannot be supported.

Rear boundary fencing

The fencing to the rear boundary is significantly overheight with solid components to the rear boundary up to 1.5 metres in height and 1.8 to 2.5 metres alongside boundaries. The proposed boundary fencing represents an attempt by the proposed development to privatise the open space areas at the rear of the development and does not contribute to making the public open space area to the rear safer through an appropriate level of causal surveillance.

Boundary setbacks

The proposal significantly impacts our property in terms of the overwhelming building bulk of walls associated with the alfresco area, kitchen, sculler and stairwell. These impacts area derivative of excessive and unnecessary site fill causing increasing wall heights in association with proposed overdevelopment pushing building bulk unnecessarily close to the boundary. This will block desirable solar access to the west in winter and cooling south-west to westerly breezes in summer. Due to the position of openings in the alfresco area, this causes a cone of vision privacy encroachment to the north western corner of our property. The proposal consequently does not meet relevant design principles and cannot be supported.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.9 - Lot 123 (No. 28) Sudbury Way, City Beach***Site works and retaining walls*

Significant fill in excess of 1 metre in height is proposed at various points within the development site including under the proposed dwelling and within 1 metre of the northern and eastern property boundaries. The proposed fill levels and associated retaining directly relate to non-compliance with building height and boundary setbacks.

Visual privacy

The required cone of vision for the major north facing opening to the alfresco area appears to encroach slightly into the north western corner of the adjoining property and may not meet the relevant design principles.

Side boundary fencing

A further concern with the development is that it appears to be seeking tacit approval for side boundary fencing (dividing fences) to the property that go well beyond what could be considered to be reasonable or even necessary to achieve adequate separation and privacy between the two properties. The approval of any side boundary fencing associated with this development is objected to in the strongest possible terms. Modifications to boundary fencing are civil matters to be negotiated between the two landowners.

Submission Two (No. 30 Sudbury Way)

We had a productive meeting with the applicant to resolve the non compliance issues raised by Town of Cambridge in a letter to ourselves on his proposed new house on 28 Sudbury Way, City Beach. These non compliant issues raised are also annotated on the attached plan of the upper floor development.

With reference to the plan, the applicant has agreed to:

- 1. Make the adjacent upper floor side setback compliant by moving in relative walls by 200mm and 300mm (annotated and marked pink and orange respectively) on the plan to comply,*
- 2. Visual privacy variation marked on the plan; necessary screenage to be mutually agreed and added to our satisfaction to comply,*
- 3. Lastly, overall height area in yellow on plan will still remain non compliant. But, we have no objection on this matter as it will not affect our upstairs area.*

DV15.10 - Lot 44 (No. 23) Branksome Gardens, City Beach

APPLICANT'S JUSTIFICATION

Following meetings with the neighbour - Ian (21 Branksome Gardens on Saturday and again on Sunday)

The revisions "E" are as follows:

Upper floor set back 3.3M in North Western corner of property as agreed with planning officers.

Ground floor also set back 3.3M in North Western corner of property as requested by neighbour.

Northern Light Court increased in width to 4.3M reducing wall length to max 8.7M with 3M setback.

Reduced height of Pool Room by 345mm i.e glazing from 2745mm to 2400mm and flat roof accordingly as requested by neighbour.

Reduced extent of glazing to northern elevation of Pool Room as requested by neighbour

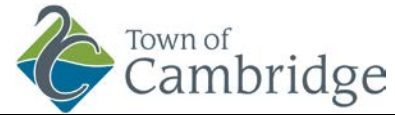
Set back balcony/ terrace approx. 750-600mm as requested by neighbour.

Increase height to section of fence to Northern Boundary as previously submitted at no expense to neighbour.

The other items of concern raised by the neighbour in his correspondence have been addressed previously to his satisfaction in REV C 24.11.14 and REV D 28.11.14

We trust that these further amendments can be considered an "acceptable" solution.

We have worked hard with TOC Planning Dept and the neighbours to agree a mutually acceptable design solution which we agree exceeds the requirements of the "R Codes".

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.11 - Lot 170 (No. 46) Talgarth Way, City Beach****APPLICANT'S JUSTIFICATION**

The proposed additions have been designed in keeping with the character and style of the existing residence.

The roof pitch and Colorbond custom orb cladding will match the existing residence.

The upper floor additions will be built over the central part of the existing home to balance the scale of the additions in proportion to the size of the existing residence and minimise impact on the adjoining neighbours. The design reduces overshadowing, solar access and visual privacy impact on the adjoining properties.

All windows facing the side boundaries will be highlight, obscure glass or setback sufficiently as to allow visual privacy to the adjoining lots.

The ground levels at the front of the residence are lower than normal due to the sloping natural ground level and the undercroft garage. The proposed building height is consistent with the heights of the existing residences in the street and locality as indicated in the elevation drawings.

The design will have minimal impact on the streetscape and the amenity of the adjoining neighbours.

NEIGHBOUR COMMENT

48 Talgarth Way (Northern Side):

The proposed height will result in a massive towering building which will dwarf the neighbouring buildings and make it unsightly.

8 Talgarth Way (Rear):

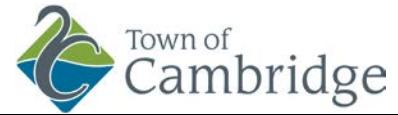
The proposed upper storey addition will significantly impact the ocean views and the value of the home. The entire view of the ocean from downstairs will be lost as well as a significant portion from the upstairs.

The pitch of the roof seems excessively steep and raises the height even further. The surface area is increased and is like having a large wall put up at visual height.

The current roof is extremely reflective and having the additions retain the same colour will cause excessive glare to the adjoining properties.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment

**DV15.12 - Lot 809 (No. 1) Turriff Road, Floreat****APPLICANT'S JUSTIFICATION**

The setback reduction was approved by Council on the previous plan and the same reasons apply to this application. Consideration should also be given that the balcony is open on 3 sides and covers only 20% of the Pearson Place façade.

The height variation is a very minor 200mm.

NEIGHBOUR COMMENT

No submissions received.

ATTACHMENT:**Summary of Applicant's Justification
and Neighbour Comment****DV15.13 - Lot 341 (No. 2) Tumut Road, City Beach****APPLICANT'S JUSTIFICATION**

It is proposed for this equipment to eventually make its way to the service deck where it can be arranged in an orderly fashion for ease and safety of maintenance / servicing and better spacing for ventilation performance. Currently all garden care and maintenance service has to traffic through the house, causing associated challenges. This also applies to the lower 'ground level' terrace as there is no external access to gardens due to the rapid ground elevations / contours making everything high off the surrounding paths. It's not practical or safe for the gardeners to use ladders.

Screening: The service deck to which these stairs are intended to access as it stands now has been finished off as a neat and visually screened area. Screening is provided by the landscaping around its perimeter, which is in turn backed with a full perimeter balustrade (not visible from the street) to provide safety during garden maintenance and servicing.

Noise: Plant and equipment (refrigeration and filtration units) have been somewhat hastily and haphazardly applied to the lower wall face at ground level as conclusions on the higher level were not reached within the time of building. Current location is unsightly, servicing access is not ideal in some cases, and performance will be much improved by relocation. Noise reduction/dissipation will be significantly improved as sound emissions are lost to the open air rather than being deflected off neighbouring high walls as is currently the case.

Balustrade: The balustrade was erected to provide safety to trades and maintenance staff on the roof and was a requirement recommended by the builder during construction.

The service stairs with equipment up on the deck is looking to be a good practical and tidy fix for the above issues. All consideration has been given to ensure good design and safety and to work within building code requirements for these proposed additions.

NEIGHBOUR COMMENT

The current refrigeration and air conditioning equipment on the side of the building is quite loud, even with the windows closed. Our concerns regarding the proposed moving of the units and building of the staircase are:

1. Will moving all these units to a position closer to our bedrooms cause the noise levels to become even more unbearable?
2. What guarantee do we have that the machines will actually be shifted after the stairs are completed?
3. We feel our privacy is at risk again.

If the homeowner chose to insulate the units after they were moved to the roof deck ensuring the current noise level is reduced considerably then we would not oppose the stairs being constructed so close to our boundary. However, we are extremely concerned that if approval is given without reasonable conditions, our current situation is likely to become even worse.

TOWN OF CAMBRIDGE

TOWN PLANNING SCHEME NO.1

AMENDMENT NO. 31

MINISTER FOR PLANNING

PROPOSAL TO AMEND A TOWN PLANNING SCHEME

- 1. Local Authority:** Town of Cambridge
- 2. Description of Town Planning Scheme:** Town Planning Scheme No. 1
- 3. Type of Scheme:** District Zoning Scheme
- 4. Serial No. of Amendment:** 31
- 5. Proposal:**
 - 1. That:-**
 - (i)** Pursuant to Part 5 of the Planning and Development Act 2005, Council resolves to initiate an Amendment to the Town of Cambridge Planning Scheme No. 1 to introduce the following additional uses in Schedule 2 - Additional Uses of the Scheme Text as follows:-
 - (a)** include Additional Use (A9) for "grouped dwelling" for designated corner lots in the Residential Zone within the City Beach and Floreat Precincts, to allow for two dwellings or three single storey dwellings;
 - (b)** include Additional Use (A10) for "multiple dwelling" for lots zoned Residential R12.5, R15 and R20 in the City Beach and Floreat Precincts, to allow for the Manor House housing option; and

- (c) include Additional Use (A11) for "multiple dwelling" for lots in the Residential Zone adjoining Cambridge Street and Oceanic Drive, Floreat between Selby Street and Brookdale Park and Sunnyside Street to allow for the Cambridge Street apartment housing option.
- (ii) Schedule 2 in the Town Planning Scheme No. 1 be amended to include Development Standards and Conditions for the additional uses;
- (iii) Amend Clause 12 *Zoning Table* to add notes "Grouped and multiple dwellings may be permitted on Residential R12.5 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;" and "Multiple dwellings may be permitted on Residential R15 and R20 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;"
- (iv) Amend Clause 20 *Special Application of Residential Planning Codes* to delete sub-clauses (1), (2) and (3) and renumber the sub-clauses accordingly;
- (v) Amend Clause 39 *Determination of Non-Complying Applications for Planning Approval* by adding clause that specifies Council shall not grant planning approval for a non-complying application for an additional use specified in Items A9, A10 or A11 of Schedule 2"; and
- (vi) Amend the Scheme Map accordingly.

FORM 1C

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

TOWN OF CAMBRIDGE

TOWN PLANNING SCHEME NO. 1

AMENDMENT NO. 31

Resolved that the Council in pursuance of Section 75 of the Planning and Development Act 2005, initiate an amendment to the Town of Cambridge Town Planning Scheme No. 1 as follows:

(i) Insert Additional Use (A9) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A9”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

“Lot 431 (No. 2) Adina Road, City Beach; Lot 255 (No. 1) Adori Place, City Beach; Lot 491 (No. 114), Lot 545 (No. 144), Lot 516 (No. 120), Lot 537 (No. 128), Lot 564 (No.146), Lot 493 (No. 118), Lot 447 (Lot 106) Alderbury Street, Floreat; Lot 1232 (No. 30), Lot 1231 (No. 32), Lot 1779 (No. 24), Lot 1792 (No. 14), Lot 1819 (No 26), Lot 1229 (Lot 36) Alyth Road, Floreat; Lot 505 (No.22), Lot 600 (No. 32), Lot 529 (No. 17), Lot 378 (No. 24), Lot 575 (No. 27), Lot 598 (No 31) Arbordale Street, Floreat; Lot 298 (No. 1), Lot 348 (No 56) Aruma Way, City Beach; Lot 1 (No. 9), Lot 302 (No. 2), Lot 290 (No.1) Asten Road, City Beach; Lot 1470 (No. 2), Lot 1386 (No. 30), Lot 1554 (No.33), Lot 1388 (No. 26) Athlone Road, Floreat; Lot 1211 (No. 3) Ayr Street, Floreat; Lot 587 (No.2) Banool Crescent, City Beach; Lot 1651 (No.6), Lot 1652 (No.1) Bantry Road, Floreat; Lot 324 (No.2), Lot 269 (No.8), Lot 238 (No.21), Lot 306 (No.6) Baramba Road, City Beach; Lot 44 (No.20) Barnsley Road, Mt Claremont; Lot 356 (No.14), Lot 350 (No.2) Belford Road, City Beach; Lot 196 (No.2), Lot 206 (No.1), Lot 195 (No.38), Lot 202 (No.30), Lot 200 (No.10) Bendigo Way, City Beach; Lot 194 (No.39) Bent Street, City Beach; Lot 1673 (No.1), Lot 1671 (No.5) Benwee Road; Floreat; Lot 206 (No 21), Lot 637 (No 55) Berkeley Crescent, Floreat; Lot 1 (No 116) Birkdale Street, Floreat; Lot 346 (No.7), Lot 397 (No.6), Lot 399 (No.2) Bodmin Avenue, City Beach; Lot 40 (No.20), Lot 36 (No.22), Lot 18 (No.21), Lot 189 (No. 1) Boronia Crescent, City Beach; Lot 304 (No.11) Boscastle Avenue, City Beach; Lot 24 (No.2), Lot 225 (No.1) Boscombe Avenue, City Beach; Lot 39 (No.2), Lot 3814 (No.14) Bournville Street, Floreat; Lot 319 (No.99), Lot 376 (No.70), Lot 397 (No.68), Lot 288 (No. 91) Branksome Gardens, City Beach; Lot 390 (No 124), Lot 457 (No 122), Lot 469 (No 101) Brookdale Street, Floreat; Lot 736 (No.6) Caithness Road, Floreat; Lot 1604 (No. 20) Callan Road, Floreat; Lot 286 (No.21) Callington Avenue, City Beach; Lot 128 (No.2), Lot 501 (No.1) Calver Place, City Beach; Lot 310 (No.1), Lot 1(No.5), Lot 276 (No.11), Lot 234 (Lot 13), Lot 236 (Lot 17) Camborne Avenue, City Beach; Lot 253 (No.472), Lot 202

(No.473), Lot 203 (Lot 469), Lot 252 (No.464), Lot 228 (No.417) Cambridge Street, Floreat; Lot 1101 (No.11) Cargen Crescent, Floreat; Lot 233 (No.2), Lot 240 (No.1) Carinya Place, City Beach; Lot 392, (No.19), Lot 367 (No.22), Lot 103 (No.18) Catesby Street, City Beach; Lot 387 (No. 56) Challenger Parade, City Beach; Lot 343 (No.19), Lot 326 (Lot. 20) Chandler Avenue East, Floreat; Lot 1421 (No. 54), Lot 1420 (No.53) Chandler Avenue West, Floreat, Lot 262 (No.11), Lot 274 (No.10), Lot 282 (No.2) Chidley Road, City Beach; Lot 387 (No.14), Lot 328 (No.124), Lot 257 (No.80), Lot 156, (No.78), Lot 385 (No.16), Lot 374 (No.20) Chipping Road, City Beach; Lot 1427 (No.27), Lot 1396 (No.26), Lot 1 (No.31), Lot 1378 (No.33), Lot 1363 (No. 35), Lot 1335 (No. 38), Lot 1275 (No. 41), No 1355 (No.30) Clanmel Road, Floreat; Lot 381 (No.1), Lot 379 (No.5) Clovelly Road, City Beach, Lot 956 (No.5) Comrie Street, Floreat; Lot 1315 (No.2) Cork Road, Floreat; Lot 1218 (No.5), Lot 1217 (No.6) Crieff Street, Floreat; Lot 1210 (No.15) Cromarty Road, Floreat; Lot 59 (No.1), Lot 1 (No.24), Lot 231 (No.23), Lot 791 (No.29) Crosby Street, Floreat; Lot 218 (No.55), Lot 773 (No.5), Lot 1 (No.49), Lot 788 (No.2), Lot 786 (No.1), Lot 743 (No.20), Lot 198 (No.47) Dampier Avenue, City Beach; Lot 219 (No.1) Dartmouth Avenue, City Beach; Lot 1325 (No.42), Lot 1631 (No.65), Lot 1569 (No.49), Lot 1605 (No. 61), Lot 1583 (No.53), Lot 7 (No. 64), Lot 1324 (No.44), Lot 1334 (No. 24), Lot 1584 (No.55) Donegal Road, Floreat; Lot 286 (No. 10) Dorking Road, City Beach; Lot 1193 (No. 18), Lot 937 (No. 7), Lot 1 (No. 34), Lot 1184 (No.32), Lot 911 (No.1), Lot 1190 (No. 20) Dumfries Road, Floreat; Lot 884 (No.36), Lot 903 (No.1), Lot 801 (No.27), Lot 922 (No.5), Lot 2 (No.2), Lot 924 (No.7) Dunblane Road, Floreat; Lot 1526 (No.11) Dundalk Road, Floreat; Lot 1790 (No. 13), Lot 1781 (No.14), Lot 1146 (No.2), Lot 1139 (No.1) Dunkeld Street, Floreat; Lot 407 (No.3), Lot 115 (No.2), Lot 408 (No.1), Lot 4 (No.22), Lot 122 (No.16) Dupont Avenue, City Beach; Lot 967 (No.2), Lot 1 (No.11), Lot 968 (No.1) East Lorne Street, Floreat; Lot 17 (No.8), Lot 7 (No.1), Lot 2 (No.2), Elimatta Way, City Beach; Lot 3 (No. 50), Lot 1654 (No. 30) Elphin Street, Floreat; Lot 297 (No.59), Lot 236 (No.35), Lot 85 (No.42), Lot 53 (No. 48), Lot 233 (No. 97), Lot 276 (No. 51), Lot 296 (No. 57) Empire Avenue, City Beach; Lot 180 (No. 10) Erskine Place, City Beach, Lot 314 (No.5), Lot 326 (No.6) Esk Road, City Beach; Lot 500 (No. 98), Lot 103 (No. 54), Lot 500 (No. 102) , Lot 77 (No.2), Lot 76 (No.1) Evandale Street, Floreat; Lot 196 (No.15), Lot 189 (No.2) Falmouth Avenue, City Beach; Lot 399 (No. 6), Lot 394 (No.1), Lot 416 (No.2) Felton Road, City Beach; Lot 480 (No.20), Lot 471 (No.2) Ferndale Street, Floreat; Lot 353, No. 24 Floreat Avenue, Floreat; Lot 57 (No.2), Lot 75 (No.1), Lot 66 (No.20) Fortview Road, Mt Claremont; Lot 1816 (No. 6), Lot 1804 (No.2) Glamis Place, Floreat; Lot 2 (No.55), Lot 1749 (No.1), Lot 1730 (No.21), Lot 1542 (No.42), Lot 1493 (No.20), Lot 1495 (No.24), Lot 1468 (No. 14), Lot 1440 (No.8), Lot 1670 (No.77), Lot 1413 (No.2), Lot 1415 (No.6), Lot 1539 (No.38), Lot 1697 (No. 53), Lot 1531 (No. 32), Lot 1442 (No. 12), Lot 1632 (No. 109), Lot 1649 (No.93), Lot 1618 (No.88) Glengariff Drive, Floreat; Lot 1576 (No.2) Glenties Road, Floreat; Lot 690 (No.11) , Lot 713 (No.13), Lot 780 (No.2), Lot 685 (No.1), Lot 767 (No.8) Goonang Road, City Beach; Lot 247 (No.126), Lot 687 (No.139), Lot 690 (No.137), Lot 710 (No. 138), Lot 219 (No. 97), Lot 240 (No. 112), Lot 188 (No. 91), Lot 8 (No. 73) Grantham Street, Floreat; Lot 124 (No.15) Grasmere Avenue, City Beach; Lot 441 (No. 109), Lot 420 (No. 101), Lot 406 (No.111) Grovedale Road, Floreat; Lot 727 (No.1) Gunee Road City Beach; Lot 210 (No.6), Lot 227 (No.17) Helston Avenue, City Beach; Lot 61 (No.17), Lot 11 (No.1), Lot 7 (No.8), Lot 55 (No.10), Lot 4 (No.2) Hesperia Avenue, City Beach; Lot 76 (No.20), Lot 79 (No.26) Highbury Street, Floreat; Lot 139 (No.1), Lot 128 (No.8), Lot 123 (No.10), Lot 289 (No.9), Lot 351 (No.29) Hornsey Road, Floreat; Lot 29 (No.27), Lot 47 (No.9), Lot 1 (No.19),

Lot 79 (No.14), Lot 43 (No.17) Hovea Crescent, City Beach; Lot 469 (No.1) Ikara Road, City Beach; Lot 565 (No.2), Lot 555 (No.12), Lot 552 (No.18), Lot 512 (No.5), Lot 540 (No.11), Lot 605 (No.26) Kalari Drive, City Beach; Lot 510 (No.23), Lot 589 (No. 41), Lot 571 (No. 35) Kalinda Drive, City Beach; Lot 796 (No.2) Kateena Road, City Beach; Lot 103 (No.1), Lot 104 (No.3) Keaney Place, City Beach; Lot 964 (No.20), Lot 971 (No.18), Lot 985 (No.27), Lot 2 (No.25) Kenmore Crescent, Floreat; Lot 1456 (No. 25) Kildare Road, Floreat; Lot 1371 (No.30) Kilkenny Road, Floreat; Lot 1148 (No. 29), Lot 1163 (No.35), Lot 2 (No. 18), Lot 1124 (No.2), Lot 1125 (No.1), Lot 1161 (No. 31) Kincardine Crescent, Floreat; Lot 25 (No.6), Lot 124 (No.21), Lot 125 (No.23), Lot 26 (No.8), Lot 60 (No.20), Lot 117 (No.22) Kingsland Avenue, City Beach; Lot 300 (No. 57), Lot 330 (No.56) Kinkuna Way, City Beach; Lot 1098 (No.41), Lot 1087 (No.19), Lot 1077 (No.2), Lot 1078 (No.1) Kinross Crescent, Floreat; Lot 1021 (No.2), Lot 1022 (No.1), Lot 1000 (No. 42), Lot 1011 (No.20), Lot 1037 (No.25) Kintyre Crescent, Floreat; Lot 1042 (No.66), Lot 1043 (No. 48), Lot 1050 (No. 39), Lot 1064 (No.77), Lot 668 (No.14), Lot 1049 (No.38), Lot 722 (No.27) Kirkdale Avenue, Floreat; Lot 16 (No.6) Landra Gardens, City Beach; Lot 407 (No.21) Larundel Road, City Beach; Lot 326 (No.9) Launceston Avenue, City Beach; Lot 306 (No.1) Lentara Crescent, City Beach; Lot 547 (No.13), Lot 519 (No.2) Lichendale Street, Floreat; Lot 1559 (No.12), Lot 1616 (No.26), Lot 1592 (No.20), Lot 1558 (No. 19), Lot 1594 (No.24) Lifford Road, Floreat; Lot 100 (No.2) Lilika Road, City Beach; Lot 252 (No.29), Lot 308 (No.9), Lot 304 (No.1), Lot 203 (No.26), Lot 309 (No.11), Lot 768 (No.39), Lot 765 (No. 45), Lot 224 (No.34), Lot 227 (No.40), Lot 771 (No.48), Lot 251 (No.31), Lot 248 (No.37) Linden Gardens, Floreat; Lot 127 (No.100), Lot 56 (No.110), Lot 65 (No.131), Lot 275 (No. 102), Lot 108 (No.101), Lot 105 (No.107) Lissadell Street, Floreat; Lot 1059 (No.8), Lot 1070 (No.12), Lot 1031 (No.2) Lothian Street, Floreat; Lot 1731 (No.6) Louth Road, Floreat; Lot 95 (No.1), Lot 107 (No.13), Lot 111 (No.21) Lowanna Way, City Beach; Lot 128 (No.9), Lot 148 (No.12) Maloney Way, City Beach; Lot 203 (No. 2) Malton Place, City Beach; Lot 416 (No.19), Lot 463 (No.10), Lot 476 (No.2), Lot 444 (No.28), Lot 473 (No.6), Lot 452 (No. 12), Lot 317 (No. 40), Lot 3 (No.38), Lot 313 (No.48), Lot 438 (No. 29) Marapana Road, City Beach; Lot 467 (No.15), Lot 518 (No.6), Lot 525 (No.18), Lot 1 (No.13), Lot 505 (No. 2), Lot 7 (No.1), Lot 454 (No. 20) Marimba Crescent, City Beach; Lot 894 (No.40), Lot 836 (No.34), Lot 953 (No.42), Lot 860 (No.21), Lot 998 (No. 69), Lot 873 (No. 35), Lot 870 (No. 36), Lot 239 (No.8) Moray Avenue, Floreat; Lot 21 (No.13), Lot 46 (No. 5), Lot 24 (No.11), Lot 6 (No.19) McClemans Road, Mt Claremont; Lot 286 (No.25), 363 (No.88), Lot 136 (No.81), Lot 91 (No. 26), Lot 298 (No.1) Newry Street, Floreat; Lot 642 (No.10), Lot 646 (No.2) Niribi Road, City Beach; Lot 54 (No. 2), Lot 63 (No.21), Lot 64 (No.19) Norbury Crescent, City Beach; Lot 1 (No. 19), Lot 377 (No.17) Oakdale Street, Floreat; Lot 250 (No. 66), Lot 340 (No. 42), Lot 316 (No. 44), Lot 248 (No.62), Lot 97 (No.1), Lot 342 (No. 65), Lot 348 (No. 53) Oban Road, City Beach; Lot 364 (No.1) Ocean Court, City Beach; Lot 483 (No. 208), Lot 349 (No.224) Oceanic Drive, City Beach; Lot 1751 (No. 26), Lot 1728 (No.44), Lot 131 (No.10), Lot 145 (No.19), Lot 587 (No.65), Lot 602 (No.41), Lot 1696 (No.76) Oceanic Drive, Floreat; Lot 11 (No.12) Olinda Avenue, City Beach; Lot 485 (No.1), Lot 13 (No.10), Lot 1 (17) Orana Crescent, City Beach; Lot 1 (No. 55), Lot 76 (No.20), Lot 77 (No.23), Lot 295 (No.46), Lot 53 (No.12), Lot 37 (No.10), Lot 88 (No.1) Orrel Avenue, Floreat; Lot 382 (No.13), Lot 395 (No.2) Palana Road, City Beach; Lot 182 (No. 67), Lot 32 (No. 7), Lot 218 (No. 60), Lot 200 (No. 31) Pandora Drive, City Beach; Lot 547 (No.9), Lot 462 (No.11), Lot 551 (No. 1) Patonga Road, City Beach; Lot 1203 (No. 63), Pearson Street, Floreat; Lot 169 (No. 64) Peasholm Street, City Beach; Lot 719 (No. 49), Lot 882 (No.30), Lot 748

(No. 59), Lot 976 (No. 34), Lot 1252 (No. 62), Lot 846 (No.14), Lot 883 (No. 32), Lot 751 (No. 49), Lot 760 (No. 45), Lot 778 (No.19), Lot 825 (No. 8), Lot 844 (No. 12), Lot 823 (No. 6), Lot 783 (No.17) Peebles Road, Floreat; Lot 214 (No.16), Lot 229 (No.2), Lot 193 (No.15), Lot 204 (No.1) Penryn Avenue, City Beach; Lot 663 (No. 25), Lot 636 (No. 23), Lot 593 (No.20) Pindari Road, City Beach; Lot 1027 (No.1), Lot 1071 (No.11), Lot 1055 (No. 7) Rannoch Street, Floreat; Lot 77 (No.24), Lot 55 (No. 25), Lot 35 (No. 23) Rochdale Road, Mt Claremont; Lot 1455 (No.13), Lot 1482 (No.19), Lot 1538 (No. 39), Lot 1483 (No. 21), Lot 1506 (No. 27), Lot 1547 (No. 38), Lot 1354 (No.16), Lot 2 (No.18), Lot 1549 (No. 34) Roscommon Road, Floreat; Lot 445 (No.101), Lot 459 (No.121) Rosedale Street, Floreat; Lot 312 (No. 1) Saltash Avenue, City Beach; Lot 506 (No. 333), Lot 482 (No. 327), Lot 2 (No. 340), Lot 178 (No. 301), Lot 526 (No. 347), Lot 166 (No. 248), Lot 139 (No. 247) Salvado Road, Floreat; Lot 29 (No. 249) Selby Street, Floreat; Lot 117 (No. 16) Sellenger Court; Lot 1505 (No. 20) Shannon Street, Floreat; Lot 332 (No. 5), Lot 150 (No. 2), Lot 334 (No. 1) Simon Place, City Beach; Lot 19 (No. 29), Lot 20 (No. 28), Lot 21 (No. 2), Lot 24 (No. 24), Lot 5 (No. 1), Lot 23 (No. 6) Skipton Way, City Beach; Lot 116 (No. 33), Lot 139 (No. 42), Lot 117 (No. 11), Lot 93 (No. 2), Lot 110 (No.1) Sudbury Way, City Beach; Lot 545 (No. 12), Lot 527 (No. 15), Lot 174 (No. 1), Lot 173 (No. 52), Lot 164 (No. 16) Talgarth Way, City Beach; Lot 141 (No. 61), Lot 194 (No. 1), Lot 144 (No. 55) Tarongo Way, City Beach; Lot 38 (No. 3), Lot 10 (No. 8), Lot 7 (No. 2) Taworri Way, City Beach; Lot 754 (1), Lot 720 (No. 19), Lot 629 (No. 27), Lot 704 (No. 23), Lot 705 (No. 21), Lot 1 (No. 62), Lot 1 (No. 7), Lot 734 (No.13), Lot 752 (No. 5), Lot 722 (No. 15), Lot 1 (No. 2) Templetonia Crescent; Lot 14 (2), Lot 33 (1) Teslin Road, Mt Claremont; Lot 763 (No. 303), Lot 112 (No. 322), Lot 113 (No. 324), Lot 798 (No. 301) The Boulevard, City Beach; Lot 1 (No. 73), Lot 255 (No. 62), Lot 42 (No. 45), Lot 313 (No. 55), Lot 25 (No. 35), Lot 1 (No.2), Lot 6 (No.171), Lot 679 (No.112), Lot 1294 (No.169), Lot 1286 (No.153), Lot 1 (No. 183), Lot 1283 (No.151), Lot 1272 (No.133) The Boulevard, Floreat; Lot 50 (No.7), Lot 46 (2), Lot 152 (No.35), Lot 301 (No.40), Lot 161 (No. 8), Lot 292 (No. 48), Lot 280 (No.50) Tilton Terrace, City Beach; Lot 12 (No.1) Tintagel Court, City Beach; Lot 1574 (No. 1) Tralee Road, Floreat; Lot 69 (No. 53), Lot 58 (No. 2), Lot 76 (No. 29), Lot 92 (No. 52), Lot 78 (No. 25) Tranmore Way, City Beach; Lot 20 (No. 4), Lot 21 (No. 2), Lot 61 (No. 24) Truro Place, City Beach; Lot 1 (No. 78) Tullow Road, Floreat; Lot 371 (No. 12) Tumut Road, City Beach; Lot 855 (No.13), Lot 834 (No.7), Lot 809 (No.1), Lot 1 (No.2), Lot 811 (No.5) Turriff Road, Floreat; Lot 1404 (No. 19), Lot 1407 (No. 17), Lot 1399 (No. 29), Lot 1346 (No. 33), Lot 1347 (No.31) Ulster Road, Floreat; Lot 110 (No. 9), Lot 136 (No. 6) Warri Road, City Beach; Lot 1 (No. 17) Weelara Road, City Beach; Lot 39 (No. 1), Lot 26 (No. 30), Lot 31 (No. 10), Lot 30 (No.8), Lot 38 (No. 29), Lot 27 (No. 2) Weldon Way, City Beach; Lot 247 (No. 15) West Coast Highway, City Beach; Lot 1 (No.3), Lot 1137 (No.6), Lot 1799 (No.17), Lot 1114 (No.2), Lot 1797 (No.13), Lot 1811 (No. 23), Lot 1809 (No. 19) West Lorne Street, Floreat; Lot 48 (No. 25), Lot 425 (No. 32), Lot 378 (No. 24), Lot 384 (No. 26), Lot 364 (No. 2), Lot 437 (No. 36), Lot 374 (No. 16), Lot 408 (No. 30), Lot 373 (No. 14), Lot 426 (No. 34), Lot 441 (No. 42) Windarra Drive, City Beach; Lot 21 (No. 17), Lot 55 (No. 19), Lot 3802 (No.35), Lot 11 (No. 2), Lot 18 (No. 16) Winmarley Street, Floreat, Lot 681 (No. 3) Yalgan Road, City Beach; Lot 231 (No.1) Yallambee Place, City Beach; Lot 109 (No. 56), Lot 54 (No. 20), Lot 106 (No.8) Yaltara Road, City Beach; Lot 618 (No. 2) Yanagin Crescent, City Beach; Lot 31 (No. 33), Lot 64 (No. 5), Lot 49 (No. 4), Yaringa Way, City Beach; Lot 131 (No. 2), Lot 105 (No. 5) Yolande Place, City Beach; Lot 40 (No. 2), Lot 55 (No. 1) Lot 56 (No.12) Yule Street, City Beach."

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Grouped Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

1. A maximum of two grouped dwellings may be developed where the development complies with the following standards and conditions:-

General standards

- The lot has a minimum site area of 900m² (excluding truncations).
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy .

Site Planning

- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 4.0 metres from all lot boundaries.
- Garages must be set back at least 5.0 metres from the primary street boundary, or at least 4.0 metres from the primary street boundary if the second storey is located above the garage, as viewed from the street.
- A minimum of 60% of the combined primary and secondary street setback area is to be landscaped area. The landscaped area does not include the area of swimming pools.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5m and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- The side and rear setback areas are to be landscaped area with the following exceptions permitted:-
 - One gate or security wall of a maximum height of 2.0 metres between the dwelling to each the side and rear boundaries;
 - One fence between each property and/or fencing between property and common property with a maximum height of 2.0 metres;
 - Outdoor living areas, provided that there is a landscaping strip at least 1.5 metres wide against the adjoining lot; and
 - The driveway provided it is set back from side or rear boundary at least 1.0 metres.

- Each dwelling shall have one private outdoor living area of at least 24m² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area.

Building Design

- Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof;
- One dwelling must face each street with the front door and at least one habitable room with a major opening must be in clear view of each street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the major openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces provided per dwelling.
- Car parking spaces must not be located in any setback area.
- Garages shall have a maximum width of 6.0 metres inclusive of supporting structures.
- A maximum of one vehicle access crossover per street with a maximum width of 3.0 metres or one shared crossover for the whole development with a maximum width of 4.5 metres is permitted. Vehicle access crossover(s) are to be located within 10.0 metres of side or rear boundaries.

2. A maximum of three grouped dwellings may be developed where the development complies with the following standards and conditions:-

General standards

- The lot has a minimum site area of 950m² (excluding truncations).
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 4.0 metres from the primary and secondary street boundary and a minimum of 1.5 metres from all other lot boundaries.
- All setback areas are to be landscaped areas with the following exceptions permitted:
 - One footpath to each dwelling from the street boundary with a maximum width of 2.0 metres;

- One driveway per development can be located in the street setback area;
- One gate or security wall of a maximum height of 2.0 metres between the dwelling to each of the side and rear boundaries;
- One fence between each property and fencing between property and common property with a maximum height of 2.0 metres;
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates; and
- A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- A swimming pool is not permitted in the street setback area.
- Each dwelling shall have one private outdoor living area of at least 24m² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area.

Building Design

- Each building shall only be one storey with a maximum wall height of 3.5 metres and a maximum roof height of 6.0 metres, as taken from the midpoint of ground level across the site.
- A maximum plot ratio area of 120m² per dwelling, excluding parking, storage and verandah areas.
- Storage space may be provided within the 25 m² allocated for parking per dwelling.
- Each dwelling must have the front door and at least one habitable room with a major opening in clear view of a street and there must be at least one habitable room with a major opening facing each street.
- Eaves are permitted to project 0.75 metres from the building into setback areas.
- A verandah with a minimum depth of 1.5 metres must occupy at least two thirds of the whole building façade as viewed from the street.

Parking and Access

- There shall be one car parking space per dwelling with a maximum area of 25m² and two visitor car parking spaces for the development.
- All car parking spaces are to be located behind dwellings as viewed from both streets and are not to be located in any of the boundary or street setback areas.
- Garage and carport doors shall have a maximum width of 3.0 metres.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted, which must be set back exactly 1.5 metres from either the side or rear boundary.
- Each dwelling is to be provided with one pedestrian footpath from the street with a maximum width of 2.0 metres.

(ii) Insert Additional Use (A10) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A10”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

“Lots zoned Residential R12.5, R15 and R20 in the City Beach and Floreat Precincts”

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Multiple Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

General standards

- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- The number of dwellings that are permitted is subject to lot size as follows:-
 - Two dwellings on a lot with a minimum area of 900m² (excluding truncations);
 - Two dwellings and one small bedroom apartment on a lot with a minimum area of 1000m² (excluding truncations);
 - Three dwellings on a lot with a minimum area of 1100m² (excluding truncations);
 - Four dwellings on a lot with a minimum area of 1200m² (excluding truncations).
- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 4.0 metres from each street boundary with no minor incursions into the street setback area permitted.
- A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be landscaped areas. The landscaped area does not include the area of any swimming pool.
- Buildings shall be set back at least 6.0 metres from the rear boundary, or 4.0 metres in the case of development on a corner lot. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool, fencing between properties or fencing between properties and common property. In the case of a corner lot, one security gate or wall with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.

- Buildings shall be set back at least 2.5 metres from side boundaries, or 4.0 metres in the case of a development on a corner lot. There is to be no other structure or parking in the side setback area except for a swimming pool, fencing between properties or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.
- Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required as a condition of approval along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- Each dwelling shall have one private outdoor living area of at least 10m² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback area.
- All bin storage shall be provided behind the street setback and is to be screened from view of street.

Building Design

- Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5m to the top of walls and the roof for a flat or skillion roof.
- The front door to the ground floor dwelling which is closest to the primary street or the main entry to the dwellings must be in clear view of the street.
- There must be at least one habitable room with a major opening in clear view of each abutting street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces per dwelling and one visitor bay per development.
- Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted.
- In the case of corner lots, the crossover must be accessed from the secondary street, unless it is a distributor (major) road in which case

access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.

(iii) Insert Additional Use (A11) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A11”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

"Lot 257 (No.480), Lot 191 (No.495), Lot 261 (No.488), Lot 204 (No.467), Lot 192 (No.493), Lot 197 (No.483), Lot 2 (No.479), Lot 260 (No. 486), Lot 2 (No.484), Lot 253 (No.472), Lot 1 (No.484), Lot 263 (No.496), Lot 1 (Lot 481), Lot 258 (No. 482), Lot 255 (No.476), Lot 201 (No.475), Lot 193 (No. 491), Lot 1 (No.478), Lot 202 (No.473), Lot 262 (No. 492), Lot 3 (No.477), Lot 2 (No.462), Lot 203 (No. 469), Lot 256 (No. 478), Lot 196 (No. 485), Lot 254 (No. 474), Lot 252 (No.464), Lot 195 (No.487), Lot 225 (No. 423), Lot 226 (No.421), Lot 247 (No.454), Lot 221 (No. 431), Lot 244 (No. 448), Lot 246 (No. 452), Lot 220 (No.433), Lot 235 (No.430), Lot 232 (No. 424), Lot 236 (No.432), Lot 234 (No. 428), Lot 237 (No.434), Lot 212 (No. 451), Lot 1 (No. 460), Lot 243 (No.446), Lot 1 (No. 418), Lot 227 (No.419), Lot 211 (No.453), Lot 224 (No. 425), Lot 213 (No. 449), Lot 228 (No. 417), Lot 100 (No.420), Lot 233 (No. 426), Lot 231 (No. 422), Lot 249 (No. 458), Lot 207 (No. 461), Lot 248 (No. 456), Lot 222 (No. 429), Lot 219 (No. 435), Lot 223 (Lot 427), Lot 206 (No. 463), Lot 208 (No. 459), Lot 245 (No. 450), Lot 205 (No. 465), Lot 209 (No. 457), Lot 210 (No. 455) Cambridge Street Floreat; Lot 50 (No. 126), Lot 161 (No. 127) Grovedale Road, Floreat; Lot 130 (No.4), Lot 139 (No. 1), Lot 138 (No. 3) Hornsey Road, Floreat; Lot 159 (No. 7), Lot 157 (No.11), Lot 131 (No.10), Lot 4403 (No.22), Lot 1 (No. 20), Lot 156 (No.13), Lot 158 (No.9), Lot 132 (No. 8), Lot 155 (No.15), Lot 2 (No.18), Lot 135 (No.2), Lot 134 (No.4), Lot 133 (No. 6), Lot 171 (No.3), Lot 141 (No.16), Lot 160 (No.5), Lot 140 (No.14), Lot 6 (No.1) Oceanic Drive, Floreat; Part Lot 500 (No.290) Salvado Road, Floreat; Lot 229 (No. 213) Selby Street, Floreat; Lot 153 (No.8), Lot 154 (No.10) Sunnyside Road, Floreat"

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Multiple Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

A maximum of four multiple dwellings may be developed subject to compliance with the following development standards and conditions:

General standards

- The lot has a minimum site area of 750m² (excluding truncations).
- The lot has a minimum depth of 40.0 metres as calculated perpendicular to Cambridge Street.
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.

- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 2.0 metres from the secondary street with no minor incursions into the street setback area permitted.
- A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be landscaped areas. The landscaped area does not include the area of swimming pools.
- Buildings shall be set back at least 6.0 metres from the rear boundary. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool and/or fence between properties and/or fencing between properties and common property. In the case of corner lot, one security gate or wall with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.
- Buildings shall be set back at least 2.0 metres from side boundaries. There is to be no other structure or parking in the side setback area except for a swimming pool and/or fence between properties and/or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.
- Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required as a condition of approval along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- Each dwelling shall have one private outdoor living area of at least 10m² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback area.
- All bin storage shall be provided behind the street setback and to be screened from view of street.

Building Design

- The building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof.
- The front door to the ground floor dwelling which is closest to the primary street and/or the main entry to the dwellings must be in view of the street.

- There must be at least one habitable room with a major opening in clear view of each abutting street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces per dwelling.
- Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted.
- In the case of corner lots, the crossover must be accessed from the secondary street, unless it is Selby Street, in which case access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.

(iv) Amend Clause 12 *Zoning Table* by inserting:

- (a) the footnote references "(14)" for the "Dwelling (grouped)" and "Dwelling (multiple)" use classes in the Residential Zone and "(15)" for the Dwelling (multiple)" use classes in the Residential Zone;
- (b) the following footnotes in the numerical list of footnotes following the Zoning Table:
 - (14) "Grouped and multiple dwellings may be permitted on Residential R12.5 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;"
 - (15) "Multiple dwellings may be permitted on Residential R15 and R20 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;"

(v) Amend Clause 20 *Special Application of Residential Planning Codes* by deleting sub-clauses (1), (2) and (3) and renumber the sub-clauses accordingly;

(vii) Amend Clause 39 *Determination of Non-Complying Applications for Planning Approval* by inserting:

" (5) Notwithstanding subclause (2), Council shall not grant planning approval for a non-complying application for an additional use specified in Items A9, A10 or A11 of Schedule 2." and

(viii) Amend the Scheme Map accordingly.

Dated thisday of
.....2015.

.....
JASON BUCKLEY
CHIEF EXECUTIVE OFFICER

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF CAMBRIDGE

TOWN PLANNING SCHEME NO. 1 - AMENDMENT NO. 31

SCHEME AMENDMENT REPORT

INTRODUCTION

This report has been prepared in support of a proposed amendment to the Town of Cambridge Town Planning Scheme No. 1. The proposed amendment will principally involve the introduction of a set of Additional Uses into Schedule 2 of Town Planning Scheme No.1 to give provision for grouped and multiple dwellings (manor house) in City Beach and those parts of Floreat and Mt Claremont located in the Town of Cambridge, subject to meeting specific development criteria which are to be outlined in Schedule 2.

The additional uses are proposed to apply as follows:-

Additional use for grouped dwellings on corner lots in the Residential zoned area of the City Beach and Floreat Precincts to allow for two dwelling or three single storey dwellings, subject to minimum lot size and meeting specific development criteria. The corner lots are to be identified on a map in Schedule 2.

Additional use for multiple dwellings to allow for the 'manor house' housing option, subject to minimum lot size and meeting specific development criteria, for all Residential R12.5, R15 and R20 lots in the City Beach and Floreat Precincts.

Additional use for multiple dwellings to allow for the 'Cambridge Street Apartment' housing option, , subject to minimum lot size and meeting specific development criteria, for all lots adjoining Cambridge Street, Floreat between Selby Street and Brookdale Park and Sunnyside Street

The additional use approach is to ensure that the developments meet specific development criteria and to ensure that the developments fit into existing streetscapes and character of suburbs. Where a proposal does not satisfy the development criteria the grouped or multiple dwelling, whichever is applicable, will not be permitted.

In addition, the Scheme Amendment proposes to amend:-

the Zoning table to give provision for grouped and multiple dwellings in R12.5, R15 and R20 zoned areas in the City Beach and Floreat Precincts located in the Town, subject to meeting the requirements listed in Schedule 2 - Additional Uses"; and

Clause 20 *Special Application of the Residential Design Codes*, so that Town Planning Scheme No.1 no longer stipulates front setbacks for Floreat and City Beach Precincts.

Specific details of the Scheme Amendment, such as specific development requirements are contained in the following sections of this report under "Details".

BACKGROUND:

Town Planning Scheme No. 1 (TPS) is being progressively reviewed to allow strategies and studies to be implemented as they are completed. Whilst the Local Planning Strategy (LPS)

has not been finalised Council has adopted an overall strategic framework, as is provided by the LPS working document. In light of this the Department of Planning has indicated that it will give consideration to Scheme and policy amendments.

Scheme Amendment 31 forms the second substantial amendment to Town Planning Scheme No.1 as part of the Town Planning Scheme Review. At its Meeting held on 29 April 2014 Council adopted Scheme Amendment 27 which is an Omnibus Amendment which primarily introduced zoning changes and development controls to accommodate the proposals adopted in the West Leederville Planning and Urban Design Study but also consists of a number of general modifications to the Scheme including review of zoning table and definitions. Scheme Amendment 31 will build on the changes which are already proposed in Scheme Amendment 27.

Housing Options Study

As part of the review of Town Planning Scheme No. 1, the Town has undertaken a Housing Options Study to examine options for housing choice in areas where residential development is currently mostly limited to single dwellings. In response to changing demographics and the need to examine opportunities for existing residents to "downsize" in the local area, the study has focused on two main ideas. Firstly, it explored options such as ancillary dwellings (granny flats) and 'two-in-one' homes which are possible under current planning rules. Secondly, a range of housing typologies and detailed architectural drawings were prepared to examine how different dwellings could 'fit' into existing streetscapes, which would require scheme amendments to be implemented. These options included manor houses, corner lot redevelopments and apartments along Cambridge Street/Oceanic Drive in Floreat and Wembley.

In August 2013, the Town undertook a range of consultation activities including open days, workshops and information sessions to gauge community opinion on the housing concepts. A total of 92 submissions were received by the close of the consultation period. On balance, respondents were in favour of enabling greater housing diversity, albeit on the condition that there should not be wholesale change.

Since consultation there has been additional testing and design work to further consider the marketability of the options, suitability of locations for each typology and the type of development standards which would be necessary. This work has focused on the Corner Lot (Floreat and City Beach), Manor House (Floreat and City Beach) and Cambridge Street Apartments (Floreat) typologies. Meanwhile, housing around the Wembley Town Centre is now being considered as part of the Wembley Activity Centre Plan. In the case of the Grantham Street corner lot option, it has been incorporated into Scheme Amendment 27 which is currently with the Western Australian Planning Commission for final approval.

At its Meeting on 26 August 2014, Council endorsed a report to confirm the direction of the project and endorse the concepts and proposed design standards as the basis for proceeding to the preparation of a Scheme Amendment to the Town Planning Scheme to implement the proposals.

Corner lot options

Corner lots were targeted as development sites because they have frontages to two different streets and are, thus, able to avoid an expanse of garages and driveways on the same street. Furthermore, redevelopment as two houses can address a number of streetscape design issues such as solid fencing on the secondary street and minimising unused front setback areas. The corner lot option received strong support from the community consultation process.

The corner lot concept incorporates a 4.0m setback to all boundaries. This will centre the building on the block and distribute the impact of the development to each side boundary and street frontage. The application of a 4.0m setback to each boundary was tested and found to deliver suitably sized and adequately shaped building envelopes. A minimum lot size of 900m² is proposed as there was concern that development of smaller lots would result in undesirable streetscape impacts. It is noted that a manor house can also be built on a corner lot, and where this occurs the 4.0m setback would also apply.

Since the adoption of the report in August 2014, an additional housing typology has been proposed for corner lots in Floreat and City Beach Precincts comprising of three grouped dwellings but limited to single storey, based on a minimum lot size of 950m² as opposed to 900m² for the alternative two dwelling option. This design is more suited to single persons or aged person households and provides another housing choice which may be more practical for many existing landowners to pursue. While the design is based on three dwellings, two dwellings built to the same standards would also apply. Whether or not there will be any particular age restrictions on occupancy will be subject to community consultation as part of advertising the Scheme Amendment.

As there is irregularity in regards to subdivision design and the shape of corner lots, it is considered that each lot where the corner lot housing option could apply should be identified on a map to avoid uncertainty and confusion over which lots are defined as corner lots. In doing so, the Town has undertaken analysis of corner lots in City Beach and Floreat Precincts to determine which lots should be able to accommodate the proposals based on lot size and shape. From the review it was determined that all lots with two street frontages in City Beach and Floreat above 900m² would be able to accommodate at least the two dwelling design. It should also be noted that all survey strata lots have been excluded.

The following set of maps illustrate the corner lots in the City Beach and Floreat Precincts which are at least 900m², with those 950m² or above highlighted in yellow and blue and those between 900m² and 950m² in green. Essentially, most of the corner lots throughout City Beach and Floreat Precincts would be able to accommodate either corner lot option.

Lot sizes for Corner Lots in City Beach and Floreat					
Precinct	Lots 900>950m²	Lots >950m²	Total above 900m²	Total corner lots (all sizes)	Percentage of all corner lots in area >900m²
Floreat	46 (1 strata)	258 (8 strata)	304	362	84%
City Beach	65 (5 strata)	238 (3 strata)	303	405	75%

Figure 1 - Corner lots Floreat over 900m2

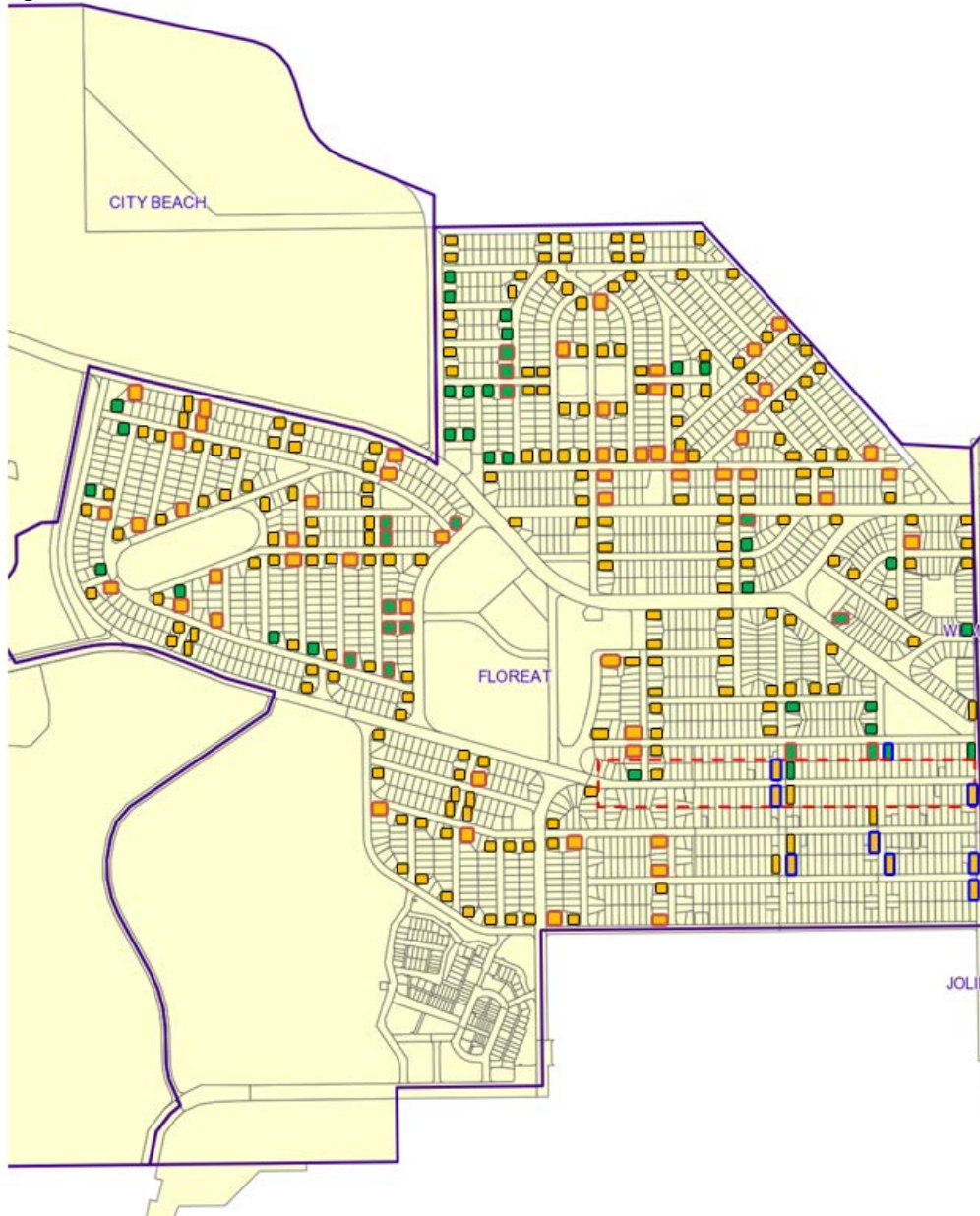


Figure 2 - Corner lots - North City Beach over 900m2

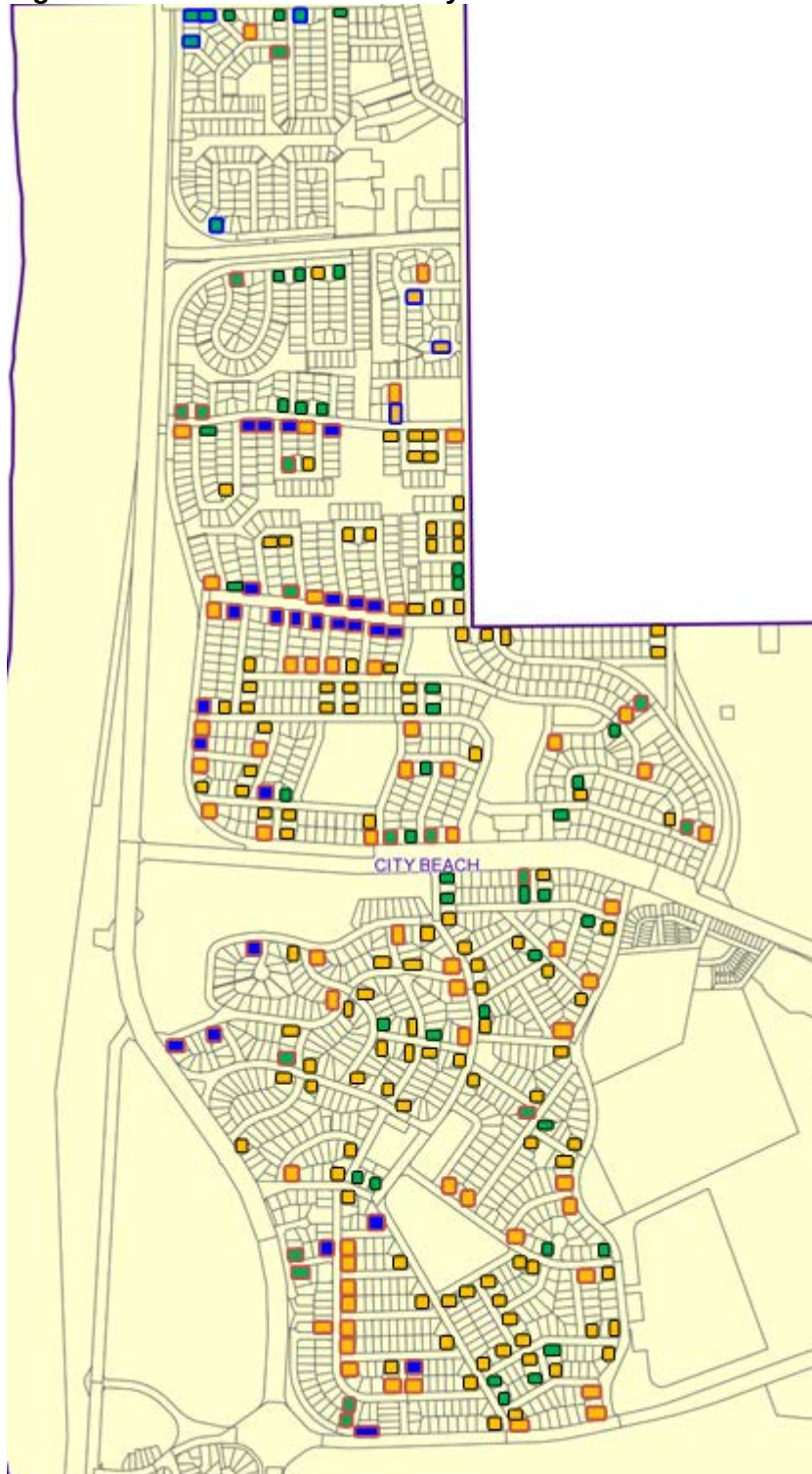
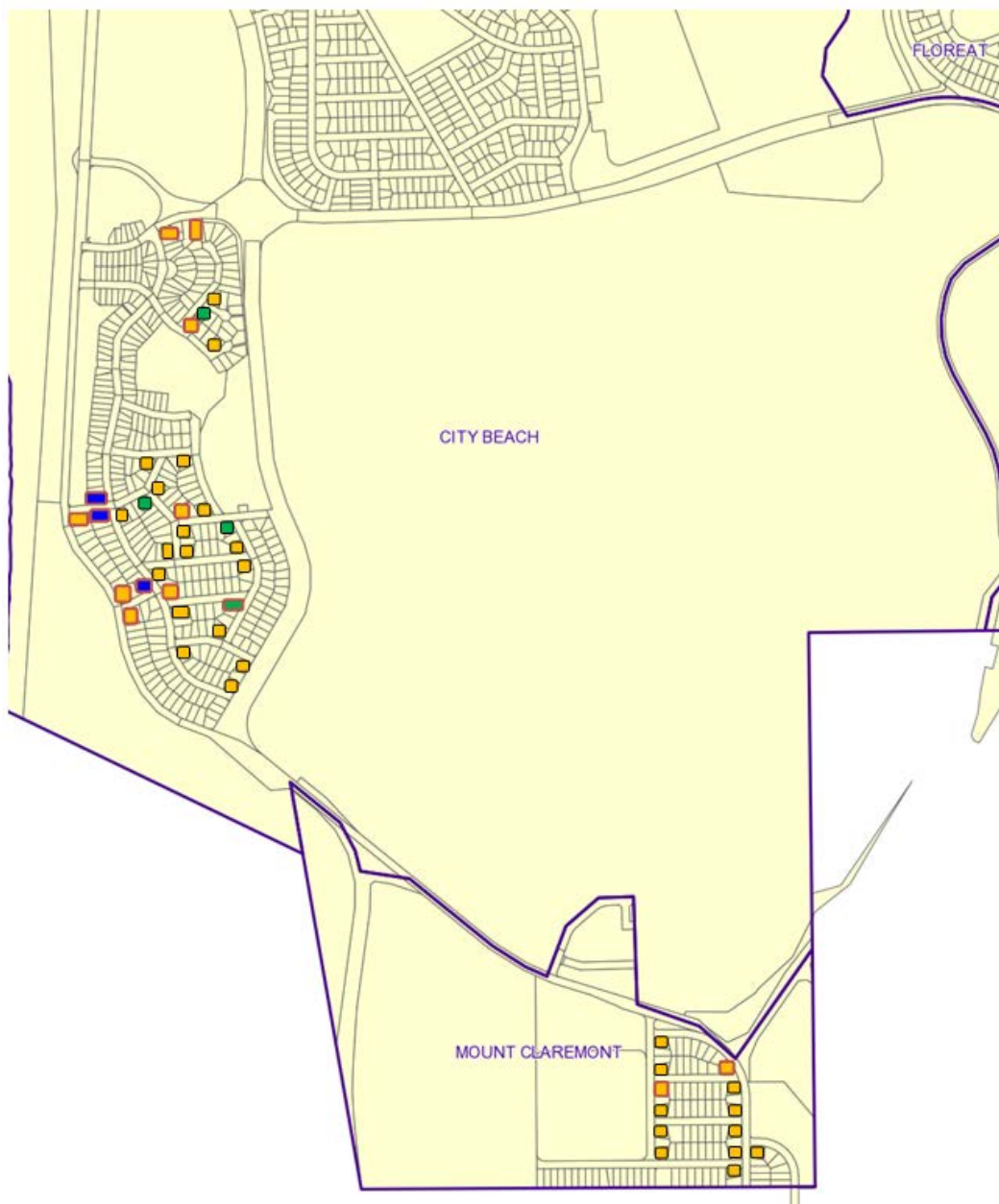


Figure 3 -Corner lots - South City Beach over 900m2



Map Legend	
	Corner Lot above 950m2 able to accommodate three dwellings
	Corner Lot above 950m2 able to accommodate but unlikely to be developed for three dwellings
	Corner Lot above 950m2 held in Strata Title
	Corner Lot above 950m2 more likely to be developed as two dwellings or manor house to achieve ocean views
	Corner Lot 900m2 > 950m2 able to accommodate two dwellings
	Corner Lot 900m2 > 950m2 able to accommodate but unlikely to be developed for two dwellings
	Corner Lot 900m2 > 950m2 held in Strata Title



Manor House

To enable higher residential dwelling yields to be achieved without diminishing the character of a suburban residential environment, the "manor house" comprising up to four varying sized apartments within a two storey building, was developed. In general, the manor house concept for City Beach and Floreat received support from community consultation.

After deliberation at subsequent Town Planning Scheme Review Steering Committee Meetings, it was determined that more community feedback be sought and for all homeowners in the City Beach and Floreat Precincts to be directly invited to provide their views on the manor house concept (at the time referred to as maisonette). To obtain this feedback the Cambridge Housing Survey was distributed to all homeowners in these areas and a very high proportion (41.4%) of property owners responded to the survey.

The outcomes of the survey were reported to Council at its May 2014 Meeting (DV14.69). Overall, 28% of respondents believed that every residential lot should be given the same opportunity to have a maisonette while 64% of respondents believed that, if maisonettes were allowed in the area, there should be restrictions on where they could be built such as minimum block size or designated areas only. The provision of adequate off street parking was also raised as a key consideration.

The additional design work for manor houses examined different ways to control their size such as setbacks and/or plot ratio; the number of dwellings that could be realistically accommodated; and what restrictions, if any, should apply to the lots and locations where manor houses would be permitted.

In addition, the revised drawings explored how at-grade parking behind the dwelling could be applied, as opposed to relying on more cost prohibitive basement parking. It was determined that locating parking behind the dwelling would be just as suitable as basement parking in terms of impact on the street and adjoining properties, subject to there being screen walls against adjoining properties for noise attenuation.

In terms of numbers of dwellings, it was determined that it was technically feasible to accommodate two to six dwellings in a two storey manor house, depending on lot size. Although, it was acknowledged that up to six dwellings would most likely exceed community expectations and require solutions to accommodate additional parking.

The following table forms the basis for proceeding with the manor house concept, outlining the proposed number of dwellings per manor house, based on lot size.

Minimum size	lot	Number of dwellings	City Beach		Floreat	
			No. lots	% all lots	No. lots	% all lots
900m2		2 dwellings	573	25%	509	22%
1000m2		2 dwellings + 1 small bedroom apartment	258	11%	192	8%
1100m2		3 dwellings	117	5%	48	2%
1200m2		4 dwellings	92	4%	34	1%
Total			1040	45%	783	33%

The distribution of each lot size category over City Beach and Floreat are shown in Figures 4 and 5 below, which corresponds to the number of dwellings per manor house which would be allowed. It is expected, however, that the take up of manor houses would be far less than the figures in the table above, as the Housing Options Survey indicated that only 10% of those who can build a maisonette indicated they would actually do so.

Figure 4: City Beach lot sizes for Manor House

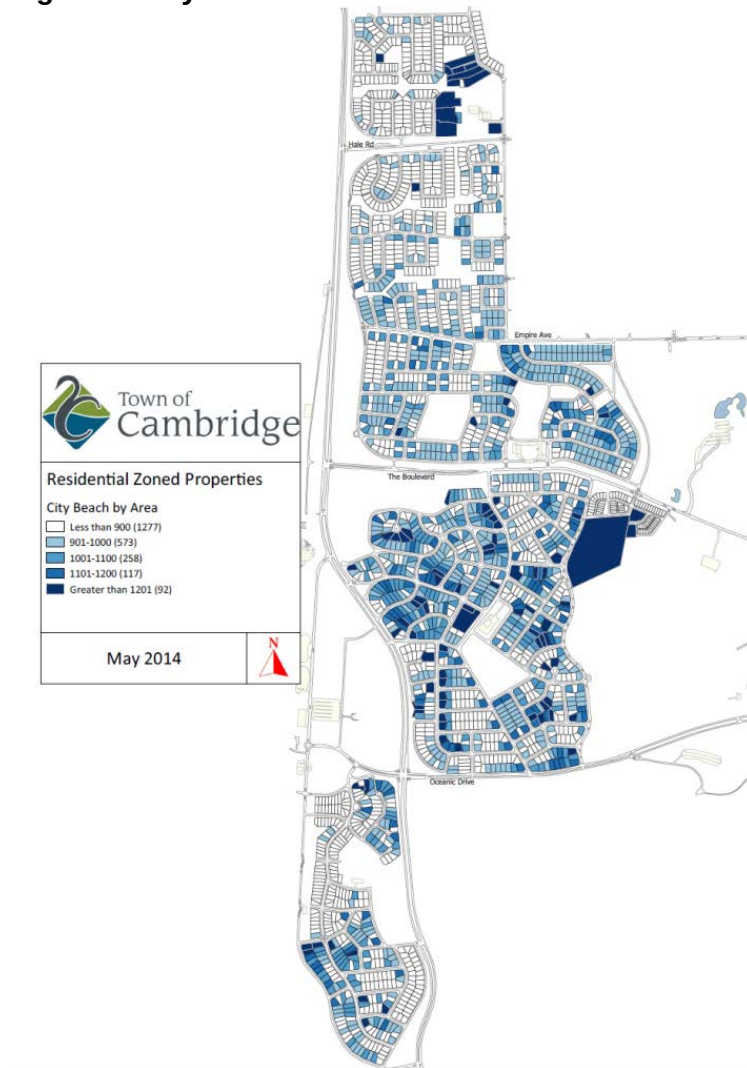
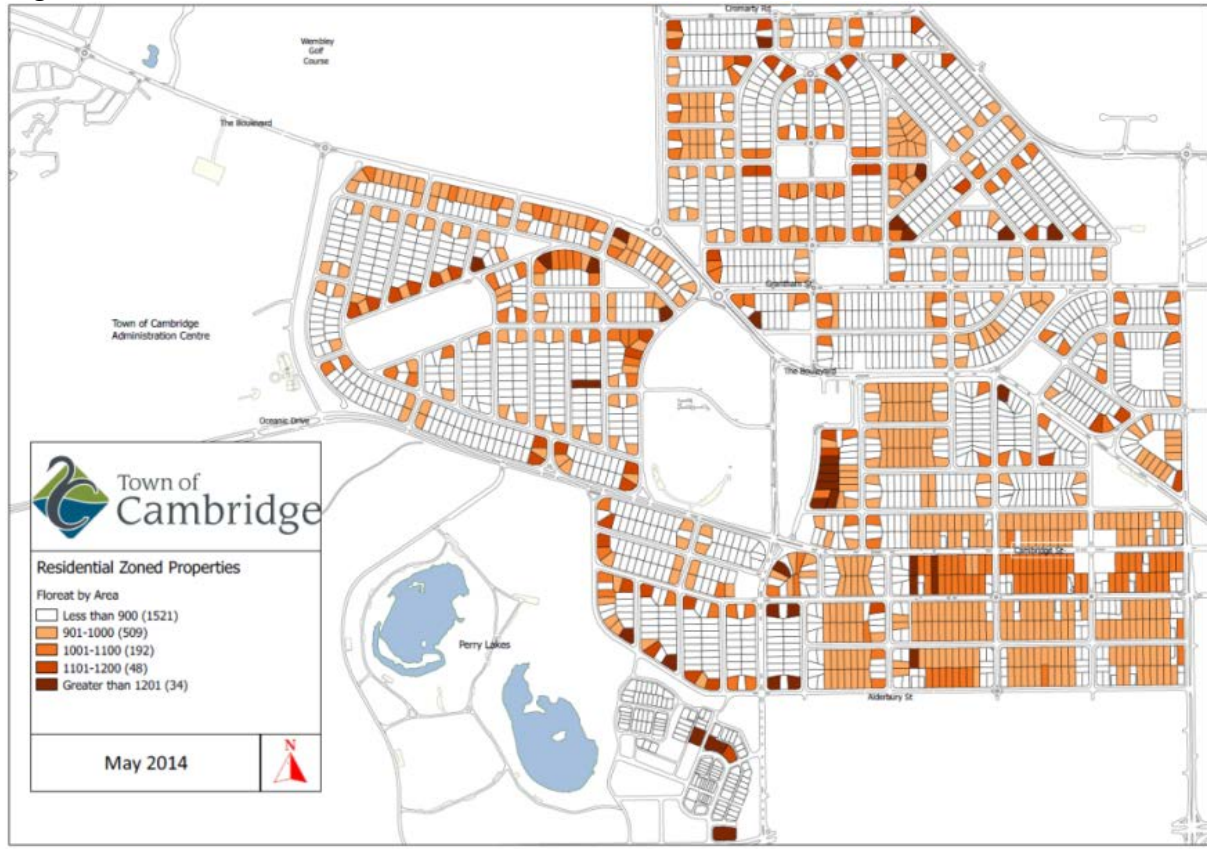


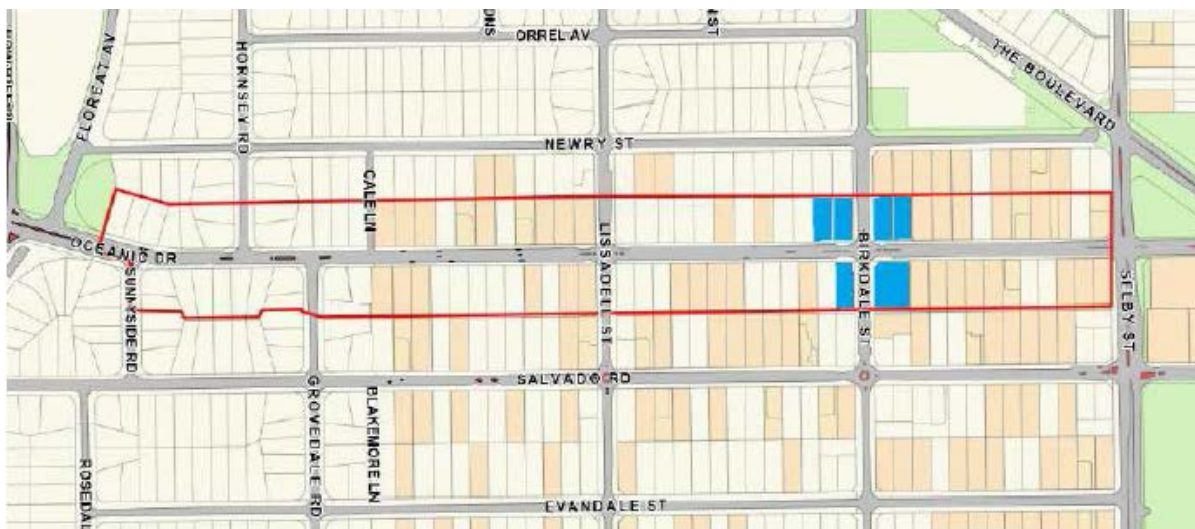
Figure 5: Floreat lot sizes for Manor House



Cambridge Street Apartments

The Town also presented options involving the redevelopment of two adjacent lots for a group of apartments along Cambridge Street/Oceanic Drive, up to two storeys with 10 dwellings in Floreat and up to four storeys with 12 dwellings in Wembley. The premise of this design was to take advantage of the location near public transport routes, shopping areas and community facilities. On balance, feedback from the consultation was mixed with some local residents expressing concerns over the potential impacts on the character of the area.

This typology was reviewed with a new design prepared which was based on a single lot as opposed to the previous version which was based on amalgamation of two lots, to present a more viable option. The revised concept is for a two storey, small-scale multiple dwelling building comprising four apartments that could be located on most single lots along Cambridge Street and Oceanic Drive between Floreat Forum and Selby Street (see area below - area highlighted in red line). The scale and bulk of the revised design was also reduced to further address the potential for impacts on adjacent properties and so that the development would be more suitable for the area.



The typology has been specifically designed for typical rectangular shaped lots along this section of Cambridge Street and Oceanic Drive. It is proposed that a lot depth of 40m and minimum lot area of 750sqm be set to limit the typology to these more regularly shaped lots which excludes existing strata lots and the irregular fan shaped lots towards Floreat Forum, for which this specific typology was not designed.

Although unlikely, the corner lot grouped dwelling and manor house could still be developed in the same area as the Cambridge Street apartments. These alternatives would suit those fan shaped corner lots which do not qualify for the apartment typology. The apartment design delivers a greater yield than the manor house so it is expected that the apartment will be the preferred option along Cambridge Street.

In terms of the strata lots, it is noted that a number of these older dwellings may now be suitable for redevelopment. The extinguishment of the strata title would be necessary should these owners wish to take up the new development opportunity.

Scheme Amendment 31 now proposes to introduce a set of Additional Uses to Town Planning Scheme No.1 to provide for the new housing options and specific development requirements to be met for each additional use, including minimum lot sizes.

Front setbacks - Floreat and City Beach

At its Meeting held on 26 August 2014, Council adopted an amended version of Streetscape Policy 3.1 which, inter alia, reduced primary street setbacks to 6.0m from 7.5 metres and 9.0 metres in the City Beach and Floreat Precincts, respectively.

Clause 20 of the Town Planning Scheme specifies the following provisions:

(1) Notwithstanding the provisions of the Residential Planning Design Codes, the following special applications of the Residential Planning Design Codes apply:-

(a) street boundary setbacks within the City Beach Precinct (P1) shall be a minimum of 7.5 metres from the primary street (as defined by Council) and 3.75 metres from the secondary street, except within the Residential R30 zone and in the case of grouped dwelling development, and

(b) street boundary setbacks within the Floreat Precinct (P3) shall be a minimum of 9 metres from the primary street (as defined by Council) and 4.5 metres from the secondary street, except within the Residential R15 zone.

*(2) When determining setbacks under this clause, the following provisions shall apply:-
(a) setbacks shall be measured at 90 degrees to the street alignment; and*

(b) clauses 1.5.5 and 1.5.8 (a) and (c) 5.1.2 C2.1, C2.2 and 5.2.1 C1.1 to C1.5 of the Residential Planning Design Codes shall not apply.

The requirements above are not consistent with the new standards contained in Streetscape Policy 3.1 and it is under Council discretion that the Streetscape Policy standards are currently being applied. In most cases this presents no major issues as the setback requirements in the policy are less than the Scheme requirements, however, with new requirements for double garages, there may be cases where these need to be set back more than 9.0m or 7.5m in the Floreat and City Beach Precincts.

As Scheme Amendment 31 deals with Floreat and City Beach residential development, it provides it is opportune to address this matter by deleting these requirements in this amendment.

DETAILS:

Additions to Schedule 2 - Additional Uses

The inclusion of development requirements to implement the housing options in the Town Planning Scheme, as opposed to policy, is to provide for a highly prescriptive approach without variations so as to achieve the specific design outcomes desired. In exchange for meeting the specific requirements, applicants will benefit from the added development potential. The prescriptive approach is considered important to ensure that the specific features of the typologies can be implemented and for neighbouring property owners to be confident that standards for the new housing options will be strictly adhered to.

Specifically, the 'Additional Use' approach to the Scheme Amendment will mean that if the particular development requirements are not met, the grouped or multiple dwelling use, whichever is applicable, remains an "X" use (not permitted). This differs to a broad-brush approach involving blanket changes to residential codes or using a split coding as these approaches still allow for variations to the standards. The existing development potential under the current Residential R-Code density would still apply.

Clause 12 *Zoning Table* will also be amended to add the notes:-

- i. "Grouped and multiple dwellings may be permitted on Residential R12.5 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses".
- ii. "Multiple dwellings may be permitted on Residential R15 and R20 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses".

The following additional uses are proposed:-

A9 - "Grouped dwelling" for corner lots in the Residential zoned area in the City Beach and Floreat Precincts

This Additional Use will allow for the two different corner lot grouped dwelling designs, one consisting of two dwellings up to two storeys and another consisting of three dwellings of single storey.

The corner lots which apply are illustrated in the following maps and identified in the list below, which includes all those corner lots in the Floreat and City Beach Precinct which are at least 900m² and where the lot shape is suitable to accommodate the designs. The two

dwelling option applies to those lots which are at least 900m² and the three dwelling option applies to lots which are at least 950m² although the two dwelling option would also be possible on these lots as well. These lots sizes were chosen on the basis of extensive testing and modelling of designs on different lots as to ensure that the designs could be accommodated without adversely impacting adjoining properties or the quality of the streetscape.

CORNER LOT REFERENCE LIST

Lot No	House No	Street Name	Suburb
431	2	Adina Road	City Beach
255	1	Adori Place	City Beach
491	114	Alderbury Street	Floreat
545	144	Alderbury Street	Floreat
516	120	Alderbury Street	Floreat
537	128	Alderbury Street	Floreat
564	146	Alderbury Street	Floreat
493	118	Alderbury Street	Floreat
447	106	Alderbury Street	Floreat
1232	30	Alyth Road	Floreat
1231	32	Alyth Road	Floreat
1779	24	Alyth Road	Floreat
1792	14	Alyth Road	Floreat
1819	26	Alyth Road	Floreat
1229	36	Alyth Road	Floreat
503	22	Arbordale Street	Floreat
600	32	Arbordale Street	Floreat
529	17	Arbordale Street	Floreat
378	24	Arbordale Street	Floreat
575	27	Arbordale Street	Floreat
598	31	Arbordale Street	Floreat
298	1	Aruma Way	City Beach
348	56	Aruma Way	City Beach
1	9	Asten Road	City Beach
302	2	Asten Road	City Beach
290	1	Asten Road	City Beach
1470	2	Athlone Road	Floreat
1386	30	Athlone Road	Floreat
1554	33	Athlone Road	Floreat
1388	26	Athlone Road	Floreat
1211	3	Ayr Street	Floreat
587	2	Banool Crescent	City Beach
1651	6	Bantry Road	Floreat
1652	1	Bantry Road	Floreat
324	2	Baramba Road	City Beach
269	8	Baramba Road	City Beach
238	21	Baramba Road	City Beach

306	6	Baramba Road	City Beach
44	20	Barnsley Road	Mt Claremont
356	14	Belford Road	City Beach
350	2	Belford Road	City Beach
196	2	Bendigo Way	City Beach
206	1	Bendigo Way	City Beach
195	38	Bendigo Way	City Beach
202	30	Bendigo Way	City Beach
200	10	Bendigo Way	City Beach
194	39	Bent Street	City Beach
1673	1	Benwee Road	Floreat
1671	5	Benwee Road	Floreat
206	21	Berkeley Crescent	Floreat
637	55	Berkeley Crescent	Floreat
1	116	Birkdale Street	Floreat
346	7	Bodmin Avenue	City Beach
397	6	Bodmin Avenue	City Beach
399	2	Bodmin Avenue	City Beach
40	20	Boronia Crescent	City Beach
36	22	Boronia Crescent	City Beach
18	21	Boronia Crescent	City Beach
189	1	Boronia Crescent	City Beach
304	11	Boscastle Avenue	City Beach
24	2	Boscombe Avenue	City Beach
225	1	Boscombe Avenue	City Beach
39	2	Bournville Street	Floreat
3814	14	Bournville Street	Floreat
319	99	Branksome Gardens	City Beach
376	70	Branksome Gardens	City Beach
397	68	Branksome Gardens	City Beach
288	91	Branksome Gardens	City Beach
390	124	Brookdale Street	Floreat
457	122	Brookdale Street	Floreat
469	101	Brookdale Street	Floreat
736	6	Caithness Road	Floreat
1604	20	Callan Road	Floreat
286	21	Callington Avenue	City Beach
128	2	Calver Place	City Beach
501	1	Calver Place	City Beach
310	1	Camborne Avenue	City Beach
1	5	Camborne Avenue	City Beach
276	11	Camborne Avenue	City Beach
234	13	Camborne Avenue	City Beach
236	17	Camborne Avenue	City Beach
253	472	Cambridge Street	Floreat

202	473	Cambridge Street	Floreat
203	469	Cambridge Street	Floreat
252	464	Cambridge Street	Floreat
228	417	Cambridge Street	Floreat
1101	11	Cargen Crescent	Floreat
233	2	Carinya Place	City Beach
240	1	Carinya Place	City Beach
392	19	Catesby Street	City Beach
367	22	Catesby Street	City Beach
103	18	Catesby Street	City Beach
387	56	Challenger Parade	City Beach
343	19	Chandler Avenue East	Floreat
326	20	Chandler Avenue East	Floreat
1421	54	Chandler Avenue West	Floreat
1420	53	Chandler Avenue West	Floreat
262	11	Chidley Road	City Beach
274	10	Chidley Road	City Beach
282	2	Chidley Road	City Beach
387	14	Chipping Road	City Beach
328	124	Chipping Road	City Beach
257	80	Chipping Road	City Beach
156	78	Chipping Road	City Beach
385	16	Chipping Road	City Beach
374	20	Chipping Road	City Beach
1427	27	Clanmel Road	Floreat
1396	26	Clanmel Road	Floreat
1	31	Clanmel Road	Floreat
1378	33	Clanmel Road	Floreat
1363	35	Clanmel Road	Floreat
1335	38	Clanmel Road	Floreat
1275	41	Clanmel Road	Floreat
1355	30	Clanmel Road	Floreat
381	1	Clovelly Road	City Beach
379	5	Clovelly Road	City Beach
956	5	Comrie Street	Floreat
1315	2	Cork Road	Floreat
1218	5	Crieff Street	Floreat
1217	6	Crieff Street	Floreat
1210	15	Cromarty Road	Floreat
59	1	Crosby Street	Floreat
1	24	Crosby Street	Floreat
231	23	Crosby Street	Floreat
791	29	Crosby Street	Floreat
218	55	Dampier Avenue	City Beach
773	5	Dampier Avenue	City Beach

1	49	Dampier Avenue	City Beach
788	2	Dampier Avenue	City Beach
786	1	Dampier Avenue	City Beach
743	20	Dampier Avenue	City Beach
198	47	Dampier Avenue	City Beach
219	1	Dartmouth Avenue	City Beach
1325	42	Donegal Road	Floreat
1631	65	Donegal Road	Floreat
1569	49	Donegal Road	Floreat
1605	61	Donegal Road	Floreat
1583	53	Donegal Road	Floreat
7	64	Donegal Road	Floreat
1324	44	Donegal Road	Floreat
1334	24	Donegal Road	Floreat
1584	55	Donegal Road	Floreat
286	10	Dorking Road	City Beach
1193	18	Dumfries Road	Floreat
937	7	Dumfries Road	Floreat
1	34	Dumfries Road	Floreat
1184	32	Dumfries Road	Floreat
911	1	Dumfries Road	Floreat
1190	20	Dumfries Road	Floreat
884	36	Dunblane Road	Floreat
903	1	Dunblane Road	Floreat
801	27	Dunblane Road	Floreat
922	5	Dunblane Road	Floreat
2	2	Dunblane Road	Floreat
924	7	Dunblane Road	Floreat
1526	11	Dundalk Road	Floreat
1790	13	Dunkeld Street	Floreat
1781	14	Dunkeld Street	Floreat
1146	2	Dunkeld Street	Floreat
1139	1	Dunkeld Street	Floreat
407	3	Dupont Avenue	City Beach
115	2	Dupont Avenue	City Beach
408	1	Dupont Avenue	City Beach
4	22	Dupont Avenue	City Beach
122	16	Dupont Avenue	City Beach
967	2	East Lorne Street	Floreat
1	11	East Lorne Street	Floreat
968	1	East Lorne Street	Floreat
17	8	Elimatta Way	City Beach
7	1	Elimatta Way	City Beach
2	2	Elimatta Way	City Beach
3	50	Elphin Street	Floreat

1654	30	Elphin Street	Floreat
297	59	Empire Avenue	City Beach
236	35	Empire Avenue	City Beach
85	42	Empire Avenue	City Beach
53	48	Empire Avenue	City Beach
233	97	Empire Avenue	City Beach
276	51	Empire Avenue	City Beach
296	57	Empire Avenue	City Beach
180	10	Erskine Place	City Beach
314	5	Esk Road	City Beach
326	6	Esk Road	City Beach
500	98	Evandale Street	Floreat
103	54	Evandale Street	Floreat
500	102	Evandale Street	Floreat
77	2	Evandale Street	Floreat
76	1	Evandale Street	Floreat
196	15	Falmouth Avenue	City Beach
189	2	Falmouth Avenue	City Beach
399	6	Felton Road	City Beach
394	1	Felton Road	City Beach
416	2	Felton Road	City Beach
480	20	Ferndale Street	Floreat
471	2	Ferndale Street	Floreat
353	24	Floreat Avenue	Floreat
57	2	Fortview Road	Mt Claremont
75	1	Fortview Road	Mt Claremont
66	20	Fortview Road	Mt Claremont
1816	6	Glamis Place	Floreat
1804	2	Glamis Place	Floreat
2	55	Glengariff Drive	Floreat
1749	1	Glengariff Drive	Floreat
1730	21	Glengariff Drive	Floreat
1542	42	Glengariff Drive	Floreat
1493	20	Glengariff Drive	Floreat
1495	24	Glengariff Drive	Floreat
1468	14	Glengariff Drive	Floreat
1440	8	Glengariff Drive	Floreat
1670	77	Glengariff Drive	Floreat
1413	2	Glengariff Drive	Floreat
1415	6	Glengariff Drive	Floreat
1539	38	Glengariff Drive	Floreat
1697	53	Glengariff Drive	Floreat
1531	32	Glengariff Drive	Floreat
1442	12	Glengariff Drive	Floreat
1632	109	Glengariff Drive	Floreat

1649	93	Glengariff Drive	Floreat
1618	88	Glengariff Drive	Floreat
1576	2	Glenties Road	Floreat
690	11	Goonang Road	City Beach
713	13	Goonang Road	City Beach
780	2	Goonang Road	City Beach
685	1	Goonang Road	City Beach
767	8	Goonang Road	City Beach
247	126	Grantham Street	Floreat
687	139	Grantham Street	Floreat
690	137	Grantham Street	Floreat
710	138	Grantham Street	Floreat
219	97	Grantham Street	Floreat
240	112	Grantham Street	Floreat
188	91	Grantham Street	Floreat
8	73	Grantham Street	Floreat
124	15	Grasmere Avenue	City Beach
441	109	Grovedale Road	Floreat
420	101	Grovedale Road	Floreat
406	111	Grovedale Road	Floreat
727	1	Gunee Road	City Beach
210	6	Helston Avenue	City Beach
227	17	Helston Avenue	City Beach
61	17	Hesperia Avenue	City Beach
11	1	Hesperia Avenue	City Beach
7	8	Hesperia Avenue	City Beach
55	10	Hesperia Avenue	City Beach
4	2	Hesperia Avenue	City Beach
76	20	Highbury Street	Floreat
79	26	Highbury Street	Floreat
139	1	Hornsey Road	Floreat
128	8	Hornsey Road	Floreat
123	10	Hornsey Road	Floreat
289	9	Hornsey Road	Floreat
351	29	Hornsey Road	Floreat
29	27	Hovea Crescent	City Beach
47	9	Hovea Crescent	City Beach
1	19	Hovea Crescent	City Beach
79	14	Hovea Crescent	City Beach
43	17	Hovea Crescent	City Beach
469	1	Ikara Road	City Beach
565	2	Kalari Drive	City Beach
555	12	Kalari Drive	City Beach
552	18	Kalari Drive	City Beach
512	5	Kalari Drive	City Beach

540	11	Kalari Drive	City Beach
605	26	Kalari Drive	City Beach
510	23	Kalinda Drive	City Beach
589	41	Kalinda Drive	City Beach
571	35	Kalinda Drive	City Beach
796	2	Kateena Road	City Beach
103	1	Keaney Place	City Beach
104	3	Keaney Place	City Beach
964	20	Kenmore Crescent	Floreat
971	18	Kenmore Crescent	Floreat
985	27	Kenmore Crescent	Floreat
2	25	Kenmore Crescent	Floreat
1456	25	Kildare Road	Floreat
1371	30	Kilkenny Road	Floreat
1148	29	Kincardine Crescent	Floreat
1163	35	Kincardine Crescent	Floreat
2	18	Kincardine Crescent	Floreat
1124	2	Kincardine Crescent	Floreat
1125	1	Kincardine Crescent	Floreat
1161	31	Kincardine Crescent	Floreat
25	6	Kingsland Avenue	City Beach
124	21	Kingsland Avenue	City Beach
125	23	Kingsland Avenue	City Beach
26	8	Kingsland Avenue	City Beach
60	20	Kingsland Avenue	City Beach
117	22	Kingsland Avenue	City Beach
300	57	Kinkuna Way	City Beach
330	56	Kinkuna Way	City Beach
1098	41	Kinross Crescent	Floreat
1087	19	Kinross Crescent	Floreat
1077	2	Kinross Crescent	Floreat
1078	1	Kinross Crescent	Floreat
1021	2	Kintyre Crescent	Floreat
1022	1	Kintyre Crescent	Floreat
1000	42	Kintyre Crescent	Floreat
1011	20	Kintyre Crescent	Floreat
1037	25	Kintyre Crescent	Floreat
1042	66	Kirkdale Avenue	Floreat
1043	48	Kirkdale Avenue	Floreat
1050	39	Kirkdale Avenue	Floreat
1064	77	Kirkdale Avenue	Floreat
668	14	Kirkdale Avenue	Floreat
1049	38	Kirkdale Avenue	Floreat
722	27	Kirkdale Avenue	Floreat
16	6	Landra Gardens	City Beach

407	21	Larundel Road	City Beach
326	9	Launceston Avenue	City Beach
306	1	Lentara Crescent	City Beach
547	13	Lichendale Street	Floreat
519	2	Lichendale Street	Floreat
1559	12	Lifford Road	Floreat
1616	26	Lifford Road	Floreat
1592	20	Lifford Road	Floreat
1558	19	Lifford Road	Floreat
1594	24	Lifford Road	Floreat
100	2	Lilika Road	City Beach
252	29	Linden Gardens	Floreat
308	9	Linden Gardens	Floreat
304	1	Linden Gardens	Floreat
203	26	Linden Gardens	Floreat
309	11	Linden Gardens	Floreat
768	39	Linden Gardens	Floreat
765	45	Linden Gardens	Floreat
224	34	Linden Gardens	Floreat
227	40	Linden Gardens	Floreat
771	48	Linden Gardens	Floreat
251	31	Linden Gardens	Floreat
248	37	Linden Gardens	Floreat
127	100	Lissadell Street	Floreat
56	110	Lissadell Street	Floreat
65	131	Lissadell Street	Floreat
275	102	Lissadell Street	Floreat
108	101	Lissadell Street	Floreat
105	107	Lissadell Street	Floreat
1059	8	Lothian Street	Floreat
1070	12	Lothian Street	Floreat
1031	2	Lothian Street	Floreat
1731	6	Louth Road	Floreat
95	1	Lowanna Way	City Beach
107	13	Lowanna Way	City Beach
111	21	Lowanna Way	City Beach
128	9	Maloney Way	City Beach
148	12	Maloney Way	City Beach
203	2	Malton Place	City Beach
416	19	Marapana Road	City Beach
463	10	Marapana Road	City Beach
476	2	Marapana Road	City Beach
444	28	Marapana Road	City Beach
473	6	Marapana Road	City Beach
452	12	Marapana Road	City Beach

317	40	Marapana Road	City Beach
3	38	Marapana Road	City Beach
313	48	Marapana Road	City Beach
438	29	Marapana Road	City Beach
467	15	Marimba Crescent	City Beach
518	6	Marimba Crescent	City Beach
525	18	Marimba Crescent	City Beach
1	13	Marimba Crescent	City Beach
505	2	Marimba Crescent	City Beach
7	1	Marimba Crescent	City Beach
454	20	Marimba Crescent	City Beach
21	13	McClemans Road	Mt Claremont
46	5	McClemans Road	Mt Claremont
24	11	McClemans Road	Mt Claremont
6	19	McClemans Road	Mt Claremont
894	40	Moray Avenue	Floreat
836	34	Moray Avenue	Floreat
953	42	Moray Avenue	Floreat
860	21	Moray Avenue	Floreat
998	69	Moray Avenue	Floreat
873	35	Moray Avenue	Floreat
870	36	Moray Avenue	Floreat
239	8	Moray Avenue	Floreat
286	25	Newry Street	Floreat
363	88	Newry Street	Floreat
136	81	Newry Street	Floreat
91	26	Newry Street	Floreat
298	1	Newry Street	Floreat
642	10	Niribi Road	City Beach
646	2	Niribi Road	City Beach
54	2	Norbury Crescent	City Beach
63	21	Norbury Crescent	City Beach
64	19	Norbury Crescent	City Beach
1	19	Oakdale Street	Floreat
377	17	Oakdale Street	Floreat
250	66	Oban Road	City Beach
340	42	Oban Road	City Beach
316	44	Oban Road	City Beach
248	62	Oban Road	City Beach
97	1	Oban Road	City Beach
342	65	Oban Road	City Beach
348	53	Oban Road	City Beach
364	1	Ocean Court	City Beach
483	208	Oceanic Drive	City Beach
349	224	Oceanic Drive	City Beach

1751	26	Oceanic Drive	Floreat
1728	44	Oceanic Drive	Floreat
131	10	Oceanic Drive	Floreat
145	19	Oceanic Drive	Floreat
587	65	Oceanic Drive	Floreat
602	41	Oceanic Drive	Floreat
1696	76	Oceanic Drive	Floreat
11	12	Olinda Avenue	City Beach
485	1	Orana Crescent	City Beach
13	10	Orana Crescent	City Beach
1	17	Orana Crescent	City Beach
1	55	Orrel Avenue	Floreat
76	20	Orrel Avenue	Floreat
77	23	Orrel Avenue	Floreat
295	46	Orrel Avenue	Floreat
53	12	Orrel Avenue	Floreat
37	10	Orrel Avenue	Floreat
88	1	Orrel Avenue	Floreat
382	13	Palana Road	City Beach
395	2	Palana Road	City Beach
182	67	Pandora Drive	City Beach
32	7	Pandora Drive	City Beach
218	60	Pandora Drive	City Beach
200	31	Pandora Drive	City Beach
547	9	Patonga Road	City Beach
462	11	Patonga Road	City Beach
551	1	Patonga Road	City Beach
1203	63	Pearson Street	Floreat
169	64	Peasholm Street	City Beach
719	49	Peebles Road	Floreat
882	30	Peebles Road	Floreat
748	59	Peebles Road	Floreat
976	34	Peebles Road	Floreat
1252	62	Peebles Road	Floreat
846	14	Peebles Road	Floreat
883	32	Peebles Road	Floreat
751	49	Peebles Road	Floreat
760	45	Peebles Road	Floreat
778	19	Peebles Road	Floreat
825	8	Peebles Road	Floreat
844	12	Peebles Road	Floreat
823	6	Peebles Road	Floreat
783	17	Peebles Road	Floreat
214	16	Penryn Avenue	City Beach
229	2	Penryn Avenue	City Beach

193	15	Penryn Avenue	City Beach
204	1	Penryn Avenue	City Beach
663	25	Pindari Road	City Beach
636	23	Pindari Road	City Beach
593	20	Pindari Road	City Beach
1027	1	Rannoch Street	Floreat
1071	11	Rannoch Street	Floreat
1055	7	Rannoch Street	Floreat
77	24	Rochdale Road	Mt Claremont
55	25	Rochdale Road	Mt Claremont
35	23	Rochdale Road	Mt Claremont
1455	13	Roscommon Road	Floreat
1482	19	Roscommon Road	Floreat
1538	39	Roscommon Road	Floreat
1483	21	Roscommon Road	Floreat
1506	27	Roscommon Road	Floreat
1547	38	Roscommon Road	Floreat
1354	16	Roscommon Road	Floreat
2	18	Roscommon Road	Floreat
1549	34	Roscommon Road	Floreat
445	101	Rosedale Street	Floreat
459	121	Rosedale Street	Floreat
312	1	Saltash Avenue	City Beach
506	333	Salvado Road	Floreat
482	327	Salvado Road	Floreat
2	340	Salvado Road	Floreat
178	301	Salvado Road	Floreat
526	347	Salvado Road	Floreat
166	248	Salvado Road	Floreat
139	247	Salvado Road	Floreat
29	249	Selby Street	Floreat
117	16	Sellenger Court	City Beach
1505	20	Shannon Street	Floreat
332	5	Simon Place	City Beach
150	2	Simon Place	City Beach
334	1	Simon Place	City Beach
19	29	Skipton Way	City Beach
20	28	Skipton Way	City Beach
21	2	Skipton Way	City Beach
24	24	Skipton Way	City Beach
5	1	Skipton Way	City Beach
23	6	Skipton Way	City Beach
116	33	Sudbury Way	City Beach
139	42	Sudbury Way	City Beach
117	11	Sudbury Way	City Beach

93	2	Sudbury Way	City Beach
110	1	Sudbury Way	City Beach
545	12	Takari Crescent	City Beach
527	15	Takari Crescent	City Beach
174	1	Talgarth Way	City Beach
173	52	Talgarth Way	City Beach
164	16	Talgarth Way	City Beach
141	61	Tarongo Way	City Beach
194	1	Tarongo Way	City Beach
144	55	Tarongo Way	City Beach
38	3	Taworri Way	City Beach
10	8	Taworri Way	City Beach
7	2	Taworri Way	City Beach
754	1	Templetonia Crescent	City Beach
720	19	Templetonia Crescent	City Beach
629	27	Templetonia Crescent	City Beach
704	23	Templetonia Crescent	City Beach
705	21	Templetonia Crescent	City Beach
1	62	Templetonia Crescent	City Beach
1	7	Templetonia Crescent	City Beach
734	13	Templetonia Crescent	City Beach
752	5	Templetonia Crescent	City Beach
722	15	Templetonia Crescent	City Beach
1	2	Templetonia Crescent	City Beach
14	2	Teslin Road	Mt Claremont
33	1	Teslin Road	Mt Claremont
763	303	The Boulevard	City Beach
112	322	The Boulevard	City Beach
113	324	The Boulevard	City Beach
798	301	The Boulevard	City Beach
1	73	The Boulevard	Floreat
255	62	The Boulevard	Floreat
42	45	The Boulevard	Floreat
313	55	The Boulevard	Floreat
25	35	The Boulevard	Floreat
1	2	The Boulevard	Floreat
6	171	The Boulevard	Floreat
679	112	The Boulevard	Floreat
1294	169	The Boulevard	Floreat
1286	153	The Boulevard	Floreat
1	183	The Boulevard	Floreat
1283	151	The Boulevard	Floreat
1272	133	The Boulevard	Floreat
50	7	Tilton Terrace	City Beach
46	2	Tilton Terrace	City Beach

152	35	Tilton Terrace	City Beach
301	40	Tilton Terrace	City Beach
161	8	Tilton Terrace	City Beach
292	48	Tilton Terrace	City Beach
280	50	Tilton Terrace	City Beach
12	1	Tintagel Court	City Beach
1574	1	Tralee Road	Floreat
69	53	Tranmore Way	City Beach
58	2	Tranmore Way	City Beach
76	29	Tranmore Way	City Beach
92	52	Tranmore Way	City Beach
78	25	Tranmore Way	City Beach
20	4	Truro Place	City Beach
21	2	Truro Place	City Beach
61	24	Truro Place	City Beach
1	78	Tullow Road	Floreat
371	12	Tumut Road	City Beach
855	13	Turriff Road	Floreat
834	7	Turriff Road	Floreat
809	1	Turriff Road	Floreat
1	2	Turriff Road	Floreat
811	5	Turriff Road	Floreat
1404	19	Ulster Road	Floreat
1407	17	Ulster Road	Floreat
1399	29	Ulster Road	Floreat
1346	33	Ulster Road	Floreat
1347	31	Ulster Road	Floreat
110	9	Warri Road	City Beach
136	6	Warri Road	City Beach
1	17	Weelara Road	City Beach
39	1	Weldon Way	City Beach
26	30	Weldon Way	City Beach
31	10	Weldon Way	City Beach
30	8	Weldon Way	City Beach
38	29	Weldon Way	City Beach
27	2	Weldon Way	City Beach
247	15	West Coast Highway	City Beach
1	3	West Lorne Street	Floreat
1137	6	West Lorne Street	Floreat
1799	17	West Lorne Street	Floreat
1114	2	West Lorne Street	Floreat
1797	13	West Lorne Street	Floreat
1811	23	West Lorne Street	Floreat
1809	19	West Lorne Street	Floreat
48	25	Windarra Drive	City Beach

425	32	Windarra Drive	City Beach
378	24	Windarra Drive	City Beach
384	26	Windarra Drive	City Beach
364	2	Windarra Drive	City Beach
437	36	Windarra Drive	City Beach
374	16	Windarra Drive	City Beach
408	30	Windarra Drive	City Beach
373	14	Windarra Drive	City Beach
426	34	Windarra Drive	City Beach
441	42	Windarra Drive	City Beach
21	17	Winmarley Street	Floreat
55	19	Winmarley Street	Floreat
3802	35	Winmarley Street	Floreat
11	2	Winmarley Street	Floreat
18	16	Winmarley Street	Floreat
681	3	Yalgun Road	City Beach
231	1	Yallambee Place	City Beach
109	56	Yaltara Road	City Beach
54	20	Yaltara Road	City Beach
106	8	Yaltara Road	City Beach
618	2	Yanagin Crescent	City Beach
31	33	Yaringa Way	City Beach
64	5	Yaringa Way	City Beach
49	4	Yaringa Way	City Beach
131	2	Yolande Place	City Beach
105	5	Yolande Place	City Beach
40	2	Yule Street	City Beach
55	1	Yule Street	City Beach
56	12	Yule Street	City Beach

CORNER LOT REFERENCE MAP - CITY BEACH NORTH



CORNER LOT REFERENCE MAP - CITY BEACH SOUTH



This is a detailed street map of the West Hill area in Dublin. The map shows a dense network of streets, including Cromarty Rd, Dúmfries Rd, Kilmacdonagh Rd, and Kilmacdonagh St. A large green area, likely a park or sports field, is located in the center of the map. The map is oriented with North at the top. The streets are labeled with their names, and the map shows the layout of the roads and the surrounding area.

REQUIREMENT	COMMENTS
General standards	
The lot has a minimum site area of 900m2 (excluding truncations).	See above
The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application	This will ensure that the development will be built to the specifications under the Town Planning Scheme prior to subdivision and will be an integrated development.
There is to be no ancillary dwelling located on the	It is considered impractical that both the

lot.	housing design and ancillary dwelling would be able to be accommodated on the same lot and for all the requirements of the Town Planning Scheme and for ancillary dwellings, to be satisfied.
Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.	There will be no variations to other Council policies and R-Code provisions.
Site Planning	
A minimum of 50% open space is to be provided for the whole development.	This amount of open space is slightly less than the requirement under the R-Codes for Residential R12.5 developments; however, a large proportion of the open space will be required to be landscaped and the areas around the boundary will be required to be left open.
Buildings shall be set back a minimum of 4.0 metres from all lot boundaries.	The setback to each boundary is proposed to be 4.0m to distribute the impact of the development evenly to each street frontage. The setbacks have been tested and found to be achievable.
Garages must be set back at least 5.0 metres from the primary street boundary, or at least 4.0 metres from the primary street boundary if the second storey is located above the garage, as viewed from the street.	To reduce impact of garages on the streetscape.
A minimum of 60% of the combined primary and secondary street setback area is to be landscaped area. The landscaped area does not include the area of swimming pools.	This requirement ensures that the majority of the front setback areas are landscaped to compliment the streetscape. There will be no exceptions to the requirement for 60% of the front setback area to be landscaped.
A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5m and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.	Small walls and small open style fences may be permitted in the front setback area, although taller fencing is not permitted.
The side and rear setback areas are to be landscaped area with the following exceptions permitted:- - One gate or security wall of a maximum height of 2.0 metres between the dwelling to each the side and rear boundaries; - One fence between each property and/or	Landscaping against side boundaries will provide a buffer for adjoining properties, although minor exceptions are allowed to provide for security and access.

fencing between property and common property with a maximum height of 2.0 metres; - Outdoor living areas, provided that there is a landscaping strip at least 1.5 metres wide against the adjoining lot; and - The driveway provided it is set back from side or rear boundary at least 1.0 metres.	
Each dwelling shall have one private outdoor living area of at least 24m ² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area	This outdoor living area is equivalent to that required for Residential R30 development.
Building Design	
Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof	The incorporation of building height standards into the Town Planning Scheme is necessary to maintain a high level of control. As the standards are not open to discretion, the Town received advice that an additional 0.5m height allowance be provided than is generally allowed in the Town's Building Height Policy to accommodate cavity space between each level for fire safety, noise attenuation and sufficient space for services in order to meet building clearances.
One dwelling must face each street with the front door and at least one habitable room with a major opening must be in clear view of each street on each level.	The premise of development of corner lots is to activate both street frontages.
Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the major openings, or portions thereof, must have obscure glazing or screening.	Additional privacy control than R-Codes, whilst still accounting for standard building practices.
Eaves are permitted to project 1.0 metre from the building into setback areas	As per R-Code requirements
Parking and Access	
There shall be two car parking spaces provided per dwelling.	As per R-Code requirements. No visitor parking is required.
Car parking spaces must not be located in any setback area.	
Garages shall have a maximum width of 6.0 metres inclusive of supporting structures.	Streetscape requirement.
A maximum of one vehicle access crossover per street with a maximum width of 3.0 metres or one	Crossover location is to be controlled to avoid impact on the streetscape. Whilst

shared crossover for the whole development with a maximum width of 4.5 metres is permitted. Vehicle access crossover(s) are to be located within 10.0 metres of side or rear boundaries.	the crossover location illustrated in the designs is not directly abutting the side boundaries, these are to be located away from the street corner. Therefore, 10.0m is considered to be an adequate distance from the side boundary for crossovers to be located.
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Under Additional Use A9 - A **maximum of three grouped dwellings** may be developed on a corner lot as identified on the "Corner Lot Reference List" and list subject to the following:-

REQUIREMENT	COMMENTS
General standards	
The lot has a minimum site area of 950m2 (excluding truncations).	See above
The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.	This will ensure that the development will be built to the specifications under the Town Planning Scheme prior to subdivision and will be an integrated development.
There is to be no ancillary dwelling located on the lot.	It is considered impractical that both the housing design and ancillary dwelling would be able to be accommodated on the same lot and for all the requirements of the Town Planning Scheme and for ancillary dwellings, to be satisfied.
Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.	There will be no variations to other Council policies and R-Code provisions.
Site Planning	
A minimum of 50% open space is to be provided for the whole development.	This amount of open space is slightly less than the requirement under the R-Codes for Residential R12.5 developments; however, a large proportion of the open space will be required to be landscaped and the areas around the boundary will be required to be left open.
Buildings shall be set back a minimum of 4.0 metres from the primary and secondary street boundary and a minimum of 1.5 metres from all other lot boundaries.	The setback to each boundary is proposed to be 4.0m to distribute the impact of the development evenly to each street frontage. On one side boundary the building would be setback at least 4.5m, given the need for a driveway along one side. The setbacks have been tested and found to be achievable.
All setback areas are to be landscaped areas	This requirement ensures that the

with the following exceptions permitted: - One footpath to each dwelling from the street boundary with a maximum width of 2.0 metres; - One driveway per development can be located in the street setback area; - One gate or security wall of a maximum height of 2.0 metres between the dwelling to each of the side and rear boundaries; - One fence between each property and fencing between property and common property with a maximum height of 2.0 metres; - A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates; and - A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box. A swimming pool is not permitted in the street setback area.	majority of the front setback areas are landscaped to compliment the streetscape, although minor exceptions are allowed to provide for security and access. Landscaping against side boundaries will provide a buffer for adjoining properties. Small walls and small open style fences may be permitted in the front setback area, although taller fencing is not permitted.
Each dwelling shall have one private outdoor living area of at least 24m² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area.	This outdoor living area is equivalent to that required for Residential R30 development.
Building Design	
Each building shall only be one storey with a maximum wall height of 3.5 metres and a maximum roof height of 6.0 metres, as taken from the midpoint of ground level across the site.	The design is limited to a single storey on the basis it is designed to provide housing choice options for smaller households. The incorporation of building height standards into the Town Planning Scheme is necessary to maintain a high level of control. However, to account for uneven topography, the midpoint of the ground level over the site is to be used as opposed to natural ground level.
A maximum plot ratio area of 120m² per dwelling, excluding parking, storage and verandah areas. Storage space may be provided within the 25 m² allocated for parking per dwelling.	On the basis of 120m² and an extra 25 m² per dwelling for storage/carport/garage, this equates to 49% site coverage based on a 950 m² site.

Each dwelling must have the front door and at least one habitable room with a major opening in clear view of a street and there must be at least one habitable room with a major opening facing each street.	This may restrict some sites from qualifying as the site may be irregularly shaped, but in these cases the two dwelling option may still be possible.
Eaves are permitted to project 0.75 metres from the building into setback areas.	As per R-Code requirements
A verandah with a minimum depth of 1.5 metres must occupy at least two thirds of the whole building façade as viewed from the street.	The verandah is required to articulate the façade and encourage street interaction.
Parking and Access	
There shall be one car parking space per dwelling with a maximum area of 25m ² and two visitor car parking spaces for the development.	The housing design is focused towards smaller households and it is considered that one parking bay per dwelling would be satisfactory. Whilst there are no requirements for visitor parking spaces for grouped dwellings, to avoid visitor parking overspill onto local streets, separate visitor parking is to be provided on-site.
All car parking spaces are to be located behind dwellings as viewed from both streets and are not to be located in any of the boundary or street setback areas.	The location of car parking is to be strictly controlled to avoid impact on the streetscape.
Garage and carport doors shall have a maximum width of 3.0 metres.	
A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted, which must be set back exactly 1.5 metres from either the side or rear boundary.	Crossover location is to be strictly controlled to avoid impact on the streetscape.
Each dwelling is to be provided with one pedestrian footpath from the street with a maximum width of 2.0 metres.	Pedestrian access is a key consideration given that the market for this housing design is expected to be aged persons.

Under Additional Use A10 - "Multiple dwelling" for Residential R12.5, R15 and R20 zoned lots in the City Beach and Floreat Precincts. This will allow for the manor house housing option in accordance with the following development standards:-

REQUIREMENT	COMMENTS
General standards	
The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.	This will ensure that the development will be built to the specifications under the Town Planning Scheme and will be an integrated development.
There is to be no ancillary dwelling located on the	It is considered impractical that both the housing design and ancillary dwelling

lot.	would be able to be accommodated on the same lot and for all the requirements of the Town Planning Scheme and for ancillary dwellings, to be satisfied.
Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.	There will be no variations to other Council policies and R-Code provisions.
Site Planning	
The number of dwellings that are permitted is subject to lot size as follows:- - Two dwellings on a lot with a minimum area of 900m² (excluding truncations); - Two dwellings and one small bedroom apartment on a lot with a minimum area of 1000m² (excluding truncations); - Three dwellings on a lot with a minimum area of 1100m² (excluding truncations); - Four dwellings on a lot with a minimum area of 1200m² (excluding truncations).	A range of manor house designs are proposed based on lot size which have been tested and it has been determined that the number of dwellings can be comfortably accommodated on the various lot sizes. It has been calculated that 45% of lots in City Beach could accommodate a manor house, but only 44% of those could accommodate more than two dwellings and only 9% of all manor houses could have up to 4 dwellings. It has been calculated that 33% of lots in Floreat could accommodate a manor house, but only one-third of those could accommodate more than two dwellings and only 10% of all potential manor house sites could have up to 4 dwellings.
A minimum of 50% open space is to be provided for the whole development.	This amount of open space is slightly less than the requirement under the R-Codes for Residential R12.5 developments; however, a large proportion of the open space will be required to be landscaped and the areas around the boundary will be required to be left open. This measure is aimed to prevent excessively large dwellings and will encourage building articulation.
Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 4.0 metres from each street boundary with no minor incursions into the street setback area permitted.	As per current requirements under Streetscape Policy with the exception of corner lots to be in accord with setbacks for corner lot designs.
A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be landscaped areas. The landscaped area does not	Specific landscaping requirements

include the area of any swimming pool.	
Buildings shall be set back at least 6.0 metres from the rear boundary, or 4.0 metres in the case of development on a corner lot. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool, fencing between properties or fencing between properties and common property. In the case of a corner lot, one security gate or wall with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.	As per current requirements under with the exception of corner lots to be in accord with setbacks for corner lot designs and the added restrictions on rear setback area.
Buildings shall be set back at least 2.5 metres from side boundaries, or 4.0 metres in the case of a development on a corner lot. There is to be no other structure or parking in the side setback area except for a swimming pool, fencing between properties or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.	The proposed setback is greater than the R-Code requirement. The setback has been tested and found to be achievable.
Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required <u>as a condition of approval</u> along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.	To provide noise attenuation to adjoining properties.
A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.	Small walls and small open style fences may be permitted in the front setback area, although taller fencing is not permitted.
Each dwelling shall have one private outdoor living area of at least 10m ² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback	This outdoor living area is equivalent to that required under the Multi-Unit Housing Code.

area.	
All bin storage shall be provided behind the street setback and is to be screened from view of street.	
Building Design	
Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5m to the top of walls and the roof for a flat or skillion roof.	The incorporation of building height standards into the Town Planning Scheme is necessary to maintain a high level of control. As the standards are not open to discretion, the Town received advice that an additional 0.5m height allowance be provided than is generally allowed in the Town's Building Height Policy to accommodate cavity space between each level for fire safety, noise attenuation and sufficient space for services in order to meet building clearances.
The front door to the ground floor dwelling which is closest to the primary street or the main entry to the dwellings must be in clear view of the street.	Passive surveillance requirement
There must be at least one habitable room with a major opening in clear view of each abutting street on each level.	As per Streetscape Policy requirements
Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.	Additional privacy control than R-Codes whilst still accounting for standard building practices.
Eaves are permitted to project 1.0 metre from the building into setback areas.	As per R-Codes
Parking and Access	
There shall be two car parking spaces per dwelling and one visitor bay per development.	Additional parking requirements to that required as per the R-Codes, to prevent spillover parking of visitor parking on local streets.
Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.	The location of car parking is to be strictly controlled to avoid impact on the streetscape
A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted.	Crossover location is to be strictly controlled to avoid impact on the streetscape.

In the case of corner lots, the crossover must be accessed from the secondary street, unless it is a distributor (major) road in which case access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.	
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Under Additional Use A11 - "Multiple dwelling" for Residential Zoned lots adjoining Cambridge Street and Oceanic Drive, Floreat between Selby Street and Brookdale Park and Sunnyside Street. This will allow for the Cambridge Street apartment housing option with up to four multiple dwellings in accordance with the following development standards:-

REQUIREMENT	COMMENTS
General standards	
The lot has a minimum site area of 750m ² (excluding truncations).	This will enable most uniform shaped lots along Cambridge Street to be developed for this typology.
The lot has a minimum depth of 40.0 metres as calculated perpendicular to Cambridge Street.	This will exclude corner fan shaped lots from the housing option as it has not been designed to be accommodated on such lots. Additional uses A9 and A10 will still be possible on these lots.
The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.	This will ensure that the development will be built to the specifications under the Town Planning Scheme and will be an integrated development.
There is to be no ancillary dwelling located on the lot.	It is considered impractical that both the housing design and ancillary dwelling would be able to be accommodated on the same lot and for all the requirements of the Town Planning Scheme and for ancillary dwellings, to be satisfied.
Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.	There will be no variations to other Council policies and R-Code provisions.
Site Planning	
Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 2.0 metres from the secondary street with no minor incursions into the street setback area permitted.	As per current requirements under Streetscape Policy, although secondary street setback is greater.
A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be	This exceeds current policy requirements and will allow for additional landscaping.

landscaped areas. The landscaped area does not include the area of swimming pools.	
Buildings shall be set back at least 6.0 metres from the rear boundary. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool and/or fence between properties and/or fencing between properties and common property. In the case of corner lot, one security gate or wall with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.	As per current requirements with the exception of corner lots to be in accord with setbacks for corner lot designs and added restrictions for the rear setback area.
Buildings shall be set back at least 2.0 metres from side boundaries. There is to be no other structure or parking in the side setback area except for a swimming pool and/or fence between properties and/or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.	The proposed setback is greater than the R-Code requirement. The setback has been tested and found to be achievable.
Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required <u>as a condition of approval</u> along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.	To provide noise attenuation to adjoining properties.
A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.	Small walls and small open style fences may be permitted in the front setback area, although taller fencing is not permitted.
Each dwelling shall have one private outdoor living area of at least 10m ² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback area.	This outdoor living area is equivalent to that required under the Multi-Unit Housing Code.
All bin storage shall be provided behind the street setback and to be screened from view of street.	
Building Design	
The building shall be a maximum of two storeys	The incorporation of building height

with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof.	standards into the Town Planning Scheme is necessary to maintain a high level of control. As the standards are not open to discretion, the Town received advice that an additional 0.5m height allowance be provided than is generally allowed in the Town's Building Height Policy to accommodate cavity space between each level for fire safety, noise attenuation and sufficient space for services in order to meet building clearances.
The front door to the ground floor dwelling which is closest to the primary street and/or the main entry to the dwellings must be in view of the street.	Passive surveillance requirement.
There must be at least one habitable room with a major opening in clear view of each abutting street on each level.	As per Streetscape Policy requirements
Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.	Additional privacy control than R-Codes whilst still accounting for standard building practices.
Eaves are permitted to project 1.0 metre from the building into setback areas.	As per R-Codes
Parking and Access	
There shall be two car parking spaces per dwelling	Additional parking requirements to that required as per the R-Codes
Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.	The location of car parking is to be strictly controlled to avoid impact on the streetscape
A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted. In the case of corner lots, the crossover must be accessed from the secondary street, unless it is Selby Street, in which case access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.	Crossover location is to be strictly controlled to avoid impact on the streetscape.

Note - there is no open space requirement as the proposed setbacks are considered to provide a reasonably sized area around the dwelling and the larger site coverage is required to accommodate the design.

Primary Street Setbacks

At its Meeting held on 26 August 2014, Council adopted an amended version of Streetscape Policy 3.1 which, inter alia, reduced primary street setbacks to 6.0m from 7.5 metres and 9.0 metres in the City Beach and Floreat Precincts, respectively. To make the Town Planning Scheme and Streetscape Policy 3.1 consistent and to no longer rely on applying discretion under the Scheme to implement the new standards, it is proposed to delete the following text from Clause 20 of Town Planning Scheme No.1.

Clause 20 of the Town Planning Scheme specifies the following provisions:

(1) Notwithstanding the provisions of the Residential Planning Design Codes, the following special applications of the Residential Planning Design Codes apply:-

(a) street boundary setbacks within the City Beach Precinct (P1) shall be a minimum of 7.5 metres from the primary street (as defined by Council) and 3.75 metres from the secondary street, except within the Residential R30 zone and in the case of grouped dwelling development, and

(b) street boundary setbacks within the Floreat Precinct (P3) shall be a minimum of 9 metres from the primary street (as defined by Council) and 4.5 metres from the secondary street, except within the Residential R15 zone.

(2) When determining setbacks under this clause, the following provisions shall apply:-

(a) setbacks shall be measured at 90 degrees to the street alignment; and

(b) clauses 1.5.5 and 1.5.8 (a) and (c) 5.1.2 C2.1, C2.2 and 5.2.1 C1.1 to C1.5 of the Residential Planning Design Codes shall not apply.

Additional Amendments to Town Planning Scheme Clauses

In addition, given the recent changes in the R-Codes which reverted the average site area for Residential R20 development back to 450m², sub-clause (3) of Clause 20 "*For the area located along either side of Cambridge Street between Selby Street and Birkdale Street and zoned Residential R20, the average site area for grouped dwellings shall be 450m²*" is now unnecessary and proposed to be deleted from the Scheme Text. Furthermore, it is inconsistent with the provisions for the corner lot development typologies if built in this area.

To ensure that Clause 39 of Town Planning Scheme No.1 Determination of Non-Complying Applications for Planning Approval does not apply to the Additional Uses the following sub-clause shall be added to Clause 39:

"(5) Notwithstanding subclause (2), Council shall not grant planning approval for a non-complying application for an additional use specified in Items A9, A10 or A11 of Schedule 2."

Scheme Objectives: Clause 5 of Town Planning Scheme No. 1

The scheme objectives are listed in Clause 5 of TPS1. The proposal has been assessed according to the Scheme Objectives, as outlined below:

- (1) The Council has prepared this Scheme for the purpose of controlling and guiding development and growth in a responsible manner and which can initiate, accommodate and respond to change.

- (2) The overall goal of this Scheme is to ensure that the Town of Cambridge will be widely recognised as providing a high level of services and amenities in a friendly and accountable manner.
- (3) The general objectives of this Scheme are:-
- (a) to cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, transport and access opportunities;
 - (b) to protect and enhance the health, safety and general welfare of the Town's inhabitants and the social, physical and cultural environment;
 - (c) to ensure that the use and development of land is managed in an effective and efficient manner within a flexible framework which:-
 - (i) recognises the individual character and needs of localities within the Scheme Area; and
 - (ii) can respond readily to change;
 - (d) to ensure planning at a local level is consistent with the Metropolitan Region Scheme and wider regional planning strategies and objectives;
 - (e) to promote the development of a sense of local community and recognise the right of the community to participate in the evolution of localities;
 - (f) to promote and safeguard the economic well-being and functions of the Town;
 - (g) to co-ordinate and ensure that development is carried out in an efficient and environmentally responsible manner which:-
 - (i) makes optimum use of the Town's growing infrastructure and resources;
 - (ii) promotes an energy efficient environment; and
 - (iii) respects the natural environment; and
 - (h) to promote and safeguard the cultural heritage of the Town by:-
 - (i) identifying, conserving and enhancing those places which are of significance to the Town's cultural heritage;
 - (ii) encouraging development that is in harmony with the cultural heritage value of an area;

The proposed Scheme Amendment meets this overriding objective. The proposal also conforms to the above relevant general objectives listed in clause 5 of TPS1.

Town of Cambridge Local Planning Strategy and Town Planning Scheme Review

Council has endorsed a working Local Planning Strategy (LPS) document to provide general directions and objectives for the Town's future planning.

This Scheme Amendment is consistent with the working LPS as it delivers on the following objectives:-

- -Increase housing choice as part of new housing developments;

- Facilitate sympathetic infill development through the introduction of built-form codes; and
- Enhance existing residential areas in accordance to character statements for each of the Town's housing precincts as follows:-
 - o *Floreat has a strong garden and open feel with importance attached to the greenery of its streetscapes and low density style of housing development;*
 - o *City Beach has a spacious open feel with importance attached to green streetscapes and low density style of housing.*

Town of Cambridge Strategic Community Plan 2013-2023

Scheme Amendment 31 is consistent with the following goals and strategies of the Town of Cambridge Strategic Community Plan 2013-2023:-

Goal 4 : -Neighbourhoods that are well planned, attractive, respectful of the character and responsive to future needs.

Strategy 4.1 Create opportunities for housing options to suit community needs

Key Actions - Promote a range of housing types in existing suburbs.

Strategy 4.2 Guide new development which is in harmony with the surrounding area and retains a sense of place

Key Actions - Revise the Town Planning Scheme to align the land use strategies of the Town.

SUMMARY:

Scheme Amendment 27 will allow for the introduction of a set of Additional Uses which will apply to most of the Residential zoned areas of the City Beach and Floreat Precincts including grouped dwellings on corner lots and multiple dwellings. These additional uses will provide opportunities for a range of housing designs which the Town has developed to be implemented in these areas to improve housing choice including corner lot developments, manor houses and the Cambridge Street apartment design. Schedule 2 "Additional Uses" will specify a detailed list of development requirements and lot parameters which must be satisfied in order to achieve the additional dwelling potential. The Additional Use approach is based on the premise that the grouped dwellings or multiple dwellings remain a non-permitted use unless each specific criteria is met, to maintain a very high level of control over the design of each dwelling to ensure that the streetscape character and amenity of the City Beach and Floreat Precincts is maintained.

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF CAMBRIDGE

TOWN PLANNING SCHEME NO. 1

AMENDMENT NO. 31

The Town of Cambridge under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends Town Planning Scheme No.1 by having:-

Resolved that the Council in pursuance of Section 75 of the Planning and Development Act 2005, initiate an amendment to the Town of Cambridge Town Planning Scheme No. 1 as follows:-

(i) Insert Additional Use (A9) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A9”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

“Lot 431 (No. 2) Adina Road, City Beach; Lot 255 (No. 1) Adori Place, City Beach; Lot 491 (No. 114), Lot 545 (No. 144), Lot 516 (No. 120), Lot 537 (No. 128), Lot 564 (No.146), Lot 493 (No. 118), Lot 447 (Lot 106) Alderbury Street, Floreat; Lot 1232 (No. 30), Lot 1231 (No. 32), Lot 1779 (No. 24), Lot 1792 (No. 14), Lot 1819 (No 26), Lot 1229 (Lot 36) Alyth Road, Floreat; Lot 505 (No.22), Lot 600 (No. 32), Lot 529 (No. 17), Lot 378 (No. 24), Lot 575 (No. 27), Lot 598 (No 31) Arbordale Street, Floreat; Lot 298 (No. 1), Lot 348 (No 56) Aruma Way, City Beach; Lot 1 (No. 9), Lot 302 (No. 2), Lot 290 (No.1) Asten Road, City Beach; Lot 1470 (No. 2), Lot 1386 (No. 30), Lot 1554 (No.33), Lot 1388 (No. 26) Athlone Road, Floreat; Lot 1211 (No. 3) Ayr Street, Floreat; Lot 587 (No.2) Banool Crescent, City Beach; Lot 1651 (No.6), Lot 1652 (No.1) Bantry Road, Floreat; Lot 324 (No.2), Lot 269 (No.8), Lot 238 (No.21), Lot 306 (No.6) Baramba Road, City Beach; Lot 44 (No.20) Barnsley Road, Mt Claremont; Lot 356 (No.14), Lot 350 (No.2) Belford Road, City Beach; Lot 196 (No.2), Lot 206 (No.1), Lot 195 (No.38), Lot 202 (No.30), Lot 200 (No.10) Bendigo Way, City Beach; Lot 194 (No.39) Bent Street, City Beach; Lot 1673 (No.1), Lot 1671 (No.5) Benwee Road; Floreat; Lot 206 (No 21), Lot 637 (No 55) Berkeley Crescent, Floreat; Lot 1 (No 116) Birkdale Street, Floreat; Lot 346 (No.7), Lot 397 (No.6), Lot 399 (No.2) Bodmin Avenue, City Beach; Lot 40 (No.20), Lot 36 (No.22), Lot 18 (No.21), Lot 189 (No. 1) Boronia Crescent, City Beach; Lot 304 (No.11) Boscastle Avenue, City Beach; Lot 24 (No.2), Lot 225 (No.1) Boscombe Avenue, City Beach; Lot 39 (No.2), Lot 3814 (No.14) Bournville Street, Floreat; Lot 319 (No.99), Lot 376 (No.70), Lot 397 (No.68), Lot 288 (No. 91) Branksome Gardens, City Beach; Lot 390 (No 124), Lot 457 (No 122), Lot 469 (No 101) Brookdale Street, Floreat; Lot 736 (No.6) Caithness Road, Floreat; Lot 1604 (No. 20) Callan Road, Floreat; Lot 286 (No.21) Callington Avenue, City Beach; Lot 128 (No.2), Lot 501 (No.1) Calver Place, City Beach; Lot 310 (No.1), Lot 1(No.5), Lot 276 (No.11), Lot 234 (Lot 13), Lot

236 (Lot 17) Camborne Avenue, City Beach; Lot 253 (No.472), Lot 202 (No.473), Lot 203 (Lot 469), Lot 252 (No.464), Lot 228 (No.417) Cambridge Street, Floreat; Lot 1101 (No.11) Cargen Crescent, Floreat; Lot 233 (No.2), Lot 240 (No.1) Carinya Place, City Beach; Lot 392, (No.19), Lot 367 (No.22), Lot 103 (No.18) Catesby Street, City Beach; Lot 387 (No. 56) Challenger Parade, City Beach; Lot 343 (No.19), Lot 326 (Lot. 20) Chandler Avenue East, Floreat; Lot 1421 (No. 54), Lot 1420 (No.53) Chandler Avenue West, Floreat, Lot 262 (No.11), Lot 274 (No.10), Lot 282 (No.2) Chidley Road, City Beach; Lot 387 (No.14), Lot 328 (No.124), Lot 257 (No.80), Lot 156, (No.78), Lot 385 (No.16), Lot 374 (No.20) Chipping Road, City Beach; Lot 1427 (No.27), Lot 1396 (No.26), Lot 1 (No.31), Lot 1378 (No.33), Lot 1363 (No. 35), Lot 1335 (No. 38), Lot 1275 (No. 41), No 1355 (No.30) Clanmel Road, Floreat; Lot 381 (No.1), Lot 379 (No.5) Clovelly Road, City Beach, Lot 956 (No.5) Comrie Street, Floreat; Lot 1315 (No.2) Cork Road, Floreat; Lot 1218 (No.5), Lot 1217 (No.6) Crieff Street, Floreat; Lot 1210 (No.15) Cromarty Road, Floreat; Lot 59 (No.1), Lot 1 (No.24), Lot 231 (No.23), Lot 791 (No.29) Crosby Street, Floreat; Lot 218 (No.55), Lot 773 (No.5), Lot 1 (No.49), Lot 788 (No.2), Lot 786 (No.1), Lot 743 (No.20), Lot 198 (No.47) Dampier Avenue, City Beach; Lot 219 (No.1) Dartmouth Avenue, City Beach; Lot 1325 (No.42), Lot 1631 (No.65), Lot 1569 (No.49), Lot 1605 (No. 61), Lot 1583 (No.53), Lot 7 (No. 64), Lot 1324 (No.44), Lot 1334 (No. 24), Lot 1584 (No.55) Donegal Road, Floreat; Lot 286 (No. 10) Dorking Road, City Beach; Lot 1193 (No. 18), Lot 937 (No. 7), Lot 1 (No. 34), Lot 1184 (No.32), Lot 911 (No.1), Lot 1190 (No. 20) Dumfries Road, Floreat; Lot 884 (No.36), Lot 903 (No.1), Lot 801 (No.27), Lot 922 (No.5), Lot 2 (No.2), Lot 924 (No.7) Dunblane Road, Floreat; Lot 1526 (No.11) Dundalk Road, Floreat; Lot 1790 (No. 13), Lot 1781 (No.14), Lot 1146 (No.2), Lot 1139 (No.1) Dunkeld Street, Floreat; Lot 407 (No.3), Lot 115 (No.2), Lot 408 (No.1), Lot 4 (No.22), Lot 122 (No.16) Dupont Avenue, City Beach; Lot 967 (No.2), Lot 1 (No.11), Lot 968 (No.1) East Lorne Street, Floreat; Lot 17 (No.8), Lot 7 (No.1), Lot 2 (No.2), Elimatta Way, City Beach; Lot 3 (No. 50), Lot 1654 (No. 30) Elphin Street, Floreat; Lot 297 (No.59), Lot 236 (No.35), Lot 85 (No.42), Lot 53 (No. 48), Lot 233 (No. 97), Lot 276 (No. 51), Lot 296 (No. 57) Empire Avenue, City Beach; Lot 180 (No. 10) Erskine Place, City Beach, Lot 314 (No.5), Lot 326 (No.6) Esk Road, City Beach; Lot 500 (No. 98), Lot 103 (No. 54), Lot 500 (No. 102) , Lot 77 (No.2), Lot 76 (No.1) Evandale Street, Floreat; Lot 196 (No.15), Lot 189 (No.2) Falmouth Avenue, City Beach; Lot 399 (No. 6), Lot 394 (No.1), Lot 416 (No.2) Felton Road, City Beach; Lot 480 (No.20), Lot 471 (No.2) Ferndale Street, Floreat; Lot 353, No. 24 Floreat Avenue, Floreat; Lot 57 (No.2), Lot 75 (No.1), Lot 66 (No.20) Fortview Road, Mt Claremont; Lot 1816 (No. 6), Lot 1804 (No.2) Glamis Place, Floreat; Lot 2 (No.55), Lot 1749 (No.1), Lot 1730 (No.21), Lot 1542 (No.42), Lot 1493 (No.20), Lot 1495 (No.24), Lot 1468 (No. 14), Lot 1440 (No.8), Lot 1670 (No.77), Lot 1413 (No.2), Lot 1415 (No.6), Lot 1539 (No.38), Lot 1697 (No. 53), Lot 1531 (No. 32), Lot 1442 (No. 12), Lot 1632 (No. 109), Lot 1649 (No.93), Lot 1618 (No.88) Glengariff Drive, Floreat; Lot 1576 (No.2) Glenties Road, Floreat; Lot 690 (No.11) , Lot 713 (No.13), Lot 780 (No.2), Lot 685 (No.1), Lot 767 (No.8) Goonang Road, City Beach; Lot 247 (No.126), Lot 687 (No.139), Lot 690 (No.137), Lot 710 (No. 138), Lot 219 (No. 97), Lot 240 (No. 112), Lot 188 (No. 91), Lot 8 (No. 73) Grantham Street, Floreat; Lot 124 (No.15) Grasmere Avenue, City Beach; Lot 441 (No. 109), Lot 420 (No. 101), Lot 406 (No.111) Grovedale Road, Floreat; Lot 727 (No.1) Gunee Road City Beach; Lot 210 (No.6), Lot 227 (No.17) Helston Avenue, City Beach; Lot 61 (No.17), Lot 11 (No.1), Lot 7 (No.8), Lot 55 (No.10), Lot 4 (No.2) Hesperia Avenue, City Beach; Lot 76 (No.20), Lot 79 (No.26) Highbury Street, Floreat; Lot 139 (No.1), Lot 128 (No.8), Lot 123 (No.10), Lot 289 (No.9), Lot 351

(No.29) Hornsey Road, Floreat; Lot 29 (No.27), Lot 47 (No.9), Lot 1 (No.19), Lot 79 (No.14), Lot 43 (No.17) Hovea Crescent, City Beach; Lot 469 (No.1) Ikara Road, City Beach; Lot 565 (No.2), Lot 555 (No.12), Lot 552 (No.18), Lot 512 (No.5), Lot 540 (No.11), Lot 605 (No.26) Kalari Drive, City Beach; Lot 510 (No.23), Lot 589 (No. 41), Lot 571 (No. 35) Kalinda Drive, City Beach; Lot 796 (No.2) Kateena Road, City Beach; Lot 103 (No.1), Lot 104 (No.3) Keaney Place, City Beach; Lot 964 (No.20), Lot 971 (No.18), Lot 985 (No.27), Lot 2 (No.25) Kenmore Crescent, Floreat; Lot 1456 (No. 25) Kildare Road, Floreat; Lot 1371 (No.30) Kilkenny Road, Floreat; Lot 1148 (No. 29), Lot 1163 (No.35), Lot 2 (No. 18), Lot 1124 (No.2), Lot 1125 (No.1), Lot 1161 (No. 31) Kincardine Crescent, Floreat; Lot 25 (No.6), Lot 124 (No.21), Lot 125 (No.23), Lot 26 (No.8), Lot 60 (No.20), Lot 117 (No.22) Kingsland Avenue, City Beach; Lot 300 (No. 57), Lot 330 (No.56) Kinkuna Way, City Beach; Lot 1098 (No.41), Lot 1087 (No.19), Lot 1077 (No.2), Lot 1078 (No.1) Kinross Crescent, Floreat; Lot 1021 (No.2), Lot 1022 (No.1), Lot 1000 (No. 42), Lot 1011 (No.20), Lot 1037 (No.25) Kintyre Crescent, Floreat; Lot 1042 (No.66), Lot 1043 (No. 48), Lot 1050 (No. 39), Lot 1064 (No.77), Lot 668 (No.14), Lot 1049 (No.38), Lot 722 (No.27) Kirkdale Avenue, Floreat; Lot 16 (No.6) Landra Gardens, City Beach; Lot 407 (No.21) Larundel Road, City Beach; Lot 326 (No.9) Launceston Avenue, City Beach; Lot 306 (No.1) Lentara Crescent, City Beach; Lot 547 (No.13), Lot 519 (No.2) Lichendale Street, Floreat; Lot 1559 (No.12), Lot 1616 (No.26), Lot 1592 (No.20), Lot 1558 (No. 19), Lot 1594 (No.24) Lifford Road, Floreat; Lot 100 (No.2) Lilika Road, City Beach; Lot 252 (No.29), Lot 308 (No.9), Lot 304 (No.1), Lot 203 (No.26), Lot 309 (No.11), Lot 768 (No.39), Lot 765 (No. 45), Lot 224 (No.34), Lot 227 (No.40), Lot 771 (No.48), Lot 251 (No.31), Lot 248 (No.37) Linden Gardens, Floreat; Lot 127 (No.100), Lot 56 (No.110), Lot 65 (No.131), Lot 275 (No. 102), Lot 108 (No.101), Lot 105 (No.107) Lissadell Street, Floreat; Lot 1059 (No.8), Lot 1070 (No.12), Lot 1031 (No.2) Lothian Street, Floreat; Lot 1731 (No.6) Louth Road, Floreat; Lot 95 (No.1), Lot 107 (No.13), Lot 111 (No.21) Lowanna Way, City Beach; Lot 128 (No.9), Lot 148 (No.12) Maloney Way, City Beach; Lot 203 (No. 2) Malton Place, City Beach; Lot 416 (No.19), Lot 463 (No.10), Lot 476 (No.2), Lot 444 (No.28), Lot 473 (No.6), Lot 452 (No. 12), Lot 317 (No. 40), Lot 3 (No.38), Lot 313 (No.48), Lot 438 (No. 29) Marapana Road, City Beach; Lot 467 (No.15), Lot 518 (No.6), Lot 525 (No.18), Lot 1 (No.13), Lot 505 (No. 2), Lot 7 (No.1), Lot 454 (No. 20) Marimba Crescent, City Beach; Lot 894 (No.40), Lot 836 (No.34), Lot 953 (No.42), Lot 860 (No.21), Lot 998 (No. 69), Lot 873 (No. 35), Lot 870 (No. 36), Lot 239 (No.8) Moray Avenue, Floreat; Lot 21 (No.13), Lot 46 (No. 5), Lot 24 (No.11), Lot 6 (No.19) McClemans Road, Mt Claremont; Lot 286 (No.25), 363 (No.88), Lot 136 (No.81), Lot 91 (No. 26), Lot 298 (No.1) Newry Street, Floreat; Lot 642 (No.10), Lot 646 (No.2) Niribi Road, City Beach; Lot 54 (No. 2), Lot 63 (No.21), Lot 64 (No.19) Norbury Crescent, City Beach; Lot 1 (No. 19), Lot 377 (No.17) Oakdale Street, Floreat; Lot 250 (No. 66), Lot 340 (No. 42), Lot 316 (No. 44), Lot 248 (No.62), Lot 97 (No.1), Lot 342 (No. 65), Lot 348 (No. 53) Oban Road, City Beach; Lot 364 (No.1) Ocean Court, City Beach; Lot 483 (No. 208), Lot 349 (No.224) Oceanic Drive, City Beach; Lot 1751 (No. 26), Lot 1728 (No.44), Lot 131 (No.10), Lot 145 (No.19), Lot 587 (No.65), Lot 602 (No.41), Lot 1696 (No.76) Oceanic Drive, Floreat; Lot 11 (No.12) Olinda Avenue, City Beach; Lot 485 (No.1), Lot 13 (No.10), Lot 1 (17) Orana Crescent, City Beach; Lot 1 (No. 55), Lot 76 (No.20), Lot 77 (No.23), Lot 295 (No.46), Lot 53 (No.12), Lot 37 (No.10), Lot 88 (No.1) Orrel Avenue, Floreat; Lot 382 (No.13), Lot 395 (No.2) Palana Road, City Beach; Lot 182 (No. 67), Lot 32 (No. 7), Lot 218 (No. 60), Lot 200 (No. 31) Pandora Drive, City Beach; Lot 547 (No.9), Lot 462 (No.11), Lot 551 (No. 1) Patonga Road, City Beach; Lot 1203 (No. 63), Pearson Street, Floreat; Lot 169 (No.

64) Peasholm Street, City Beach; Lot 719 (No. 49), Lot 882 (No.30), Lot 748 (No. 59), Lot 976 (No. 34), Lot 1252 (No. 62), Lot 846 (No.14), Lot 883 (No. 32), Lot 751 (No. 49), Lot 760 (No. 45), Lot 778 (No.19), Lot 825 (No. 8), Lot 844 (No. 12), Lot 823 (No. 6), Lot 783 (No.17) Peebles Road, Floreat; Lot 214 (No.16), Lot 229 (No.2), Lot 193 (No.15), Lot 204 (No.1) Penryn Avenue, City Beach; Lot 663 (No. 25), Lot 636 (No. 23), Lot 593 (No.20) Pindari Road, City Beach; Lot 1027 (No.1), Lot 1071 (No.11), Lot 1055 (No. 7) Rannoch Street, Floreat; Lot 77 (No.24), Lot 55 (No. 25), Lot 35 (No. 23) Rochdale Road, Mt Claremont; Lot 1455 (No.13), Lot 1482 (No.19), Lot 1538 (No. 39), Lot 1483 (No. 21), Lot 1506 (No. 27), Lot 1547 (No. 38), Lot 1354 (No.16), Lot 2 (No.18), Lot 1549 (No. 34) Roscommon Road, Floreat; Lot 445 (No.101), Lot 459 (No.121) Rosedale Street, Floreat; Lot 312 (No. 1) Saltash Avenue, City Beach; Lot 506 (No. 333), Lot 482 (No. 327), Lot 2 (No. 340), Lot 178 (No. 301), Lot 526 (No. 347), Lot 166 (No. 248), Lot 139 (No. 247) Salvado Road, Floreat; Lot 29 (No. 249) Selby Street, Floreat; Lot 117 (No. 16) Sellenger Court; Lot 1505 (No. 20) Shannon Street, Floreat; Lot 332 (No. 5), Lot 150 (No. 2), Lot 334 (No. 1) Simon Place, City Beach; Lot 19 (No. 29), Lot 20 (No. 28), Lot 21 (No. 2), Lot 24 (No. 24), Lot 5 (No. 1), Lot 23 (No. 6) Skipton Way, City Beach; Lot 116 (No. 33), Lot 139 (No. 42), Lot 117 (No. 11), Lot 93 (No. 2), Lot 110 (No.1) Sudbury Way, City Beach; Lot 545 (No. 12), Lot 527 (No. 15), Lot 174 (No. 1), Lot 173 (No. 52), Lot 164 (No. 16) Talgarth Way, City Beach; Lot 141 (No. 61), Lot 194 (No. 1), Lot 144 (No. 55) Tarongo Way, City Beach; Lot 38 (No. 3), Lot 10 (No. 8), Lot 7 (No. 2) Taworri Way, City Beach; Lot 754 (1), Lot 720 (No. 19), Lot 629 (No. 27), Lot 704 (No. 23), Lot 705 (No. 21), Lot 1 (No. 62), Lot 1 (No. 7), Lot 734 (No.13), Lot 752 (No. 5), Lot 722 (No. 15), Lot 1 (No. 2) Templetonia Crescent; Lot 14 (2), Lot 33 (1) Teslin Road, Mt Claremont; Lot 763 (No. 303), Lot 112 (No. 322), Lot 113 (No. 324), Lot 798 (No. 301) The Boulevard, City Beach; Lot 1 (No. 73), Lot 255 (No. 62), Lot 42 (No. 45), Lot 313 (No. 55), Lot 25 (No. 35), Lot 1 (No.2), Lot 6 (No.171), Lot 679 (No.112), Lot 1294 (No.169), Lot 1286 (No.153), Lot 1 (No. 183), Lot 1283 (No.151), Lot 1272 (No.133) The Boulevard, Floreat; Lot 50 (No.7), Lot 46 (2), Lot 152 (No.35), Lot 301 (No.40), Lot 161 (No. 8), Lot 292 (No. 48), Lot 280 (No.50) Tilton Terrace, City Beach; Lot 12 (No.1) Tintagel Court, City Beach; Lot 1574 (No. 1) Tralee Road, Floreat; Lot 69 (No. 53), Lot 58 (No. 2), Lot 76 (No. 29), Lot 92 (No. 52), Lot 78 (No. 25) Tranmore Way, City Beach; Lot 20 (No. 4), Lot 21 (No. 2), Lot 61 (No. 24) Truro Place, City Beach; Lot 1 (No. 78) Tullow Road, Floreat; Lot 371 (No. 12) Tumut Road, City Beach; Lot 855 (No.13), Lot 834 (No.7), Lot 809 (No.1), Lot 1 (No.2), Lot 811 (No.5) Turriff Road, Floreat; Lot 1404 (No. 19), Lot 1407 (No. 17), Lot 1399 (No. 29), Lot 1346 (No. 33), Lot 1347 (No.31) Ulster Road, Floreat; Lot 110 (No. 9), Lot 136 (No. 6) Warri Road, City Beach; Lot 1 (No. 17) Weelara Road, City Beach; Lot 39 (No. 1), Lot 26 (No. 30), Lot 31 (No. 10), Lot 30 (No.8), Lot 38 (No. 29), Lot 27 (No. 2) Weldon Way, City Beach; Lot 247 (No. 15) West Coast Highway, City Beach; Lot 1 (No.3), Lot 1137 (No.6), Lot 1799 (No.17), Lot 1114 (No.2), Lot 1797 (No.13), Lot 1811 (No. 23), Lot 1809 (No. 19) West Lorne Street, Floreat; Lot 48 (No. 25), Lot 425 (No. 32), Lot 378 (No. 24), Lot 384 (No. 26), Lot 364 (No. 2), Lot 437 (No. 36), Lot 374 (No. 16), Lot 408 (No. 30), Lot 373 (No. 14), Lot 426 (No. 34), Lot 441 (No. 42) Windarra Drive, City Beach; Lot 21 (No. 17), Lot 55 (No. 19), Lot 3802 (No.35), Lot 11 (No. 2), Lot 18 (No. 16) Winmarley Street, Floreat, Lot 681 (No. 3) Yalgan Road, City Beach; Lot 231 (No.1) Yallambee Place, City Beach; Lot 109 (No. 56), Lot 54 (No. 20), Lot 106 (No.8) Yaltara Road, City Beach; Lot 618 (No. 2) Yanagin Crescent, City Beach; Lot 31 (No. 33), Lot 64 (No. 5), Lot 49 (No. 4), Yaringa Way, City Beach; Lot 131 (No. 2), Lot 105 (No. 5) Yolande Place, City Beach; Lot 40 (No. 2), Lot 55 (No. 1) Lot 56 (No.12) Yule Street, City Beach."

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Grouped Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

1. A maximum of two grouped dwellings may be developed where the development complies with the following standards and conditions:-

General standards

- The lot has a minimum site area of 900m² (excluding truncations).
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy .

Site Planning

- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 4.0 metres from all lot boundaries.
- Garages must be set back at least 5.0 metres from the primary street boundary, or at least 4.0 metres from the primary street boundary if the second storey is located above the garage, as viewed from the street.
- A minimum of 60% of the combined primary and secondary street setback area is to be landscaped area. The landscaped area does not include the area of swimming pools.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5m and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- The side and rear setback areas are to be landscaped area with the following exceptions permitted:-
 - One gate or security wall of a maximum height of 2.0 metres between the dwelling to each the side and rear boundaries;
 - One fence between each property and/or fencing between property and common property with a maximum height of 2.0 metres;
 - Outdoor living areas, provided that there is a landscaping strip at least 1.5 metres wide against the adjoining lot; and

- The driveway provided it is set back from side or rear boundary at least 1.0 metres.
- Each dwelling shall have one private outdoor living area of at least 24m² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area.

Building Design

- Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof;
- One dwelling must face each street with the front door and at least one habitable room with a major opening must be in clear view of each street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the major openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces provided per dwelling.
- Car parking spaces must not be located in any setback area.
- Garages shall have a maximum width of 6.0 metres inclusive of supporting structures.
- A maximum of one vehicle access crossover per street with a maximum width of 3.0 metres or one shared crossover for the whole development with a maximum width of 4.5 metres is permitted. Vehicle access crossover(s) are to be located within 10.0 metres of side or rear boundaries.

2. A maximum of three grouped dwellings may be developed where the development complies with the following standards and conditions:-

General standards

- The lot has a minimum site area of 950m² (excluding truncations).
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, other than a green title or survey strata subdivision application made after construction of buildings to plate height but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 4.0 metres from the primary and secondary street boundary and a minimum of 1.5 metres from all other lot boundaries.
- All setback areas are to be landscaped areas with the following exceptions permitted:

- One footpath to each dwelling from the street boundary with a maximum width of 2.0 metres;
- One driveway per development can be located in the street setback area;
- One gate or security wall of a maximum height of 2.0 metres between the dwelling to each of the side and rear boundaries;
- One fence between each property and fencing between property and common property with a maximum height of 2.0 metres;
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates; and
- A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- A swimming pool is not permitted in the street setback area.
- Each dwelling shall have one private outdoor living area of at least 24m² and a minimum dimension of 4.0 metres, which shall be located behind the street setback area.

Building Design

- Each building shall only be one storey with a maximum wall height of 3.5 metres and a maximum roof height of 6.0 metres, as taken from the midpoint of ground level across the site.
- A maximum plot ratio area of 120m² per dwelling, excluding parking, storage and verandah areas.
- Storage space may be provided within the 25 m² allocated for parking per dwelling.
- Each dwelling must have the front door and at least one habitable room with a major opening in clear view of a street and there must be at least one habitable room with a major opening facing each street.
- Eaves are permitted to project 0.75 metres from the building into setback areas.
- A verandah with a minimum depth of 1.5 metres must occupy at least two thirds of the whole building façade as viewed from the street.

Parking and Access

- There shall be one car parking space per dwelling with a maximum area of 25m² and two visitor car parking spaces for the development.
- All car parking spaces are to be located behind dwellings as viewed from both streets and are not to be located in any of the boundary or street setback areas.
- Garage and carport doors shall have a maximum width of 3.0 metres.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted, which must be set back exactly 1.5 metres from either the side or rear boundary.
- Each dwelling is to be provided with one pedestrian footpath from the street with a maximum width of 2.0 metres.

(ii) Insert Additional Use (A10) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A10”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

“Lots zoned Residential R12.5, R15 and R20 in the City Beach and Floreat Precincts”

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Multiple Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

General standards

- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.
- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- The number of dwellings that are permitted is subject to lot size as follows:-
 - Two dwellings on a lot with a minimum area of 900m² (excluding truncations);
 - Two dwellings and one small bedroom apartment on a lot with a minimum area of 1000m² (excluding truncations);
 - Three dwellings on a lot with a minimum area of 1100m² (excluding truncations);
 - Four dwellings on a lot with a minimum area of 1200m² (excluding truncations).
- A minimum of 50% open space is to be provided for the whole development.
- Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 4.0 metres from each street boundary with no minor incursions into the street setback area permitted.
- A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be landscaped areas. The landscaped area does not include the area of any swimming pool.
- Buildings shall be set back at least 6.0 metres from the rear boundary, or 4.0 metres in the case of development on a corner lot. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool, fencing between properties or fencing between properties and common property. In the case of a corner lot, one security gate or wall

with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.

- Buildings shall be set back at least 2.5 metres from side boundaries, or 4.0 metres in the case of a development on a corner lot. There is to be no other structure or parking in the side setback area except for a swimming pool, fencing between properties or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.
- Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required as a condition of approval along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- Each dwelling shall have one private outdoor living area of at least 10m² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback area.
- All bin storage shall be provided behind the street setback and is to be screened from view of street.

Building Design

- Each building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5m to the top of walls and the roof for a flat or skillion roof.
- The front door to the ground floor dwelling which is closest to the primary street or the main entry to the dwellings must be in clear view of the street.
- There must be at least one habitable room with a major opening in clear view of each abutting street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces per dwelling and one visitor bay per development.
- Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted.

- In the case of corner lots, the crossover must be accessed from the secondary street, unless it is a distributor (major) road in which case access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.

(iii) Insert Additional Use (A11) into Schedule 2 – Additional Uses of the Scheme Text as follows:-

(a) in the first column of Schedule 2 insert “A11”;

(b) in the second column of Schedule 2 insert the following Land Particulars:

"Lot 257 (No.480), Lot 191 (No.495), Lot 261 (No.488), Lot 204 (No.467), Lot 192 (No.493), Lot 197 (No.483), Lot 2 (No.479), Lot 260 (No. 486), Lot 2 (No.484), Lot 253 (No.472), Lot 1 (No.484), Lot 263 (No.496), Lot 1 (Lot 481), Lot 258 (No. 482), Lot 255 (No.476), Lot 201 (No.475), Lot 193 (No. 491), Lot 1 (No.478), Lot 202 (No.473), Lot 262 (No. 492), Lot 3 (No.477), Lot 2 (No.462), Lot 203 (No. 469), Lot 256 (No. 478), Lot 196 (No. 485), Lot 254 (No. 474), Lot 252 (No.464), Lot 195 (No.487), Lot 225 (No. 423), Lot 226 (No.421), Lot 247 (No.454), Lot 221 (No. 431), Lot 244 (No. 448), Lot 246 (No. 452), Lot 220 (No.433), Lot 235 (No.430), Lot 232 (No. 424), Lot 236 (No.432), Lot 234 (No. 428), Lot 237 (No.434), Lot 212 (No. 451), Lot 1 (No. 460), Lot 243 (No.446), Lot 1 (No. 418), Lot 227 (No.419), Lot 211 (No.453), Lot 224 (No. 425), Lot 213 (No. 449), Lot 228 (No. 417), Lot 100 (No.420), Lot 233 (No. 426), Lot 231 (No. 422), Lot 249 (No. 458), Lot 207 (No. 461), Lot 248 (No. 456), Lot 222 (No. 429), Lot 219 (No. 435), Lot 223 (Lot 427), Lot 206 (No. 463), Lot 208 (No. 459), Lot 245 (No. 450), Lot 205 (No. 465), Lot 209 (No. 457), Lot 210 (No. 455) Cambridge Street Floreat; Lot 50 (No. 126), Lot 161 (No. 127) Grovedale Road, Floreat; Lot 130 (No.4), Lot 139 (No. 1), Lot 138 (No. 3) Hornsey Road, Floreat; Lot 159 (No. 7), Lot 157 (No.11), Lot 131 (No.10), Lot 4403 (No.22), Lot 1 (No. 20), Lot 156 (No.13), Lot 158 (No.9), Lot 132 (No. 8), Lot 155 (No.15), Lot 2 (No.18), Lot 135 (No.2), Lot 134 (No.4), Lot 133 (No. 6), Lot 171 (No.3), Lot 141 (No.16), Lot 160 (No.5), Lot 140 (No.14), Lot 6 (No.1) Oceanic Drive, Floreat; Part Lot 500 (No.290) Salvado Road, Floreat; Lot 229 (No. 213) Selby Street, Floreat; Lot 153 (No.8), Lot 154 (No.10) Sunnyside Road, Floreat"

(c) in the third column of Schedule 2 insert the following description of the Additional Use:

“Multiple Dwelling”

(d) in the fourth column of Schedule 2 insert the following Development Standards/Conditions:

A maximum of four multiple dwellings may be developed subject to compliance with the following development standards and conditions:

General standards

- The lot has a minimum site area of 750m² (excluding truncations).
- The lot has a minimum depth of 40.0 metres as calculated perpendicular to Cambridge Street.
- The additional use shall not apply to lots the subject of or intended to be the subject of a vacant strata, survey strata or conventional green

title subdivision application, but may apply to lots the subject of or intended to be the subject of a built strata subdivision application.

- There is to be no ancillary dwelling located on the lot.
- Unless specified otherwise below, the development shall comply with the Residential Design Codes and Council Planning Policy.

Site Planning

- Buildings shall be set back a minimum of 6.0 metres from the primary street boundary with minor incursions permitted to project 2.0 metres into the primary street setback area. In the case of development on a corner lot, the building shall be set back a minimum of 2.0 metres from the secondary street with no minor incursions into the street setback area permitted.
- A minimum of 60% of the primary street setback area is to be landscaped area. In the case of a corner lot, 60% of the combined primary and secondary street setback areas are to be landscaped areas. The landscaped area does not include the area of swimming pools.
- Buildings shall be set back at least 6.0 metres from the rear boundary. A minimum of 50% of the rear setback area is to be landscaped area and there is to be no other structure or parking in the rear setback except for a swimming pool and/or fence between properties and/or fencing between properties and common property. In the case of corner lot, one security gate or wall with a maximum height of 2.0 metres is also permitted between the building and the rear boundary.
- Buildings shall be set back at least 2.0 metres from side boundaries. There is to be no other structure or parking in the side setback area except for a swimming pool and/or fence between properties and/or fencing between properties and common property. A gate or security wall with a maximum height of 2.0 metres is also permitted between the building and the boundary.
- Notwithstanding any other standard or requirement, a 2.0 metre brick or masonry wall may be required as a condition of approval along the property boundary where adjacent to car parking areas, except for that section of the property boundary around the street setback areas, to be located on the subject property and fully paid for by the applicant.
- A solid wall with a maximum height of 0.75 metres or open style fence/gate with a maximum height of 1.2 metres is permitted in street setback areas. Open style fencing shall have a minimum open to solid ratio of 4:1 and any section of solid wall shall have a maximum height of 0.35 metres. Any piers shall be a maximum width and depth of 0.5 metres and spaced no closer than 2.0 metres apart except where there are pedestrian gates. A section of wall no greater than 2.0 metres in height and 1.0 metre in width is permitted for a meter box.
- Each dwelling shall have one private outdoor living area of at least 10m² and a minimum dimension of 4.0 metres, which may be located up to 2.0 metres into the primary street setback area.
- All bin storage shall be provided behind the street setback and to be screened from view of street.

Building Design

- The building shall be a maximum of two storeys with a maximum height of 6.5 metres to the top of walls and 9.5 metres to the top of the roof for a pitched, hipped or gabled roof; or maximum height of 7.5 metres to the top of walls and the roof for a flat or skillion roof.

- The front door to the ground floor dwelling which is closest to the primary street and/or the main entry to the dwellings must be in view of the street.
- There must be at least one habitable room with a major opening in clear view of each abutting street on each level.
- Where major openings on upper levels facing the side or rear boundary are less than 1.8 metres above finished floor level, the openings, or portions thereof, must have obscure glazing or screening.
- Eaves are permitted to project 1.0 metre from the building into setback areas.

Parking and Access

- There shall be two car parking spaces per dwelling.
- Car parking spaces must not be located in any setback area and the dwelling shall be in front of the parking area, ensuring that the parking spaces are not visible from the street.
- A maximum of one vehicle access crossover for the whole development with a maximum width of 4.5 metres is permitted.
- In the case of corner lots, the crossover must be accessed from the secondary street, unless it is Selby Street, in which case access must be taken from the primary street. Car parking areas must be screened from view from the secondary street.

(iv) Amend Clause 12 *Zoning Table* by inserting:

- (a) the footnote references “(14)” for the “Dwelling (grouped)” and “Dwelling (multiple)” use classes in the Residential Zone and “(15)” for the Dwelling (multiple)” use classes in the Residential Zone;
- (b) the following footnotes in the numerical list of footnotes following the Zoning Table:

- (14) "Grouped and multiple dwellings may be permitted on Residential R12.5 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;"
- (15) "Multiple dwellings may be permitted on Residential R15 and R20 zoned lots in the City Beach and Floreat Precincts, subject to meeting the requirements listed in Schedule 2 - Additional Uses" and amend zoning table accordingly;"

(v) Amend Clause 20 *Special Application of Residential Planning Codes* by deleting sub-clauses (1), (2) and (3) and renumber the sub-clauses accordingly;

(vii) Amend Clause 39 *Determination of Non-Complying Applications for Planning Approval* by inserting:

“ (5) Notwithstanding subclause (2), Council shall not grant planning approval for a non-complying application for an additional use specified in Items A9, A10 or A11 of Schedule 2.” and

(viii) Amend the Scheme Map accordingly.

EXISTING ZONING



LEGEND

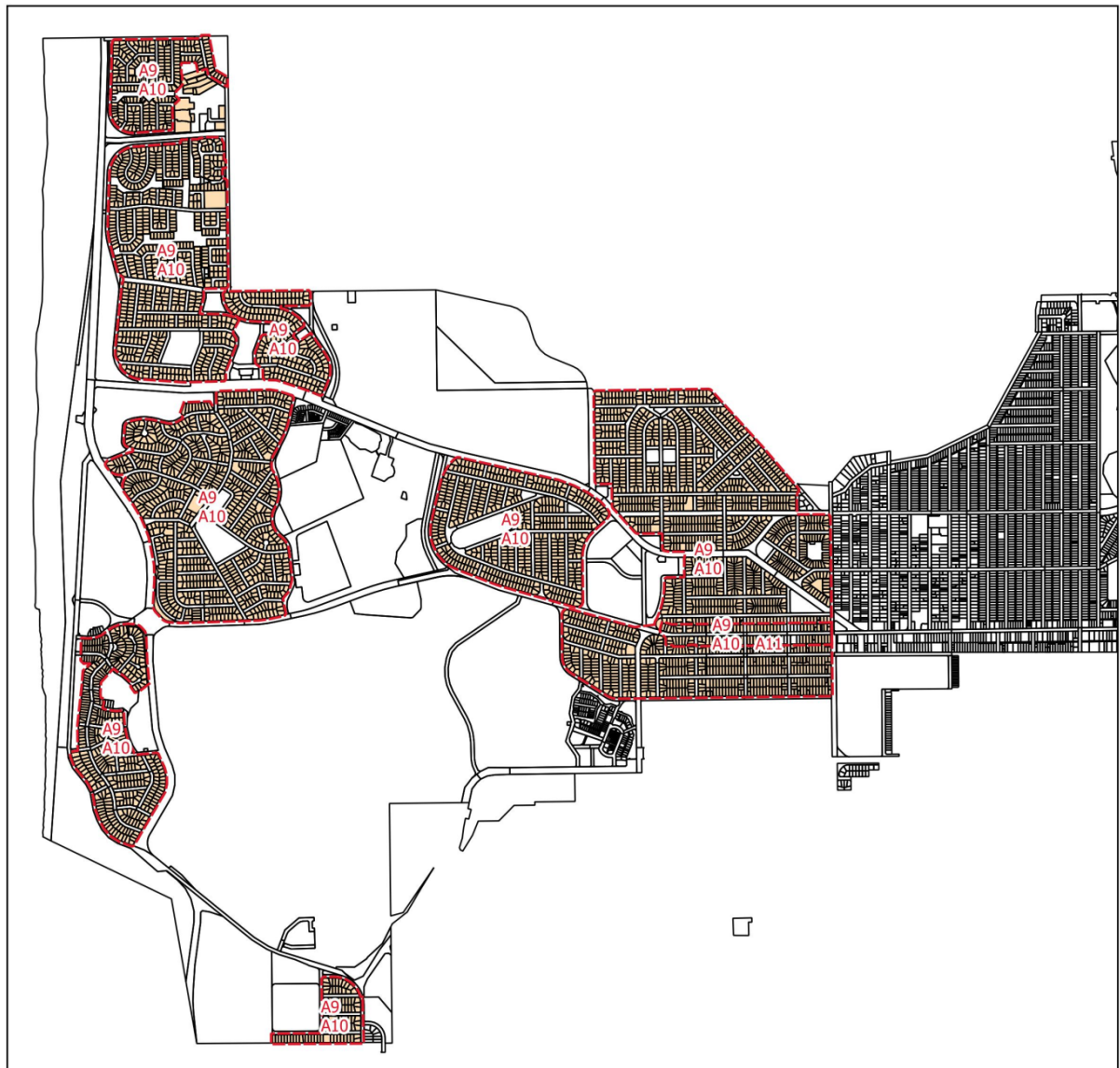
MRS Reserves

- Parks and Recreation
- Primary Regional Roads
- Other Regional Roads

TPS Zones & Reserves

- Commercial
- Development
- District Centre
- Local Centre
- Parks and Recreation
- Medical
- Public Purpose
- Residential
- Additional Use

PROPOSED ZONING



LEGEND

Local Schemes & Reserves

-  Residential
-  Additional Use

Other

-  Cadastre

ADOPTION

Adopted by resolution of the Council of the Town of Cambridge at the Ordinary Meeting of Council held on
the.....of.....20.....

.....
SIMON WITHERS
MAYOR

.....
JASON BUCKLEY
CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the Town of Cambridge at the Ordinary Meeting of the Council held on theday of.....20..... and the seal of the Municipality was pursuant to that resolution hereunto affixed in the presence of: -

The common seal of the Town of Cambridge has been affixed pursuant to advice in a letter dated.....and Regulation 22(1) of the Town Planning regulations 1967 (as amended), and not for the purposes of certifying final approval.

.....
SIMON WITHERS
MAYOR

.....
JASON BUCKLEY
CHIEF EXECUTIVE OFFICER

**Recommended/Submitted for
Final Approval**

.....
DELEGATED UNDER S. 16
OF THE PLANNING AND DEVELOPMENT ACT 2005

Date:

Final approval granted

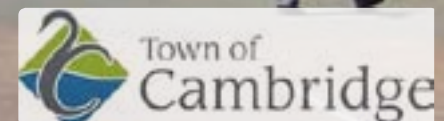
.....
MINISTER FOR PLANNING
Date:

Town of Cambridge

VIBRANT WEMBLEY

Activity Centre Plan for Wembley Town
Centre - Detailed Plan

February 2015





Contents

To be inserted from previous documents

Introduction

1. Analysis and Opportunities

1.1 Planning Framework

1.2 Field analysis and interviews

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2.2 Outcomes

2.3 Conclusion & preferred direction

In this draft:

3. Detailed Plan

3.1 Vision

3.2 Land Use

3.3 Built Form

3.4 Open Space

3.5 Traffic & Parking

3.6 Development regimes

3.7 Development Strategy





Chapter 3 Detailed Plan

Activity Centre Master Plan



3.1 Vision

This Activity Centre Plan seeks to develop the existing local centre along Cambridge Street into a true urban heart for the community of Wembley. A heart that is the urban hub of a green and lush neighbourhood. A centre where everybody in Wembley gravitates to and that embraces every demographic and sub-group: young, old, families, couples, individuals, workers, stay-at-home mums and dads, students, and so on. A centre where the residents of Wembley find most of their daily needs, buy their groceries, have a drink or a bite to eat. And most of all, a centre where you always meet people you know, where you wave to neighbours, exchange news with a friend, ask a question of an acquaintance and smile to a stranger. A town centre that is the beating heart of the community.

To develop the existing area into such a comprehensive town centre, the focus needs to be turned to people. Cars have dominated the planning and design of the area for too long, resulting in car-dominated streets, blank walls and parking lots, where pedestrians are only guests. This needs to change.

From its pre-war beginning, the commercial strip on Cambridge Street was pedestrian orientated and characterised by a rich variety of day-to-day shopping, with butchers, greengrocers, bakery, news agency, post office, and so on. However, the results of the mass introduction of the car after World War II were far-reaching. The development of car oriented shopping centres since the 1960's and changing shopping patterns led to a decline of the strip. At the end of the 1990's though, a slow reversal started to take on. Parts of the streetscape were upgraded, trees were planted and the first stretch of powerlines was put underground. A few street-orientated developments were built. The first sidewalk terraces appeared. People were back in the picture and started to claim their space. It is now time to take this development to the next level. This Activity Centre Plan incorporates land-use planning, built form development, open space and

traffic into one integrated plan that changes the focus from cars back to people.

“Cars don’t buy things, people do.”

Steve Burgess, author of “Complete Streets - Guidelines to Urban Street Design” (2010)

The shops, cafés, services and other businesses are the economic engine of the town centre. Only when the businesses thrive, the centre flourishes. Cars are important to the extent that they bring people to the area. So the centre needs to be well-accessed and sufficient parking need to be provided for. But in the end cars do not buy anything; people do. The experiences of pedestrians in the centre need to be first in mind and car-drivers need to be the guest.

“What attracts people most is other people.”

William Whyte in ‘City: Rediscovering the Center’ (1988).



From life between cars (Wembley Town Centre 2015)....



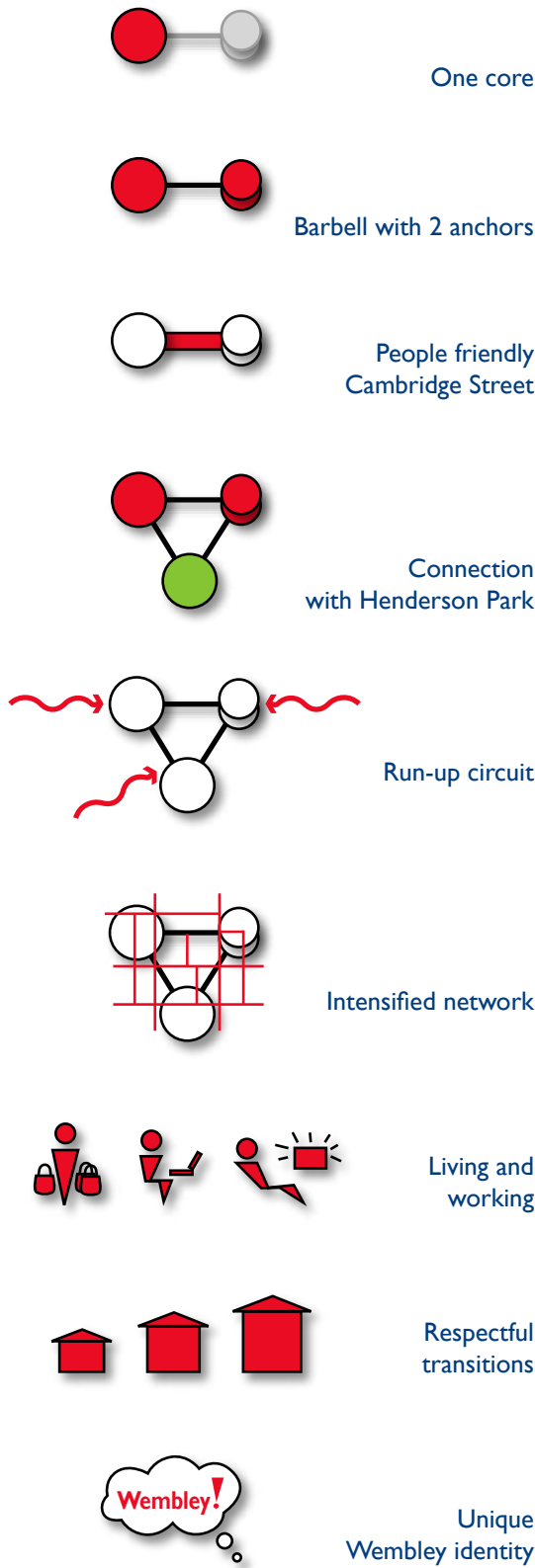
....to a vibrant peoples place, full of reasons and opportunities to stay and informally meet others

At the moment, Wembley's town centre misses the vibrancy of an urban heart. People do not tend to visit often enough or hang out long enough to meet all those familiar people who visit the centre too. To change this, the centre needs to provide more reasons for people to stay. Organised events and activities, such as a weekly market, can be a great drawing card to accelerate the creation of vibrancy. Though enduring vibrancy is based on the accumulation of individual activities of many people: walking, strolling, window-shopping, buying, sitting, watching, greeting, waiting, relaxing, meeting, drinking, chatting, playing, picnicking, and so on. This needs an inviting urban structure that provides a wide range of opportunities to do all these things. And an urban structure that provides these in various settings and atmospheres, so that every user and visitor can find a place that suits their needs and mood at that moment.

Nine ingredients

To development such an urban structure, that will lock in the vibrancy and liveliness of a beating heart, this Activity Centre Plan comprises the following nine ingredients.

1. One core
2. Barbell with two anchors
3. People friendly Cambridge Street
4. Connection with Henderson Park
5. Run-up circuit
6. Intensified network
7. Living and working
8. Respectful transitions
9. Unique Wembley identity



1. ONE CORE

The development of a central urban place, that functions as the core of the town centre. A place where everybody in the community gravitates to and naturally comes together. Adjoining the Wembley Hotel, the pearl in the Wembley Town Centre, is the most suitable location for this square. The Hotel is already the central point in the community's perception. The emotional connection to the place is a great potential that should be used to build upon.

2. BARBELL WITH TWO ANCHORS

The core gives a focus to the centre, but you need two anchors to get people walking. When people start walking, they stay longer, meet more people and the chance they buy something becomes bigger. The two anchors together are the economic engine of the centre. The anchors are a combination of a distinctive open space, a commercial magnet and a sound connection with the barbell: Cambridge Street. The crossing of Cambridge Street with Jersey Street, in combination with the IGA and space for development is the natural location to be developed as the second anchor.

3. PEOPLE FRIENDLY CAMBRIDGE STREET

The success of the two anchors is affected by the quality of their connector. The more attractive the barbell - Cambridge Street - is, the better the flow of people. Widening the sidewalks, to create more space for pedestrians, is essential. Widening the median will make it easier to cross the street. Improving the microclimate, with more trees and wider awnings, is also important. Strengthening the interaction between the businesses and the sidewalks, with terraces and inviting shop windows, will make the street livelier and upgrading the streetscape itself, with better pavement, benches and so on, makes the street more attractive.

Traffic calming is crucial, though not by taking out traffic. Accessibility is important for the economic success of the centre. Traffic calming will be achieved by reducing the maximum speed together with taking out flow interruptions. The combination of 60k/h with on-street parking, lane reduction, turn offs and driveway connections, leads to an increase of breaking and accelerating, which causes traffic congestions. Reducing the speed and taking out part of the interruptions diminishes the speed changes, which increases the flow and thus the traffic capacity of the road, while it also creates a safer and more pleasant environment for pedestrians.

4. CONNECTION WITH HENDERSON PARK

The proximity of Henderson Park is a marvellous potential for the town centre. The park is an attractor in its own right, though currently hardly used in combination with the town centre. Henderson Park could enrich the experiences in the town centre and increase the choices for places to stay and the opportunities that users and visitors can find a place that suits them at that moment. This plan integrates the park with the town centre, as a third beacon in triangularity with the two anchors. Upgrading and activating the park and improving the connections over Jersey Street and the Council owned lot at No. 164 Salvado Road, creates a loop that becomes interesting to walk, with always something to experience.

5. RUN-UP CIRCUIT

Developing a strong pedestrian circuit makes it easier to connect with centre services in the surrounding. The mixed-use zone along Cambridge Street will be continued to the Nanson-Essex street precinct. This part of Cambridge Street can become an interesting run-up street to the centre, with unique specialties that both benefit from the public in the town centre as contribute to the centres diversity and experience. On the

west side the mixed-use zone will be extended to Marlow Street, from where the connection to the Wembley Sports Park and the Rose Garden is easier made. The Our Lady of Victories Church will be an icon on a street-crossing square, marking the west part of the centre. Another connection to the Wembley Sports Park will be made through the shortcuts to Salvado Road and over the new development on the Former Nursery Site.

6. INTENSIFIED NETWORK

A powerful feature to let people stay longer in a centre, is the possibility to wander around, pause or sit down at a choice of places, take a different route, discover a new shop and have a variety of experiences. To achieve this a fine-grained network of streets, alleys, laneways, paths and passages traversing the area is needed, with a range of squares and gardens in different sizes and with various atmospheres. A limited amount of strategically chosen development guidelines will help creating this network over time, while the town centre is evolving.

7. LIVING AND WORKING

Creating this more elaborate network goes hand-in-hand with incorporating more people living and working in the town centre. The existing lots provide only a limited number of passages and no inviting open spaces to stay. Re-development of existing lots will therefore be needed. To make this redevelopment financially achievable, more density will need to be granted. That additional density itself will mean more people will be living and working on these lots. Thus the number of users of the town centre will increase too, enhancing the vibrancy; two birds with one stone.

8. RESPECTFUL TRANSITIONS

All these developments will not happen at once. The transformation will be gradual, over many years. Therefore they will have to be respectful

to the existing buildings and their residents. New and old will have to peacefully coexist. The transitions to the lower density lots require careful attention. Development regulations will prevent overshadowing, ensure decent internal daylight and scale & rhythm that are attuned with the existing buildings.

9. UNIQUE WEMBLEY IDENTITY

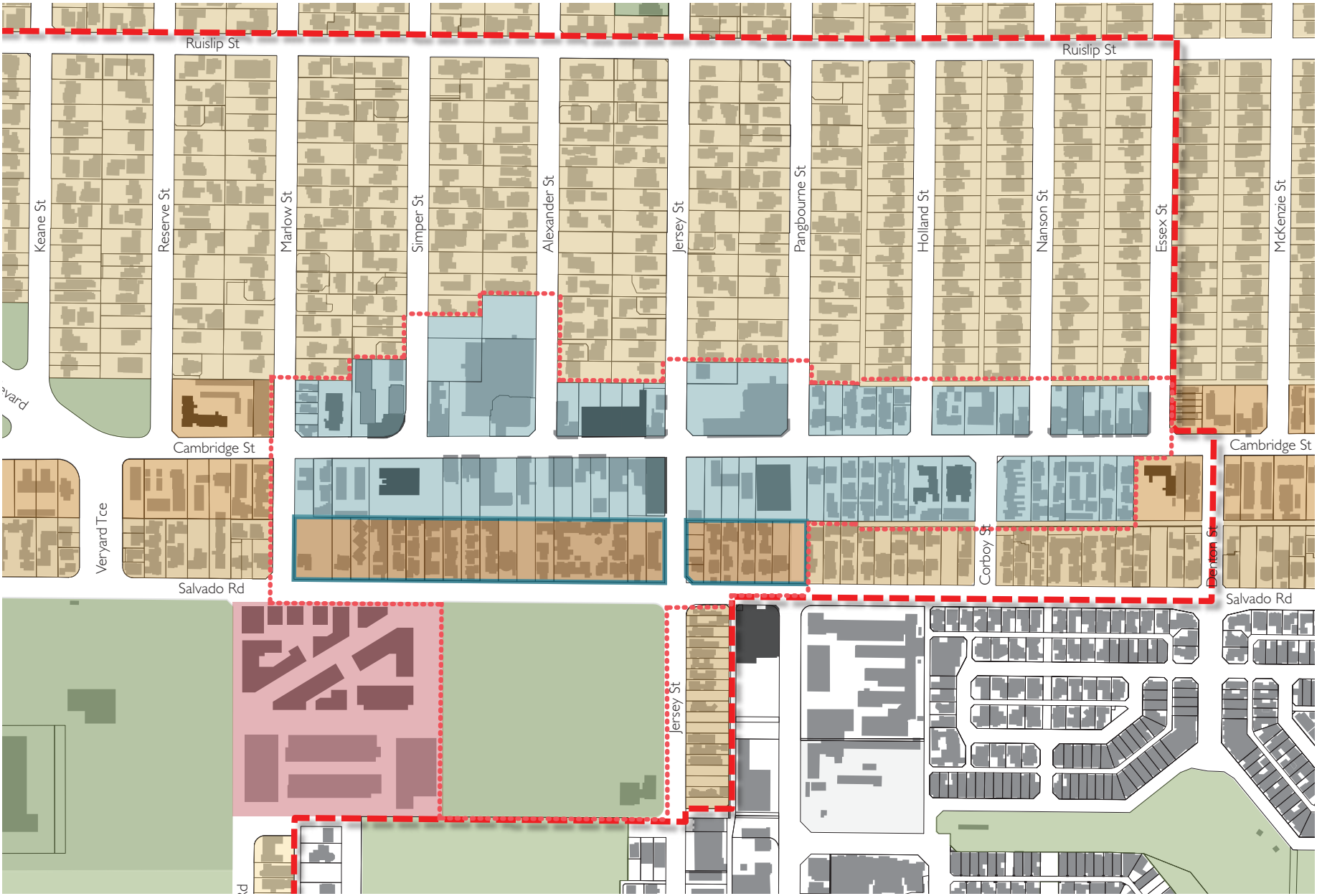
Besides taking the transitions into account, the new developments need to contribute to a unique Wembley identity. Gentrification with standardized development types might be attractive for quick gain, but will not help the town centre in the long run. It will level out the difference with other town centres and reduce Wembley's own character.

The pre-war roots of Wembley can still be experienced. The plan stimulates new developments to incorporate as many pre-war buildings as possible. Secondly, the plan developed a few distinctive rules to translate pre-war building qualities to contemporary density. Together they will strengthen the current character and develop it into a strong, unique identity.

The nine ingredients are worked out in the following paragraphs. Four sections (3.2 to 3.5) describe overarching themes for the centre on the whole: land-use, built form, open space and traffic and parking.

The two last sections focus on the development process. Section 3.6 gives an overview of the integrated development regimes per precinct. They show how the four themes come together in development regulations for individual lots. The last section, 3.7, elaborates on the development strategy for the whole town centre.

Theme map Land Use



Key

- Local Centre
- Residential with commercial spots
- Parks & Recreation (unchanged)
- Residential R40/60 (unchanged)
- Residential R40 (unchanged)
- Residential R20 (unchanged)
- Former Nursery Site
- Town Centre precinct
- Study area

3.2 Land Use

This section addresses recommended land uses for the Wembley Town Centre area. This included proposed zoning changes, to enable the development of the right mix of land uses over time. It also takes occasional uses into account that will contribute to the vibrancy of the town centre.

Mixed Use

The 'Local Centre' zone in the existing Town Planning Scheme, allows for mixed land uses, including retail, hospitality, services, commercial and residential. It is important to keep this full range of uses permitted. The mix of all these uses produces a vibrant centre. Retail and hospitality generate a frequent interaction between the buildings and the sidewalk, essential for lively streets and squares. Both commercial and residential use will add people to the town centre. This means more eyes on the street, contributing to passive surveillance,

more people using the open space, more potential customers for the businesses, in other words a more lively and thriving centre. Workers and residents have their own rhythm in which they use the centre. They are complementary to a certain extent. The combination of both brings the best all-day and all-week around liveliness to the centre. Also the long-term development of the town centre will need this flexibility, to be able to react to the economic and community circumstances.

The two lots within the Hotel / Forum anchor site, that are currently designated as 'Public Purpose Reserve' / 'Car Park' will be changed to mixed use 'Local Centre'. This provides better opportunities to develop the site into an anchor with a sizable open space along Cambridge Street. Public parking will need to be provided in addition to the standard requirements for developments.

The Plan proposes to extend the 'Local Centre' zoning along Cambridge Street from the existing area to Nanson Street in the east, thus joining the two precincts into one centre for the whole of the Wembley neighbourhood. The Plan also proposes an extension of the 'Local Centre' zoning to Marlow Street in the west. This will boost the connection with the Wembley Sports Park. Additionally it will make it easier to connect with the Rose Garden.

Residential

Enhancing the linkage between the current town centre and Henderson Park does not need a full mixed use zoning. The northern side of Salvado Road will stay predominantly residential, though in a higher density than currently allowed. Henderson Park forms a desirable setting for apartments and will benefit itself by more eyes on the park and the

Key

- ★ Town of Cambridge Owned Properties
- 400m Walkable Catchment (ped-shed)
- Indicative Study Area Boundary
- Residential
- Local Centre
- MRS - Parks & Recreation
- Parks & Recreation
- Car Park

Zoning of the existing Local Town Planning Scheme



DV15.15 - Wembley Activity Centre Plan

additional users. Small commercial venues, such as small offices or cafes, adjoining publicly accessible open spaces are allowed in the re-development of the lots along Salvado Road. They will support the flow of pedestrian between the park and Cambridge Street.

All the areas outside the 'Local Centre' zoning and the adjoining northern side of Salvado Road will stay purely residential.

Right mix

Retail and hospitality on ground floor - shops, cafes and restaurants - are the most effective way to create lively, activated streets and open spaces. However, it is not likely that it will be economically viable to develop all ground floor space in the extended 'Local Centre' zoning into retail and hospitality straight away. Consequently the ground floors in the Town Centre can also start with other commercial or residential uses.

The new developments will be there for decades and not be demolished overnight, certainly not the multi-storey buildings with multiple users. Their ground floors need to be adaptable to retail and hospitality to future-proof the developments. The specified ground floor heights are providing for this adaptability (see section 3.3 on built form). These ground floor heights also counts for the northern side of Salvado Road. Multi-storey developments will lock in the built form for decades. They need to take a longer lifespan into consideration than the span of the Local Planning Scheme. Even though retail and hospitality are generally not permitted for the duration of the reviewed Local Planning Scheme, the possibility for future expansion of the town centre towards Henderson Park needs to be incorporated now, so that this will not be blocked off by inadaptable buildings.

The Wembley Town Centre Study of 1999 suggested relocating the community centre at Rutter Park to the town centre, to add some

community-orientated social services. The idea was that the former school site at the corner of Cambridge Street and Simper Street would be a suitable location. This redevelopment of this site has not taken on the opportunity. However the idea might still be taken on board in another future development. Incorporating community services will strengthen the functioning of the town centre.

Pivotal to the town centre is that it will provide for most of the daily needs of the local residents. That way everybody in the neighbourhood has a reason to come to the town centre and contribute to the liveliness. However, the shops and services are delivered by the private sector. Planning only defines the context within which the market provides. This Plan cannot guarantee the right mix of retail, services and hospitality. Appointing a 'centre manager' - a person who coordinates between shop owners, finds gaps in the services, collaborates with property owners to find the right tenants, and so on - can be an



Mix of land uses, combining retail, hospitality, services, commercial and residential use, with a focus on facilitating local needs.

Centre Manager

The shops, cafes, restaurants, services, markets and events in the town centre need each other. The better they collectively cover all local needs, the more users the town centre will attract and the better the businesses will thrive. When gaps fall in the supply, people will go to other centres, with the risk of losing them too for the other facilities in the Wembley Town Centre. On the other hand, a healthy competition between businesses is good, as long as this does not end in fighting against each other at the cost of the centre. It is better to work together, to complement each other's services and strengthen the town centre as a whole. At this moment the coordination is ad-hoc and depends on volunteers. But these people already have a business to run or are already volunteering heavily in other ways. Plus they all

have a personal interest and therefore cannot be fully effective.

Having an independent centre manager is an option the Town could consider to address these issues. She or he will ease the workload of volunteers by taking over the coordination. The centre manager coordinates and negotiates between the parties, to prevent both gaps and too much overlap in the products and services. The centre manager can actively pursue businesses for shops and services that are missing. Also he/she can instigate innovations to make Wembley unique, such as:

- organise a farmers market, complementing the existing shops, increasing liveliness in the streets and attracting a different customer group;
- organise a loyalty card, to stimulate and award local spending;
- coordinate private improvements of the public

space, for instance with planters and umbrellas; including lobbying at the Council and applying for funds;

- initiate collaborations between the town centre and various sports and community groups, such as the users of Henderson Park, and persuading them to have a break in the centre.

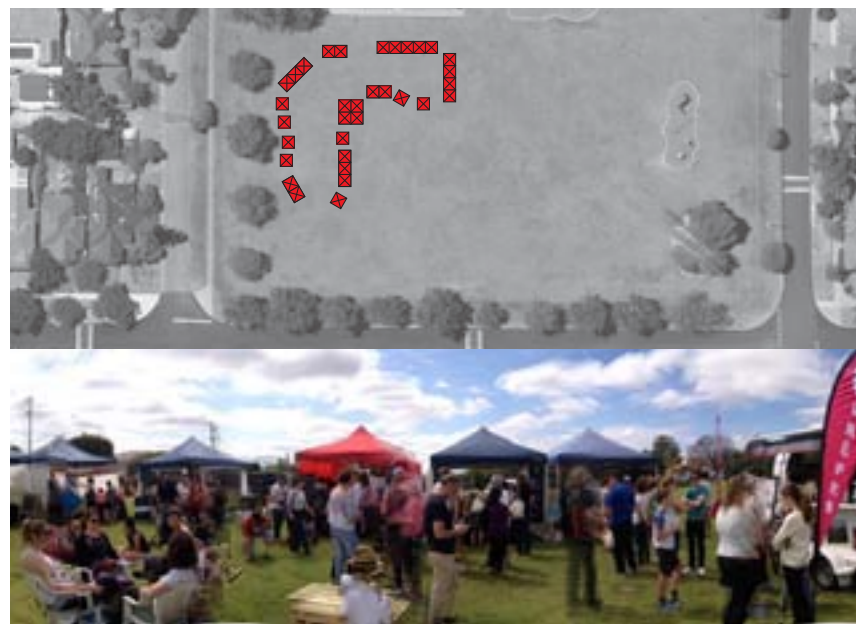


Example of adaptable ground floor; that started residential and became retail.



Example of residential living opposite Henderson Park, providing more choice of dwelling types, increasing amount of people living in the town centre and strengthening the connection with Henderson Park

Farmers market North Perth related to Wembley



Plan of the farmers market in Kyilla Park, North Perth, and an impression of the market

Farmers market Midland related to Wembley



Plan of the farmers market on Old Great Northern Highway, Midland, and an impression of the market



The North Perth farmers market superimposed on three different locations in the existing Wembley Town Centre



The Midland farmers market superimposed on the existing Wembley Town Centre.

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effective solution to organise the most suitable mix of retail, services and hospitality, to serve the local community of Wembley. The 'centre manager' can also organise events and markets, coordinate maintenance, and generally contribute to organising the uplift of the town centre.

Occasional Uses

In the town centre precinct, intermittent activities such as street vendors, musicians and street artists should be allowed, even encouraged. They can contribute greatly to the liveliness and attractiveness of the town centre. The Town's 'Trading in Public Places' local law allows for stallholders, traders, street entertainers, outdoor eating facilities and itinerant food vendors within public areas. The licensing criteria and process will need to be checked and where necessary adjusted to encourage these activities in the Wembley Town Centre.

Small temporary structures and vendor vehicles - a flower kiosk, fish stand, ice cream stall or hotdog cart – also need to be incorporated. These small-scale enterprises are effective ways to fill in gaps in the local services, while a fully-fledged shop is not yet economically viable. The allowance for these should be included in the description of the local centre zoning and Henderson Park.

A weekly farmers market would contribute greatly to the town centre. There are a few logical places where the market could be held. Preferably the market has a direct interaction with Cambridge Street. This would add the most to make the town centre thriving. It will create synergy benefits with the retail and hospitality in the centre. The clients of the shops and cafés stay longer in the area when there is a market, while the customers who are attracted by the market will also flow into the street and visit the shops and cafés.

The parking area along Cambridge Street in front of the Food Court, or the parking area at No. 357 Cambridge St across the road, would be premium locations for a market. Temporarily closing a part of Alexander Street might also be an option. The market could also be organised on the vacant lot at No. 164 Salvado Road or in Henderson Park. However, these locations miss the direct interaction with Cambridge Street. The synergy effect will therefore be limited.



Kiosks, street artists and events would increase the attractiveness and liveliness of the town centre.



Theme map Built Form



Key

- Max. 3 storey / 11m street front
- Max. 4 storey / 13m street front
- Max. 3 storeys / 11 metre
- Max. 5 storeys / 18 metre
- Max. 6 storeys / 19 metre
- Max. 6 storeys / 21.5 metre
- Max. 7 storeys / 25 metre
- Original allotment
- Heritage building
- Pre-war building
- Tall building (orientation)
- Potential new landmark
- Monumental park
- Town Centre precinct
- Study area

3.3 Built Form

A significant aspect of the built form that needs to be considered is the building heights. Two principles guide the building heights for the Wembley Town Centre:

- the heights of the street fronts, so that they are in scale with their surroundings, and
- the development angles, to safeguard respectful transitions to the existing buildings and neighbouring lots.

In addition, a selected set of regulations, will contribute to a typical Wembley character and guarantee active street frontages. This section concentrates on the principles and how they relate to each other. Section 3.6 gives overviews of how the built form and open space development standards apply per precinct.

Street front heights

The town centre sits in the middle of a low-density residential area, in which developments up to 2-storeys are allowed. The town centre itself can be higher and denser, but only when it rises gradually from the surrounding area. For Cambridge Street and the side streets within the town centre precinct, a maximum street front height of 3 storeys (max. 11 metre) is fitting. For the buildings along Cambridge Street, three storeys is also the desired height. With the width of Cambridge Street, three storey street fronts will create a scale that is both urban and human.

Along Salvado Road, opposite Henderson Park, the street front height can be raised to maximum 4 storeys (max. 13 metre). In all cases however, the lot size and maximum development angles to neighbouring lots have to taken into account.

Angles

Interface with existing buildings, especially residential ones, is a crucial principle for new developments. Preventing overshadowing in the winter; daylight access and scale & rhythm attuned with the existing buildings are key components.

To guarantee sunlight access in the winter to adjoining lots, a 34.2 ° angle is employed to set the building envelope. Along Salvado Road, neighbouring the western part of Cambridge Street, about all existing southern lots have boundary walls or fences, blocking out sunlight already. In this case the 34.2° angle is employed from a height of 2 metres at the boundary.



Three storey high street fronts along Scarborough Beach Road, Mt Hawthorn, and Station Street, Subiaco.

Four storey high street front along Russell Square, Northbridge..

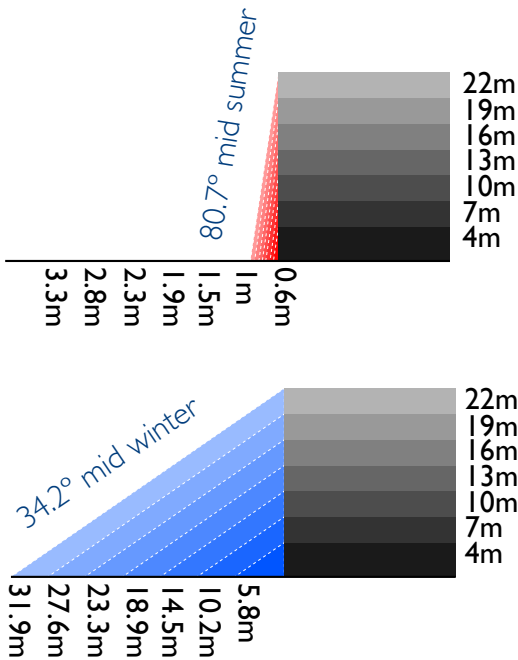
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The 34.2° angle is also used along northern boundaries of the Hotel/Forum and the IGA anchor sites, to organise a gradual transition in the streets from the 1 to 2 storey residential lots to the north to the town centre along Cambridge Street.

To guarantee daylight access to the building on neighbouring lots, this plan reverts to the Stephenson-Hepburn Plan for the Metropolitan Region Perth and Fremantle of 1955. Appendix 3 of the 1955 plan elaborates on daylight control for central areas. The report advises a maximum development angle of 63.3° to the back boundaries to guarantee daylight access into the buildings. The 63° angle is used here for both back and side boundaries, to guarantee daylight access to dwellings on adjoining lots. Several of the existing lots however have boundary fences, blocking out light from the side. In these cases the

63.3° angle is employed from a height of 2 metres at the boundary.

The maximum street front heights of 3 and 4 storeys in the town centre precinct, keeps the scale of the town centre streetscapes fitting with the residential streets they continue into. Behind the street front however, more height might be possible, without disturbing the transition. To determine the potential maximum development height behind the street fronts, a view angle is used, from one side of the street to the maximum height of the street front on the opposite side. For the 20m wide road profile of Salvado Road, combined with a maximum street front of 4 storeys, this results in a 30.6° development angle. For Cambridge Street and the side streets within the town centre precinct, the 2m setbacks are taken into account, resulting in a 24.6° development angle for the 3 storey high street fronts.



Mid winter sun angle of 34.2° is used to guarantee sunlight access to neighbouring lots to the south

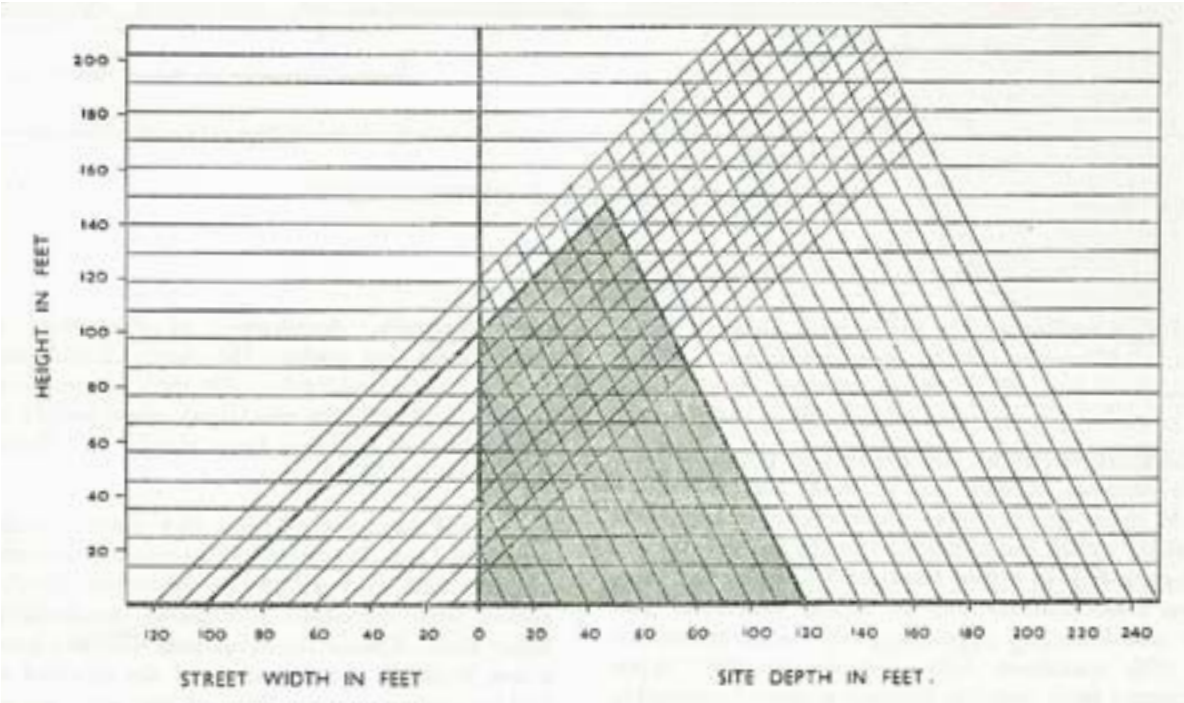
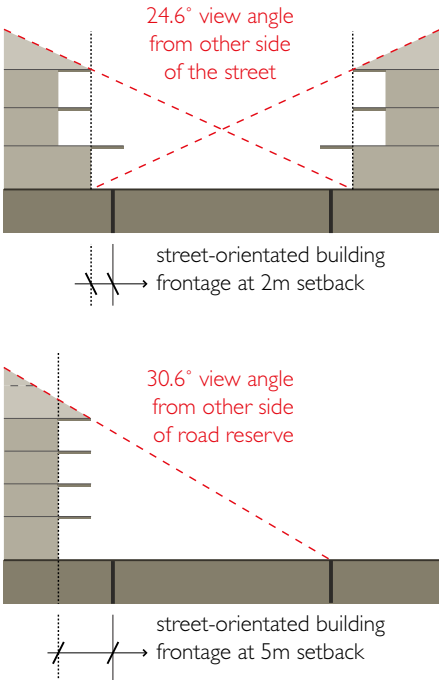


Diagram 59 from the Appendix III on Daylighting Control of the 1955 Stephenson-Hepburn Plan, with 63.3° angles at the backside of the development and 45° angles at the street side.



Street view angles for the lots along Cambridge Street and the side streets (top) and for the lots along Salvado Road (bottom).

Floor heights

Building heights are a combination of number of floors and slab-to-slab floor heights.

As explained in section 3.2 on Land Use, the ground floors of all new development in the town centre will have to be adaptable to different uses. They can start as residential, but in the future have to be capable to be transformed to commercial, retail or hospitality. A minimum functional height for the ground floor to be adaptable is 3.7 metres slab-to-slab. This Plan calculates with a ground floor height of 4 metres, building in some flexibility and not sitting on the bare minimum.

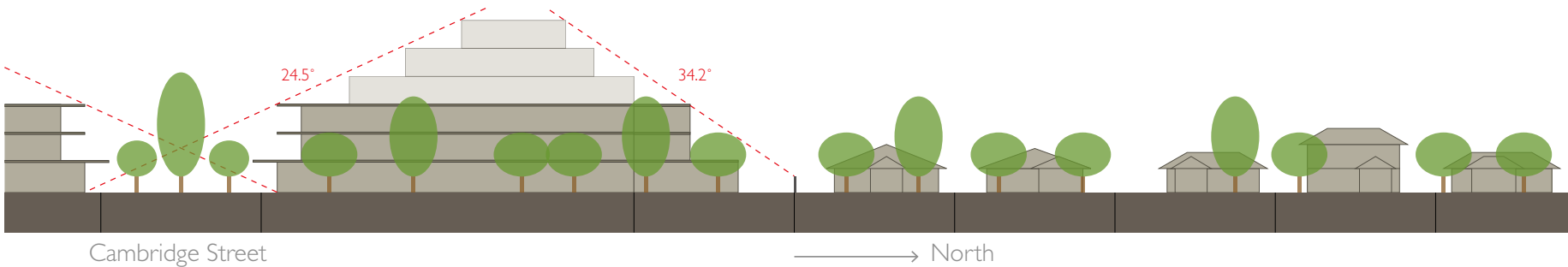
The upper floors along Salvado Road will all be residential. For these floors the Plan anticipates on a slab-to-slab height of 3 metres, again not the bare minimum. Within this floor height quality interior spaces of 2.7m high can be produced.

The maximum street frontage of 13 metres along Salvado Road (provided the lot size allows for it), corresponds with a maximum of 4 storeys at the street front: 4 metres for the ground floor + 3 x 3 metres for the upper floors.

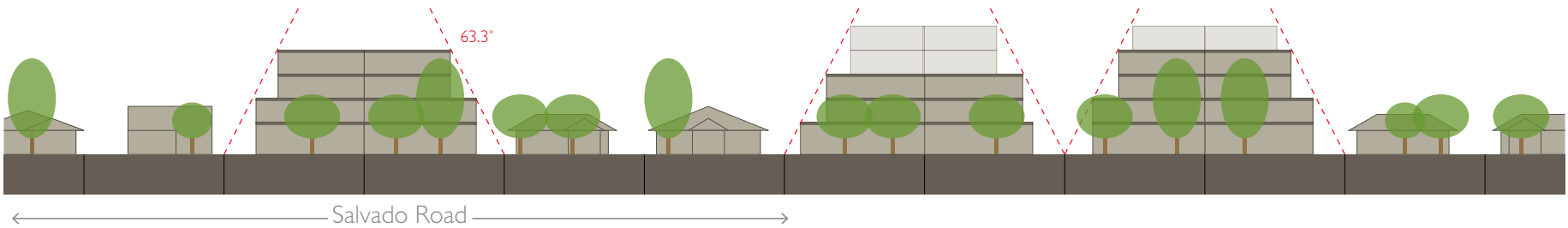
The developments along Cambridge Street can be residential and commercial. The anticipated floor heights need to be adequate for both. This Plan uses an average of 3.5 metres slab-to-slab as measurement to determine the maximum amount of storeys in the local centre zone. The maximum street frontage of 11 metres along most parts of Cambridge Street and the side streets in the town centre precinct, corresponds with a maximum of 3 storeys: 4 metres for the ground floor + 2 x 3.5 metres for the upper floors.



Example of an adaptable ground floor.



Transition from Cambridge Street into residential side streets to the north



Transition to neighbouring lots along Salvado Road

Maximum building heights

There are already a few tall buildings along Cambridge Street. They are not necessarily beautiful, but do form orientation points in the area and add a rhythm to the street. The 'Urban on Cambridge' development will add another high building to this arrangement. This Plan is very careful with allowing tall buildings to be added to the streetscape. More of them in the streetscape can easily erode the orientation function of the existing ones. They are also likely to upset the sensitive balance between the higher density of the local centre and the low scale of the direct environment.

Tall buildings are not the only way to develop density. The emphasis on building up the street front, in combination with the use of the maximum street front heights, fits better in the Wembley situation. It keeps in scale with the surroundings, with gradual transitions to the residential zones, and values the orientation function of the older high-rise.

On the other hand, the development possibilities need to be enough to make them economically viable. Making the rules too restricted will act as a barrier to redevelopment and improvements in the centre.

The maximum development angles allow theoretically for more height behind the street fronts.

When a development contributes considerably to the town centre's open space network and the lot size allows for it, more height behind the street front is possible. This is also the case if the development incorporated a pre-war building. The maxima depend on the development regime:

- Hotel / Forum anchor site: maximum 7 storeys / 25 metres;
- IGA / Service Station anchor site: maximum 6 storeys / 21.5 metres;
- Cambridge Street west (Marlow Street to Jersey Street): maximum 5 storeys / 18 metres;
- Cambridge Street east (Jersey Street to Essex Street): maximum 3 storeys / 11 metres; and

- Salvado Road: maximum 6 storeys / 19 metres.

These maximum heights are calculated from Natural Ground Level, as it precedes the proposed development. Again, the development angles will be applicable. Consequently, the maximum achievable heights are reliant on the lot size.

Landmark buildings and heritage

The Wembley Hotel and the Our Lady of Victories Church are the two iconic buildings in the Wembley Town Centre, due to their heritage and architectural quality. Both are included in the Municipal Heritage Inventory. This Plan proposes to consider heritage controls for these buildings.

After the Wembley Hotel was constructed in 1932, it became a local landmark on Cambridge Street as the end of the tramline and the departing point for expeditions along the plan road to the beach. Since it has been the focal point when people talk or think about the centre of Wembley. It is the core of the mental map of the



Existing tall buildings, although not necessarily beautiful, assist in orientation and way-finding in the town centre.



Perth Mint, iconic buildings do not need to be tall.

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suburb. The Hotel is also of aesthetic significance as a landmark in an area of few landmarks. The additions of the shopping centre complex and the bottle shop drive-through to the original hotel have reduced the authenticity. They don't need to be preserved.

The Our Lady of Victories Church is the only other architecturally significant building in the area. It is a fine example of post-war ecclesiastical architecture. The church is an aesthetic marker at the western entrance of the Wembley Town Centre, located on the top of the hill. It deserves a better presentation along Cambridge Street and integration in the streetscape.

The pre-war buildings that still exist along Cambridge Street refer to the pre-war origins of the town centre. The buildings individually are not necessarily of great architectonic or heritage value, but together they carry the historically layered character of the town centre, with buildings of various decades. The layers of history are part of Wembley's identity and charm. Since many

pre-war buildings in the town centre have been demolished, it becomes important to integrate the remaining ones in the development, to retain the Wembley character.

Those buildings identified on the built-form map as pre-war buildings are generally of that era, though may be newer. There may also be buildings in the area that are pre-war buildings that have not been illustrated on the plan. Further examination into the architectural qualities of buildings may be required.

The anchor sites are evident sites for new landmark buildings; buildings that stand out in their form and cultural significance. This does not mean they need to be tall buildings. Their location on a significant open space and their architecture are at least as important. The Sydney Opera House for instance is not a landmark because of its height, but due to its architecture and location.



Right: the pre-war buildings are important for the centre's atmosphere, even though they may individually not be important heritage buildings.



Wembley Hotel, the iconic building of the Wembley Town Centre and the centre's heart in the collective mind..



Our Lady of Victories Church at the western entrance of the town centre.

Built Form Character

The Wembley character is not only influenced by the old buildings. The new developments will also have to contribute to a unique Wembley identity. Generic developments might be attractive for quick gain, but will not help the town centre in the long run.

This Plan does not encourage historicising architecture, manufacturing heritage. Every new development is a potential heritage for future generations and should express the culture of its time. The characteristics of Wembley do not need to rely on materials and architectural form details. Creating an authentic identity needs more intelligence than that.

The form of a characteristic residential dwelling is difficult to extrapolate to the multi-storey buildings

that will be developed in the town centre. Taking a one-storey high pre-war building, with the typical multi-pitched roofs and scaling it up to two storeys, does keep the roof feature, but loses the characteristic proportions and becomes generic. However, analysing multiple pre-war buildings and comparing them with later developments, a few other characteristics become evident.

LOT RHYTHM

The cadastral pattern is a primary determinant of the built form rhythm that characterises the streets. Each lot has its own, clearly identifiable building, different from the next lot. When buildings cover multiple lots without taking up the original lot size in the built form, the rhythm gets lost. The first rule for new developments is that every original allotment needs to be recognisable as their own architectural form.

STREET FRONTAGE

A second characteristic of buildings in the town centre is that they are built on the front boundary of the lot, creating an active interaction with the sidewalk with entrances and shop windows. All new developments will have the same interaction with the sidewalks. To create more space for pedestrians and to further activate the sidewalks, the new developments have a setback of 2 metre and will be built on that setback line.

If a pre-war building that is built on the lot boundary, is incorporated in the development, the 2 metre setback is obviously not applicable; the first metres of the pre-war building do not need to be demolished.

Along Salvado Road a 4 metre setback, with 2 metres overhangs for varandahs and balconies,



Wembley's buildings have a variety of materials, forms and details, with architecture from different eras. Together they give Wembley a rich history.

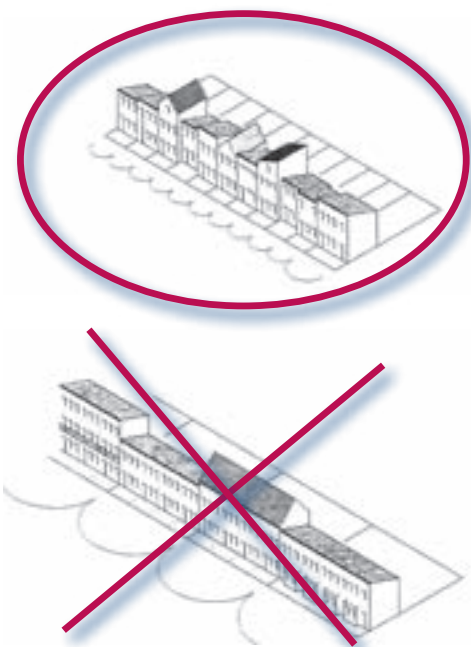
Historicising architecture, based on materials and style would deny this reality and restrain the possibilities to add contemporary cultural expressions,



Rich roof forms of single storey Wembley homes do not necessarily translate

well into multi storey buildings with the same characteristics

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Rhythm of architecture relates to the original allotment

will generate a comparable appearance. The slight difference relates to the residential use. The 4 metre setback for the facade relates better to the existing residential buildings along the road, while a full 6 metre setback is not appropriate in a town centre.

SHADED FACADE

Another characteristic of pre-war residential buildings is the wide overhangs of the roofs, with deep verandahs, veiling the front wall in shade and giving depth to the frontage. In town centre buildings the wide awnings provide this shade and depth. This characteristic is translated into the rules for the frontages of the buildings. Three metre or wider awnings protrude from the facade, hanging one metre over the road reserve, creating a shaded and rain protected sidewalk and improving the solar passive design of the building. Each lot or

building has an individual awning, underpinning the lot rhythm. The awnings do not need to line up.

Three metre deep balconies on the upper floors add activities and eyes on the street, while similar size overhangs cast shade on the upper façade. The balconies are set back from the ground floor facade, so that the awnings do not need supporting columns and the sidewalk stays free from obstacles.

The horizontal lines of awning, balconies and overhang catch the light and dominate the appearance. The buildings facade is set back and in the shade. This does not only relate to a pre-war characteristic of both residential and town centre buildings, but also provides a sustainable and climate specific solution for the hot Perth summers.



Town centre characteristic: lot sizes define the building rhythm of the street, while building at the lot boundary frames the street profile



Characteristic overhanging roofs with shaded facades, in traditional and modern form



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VERTICAL COHERENCE

In the pre-war buildings, especially town centre ones, the location of the main entrance is marked in the higher parts of the facade, creating a vertical unity over the floors. Also the arrangement of doors, windows and support columns for the balconies show a clear vertical coherence between the floors.

The vertical coherence in the facade over the various floors and marking the main entrance is the final character that is incorporated in the built form rules for the town centre.

The combination of lot rhythm, building on the setback line, shade cased facades and vertical coherence leaves a lot of space for architectonic interpretation, while they also effectively produce to a built form that is characteristic for the Wembley Town Centre.



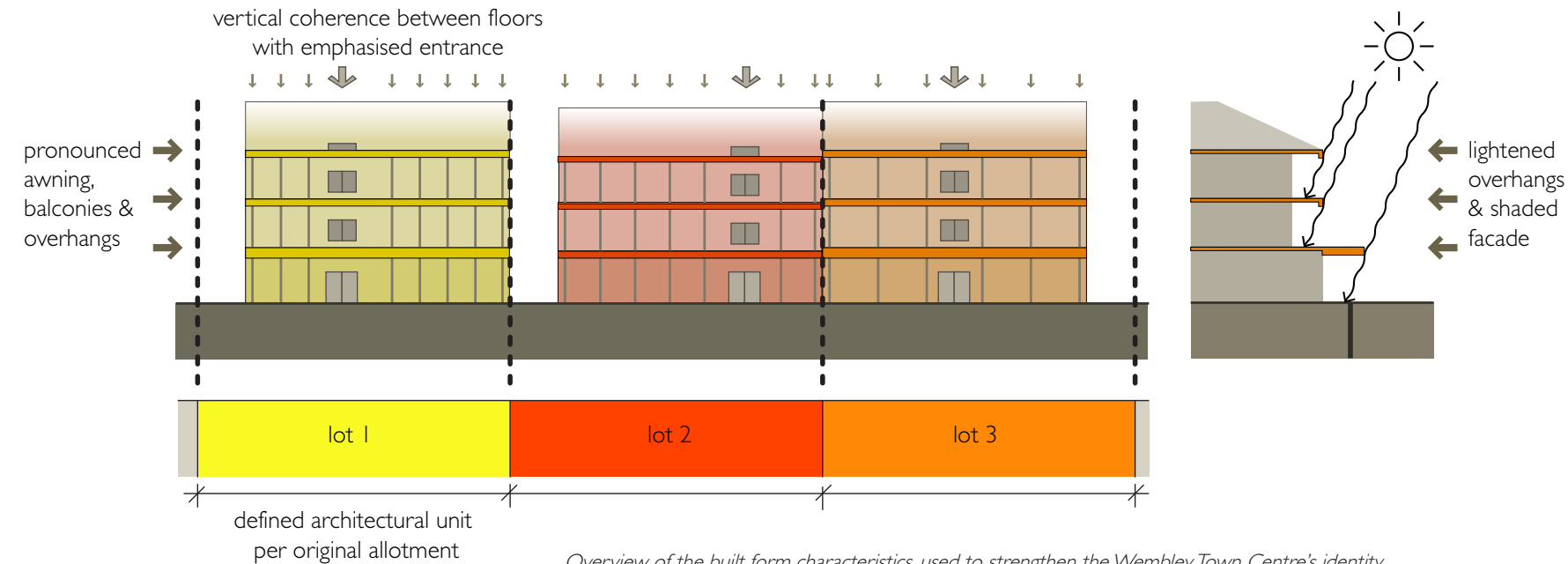
Higher historical buildings also typically have wide overhangs creating shaded facades



Awnings on different heights emphasize the lot rhythm and the individuality of the buildings



Rhythm relation between storeys, with the main entrance indicated in the upper facade



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Open space interaction

All buildings are street-orientated, with a frontage that creates an active interaction with the sidewalk. This counts also for buildings facing a public accessible square or garden. Well-presented, active retail and hospitality frontages encourage pedestrian flows and contribute to a lively and attractive streetscape.

Office uses, doctors' surgeries, banks and the like tend to have passive frontages, without much interaction with the sidewalk. This does not stimulate the pedestrian flows. These businesses and services are requested to put some effort in their street front presentation. Masked street windows are inappropriate in a town centre.

When the ground floor is in first instance developed as residential use, the space left by the 2 metres setback can be used as private garden or terrace, to create a privacy buffer between the sidewalk and the dwelling. The space can be

marked with a step, hedge or a low fence, though not with a wall.

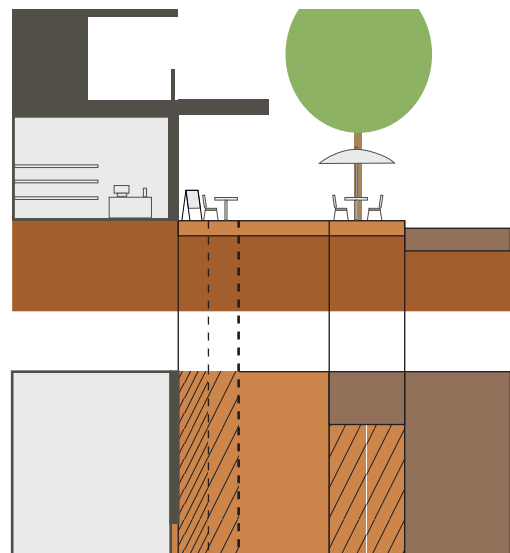
Blank walls along the streets are not acceptable, not for Cambridge Street, not for Salvado Road and also not for any of the side streets in the town centre precinct. This also counts for the new squares and urban gardens. In the laneways and passages, blank walls cannot always be avoided. Where they appear, they need special architectonic attention.

When sub-terrain parking is not fully sunken and borders public accessible space (sidewalk, laneway, passage, square, garden, and so on), the top of the parking construction may raise maximum 0.8m above the adjoining publicly accessible space, provided that the parking is screened from the street. This will guarantee a direct visual, functional, passive surveillance relation between the open space and the use on top of the parking.

The commercial or residential upper floors have their own street access that is independent from the ground floor. This way the ground floor use can work independently from the upper floors, which makes it possible to adapt them to future retail or hospitality. The upper floor accesses are subordinate to the ground floor shop entrance and shop front. Alternatively they can be located on the side or rear of the development.



Terrace raised 80cm above the side walk still has a direct contact



Zones on the sidewalk for indoor-outdoor interaction



Transparent, open shop windows and outside display contributes to a lively streetscape.

Theme map Open Space



Key

- Town Square
- Public Garden
- Park
- Cambridge Street profile
- Side street profile
- Salvado Road profile
- Indicative small square
- Indicative small public garden
- Continuous laneway
- Preferred pedestrian passage
- Indicative pedestrian passage
- Indicative park circuit
- Anchor site
- Other town centre blocks
- Town Centre precinct
- Study area

The open space strategy is built up around two elements: creating a sequence of open spaces and improving the network of connections.

First this section will concentrate on the spaces. Creating a central square in the Hotel / Forum anchor site is core to the Activity Centre Plan. The secondary square and urban garden in the IGA / Service Station anchor will form the counterpart of the central square, functioning as part of the second magnet. Henderson Park is the third cornerstone of the open space structure. This triangle will be completed with a series of smaller squares and urban gardens.

Regarding the network of connections, the upgrade of Cambridge Street is paramount. Next the street profiles of the side streets within the town centre precinct and Salvado Road will be looked at. This network is further intensified with a series of laneways and passages.

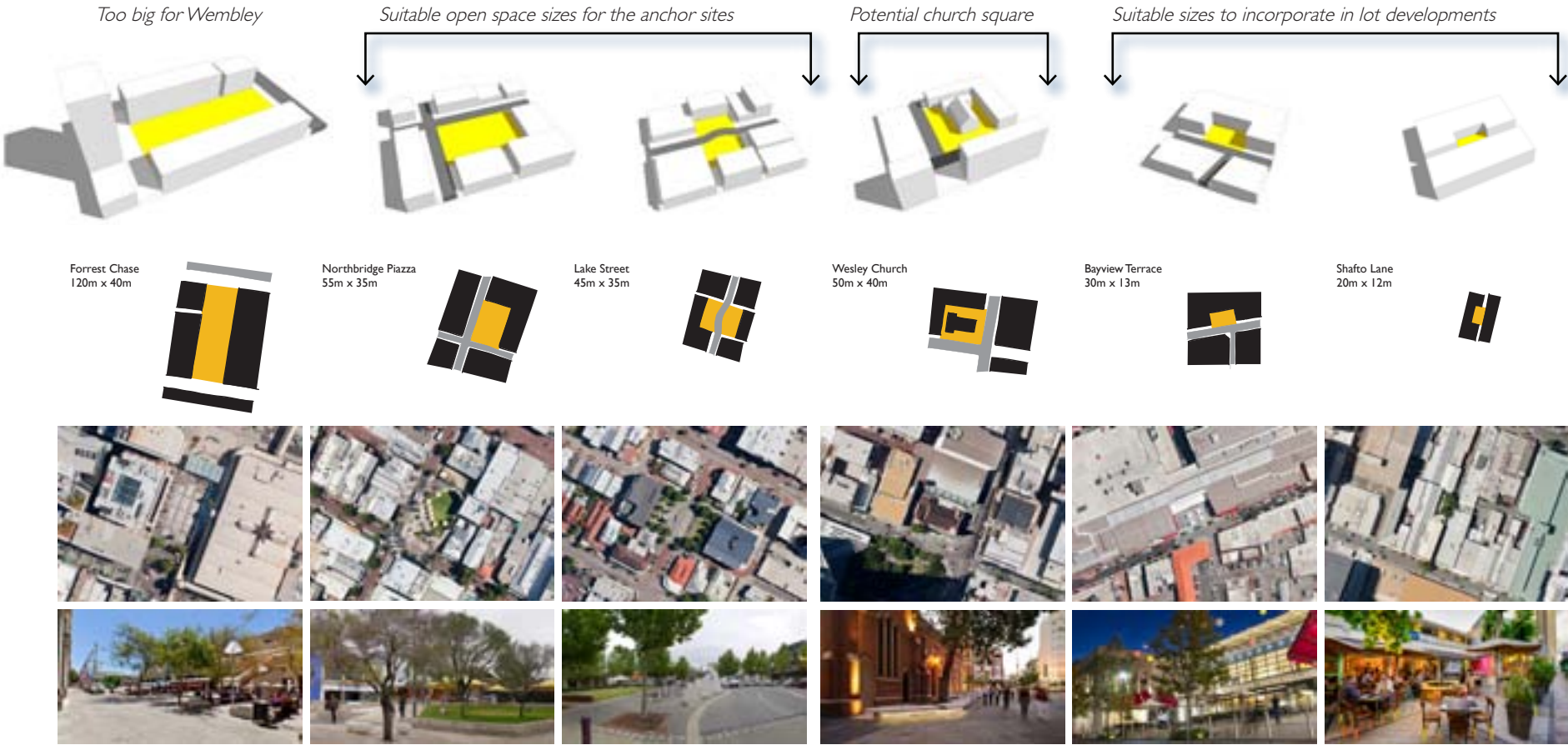
Anchor spaces

Squares and urban places are crucial spaces for the community to gather or to informally meet, to organise events or spontaneously initiate new activities. Streets can fulfil this function, but not as effectively as squares. Streets are foremost for moving, while squares are places to pause and

3.4 Open Space

stay. Wembley does not have a decent square at the moment. Besides the little corner on Jersey Street and Cambridge Street, all open spaces are parking lots.

Squares of different sizes have different functions in the urban fabric. The illustration underneath shows a series of squares in Perth, all at the same scale. Wembley does not need a central square of the size as Forrest Place. That would be out of place in this environment. A square of a size like Northbridge Piazza is more suitable. The Hotel / Forum anchor side is the best location to incorporate a square of this dimension. This Wembley Square will be the focal point and heart of the town centre, the space where everybody gravitates to, where people agree to meet or informally run in to each other.



Scale comparison of six Perth places



Modelling of the potential form of Wembley Square, the core place for the town centre



Existing situation

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People sit on a terrace, watch other people, greet an acquaintance or re-organise themselves. A square that makes people come more often and stay longer.

The Wembley Square will be a place in its own right, with a strong connection to Cambridge Street. The square is surrounded with retail and hospitality, with various users on the floors above adding eyes to the square. Awnings and a few trees, possibly a water feature, create a pleasant micro climate. Benches and terraces make people stay, whether they want to pay for a drink or just sit for free. But most of all, the square gives an inviting space, for everybody to use, for events, for spontaneous activities, to look at, muse on and enjoy watching other people.

The square and urban garden of the second anchor, at the IGA and Service Station sites, will

become the next focal point. They are smaller in size, can be a bit smaller than Lake Street square. The two places have unique settings and atmospheres, allowing people to choose for a different experience and giving incentives to walk around a bit more. One is a courtyard, well connected to Cambridge Street and Jersey Street. The other is a square on the corner of Cambridge Street and Jersey Street. One is an urban garden, the other a square. Which one becomes what, is not that important. They are exchangeable between the two locations of the anchor site, as long as both atmospheres are provided in the end.

Attention for illumination or artistic lighting in the evening will make of all three places more attractive and inviting. Lighting will also contribute to the feeling of safety. The provision of facilities like public toilets and drinking fountains will also contribute to their success.



Potential atmosphere of the corner square and courtyard in the IGA / Service Station anchor site



Good public places need benches and trees to function well. Water features and atmospheric lighting further contribute to a pleasant and attractive atmosphere.



*Modelling of the potential edge of Henderson Park,
looking towards Salvado Road*



Existing situation

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Henderson Park

This mature and monumental park is a pearl in the neighbourhood. This Plan proposes to give consideration for heritage protection for the park.

The park is the third cornerstone in the open space structure of the town centre. It contributes a unique character and opportunities for use to the centre, which no other space can provide. With good connections, the existing users of the park in their turn can be invited to extend their stay with a visit to the other parts of the town centre.

Currently the park is well used at times, but rather empty at others. The development of the Former Nursery Site will turn the inactive western side of Henderson Park into a new front. This will help to improve the integration the park in the

surrounding. The northern side can be activated more too. Informal seating opportunities on the steep slope can act as an amphitheatre from where the sports can be followed or for the audience of organised performances.

A continuous path can help to integrate both sections of Henderson Park - the sport field and the lake site - and strengthen their connection with Salvado Road. The path can introduce an attractive circuit, with benches and bins, connecting a series of facilities, such as public toilets, drinking fountains, barbeque places, integrated play elements, exercise equipment, a stake path or multi-use area , public toilets, a kiosk. The built facilities could also be located at the north side of Salvado Road, further strengthening the relation towards Cambridge Street.



Artist impression of the upgrated western park edge to the Jolimont development on the Former Nursery Site



Monumental, Henderson Park, with unique opportunities for the Wembley Town Centre, if better integrated

Additional squares and urban gardens

A series of smaller public accessible spaces in various developments in the town centre will further add to the attractiveness of the precinct. These places provide more choice, a broader range of experiences and increase the incentive to wander around. They will all have their own setting, atmosphere and use. Some are little squares; others are public gardens or informal playgrounds. They will provide shaded seating, flower fragrances, public art, heritage references, Wembley narratives, and so on. Some have the surrounding residents as their primary users; others have a commercial or community venue that programs the space. Most of these spaces have the size of Shafto Lane or double that. A few bigger ones might be the size of Bayview Terrace.

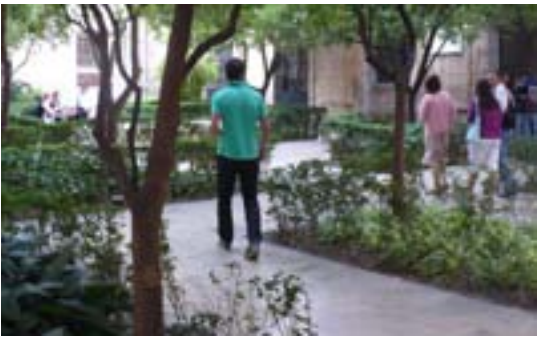
The Our Lady ofVictories Church can also have a square in front: a square that connects the church over Cambridge Street with the buildings on the other side. This is less likely to be a very active square, although it could become that in the future, depending on the developments on the south side and the activities organised by the church. This square first of all marks the town centre on the western side, as an entry statement on top of the hill. It introduces a different experience where car drivers are expected to behave and coexist with pedestrians.



Additional open space: informal play



Additional open space: public garden



Small spaces with unique atmospheres create a reason to explore, discover, wander around and stay longer in the town centre



Additional open space: paved square

DV15.15 - Wembley Activity Centre Plan

Street profiles

The functioning and success of the places is affected by the quality of their connections. The more attractive the streets, laneways and passages are, the better the places will be used and the livelier the centre becomes.

The street profiles shown and described in this section are conceptual ideas and subject to detailed engineering design.

CAMBRIDGE STREET

The improvement of the Cambridge Street streetscape is paramount to make the Wembley Town Centre more pedestrian friendly. The existing 3 metres wide sidewalks will gradually be widened to 5 metres when the adjoining lots are redeveloped with the additional 2 metres setback. However, some buildings however will stay, like the

pre-war buildings. At these places the sidewalk will remain 3 metres.

The 2 metre setbacks of the new developments can be used for sidewalk terraces and alfresco dining. In the first metre from the building shops can also display their products, while cafes and restaurants can put their menu here. The buildings without the extra 2 metres setback miss out on this option. The sidewalks would become cluttered and narrow.

The old and new buildings, with two different setbacks, combined with the terraces and sidewalk displays will create more space for pedestrians, and at the same time a dynamic streetscape, that relates to the human scale.

Three metre wide awnings of the new developments will contribute to a better

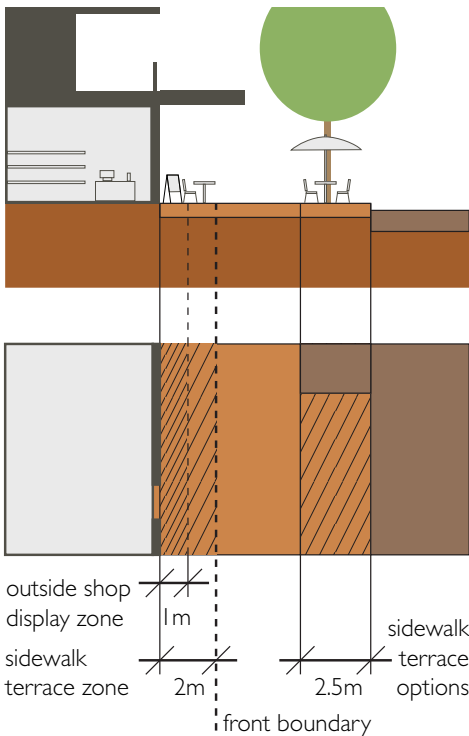
microclimate. They provide protection against rain. In the summer, when the sun stands high in the sky and shade is the most needed, the wider awnings will deliver more shade on the southern sidewalk.

The carriageways need to be reduced to one lane each direction. Combined with a reduced speed limit and less driveways and auxiliary lanes, this will not reduce traffic capacity. It will likely improve the traffic flow, diminish congestion and thus increase traffic capacity.

The profile rearrangement produces space for zones with street trees, street furniture (benches, rubbish bins, street lights, bicycle parking), sidewalk terraces, on-street parking and bus stops. On each side of the street such a zone will mark the transition between carriageway and sidewalk. Having this zone improves the pedestrian experience on the sidewalks. Public



Big street trees are providing a comfortable microclimate for pedestrians



Zones on the sidewalk for indoor-outdoor interaction
Underneath example of Napoleon Street, Cottesloe



Modelling of the potential development along Cambridge Street

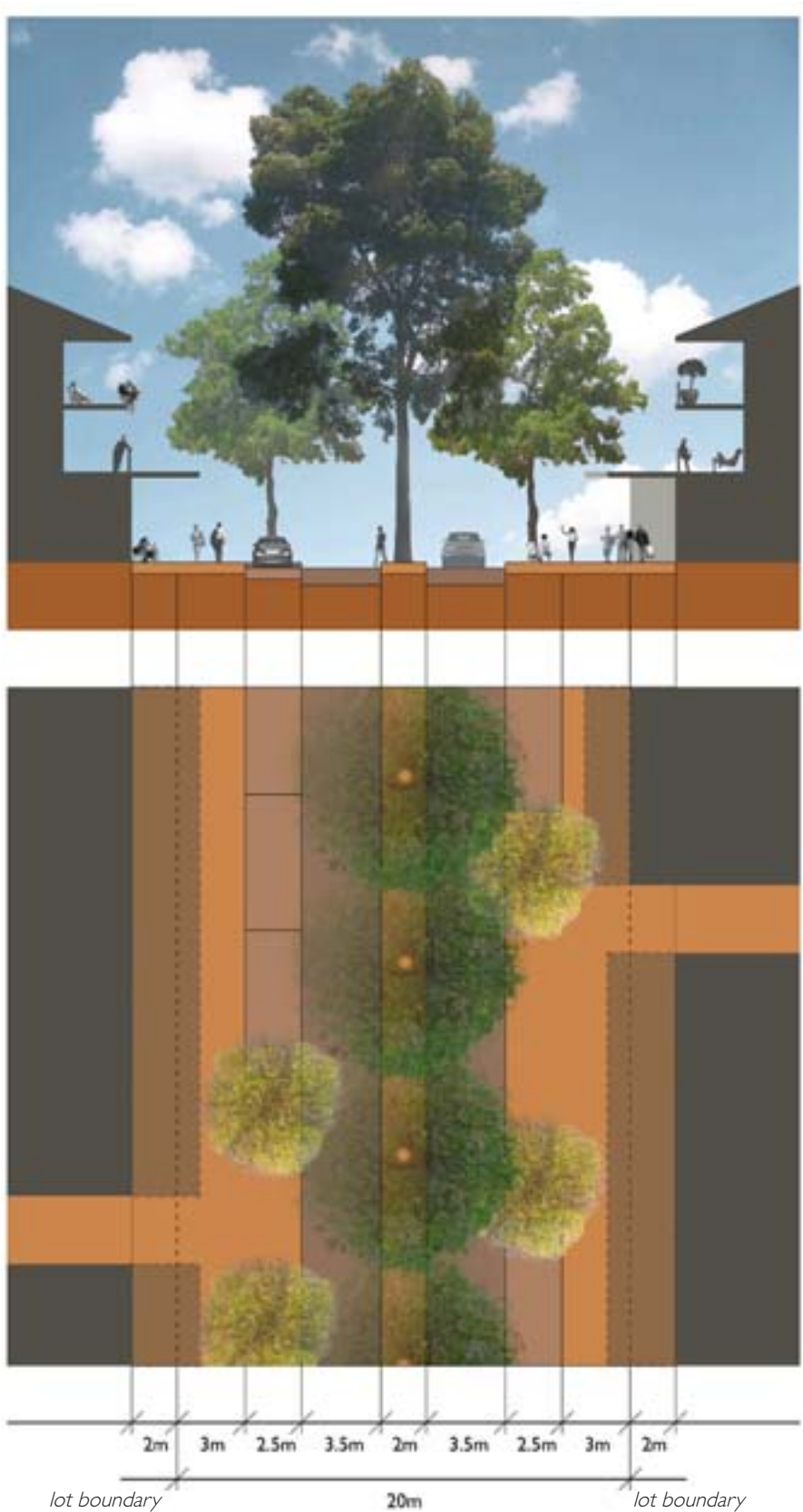


Existing situation

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benches and additional terraces in this zone, for instance in front of a pre-war building, will add to the use and activity on Cambridge Street. Street trees contribute shade, cooling, visual appeal and possibly even flowers and fragrance, marking specific times of the year. Bus stops will be integrated in this zone, easing the flow of cars while a bus stops. The driveways to the parking on the back of the lots will each be closed down for cars as soon as the continuous parking lane in the back allows it. Reducing Cambridge Street to one lane each direction, instead of two lanes merging within the town centre, will improve the traffic flow. The zone with parking, bus stops, street trees, etc, will be visually part of the sidewalk, thus reducing the visual width of the carriageway. This is a proven method to naturally reduce speed and improve flows in congested areas.

Some of the gain of reducing the existing 4 lanes to 2 will be used to widen the median to 2 metres. This will assist pedestrian crossing the road by giving adequate storage width within the median to cross one direction of traffic at the time. A wider median will also help to enhance growing conditions for the trees. The trees in the current



Street profile - Cambridge Street

concept subject to detailed engineering design.

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situation are clearly under stress, with too little root space. When upgrading the street, enough attention and funding needs to be spent on the growing conditions, with sufficient fertile soil, storm water and grey water harvesting and aeration of the soil and opportunities for tree cells under pavement to improve the root system of existing trees. A longer and more continuous line of trees will provide shade, cooling and further enhance the visual appeal of Cambridge Street.

Since 2000 a good start has been made with putting the overhead powerlines underground in the Wembley Town Centre. This effort should be continued to bring the powerlines underground along the remaining parts of Cambridge Street in the extended town centre precinct.

SIDE STREETS

The profiles of the side streets within the town centre precinct follow the same principle as for Cambridge Street, before continuing into the existing profiles of the residential streets. The carriageways will be separated with a kerbed median. The median will assist pedestrian to cross the road at the connections with Cambridge Street, making the crossings more pedestrian friendly. Further down the streets the median can be used as part of a right turn into the laneway to access the off-street parking areas.

This principle might not be achievable on Jersey Street between Cambridge Street and Salvado Road, where specific requirements of Main Roads apply between the two traffic light intersections so close to each other.

In the residential sections of the side streets, tree planting needs to be stimulated and gaps should be filled in. Securing the lush and green appearance of Wembley needs a long-term street tree strategy. This will strengthen the identity of Wembley as a relaxed and green suburb and provide continuous shade on the sidewalks to the town centre. The Wembley Town Centre will benefit from both.

Right: the lush, tree-lined residential streets are carrying the character of Wembley. However, some of the residential streets leading up to the town centre could use a few extra street trees to fill up the gaps and safeguard the character for the future..



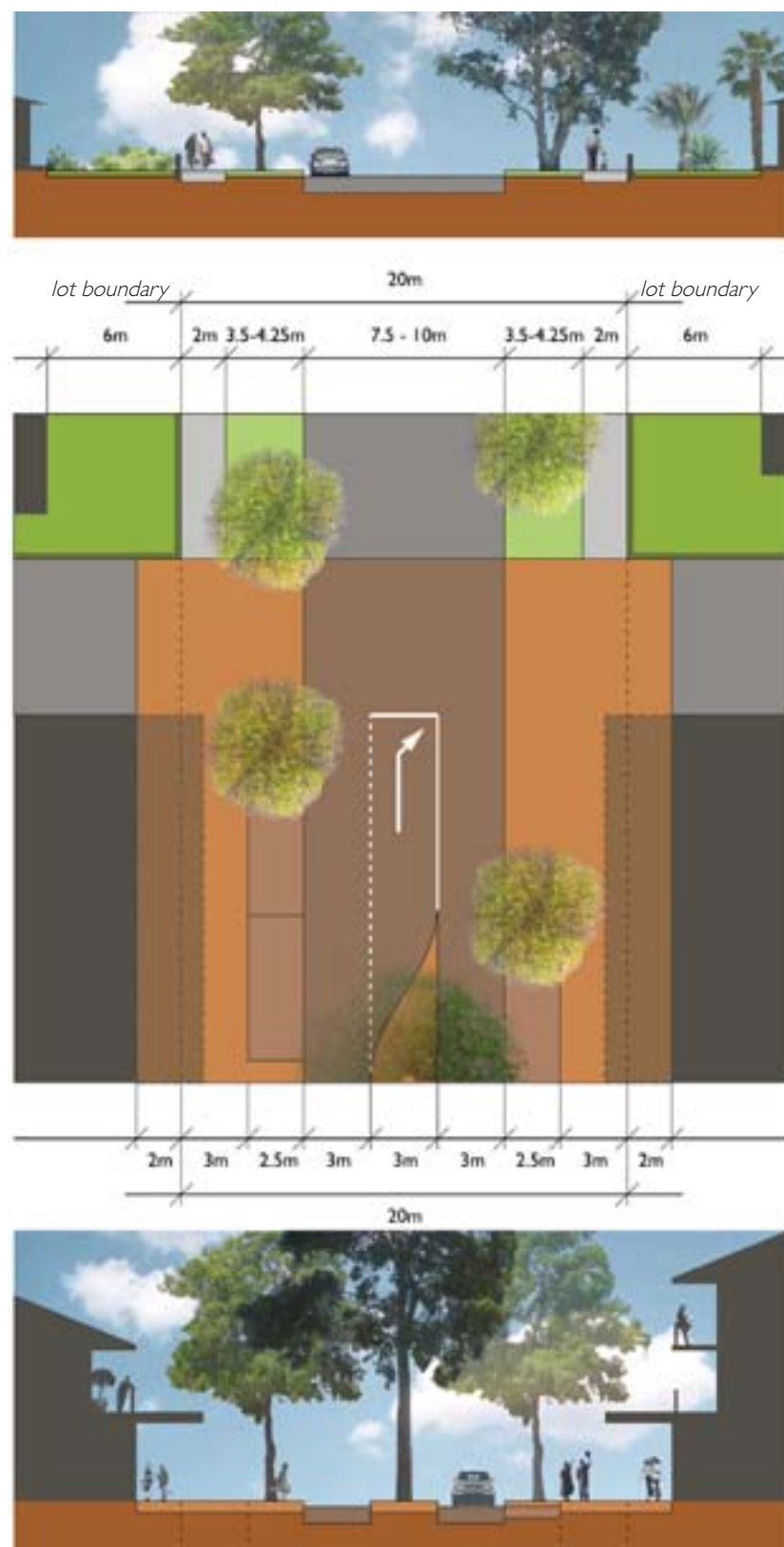
Intermedian between walking zone and carriage way, with benches, parking and street trees



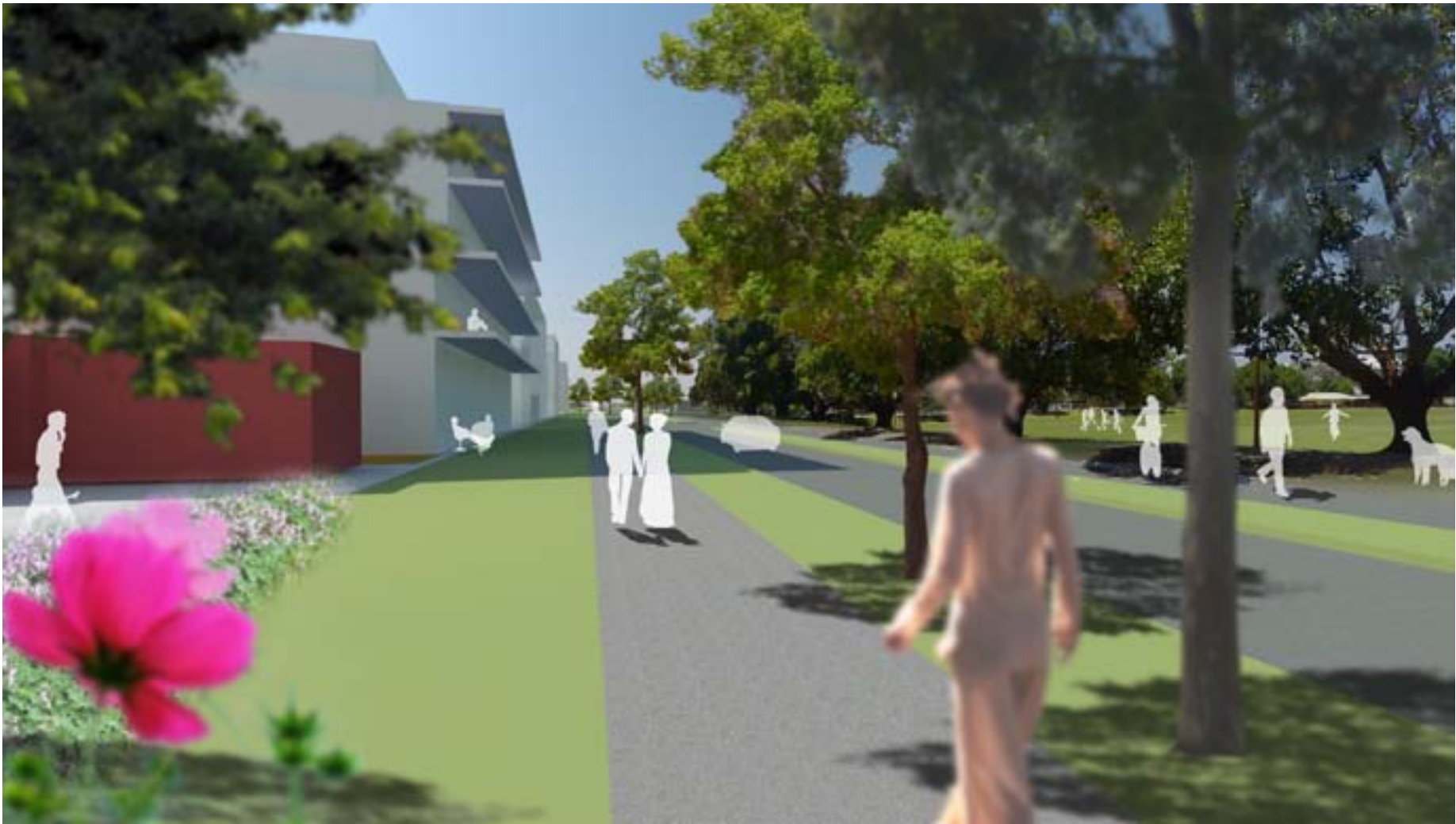
Outside display contributes to a lively streetscape, but should not make it difficult for pedestrians



With a little bit of effort and creativity services can have an open and inviting shop front



Street profile - Side Streets



Modelling of the potential development along Salvado Road

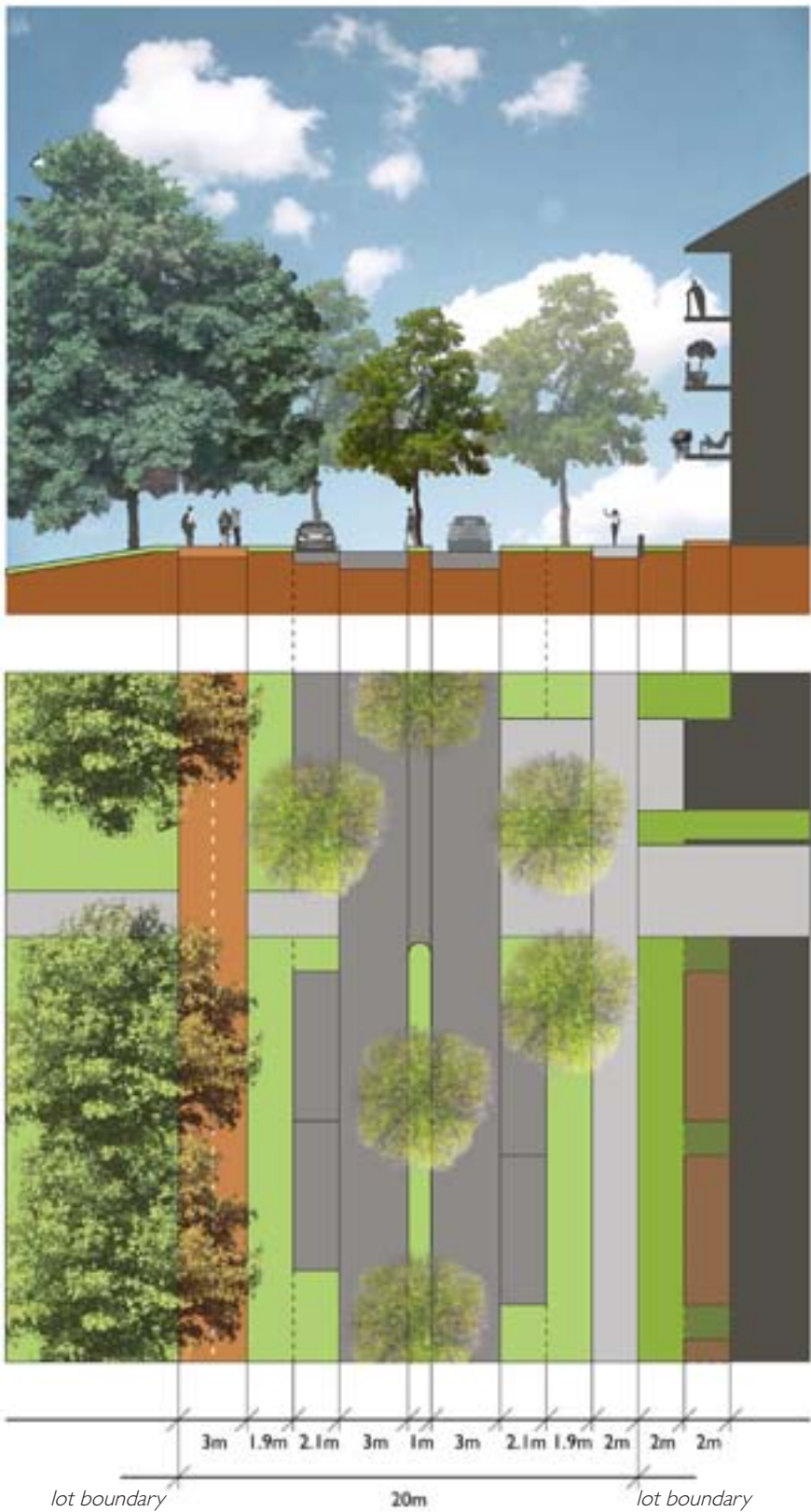


Existing situation

SALVADO ROAD

To enhance the connection between Cambridge Street and Henderson Park, the Former Nursery Site and the Wembley Sports Park, pedestrians need to be able to cross Salvado Road easily. The existing wide carriageways are not pedestrian and cyclist friendly. The design of Salvado Road will need to integrate pedestrian needs as well as motor vehicles. Preferably the design would integrate the park atmosphere into the street profile. This way the residents living at the north side of Salvado Road would truly live at the park, instead of on a road on the other side of the park. Pedestrians coming from Cambridge Street would preferably be provided with a delineated crossing that reduces conflict. All together this increases the proximity and the experience that the park is part of the centre. Moving over the length of Salvado Road, the park atmosphere and liveliness up to the carriageway would naturally reduce speed and create a safer environment.

A possible future profile for the section between Marlow Street and Jersey Street is a variation of the Cambridge Street profile, however with greener detailing. Single carriageways fit the residential status of the road. On both sides, zones with on-street parking, driveway connections and street trees make the transition to the continuous footpath at the north and shared path at the south side. A green median with scattered trees would continue the park atmosphere.



Street profile - Salvado Road

concept subject to detailed engineering design.

Laneways and passages

The laneways parallel to Cambridge Street, both to the north and south, will become continuous and connect all the off-street parking at the rear of the lots. To achieve this, all the lots along Cambridge Street will have a reservation of 7 metres with a public ‘right of access’ at the back of the lots.

East of Pangbourne Street / Bishop Street there are already back lanes, both on the north and the south side of Cambridge Street. However, these lanes are only 4.5 metres wide, too small to function as access for the off-street parking. Lots along Cambridge Street that adjoin these existing lanes will have a 2.5 metres reservation at the back, to achieve the required 7 metres total width.

At the Hotel / Forum and the IGA anchor sites, the laneways will be located further to the north.

This will bring them further from the intersections with Cambridge Street, diminishing the chance the parking traffic will influence the traffic flow on Cambridge Street.

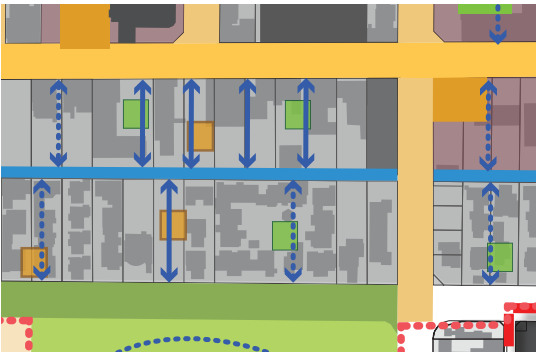
Part of the redevelopment guidelines for the lots in the town centre precinct is the requirement for a publicly accessible pedestrian passage. The passages connect Cambridge Street and Salvado Road with the future continuous laneways. Together these passages will increase the path network in the town centre and pedestrian permeability.

The anchor sites contribute to the network of connections with 4 metre wide pedestrian passages. These can be incorporated in the developments.

The connection with and continuation of the existing laneway network east of Pangbourne Street will also create additional pedestrian and cycle routes to and from the town centre.

Until such time the laneway is continuous, several of the passages on the Cambridge Street lots will need to serve a double function. They are not only pedestrian linkages, but also needed to access the off-street parking. The passages have a minimum width for cars, since the car access is only temporary and the car is a guest here. They are not supposed to drive faster than footpace. As soon as the parking at the back can be accessed by the laneway, the passage will be closed for car traffic.

The connections through the lots along Salvado Road can also be used for parking access; in



Section of the Open Space theme map, with one of the continuous parking lanes in light blue. The perpendicular passages connect the streets,laneways and smaller squares and public gardens, creating a fine-grained network of connections.



Passage through a building, providing connection and liveliness, especially an opportunity for the anchor sites

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this case on a permanent base. The width and design however needs to be enough to provide a comfortable and safe pedestrian link.

The vacant lot on Salvado Road (No. 164), will be transformed into a permanent pedestrian connection from Henderson Park towards Cambridge Street. Amalgamation of the lot with one or more of the adjoining lots will make development of the lot possible, while incorporating the permanent connection.



The passages don't need to be blind-walled alleys; they can incorporate shop windows and entrances to the upper floors

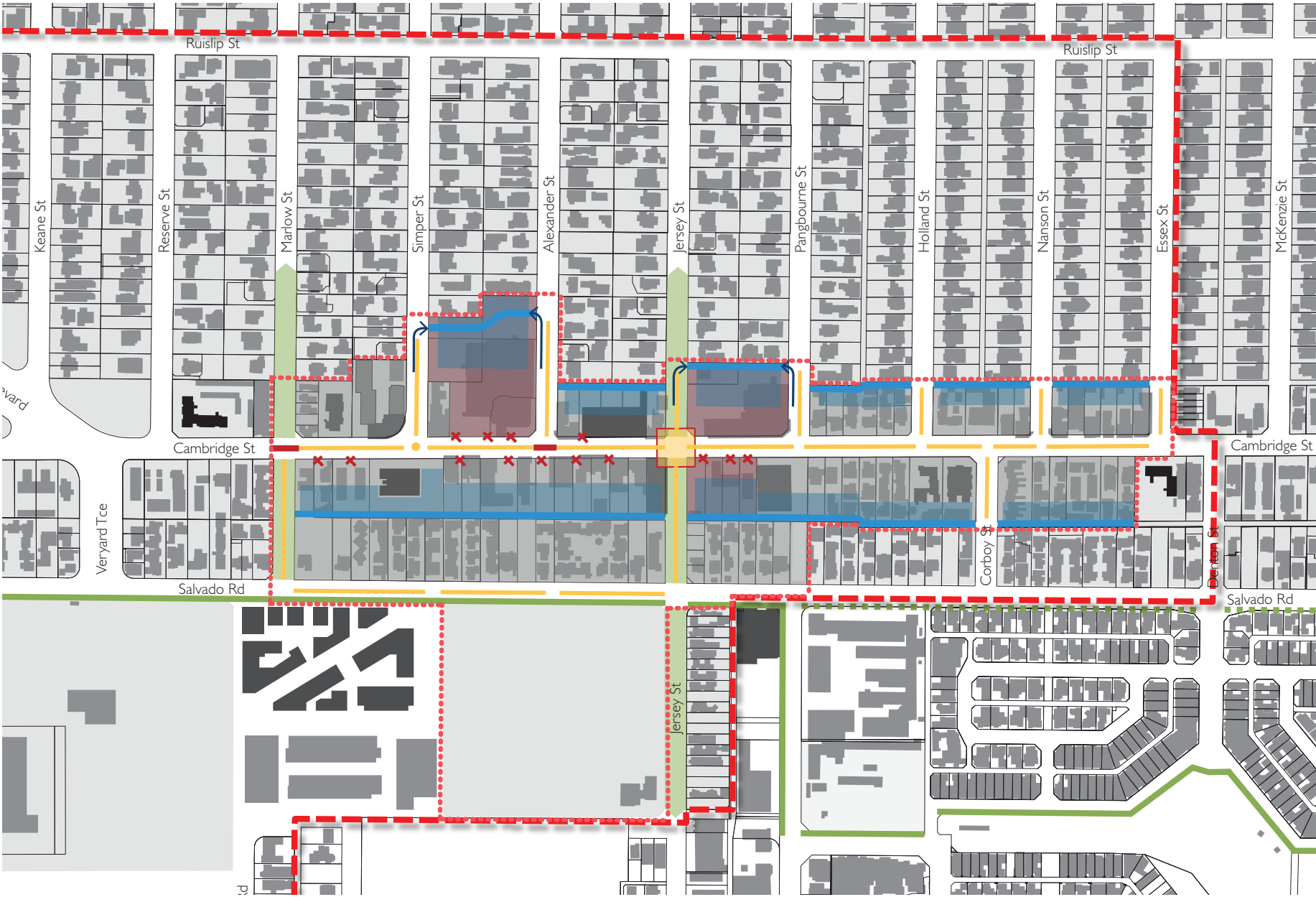


Public art or exhibition to enliven a passage



Green walls, seating and attention for the nightscape

Theme map Traffic & Parking



Key

- | | |
|--|--|
|  Proposed median |  Shared path, (existing) |
|  Continuous laneway |  Shared path, (new) |
|  Indicative off-street parking area |  Proposed cycle friendly street |
|  Suggested turn-off lane |  Anchor site |
|  Driveway to be closed for cars |  Other town centre blocks |
|  Suggested closing of turn-off |  Town Centre precinct |
|  Intersection improvement |  Study area |

3.5 Traffic & Parking

The traffic & parking section deals with two major issues. First of all: traffic calming, to improve both the pedestrian environment and smoothen traffic flows. Secondly the parking accessibility of the town centre. The potential consequences to the traffic system of the additional development capacity, which is proposed in this Activity Centre Plan, will also be taken into consideration. Finally the possibilities to improve the bicycle network will be discussed.

Traffic calming

Traffic calming can be achieved in multiple ways. Firstly there is official regulation of speed limits. Physical measures, such as speed humps, lateral carriageway shifts and roundabouts, which force the driver to slow down. Then there are measures that work through perception, such as visual narrowing of the carriageway or human activities that raise the curiosity of drivers, causing them

to slow down naturally. Smiling people and joyful events are a very effective way to calm traffic. Also reducing the signage and introducing of a certain level of uncertainty slows down traffic. This works when it is clear to everybody that you have to pay attention and negotiate with other traffic participants to prevent accidents. Shared space works on this principle.

The most effective measures are the ones that feel natural, unforced. When measures are clearly imposed, they can raise drivers' agitation, increasing reckless behaviour and intolerance towards other traffic participants. In such a case the measures themselves become a source of unsafety. In the Wembley Town Centre a custom made mix of measures will be used to calm motorised traffic and make the centre more pedestrian friendly.

The traffic issue of Cambridge Street in the town centre has two complementary viewpoints: the

perception of the drivers and of the pedestrians. An effective solution needs to take both into account. On one hand the drivers experience congestion and are forced to slow down on a stretch of road that looks like you should be able to drive 60k/h. Reduction of the carriageways from two to one half way a block, stopping busses, turning traffic and parked cars on the bitumen carriageway lead to a lot of accelerating and breaking, causing congestion and frustration. In this situation car drivers need to pay a lot of attention to other drivers, get agitated and have limited patience and tolerance for pedestrians anymore. More bitumen, giving more space to cars, will not solve these issues and is contradictory to sound planning for a town centre environment.

For pedestrians, the restless traffic causes discomfort and an unsafe feeling. They have already limited space in the street profile, since over two-third of the width is bitumised and dedicated to



Seemingly chaotic car traffic creates an atmosphere where pedestrians feel unsafe



Liveliness and people on the street, the best way to naturally calm traffic; drivers automatically slow down

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cars. Cars are even on the sidewalks, driving in and out of the off-street parking via driveways onto Cambridge Street. Traffic lights don't give enough time for less mobile people to cross in one go. Cars are clearly prioritised on Cambridge Street at the expense of pedestrians.

Based on this two-sided image, the solution for Wembley is to:

1. reduce the elements that cause the chaotic traffic flow,
2. redesign the street so that the streetscape communicates a change of driving conditions and creates an environment that starts with the pedestrian experience, and
3. activate the pedestrian areas, which will take drivers away from the thoroughfare mindset.

REDUCE MAXIMUM SPEED

Reducing the maximum speed will reduce speed and will set the regulatory framework for improving the traffic conditions. This Plan advises to reduce the maximum speed from 60k/h to 40k/h. This is a more appropriate speed for a town centre and already practiced in various other Main Streets in Perth. The logical section to start, would be Cambridge Street between Jersey Street and Marlow Street. In the future the 40k/h should be extended to Essex Street and also implemented on Salvado Road and all the side streets within the town centre precinct.

RE-DESIGN THE PROFILE

The second step is to re-profile Cambridge Street, letting the streetscape itself communicate a reduced speed and pedestrian friendly environment. Effectively Cambridge Street

between Jersey Street and Marlow Street is already a dual carriageway road with one lane in each direction, due to the on-street parking and the lane reduction at the Simper Road roundabout. However, in its appearance, with two more than 6 metres wide bitumen surfaces, it suggests a speedy thoroughfare. Widening the median and formalising on-street parking will visually reduce the carriageway width. Parking should be alternated with kerb protuberances that effectively widen the sidewalk to provide outdoor dining, street trees and furniture and reduce the crossing distance for pedestrians. To work effectively, it is important that there are not more than 4 parking bays in a row, preferably less. The kerb protuberances in between should be almost the same length as the parking areas. The 2 metre wide median, combined with the kerb protuberances will provide numerous crossing locations and make it easier for pedestrians to



Reduce maximum speed from 60k/h to 40k/h



Visually narrowing the carriageway helps calming traffic



Parking on the bitumen carriage way versus formalised parking in a zone that is visually part of the side walk: the difference between car-dominated and pedestrian focused design.



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cross the road. Additionally the surface of the carriageways can be changed from bitumen to pavers. This creates a different, more pedestrian orientated and less car-dominated atmosphere.

The limited parking time was introduced for increasing the turn-over of parking and thus having a speed-reducing effect, as per the Council's Access & Parking strategy. However, the parking movements will only calm the drivers when the maximum speed is in correlation with the parking interruptions.

A continuous laneway at the back of the Cambridge Street lots will organise an alternative access for all the off-street parking bays. As soon as the off-street parking areas are accessible by this parking lane, the driveways to Cambridge Street can be closed down for cars. This will delete another interruption of the traffic flow on

Cambridge Street and improve the pedestrian environment.

Continuing the median on Cambridge Street across Alexander Street, removing the right turn in and out, should be considered. This will reduce traffic conflict and smoothen the traffic flow, thus increasing traffic capacity of Cambridge Street, without increasing the speed. It will also make Cambridge Street easier to cross for pedestrians and continue their walk to Henderson Park.

STREET ACTIVATION

Reducing the cross sectional elements dedicated to vehicles will improve the pedestrian's safety perception. This should be reinforced with activating the street and adjoining spaces. When there is lacking liveliness, drivers will wonder why they need to slow down. On the other hand,

inducing drivers' curiosity will not only further calm the traffic, but also invite the drivers to stop or come back another time and become a regular visitor of the town centre.

Fully shared space in the town centre is best suited outside the Main Street (Cambridge Street / Salvado Road / Jersey Street) reserves: in the laneways, the off-street parking areas and, as long as necessary, the driveways connecting to Cambridge Street. Due to the existing and future traffic on Cambridge Street and Salvado Road a shared zone cannot be established on these streets.



Change of carriage way pavement creates a pedestrian orientated environment, where drivers naturally slow down; Angove Street, North Perth



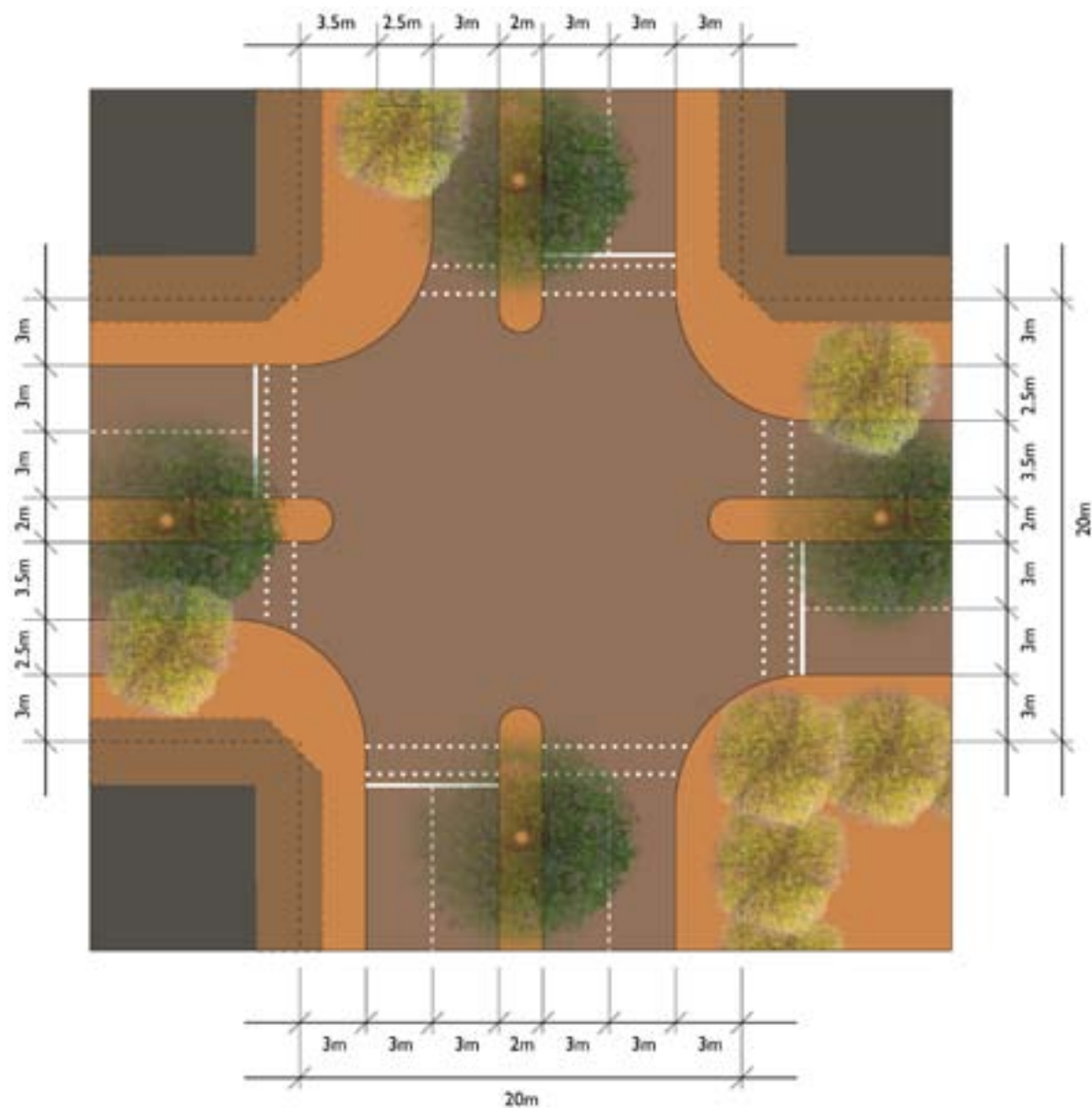
An active street will naturally slow down car drivers, while an empty street gives no incentives to reduce speed

Intersections

An important obstacle, to car traffic and pedestrians alike, is the intersection of Cambridge Street and Jersey Street. The waiting times for pedestrians are long, especially in the burning summer sun. Less mobile pedestrians do not have enough time to cross in one go. Cars get stuck behind right turners, while the left lane across the intersection can be obstructed by parked cars. The intersection can easily be improved with a set of measures.

Reducing the overall interval cycle time of the traffic lights (the time for all movements to get a green light) will reduce waiting times for pedestrians. Also each queue of cars for the traffic light will move more often, increasing the perception of flow. Waiting for a red light while there are hardly cars driving though green, diminishes that idea. A seconds' countdown indicator for pedestrians, as they are used in the US and Europe and recently installed across the Perth Train Station, will improve ease of crossing.

Introducing pedestrian priority, when pressing the button, should also be considered. Changing traffic lights from a fixed phasing to a flexible phasing that reacts to changing traffic flows and pushes of the pedestrian button, will reduce excess green time (no cars crossing the intersection) and improve pedestrian movement. Considerations should also be given to the use of pedestrian radar detectors, that keep the green light if a pedestrian is on the crossing. These changes will be subject to the agreement of Main Roads Western Australia.



Right turn-off lane with through lane moving back to the middle after the intersection; Scarborough Beach Road and Flinders Street



Right: concept to improve the Cambridge Street x Jersey Street intersection; subject to detailed engineering design.

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The wider median at all four sides of the intersection will provide an area for crossing pedestrians to stand clear of traffic if required. They will also improve pedestrian comfort, especially when they have street trees in them. Street trees on the sidewalk, to provide shade when waiting, are a necessity.

At the intersection, the zone for benches, terraces, street trees and on-street parking is replaced by a carriageway. Leading up to the intersection, the right lane can be used to introduce separate right-turn, like at the intersection of Scarborough Beach Road with Flinders Street. This will take out an important disruption for the ongoing traffic. Across the intersection the left lane can move back to the regular carriageway, again. Having separate lanes for right turn and for straight ahead plus left turn makes it possible to use the traffic lights more effectively to increase the flow.

Salvado Road

The part of Salvado Road between Jersey Street and Selby Street is a residential street in the road hierarchy, but has the appearance that suggests a distributor; with over 10m wide bitumen between the kerbs. This part of Salvado Road should be easily crossable for pedestrians, to enhance the connections in the town centre to Henderson Park, the new development on the Former Nursery Site and the Wembley Sports Park.

This Plan proposes to reduce the width of the bitumen, formalise the on-street parking and create a park-like atmosphere. This will help to naturally reduce traffic speeds. Reducing the maximum speed to 40k/h, like proposed in the rest of the town centre, will be appropriate here too. The profile shown in section 3.4 is one of the possible solutions for a more pedestrian and resident-friendly street.

The eastern part of Salvado Road, across Jersey Street, is a higher category road in the road hierarchy and therefore might need a different profile.

Parking laneways

The parking survey of the Wembley Town Centre concludes that there is not a shortage of parking in the current situation, but the use of off-street parking could be improved. The occupation rate of several parking areas is on the low side, especially the ones on the south side of Cambridge Street that are accessed through individual driveways.

On the back side of all lots along Cambridge Street, both to the north and south, continuous laneways will be developed, connecting all the off-street parking. The laneways together will form a continuous parking access network running



When the parking laneway is continuous, the driveways can be closed down for cars and become solely pedestrian passages.

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parallel to Cambridge Street. Linking up the separate parking areas will improve the effective use and occupancy. This will make it possible to remove the car movements through the driveways to Cambridge Street and take out the driveway entrances. As soon as the off-street parking can be accessed by the laneway, the driveway will be closed for cars and become solely for pedestrians.

The continuous parking laneways will be realised through the reservation of a 7 metres wide zone at the back of all lots, with a public 'right of way' at the back of each lot on Cambridge Street. East of Pangbourne Street / Bishop Street, back lanes already exist. However, these lanes are only 4.5 metres wide, too small to function as parking lanes. Lots along Cambridge Street that adjoin these existing lanes will have a 2.5 metres reservation at the back, to achieve the required 7 metres total width.

At the Hotel / Forum and the IGA anchor sites, the laneways will be located further to the north. This will bring them further from the intersections with Cambridge Street, diminishing the chance the parking traffic will influence the traffic flow on Cambridge Street.

Side streets & parking access

The laneways are accessed through the side streets of Cambridge Street. These streets need to provide enough space for cars to line up for turning off into the laneways, without blocking traffic that wants to continue along the residential streets or clogging up the connection with Cambridge Street. Where necessary, an auxiliary lane can be incorporated into the upgraded street profiles. Using the Side Street profile principle, as described in section 3.5, in the town centre sections of the side streets will provide the space to do this. This profile provides a dual carriageway. The median can be used to provide space for a right turn lane into the parking lane. Where

these right turn lanes are needed, there will be no on-street parking, to provide the additional space necessary for the lane that continues into the residential area.

Traffic consequences of the developments

The Plan incorporates a number of new development opportunities, adding commercial floor space and dwellings to the town centre. This will have consequences for the traffic and parking system.

The level of impact will depend on the level of development. The total development that theoretically could be achieved is calculated (see section 3.7). Although this theoretical development might be achieved in 50 years time, or more, or even never, it is hardly a realistic prediction for next 15 to 20 years. Especially the situation with many strata-title lots will diminish the development that can be expected. A more realistic development expectation is also calculated in section 3.7.

Even though, the realistic development will attract a significant amount of additional traffic. The extra number of movements during peak times is calculated at 900 trips. This includes ALL trips: walking, cycling, public transport and cars. At this moment on average 85% of these trips are made by cars, which would mean 765 additional car trips in peak time in 15 to 20 years time. Compared with the current number of vehicular movements through the town centre, this would be an increase of 1.5% to 1.1% per year.

The existing Cambridge Street and surrounding network has the capacity to cope with an increase in traffic. Though for a lively and well functioning town centre, a shift to walking, cycling and public transport is preferable. A goal of this plan is to achieve a more balanced level access for the various transport modes. The target should be to

reduce the 85% of all trips by car and significantly increase the share of public transport, cycling and walking. The more people can be convinced to use alternative ways for their trips in and through the centre, the more the traffic pressure will be reduced.

This will be achieved by firstly the residential infill development in the Wembley Town Centre, which will allow people to walk to the shops and work. To increase the share of public transport, the plan strongly advises to upgrade the frequency and coverage of the following connections:

- a link to the Subiaco Train Station,
- realignment of Circle Route to past through Wembley Town Centre and
- another link to Sir Charles Gardiner and UWA and up to Innaloo.

Although the road network itself can hardly be extended, the capacity can be improved by reducing the number of accesses to car park areas, through the continuous laneways. These entrances will need to be well delineated and intersection treatment considered, to ensure traffic can exit the parking accesses. Changing the car park accesses to left turn in and out where possible, removes traffic conflicts and delays caused by right turning out. Also the car park access will generally be relocated to lower volume roads allowing increased capacity to exit. As Wembley is a classic grid system, both measurements will cause minimal delay to drivers whilst improving traffic flow.

Parking

The parking rates in the town centre, specifying how many parking spaces need to be provided for each type of land-use that is developed. These parking rates remain as in the existing Parking Policy. All new developments will need to provide for the amount of parking that is required for that specific development. This includes both the users and visitors that the development will bring along.

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No extra pressure on the parking availability is expected.

If the realistically expected amount of development will happen, the maximum of 290 additional car parking spaces would need to be provided in the next 15 to 20 years, as part of the Council's Cash in Lieu Scheme. These are spaces above the parking bays that will be provided by the individual developments. This is based on a maximised commercial floor space within the developments. If the developments contain more residential dwelling and less commercial space (maximised residential), the number of additional parking spaces will be less.

The provision of a public car park in the town centre, would be most logically located in the two anchor sites. For a public parking, the Council's Parking and Access Study mentions 160 parking bays on top of the normal parking ratio for the land uses in the development. This suggests that two public parkings would already exceed the number of public parking bays that are maximally expected to be needed in the next 15 to 20 year. Further investigation is needed to recommend the suitable number of parking bays, based on economic viability and actual parking needs.

The parking calculations are based on the current use of cars for transportation. The promotion of walking, cycling and the use of public transport, as mentioned earlier to manage the growth of car traffic, will also impact the number of parking bays that actually will be needed.

Furthermore, strategies such as time restrictions and paid parking are highly effective in increasing the turnover of bays. They ensure that the parking places are used efficiently and reduce the number of parking bays that will need to be provided, Parking time restrictions are promoted in the Council's Access and Parking Strategy. There are already time restrictions on parking in the

Wembley Town Centre in place. Though there are still opportunities to extend this. A further review of the time restrictions could continue to improve the usage of existing parking.

Paid parking is another option to manage parking demand. Locally it helps to reduce car traffic and stimulate walking and cycling. It also helps to prevent that people drive to Wembley, park here the whole day and take the bus into the city. That type of parking should be happening at public transport hubs.

Paid parking was only recently introduced in the town centre. It is located along the west side of Alexander Street near the Wembley Hotel and along Cambridge Street between Simper and Jersey Street. There will be future opportunities to extend these areas.

Bicycles

The shared path along Salvado Road is an important facility for bicyclists. The path should be continued to the east along Salvado Road towards Subiaco.

The cycle connections from Salvado Road to the north, over Marlow Street and along Jersey Street towards the town centre and the Wembley Primary School, need attention.

Marlow Street to the north of Cambridge Street is an attractive cycle road. However the connection between Cambridge Street and Salvado Road lacks shade-providing street trees and is often busy with cars. Using the side street profile (Section 3.4) for Marlow Street will improve the micro-climate in the street. This is beneficial for both cyclists and pedestrians and will improve the connection between the Wembley Sports Park and the town centre.

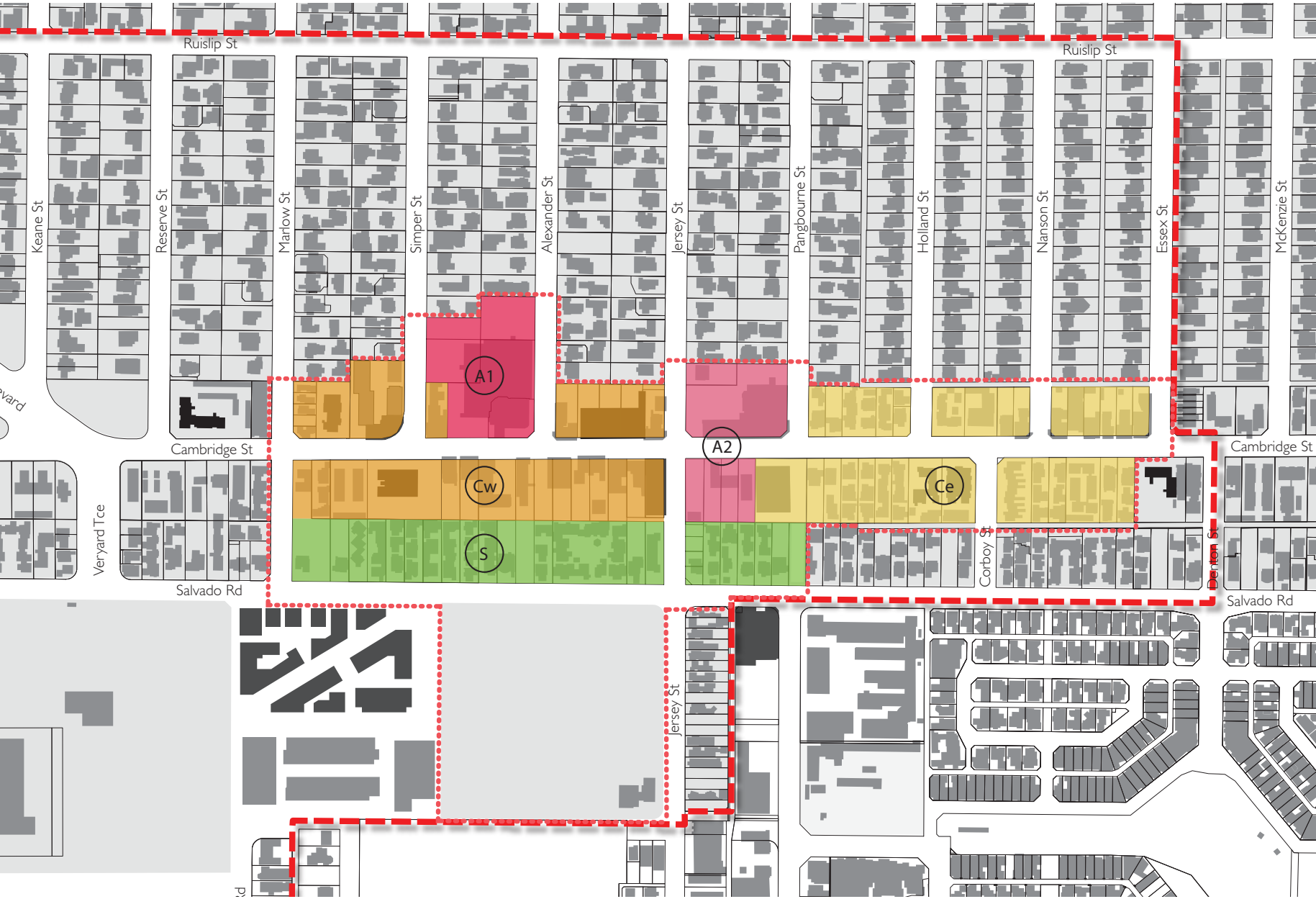
Jersey Street to the north of Cambridge Street

is earmarked as a Local Distributor for cars and south of Cambridge Street even as a District Distributor B. It does not provide any facilities for cyclists, even though it is also an important route to both the town centre and the Wembley Primary School. The removal of the second lane on the section between Salvado Road and Cambridge Street, as indicated in the side street profile in Section 3.4, allows to include a shared path in the profile. This would connect the Salvado Road shared path into the Town Centre. Cycling should also be encouraged on Jersey Street north of Cambridge by widening one or both of the footpaths to a shared path width and connecting to the Primary School. Alternatively the maximum could be reduced to a level that is safe to integrate cyclists, combined with re-profiling the street to reduce the visual dominance of the car.

Cambridge Street is not part of any major cycle route in Perth. However, this does not mean that cyclists should not be accounted for in the town centre. The town centre itself will be a destination for cyclists. Particularly locals should be encouraged to come to the town centre by bicycle. This contributes to the activation of Cambridge Street, reduces the pressure on the traffic and parking system and supports a healthy, active lifestyle.

Reducing the maximum speed to 40k/h will make Cambridge Street safer for cyclists. Visually reducing the carriageway, for instance with a coloured zone adjoining the on-street parking and kerb protuberances, can create a place for bicycles. More and more examples of this are seen in the streets of Perth. Furthermore, the laneways to connect the car parks will also provide a low speed environment that cyclists can use, as alternative for Cambridge Street. Bicycle racks can be provided in the town centre within the kerb protuberances.

Theme map Development Precincts



Key

- Hotel / Forum anchor
- IGA / Service Station anchor
- Cambridge Street west
- Cambridge Street east
- Salvado Road
- Town Centre precinct
- Study area

3.6 Development Precincts

The plan works with development regimes that give an integrated set of regulations for coherent areas. The regimes follow the building principles as described in section 3.3 and combine them with the elements of the other themes: land use, open space and traffic & parking. There are four regimes in the town centre precinct:

- 1. Anchor Sites - Hotel & Forum Site and IGA & Service Station Site;
- 2. Cambridge Street West - between Marlow Street and Jersey Street;
- 3. Cambridge Street East - between Pangbourne Street and Essex Street; and
- 4. Salvado Road - between Marlow Street and Bishop Street.

The regimes all follow the maximum development angles, to prevent overshadowing in the winter; guarantee daylight access and respect scale. Maximum street front heights are set for the various regime areas. Both angles and street front heights are explained in section 3.3 on built form. Together and in combination with the lot widths they give opportunities to build higher in the

middle parts of the lots. In general the regimes encourage lot amalgamation. Wider lots create better opportunities for more height, more density, in combination with respectful transitions to neighbouring sites.

The regimes include provisions for publicly accessible passages and laneways, to develop the continuous parking lanes and the enhanced network of pedestrian linkages. They also include the additional development opportunities when a publicly accessible square, urban garden or pre-war building is incorporated in the development.

How the combination of angles, heights, access provisions and incorporation of open space or pre-war buildings work out per area is shown in the diagrams and sections in this section.

The use of plot ratio controls was also considered but the focus on built form controls and setting specific building envelopes will provide suitable control over new development.

Development regime Wembley Hotel & Forum

Hotel & Forum Anchor Site

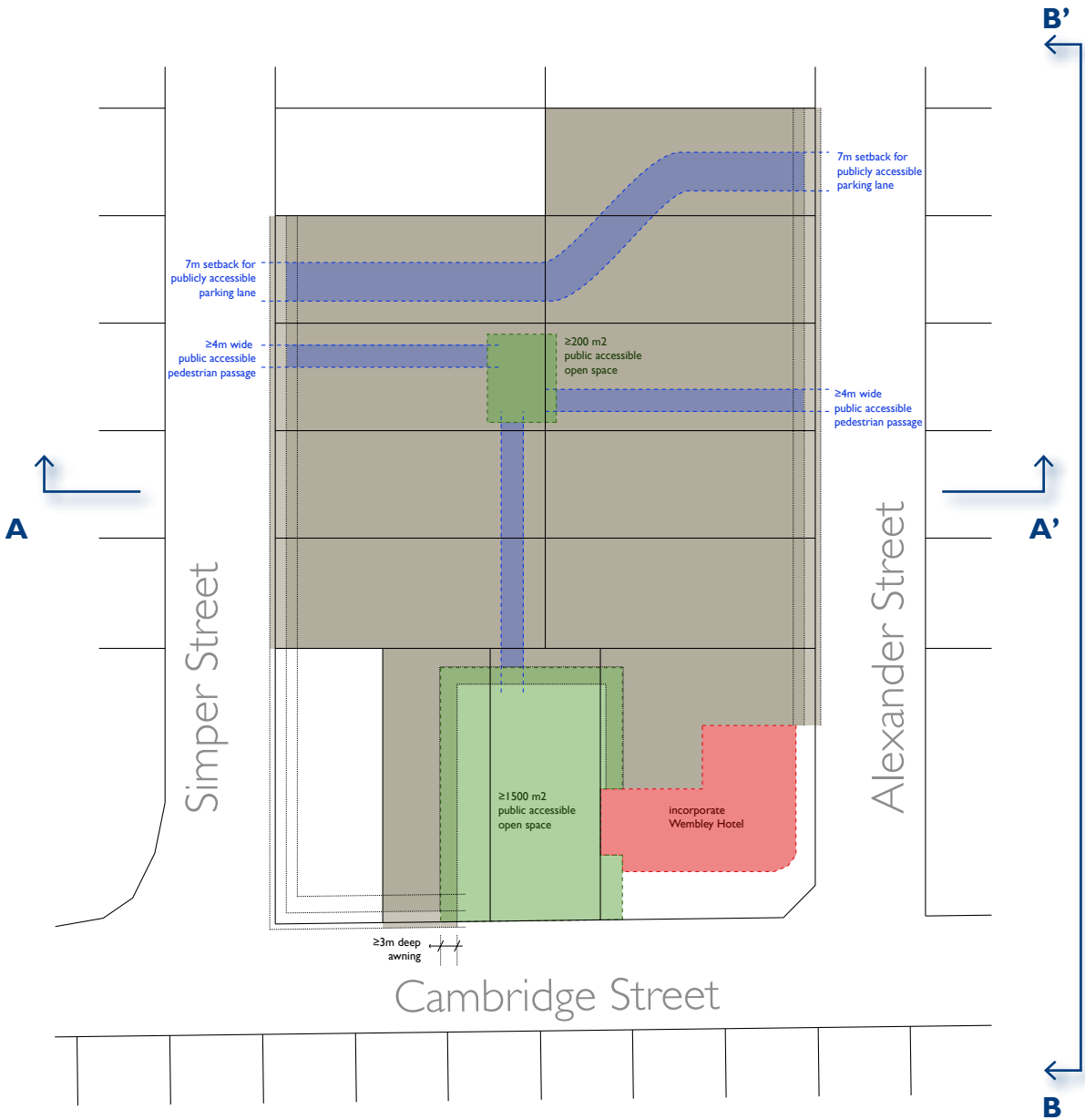
The anchor site covers the Wembley Hotel, the Wembley Forum (Food Court) and the lots that are currently zones as 'Public Purpose Reserve' / 'Car Park'.

The maximum street front height for developments in this regime is 3 storeys (11 metres). The ground floor needs to be adaptable to accommodate commercial tenancies, with a minimum height of 3.7 metres. The street front has a 2 metre setback with an awning of minimum 3 metres. The upper floors have facades that are setback from the ground floor, with deep balconies.

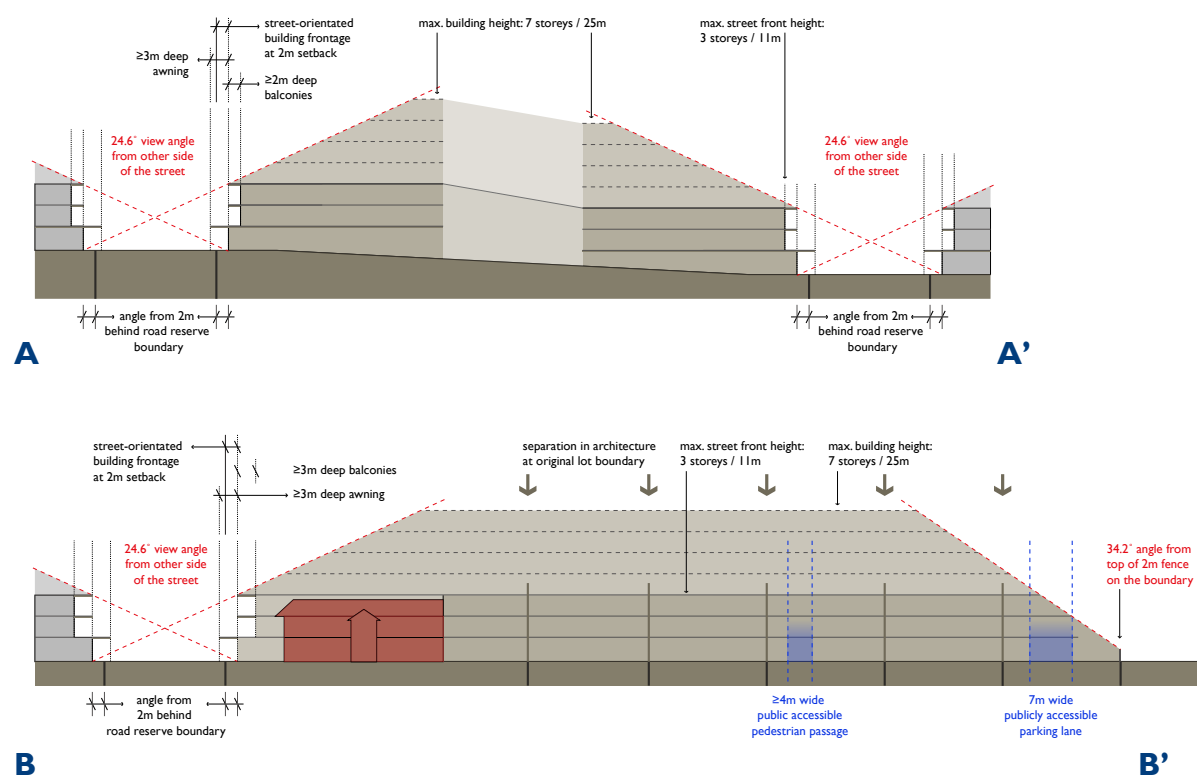
Maximum development angles are applicable at all sides. The view angles of 24.6° apply to all three street sides. At the north side the 34.2° angle is used to guarantee a respectful transition into the residential streetscape. Since the northern boundaries all have walls and fences, this angle is measured from a height of 2 metres at the boundary.

Key

- Plan**
- Building envelope
- Awning
- Original lot boundary
- Public right of access, location determined
- Public right of access, location is flexible
- Publicly accessible open space, location determined
- Publicly accessible open space, location is flexible
- Pre-war building, location determined
- Section**
- Ground level
- Street frontage
- Additional trade-off height
- Original lot boundary, division in architectural form



DV15.15 - Wembley Activity Centre Plan



The reservation for a continuous laneway at the rear of the site is integrated in the building envelope. The access can be realised as an open air laneway, or as a continuous driveway in an undercover parking structure, as long as it provides a direct connection between Alexander Street and Simper Street.

The development includes a publicly accessible square of minimum 1500 sqm. The square is open to Cambridge Street, while the other sides are surrounded by active frontages and 3 metre deep awnings. Publicly accessible pedestrian passages connect the square with a smaller open space inside the development and with Alexander Street and Simper Street.

The Wembley Hotel is preserved and integrated in the development. The rhythm of the original allotment is clearly expressed in the built form. From the street each original allotment is given form as a separate building.

Model of a possible outcome of the development regime for the Hotel / Forum anchor site

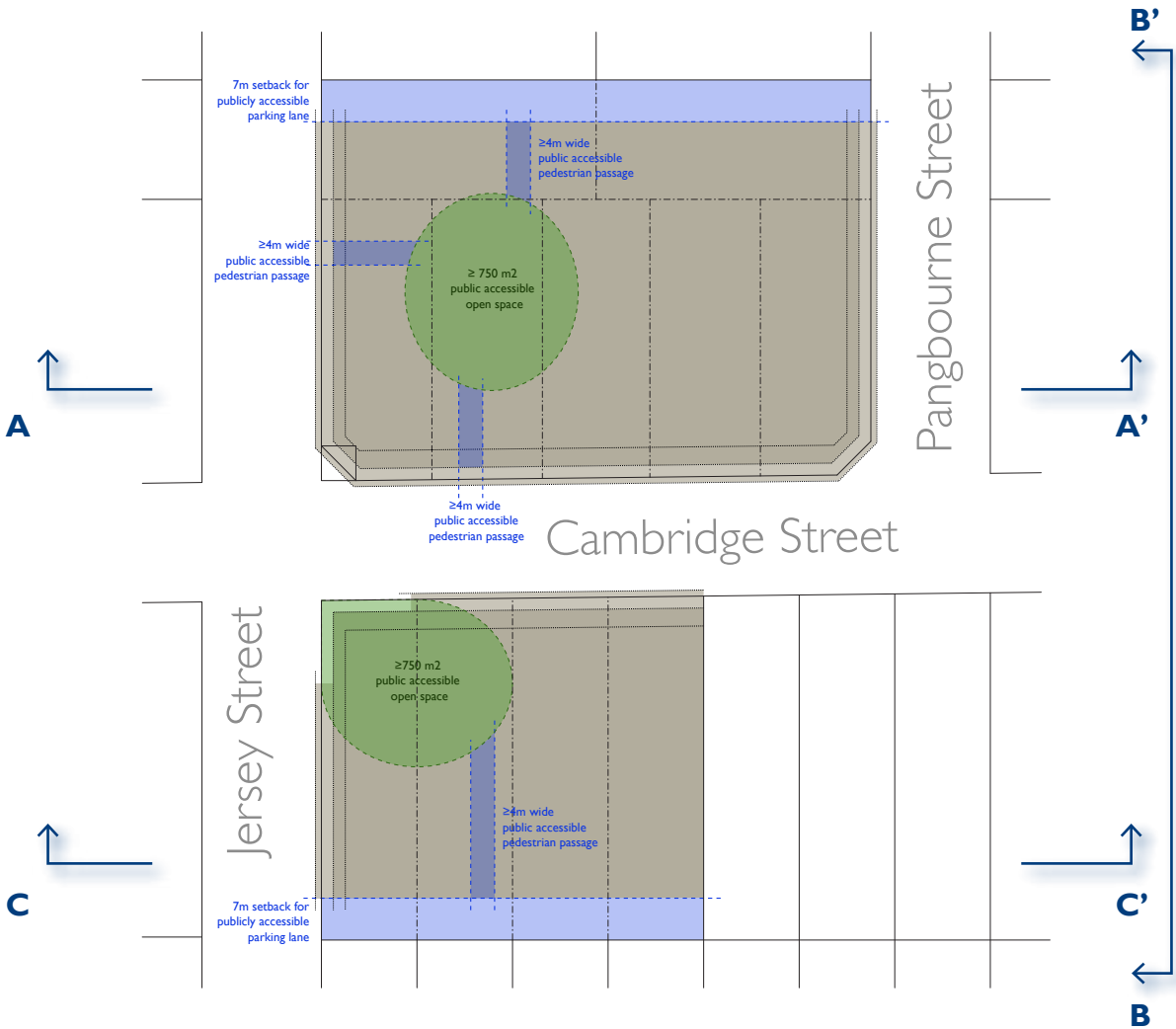
Development regime IGA & Service Station

IGA & Service Station Anchor Site

This anchor site is a combination of two sites on both sides of Cambridge Street, working together as the second magnet of the Wembley Town Centre.

The maximum street front height for developments in this regime is 3 storeys (11 metres). The ground floor needs to be adaptable, with a minimum height of 3.7 metres. The street fronts have a 2 metre setback with 3 metre or deeper awnings. The upper floors have facades that are setback from the ground floor, with deep balconies casting shade on the facade.

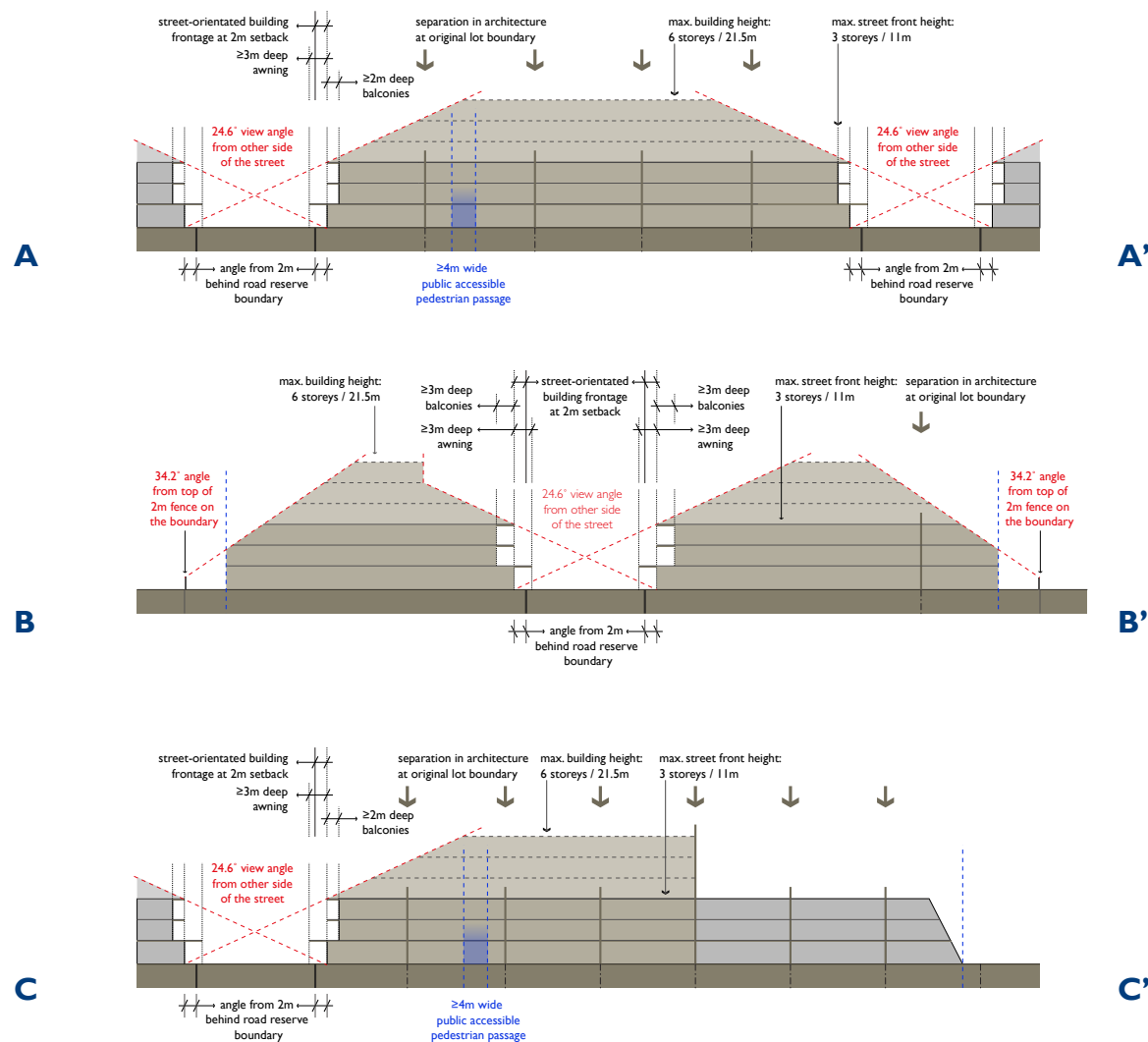
Maximum development angles are applicable at all sides. The view angles of 24.6° apply to Cambridge Street, Jersey Street and Pangbourne Street. A maximum development angle of 34.2° is employed at the south side of the Service Station site, to prevent overshadowing of neighbouring lots to the south. The same angle is applicable on the north side of the IGA site to guarantee a respectful transition into the residential streetscape.



Key

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 - Publicly accessible open space, location is flexible
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- Ground level
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DV15.15 - Wembley Activity Centre Plan



Both sites include a 7 metre wide reservation for a continuous laneway at the back. Publicly accessible pedestrian passages of 4 metres wide create connections through the development.

Each site has a public accessible open space of at least 750 sqm. One of the spaces is a square, the other an urban garden. One is located at the cross section of Cambridge Street and Jersey Street, while the other is a courtyard within the development. The walls of the places are all active frontages with awnings. Blank walls are not acceptable.

The rhythm of the original allotment is clearly expressed in the built form. From the street each original allotment is given form as a separate building.

Model of a possible outcome of the development regime for the IGA / Service Station anchor site

Development regime Cambridge Street - West

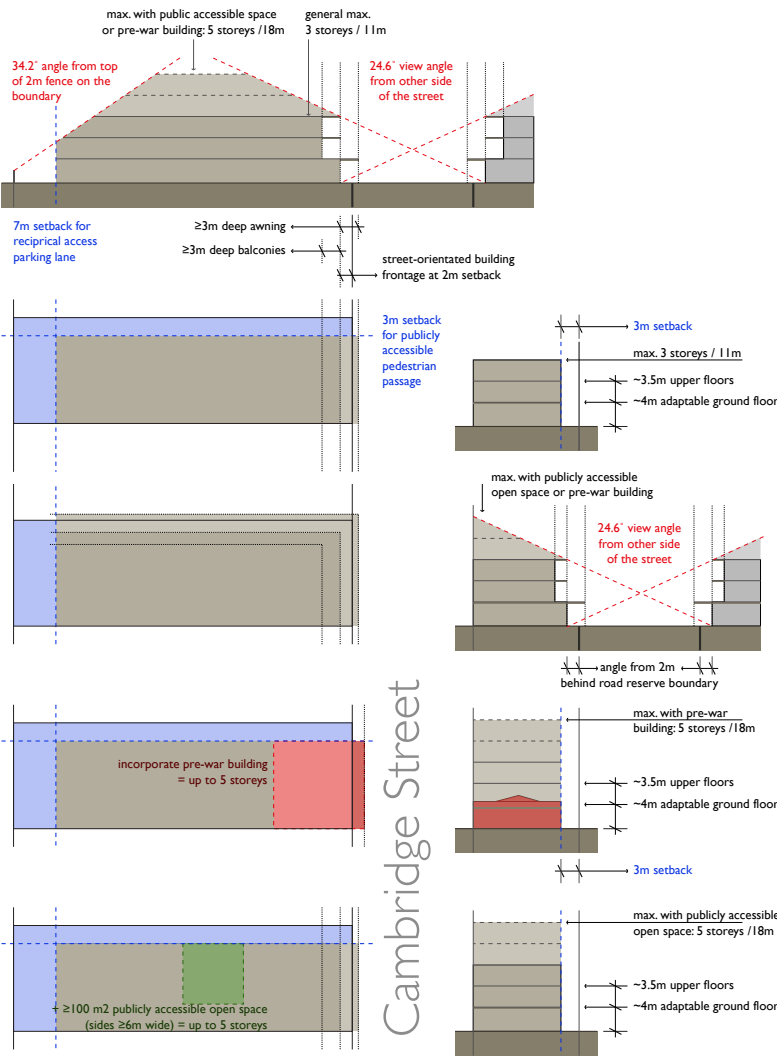
Cambridge Street - West

This zone is the core area of the town centre, connecting the two anchor sites. It covers the lots along Cambridge Street from Marlow Street to Jersey Street.

Lots can be developed individually up to 3 stories. The maximum street front height for developments in this regime is 3 storeys (11 metres). The ground floor needs to be adaptable, with a minimum height of 3.7 metres.

When the development of a lot adds a minimum of 100sqm public accessible open space to the town centre's network, the development behind the 3 storey street front may go up to 5 storeys (18 metre). This counts also for developments that preserve the pre-war building on their lot and incorporate it into the development. These extra development opportunities count only for the original allotment that includes the addition.

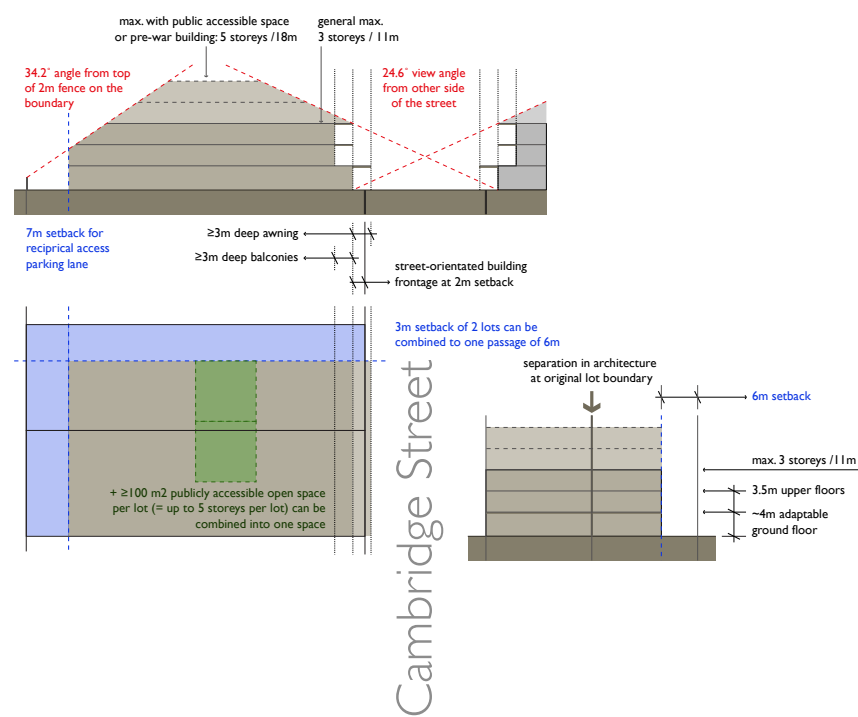
Single lots



Key

- Plan**
- Building envelope
 - Awning
 - Original lot boundary
 - Public right of access, location determined
 - Public right of access, location is flexible
 - Publicly accessible open space, location determined
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- Ground level
 - Street frontage
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 - Original lot boundary, division in architectural form

Amalgamated lots



Daylight angles to the neighbouring sites left and right are not required in this area. A maximum development angle is applicable at the back, to prevent overshadowing of neighbouring sites to the south. For lots on the north side of Cambridge Street, this angle is used to guarantee a respectful transition into the residential streetscape to the north. The reservation for a continuous laneway at the rear of each lot takes up the first part of the building height limitation.

Each lot has to include a publicly accessible pedestrian passage that connects the Cambridge Street sidewalk with the laneway at the rear. As long as the laneway does not yet provide access to the parking, the passage will also function as parking access. As soon as the laneway is continuous, the passage will be closed for motorised vehicles. When lots are amalgamated, the individual passages per original lot can be combined to one wider passage.

Corner lots do not need to provide this passage, since the side street sidewalk is already making this connection. They however need to incorporate active street frontage, awnings and balconies to the side street. Blank walls are not acceptable.

The built form of developments on amalgamated lots clearly shows the rhythm of the original allotment. From the street it has to appear like there is an individual building on each original lot.



Model of a possible outcome of the development regime for Cambridge Street - West

Development regime Cambridge Street - East

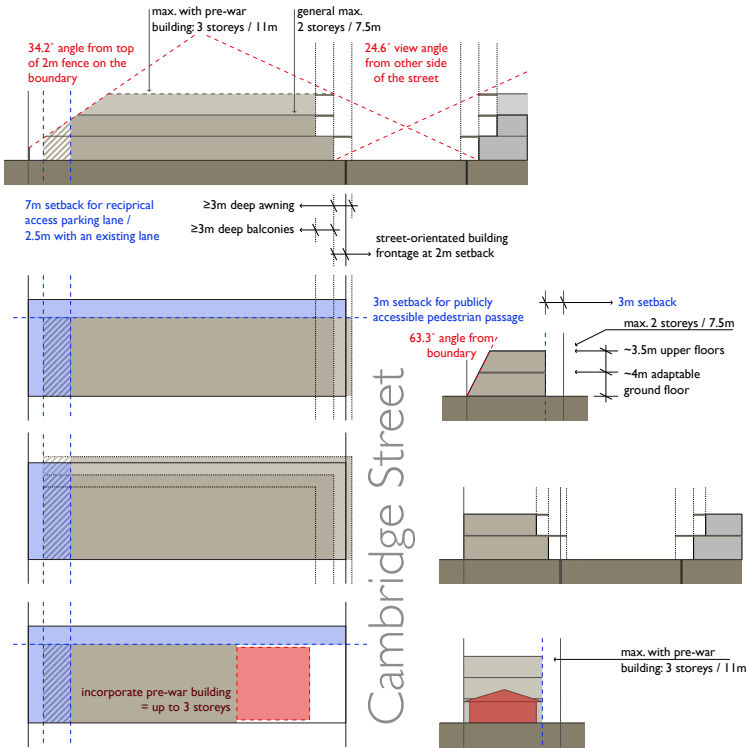
Cambridge Street - East

The Cambridge Street East regime covers the lots along Cambridge Street east of the IGA & Service Station anchor site, up to Essex Street / Denton Street.

For the development of individual lots in this area, the maximum height stays 2 storeys, as per the existing situation, with a corresponding maximum height of 7.5 metres for the adaptable ground floor and potential commercial use at the second level. When lots are amalgamated, the maximum height will be 3 storeys and 11 metres, like in the western part of Cambridge Street. The 63.3° daylight access angles to the lots on each side are to be employed. At the back of the lots the winter sun angle of 34.2° is applicable, for all lots on both sides of Cambridge Street.

All lots, individual or amalgamated, will have to include a 7 metre wide laneway at the back. If there is already an existing laneway, the reservation can be reduced to the amount of metres needed to widen the existing laneway to 7 metres. Each lot or set of amalgamated lots has to include a publicly accessible pedestrian passage of 3 metres wide. This passage connects the Cambridge Street

Single lots

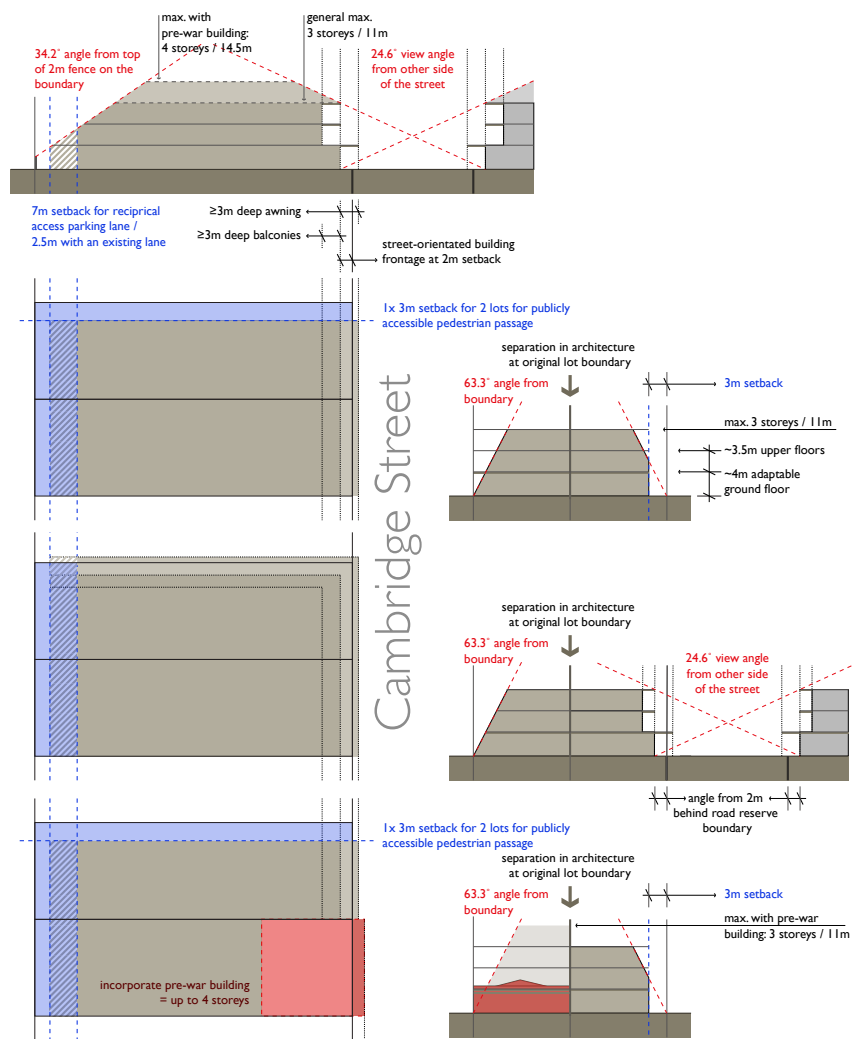


Key

- Plan**
- Building envelope
 - Awning
 - Original lot boundary
 - Public right of access, location determined
 - Public right of access, location is flexible
 - Publicly accessible open space, location determined
 - Publicly accessible open space, location is flexible
 - Pre-war building, location determined
- Section**
- Ground level
 - Street frontage
 - Additional trade-off height
 - Original lot boundary, division in architectural form



Amalgamated lots



sidewalk with the laneway at the rear. As long as the laneway does not yet provide access to the parking, the passage will also function as parking access. As soon as the laneway is continuous, the passage will be closed for motorised vehicles.

Individual and amalgamated corner lots do not need to provide this passage, since the side street sidewalk is already making this connection. They however need to incorporate active street frontage, awnings and balconies to the side street. Blank walls are not acceptable.

The lots in this development regime do not have the option of additional height when they incorporate a publicly accessible open space in the development. Limiting the maximum height and corresponding density is regarded to be more important in this area. However, when a pre-war building is incorporated into the development of a single lot, that lot may be developed to a maximum of 3 storeys / 11 metre and the daylight angles to neighbouring lots are not applicable.

Amalgamated lots along Cambridge Street east are allowed to build to 3 storeys / 11 metre due to amalgamation. When these developments incorporate a pre-war building, they are allowed to go up to a maximum of 4 storeys / 14.5 metre, though only on the original allotment that contains the pre-war building.

The built form of developments on amalgamated lots clearly shows the rhythm of the original allotment. From the street it appears like there is an individual building on each original lot.

Left: Model of a possible outcome of the development regime for Cambridge Street - East

Development regime Salvado Road

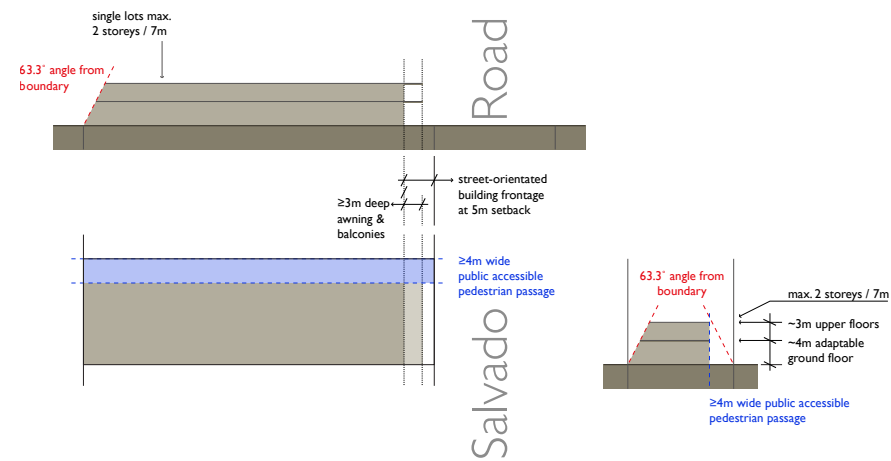
Salvado Road

The Salvado Road regime is applicable for the lots at the north side of Salvado Road, between Marlow Street and Bishop Street. This zone connects the commercial area of the town centre with Henderson Park, the Former Nursery and the Wembley Sports Park.

For individual lots the maximum building height is 2 storeys (7 metres). Lot amalgamation is encouraged. When lots are amalgamated, the maximum street front height for developments in this zone is 4 storeys and 13 metres. The height need to take the maximum development angles into account and can only be achieved if the development is wide enough. The daylight access angle of 63.3° needs to be taken into account for towards all neighbouring lots, at the side and at the back. On the street-side the 30.6° view angle is applicable.

The ground floor needs to be adaptable, with a minimum height of 3.7 metres. The upper floors are residential with an average height of 3 metres. The street frontage has a setback of 4 metres with verandahs and balconies of minimum 2 metres deep.

Single lots

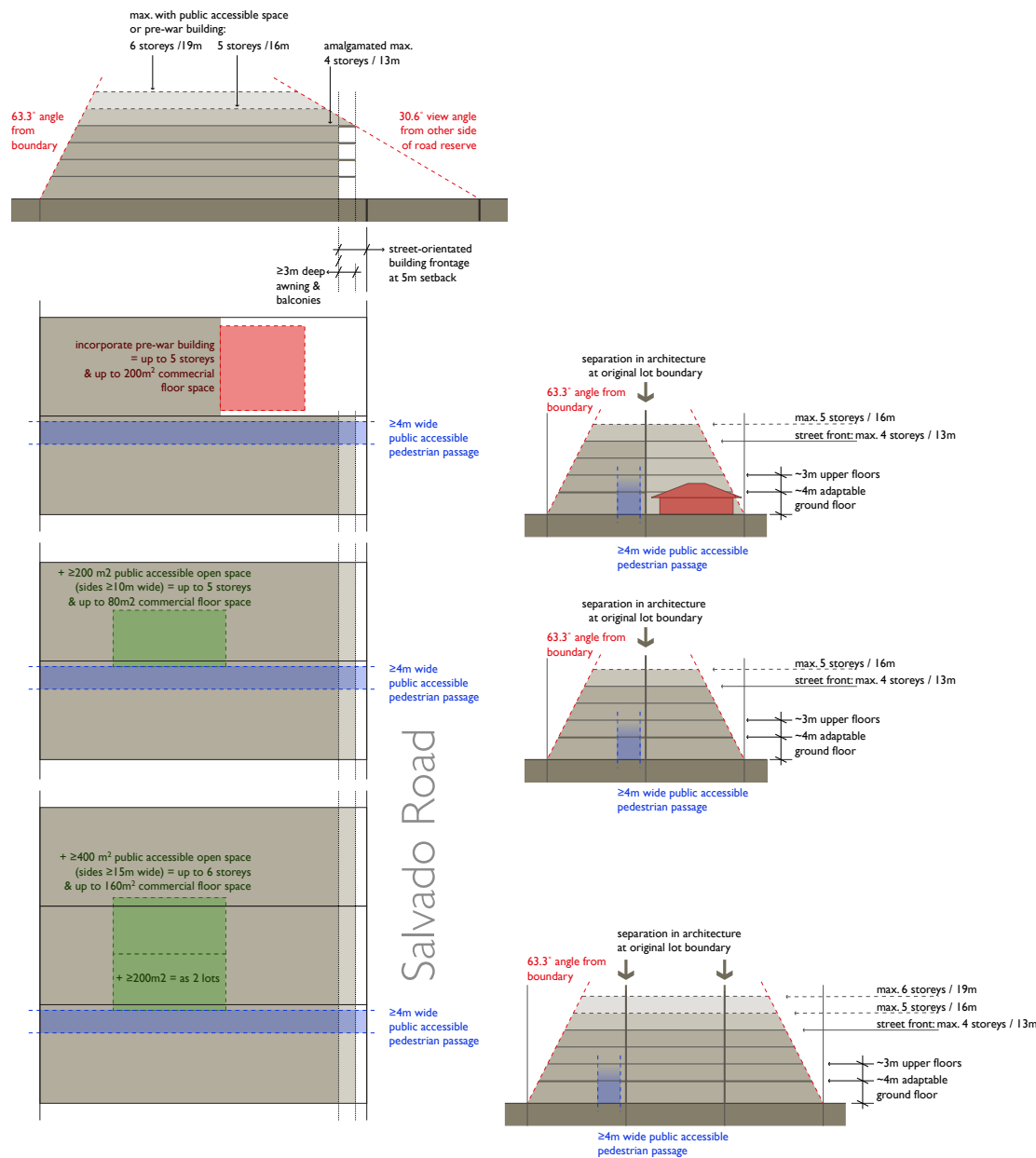


Key

Plan	
	Building envelope
	Awning
	Original lot boundary
	Public right of access, location determined
	Public right of access, location is flexible
	Publicly accessible open space, location determined
	Publicly accessible open space, location is flexible
	Pre-war building, location determined
Section	
	Ground level
	Street frontage
	Additional trade-off height
	Original lot boundary, division in architectural form



Amalgamated lots



Left: Model of a possible outcome of the development regime for Salvado Road

Amalgamated lots will have to include a 4 metre wide publicly accessible pedestrian passage, connecting Salvado Road with the continuous laneway at the back. This passage can be combined with the parking access for the development, though only if the width and design provides a comfortable and safe pedestrian link. Pedestrians are clearly the primary focus group and cars are only a guest.

When a development includes publicly accessible open space or a pre-war building, more height is allowed within the maximum development angles. Integrating a pre-war building into a development on 2 lots or more allows for 5 storeys and 16 metres. A development on two lots or more, which includes at least 200sqm publicly accessible open space, can go up to 5 storeys / 16 metres. If a development on three lots or more includes at least 400sqm open space, the development can go up to 6 storeys and 19 metres.

In addition to the extra building heights, the development can also incorporate commercial space, for instance to programme the pre-war building or the publicly accessible open space in the project. A development that integrates a pre-war building can add 200sqm commercial space. Includes the development at least 200sqm publicly accessible open space, then it can also incorporate 80sqm commercial floor space. More than 400sqm publicly accessible open space gives the opportunity to add 160sqm commercial space.

The built form on amalgamated lots clearly reflects the original allotment. From the street each original allotment is given form as a separate building.

DV15.15 - Wembley Activity Centre Plan



*The Wembley Town Centre will only gradually transform.
Above: impression of the possible outcome of the
Wembley Town Centre after 20 years.*

*On the following four pages: the situation in 2014 (T0),
followed by possible situations after indicatively 5 years
(T1), 10 years (T2) and 20 years (T3)*

3.7 Development Strategy

The improvement of Wembley Town Centre will happen gradually, over years and decades to come. Developing this plan is only one step in the process. Making the proposed vision happen requires a wide range of actions, interventions and developments. This section starts with the development capacity; how much development will the Activity Centre Plan realistically deliver. Secondly this section elaborates on the strategy that the plan proposes for the transformation of the town centre. A combination of Quick Wins and Engines for Transformation will stimulate multiple parties to become involved and take action and contribute to the revitalisation of Wembley Town Centre. The section concludes with a note on lot amalgamation and Planning Scheme recommendations.

Develop capacity

From the development regimes in Section 3.6, a theoretic maximum development capacity per precinct can be calculated. The table underneath shows the theoretic maximum capacity for two scenarios: one with maximised commercial floor space and one with maximised residential dwellings.

However, this theoretical development capacity is not likely to happen. Especially the circumstance with many strata-title lots will diminish the developments. Experience learns that in situations like Wembley Town Centre, it is more realistic to expect a 10% development of the strata lots in the next 10 years. Also the development of the anchor sites is not guaranteed, although more likely. For the calculation of the realistic development potential, the chance that the Hotel / Forum site will be developed in the next 10 years is set on 80%, while for the IGA and Service Station sited a 50% chance is calculated. This leads to the following results.

Realistic development potential

PRECINCT	maximised commercial			maximised residential	
	additional commercial (in m2)	additional dwellings (90m2/du)		additional commercial (in m2)	additional dwellings (90m2/du)
Hotel & Forum	17,547			6,421	124
IGA	5,714			2,059	41
Service Station	3,242			1,726	17
Cambridge Street - West	2,898			1,930	11
Cambridge Street - East	4,762			1,795	10
Salvado Road		35			35
REALISTIC total	34,163	35	or	13,931	237

Theoretic development potential

PRECINCT	maximised commercial			maximised residential	
	additional commercial (in m2)	additional dwellings (90m2/du)		additional commercial (in m2)	additional dwellings (90m2/du)
Hotel & Forum	21,934			8,026	155
IGA	11,429			4,118	81
Service Station	6,483			3,452	34
Cambridge Street - West	28,983			19,304	108
Cambridge Street - East	47,619			17,952	101
Salvado Road		352			352
THEORETICAL total	116,448	352	or	52,852	830

Quick Wins

Many things can boost the improvement of the town centre. Big investments and developments absolutely have a great impact. But not everything needs to involve so many costs. Quick Wins concentrate on activities, small investments and organisational efforts that can be done straight away. They require little investment, but have a substantial impact on the functioning and perception of the town centre.

PLACE-MAKING

Place-making activities and events will activate the town centre. A Latin dance, summer cinema of communal garage sale can be organised on one of the off-street parking areas or for instance a temporarily closed section of Alexander Street. These events can also be organised in Henderson Park. However, in those cases making the connection with the town centre will need extra

attention. When they are organised on the vacant lot of No. 164 Salvado Road, the connection could be made both ways. A street art festival, with musicians and sidewalk chalk drawings, could enliven Cambridge Street. Heritage walks and story telling events will enhance the narrative of the town centre.

Although these events are temporary, they can change the perception. They build the realisation that Wembley Town Centre can be a vibrant and a people's place. Some might even be so successful that they are repeated and become a new tradition.

LOCALISED IMPROVEMENTS

Small additions to the public realm can have a big influence. There are only a few benches where you can sit down in the town centre. Adding some benches to the sidewalks can have a big impact.

Building a wooden deck edged with plant boxes on an on-street parking bay will create a terrace that adds to the liveliness and helps conquer back the street for pedestrians. A parking bay can also be marked as a spot for an itinerant fish or flower vendor. Painting the current on-street parking zone, preferably oversized in width, thus visually narrowing the carriageway, will contribute to traffic calming.

Placing benches can be continued on No. 164 Salvado Road and in Henderson Park. Small elements that stimulate children's imagination to play or tell a Wembley story, can be added, creating a new route connecting Henderson Park and Cambridge Street.

Street-tree planting days can be held in the residential streets that lead to the Town Centre. Several of these streets show increasing gaps



T0 - 2014

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between street trees, slowly reducing the lush green character that forms the base for the Wembley suburb and its town centre. Classes of the Wembley Primary School could be included to plant and adopt trees in these streets.

In a similar way, property owners and business owners should be stimulated to improve the appearance of their buildings and shops. The existing awnings and building facades can be upgraded. Blank walls in the passages could be artistically painted. The business owners should improve their shop windows, making them more transparent and interacting with people outside.

TRAFFIC CHANGES

Reducing the maximum speed on Cambridge Street from 60k/h to 40k/h could be a quick win. Although it could also cost a lot of time and convincing to get this approved by the associated

authorities.

Negotiating with the owners of the Cambridge Street No. 341 to 363, to establish a continuous laneway access for the off-street parkings, could be another influential Quick Win. There are no build obstacles that obstruct the laneway, only a few fences and curbs that would need to be relocated.

FARMERS MARKET

Setting up a weekly farmers market in the town centre could be a significant invigorator of the vibrancy. The market does not need to start big or at its final location. It can develop over time and move from site to site, as it comprises more stalls. The market could for instance start on the parking area in front of the Wembley Forum (Food Court) or on Alexander Street. Most logical is to locate it on or near one of the anchor sites. Henderson Park, although there is space, is not yet strongly

enough connected to Cambridge Street. Important is the synergy with the existing retail in the town centre. The market should complement the shops' services, so that both benefit from each other's clientele.

TOWN CENTRE MANAGER

Installing a town centre manager could also be a powerful Quick Win. Section 3.2 describes the advantages of a town centre manager. Whether this can be realised quickly or not, depends on the initiative, collaboration and funding of the Council and the businesses in the town centre.



TI - INDICATIVELY 5 YEARS

DV15.15 - Wembley Activity Centre Plan

Engines for Transformation

The transformation of the town centre is a lengthy project and an accumulation of many interventions. Some big decisions and developments will accelerate the process and stimulate other parties to come to action.

PLANNING AND LEGISLATION

The adoption of the Activity Centre Plan and translating it into the reviewed Local Planning Scheme and Planning Policies, will be an important milestone. It will give clarity to the market about what can be developed. The plan provides clear guidelines, which will smoothen the development application process.

Many of the development opportunities in the town centre precinct involve lots with an existing strata title or will lead to strata title situations. The existing Strata Title Act includes substantial barriers

for managing, improving and redeveloping strata title properties. The State of Western Australia is currently in the process of reviewing the act. A new act is being prepared. Once adopted, this will ease the development and redevelopment of strata properties in the town centre.

DEVELOPMENT PROJECTS

The completion of the Wembley Sports Park and the construction of the planned projects 'Urban on Cambridge' and the Former Nursery Site will bring more people into the town centre. They can create the extra customers for shops and services to upgrade their business and contribute to the improvement of the town centre.

However, the most important engines for the transformation will be the redevelopment of the anchor sites. Each of them will have a decisive impact on the revitalisation of the town centre.

They will deliver a combination of extra users, activated plinths, a sizable square or public garden and a concentration of public parking, right in the middle of the town centre. This will create cores of liveliness that will be a boost for the town centre and stimulate further improvements and transformation.

The amalgamation and development of the Council owned vacant lot of No. 164 Salvado Road with one or more of the adjoining lots, can be a trendsetter along Salvado Road. If executed well, it will create an inviting pedestrian connection between Cambridge Street and Henderson Park and produce stepping stone of liveliness between the two. This engine project could be initiated by the Council, being the owner of No. 164, or developed in a Joint Venture with a private party.



T2 - INDICATIVELY 10 YEARS

DV15.15 - Wembley Activity Centre Plan

PUBLIC INVESTMENTS

Investing in the upgrading of public space is a proven strategy to start up or accelerate transformation. A government that shows leadership and invests in the quality of the town centre, is a very strong motivation for private parties to invest too.

The redesign of Cambridge Street will be the paramount public investment in the Wembley Town centre. In the end, the whole stretch from Essex Street to Marlow Street will need to be upgraded. However, this does not need to be done in one go. Staging makes sense, to start with the section between Simper Street and Jersey Street. This will improve the central connector between the anchor sites, the core of Cambridge. It will also compliment the developing of the Hotel / Forum anchor site, either stimulate that development or follow up on it. The second logical

stage is the redesign of the Cambridge Street x Jersey Street intersection, followed by Cambridge Street up to Pangbourne Street, so that the IGA / Service Station anchor is fully embedded in the upgraded main street. Redesigning the eastern stretch of Cambridge Street, between Pangbourne Street and Essex Street, and the western part, up to Marlow Street, will complete the uplift of the central connector in the town centre.

The side streets and the town centre section of Salvado Road can follow in various orders after the first stage of Cambridge Street. Upgrading a part of Salvado Road in conjunction with the development of the Former Nursery Site should be considered.

Putting the overhead power lines underground in all these street sections will be a requirement to improve the town centre precinct. This could be

done in conjunction with the upgrade of the street or beforehand, as preparation.

The upgrade of Henderson Park is another essential public investment. This could be realised as one project, though could also be staged like Cambridge Street. The way of staging should be decided based on an integrated design for the park, to prevent ad-hoc interventions and inefficient investments. A design for the facelift of the park would give a better appreciation of an efficient staging.

Co-funding of these investments by private parties could be considered, for instance through a town centre fund. Especially where private parties directly benefit from the public investment, a financial contribution could be examined.



T3 - INDICATIVELY 20 YEARS

Lot amalgamation

The lots in the town centre are sizable for low-density development. However, for higher density developments that incorporate respectful transitions to low-rise neighbouring lots, they are on the small side. Those transitions are not so much an issue in the middle of the town centre, along Cambridge Street. Though along Salvado Road and along Cambridge Street east of Pangbourne Street, the transitions are crucial. The amalgamation of lots in these areas is stimulated, to create the necessary space for gradual transitions. The development regimes provide considerably more development opportunities for amalgamated lots than for single lots in these areas.

Planning scheme recommendations

The recommendations regard three aspects: the Town Planning Scheme, the local Planning Policies and matters for further investigation. All three can be started at the same time. The Planning Policies can already take effect while the Town Planning Scheme amendments are in process.

TOWN PLANNING SCHEME

The Activity Centre Plan advises to initiate an amendment to the Scheme to:

1. **Extend the ‘Local Centre’ zone to cover Activity Centre area.**

The land-uses in the current zoning table do not give reason to recommend changes in or between the categories of Permissible Uses, Discretionary Uses and Excluded Uses / Prohibited.

2. **Implement a new residential zone along Salvado Road between Marlow Street and Bishop Street.**

This plan gives into consideration to include the Town Centre precinct within a Special Control

Area, to formally enable the objectives and intents of the Activity Centre Plan to be taken into account in the ongoing planning and development of the area. The Special Control Area would set out:

- Description of the area;
- Planning objectives
- Planning considerations, including the need to take into account the purposes and intents of the Activity Centre Plan for Wembley Town Centre and any Planning Policy adopted under clause 48 of the Scheme.

PLANNING POLICY

Prepare a Planning Policy (as provided for by the Town Planning Scheme), to guide the exercise of discretion under the Scheme, with policy provisions relating to elements addressed by the Activity Centre Plan for the Wembley Town Centre, such as:

1. Building design and character: historical lot boundaries, street frontage, shaded facades and vertical coherence;
2. Street setbacks and street frontage heights;
3. Ground floor heights;
4. Overall building heights (including overshadowing);
5. Pre-war building provision;
6. Open space provision; and
7. Public rights of access – pedestrian and vehicular;

MATTERS FOR FURTHER INVESTIGATION

The following five matters should be further investigated.

1. **Heritage controls**

Investigate the heritage attributes and associated

values with a view to elevate the heritage status / protection of the Wembley Hotel and the Our Lady of Victories Church.

2. **Trading in Public Places**

Investigate the preparation of an administrative policy under the Local Government Act with reference to the ‘Trading in Public Places’ Local Law to encourage these activities in the town centre.

Identify suitable locations within the Wembley Town Centre for stall holders, traders, street entertainers, outdoor eating facilities and itinerant food vendors could help to streamline the licensing process.

3. **Sustainable design**

Investigate to develop a policy to stimulate sustainable building design, covering elements such as passive solar design, natural ventilation, temperature and noise insulation and waste management. Promoting these aspects will contribute to the liveability of the town centre, which is essential for a long-term success.

4. **Public parking**

Investigate the number of public parking bays to be provided above the required parking rates in a public parking, based on economic viability and parking needs.

5. **No. 164 Salvado Road**

Further, it is recommended that the feasibility of develop options for 164 Salvado Street are investigated.



Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
1	Original support modified to Objection - Owner of property at 19 Northwood Street and supports amendments to draft to policy. - A second submission was received 12/12/2014 objecting to the draft policy due to its ineffectiveness in guiding DAP decisions.	Note submission.
2	Objection Objection to policy due to its ineffectiveness in guiding DAP decisions. Inappropriate building heights have been approved already within the precinct and provide an undesirable precedence for future development.	Note submission.
3	Objection - Radical modifications to original policy and shift away from State's Strategic framework including Directions 2031, SPP4.2 (Activity Centres for Peel and Perth) and DCP 1.6 (Planning to Support Transit Use and TOD). - Prime location for infill development for regeneration, reduce sprawl and close proximity to public transport. - The company has already submitted application in accordance with current policy and considered all neighbouring properties, which is intent of the residential interface node being introduced. - Proposed re-wording of the 'bonus plot ratio' factor for lot size (No. 6 in Table 1) is unclear. - the proposed re-wording of the 'bonus plot ratio' factor for parking below natural ground level (No.8 in Table 1) is unclear as to whether parking must be located entirely underground or just not visible from the street and has been heavily debated at DAP. - Unreasonable revisions to setback and building height. Building height requirements under R-Codes for neighbouring R30 coded residential area is more relaxed than proposed revisions. - Removal of ROW from setbacks is unreasonable as it already separates new buildings from the adjoining residents, and lessens the impact on those properties in the same way as a setback. - The requirement to provide a 1.5m 'landscaping strip' on a ROW boundary is unnecessary given the adjoining properties all have high rear boundary walls and pedestrian access it promoted from Northwood Street.	Dismissed - The West Leederville Precinct Policy generally increases plot ratio and building bulk to provide additional infill development in accordance with the intent of the State. The Residential Node Interface is a small area relative to the entire precinct and provides an appropriate buffer to existing residents in accordance with current planning principles. - Intention of the Residential Node Interface is clarify Council's objective to provide an appropriate boundary between the developed R30 residential properties and high density commercial node. - Adequate development potential is still provided for all properties within the interface node with a maximum building height of 4 storeys. - Assess wording for bonus plot ration relating to lot size and parking below natural ground level. - The maximum wall height for the abutting R30 coded residential zone is 6m, which allows for two storeys and is consistent with the rear facing provisions of the 'residential interface node'. - The ROW and landscaping strip provides adequate sight lines, breaks up building bulk and provides an appropriate buffer to the abutting residential zone.

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
4	Support - Support policy revisions to Residential Interface node that eliminates plot ratio bonuses, reduces building heights and increases setback requirements to Pether Lane. - Policy requires further study regarding access provisions within Pether Lane.	Support and Note Submission. The Town has engaged Cardno to undertake a traffic study into the future use of Pether Lane and having consideration for the increase number of vehicles using the laneway.
5	Support - Agrees with Residential Interface Node and restricting height and setback provisions. - Not supportive of vehicle access provided from Pether Lane due to future issues regarding vehicle and pedestrian safety. Instead, the City should consider a more creative response to developing the lane as public open space that is attractive to pedestrians.	Support and Note Submission Further research is currently being undertaken into the future development of the laneway. However, it is not considered practical to remove vehicle access as it would just redirect the issue of access to Northwood Street and negatively the streetscape. The purpose of Pether Lane has always been to provide vehicle access.
6	Support - Resident agrees with the Residential Interface Node and eliminating plot ratio bonuses and restricting height and setback provisions. - Not supportive of vehicle access provided from Pether Lane due to the laneway being an interface for High and Low Residential development and may cause safety concerns.	Support and Note Submission Traffic study currently being undertaken to investigate any potential traffic issues.
7	Support Support all changes to the Residential Interface Node to assist in improving Council's direction of preventing overdevelopment of site's along Northwood Street with no consideration of surrounding community, especially along Blencowe Street.	Note Submission
8	Support - Agree with changes to Residential Interface Node to eliminate plot ratio bonuses and restrict height and setback provisions. - Argues that the policy fails to address use of laneway for vehicle and service movements, which may be unsafe for all current and future residents. The issues present a creative challenge and if resolved correctly, may set a sound precedent for future development. Continuing to redesign roads and allow left-in only will just create further problems on adjoining streets and unsafe u-turns. Suggest providing roundabouts on busy intersections such as Cambridge and Northwood Street (and/or	Note Submission

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
	Kimberley Street.	
9	Support • Agree with changes to Residential Interface Node to eliminate plot ratio bonuses and restrict height and setback provisions. • Request to reconsider main access for development along Northwood Street to be provided from Pether Lane. The Town should consider an alternative use for the laneway to increase the amenity for residents.	Note Submission.
10	Objection • Owner along Northwood Street does not agree with the policy amendment to limit development. • Argues it is not fair to apply different policies to development along the same street, which will adversely affect the sale of owner's property, especially because it is a smaller lot.	• The intent of the revisions is to ensure development standards are clear so that variations, which are not in accordance with Council's vision are no longer supported. Further, the development potential for all lots within the West Leederville Precinct Policy are still greater than the surrounding Residential zone.
11	General Comment • It is requested that discretion should be applied to building heights and acknowledged within the Policy due to the variation of levels across some of the sites within the Residential Interface Node. • Discretion is again applied when assessing basement car parks protruding into street level due to sloping sites. • It is requested that the plot ratio bonus for parking behind street front tenancies should be retained as sometimes it is not feasible to provide basement or undercroft parking and the bonus is minimal.	Submission Noted • Policy provisions can be varied with guidance from the Scheme in appropriate circumstances. • The intent of being prescriptive within the policy text is to ensure responsible authority bodies are clearly aware of Council's objectives in regard to density and building height.
12	Objection • Concerned with provisions for Mixed Use Development and High Rise building being constructed that will alter the character of West Leederville. • The revisions to Residential Interface Node provide good privacy to residents although the policy is unclear as to location of right of way. • Concerned increased densities will exacerbate current parking and safety concerns. • Increase density will also adversely affect established residential dwellings north of Northwood Street due to overshadowing and natural slope lower than properties along Cambridge Street, which will cause further visual privacy issues.	Submission Noted • Policy does not introduce Mixed Use or High Density development that will affect properties on Northwood Street north of Cambridge Street.
13	Objection	Submission Noted

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
	Policy amendments are too prescriptive in reducing density within the Residential Interface Node. It is argued that densities in close proximity to West Leederville Train Station should be increased to meet infill targets while also preserving the amenity of the existing community in the R30 areas.	Agreed that densities in close proximity to high frequency public transport should be increased and the densities provided along Residential Interface Node do provide medium and high density opportunities. Increase setbacks and reduced heights are provided to address the interface to properties along Blencowe Street.
14	Support - Supportive of changes to introduce Residential Interface Node and restrict building heights. - However, considers provision to force right-of-way access is an encumbrance to facilitating the optimum planning outcome, especially for development along Northwood Street, which is forced to have all access from Pether Lane.	Submission Noted and Supported - Additional research is currently being undertaken in regard to future access arrangements from Pether Lane and will continue to be monitored for any safety issues. - It is also noted the purpose of right of ways is to be used for vehicle access arrangements to contribute to a more attractive and pedestrian friendly front streetscape.
15	Objection Requests reconsideration of Building height and setbacks for property at 112 Cambridge Street due to its narrow and small lot size which will deter any future redevelopment.	Submission Noted Further research into the site has been undertaken and identified that the subject lot has a depth of 37m and it is considered that the proposed provisions will not impede on future development.

Policy 6.5: Precinct P5: West Leederville

INTRODUCTION

The West Leederville Precinct comprises a residential area with a mix of low and medium density housing and high density dwellings and commercial properties in defined centres and along Cambridge Street. The precinct also includes St John of God Hospital and the medical and health services that surround the hospital.

This Policy is divided into the following sections:-

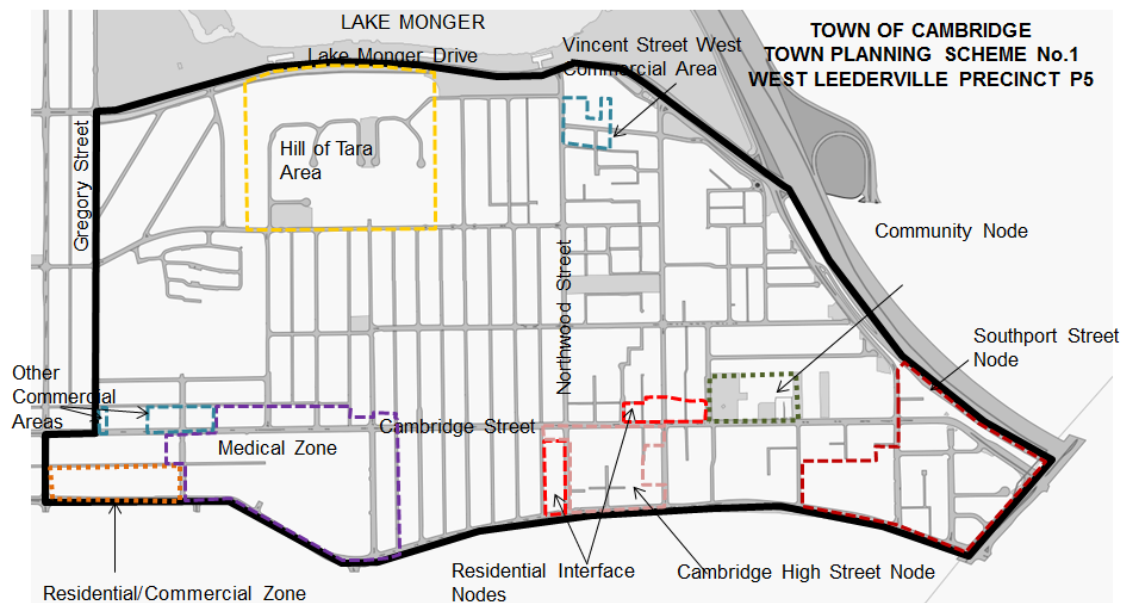
- Residential Zone;
- Commercial Zone - Primary Areas (Cambridge High Street Node, Residential Interface Node and Southport Street Node);
- Commercial Zone - Secondary Areas (Vincent Street West and Other Commercial Areas);
- Residential/Commercial Zone;
- Medical Zone; and
- Community Node - Leederville Town Hall.

was subject of the West Leederville Activity Centre Plan This policy gives effect to the vision for future development of this area between the Leederville and West Leederville train stations, centred along Cambridge Street, led by the West Leederville Planning and Urban Design Study, adopted by Council in December 2010 and the West Leederville Activity Centre Plan 2011.

The following policy provides statements of intent and development standards for each zone and node in the precinct, which, in addition to any other relevant policy, are to be used to assess applications for development within the precinct.

APPLICATIONS SUBJECT TO THIS POLICY

This policy applies to development in the West Leederville Precinct (see map below).



1. RESIDENTIAL ZONE

1.1 Statement of intent

- A range of dwelling densities and dwelling types will be accommodated in residential areas. Grouped and multiple dwellings at medium and high densities will be favourably considered in the east and south area of the precinct, and along Cambridge Street.
- Existing character of the area will be enhanced by:
 - an emphasis on rear laneway access to retain existing streetscapes;
 - avoidance of high fences or walls at the street alignment; and
 - new infill dwellings to respect the scale and significant forms (e.g. roof pitches) of existing dwellings.
- The 'Hill of Tara' area, comprising development along Kavanagh Street, Lake Monger Drive and the Hill of Tara Estate represents a different, more modern streetscape from the rest of West Leederville. A wider variety of housing design, including roof pitches, will therefore be permitted.
- A limited number of non-residential uses such as local shops, child care facilities, recreation areas and primary schools are also appropriate where they serve the immediate day to day needs of local residents and are an integral part of the residential environment. These uses will only be supported by the Responsible Authority where they are small in scale, and are not likely to cause any significant disturbance to adjacent residences or the residential character of the area.
- Existing large scale non-residential uses being the Catholic Education Centre and the Catherine McAuley Centre are recognised as established within the precinct and it is appropriate that they remain. Existing local parks provide important recreation facilities for surrounding residents. Any new development or activity in these areas must be consistent with their primary function.

1.2 Development standards

Development shall be in accordance with the Residential Design Codes, Town Planning Scheme and any relevant planning policies contained in this manual.

2. COMMERCIAL ZONE - PRIMARY AREAS (CAMBRIDGE HIGH STREET NODE, RESIDENTIAL INTERFACE NODES AND SOUTHPORT STREET NODE)

2.1 Statement of intent

- The overall objective for these areas is to encourage and allow development which contributes to the improvement of the area through the replacement of older buildings with well-designed new buildings which improve the appearance and useability of streets and have ground floor commercial or retail uses

Improvements such as laneway connections, public space, enhanced pedestrian connections and shared parking facilities will be desirable

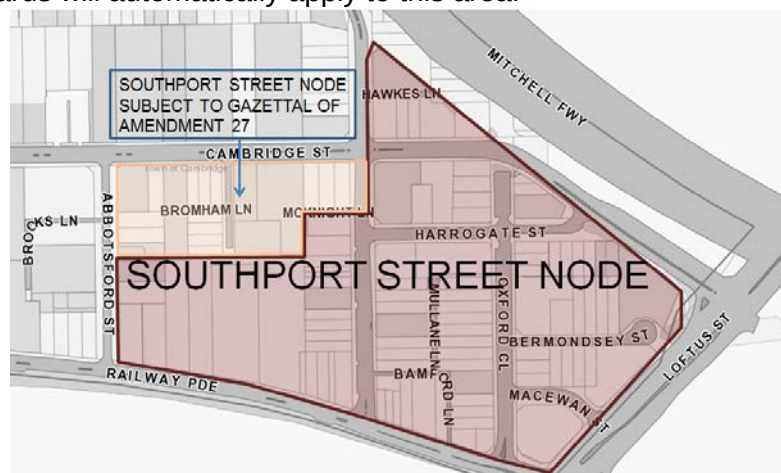
outcomes in areas that currently lack these amenities and as determined by the Responsible Authority.

- The **Cambridge High Street Node** (area shown below) should have a lively activated street character and accommodate retail, commercial and mixed use development, taking advantage of its proximity to the West Leederville train station.



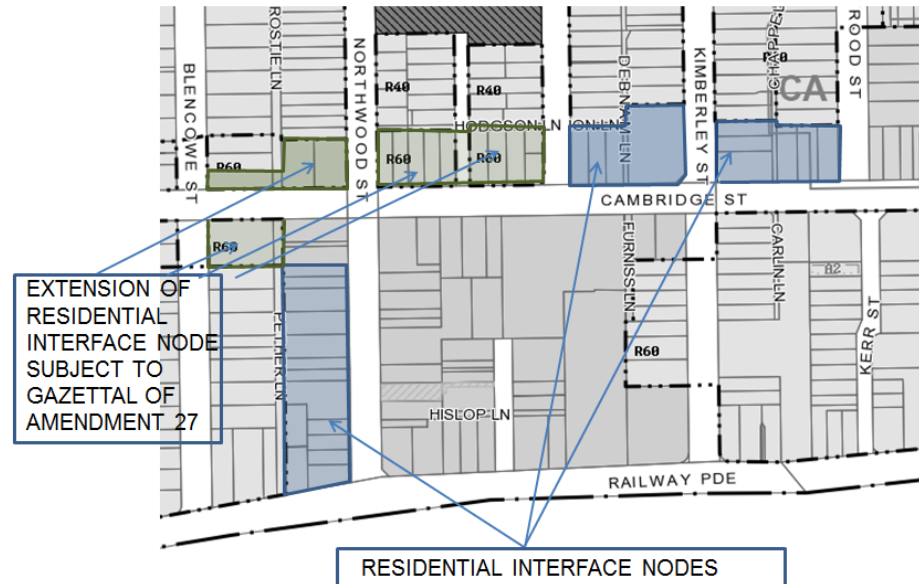
- The **Southport Street Node** (area shown below) will accommodate larger and taller buildings, taking advantage of the close proximity of the area to the city centre, West Perth and Leederville centres, as well as nearby train stations and freeway access.

Note: Upon gazettal of Scheme Amendment 27 which proposes to rezone the existing Residential R60 area located to the north-west of the existing Southport Street Node (south of Cambridge Street) to Mixed Use, as indicated in the plan below, the Southport Street Node development standards will automatically apply to this area.



- There are restrictions on development in the **Residential Interface Node** (lots shown below), where building heights and setbacks are strictly controlled to minimise the impact on adjacent streets and properties. Consideration will be given to the nature of uses, and their design and layout to minimise the impact on adjacent residential uses and to ensure a high standard of design appropriate to such locations. .

Note: Upon gazettal of Scheme Amendment 27 which proposes to rezone existing Residential R60 lots located along Cambridge Street to Mixed Use, as indicated in the plan below, the Residential Interface Street Node development standards will automatically apply to this area.



2.2 Development standards

Development shall be in accordance with any relevant provisions of the Town Planning Scheme and any relevant planning policies contained in this policy manual. In the case of residential development, this shall also be in accordance with the Residential Design Codes.

(i) Indicative Development Plans

- In considering applications for subdivision and development approval, the Responsible Authority will have regard to the following objectives of the respective Indicative Development Plans (see Figure 1 and 2).
- Indicative Development Plans were prepared as part of the West Leederville Planning and Urban Design Study. They provide an illustration of how future development of the area could occur to meet the desired planning outcomes and form the basis of several development standards in this Policy. Reference will be made to these plans when assessing individual development proposals.

- The Indicative Development Plans reflect circumstances as they were at the time they were prepared and it is noted that over time development opportunities may change.
- In the case of any inconsistency between the Indicative Development Plan and standards contained in this policy, the policy standards shall prevail.

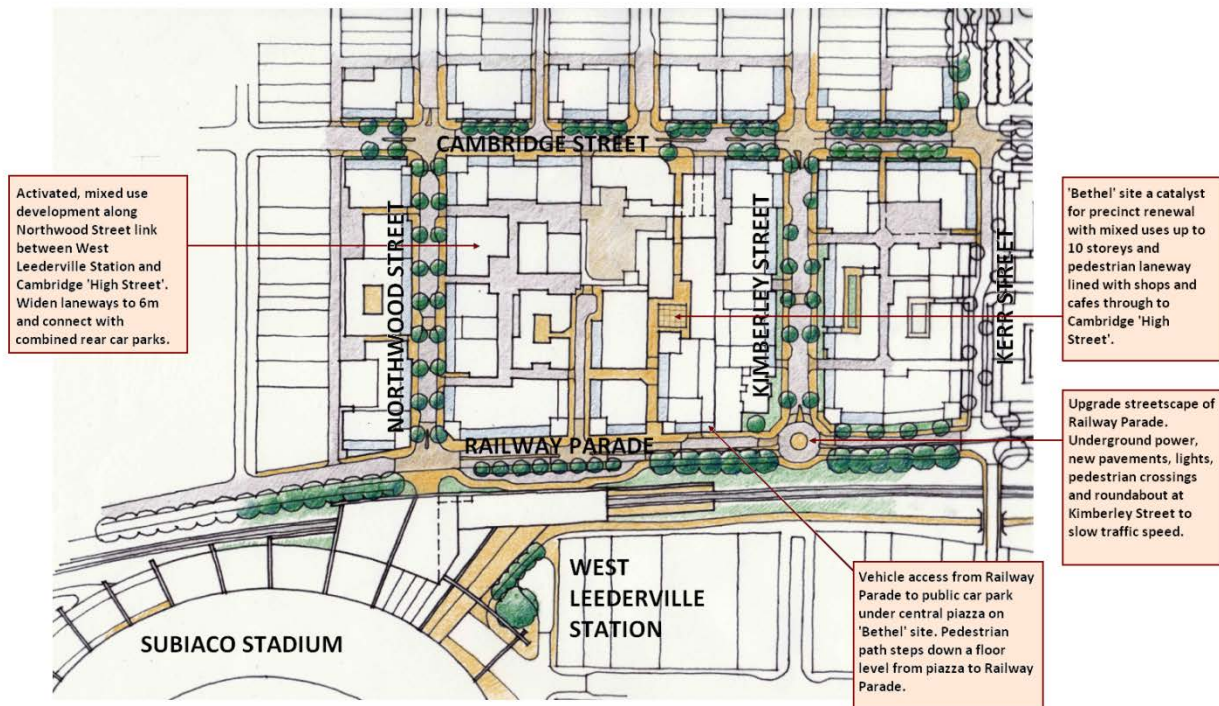


Figure 1: Cambridge High Street Node Indicative Development Plan

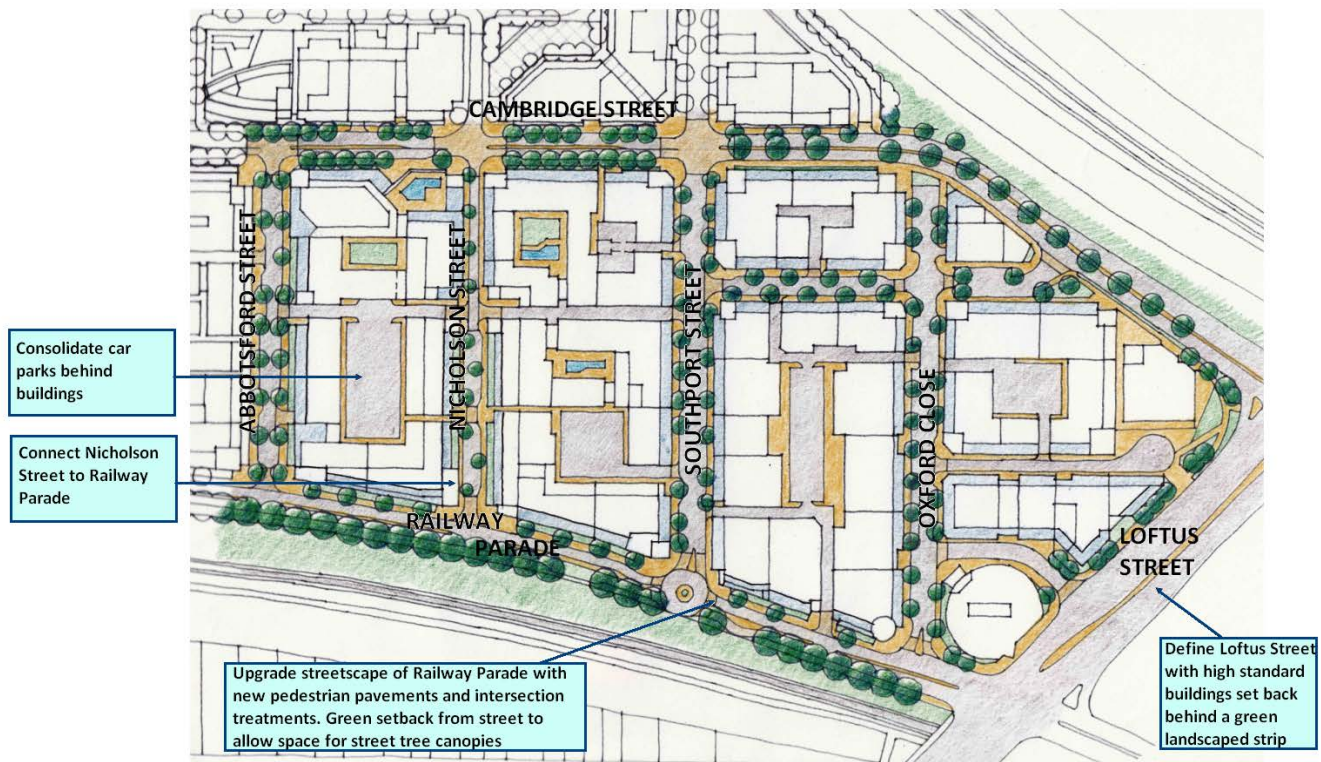


Figure 2: Southport Street Node Indicative Development Plan

(ii) Plot ratio

Cambridge High Street Node and Southport Street Node

- Buildings shall not exceed a **plot ratio of 1:1**, except in the case where bonus plot ratio is approved. Development requirements to achieve bonus plot ratio are defined in Table 1, subject to the requirement to qualify for bonus plot ratio in accordance with the third paragraph of this clause, and are cumulative.
- The application of bonus plot ratio does not entitle a development to exceed building height, setback and other development provisions of this Policy.
- A development will not qualify for bonus plot ratio in Table 1 unless it meets development requirements 3, 5, 7 or 9 as applicable, irrespective of whether additional development requirements in Table 1 are also satisfied.

Table 1: Bonus Plot Ratio

	Development Requirements for Bonus Plot Ratio	Maximum Bonus Plot Ratio
1.	Inclusion of residential accommodation (residential dwellings, serviced apartments and/or hotel accommodation). Note: Bonus plot ratio can only be used towards residential accommodation.	1:1
2.	Provision of a Public Parking Station (minimum 100 bays) suitably integrated into the development and located behind street front development or under buildings.	1:1
3.	Ceding of land to achieve strategic rights of way connections.	0.5:1
4.	Ceding of land (or secured via an easement) to sufficiently allow effective widening of rights of way to allow for two-way vehicular traffic.	0.2:1
5.	Provision of strategically located, universally accessible, attractive and safe pedestrian pathways through the development, providing for key pedestrian desire lines through the area as identified in the Indicative Development Plan or, connecting public parking areas and/or public open spaces to the street and as determined to be satisfactory by the Responsible Authority	0.2:1
6.	Lot size bonus. Lots in excess of: <u>Cambridge High Street Node</u> • 1000m² • 1500m² • 1800m² • 2000m²	0.2:1 0.3:1 0.4:1 0.5:1

	Development Requirements for Bonus Plot Ratio	Maximum Bonus Plot Ratio
	<u>Southport Street Node</u> • 1000m² • 1500m² • 1800m² • 2000m²	0.3:1 0.4:1 0.5:1 0.6:1
7.	Provision of public space, which includes plazas, courts, public squares, pedestrian retreats and parks, on private land for public use. Spaces are to be easily and universally accessible, comfortable, safe to use, adequately landscaped and contain features of interest. Spaces are to be of such dimensions and proportions as to allow for a useable and comfortable facility and to be in keeping with the scale of the development as determined by the Responsible Authority.	0.5:1
8.	Parking for the development provided wholly and fully below natural ground level and not visible from any adjoining street.	0.5:1
Special Sites		
9.	<u>Lot 37 Cambridge Street and Lot 38 Railway Parade</u> Provision of an activated pedestrian laneway and piazza space connecting Railway Parade and Cambridge Street via the redeveloped former 'Bethel' site and the 'Coles' complex. Pedestrian laneway and piazza space to be universally accessible, safe and attractive, and accommodate a diversity of activities and features of interest.	1:1

Residential Interface Node

- For developments in the Residential Interface Node, plot ratio does not apply, nor does the plot ratio bonus system apply. Development is to be controlled through building height and setback provisions as outlined below and any other policy requirement which may restrict development potential.

(iii) Building height

- Maximum and minimum building heights apply as specified in **Table 2**. Development must accumulate the required plot ratio in accordance with **Table 1** irrespective of the maximum height.
- .

- The ground floor will not exceed a maximum height of 4.0m measured floor to floor with all other floors a maximum height of 3.5 metres per floor measured floor to floor.
- Ground floor to first floor height shall be a minimum 3.2 metres with a minimum floor to ceiling clearance of 3.0 metres.
- Where a level of basement parking is less than 1.5m below an adjoining right of way, the level of basement parking shall be counted as one storey as viewed from the right of way.

Table 2: Building Height

	Southport Street Node	Cambridge High Street Node	Residential Interface Node
Minimum height (overall)	2 storeys	2 storeys	2 storeys
Maximum height at frontage and adjoining rights of way	3 storeys (additional height to be setback further)	3 storeys (additional height to be setback further)	3 storeys at frontage, 2 storeys at adjoining ROW
Maximum height of development abutting Residential Zone	2 storeys (to be set back from the boundary)	2 storeys (to be set back from the boundary)	2 storeys (to be set back from boundary)
Maximum building height (overall as determined from ground floor at the primary street frontage)	10 storeys (subject to approval of plot ratio allowances)	6 storeys* (subject to approval of plot ratio allowances)*	4 storeys

** The Former Bethel Site (Lot 38 Railway Parade) is identified as an icon site where a building height up to 10 storeys is permitted, subject to the provision of public parking (minimum 100 bays) and an activated plaza and integrated pedestrian laneway connecting Railway Parade and Cambridge Street.*

(iv) Street setbacks

- The number of storeys for the purpose of street setbacks is determined from the ground floor at the respective street frontage.
- Refer to Street Setbacks (Figures 3, 4 and 5) for setbacks for different storeys of developments.

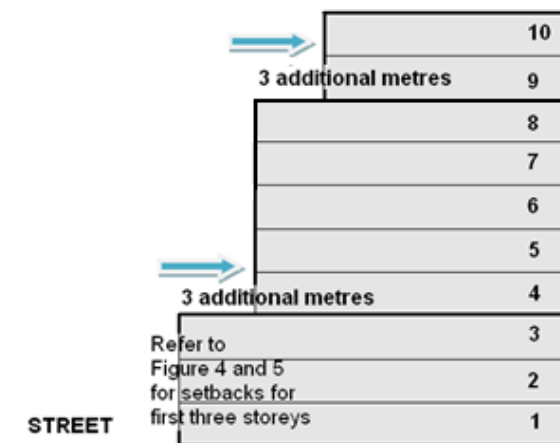


Figure 3: Street Setbacks

- Where residential accommodation is proposed above ground floor, balconies for dwellings may extend back over the street setback for the second and third storeys only.
- Provision of visual truncations where two streets, or a street and right of way, intersect to the satisfaction of the Responsible Authority.



Figure 4: Street Setbacks (Ground to Third Storey) -Southport Street Node

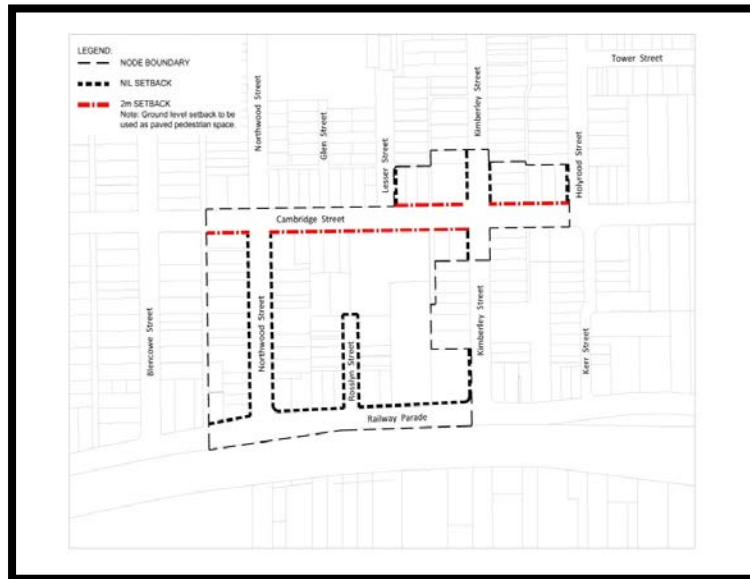


Figure 5: Street Setbacks (Ground to Third Storey) - Cambridge High Street Node

(v) Boundary and right of way setbacks

- Boundary (side and rear) and right of way setbacks are specified in Table 3 and Figures 6 and 7. Balconies shall not extend over the boundary setbacks.
- In the case of development in the Residential Interface Node, balconies may protrude into the 11.5m setback to the Residential Zone boundary, up to 5.0m on the third and 2.5m on the fourth floor, subject to provision of solid balustrading (refer to Figure 8)

ROW continuation

- Where required, development at ground level shall be set back a minimum of 6.0 metres from a side or rear boundary to allow for the continuation of a right of way.

ROW widening

- Development may be required to be setback from an adjacent ROW, at ground level, to facilitate two-way vehicular traffic
- Where rights of way separate the proposed development site from an adjacent residential zoned lot the width of the ROW is included in the setback measurement, except in the case of buildings in the Residential Interface Node

Visual truncation for ROW

- Provision of visual truncations where rights of way intersect with a street or another ROW to the satisfaction of the Responsible Authority.

Table 3: Boundary and Right of Way Setbacks

Number of Storeys	Required Setback (metres)				
	Commercial zone	Commercial Zone and 6m ROW (see Figure 6)	Commercial Zone and <6m wide ROW (see Figure 7)	Residential zone (including ROW (Excluding development in Residential Interface Node)	Residential zone for development in Residential Interface Node (excluding ROW if applicable) See Figure 8
1	Nil	Nil	Nil	3	1.5*
2	Nil	Nil	Nil	3	1.5*
3	Nil	Nil	Nil	6	11.5
4	3	2	1.5	9	11.5
5	3	2	1.5	9	N/A
6	3	2	1.5	9	N/A
7	5	2	3.5	9	N/A
8	5	2	3.5	9	N/A
9	5	2	3.5	9	N/A
10	5	2	3.5	9	N/A

- * The setback area is to be landscaped and allow for the provision of bin collection if necessary. An additional setback may be required to allow widening of a right of way to 6.0 metres;
- ** These standards only apply where widening of a ROW to 6.0 metres is not considered necessary by Council.

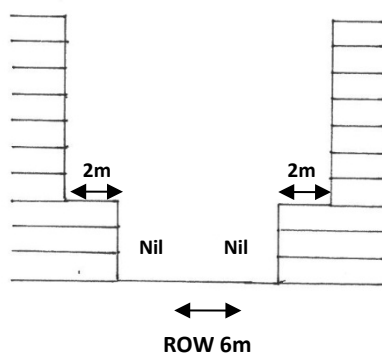


Figure 6: Setbacks from a 6 metre wide ROW against Commercial Zone Boundary

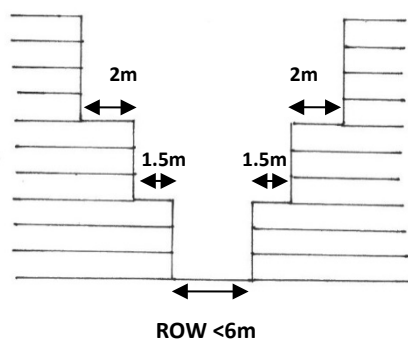


Figure 7: Setbacks from a ROW less than 6 metres against Commercial zone Boundary

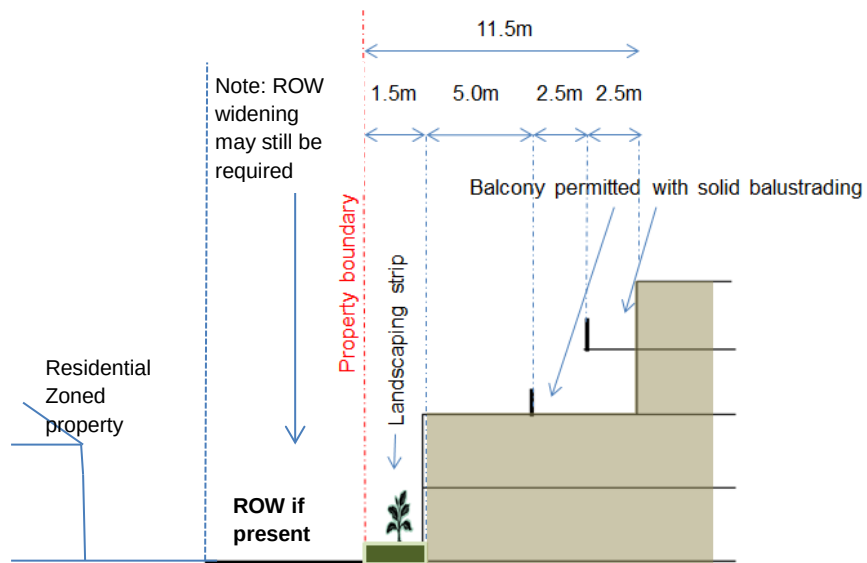


Figure 8: Setbacks for development in the Residential Interface Node adjacent to Residential zone.

(vi) Design elements

Awnings

- Development shall incorporate a ground level awning over the footpath to provide weather protection for pedestrians, with the exception of development abutting Abbotsford Street, Railway Parade and Loftus Street. Awnings should be contiguous with a minimum depth of 2 metres, subject to Local Government and Private Property Local Law 2001.
- High level awnings and shading over windows are encouraged to add interest to building facades and to improve energy efficiency.

Balconies

- Balconies proposed along street frontages should be unenclosed platforms with balustrades not exceeding a height of 1.2 metres. Visually permeable balustrades are encouraged.

In the case of development in the Residential Interface Nodes, balconies facing Residential Zoned properties shall have solid balustrading to a height of 1.2m.

Walls and surfaces

- Exposed blank walls to the street or corner frontages are not permitted. Street elevations shall be articulated to enhance building identity and reduce apparent bulk through the use of, but not limited to:
 - projections and indentations in the floor plan;
 - window projections and openings;
 - related awning and roof elements;
 - unenclosed balconies; and
 - changes in materials and finishes.
- Use of reflective or obscure glazing to windows is not permitted along ground floor street frontages to promote surveillance of the street and allow for visible indoor activity.

Entrances

- Entrances to the building should be exposed to the main street and be clearly defined and identifiable.

Roof pitch

- Roofs for street front buildings may be flat or pitched. Where a pitch is employed, the pitch should be within 25 and 42 degrees where visible from the street.

Special corner design features

- Architectural design elements are encouraged to assist with defining corner locations or the creation of landmark buildings. These corner elements should be open and transparent and demonstrate a lighter architecture. They cannot be used to incorporate additional floor space in the development.

Architectural design elements may take the form of, but not limited to:

- higher parapet facades to a maximum 2 storeys above the third storey;
- cantilevered canopies located higher at the corner truncation;
- distinct roof forms;
- tower elements to a maximum 2 storeys above the third storey;
- building truncations;
- wall projections and features; and/or
- artwork.

Architectural design elements that extend into the street setback may be considered.

- Architectural design elements shall only extend 10 metres from the street intersection (see Figure 9).

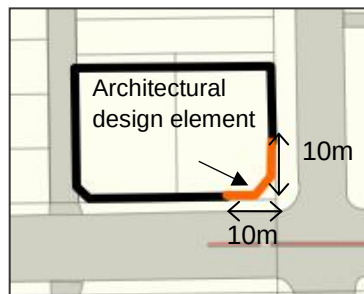


Figure 9: Architectural Design Elements at Street Corners

(vii) Parking and access

- Any on-site parking associated with new development shall be placed in car parks either behind street front tenancies or fully below natural ground level.
- At-grade parking areas should be designed to connect, or allow connection with, at-grade parking on adjoining sites to encourage shared parking, where possible.
- Parking available for public use (including customer and visitor car and bicycle parking) should be clearly designated and have identifiable access points.
- Parking areas should be provided with clearly marked and raised pedestrian access ways, connected to the surrounding network of footpaths.

- Where available, vehicular access shall be taken from a side street or rights of way.
- Parking standards as per the Town's Parking Policy (Policy 5.1).

(viii) Bin storage and waste collection

- Bins and bin storage for all developments must not be visible from a verge, public street or property frontage.
- Waste collection from a verge, public street or property frontage will not be permitted. Collection is to be effected from a ROW (where possible) or purpose built bin storage and waste collection area incorporated within the building and accessible by waste collection service vehicles.
- The location, size and design of bin storage areas should be considered in the initial design phase of any proposed development. Particular attention must be given to how waste vehicles will access bin storage areas; providing for necessary height clearances, width of vehicles and vehicle turning movements.
- Applicants are strongly encouraged to liaise with a waste management contractor to assist with the design of bin storage areas and preparation of waste management plans.
- Applications for development approval must be accompanied by a waste management plan that details:

Space

- Type of waste;
- Estimated waste generation;
- Estimated recyclable material generation;
- Size and number of bins; and
- Space allocated for bin storage (highlight on plans).

Access

- Access arrangements by occupiers of the building to waste facilities (highlight on plans);
- Access arrangements by collection contractors to waste facilities (highlight on plans);
- Frequency of waste collection service;
- Specify minimum height, width and turning movements for vehicular access to waste area; and
- Locate bin areas to minimise impact on adjacent residential areas and limit conflict with pedestrian and vehicular traffic.

Amenity

- Describe how noise and odour associated with the use of the bins and collection of waste has been minimised;
- Ventilation of bin storage areas; and
- Facilities for washing bins and bin storage areas.

Management

- Describe specific arrangements to be put in place to ensure successful management of the waste facilities and their collection; and
 - Submit details outlining how commercial and residential waste will be recycled, including onsite disposal and collection by waste management contractor.
- Where a mixed use development is proposed (residential and commercial), bin storage for residential waste is to be self-contained and completely separate from bin storage areas for commercial waste.
 - Waste collection must be taken from rights of way where available.
 - Where the number of bins required to service waste needs exceeds 20 x 240L bins (or equivalent capacity), bulk bins should be used.

(ix) Residential development

'R-AC 0' coding applies to residential development with plot ratio, building height, street and boundary setbacks and height of boundary walls assessed under the provisions of this Policy. All other requirements shall be in accordance with the Residential Design Codes.

3. COMMERCIAL ZONE - SECONDARY AREAS (VINCENT STREET WEST AND OTHER COMMERCIAL AREAS)

3.1 Statement of intent

- Secondary Commercial Areas in West Leederville comprise the Vincent Street West Commercial Area and Other Commercial Areas.
- Vincent Street West Commercial Area and Other Commercial Areas will continue to accommodate a range of small to medium scale commercial uses. Community facilities, local shopping uses and mixed use (residential and commercial) developments will also be favourably considered.
- Consideration will be given to the nature of the uses, and their design and layout in the secondary commercial areas to minimise the impact on adjacent residential uses and to ensure a high standard of design appropriate to such locations.

3.2 Development standards

1. Development shall be in accordance with any relevant provisions of the Town Planning Scheme and any relevant planning policies contained in

this policy manual. In the case of residential development, this shall also be in accordance with the Residential Design Codes.

2. In addition, the following standards apply:

(a) Vincent Street West Commercial Area

(i) Plot ratio

Buildings shall have a maximum plot ratio of 1:1.

(ii) Car parking

Provision of car parking shall strictly comply with Policy 5.1: Parking. Undercroft parking will only be permitted where the parking area is screened from view of the street. Where car parking is provided within the street setback area, the area of paving shall not exceed 60% of the street setback area.

(iii) Building height

Buildings shall not exceed a maximum external wall height of 6.0 metres above natural ground level. Natural ground level has the same meaning as that under the Residential Design Codes.

(iv) Setbacks

The minimum setback of buildings from the street alignment shall be 4.0 metres. The minimum setback of buildings from side and/or rear boundaries abutting land zoned 'Residential' shall be assessed in accordance the relevant R-Code for that abutting residential land.

(v) Advertising signage

Signage shall be restricted to non-illuminated signs attached to the building only. Roof signs are not permitted. Otherwise the provisions of Policy 5.2: Advertising Signs shall apply.

(vi) General design of non-residential development

Particular attention shall be given to non-residential development abutting residential uses. Where applicable, development shall have regard for Policy 4.1: Design of Non-residential Development.

(vii) Design elements

The following guidelines should be incorporated in building design:

- building facades which are contemporary in design and articulated;

- building facades which are detailed to provide variety and interest (i.e. do not incorporate expansive blank walls and excessive glazing);
- shopfronts on ground floors which are expansive and open to the street, particularly along primary street frontages;
- entrances to buildings which are distinct and clearly identifiable within the building façade, through the use of canopies, recesses, columns, building material changes and lighting; and
- suspended or cantilevered awnings over the footpath which provide visual interest and a medium for advertising signage, and protect pedestrians from the elements and windows from heat and glare.

(viii) Landscaping

Reticulated landscaping shall be provided within the front setback area. A landscaping plan to the satisfaction of the Town is to be submitted with a development application and should preferably include water wise species.

(ix) Bin storage and waste collection

- Bins and bin storage for all developments must not be visible from a verge, public street or property frontage.
- Waste collection from a verge, public street or property frontage will not be permitted. Collection is to be effected from a ROW (where possible) or purpose built bin storage and waste collection area incorporated within the building and accessible by waste collection service vehicles.
- The location, size and design of bin storage areas should be considered in the initial design phase of any proposed development. Particular attention must be given to how waste vehicles will access bin storage areas; providing for necessary height clearances, width of vehicles and vehicle turning movements.
- Applicants are strongly encouraged to liaise with a waste management contractor to assist with the design of bin storage areas and preparation of waste management plans.
- Applications for development approval must be accompanied by a waste management plan that details:

Space

- Type of waste;
- Estimated waste generation;

- Estimated recyclable material generation;
- Size and number of bins; and
- Space allocated for bin storage (highlight on plans).

Access

- Access arrangements by occupiers of the building to waste facilities (highlight on plans);
- Access arrangements by collection contractors to waste facilities (highlight on plans);
- Frequency of waste collection service;
- Specify minimum height, width and turning movements for vehicular access to waste area; and
- Locate bin areas to minimise impact on adjacent residential areas and limit conflict with pedestrian and vehicular traffic.

Amenity

- Describe how noise and odour associated with the use of the bins and collection of waste has been minimised;
- Ventilation of bin storage areas; and
- Facilities for washing bins and bin storage areas.

Management

- Describe specific arrangements to be put in place to ensure successful management of the waste facilities and their collection; and
 - Submit details outlining how commercial and residential waste will be recycled, including onsite disposal and collection by waste management contractor.
- Where a mixed use development is proposed (residential and commercial), bin storage for residential waste is to be self-contained and completely separate from bin storage areas for commercial waste.
 - Waste collection must be taken from rights of way where available.
 - Where the number of bins required to service waste needs exceeds 20 x 240L bins (or equivalent capacity), bulk bins should be used.

(x) Residential development

- Density: residential density shall comply with the Residential Design Codes site area requirements for R60; and
- Setbacks: residential development may be permitted to be constructed up to the side property boundary provided that boundary abuts an existing non-residential development.

(b) Other Commercial Areas

(i) Plot ratio

Buildings shall have a maximum plot ratio of 0.5:1.

(ii) Vehicular access

Vehicular access to properties abutting Cambridge Street should be taken from another road or laneway where possible.

(iii) Building height

Buildings shall not exceed a maximum external wall height of 6.0 metres above natural ground level. Natural ground level has the same meaning as that under the Residential Design Codes.

(iv) Setbacks

To promote a strong urban form, buildings should preferably be built up to the street alignment and the side boundaries. Where setbacks from the street alignment and/or side boundary/boundaries are proposed, these will be assessed having regard to promoting strong urban form. There is no requirement for a rear setback.

(v) Design elements

The following guidelines should be incorporated in building design:

- building facades which are contemporary in design and articulated;
- building facades which are detailed to provide variety and interest (i.e. do not incorporate expansive blank walls and excessive glazing);
- shopfronts on ground floors which are expansive and open to the street, particularly along primary street frontages;

- entrances to buildings which are distinct and clearly identifiable within the building façade, through the use of canopies, recesses, columns, building material changes and lighting; and
- suspended or cantilevered awnings over the footpath which provide visual interest and a medium for advertising signage, and protect pedestrians from the elements and windows from heat and glare.

(vi) Bin storage and waste collection

- Bins and bin storage for all developments must not be visible from a verge, public street or property frontage.
- Waste collection from a verge, public street or property frontage will not be permitted. Collection is to be effected from a ROW (where possible) or purpose built bin storage and waste collection area incorporated within the building and accessible by waste collection service vehicles.
- The location, size and design of bin storage areas should be considered in the initial design phase of any proposed development. Particular attention must be given to how waste vehicles will access bin storage areas; providing for necessary height clearances, width of vehicles and vehicle turning movements.
- Applicants are strongly encouraged to liaise with a waste management contractor to assist with the design of bin storage areas and preparation of waste management plans.
- Applications for development approval must be accompanied by a waste management plan that details:

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- Type of waste;
- Estimated waste generation;
- Estimated recyclable material generation;
- Size and number of bins; and
- Space allocated for bin storage (highlight on plans).

Access

- Access arrangements by occupiers of the building to waste facilities (highlight on plans);
- Access arrangements by collection contractors to waste facilities (highlight on plans);
- Frequency of waste collection service;

- Specify minimum height, width and turning movements for vehicular access to waste area; and
- Locate bin areas to minimise impact on adjacent residential areas and limit conflict with pedestrian and vehicular traffic.

Amenity

- Describe how noise and odour associated with the use of the bins and collection of waste has been minimised;
- Ventilation of bin storage areas; and
- Facilities for washing bins and bin storage areas.

Management

- Describe specific arrangements to be put in place to ensure successful management of the waste facilities and their collection; and
 - Submit details outlining how commercial and residential waste will be recycled, including onsite disposal and collection by waste management contractor.
- Where a mixed use development is proposed (residential and commercial), bin storage for residential waste is to be self-contained and completely separate from bin storage areas for commercial waste.
 - Waste collection must be taken from rights of way where available.
 - Where the number of bins required to service waste needs exceeds 20 x 240L bins (or equivalent capacity), bulk bins should be used.

(vii) Residential density

Residential density shall comply with the Residential Design Codes site area requirements for R60.

4. RESIDENTIAL/COMMERCIAL ZONE

4.1 Statement of intent

- Combined residential and commercial developments will be permitted within this area. Commercial development cannot occur independently of residential development.
- Buildings will be low scale and set back from all boundaries in landscaped gardens. Control will be maintained over the design of new

buildings to minimise potential conflict with combined and adjacent residential development.

- Car parking should be screened from view, well landscaped, and designed in a manner that avoids conflict between residential and non-residential parking.

4.2 Development standards

1. Development shall be in accordance with the Town Planning Scheme, any relevant planning policies contained in this policy manual and the Residential Design Codes.

2. In addition, the following standards apply:

(i) **Plot ratio**

The plot ratio of any building or part thereof used for non-residential purposes cannot exceed 33% of the maximum allowable plot ratio of 0.5:1.

(ii) **Setbacks**

The minimum front setback requirement from Salvado Road is 4.5 metres.

(iii) **Orientation**

That part of the development which is to be used for commercial purposes should be oriented to Salvado Road.

(iv) **Landscaping**

The landscaped area to be provided should be substantially related to the residential uses.

(v) **Amenity**

Provision is to be made to ensure that residential use of the land will not be unduly affected by non-residential use.

(vi) **Bin storage and waste collection**

- Bins and bin storage for all developments must not be visible from a verge, public street or property frontage.
- Waste collection from a verge, public street or property frontage will not be permitted. Collection is to be effected from a ROW (where possible) or purpose built bin storage and waste collection area incorporated within the building and accessible by waste collection service vehicles.

- The location, size and design of bin storage areas should be considered in the initial design phase of any proposed development. Particular attention must be given to how waste vehicles will access bin storage areas; providing for necessary height clearances, width of vehicles and vehicle turning movements.
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- Applications for development approval must be accompanied by a waste management plan that details:

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- Space allocated for bin storage (highlight on plans).

Access

- Access arrangements by occupiers of the building to waste facilities (highlight on plans);
- Access arrangements by collection contractors to waste facilities (highlight on plans);
- Frequency of waste collection service;
- Specify minimum height, width and turning movements for vehicular access to waste area; and
- Locate bin areas to minimise impact on adjacent residential areas and limit conflict with pedestrian and vehicular traffic.

Amenity

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 - Ventilation of bin storage areas; and
 - Facilities for washing bins and bin storage areas.
 - Describe specific arrangements to be put in place to ensure successful management of the waste facilities and their collection; and
 - Submit details outlining how commercial and residential waste will be recycled, including onsite disposal and collection by waste management contractor.
- Where a mixed use development is proposed (residential and commercial), bin storage for residential waste is to be self-contained and completely separate from bin storage areas for commercial waste.

- Waste collection must be taken from rights of way where available.
- Where the number of bins required to service waste needs exceeds 20 x 240L bins (or equivalent capacity), bulk bins should be used.

5. MEDICAL ZONE

5.1 Statement of intent

- Medical uses such as consulting rooms and hospitals will be contained within this area. Residential uses are also appropriate either in combined or purely residential developments.
- Buildings should generally be of a small to medium scale reflecting the character of adjacent residential development although development on the St John of God Hospital site may be of a larger scale consistent with existing buildings on-site. All buildings will be set in landscaped gardens.
- Careful control will be exercised over the nature and scale of the uses within this area, and their design and layout, to minimise the impact on any adjacent residential uses or land. Additionally, adequate car parking will be provided to ensure that commercial vehicles do not encroach into residential streets.

5.2 Development standards

1. Development shall be in accordance with any relevant provisions of the Town Planning Scheme and any relevant planning policies contained in this policy manual. In the case of residential development, this shall also be in accordance with the Residential Design Codes.
2. In addition, the following standards apply:

(i) Plot ratio

Buildings shall have a maximum plot ratio of 1:1, except where a mixed use development comprising commercial and residential uses is proposed. In this instance, the maximum plot ratio may be increased to 1.5:1 provided that not more than 25% of the additional floorspace that has been allowed will be used for non-residential purposes.

(ii) Building height

The Responsible Authority shall determine the maximum height of a building. In determining building height the Responsible Authority shall take into consideration such matters as the scale and building height of nearby development, the proximity of declared heritage places or areas, streetscape and street width.

(iii) Residential density

Residential density shall comply with the Residential Design Codes site area requirements for R60.

(iv) Setbacks

In determining setbacks from lot boundaries and between buildings the Responsible Authority shall have regard to the scale and height of adjoining development, streetscape, street width and the use area classification of adjoining land.

(v) Vehicular access

Vehicular access to Cambridge Street and Salvado Road is to be limited. Access shall be obtained via existing crossovers or rights of way, and/or side streets.

(vi) Bin storage and waste collection

- Bins and bin storage for all developments must not be visible from a verge, public street or property frontage.
- Waste collection from a verge, public street or property frontage will not be permitted. Collection is to be effected from a ROW (where possible) or purpose built bin storage and waste collection area incorporated within the building and accessible by waste collection service vehicles.
- The location, size and design of bin storage areas should be considered in the initial design phase of any proposed development. Particular attention must be given to how waste vehicles will access bin storage areas; providing for necessary height clearances, width of vehicles and vehicle turning movements.
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- Type of waste;
- Estimated waste generation;
- Estimated recyclable material generation;
- Size and number of bins; and
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Access

- Access arrangements by occupiers of the building to waste facilities (highlight on plans);
- Access arrangements by collection contractors to waste facilities (highlight on plans);
- Frequency of waste collection service;
- Specify minimum height, width and turning movements for vehicular access to waste area; and
- Locate bin areas to minimise impact on adjacent residential areas and limit conflict with pedestrian and vehicular traffic.

Amenity

- Describe how noise and odour associated with the use of the bins and collection of waste has been minimised;
- Ventilation of bin storage areas; and
- Facilities for washing bins and bin storage areas.

Management

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 - Where the number of bins required to service waste needs exceeds 20 x 240L bins (or equivalent capacity), bulk bins should be used.

6. COMMUNITY NODE (LEEDERVILLE TOWN HALL)

- This area has the potential to develop as a true town centre focus, taking advantage of the site's strategic location, its heritage qualities and building upon the existing uses and activities highly valued by the community. The community, civic and recreational nature of the node will be maintained.
- Staged upgrading of facilities and landscaping will assist in meeting the changing needs of a contemporary inner-city community. Creation of a civic events space is desirable to accommodate a range of functions and community activities.

The Town Hall, with the War Memorial and youth centre, will continue to be the centrepiece of the Community Node, complemented with improved landscape design and better connection with the surrounding area by tree-lined pathways

Adopted: 23 October 2012

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
1	Original support modified to Objection - Owner of property at 19 Northwood Street and supports amendments to draft to policy. - A second submission was received 12/12/2014 objecting to the draft policy due to its ineffectiveness in guiding DAP decisions.	Note submission.
2	Objection Objection to policy due to its ineffectiveness in guiding DAP decisions. Inappropriate building heights have been approved already within the precinct and provide an undesirable precedence for future development.	Note submission.
3	Objection - Radical modifications to original policy and shift away from State's Strategic framework including Directions 2031, SPP4.2 (Activity Centres for Peel and Perth) and DCP 1.6 (Planning to Support Transit Use and TOD). - Prime location for infill development for regeneration, reduce sprawl and close proximity to public transport. - The company has already submitted application in accordance with current policy and considered all neighbouring properties, which is intent of the residential interface node being introduced. - Proposed re-wording of the 'bonus plot ratio' factor for lot size (No. 6 in Table 1) is unclear. - the proposed re-wording of the 'bonus plot ratio' factor for parking below natural ground level (No.8 in Table 1) is unclear as to whether parking must be located entirely underground or just not visible from the street and has been heavily debated at DAP. - Unreasonable revisions to setback and building height. Building height requirements under R-Codes for neighbouring R30 coded residential area is more relaxed than proposed revisions. - Removal of ROW from setbacks is unreasonable as it already separates new buildings from the adjoining residents, and lessens the impact on those properties in the same way as a setback. - The requirement to provide a 1.5m 'landscaping strip' on a ROW boundary is unnecessary given the adjoining properties all have high rear boundary walls and pedestrian access it promoted from Northwood Street.	Dismissed - The West Leederville Precinct Policy generally increases plot ratio and building bulk to provide additional infill development in accordance with the intent of the State. The Residential Node Interface is a small area relative to the entire precinct and provides an appropriate buffer to existing residents in accordance with current planning principles. - Intention of the Residential Node Interface is clarify Council's objective to provide an appropriate boundary between the developed R30 residential properties and high density commercial node. - Adequate development potential is still provided for all properties within the interface node with a maximum building height of 4 storeys. - Assess wording for bonus plot ration relating to lot size and parking below natural ground level. - The maximum wall height for the abutting R30 coded residential zone is 6m, which allows for two storeys and is consistent with the rear facing provisions of the 'residential interface node'. - The ROW and landscaping strip provides adequate sight lines, breaks up building bulk and provides an appropriate buffer to the abutting residential zone.

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
4	Support - Support policy revisions to Residential Interface node that eliminates plot ratio bonuses, reduces building heights and increases setback requirements to Pether Lane. - Policy requires further study regarding access provisions within Pether Lane.	Support and Note Submission. The Town has engaged Cardno to undertake a traffic study into the future use of Pether Lane and having consideration for the increase number of vehicles using the laneway.
5	Support - Agrees with Residential Interface Node and restricting height and setback provisions. - Not supportive of vehicle access provided from Pether Lane due to future issues regarding vehicle and pedestrian safety. Instead, the City should consider a more creative response to developing the lane as public open space that is attractive to pedestrians.	Support and Note Submission Further research is currently being undertaken into the future development of the laneway. However, it is not considered practical to remove vehicle access as it would just redirect the issue of access to Northwood Street and negatively the streetscape. The purpose of Pether Lane has always been to provide vehicle access.
6	Support - Resident agrees with the Residential Interface Node and eliminating plot ratio bonuses and restricting height and setback provisions. - Not supportive of vehicle access provided from Pether Lane due to the laneway being an interface for High and Low Residential development and may cause safety concerns.	Support and Note Submission Traffic study currently being undertaken to investigate any potential traffic issues.
7	Support Support all changes to the Residential Interface Node to assist in improving Council's direction of preventing overdevelopment of site's along Northwood Street with no consideration of surrounding community, especially along Blencowe Street.	Note Submission
8	Support - Agree with changes to Residential Interface Node to eliminate plot ratio bonuses and restrict height and setback provisions. - Argues that the policy fails to address use of laneway for vehicle and service movements, which may be unsafe for all current and future residents. The issues present a creative challenge and if resolved correctly, may set a sound precedent for future development. Continuing to redesign roads and allow left-in only will just create further problems on adjoining streets and unsafe u-turns. Suggest providing roundabouts on busy intersections such as Cambridge and Northwood Street (and/or	Note Submission

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
Advertised 27 November - 22 December 2014

	Comment	Administration Response
	Kimberley Street.	
9	Support • Agree with changes to Residential Interface Node to eliminate plot ratio bonuses and restrict height and setback provisions. • Request to reconsider main access for development along Northwood Street to be provided from Pether Lane. The Town should consider an alternative use for the laneway to increase the amenity for residents.	Note Submission.
10	Objection • Owner along Northwood Street does not agree with the policy amendment to limit development. • Argues it is not fair to apply different policies to development along the same street, which will adversely affect the sale of owner's property, especially because it is a smaller lot.	• The intent of the revisions is to ensure development standards are clear so that variations, which are not in accordance with Council's vision are no longer supported. Further, the development potential for all lots within the West Leederville Precinct Policy are still greater than the surrounding Residential zone.
11	General Comment • It is requested that discretion should be applied to building heights and acknowledged within the Policy due to the variation of levels across some of the sites within the Residential Interface Node. • Discretion is again applied when assessing basement car parks protruding into street level due to sloping sites. • It is requested that the plot ratio bonus for parking behind street front tenancies should be retained as sometimes it is not feasible to provide basement or undercroft parking and the bonus is minimal.	Submission Noted • Policy provisions can be varied with guidance from the Scheme in appropriate circumstances. • The intent of being prescriptive within the policy text is to ensure responsible authority bodies are clearly aware of Council's objectives in regard to density and building height.
12	Objection • Concerned with provisions for Mixed Use Development and High Rise building being constructed that will alter the character of West Leederville. • The revisions to Residential Interface Node provide good privacy to residents although the policy is unclear as to location of right of way. • Concerned increased densities will exacerbate current parking and safety concerns. • Increase density will also adversely affect established residential dwellings north of Northwood Street due to overshadowing and natural slope lower than properties along Cambridge Street, which will cause further visual privacy issues.	Submission Noted • Policy does not introduce Mixed Use or High Density development that will affect properties on Northwood Street north of Cambridge Street.
13	Objection	Submission Noted

Schedule of Submissions
Draft West Leederville Precinct Policy (adopted 25/11/14)
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	Comment	Administration Response
	Policy amendments are too prescriptive in reducing density within the Residential Interface Node. It is argued that densities in close proximity to West Leederville Train Station should be increased to meet infill targets while also preserving the amenity of the existing community in the R30 areas.	Agreed that densities in close proximity to high frequency public transport should be increased and the densities provided along Residential Interface Node do provide medium and high density opportunities. Increase setbacks and reduced heights are provided to address the interface to properties along Blencowe Street.
14	Support - Supportive of changes to introduce Residential Interface Node and restrict building heights. - However, considers provision to force right-of-way access is an encumbrance to facilitating the optimum planning outcome, especially for development along Northwood Street, which is forced to have all access from Pether Lane.	Submission Noted and Supported - Additional research is currently being undertaken in regard to future access arrangements from Pether Lane and will continue to be monitored for any safety issues. - It is also noted the purpose of right of ways is to be used for vehicle access arrangements to contribute to a more attractive and pedestrian friendly front streetscape.
15	Objection Requests reconsideration of Building height and setbacks for property at 112 Cambridge Street due to its narrow and small lot size which will deter any future redevelopment.	Submission Noted Further research into the site has been undertaken and identified that the subject lot has a depth of 37m and it is considered that the proposed provisions will not impede on future development.



INTERIM SUBMISSION TO WA PLANNING COMMISSION

PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2014

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INTRODUCTION

The Western Australian Local Government Association (WALGA) is the united voice of Local Government in Western Australia. The Association is an independent, membership-based group representing and supporting the work and interests of 138 Local Governments in Western Australia.

The Association provides an essential voice for over 1,200 elected members and approximately 14,500 Local Government employees as well as over 2 million constituents of Local Governments in Western Australia. The Association also provides professional advice and offers services that provide financial benefits to the Local Governments and the communities they serve.

During the public comment period for the Planning and Development (Local Planning Schemes) Regulations 2014 (Local Planning Schemes Regulations), the Association sought comment from the Local Government sector to inform a representative submission to the Western Australia Planning Commission. This submission reflects the main issues and concerns raised by WALGA members together with those of the Association.

The comments contained in this submission have not yet been considered or endorsed by WALGA's State Council, as such, please be advised that this is an interim submission and that the Association reserves the right to modify or withdraw the comments as directed by State Council.

GENERAL COMMENT

Within the Discussion Paper, it states that the new Local Planning Scheme Regulations will be enacted on the 1 July 2015. Given the submissions close on the 30 January (but several local governments have been given an extension to accommodate February Council meeting schedules), it is difficult to see how the Department/WAPC will adequately undertake a review of all of the submissions received and comments made, review the draft local planning regulations and make improvements, present a final version to the WAPC, then send it to the Minister for Planning and the Governor for endorsement, all within this 4 month period.

As the proposed Local Planning Scheme regulations will affect all local planning schemes in WA, which equates to 145 endorsed local planning schemes, it would be prudent to propose a conservative approach to consideration of all the submissions and allow time to carefully rework some of the provisions. If the proposed regulations are rushed through without due consideration to the effect on existing local planning schemes and their operation, there could be unintended consequences for both local government and the development industry, and difficulties in the implementation of the new provisions. It is therefore suggested that the 1 July 2015 enactment date be reconsidered by the WAPC.

The Association supports the release of the Local Planning Schemes Regulations, in particular the following initiatives are supported: -

- the creation of the three categories of Amendments to Local Planning Schemes, basic, standard and complex with varying time frames, providing clear guidance is provided as to the various types of proposals that may fall within each category;
- Changing the scheme review process to a five year review and a full scheme review undertaken at ten years;
- the provision of deemed provisions are long overdue and they have the potential to reduce the size of a local planning scheme;
- Removing the dual approval of structure plans with WAPC being the single decision maker, providing that the Department of Planning and WAPC are appropriately

resourced to fulfil this role, or appropriate delegations for endorsement of certain types of structure plans are arranged with the local government sector;

- Reintroduction of 'I' incidental land uses into zoning tables;
- Optional local government register of non-conforming land uses, providing a template of the register is prepared for use;
- Heritage conservation notices and enforcement processes;
- The inclusion of a 90 day period within which the Commission can consider a structure plan; and
- The use of electronic means and/or websites for advertising processes and notification of endorsed plans or approvals

The Discussion Paper (Page 12) recommends local governments use the new Regulations for the preparation of new Schemes. It would be helpful if Schedules 1 and 2 could be made available as word documents so local governments can access them immediately.

It is also noted that the Strata title legislation is also currently under review, proposing a range of new tenure options that intercept with the planning framework, therefore, it is anticipated that both of these reviews will ensure the final structure planning provisions align, following the closure of both of the public consultation processes.

SPECIFIC COMMENT AND RECOMMENDATIONS

The following section outlines specific comments, suggestions, clarification and recommendations for amendments to the local planning scheme regulations.

Part 2 Regulation 10(4) Deemed Provisions (Page 5)

Several local governments and WALGA have sought independent legal advice about the proposed operation of the deemed provisions and the effect of the provisions on existing schemes. It would have been beneficial for the discussion paper to clearly articulate how the deemed provisions would operate, to remove this additional expense in order to adequately respond to these proposed Regulations. As there are 47 pages of deemed provisions, it is unclear whether the deemed provisions have to be included verbatim in the individual Schemes or whether they are merely referenced in each Scheme and only accessed through the regulations. It is unclear if the intent is to include them by reference to each clause number and its heading together with reference directing readers to Schedule 2 of the Regulations. Therefore clarity on how the referencing of the deemed provisions would have been of assistance to members.

WALGA therefore obtained legal advice on Deemed Provisions, particularly in regard to how the provisions would operate and their effect on existing Schemes. Section 257B(2) provides:

'Deemed provisions, as amended from time to time, have effect and may be enforced as part of each local planning scheme to which they apply, whether they are prescribed before or after the scheme comes into force.'

The *Planning and Development (Local Planning Schemes) Regulations 2014* (draft Regs) then say at Reg 10(4):

'The provisions in Schedule 2 are deemed provisions, being provisions to which section 257B of the Act applies, and are applicable to all local planning schemes.'

The outcome of this is that the deemed provisions will apply to **ALL** local planning schemes, whenever made and will have immediately effect from the date of enactment. This creates some serious overlap in respect of existing schemes which deal with the same subject matters. Section 257B(3) attempts to deal with this by making the deemed provisions prevail to the extent of any inconsistency:

'If a deemed provision that has effect as part of a local planning scheme is inconsistent with another provision of the scheme, the deemed provision prevails and the other provision is to the extent of the inconsistency of no effect.'

The problem may lie in the wording, as this concept of inconsistency is one which is ripe for interpretation. The deemed provisions deal with the following 'mechanics' of planning:

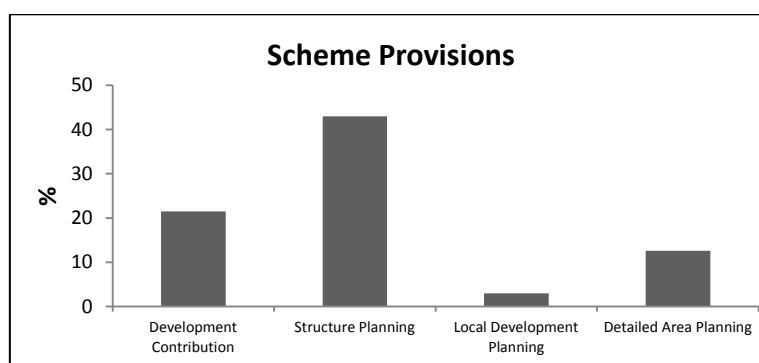
- The making of Local Planning Policies
- The making of heritage documents
- The making of structure plans and local development plans (which appear to be the new name for a Detailed Area Plan)
- The making of an application for development approval (including when development approval is required)
- The status of development approvals granted
- The implementation of development contribution plans
- Delegations

In a philosophical sense, there is no problem with the concept of trying to have a streamline system as to the 'mechanics' of planning approval. Indeed WA is the only State in Australia where these Development Assessment process details are not found in either State Acts or Regulations. And really, what benefit is there in having differences in terms of where things are advertised, the matters to which regard must be had, etc, therefore a standardised approach is supported.

It is considered that that the problem will arise in the transition, particularly with respect to the transition of things like development contribution plans, and what is considered to be an inconsistency. It also begs the question as to whether plans which require contribution and which are not labelled Development Contribution Plans, will these be caught by the new deemed provisions? This is not dealt with by any of the transitional provisions.

Another area which will severely impact some local governments is the effect of structure plans (clause 22 of the deemed provisions), which gives no greater effect to structure plans than to require decision makers to 'take them into account' to the extent that the structure plan is consistent with the Scheme. This is a big departure from some local schemes which suggest that zones in Structure Plans are to be taken and dealt with as if it were a scheme zone (for example Gosnells, Joondalup etc). How these new provisions will affect existing structure plans is unclear and the new provisions also question the role of a structure plan within the planning process.

The number of local planning schemes that will be affected by these specific provisions are shown in the following graph; 29 Schemes have detailed Development Contribution provisions, 58 Structure Planning Provisions, 4 with Local Development Planning provisions and 17 with Detailed Area Plan provisions.



WALGA is currently seeking further legal advice to benchmark a couple of representative schemes against the deemed provisions to highlight where the inconsistencies might lie and to clearly identify the provisions that require greater consideration. The benchmarking analysis will be forwarded to the WAPC to highlight the above concerns.

Part 3 Clause 12 (2) Local Planning Strategies (Page 7)

This clause states that the Commission must assess the local planning strategy for compliance with the three main objectives of the strategy; that it sets out the long term planning directions, application of State and Regional policies and provides rationale for any zoning and classifications under the Scheme.

Given the significant delays that local government have been experiencing over the last 5 years with the Department of Planning and WAPC's consideration of local planning strategies, it is important for a timeframe to be imposed on the WAPC, in which to assess the compliance and advise a local government of either the modifications required or that it is acceptable for public advertising. If no timelines are allocated to the WAPC then the 5 year review and 10 year review process for Schemes will not be realistic and will reflect poorly on the local government sector when the delays could be attributed to the resource constraints of the Department of Planning.

Part 3 Clause 15 Endorsement by Commission (Page 9)

After public advertising has occurred and the local planning strategy has been revised (if applicable) and adopted by local government, the document is forwarded to the Commission for endorsement, modification or refusal. Again, there is no timeframe on the Commission for processing the local planning strategy, which would adversely affect the overall timeframes in the overall scheme review process. It is strongly recommended that a 6 month timeframe be allocated to ensure the planning reform objective of '*improving the local planning scheme review process*' can actually be achieved.

Part 3 Clause 16 (2) Notice of Endorsed local planning strategy (Page 10)

It is unclear how a local government is able to ensure that the most recent copy of their endorsed local planning strategy is able to be made available for public inspection during business hours at the office of the Commission. The local government can ensure that a copy is available at its own office, but not at the Commission where it has no control over the public display areas and resources available. This should be amended to acknowledge that the endorsed local planning strategy is located on the WAPC's website, as most local government websites generally direct people to the WAPC's website copy.

Part 4 Clause 28 (7) consideration of local planning scheme (Page 19)

This Clause is the first time any timeframe on the Commission is mentioned, however it only states that the *Commission must, as soon as is reasonably practicable – (a) consider the documents....*

Given that in Clause 24 (1) a period of 6 months is set as the **consideration period** for any submissions received on the local planning scheme, a similar period for the Commission should be regulated so as to allocate additional resources at the Department of Planning to assess local planning schemes and ensure that the planning system can truly be streamlined. It is considered that six months is an appropriate timeframe to prevent the significant delays that the local government sector have experienced in progressing their scheme reviews.

Part 4 Amending local planning scheme (Page 22)

For Basic and Standard Amendments, if they are in accordance with the strategic direction of the local government, could the initiation of these amendments be delegated to officers?

It is also requested that the determination of the type of amendment category should remain with local government rather than *'it will be the responsibility of proponents to justify which track their proposed amendment should fall into'*.

It should also be noted that as the clauses within this section require a *'resolution of a local government'*; applicants should be cognisant that this will require the amendment to be presented to a full Council meeting for consideration, so although the advertising timeframes are being reduced, the local government consideration of the proposed amendment is unchanged.

Part 5 Clause 33 Terms Used, Standard Amendment (Page 22)

Within this definition it states that a standard amendment is:

(c) an amendment that is consistent with a structure plan or local development plan that has been approved under the scheme for the land...

Assuming that this is for concurrent amendment and structure plan approval processes, as it reads as though the structure plan or local development plan could lead the standard scheme amendment process.

Part 5 Clause 35 (3) resolution to proceed with a complex amendment (Page 24)

This clause states that if a local government resolves not to proceed with a complex amendment then a copy of the resolution must be provided to the Commission. There is no indication in the regulations as to what the Commission will then do, or is it merely just sending the resolution through for information rather than requiring any further action from the Commission? This should be clarified.

Part 5 Clause 39(3)(b) Consideration of submissions on complex amendments (Page 26)

This clause provides a possible extension to the 42 day advertising period by stating that a local government *may consider submissions in relation to the amendment after the end of the submission period but before the end of the consideration period* which provides for an additional 42 days for submissions to be lodged within. The consultation period should be fixed, to allow local government to carefully assess the submissions received in this 'consideration period' rather than the potential for additional submission to be submitted in an ad-hoc manner after the official submission period has closed. This would place unnecessary pressure on the local government during the consideration period and possibly result in being unable to meet the regulatory timeframe. This clause and clause 47(2)(b) should be reconsidered.

Part 5 Clauses 43(7), 50, 51(7) and 54. WAPC Timeframes

These Regulations do not impose any time limits on the WAPC or the Hon. Minister in respect to the various Amendment categories. There have been instances where the Department of Planning's report to the WAPC can take many months to be considered. Reduced time periods for local governments have been inserted into these Regulations numerous times, but still there are no suggested timeframes for the WAPC and the Hon. Minister, which local government have expressed their disappointment with. It is strongly recommended that timeframes be included, to reflect the basic, standard or complex details of the scheme amendments being submitted.

Part 6 Clause 59 (1) and (2) Review of local planning scheme (Page 40)

The 5 year review process of a local planning scheme is required on the 5th anniversary of the schemes gazettal, or in Clause (2) all schemes that have a gazettal date older than 1 July 2010. Then in Clause 60, Local government has 6 months to carry out this review and submit it to the Commission. To understand what this means in regards to existing local planning schemes, an audit of all local planning schemes was undertaken as follows: -

Existing local planning schemes	135 schemes
Average age of scheme	13.6 years
Number greater than 5 years old	115 schemes
Percentage	85.2%

This will result in 115 local planning schemes that will be required to automatically undertake this 5 year review process. Given the metropolitan reform process is underway and numerous local planning schemes may be consolidated as part of this process, and with the sheer volume of local planning schemes that will be subject to this 5 year review, it would be beneficial if a staged approach is adopted by the WAPC. This would enable the volume of work to be managed by the local government sector, and to stage the receipt of all of these 5 year reviews into the Department of Planning and the WA Planning Commission.

If it is expected that between the 1 July 2015 and 31 December 2015 the Commission will receive 115 local planning scheme 5 year reviews, then it is considered that this is not in the best interest of Local Government, the Department of Planning, the WAPC or industry.

The timeframe proposed by this clause also fails to align with the proposed Metropolitan Reform process. On the 1 July 2015, new local government entities will be established, but elections for the new Council will not occur until October 2015, and it would be unfair to expect that a new Council would be able to consider and endorse the 5 Year review within the remaining three month period (31 Dec 2015). Consideration should be given to managing this process for those metropolitan local governments subject to the reform process, and other regional local governments amalgamating, at least 12 or 18 months might be a more appropriate timeframe given all of the governance changes that are occurring within these local governments.

Consideration should also be given to a structured and staggered rollout of this provision. The oldest local planning schemes should be reviewed and the report submitted first to the more recent schemes, with a staging of their submission so that the WAPC is not inundated with 80 Scheme reviews in one year and 10 in the next. The practicality of the implementation of this new provision must be carefully considered.

Part 6 Clause 61 Decision of Commission (Page 41)

The inference in this clause is that no further Scheme amendments are possible if the 5 yearly review has not been undertaken, which is considered an unfair penalty for local government and the local community. The regulations should rely on the provisions in the Act to enforce any review of the Scheme. Further, given the above comments about Clause 59, there is the potential for 115 Schemes to be 'frozen in time' on the 31 December 2015, if they haven't undertaken the review and submitted their findings to the WAPC.

As there are no timeframes specified for the Commission's consideration of the report, and given that Clause 61(3) advises that no further scheme amendments are possible for Schemes older than 5 years or when the decision on the 5 year review has not yet been published, there could be a situation where a local government is awaiting the Commission's decision on its review, but cannot initiate any amendments, either basic, standard or complex. The uncertainty that this process will create without the allocation of a timeframe on the Commission, does not assist in the streamlining of the planning system.

Clarity about the practical application of these clauses is therefore sought.

Part 6 Clause 62 (2) Consolidation of local planning scheme (Page 42)

“A local government may not, under regulation 24(3)(b), make a resolution not to proceed with the consolidation of a local planning scheme.” The reference to 24 (3)(b) means that they can only support the consolidation of a local planning scheme with or without modification? If the intent is to make sure there was no way for a local government to stop a consolidation from going ahead, then the reference should be to regulation 21(1)(b), so that there is no prospect for the local government not to “initiate” (or ‘resolve to proceed with’) the consolidation of a scheme. The resolution of the local government to support or not the consolidation will still need to go to the WAPC, so the reference to regulation 24(3)(b) is not ideal and should be checked.

Part 7 Clause 64 (3) Development Contribution Area (Page 44)

This clause states ‘*a development contribution area must be shown on the scheme map for the local planning scheme*’ but there is nothing in Part 7 - Legends used in the Scheme, to explain how this is to be shown. As this is a new requirement, does it require all Scheme maps to be amended as though it is a ‘basic’ amendment process, and is it initiated prior to the preparation of the detail in the developer contribution plan? Further clarity is sought.

Part 7 Clause 66 (1) Contents of development contribution plan (Page 45)

Within Clause (c) it states that the development contribution plan must set out the contribution of each owner of land in the development contribution area. This underlined section should be removed as it could result in a long list of individualised contribution amounts for ‘each owner of land’, whereas it should be more about how the contributions are set and applied across the entire contribution area.

Further Clause (e) states that the plan should include ‘*whether costs of providing infrastructure and administrative items are to be reviewed annually*’ which implies there is a choice, however the current State Planning Policy 3.6 states that the costs ‘shall be reviewed annually’. This inconsistency should be corrected.

Part 7 Clause 66 (2) Contents of development contribution plan (Page 45)

This provision states that the development contribution plan must be attached as a schedule to the scheme text. Assuming that this is meant to read that the development contribution plan is listed in a schedule attached to the scheme text, as local governments may have numerous existing and future development contribution plan areas with differing scales, requirements and contribution amounts, therefore, only referring to the location is required, not the inclusion of the entire development contribution plan with the Scheme.

The discussion paper also states on page 8 that the outcomes of the review of State Planning Policy 3.6 will be incorporated into the final version of the regulations, implying that the State Planning Policy review will be advertised in the early part of 2015 as a separate process. In August 2014, the Association provided 25 pages of feedback to the Department of Planning on the review of this State Planning Policy and associated guidelines following a workshop with selected members. The Association raised numerous issues with the proposed guidelines and therefore reiterates the advice provided to the Department of Planning, as follows: -

The Association respectfully requests that when public advertising of the State Planning Policy occurs, the Guidelines will also be advertised for public comment rather than being available for immediate use (as stated in the Department’s correspondence). This would also be consistent with other State Planning Policy review processes where the guidelines are jointly advertised, as they clearly outline the intent of the State Planning Policy and support its implementation.

The Association is disappointed that it has not received any formal response to the feedback provided on the review of this State Planning Policy, particularly since a significant amount of

member's time was spent on reviewing the policy, guidelines and information. The development contribution plan provisions in these Regulations do not seem to reflect the substantial concerns raised in the feedback provided, which is an unacceptable outcome.

Part 8 Clause 68 Expenses of environmental review (Page 47)

This Clause is supposed to be derived from the existing Town Planning Regulations 1967 Clause 25B, however, one of the main clauses seems to be missing from the new regulations. Reading the new Clause 68 it states that the *review expenses must not be recovered from the owners until the local planning scheme amendment or amendment has come into force*. Local government must be able to recover the review expenses upfront, as per the wording in the existing clause in the Town Planning Regs, as follows: -

- (1) *If a local government wishes to be able to recover review expenses under section 7A2(5) of the Act, the local government shall —*
 - (a) *before the Scheme or Amendment is advertised for public inspection —*
 - (i) *select one of the bases set out in subregulation (4) as the basis on which the review expenses will be recoverable from owners of affected land; and*
 - (ii) *include a statement setting out that selection in the Scheme or Amendment documents; and*
 - (b) *keep separate records setting out details of review expenses incurred and recovered, affected land and any agreements of the type referred to in subregulation (3).*

Schedule 1 Part 4 Clause 25 (Page 62) Copy of RCodes at Council office

This clause is perhaps superseded in today's online world and there is no other State Planning Policy that a local government has to maintain a copy at its offices. A recent study indicated that only 10% of the Australian population does not have access to the internet at home, however a local government library provides free access, so it seems that this clause is not reflecting modern information accessibility and therefore should be removed.

Schedule 1 Part 4 Clause 27 (Page 62) Restrictive Covenants

The inclusion of non-residential restrictive covenants is supported, but this clause should be expanded to cover easements or rights of way. The City of Cockburn's Scheme Amendment No.78 and the City's submission about this clause should be carefully considered by the review team, as the City has provided substantial justification for the improvement of this clause based on its experience, legal advice and scheme amendment process.

Schedule 1 Part 6 Clause 32. Terms used (Page 67)

Include the following term: -

'Waste Management Plan' – a plan specifically produced to demonstrate details as to how waste will be managed on site and collected by waste management service providers in new developments. A 'waste management plan' should include the following items to the satisfaction of the relevant city, town or shire:

- a) the location and design of bin storage facilities
- b) the location and area allocated for bin presentation
- c) the proposed method of screening of bin storage from public view (where applicable)
- d) the proposed method of access for occupants
- e) the proposed method of access for waste collection services
- f) the location and design of common bulky waste storage areas
- g) the proposed bin storage maintenance and cleaning arrangements.

The provision of terminology relating to waste management, is a necessary addition to Local Planning Schemes as it will provide a clear direction on the minimum level of acceptable details for this essential service. Local Governments are current experiencing a range of issues associated with limited and inconsistent consideration of waste management at the design stage of a development. Insufficient consideration and allowance for waste on site,

leads to increased costs and reduced amenity in the operational stage of the development, such as illegal dumping, vermin and odour. If developments are not designed for waste collection to occur, there are a range of other issues associated, including damage to property by collection vehicles, significant occupational health and safety concerns for residents and waste operators, and increased costs to local government when inappropriately managed.

Consider the inclusion of a definition of 'park home' (park home park is included but not park home).

Schedule 1 Part 6 Cl 33. Land use terms (Page 67 - 79)

Consider the inclusion of the following land use terms with appropriate meanings, to ensure a consistent approach for all local governments in dealing with these land uses:

- aquaculture
- cellar sales (or is this sufficiently included in 'winery' definition?)
- craft shop
- gallery
- feedlot (or is it sufficiently covered in 'industry – rural' definition?)
- Health Studio or gym
- Technical training establishment
- Real Estate Agency
- Storage Yard
- Self Storage Facility
- Massage Therapist
- large retail format, pharmacy and medical centre (as per the Town of Cambridge's recently endorsed Scheme Amendment 27)

Consider providing greater clarity in the following definitions

- Amusement parlour – include online gaming centres
- Caretakers dwelling – only for industrial landuses
- Industry – move to the general definitions section as it is an overarching definition

Consider a new Café definition, revised consulting rooms, revised medical centre, revised home business and shop definitions as proposed within the City of Greater Geraldton's submission.

Consider the inclusion of a definition for 'Plantation' and a separate definition for a 'Carbon Sequestration Plantation' to differentiate between plantations that are harvested and those that are not, because they are different land uses with very different land use/social impacts.

Consider the inclusion of the following words into the 'shop' definition (Page 78): -

Shop means a premises other than a showroom or liquor store used to sell goods...". And assuming the reference to 'showroom' is meant to be 'bulky goods showroom' as there is no 'showroom' definition provided.

Holiday House and Residential Building definitions (Page 71 and 76). Query what the difference between these definitions is or is it purely defining the difference between a residential and a tourism use? If it isn't a double up of a land use term, should the two holiday house definitions also exclude a Residential Building?

- *holiday house means a single dwelling on one lot used to provide short-term accommodation for not more than 6 persons but does not include a bed and breakfast, a chalet, a guest house or a short-term accommodation unit;*
- *holiday house — large means a single dwelling on one lot used to provide short-term accommodation for between 7 and 12 persons but does not include a bed and breakfast, a chalet, a guest house or a short-term accommodation unit;*
- *Residential building means a building or part of a building used to provide —*

- (a) short-term accommodation for 2 or more persons; or*
- (b) long-term accommodation for 7 or more persons who are not part of the same family;*

Windfarm (Page 79) — broaden to include solar power generation or consider the City of Greater Geraldton's request for a new definition of 'renewable energy facility' which would encompass all forms of alternative energy production methods including wind farms.

Bulky Goods Showroom - the definition of 'showroom' has been changed to 'bulky goods showroom' and rather than specifying that the goods must be bulky, the definition talks about the need for room to handle and display goods, and the need for vehicular access to premises for the purpose of collection of those goods. This means that furniture and home furnishings would still be bulky goods showrooms, but it is unclear whether a 'Red Dot' business would be considered a bulky good showroom. It would be beneficial for this term to include the wording "but does not include the sale of food, clothing or personal effects goods". Further, there is no floorspace allocation to clarify the difference between this land use and retail, therefore a m² should be included to reflect the 'bulky' nature of the goods.

Industrial land uses – within the land use terms only a transport depot, warehousing and bulky goods showrooms are provided as potential transport industrial land uses. The recently released Austroads *Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas* includes a wider range of industrial typologies, including Intermodal terminals, road transport terminals/logistic centres and distribution centres which would provide a greater range of options for a local government to consider in its industrial areas and better reflect the operations of the transport industry.

Consider additional mechanisms to clarify the following terms:

- *Resource recovery centre*
- *Waste disposal facility*
- *Waste storage facility*

The inclusion of these waste management related terms is supported, however there may be ambiguity in their application by Local Government if a mechanism for further guidance is not put in place. For example, a resource recovery centre could include a material recovery facility, sorting of kerbside recycling, a composting plant processing putrescible waste from households or an incinerator recovering energy from waste. These facilities require different environmental controls and it is likely that they would not be included in the same areas. It is suggested that the Department of Planning work with the Waste Authority to provide further clarity on the application of these definitions.

Schedule 1 Legends used in the Scheme (Page 80)

Broad comment has been received from some members, indicating that the use of hatching and borders on the mapping doesn't work well, and the proposed Legends in the Scheme should avoid the use of hatching and borders. An example is the Regional Reserves which does not need the cross hatching. Additionally, many of the zone colours are very similar and can be difficult to distinguish i.e. Rural, Rural Residential and Rural Small holdings. It would be beneficial for a greater range of colours to be considered to prevent confusion.

The Structure Plan Guidelines also provide a range of other zones and reserves, including a range of shades for residential zones, rural – conservation/landscape, rural – intensive/irrigation/horticulture, timber resources and basic raw materials, and R-Code boundaries, which are not included in the local planning scheme regulations. It is also unclear whether additional zones/reserves will be possible within a Scheme to reflect specific development controls within the Scheme.

Schedule 1 Part 7 Clause 34 Reserve legends used in Scheme (Page 81)

Conservation Reserve - Consider the inclusion of the underlined words into the possible objectives *“to set aside areas with regionally and locally significant conservation and/or landscape value, and to protect those areas from development or subdivision”*.

Schedule 1 Part 7 Clause 35 Legends used in Scheme (Page 86)

Consider inclusion of the following zones:

- Scheme Boundary
- Residential Density Codes
- Special control areas
- Additional uses
- Restricted uses
- Rural village zone
- Development areas
- Development Contribution Areas

Schedule 1 Part 7 Clause 35 Zone legends used in Scheme (Page 92)

Conservation Zone - Consider the following amendments to the possible objective *“to recognise regionally and locally significant land set aside for conservation purposes regardless of land tenure and to protect those areas from development or subdivision”*.

Schedule 2 Part 1 Terms used (Page 103)

Building Height – the terminology for building height may need further clarification, as the proposed meaning only refers to the R-Codes for residential, and provides for other development *means the maximum vertical distance between the natural ground level and the finished roof height directly about*. A quick review of the existing local planning scheme definitions found 16 more detailed definitions, covering the calculation of the height particularly for sloping sites, specifying exact heights for different zones, whether external fixings are included and information to guide discretionary decision making. Will these existing but more detailed ‘Building Height’ definitions still be applicable after the deemed provisions are enacted on the 1 July 2015, or will each local government have to review and request their specific inclusion?

Schedule 2 Part 2 Local planning policies (Page 106)

Only Clause 4(b) requires a local planning policy to be sent to the Commission if, in the opinion of the local government, the policy is inconsistent with any State Planning Policy. Should there be a mechanism where the Commission is advised of all local planning policies being prepared, so that the Commission/Department of Planning is more aware of the type and scope of local planning policies being prepared? This would assist in raising the awareness of the Commission in the type of issues being dealt with by local government and assist the Department of Planning in any reviews of State Planning Policies, development control policies as well as processes and procedures, if the full planning framework is understood and how any proposed changes may impact on the local government sector.

Schedule 2 Part 3 Heritage Protection (Page 108)

Municipal Inventories were developed across the state on the express understanding that they were not statutory in nature and this one clause has the potential to create major issues for the local government sector. This section references that unless otherwise provided in the Scheme the municipal heritage inventory is the heritage list. Many local authorities have municipal heritage inventories that were prepared along the lines of not being statutory in nature, merely capturing a community's local heritage. If the clause remains as is, then there will be many local authorities (and landowners as a result) caught up with this provision whereby all the municipal heritage inventory listings automatically become the heritage list and there are statutory implications as a result.

Should the provision remain as is, what is meant by “unless otherwise provided for in the Scheme”, such that each local government that wishes to ensure the municipal heritage inventory is not their heritage list, can address it accordingly. It is strongly recommended that there are two different forms of municipal inventories, one that just captures the communities’ local heritage that is non-statutory and one that automatically becomes the municipal heritage list with statutory effect. As there is nothing wrong with the current Model Scheme Text approach, it should therefore be retained.

Schedule 2 Part 4 Clause 15 (1) and (2) Local government consideration of structure plan application (Page 114)

Clause 15 (1)(a) requires the forwarding of a copy of the application to the Commission within 14 days regardless of whether the LG agrees it complies with section 14(1). A local government should at least have a chance to look through the paperwork to ensure it is actually a complete application before it forwards the documentation to the WAPC, otherwise it will create more delays.

Clause 15 (2) if a local government has not provided written advice to the applicant within 7 days it is to be taken to have been accepted for assessment and advertising. This should be amended to a more realistic 28 days for written notice to be provided and the assessment and advertising process should be two separate processes. Otherwise the applicant will automatically assume that advertising will occur if no written advice is provided by the local government. It is only upon the assessment being undertaken can a structure plan be considered as suitable for advertising, therefore, the reference to advertising should be removed in this clause.

Schedule 2 Part 4 Clause 18 (4) Decisions of the Commission (Page 117)

This clause should include written notification to the local government as well, not just the person who has prepared the structure plan, to ensure that local government is not uninformed of the final decision of the Commission.

Schedule 2 Part 4 Clause 19 (3) Further Services from Local government (Page 117)

The Commission is able to recoup the costs incurred from a local government, if the local government has not complied with the direction given in Clause (1) relating to additional technical advice, or assistance for additional information about the structure plan. This Clause could result in an unwarranted financial cost on local government, particularly if the information should be provided by the proponent rather than by the local government. The penalty should be to the initiator of the proposed amendment, whether it is the local government as the applicant, or the private developer. Further it is assumed that Clause 3 will only be used once the time period specified in Clause 2 has expired? The connection between Clause (2) and (3) needs to be specified.

Schedule 2 Part 4 Structure Planning Provisions and Local Development Plan provisions

Members have expressed concerns with the wording of these sections, particularly how local government is referred to or how they are involved in these core business processes. The WAPC should carefully consider the comments of those local governments who receive, assess and process a significant number of the Structure plans and Local Development Plans within WA. It would also be preferable for the WAPC to directly liaise with the local government sector to ensure that the wording of these provisions accurately reflect the role of local government.

Schedule 2 Part 5 Clause 34 (1) and (2) Variation of approved local development plan (Page 123)

Provides the opportunity for a local development plan to be varied by local government (Clause 1) or from a request from the proponent (Clause 2). As the clause states ‘A person

who owns land in the area covered by the plan' this would permit each individual landowner to seek a variation to the Local development plan, so multiple requests from new landowners could be lodged. Seeking a variation to a local development plan which usually already provides generous variations to the R-Codes is not a practice that should be encouraged. There is also no detail on what information the proponent should submit in order to justify a variation to the endorsed local development plan.

Schedule 2 Part 6 Clause 36 Development for which development approval not required (Page 124)

This section needs to be a more complete list of what types of development should be excluded from development approval as it seems to primarily focus only on residential proposals, there is limited focus on those commercial, industrial and rural development proposals that don't require planning approval. The deemed provisions should also include Special Control areas or Special Use Zones as one of the factors that would require a planning approval to be required, and depending on how the Bush Fire Regulations are enacted, not exclude single houses in designated bush fire areas.

Schedule 2 Part 6 Clause 36 (1) (b) Approval not required (Page 124)

Approval is not require for a development that is in accordance with the local development plan that applies to the development. This clause will need to be discussed with Landgate in more detail, given the proposed reforms to the Strata Title Act include a Community development statement, which will include similar details to local development plans. Does this exemption propose to include those properties where a local development plan is part of a community title or does this relate only to single residential properties? Given that these proposed community development schemes could be very complex and staged over many years, ie mixed use and multiple dwelling developments, not requiring them to be granted a planning approval that aligns with their community development statement could create a major loophole within the planning system.

Schedule 2 Part 6 Clause 36 (1) (d) Single house and minor development exemptions (Page 124)

The regulations propose that single residential houses, ancillary dwelling, outbuilding, external fixture, patios, pergola, veranda or swimming pool are exempt from planning approval providing that it satisfies: -

- Deemed to comply requirements of the R-Codes
- Not subject to heritage requirements.

This section should be amended to state that it is exempt *'if the development satisfied the deemed-to-comply requirements of the R-Codes and the requirements of the local planning scheme and endorsed local planning policies*'. This will ensure that the deemed provisions accurately reflect those local variations endorsed through any specific local planning scheme provisions as well as any local planning policies adopted in accordance with Clause 7.3 of the RCodes for the following provisions: -

- street setbacks (clauses 5.1.2, 6.1.3)
- lot boundary setbacks (clauses 5.1.3 C3.2-3.3, 6.1.4 C4.2ii)
- building height (clauses 5.1.6, 6.1.2) s
- setback of garages and carports (clause 5.2.1)
- garage width (clause 5.2.2)
- street surveillance (clauses 5.2.3, 6.2.1)
- street walls and fences (clauses 5.2.4, 6.2.2)
- sight lines (clauses 5.2.5, 6.2.3)
- appearance of retained dwelling (clause 5.2.6)
- works (clauses 5.3.7, 6.3.6 C6.3)
- external fixtures (clauses 5.4.4, 6.4.5 C5.3-5.4)

- aged and dependent persons' dwelling(s) (clause 5.5.2 C2.1ii)
- augment the R-Codes by providing local housing objectives to guide judgements about the merits of proposals for any aspect of residential development that does not meet the requirements or is not provided for, under the R-Codes.
- Amendments or replacements to deemed-to-comply provisions are to be consistent with the relevant design principle.

Including development that is in accordance with a local development plan as being exempt from requiring planning approval under the deemed provisions, is considered short sighted and should be removed. This provision does not account for medium and large scale developments that may also require additional consideration for waste management, access, crossovers, detailed parking and construction management plans.

This provision also fails to acknowledge that approval for a single house would be required in a floodplain area, bush fire prone area, on a lot without dedicated or public road access, or within the townsite area where design requirements have been set. Specifically, without the connection to local planning policies, there is the potential for sea containers, dongas or relocated dwellings to be placed within a townsite as a 'single house' without any regard for streetscape issues. The local government is best placed to consider these applications on their merits, rather than as a blanket state wide requirement.

Providing that the development industry are clearly advised that they must check the local planning scheme provisions and local planning policies, and that Local Governments have their Local Planning Policy requirements clearly listed on their RCodes section of their website, so it's easy for applicants/developers to find, then this Clause may not be difficult to implement.

The WAPC should however, clearly articulate to the development industry, that for the majority of minor works and singles houses in inner urban or redevelopment areas, within special control areas (i.e. heritage, floodplain, bush fire, streetscape etc.), building on small lots and two storey developments, that they rarely comply with the deemed to comply provision of the R-Codes. Therefore most single houses, patios, outbuildings etc. will still likely need a planning approval to be submitted in these locations, in contrast to the Ministers Media release about the planning reforms that all single houses will be exempt from planning approval.

The Association is also very concerned about the Minister for Commerce's media release (19 November) about the proposed 'Instant Start' and the proposed 'Verification' process for R-Code and planning approvals, as part of the Building Certification process. The lodgment of a Building Certification and RCodes verification as part of the application for a Building Permit, allowing an immediate start before the building permit is issued, is one step towards full private certification of the Building Permit process and establishment of a Private Planning Certification process, both of which are not supported by the Association.

The implementation of this initiative poses numerous concerns for both the local government sector, raising liability and enforcement concerns and ultimately could be a major risk for the individual owner if the permit is unable to be issued or follow up enforcement is initiated, which the consumer should be made aware of. Further as a certificated application only takes 10 days to issue the building permit, and it is unlikely that a builder will be ready for an immediate start given the scheduling regimes required, therefore, it will not assist in the streamlining of building approvals as promoted by the media release. The proposal could be seen as bowing to the development industry's ambition to remove local government from the Planning and Building process, without understanding the major liability issues that would result.

The Minister's media statement indicated that regulations would be prepared in consultation with stakeholders in order to meet a 1 June 2015 enactment. It is disappointing that no formal advice from the Department of Planning or the Building Commission has occurred on an initiative that has major implications for the local government sector.

The Association will be strongly advocating that the 'Instant Start' proposal is unwarranted and is an ill-considered proposal, which is to the detriment of the Planning and Building system in WA and ultimately the consumers who are local government ratepayers.

Schedule 2 Part 6 Clause 36 (1) (e) Demolitions (Page 125)

Several local governments require a planning approval for demolition to ensure that the residence that replaces the existing dwelling will be in keeping with the existing streetscape and to discourage demolition without any subsequent development which results in the land being vacant for an extended period of time. This clause should also include 'local planning scheme provisions' to allow local government to request a planning approval for a demolition when specifically required in the local planning scheme to cater for the above circumstances.

Schedule 2 Part 6 Clause 36 (1) (h) Temporary Signage (Page 125)

This clause may prove problematic given its reference to 'temporary'. The Association has recently released Political Signage Guidelines, following consultation with political parties and members about election signage and recent court rulings. WALGA obtained legal advice in order to clarify the ability of Local Governments to regulate election signage under local planning schemes and local planning policies. On the basis of the advice received, and in consultation with stakeholders, WALGA has developed a guideline for Local Governments to consider when assessing election signage within their districts (copy attached).

The discussions with the political parties revealed they are of the view permanent billboard signage should be similarly exempt from local government controls as is a temporary sign specific to an upcoming election.

The wording of Clause 36 (1) (h) states that development approval is not required for: -
(h) *the temporary erection or installation of an advertisement if —*

- (i) *the advertisement is erected or installed in connection with an election, referendum or other poll conducted under the Commonwealth Electoral Act 1918 (Commonwealth), the Electoral Act 1907 or the Local Government Act 1995; and*
- (ii) *the primary purpose of the advertisement is for political communication in relation to the election, referendum or poll;*

In practice, it is likely the word 'temporary' will be tied to the phrase 'in connection with....' but is it intended this relates specifically to when election writs are issued under the Commonwealth and State Acts? Advice from WAPC/DoP is recommended to clarify whether or not this is the intention.

Schedule 2 Part 6 Clause 37 (2) Amending or revoking development approval (Page 126)

Clarity is required on the use of the underlined words 'An application...may be made during or after the period within which the development approved must be substantially completed'. Should the application be made before the period, so that only a current planning approval can be amended or cancelled? The current wording implies that an applicant can seek to amend or revoke a planning approval after the development approval has lapsed. And it may be more appropriate to locate this Clause at the end of Part 7, which covers the process for 'Applications for development approval'?

Schedule 2 Part 7 Clause 40 (1) Accompanying Material (Page 128).

Consider the inclusion of the following requirement for the application for development approval to be accompanied by plans that show the following; -

- (x) the design, location, dimensions and proposed means of access of bin storage areas for occupants and collection services and adequate verge bin presentation areas.

Access to the bin storage areas is an important urban infrastructure item that assists in appropriate waste management, therefore it should be considered as part of a development application.

Schedule 2 Part 7 Clause 45 Matters to be considered by local government (Page 133).

Consider the inclusion of the following provision as one of the matters a local government should have due regard to: -

- whether adequate provision has been made for the storage, management and collection of waste in new developments.

As per the rationale provided in the preceding paragraph.

Schedule 2 Part 8 Clause 44 Consultation with other authorities (Page 131)

This clause relates to the referral of development applications to other statutory, public or planning authorities to assist in the decision making processes. What this clause fails to include is a timeframe for the consideration of the application by this third party. Significant delays to the planning processes are attributed to referral agencies failing to provide timely advice to local government, therefore this section should include a clause that requires advice to be provided within 42 days (as per the subdivision advice process), and if no response is received then the local government can determine the application. This would result a more streamlined planning system and would ensure that local government isn't blamed for the delays that are actually due to the referral of the application to another agency.

Schedule 2 Part 8 Clause 47 Form and date of determination (Page 134)

Consider including words '*the date of determination is to be the date given in the Notice of determination set out in clause 68(4)*' as this will clarify when review periods commence.

Schedule 2 Part 9 Bush Fire Risk Management (Page 136)

It is disappointing that the proposed regulations for bush fire risk management have not been incorporated into these regulations, as it does not provide for an effective integration of a significant change to the planning system. It is hoped that the enactment of the Local Planning Scheme Regulations will include the proposed bush fire provisions, otherwise local government, developers and the public will have to refer to three or four different regulations as well as the local planning scheme in order to determine what development provisions are applicable. The proposed bush fire risk management regulations should therefore be included into the local planning scheme regulations more than just a reference or singular set of provisions.

Schedule 2 Part 10 Implementation of development contribution plans (Page 137)

This section is inconsistent with section 6 of State Planning Policy 3.6, where the Operational principle No.5 states that *some flexibility is important when considering different development contexts*. The development contribution plan process is not currently subject to deemed provisions, however, given the prescriptive nature of these deemed provisions it seems to limit any flexibility of approach which is promoted in the State Planning Policy.

This section also does not acknowledge that there are many development contribution plans that already exist and are successfully operating. It is unclear how the existing development contribution plan scheme provisions (e.g. valuation methodology) and arrangements are affected by these deemed provisions and whether they will still be operational after the 1 July 2015. If it is unclear then this will create significant difficulties and uncertainty for developers (past and future developers) and Local Governments.

As previously stated, in August 2014, detailed feedback from local governments was provided to the Department of Planning on the proposed development contribution plan model scheme provisions (25 pages of comments), and the Department was advised that the draft provisions contained numerous errors and require substantially more work and consultation, prior to being accepted as model provisions that can be used effectively. It was suggested that local governments be further engaged to provide specific and detailed feedback, therefore, it is disappointing that this has not occurred prior to the release of the local planning scheme regulations. Due to the timing of the regulations release over the Christmas period, it has not been possible to reconvene a local government working group to discuss this in the detail that should be afforded to the provisions for the development contribution plans.

Schedule 2 Part 10 Clause 55 (1) and (2) Reporting contributions to owners (Page 137)

As previously stated (comments about Part 7 Clause 66) within this Clause it states that the development contribution plan must set out the contribution of each owner of land in the development contribution area. This underlined section should be removed as it could result in a long list of individualised contribution amounts for 'each owner of land', whereas it should be more about how the contributions are set and applied across the entire contribution area.

Clause 2 requires each owner to receive a copy of the development contribution plan and cost apportionment schedule, is it expected that this is a 'hard' copy of the documents, or could a letter with the link to the electronic copy of the website be sufficient, in order to save on reprinting and postage costs?

Schedule 2 Part 10 Clause 56 (3) cost contributions based on estimates (Page 137)

Local government members have queried why all contributions should be reviewed by independent certifier on an annual basis? This clause proposes to have all estimated costs of the development contribution plan independently certified now, no 'in house' costing anymore. It is critical to have detailed infrastructure item descriptions which make it crystal clear what the scope of an item includes (and also does not include). Sourcing these costs internally can be problematic and if a project scope changes over time then it is far more robust to have an external certifier providing a cost on a fixed development contribution plan scope.

However, specifying that the only option available for any adjustment to the contributions is through calculations '*certified by a suitably qualified person*' independent of the local government, is however, very restrictive and will add to the overall cost of administering each endorsed development contribution plan. Another option could be limits on how they must they can change, i.e. cannot be revised up or down by more/less than 10% (or 20% over a 5 year period), or cannot be changed in delivery by more/less than 2 years (or 5 years in total over a 10 year period).

External certification could be an unnecessary expensive and simply reduces the resources available to invest in infrastructure. There are a number of recognised and reputable indexes that are published annually, including WALGA Local Government Cost Index, which could be referred to in the State Planning Policy to provide clarity and consistency across the sector. A further step for the WAPC to consider would be to annually publish indexes for cost apportionment schedules as part of its Schedule of Fees and Charges. This would ensure a consistent and transparent approach to the indexation of costs across the sector. In the event that a local government considers that the indexation isn't keeping pace with the true costs of a particular item, then the local government could revise its cost apportionment schedule for that item accordingly to provide a more qualified, updated cost.

Therefore, a more efficient mechanism would be for the WAPC/DoP to release 'approved indexes' and if Local Governments seek to use a different index, certification of that cost index should be obtained or conducted bi-annually.

Consistency of terminology and minor amendments

- Schedule 2 Part 7 Clause 39(1) and (2) refers to 'development' approval and Clause 68(1) and Clause 47 refers to 'planning' approval. The terminology must be consistent throughout the regulations.
- Schedule 2 Part 12 Clause 68 Forms referred to in this Scheme (Page 144). The top of the form could include the Scheme number and it also refers to 'development' approval yet the form refers to 'planning' approval.
- **Schedule 2 Part 12 Clause 68 Application form.** The name of the local government and its Scheme number should be at the top of the form, for ease of identification and to be the same as the Notice of determination form. Could also include an office use only box at the top right hand side of the form to include the following:

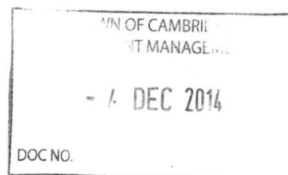
Office Use Only: Date Received: Planning Fee: Advertising Bond: File Reference No: Receiving Officer:
--

NAB 001040 \$1000.00

PERTH
SYDNEY

DV15.18 - Scheme Amendment
Abbotsford Hospital

Our Ref: 715-054



3 December 2014

Chief Executive Officer
Town of Cambridge
PO Box 15
FLOREAT WA 6014



Attention: Matthew Burnett

Dear Matthew,

SCHEME AMENDMENT REQUEST - 61 - 69 CAMBRIDGE STREET, WEST LEEDERVILLE

Please find enclosed four (4) hard copies and one (1) electronic copy of a scheme amendment request relating to 61-69 Cambridge Street, West Leederville (the subject site). It is understood that the Town has previously received payment of the application fee of \$1,000.

The proposal seeks to introduce a new 'Additional Use' classification over the subject site to permit a 'hospital' and all ancillary and incidental uses associated with a hospital.

We trust that this request can be considered by the Council at its February 2015 ordinary council meeting.

If you would like to discuss the proposal, please do not hesitate to contact the undersigned.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE

A handwritten signature in black ink, appearing to read "Mike Davis".

Mike Davis
Senior Planner

PERTH OFFICE

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The Planning Group WA Pty Ltd
ABN 36 097 273 222

TO:	
DC:	
- 3 DEC 2014	
DOC NO.	



TOWN PLANNING
URBAN DESIGN AND HERITAGE

61-69 CAMBRIDGE STREET, WEST LEEDERVILLE

SCHEME AMENDMENT REQUEST

November 2014

715-054

Document Control

Document ID: PG 2015/715-054 West Leederville 61-69 Cambridge Street-Scheme Ame/7 Final Documents/1 Lodged/715-054 SAR 20.11.14.indd						
Issue	Date	Status	Prepared by		Approved by	
			Name	Initials	Name	Initials
1	20.11.14	Final	Mike Davis		Tony Paduano	

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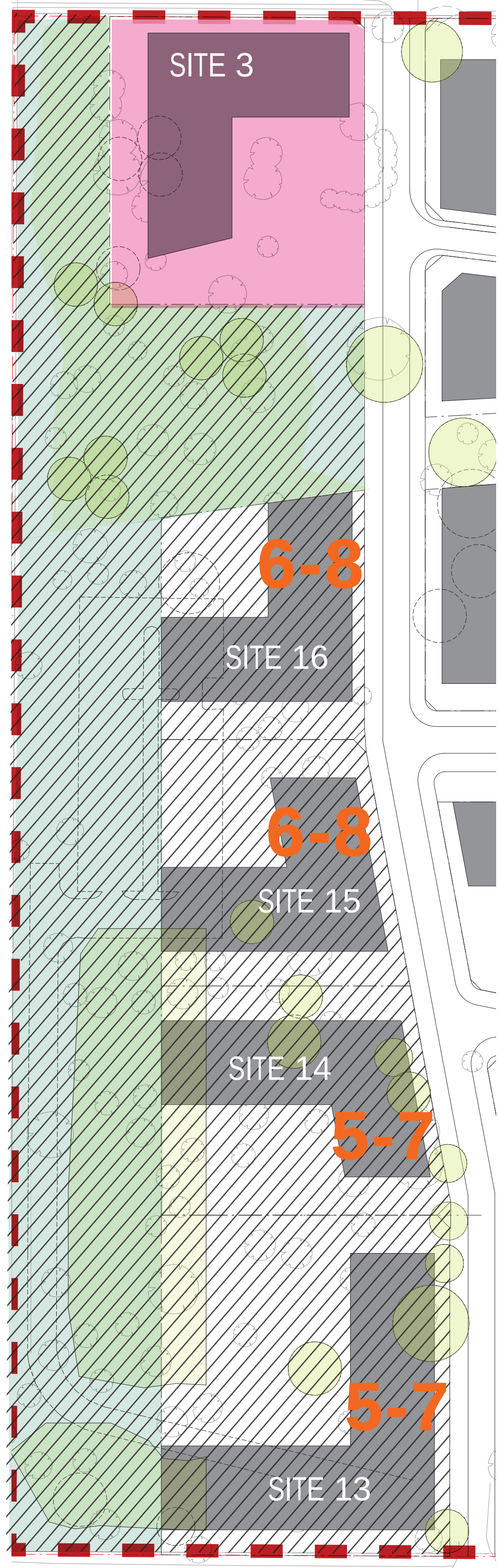
In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

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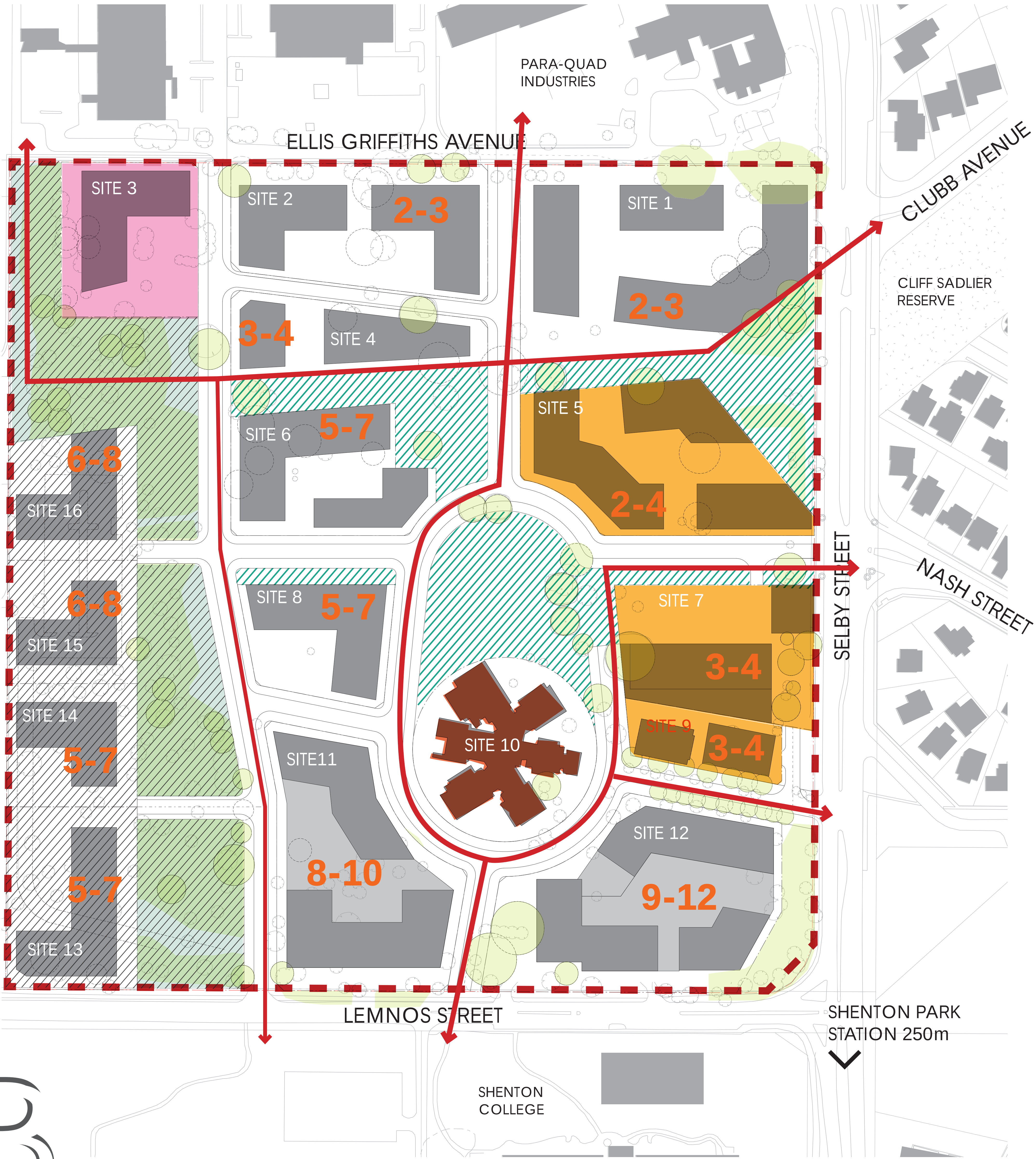
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Our reports are printed on:





Balance of masterplan remains unchanged.



Indicative Storeys and Land Use

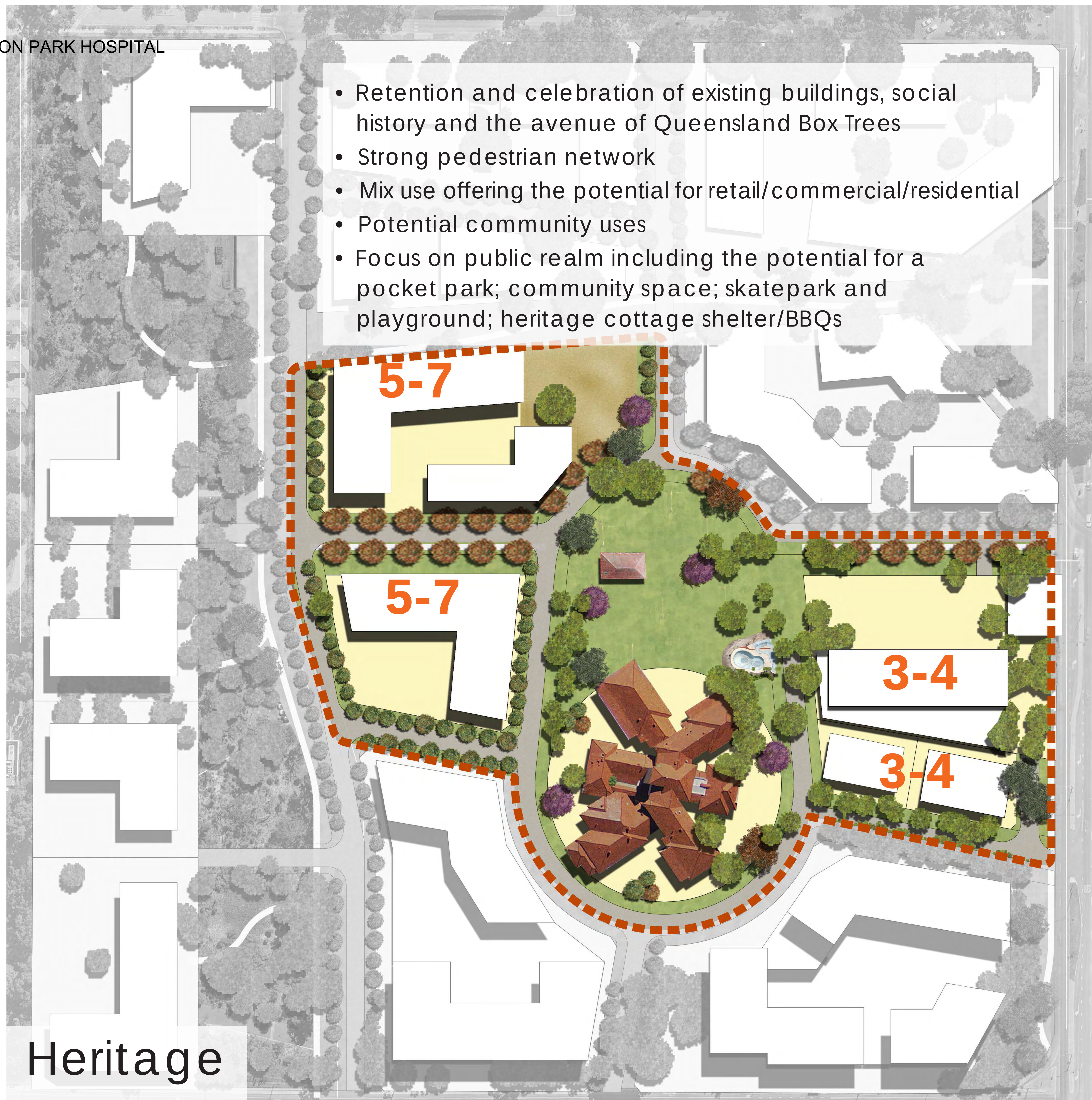
	No. of Storeys	Land Use
SITE 1	2-3	Residential
SITE 2	2-3	Residential
SITE 3	2-3	Health
SITE 4	3-4	Residential
SITE 5	2-4	Mixed Use
SITE 6	5-7	Residential
SITE 7	3-4	Mixed Use
SITE 8	5-7	Residential
SITE 9	3-4	Residential
SITE 10	-	tbc
SITE 11	8-10	Residential
SITE 12	9-12	Residential
SITE 13	5-7	Residential
SITE 14	5-7	Residential
SITE 15	6-8	Residential
SITE 16	6-8	Residential

Total Land Developed	60%
Total Roads	15%
Public Open Space (POS)	10%
Bushland	11% (currently 22%)
Retained Green Street Edge	4%
Total POS	25%

LEGEND

- HEALTH USES
- MIXED USE/RESIDENTIAL
- DEVELOPMENT SITES
- DEVELOPMENT SITES
Further investigation required
- COMMUNITY/RESIDENTIAL/COMMERCIAL
- PUBLIC OPEN SPACE
- EXISTING BUSHLAND
Further investigation required
- INDICATIVE No. OF STOREYS
- EXISTING SIGNIFICANT TREES
Indicative: under review
- PROPOSED MOVEMENT NETWORK

- Retention and celebration of existing buildings, social history and the avenue of Queensland Box Trees
- Strong pedestrian network
- Mix use offering the potential for retail/commercial/residential
- Potential community uses
- Focus on public realm including the potential for a pocket park; community space; skatepark and playground; heritage cottage shelter/BBQs



Parkland

CLIFF SADLIER
RESERVE

2-3
3-4

2-3

2-4

- Low to medium rise residential
- Green corridor connection to Cliff Sadlier Reserve and Woodland precinct
- Mixed use offering the potential for commercial and residential
- Retention of existing trees within parkland setting
- Opportunities for public amenity - including BBQ, shelter, fitness trail and open active play space

Woodland



- Mixed use residential development in a bushland setting
- Provision of 25-50m bushland corridor

- Opportunities for: viewing platform/shelter, active recreation, picnic area/BBQ's, walking trails, boardwalk through bushland

College

- Higher density development with mix of apartment sizes
- Sensitive development to adjacent neighbours
- Enhance pedestrian and cycling connections to train station
- Balance density with public amenity including: arrival garden, public artwork and sculpture
- Retention of significant trees

8-10

9-12

Q. Which draft masterplan option do you prefer?



The draft masterplan delivers the following:

- Leading urban infill development allowing for a wide range of housing types to ensure generational and affordable living can be achieved.
- Opportunity to celebrate the heritage and legacy of the site.
- Promotes a healthy and active lifestyle through integration of built form with the natural environment through existing bushland, significant mature trees and gardens.
- Maximises existing public transport connections and a pedestrian and cycling network in and around the site.
- The creation of a public realm enabling a sense of place and community.
- Provision of amenity including retail, commercial and community uses connecting existing and future residents.

Delegated Decisions and Notifications for Council

Town of Cambridge

For the Period Between: 1/12/2014 to 31/12/2014

<u>Property Address</u>	<u>Application Description</u>	<u>Signed</u>
16 Linden Gardens~FLOREAT WA 6014	Carport	01-Dec-2014
19 Coldstream Street~WEST LEEDERVILLE WA 6007	Patio	01-Dec-2014
7 Meelah Road~CITY BEACH WA 6015	Single storey dwelling	01-Dec-2014
58 Northwood Street~WEST LEEDERVILLE WA 6007	Gardener's shed (West Leederville Primary School)	03-Dec-2014
5 Branksome Gardens~CITY BEACH WA 6015	Planters, wall	03-Dec-2014
7 Launceston Avenue~CITY BEACH WA 6015	Patio	03-Dec-2014
6 Winmarley Street~FLOREAT WA 6014	Double carport	03-Dec-2014
3 Windarra Drive~CITY BEACH WA 6015	Second Storey Addition and carport	04-Dec-2014
161/60 Kalinda Drive~CITY BEACH WA 6015	Patio	04-Dec-2014
5 Wollaston Road~MT CLAREMONT WA 6010	Two single storey grouped dwellings	04-Dec-2014
3 Branksome Gardens~CITY BEACH WA 6015	Two storey dwelling	05-Dec-2014
111 Northwood Street~WEST LEEDERVILLE WA 6007	3 x Two Storey Dwellings	05-Dec-2014
116A Kimberley Street~WEST LEEDERVILLE WA 6007	Two patios	08-Dec-2014
109 Daglish Street~WEMBLEY WA 6014	Front and side boundary fence	10-Dec-2014
22 Omaroo Terrace~CITY BEACH WA 6015	Two storey dwelling	10-Dec-2014
190 Cambridge Street~WEMBLEY WA 6014	Commercial signage	10-Dec-2014
110 Northwood Street~WEST LEEDERVILLE WA 6007	Additions to Single Dwelling	15-Dec-2014
131 Lissadell Street~FLOREAT WA 6014	Shade sails	15-Dec-2014
62 Peebles Road~FLOREAT WA 6014	Second storey and roof re-pitch	16-Dec-2014
97 Holland Street~WEMBLEY WA 6014	Additions and Alterations (Hobby Room, Store, Family Room, Powder Room and alfresco area)	17-Dec-2014
12 Harborne Street~WEMBLEY WA 6014	Additions and Alterations (New Alfresco and Internal Alterations)	18-Dec-2014
17 Peebles Road~FLOREAT WA 6014	Single storey dwelling	19-Dec-2014
3 Warreen Place~CITY BEACH WA 6015	Cubby house on boundary	19-Dec-2014
9A Keane Street~WEMBLEY WA 6014	Single Storey Dwelling	22-Dec-2014
28 Branksome Gardens~CITY BEACH WA 6015	Retrospective Application - boundary fence	22-Dec-2014
120 Salvado Road~WEMBLEY WA 6014	Carport	22-Dec-2014
249A Jersey Street~WEMBLEY WA 6014	Patio and Carport	23-Dec-2014
26 Turriff Road~FLOREAT WA 6014	Front Fence Proposal	23-Dec-2014
358 Salvado Road~FLOREAT WA 6014	Two Storey Dwelling with Swimming Pool	23-Dec-2014

Delegated Decisions and Notifications for Council

For the Period Between: 1/12/2014 to 31/12/2014

<u>Property Address</u>	<u>Application Description</u>	<u>Signed</u>
23 Pandora Drive~CITY BEACH WA 6015	Additions and alterations to single residential dwelling - pergola, patio extension, retgaining walls and BBQ area	23-Dec-2014
21 Gayton Road~CITY BEACH WA 6015	Single storey dwelling	30-Dec-2014
16 Tilton Terrace~CITY BEACH WA 6015	Retaining wall	30-Dec-2014
78 Northwood Street~WEST LEEDERVILLE WA 6007	Rear garage and store	30-Dec-2014
8 Bendigo Way~CITY BEACH WA 6015	Patio	30-Dec-2014

Delegated Decisions and Notifications for Council

Town of Cambridge

For the Period Between: 1/01/2015 to 31/01/2015

<u>Property Address</u>	<u>Application Description</u>	<u>Signed</u>
306 Railway Parade~WEST LEEDERVILLE WA 6007	Retrospective Application - shed	06-Jan-2015
181 Daglish Street~WEMBLEY WA 6014	Patio	07-Jan-2015
30 Linden Gardens~FLOREAT WA 6014	Additions to Single Dwelling	07-Jan-2015
167 The Boulevard~FLOREAT WA 6014	Dividing Fence (Retrospective)	12-Jan-2015
7 Adina Road~CITY BEACH WA 6015	Patio	13-Jan-2015
32 Nanson Street~WEMBLEY WA 6014	Patio	13-Jan-2015
7 Orrel Avenue~FLOREAT WA 6014	Landscaping including new driveway and crossover	13-Jan-2015
4 Takari Crescent~CITY BEACH WA 6015	Additions and alterations - New entry and cellar, reroof existing carport, landscaping	13-Jan-2015
3 Newry Street~FLOREAT WA 6014	Additions and alterations to single residential dwelling - new pool and store, alfresco, laundry, kitchen, dining, living room, study, two bedrooms, multipurpose room, sewing room, powder room, ensuite and walk in robe and linen cupboard	13-Jan-2015
34 Elphin Street~FLOREAT WA 6014	Retrospective - Front Walls	14-Jan-2015
447 Cambridge Street~FLOREAT WA 6014	Change of use to takeaway food outlet	16-Jan-2015
80 Tate Street~WEST LEEDERVILLE WA 6007	Additions and alterations - second floor addition	19-Jan-2015
57A Reserve Street~WEMBLEY WA 6014	Patio	20-Jan-2015
13 Larundel Road~CITY BEACH WA 6015	New retaining wall	20-Jan-2015
16 Goonang Road~CITY BEACH WA 6015	Patio	21-Jan-2015
122 Alderbury Street~FLOREAT WA 6014	Single storey dwelling	22-Jan-2015
26 Tranmore Way~CITY BEACH WA 6015	Rear boundary fence	22-Jan-2015
108 The Boulevard~FLOREAT WA 6014	FAST TRACK Laundry addition	22-Jan-2015
7 Weldon Way~CITY BEACH WA 6015	Shed	23-Jan-2015
333-337 Cambridge Street~WEMBLEY WA 6014	Three commercial signs	23-Jan-2015
19 Jukes Way~WEMBLEY WA 6014	Carport and Front Fence	23-Jan-2015
34 Alexander Street~WEMBLEY WA 6014	Two bedroom granny flat and patio	23-Jan-2015
233A Jersey Street~WEMBLEY WA 6014	Front fence	23-Jan-2015
7 Hovea Crescent~CITY BEACH WA 6015	Additions and alterations (2 bedrooms, family room, portico, carport, alfresco)	28-Jan-2015