

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alba Lane

Ref	Submission
4	<p>Comments: That the bin storage area on Majalin Avenue is concealed and Visitor parking is already an existing problem. So 2 wouldn't seem to be enough, 9 a step in the right direction.</p>
34	<p>Before we bought our property which faces directly across Majalin Avenue and into lot 501, we were initially concerned with the size and extent of any potential development on that latter site. This was alleviated by being shown an early Town of Cambridge document on the Ocean Mia development (TC 20160522_10124784) which clearly stated that there would be "...no more than 25 home units across the two multi-residential sites (lots 501 & 560)." A second official Town document on Ocean Mia design guidelines (2008) in our possession, stated that lot 501 "...must accommodate at least 15 dwellings." The current proposal considerably exceeds these outer limits, which are contained within the Town's own publications, and is fundamental to our objection to the proposition as currently presented. We also note that a previous application by the same developer for 37 dwellings on the site was rejected by the Town due to non-compliance on Ocean Mia guidelines "...in a number of ways." These include issues such as onsite parking, building heights, the size of the floor footprints, breaches of setback limits and the number and placement of rubbish bins. Most have not been adequately dealt with in this current application.</p> <ul style="list-style-type: none"> - Parking: On-site parking places are 7 short of what is required. Parking in the streets is not a real option and can present quite a problem a problem for the existing residents at times now. With 33 new dwellings this will be further exacerbated. - Footprint requirements: these are larger than prescribed for each of the 3 levels, that is in excess of 20% (ground and third floors) and in excess of 40% (second floor) of prescribed allowances. The developer is seeking to put a high density development on a medium density site. - Setbacks: are not compliant with the guidelines for Ocean Mia. - The height of the northern face (Omaroo terrace) is shear and not stepped back as is the requirement for all dwellings at Ocean Mia. <p>In addition, as we viewed the plans in the Town offices, we were struck by the size of the opening at the south end of Majalin Terrace just prior to the retirement village wall. It seems to be a good deal larger than it need be, given that it is not a vehicular entrance. The courtyard region deep to it contains 3 small gardens and may well be modified into a parking area by adjacent unit residents, if it remains at its present size. Such a possibility is potentially dangerous given the curve in the road at that point. It also appears to be in breach of the Ocean Mia guidelines.</p> <p>In conclusion we reiterate our objection to the current development proposal for lot 501 going ahead in its present form. All residents of Ocean Mia up to now have been happy to comply with the design requirements for the site. It would be a substantial breach of faith with the present residents to allow the guidelines to be flouted so blatantly as is evident in this proposal. When the previous application for 37 units was rejected, the committee placed great emphasis on the need to ".....provide a measure of certainty as to what can be expected from neighbouring developments." A decision in favour of such a large proposal would not provide such assurance but rather create a feeling of</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alba Lane

Ref	Submission
	substantial disaffection among present Ocean Mia residents.
47	<p>Every day there are some 2-3 cars parked on the verge along Omaroo Terrace facing West along with a vehicle facing East at the same location. This is not only a nuisance for all people living in the subdivision but also can be dangerous as cars swerve around the parked vehicles.</p> <p>This problem has arisen due to no frontage being available to all the 5 properties in Alba Lane as they front a small reserve. Firstly, can something be done about this issue?</p> <p>Secondly as part of the development consideration should be made to allow street parking (with purpose built additional road width for parking – as per the lots in Alkoomie Tce) along Majalin Ave to accommodate visitor/resident vehicles parking from Alba Lane.</p>
42	<p><u>Submission 1</u> As the owners of an affected residence, we object to a number of the proposed variations as follows:</p> <ol style="list-style-type: none"> 1. Shortfall in visitor parking: the area around the existing dwellings at Ocean Mia are already congested with off-street parking, the proposed amendment to provide less than the required number of visitor parking bays will make this issue worse. This will cause interruption to traffic flow and will also be a safety issue particularly with children having to cross roads from behind parked cars. We object to the proposal to reduce the number of visitor parking bays. 2. Reduced setback: we will permanently take up residence at 2 Alba Lane within the next month. One of the features of the area that attracted us were the design guidelines published for the development which are intended to provide compact housing lots without the overcrowding that has been a feature of some similar developments. We consider these guidelines to be a contract between the Town and its residents that should apply to all, whether they be single residential or multi dwelling developments and accordingly we oppose this variation. 3. Larger building footprint: As stated in point 2 above, we object to the loss of amenity caused by the proposed reduced setback which is presumably caused at least in part by a larger footprint.
15	<p><u>Submission 2</u> I wish to register objection to scale of development at Lot 501 Omaroo Terrace City Beach. This objection is pursuant to variation of the Ocean Mia Design Guidelines and Residential Design Codes with relation to the shortfall in visitor parking.</p> <p>Visitor parking at Ocean Mia is very scarce, if any, and sadly when motorists are faced with this situation their parking becomes erratic creating hazardous traffic flow. Emergency vehicles, council vehicles and general residents are all affected creating a dangerous situation.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
8	<p>Design looks a bit average but rather something than nothing. Should conform to design guidelines</p>
12	<p>1. Visitor Parking I understand that the minimum required number of visitor parking bays for the development is 9 but the proposal only provides for 2. Omaroo Tce & Balandi Way have very few on-street parking bays available and single residential housing on both streets are not yet fully occupied. Already we are seeing on-road parking on unmarked areas on Balandi Way. I also note that Balandi Way carries significant traffic to and from Ocean Gardens estate. With 33 units proposed in the Lot 501 development and some with only a single on-site car bay there will likely be significant visitor or resident parking overflow.</p> <p>This area has minimal service from public transport – effectively there is only 1 viable service from the #82 bus route. Consequently, residents and visitors will most likely be travelling by private vehicle.</p> <p>I believe 2 visitor bays is insufficient and see no reason why a concession to the requirement for 9 bays should be allowed. I am opposed to this concession.</p> <p>2. Regarding the additional vehicle access point off Balandi Way – I see no problem with this. On the contrary, this will result in a dilution of the entry/exit traffic to the development between the two access points.</p> <p>3. Majalin Ave setback – I’m not opposed to this as it will have minimal impact on the surrounds given that there is no immediately adjacent housing on Majalin Ave.</p> <p>4. Building footprint – this is a further area of concern. Ocean Mia (stage 2) is already significantly dense, certainly more so than stage 1. Furthermore, stage 1 does not have multiple residential development. To allow a concession in building footprint in what is already a building dense area is unnecessary. I am opposed to this concession.</p>
30	<p>Your letter advises that the Town of Cambridge has identified aspects of this proposed development that do not comply with the Ocean Mia Design Guidelines (OMDG). We would add to the number of aspects you have listed in that for example the proposed development greatly exceeds the density allowed under the relevant R code and in no way accords with the statements on Page 28 of the OMDG specific to Lot 501 that the lot has been created for medium-density (multi storey) dwellings.</p> <p>The Town of Cambridge as the developer and approving authority for the Ocean Mia estate has expressed a responsibility and commitment to all Ocean Mia residents to ensure compliance with the OMDG through for example the objectives listed under that heading on Page 2 of the OMDG. However, in our opinion two of those objectives in particular have been abrogated in the proposed development. These are:</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
	<ol style="list-style-type: none"> 1. To provide measures which will ensure compatibility between development, within the confines of the density of the land development. 2. To provide a measure of certainty as to what can be expected from neighbouring development. <p>We do not believe that the large numbers of small single level high-density apartments being proposed for Lot 501 are at all compatible with the concept of the medium-density (multi storey) dwellings that comprise the remainder of Ocean Mia and which had first to be approved individually by Council as conforming to the design guidelines stipulated for the development. As such, we suggest that Objective 2 "To allow for residences that are capable of meeting the expectations of owners; and that will reflect the quality and value of the land" has also not been met.</p> <p>We believe that it is incumbent on the Town of Cambridge to continue to only approve developments that fully conform to the established guidelines and R code density and accordingly we are opposed to the current proposal.</p> <p>A major concern we have with the second (Eastern) stage development of Ocean Mia is that the very narrow roads in the precinct are already busy because of the additional traffic from the adjacent retirement village. Visitor parking on the verges already occurs on these roads because the only visitor bays in the development are those on the southern side of Alkoomie Terrace. Verge parking on the narrow verges leaves most of the vehicle on the roadway such that traffic flow is impeded and the problem would be greatly exacerbated by a high density development on Lot 501.</p>
41	<p>The proposal significantly breaches elements of the Guidelines that the Town itself specified as prescriptive, both in the Guidelines (In the introduction to the Guidelines, it is stated: "Some of the standards are prescriptive, to which the council will adhere." [page 2]) and in the Town's submission to the Development Assessment Panel (DAP) in 2012 about a similar proposal for this site (2012 Proposed Development).</p> <p>The Guidelines state that they were created to provide "a measure of certainty as to what could be expected from neighbouring developments". Ocean Mia property owners have a reasonable expectation that a building proposal deviating in a major way from the Guidelines would not be allowed, just as the owners were contractually obliged to build their own houses within the Guidelines.</p> <p>The Town's 2012 submission to the DAP, in respect of the 2012 Proposed Development, states that the "Town has an obligation to existing land owners in Ocean Mia Estate that the Ocean Mia Design Guidelines will be adhered to and the variations to the building footprint... are considered significant departures to the Guidelines. These variations result in a development of a scale and bulk that was not planned for the site and therefore it is recommended that the proposal not be supported". As with 2012 Proposed Development, there are also major building footprint variations, from those prescribed in the Guidelines, in this current proposal.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
	<p>In the same 2012 submission, the Town refers to legal advice it sought which "raises concern about the variations from the Design Guidelines in particular to the prescriptive standards relating to building footprint area... building foot print areas were set with the intention of being complied".</p> <p>Ocean Mia owners are very keen for this site to be developed, but with a building of an appropriate bulk and scale. We also understand the wishes of the builder to maximise financial return on their investment, with as many apartments as possible. The essence of the problem with this proposal is that there are far too many apartments in the plans, making it a high-density development, where a medium-density one was specified in the Guidelines. An early advertisement for Ocean Mia stated that this site (lot 501) and the adjacent lot 506 would have "up to 25 home units across the two sites" whilst this proposal has 33 units on lot 501 alone. Having too many small apartments leads to the proposal being significantly non-compliant in the following areas:</p> <p>Non-compliant matters</p> <p>1. Major variations in building footprint</p> <p>The Guidelines (page 29) prescribe the maximum building footprint for each storey of the development, and this proposal deviates from the maximum allowed to a major degree: Ground floor: 20.7% in excess of allowed footprint First floor: 45.6% in excess of allowed footprint Second floor: 24.6% in excess of allowed footprint These deviations lead to a building of bulk and scale not appropriate for this site.</p> <p>2. Shortage of visitor parking</p> <p>The Guidelines (page 3) state that where no reference is made to a particular element, the WA R-Codes "shall apply". The R-Codes are prescriptive with respect to parking spaces and this proposal is short of 7 visitor spaces. Given that there is almost no on-street parking, there will neither be enough resident parking spaces nor visitor spaces, so this deficit will practically be many more than 7 spaces. This will affect neighbouring houses, and breaches the objective of the Guidelines to "ensure compatibility between neighbouring developments".</p> <p>3. Reduced setback on Majalin Ave</p> <p>The setback on Majalin Ave is half what it is prescribed to be in the Guidelines (2m rather than 4m) and this adds to the inappropriate bulk of the building.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
	<p>4. Density and building design</p> <p>The Guidelines (page 28) state that the "proposed dwellings will be multi storey and will be stepped back into the existing topography, which falls dramatically to the north." (emphasis added). There is an indicative development diagram included on page 29. This proposal deviates in both of these elements, being basically three storeys straight up on the north face along Omaroo Terrace, and consisting of a large number of one and two bedroom single storey apartments.</p> <p>It is obvious from the Guidelines and the original advertising that development on these two sites (501 and 506) was envisaged to be entirely different from what is proposed here; 15-20 multi-level apartments on lot 501 and 11-15 on lot 506, rather than what is basically a block of flats.</p> <p>To comply with the R-Codes, a medium density development (R40, plot ratio 0.6) on this site could have 21 apartments maximum. This proposal is high density, with a plot ratio of 0.93, or R80 density- with 57% more dwellings than are allowable at R40. This is in distinct breach of statements in the Guidelines and advertising material that accompanied the sale of individual lots, and is completely out of keeping with the character of the area.</p> <p>Amenity issues</p> <p>This proposal is for a high-density apartment block with far more apartments than were envisaged, leading to the non-compliance with prescriptive elements described above. This large number of dwellings brings with it impacts on traffic movements, car parking provision and rubbish collection. The area is currently populated by many people with young families and has a very neighbourly feeling. These children run and play in the streets and in the park areas. A major increase in traffic, from 33 apartments, along with traffic associated from whatever is built on lot 506, will decrease this amenity very significantly and is a risk to the safety of these children.</p> <p>In summary, this proposal is for a high-density apartment block with nearly 60% more apartments than the maximum number that could be considered medium density, as specified in the Guidelines. In order to fit this excessively large number of apartments, the proposal is non-compliant, in a major way, with prescriptive elements in both the Guidelines and the R-Codes. This leads to a building of scale and bulk that was not planned for the site and a major detriment to the amenity and character of the area.</p> <p>The Conditions of Sale for lots at Ocean Mia included a contractual clause that the owner must submit "a formal application for approval to construct a building on the property...which shall in all respects, be in compliance with... the Design Guidelines". Those proposing this development have a contractual obligation to the Town under the Sale Contract to comply with the Design Guidelines, and the Town has a reciprocal ethical, as well as contractual, obligation to owners of existing dwellings to ensure that the largest building in Ocean Mia does not breach prescriptive elements of the Guidelines in a major way.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
	<p>It is therefore disappointing that the Town has entertained this proposal by sending it for public comment, and we are strongly opposed to its approval.</p>
<p>36 43</p>	<p>We have viewed the plans for the above application and wish to comment on the proposed variations, in particular inadequate car parking provided in the plans.</p> <p>As temporary residents of a new apartment block in Scarborough we are well aware of the number of vehicles per dwelling that require a parking space. Our experience is always two for a one bedroom apartment and on average 3 for a two or three bedroom dwelling.</p> <p>Thus the 46/52 resident car bays provided for 33 dwellings in the above plans are always going to be woefully inadequate. In addition, the provision of just 2 visitor car bays for the whole complex is ridiculous. I am sure you realise those bays will always be occupied by the residents – try as the Strata Managers might to enforce a restriction.</p> <p>Where are all these vehicles going to park? Obviously on the adjacent streets.</p> <p>Very little off street parking has been provided in the Ocean Mia development and the streets are already quite narrow. If the overflow vehicles are allowed to park on the street I can foresee many problems related to safety and serious loss of amenity and financial values of an exclusive sub-division subject to costly development covenants imposed by Cambridge.</p> <p>Because of the street and verge parking that has occurred in Hastings Street, Scarborough (a much wider street than Balandi Way) exit from the carpark has very limited visibility and is by consequence hazardous. A reduced setback to Majalin Avenue may also cause visibility problems and potential accidents. The increased risk of accidents due to the high use of Balandi Way by residents exiting from the Ocean Gardens retirement village needs to be considered.</p> <p>We note the WAPC, in their response to comments on recent amendments to SPP 3.1, stated the following in support of our concerns: “Several multiple dwelling developments in a street, each incorporating fewer off-street parking spaces than dwellings, occupied by residents who own at least one car per dwelling, effectively shift the cost of providing parking from the private developer/landowner/beneficiary to the general community. High levels of street parking reduce amenity and make service provision difficult, increasing the costs to local governments.”</p> <p>Moreover the Codes also leave it open to the LGA to develop its own policies implementing higher standards. This is something we believe should be negotiated with residents and implemented for Ocean Mia before building approval is given to avoid on-going conflict.</p> <p>We have bought into Ocean Mia in the belief that we would enjoy a relaxed lifestyle in a first class, well designed neighbourhood where the</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Alkoomie Terrace

Ref	Submission
	<p>moderately high density and its possible attendant problems would have been addressed. To allow the proposed development to proceed in its present format will create unnecessary congestion and ill feeling amongst residents.</p> <p>In summary we object to three of the four variations to the SPP 3.1 Codes or Ocean Mia Design Guidelines requested by the applicants as follows:</p> <ol style="list-style-type: none">1. The shortfall in visitor parking, which does not meet R Code standards (SPP 3.1) for multiple dwellings and insufficient acceptable on-street parking to take the inevitable overflow. In accord with SPP 3.1 Design Principle 6.3.3/ P3.4(iv) there is a requirement for the re-instatement of the off-street parking area originally proposed for the sub-division before this development can proceed.2. The additional vehicular access off Balandi Way – a safety hazard and a relaxation to development guidelines in my experience not afforded to owners of single residential dwellings and therefore unfair and, on the face of it, putting the profits of influential developers first.3. The reduced setback to Majalin Avenue – similarly unfair and compromise of process as noted above.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
14	<p>We wish to oppose the variation of the Ocean Mia guidelines proposed by the Lot 501 developers. In particular;</p> <ol style="list-style-type: none"> 1. Visitors parking should be a minimum of 9. The streets are narrow in the area and not enough visitor bays will create congestion in the area; 2. We oppose the entrance off Balandi way, it is already a busy street with traffic from the retirement village; 3. A larger floor foot print is also opposed and we feel it would be more aesthetically pleasing and practical to reduce the size to accommodate the additional car bays required. Minimum set backs should also be observed.
33	<p>The proposed development at Lot 501 Omaroo Terrace is clearly non-compliant with both the Ocean Mia Design Guidelines and the Sales Contract Conditions/Guidelines.</p> <p>The non-compliant factors include:</p> <ol style="list-style-type: none"> 1. As part of the Summary of Particulars Contract and Conditions of Sale, point 9 states: "In relation to the construction on a lot, the buyer is required to comply with the Town of Cambridge Town Planning Scheme No. 1, the planning policies established by the seller and the Ocean Mia Design Guidelines, this proposed development does not comply with the Ocean Mia Design Guidelines. 2. As stated on page 29 of the Ocean Mia Design Guidelines, lot 501 development has exceeded the ground floor building footprint of 60% of the building zone thus breaching this condition of design. 3. A vehicle entry accessed from Balandi Way was not part of the Ocean Mia Design Guidelines, this has also breached the design guidelines. 4. According to the Ocean Mia Design Guidelines visitor parking bays for lot 501 was to be nine, this proposed development only allocates two visitor car bays another breach of design. All parking for future residents of this development should be only located within the boundaries of lot 501. <p>As owners of residential properties in the Ocean Mia Estate, we have been required to comply with design guidelines of Ocean Mia. We consider it only fair that the developer of lot 501 also be subject to the same review process as we have been required to satisfy by the Town of Cambridge.</p> <p>In summary we are strongly opposed to this proposed development in its current form and hope the Town of Cambridge can voice our concerns by appropriately rejecting the application until it is fully compliant with the Ocean Mia Design Guidelines for multiple dwelling lots.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
35	<ul style="list-style-type: none"> • Visitor Parking – as noted in your letter there is a shortfall of 7 visitor parking bays in the development proposal that has been submitted. On street parking is already an issue within the Ocean Mia estate particularly along Balandi Way due to the small number of on street parking bays provided within the estate. This issue will be compounded significantly if the proposed development application is allowed to proceed with only 2 visitor parking bays to cater for the 33 apartments within the complex. • Building Footprint – as noted in your letter the building footprint on each floor is bigger than the allowed under the building guidelines. Based on discussions with the planning officers at the ToC I understand that the biggest variance exists for the 1st and 2nd floors. I am concerned that this larger building footprint will cause the apartments to dominate the local surroundings and impact the general amenity of the overall estate. When lodging our own plans adherence to building footprints and setbacks was a key consideration when dealing with both TPG and the council, and I believe that the same level of rigor needs to be applied to the apartments. • Vehicle Access off Balandi Way – This item relates to a number of points raised regarding visitor parking. To have a second vehicle access off Balandi Way will impact the use of that street by residents of both the estate and the retirement village. Additionally it will further limit the ability to use Balandi Way for on street parking, which while currently an existing issue will be further compounded by the lack of visitor bays planned for the apartment.
44	<p>We are vehemently opposed to the current development going ahead, as it exceeds the Ocean Mia Design Guidelines. We believe that the said development, particularly with respect to density, parking and access, should adhere to those plans that have been previously approved, so as to not disadvantage the current owners in surrounding properties.</p> <p>It is noted that the Town of Cambridge has identified aspects of this proposed development that do not comply with the Ocean Mia Design Guidelines (OMDG). We hereby support the council’s rejection of this development based on our arguments in this letter and the specific aspects mention in your letter, being:</p> <ul style="list-style-type: none"> • The reduced setback on Majalin Avenue is not acceptable. • Larger building footprints to each floor level are not acceptable. • An additional vehicle access off Balandi Way is not acceptable. • The shortfall of 7 visitor parking bays is not acceptable. <p><u>Responsible Developer and Council</u></p> <p>The Town of Cambridge as the developer and approving authority for Ocean Mia estate has a responsibility and commitment to Ocean Mia residents to ensure compliance with the Ocean Mia Design Guidelines (OMDG). Individual house plans were initially vetted by TPG planners</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
	<p>for OMDG compliance before council would accept their submission.</p> <p>Lot 501 is a key development block central to the entire estate with potentially 15 dwellings. A responsible estate developer/council is expected to ensure that this important development proposal is properly vetted by TPG planners (as was done for the houses) and a competent Architect (due to its size) to ensure compliance with the OMDG, before accepting the development proposal. This would avoid creating concern amongst the Ocean Mia residents by asking for comments on a development proposal which clearly does not meet the OMDG objectives.</p> <p>The Town of Cambridge as the developer of Ocean Mia has a responsibility to the estate residents to ensure Lot 501 development plans are assessed by TPG planners and a competent Architect to ensure compliance with the OMDG before accepting any development proposal.</p> <p><u>Ocean Mia is a R30/40 Design Code Estate</u></p> <p>R30/40 design code requirements have been applied across the estate with respect to “Site area per Dwelling”, thus limiting the number of single house dwellings to an R30/40 density this aspect is not amended by the OMDG. For example, R40 density for single/grouped housing requires an average site area per dwelling of 220m². A single block owner would not be permitted to build 2 dwellings on their 220m² block increasing the density to 110 m² per dwelling, effectively doubling the density to R80. This is what the Lot 501 development application is attempting to achieve in direct contravention of the OMDG and R40 design codes.</p> <p>The OMDG relaxes the “Open Space” aspect of the R30/40 design code by permitting greater site coverage than the 45% open space requirement, which is done by providing site coverage block diagrams in the OMDG. This relaxation permits larger dwellings to be constructed to meet the expectations of City Beach residents, but maintains the number of dwellings as required by the R30/40 design code regulations.</p> <p>It should also be noted that the single house developments included the garages (carparks) within the permissible building envelope specified in the OMDG. Similarly the carparks on Lot 501 must be included as part of the building footprint (even if at ground level) as is the case with all other homes in Ocean Mia.</p> <p>Ocean Mia Estate density (number of dwellings according “Site area per Dwelling”) is in accordance with R30/40 design codes for single/grouped dwellings (not relaxed by OMDG), this principle must be maintained throughout the estate, including LOT501.</p> <p>Carpark areas must be included within the permissible building envelope of the grouped or multiple dwelling assessments (Lot 501), as done for the single housing assessment.</p> <p>The following specific objections to this development are made with regard to compliance with the Ocean Mia Design Guidelines (OMDG)</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
	<p>which defers to the Residential Design Codes of Western Australia (R-Codes) where no reference is made in the guidelines:</p> <p><u>Non-compliance with the R40 design code and Ocean Mia Design Guidelines (OMDG)</u></p> <p>As indicated by Cambridge council, the building footprints to each floor level are larger than required by the OMDG and therefore not acceptable. Also from discussions with council it appears that a development confined within the OMDG specified block plan on page 29 would be considered, irrespective of the number of dwellings contained therein. Further, the application of R40 “Multiple Dwelling” design code requirements to Lot 501 is contested as described later in this document.</p> <p>Upfront this development is non-compliant, however by way of using it as an assessment example, the R40 multiple dwelling density “Plot Ratio” requirement must be applied to the Lot 501 development in a similar manner that “Minimum site area per dwelling” is applied to the single housing i.e. larger dwellings are acceptable (by reducing “Open Space” requirements) but not a greater number than would be permitted by R40 multiple dwelling design codes. The “Maximum plot ratio” of R40 multiple dwelling developments is 0.6, with the “Open space” requirement of 45% relaxed by the OMDG according to the block plan on page 29. Therefore the assessment of the proposed development of 33 apartments should be done as follows to comply with the density principles applied to the single house developments:</p> <ul style="list-style-type: none"> • Lot 501 site area = 3189m² • Maximum Plot Ratio for R40 = 0.6x3189 = 1913m² • Total Area of 33 units = 2960m², which is an average of 2960/33 = 90m² per unit. • To meet R40 density (number of units) requirements, maximum number of units = 1913/90 = 21 units • No more than 21 units can be built but they can be made larger to fill Lot 501 due to the open space requirement being relaxed according to the OMDG block plan on page 29 (similar to method used for the single housing). <p>In this example, to meet R40 density requirements and align with the principles applied to the single housing development in Ocean Mia estate, the proposed development on Lot 501 should be limited to 21 dwellings, with each dwelling being able to be increased in size to fill the allocated building area as per the OMDG.</p> <p>The building footprints to each floor level of the Lot 501 development are larger than required by the OMDG and not acceptable.</p> <p><u>Non-compliance with the Page 28 objective of the Ocean Mia Design Guidelines (OMDG)</u></p> <p>OMDG Page 28 states <i>“This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography, which falls dramatically to the north”</i>. Referring to the statements in bold:</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
	<p>☐ <i>“Medium-density dwellings”</i>: Lot 501 site area = 3189, Total Area of 33 units = 2960, this results in a Plot Ratio = 0.93. This approximates an R80 density, which is far in excess of R40 “medium density”.</p> <p>☐ <i>“Dwellings will be multi storey”</i>: This requires the individual dwellings to be multi storey and hence similar to a “Grouped Dwelling” with multi storey town houses. Lot 501 development plans indicate single level apartments not complying with the requirement of multi storey dwellings.</p> <p>☐ Intent of the OMDG was “Group Housing” density: Referring the above dot point regarding <i>“Dwellings will be multi storey”</i> and also the copy of Town of Cambridge’s marketing document <i>“City Beach within your reach - Residential Lots For Sale”</i> (attached below this letter – based on which residents purchased their blocks), which indicates Lot 501 is “Grouped Housing”. The R40 design code for Grouped Dwellings requires an average site area of 220 m² per dwelling resulting in 3189/220 = 15 permissible dwellings (the minimum number stated above). Ocean Mia residents’ expectation of a medium density development is 15 dwellings in number, with the individual dwellings potentially larger in size expanding to the extent of the OMDG block plan for Lot 501 with garages (carparks) included.</p> <p><u>Parking & Traffic</u></p> <p>Ocean Mia roads are relatively narrow, with street parking not possible unless the car is partially on the verge. Parking is therefore already in short supply for current residents. Specifically Balandi Way has increased traffic to access Ocean Gardens Retirement Village (both vehicle and pedestrian), which effectively prohibits parking due to the narrow road and constant use of walkways. Permitting the development of 33 units, with a possible 66 cars, will degrade the area and potentially result in illegal on-street parking.</p> <p>Applying the minimum multiple dwelling R40 design code parking requirements (1.25 carparks per dwelling) to the Lot 501 development is not appropriate for Ocean Mia Estate because street parking is essentially unavailable. Most buyers of the Lot 501 dwellings (even if only 2 bed apartments) will own 2 cars. Therefore 2 car parking spaces should be required per dwelling to meet the OMDG objectives of “being of high architectural quality”, “reflects the quality and value of the land” and “ensures compatibility between neighbouring developments”.</p> <p>Similarly adequate visitor parking should be provided in excess of minimum requirements. The provision of only 2 visitors parking within Lot 501 is below the minimum 9 required per R-codes, with visitor parking in excess of 9 spaces expected for a quality development.</p> <p><u>Lot 501 scheme proposed additional vehicle Access off Balandi Way</u></p> <p>We note the following concerns:</p> <ul style="list-style-type: none"> • Ocean Gardens Retirement Village uses the relatively narrow Balandi Way as an access road resulting in increased traffic volume, both vehicle and pedestrian.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
	<ul style="list-style-type: none"> • This proposed additional car access is in close proximity to the Retirement Village access. • It is near a bend in the road. • Bimbimbie Lane also intersects with Balandi Way near the proposed entrance. • Balandi Way is at a relatively steep incline, with sight lines restricted by the gradient, retaining walls and trees. • The proposed car access is not in compliance with the OMDG requirements. <p>The additional Access off Balandi Way is unacceptable and there is no need for two road entrances to Lot 501. The proposed entrance will be congested, with restricted sightlines, on a corner and on an incline, making it unsafe for all road users.</p> <p><u>Non-compliance with Ocean Mia Design Guidelines (OMDG) objectives stated on Page 2</u></p> <p>Without listing each of the 10 objectives stated on page 2, the key elements are:</p> <ul style="list-style-type: none"> • residential development which has a high architectural quality • reflects the quality and value of the land • ensures compatibility between neighbouring development • provide solar access and encourage energy efficient design <p>We recommend that the submitted plans be evaluated by a competent architect with respect to achieving the above mentioned objectives, with particular reference to:</p> <ul style="list-style-type: none"> • The apartment block shape and layout appears to have been designed to maximise the number of dwellings, at the expense a dwelling functional layout and overall architectural appearance. The individual dwelling designs appear to be according to minimum standards and not appropriate for the Ocean Mia objectives of “high architectural quality reflecting the quality and value of the land”. • The proposed development indicates a uniform three storey building fronting on to Omaroo Terrace, generally the buildings have limited “Stepping into the existing topography” as required by the OMDG. • Functional apartment design e.g. is a kitchen fronting onto the main balcony instead of the living area appropriate? • The lack of outdoor communal areas. • Appropriate sustainable design and solar access. Dwellings at levels 2, 3 & 4 towards the back of the development appear to have limited solar access. Some units have kitchens and bedrooms facing north where you would expect living areas.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Balandi Way

Ref	Submission
	<ul style="list-style-type: none">• There are no clothes drying facilities. Balconies are not appropriate for this purpose and the use of dryers environmentally inappropriate, especially in a development of “high architectural quality”. The inclusion of a drying court in the northern sun is a design requirement for all the single houses in Ocean Mia, it should also apply to Lot 501. <p>As residents, we have complied with the stringent Design Guidelines as set by the Town of Cambridge and TPG planners and we expect the same adherence to the Design Guidelines by the developer of Lot 501. We further expect the same design principles to apply to Lot 501 as applied to the single housing thereby meeting R40 requirements and achieving a “high architectural quality that reflects the quality and value of the land”.</p> <p>Ocean Mia residents expect an appropriate medium density development on Lot 501, not high density housing which is not in compliance with the OMDG and therefore we object to the proposed development on Lot 501.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
17	<p>We strongly object to the development due to the issues outlined in your letter. The design guidelines for this estate are clear and set and have been followed by existing residents in the area. The guidelines give residents surety that the amenity of the area will not change, to allow a development to breach the guidelines is therefore unfair on the existing residents who have made purchase and design decisions based on these guidelines.</p> <p>One major issue in the area as I'm sure Council is aware, is parking. Currently there is not enough street parking for existing residents and their guests (despite there still being vacant blocks in the estate) let alone adding the burden of a high density dwelling with clearly not enough car bays to service the development.</p> <p>Another issue, as you pointed out is a breach of the set back guidelines which will affect the visual aspect of the development and the larger footprint which will allow for more apartments than the original Ocean Mia guidelines promised for that site.</p> <p>We therefore strongly object to the development and propose that any future development applications be assessed for compliance with the guidelines as has been the case for the existing residences in the estate.</p>
21 27	<p>We purchased our land knowing the restrictions within the Ocean Mia Design Guidelines. We built our home following the guidelines and visited TPG Town Planners on two occasions asking to be allowed some dispensation outside the guidelines to satisfy the layout we wanted, unfortunately with very little success. These guidelines were rigid.</p> <p>This proposed development should also rigidly follow the guidelines in the Ocean Mia Design Guidelines, especially in relation to the requirements shown on Page 29.</p> <p>We have a restricted parking problem throughout the estate as the roads are too narrow. The roundabout at the entry off The Boulevard is extremely dangerous and there have been some serious accidents at the roundabout.</p> <p>We note that there is insufficient visitor parking allowed in the proposed development and even some stacker resident parking bays to get the numbers up to comply.</p> <p>This development will greatly increase traffic in and out of the estate and put increased pressure on street parking impacting on the existing residents.</p> <p>We are opposed to the proposed development in its present form and would only consider an application that complies with the Ocean Mia Design Guidelines.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
	It would need to have the required number of parking bays for visitors and residents without having stackers to make up the numbers.
24	<p>First, there is absolutely no upside to the Ocean Mia community by varying the Design Guidelines and reducing setbacks, increasing the permitted building footprint and curtailing the number of car parking spaces. The owner builders of houses in this prestigious development have been held to prescriptive requirements by the Ocean Mia Design Guidelines resulting in a very pleasant layout. Why should a developer looking to maximise his one off profit margin on this development be allowed to vary the design codes at the expense of the Ocean Mia residences?</p> <p>Of major concern is the severe shortage of parking allocated to the proposed development. Nine visitor bays for 33 apartments is woefully inadequate and reducing this to two is unacceptable. One need only look around the existing Ocean Mia estate on any evening or weekend to see that the narrow roads are already congested with both overflow householder and visitor parking. Apart from being unsightly this causes real access problems for residents but also, more importantly, emergency services. In the recent past there was a case when, due to a large number of parked cars, an ambulance could not get close enough access to a house where a patient needed urgent medical attention. The patient had to be transported to the ambulance on a stretcher for a considerable distance, which is not acceptable. I suggest you take advice from the emergency services on the potential problems many more parked cars on the Ocean Mia estate would create for them.</p> <p>If the plans are approved unamended for parking spaces, there will be a significant increase in the number of cars parking half on and half off on the road, blocking both the roads and the footpath. This distracts from the amenity of the development and creates worrying health and safety risks. Given the Council enforces extremely strict guidelines on the design of the houses here it seems inconsistent that it has little or no regard for the fact that the narrow roads are often full of parked cars. This new development will see even greater overcrowding, and the reason seems to be simply developer greed. If Cambridge is serious about preserving the amenity value of Ocean Mia, allocate and enforce more 'no parking' areas and insist that the developer creates more parking for the visitors to the apartment block.</p> <p>Please do not try to argue that the small number of parking bays is intended is to discourage car use: this can only be done when good public transport services exist and this area is served by only one bus route. This is not enough to persuade people to give up their cars, so be realistic and tackle the parking issue head on and consider the residents rather than the developer's profit aspirations.</p>
26	<p>We would like to reiterate the comments made by our neighbours in opposing this development based on the reasons stated in your letter and the fact that the plans have deviated from the original guidelines set out for Ocean Mia.</p> <p>I would also like to refer to the minutes of the Metro West Joint Development Assessment Panel meeting held on the 16/10/2012 in which the DAP application was refused, reasons being:</p> <p>"The Town has an obligation to existing land owners in Ocean Mia Estate that the Ocean Mia Design Guidelines will be adhered to and the variations to the building footprint and the corresponding excess in building height are considered significant departures to the guidelines."</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
	<p>Also "The applicant has a contractual obligation to the town under the sale contract to comply with the Design Guidelines"</p> <p>We are therefore <u>opposed</u> to the currently proposed development for Lot 501 and would hope that future applications will comply with the Ocean Mia guidelines.</p>
29	<p>A similar proposal for development of Lot 501 (albeit for 37 units) was opposed by residents of Ocean Mia and dealt with in the refusal and DAP Report dated, 1/10/2012. We refer you to paragraph 1(a) of that report, I quote:</p> <p>REFUSE: " The Town has an obligation to existing land owners in Ocean Mia Estate that the Ocean Mia Design Guidelines will be adhered to and the variations to the building footprint and fourth level and a corresponding excess in building height are considered significant departures to the Guidelines."</p> <p>The current application seeks to violate the Guidelines as per your letter, paragraph 4, of 10th May, by again enlarging the building footprint to each floor and a reduced setback to Majalin Avenue, thereby enlarging the bulk and scale and further by reducing the visitor parking for 33 multiple dwellings to only two bays, where nine are required. The application of an additional access point off Balandi Way is not necessary and likely to create traffic difficulties.</p> <p>We refer you to the Town of Cambridge auction brochure of 2008 which stated;</p> <p>"Up to 25 units on lot 501 & 560, across the two sites, zoned Multi Residential'.</p> <p>Further, the Town of Cambridge auction brochure of 2012 clearly nominates the zoning of lots 501 & 560 as, "Group Housing". The number of units permitted under this designation is less than applied for and so it must fail; but the real question to be answered is, "when did this rezoning take place?" or "has there been a mis-representation of the zoning for lots 501/560?"</p> <p>The Writers are OPPOSED to the application for the reasons that it significantly violates the Ocean Mia Guidelines in multiple forms but especially in its bulk, scale and footprint which offend the amenity of the Ocean Mia Estate.</p>
31	<p>We have examined the proposal and notice it does not comply with the Design Guidelines for Ocean Mia and the Residential Design Codes. We detail below the non-compliant matters.</p> <p style="padding-left: 40px;">1. The footprint allowances are exceeded for each of the ground, first and second levels.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
	<p>2. The Majalin Avenue setback at two metres is half of the prescribed four metre setback.</p> <p>3. We are concerned with the bulk of the Northern building along Omaroo Terrace. The first and second levels are vertical with no "height" setback and therefore no relief.</p> <p>4. Page 28 of the Design Guidelines states "This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings". We consider the proposed 33 dwelling development is high density and causes a range of amenity/community issues - thirty three additional bins, higher levels of traffic and insufficient visitor parking on narrow streets.</p> <p>5. The Residential Design Codes require one additional visitor parking space for each four dwellings or part thereof. The proposed number of dwellings is 33, therefore, an additional nine visitor parking spaces should be available. However, at present, we understand there are only two accessible parking spaces available.</p> <p>The Town is responsible to ensure the Design Guidelines as detailed on pages 28 and 29 are satisfied, thereby protecting the interests of the existing residents of Ocean Mia.</p> <p>This development in its current format will have a detrimental effect on the amenity of all existing and future residents of Ocean Mia. In addition, it will diminish the land value of properties owned by the current and future residents of Ocean Mia.</p> <p>We strongly object to the approval of this project in its current form for the reasons detailed above.</p>
39	<p>We are strongly opposed to this proposal for the reasons outlined below. It surprised us that the Town has requested public submissions on the proposal, given that it is in breach of both the Town's Ocean Mia Design Guidelines ("the Guidelines") and WA Residential Design Codes (R-Codes). The proposal significantly breaches elements of the Guidelines that the Town itself specified as prescriptive, both in the Guidelines (In the introduction to the Guidelines, it is stated: "Some of the standards are prescriptive, to which the council will adhere." [page 2]) and in the Town's submission to the Development Assessment Panel (DAP) in 2012 about a similar proposal for this site (2012 Proposed Development).</p> <p>The Guidelines state that they were created to provide "a measure of certainty as to what could be expected from neighbouring developments". Ocean Mia property owners have a reasonable expectation that a building proposal deviating in a major way from the Guidelines would not be allowed, just as the owners were contractually obliged to build their own houses within the Guidelines.</p> <p>The Town's 2012 submission to the DAP, in respect of the 2012 Proposed Development, states that the "Town has an obligation to existing land owners in Ocean Mia Estate that the Ocean Mia Design Guidelines will be adhered to and the variations to the building footprint... are considered significant departures to the Guidelines. These variations result in a development of a scale and bulk that was not planned for the</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
	<p>site and therefore it is recommended that the proposal not be supported". As with 2012 Proposed Development, there are also major building footprint variations, from those prescribed in the Guidelines, in this current proposal.</p> <p>In the same 2012 submission, the Town refers to legal advice it sought which "raises concern about the variations from the Design Guidelines in particular to the prescriptive standards relating to building footprint area... building foot print areas were set with the intention of being complied".</p> <p>Ocean Mia owners are very keen for this site to be developed, but with a building of an appropriate bulk and scale. We also understand the wishes of the builder to maximise financial return on their investment, with as many apartments as possible. The essence of the problem with this proposal is that there are far too many apartments in the plans, making it a high-density development, where a medium-density one was specified in the Guidelines. An early advertisement for Ocean Mia stated that this site (lot 501) and the adjacent lot 506 would have "up to 25 home units across the two sites" whilst this proposal has 33 units on lot 501 alone. Having too many small apartments leads to the proposal being significantly non-compliant in the following areas:</p> <p>Non-compliant matters</p> <p>1. Major variations in building footprint</p> <p>The Guidelines (page 29) prescribe the maximum building footprint for each storey of the development, and this proposal deviates from the maximum allowed to a major degree: Ground floor: 20.7% in excess of allowed footprint First floor: 45.6% in excess of allowed footprint Second floor: 24.6% in excess of allowed footprint These deviations lead to a building of bulk and scale not appropriate for this site.</p> <p>2. Shortage of visitor parking</p> <p>The Guidelines (page 3) state that where no reference is made to a particular element, the WA R-Codes "shall apply". The R-Codes are prescriptive with respect to parking spaces and this proposal is short of 7 visitor spaces. Given that there is almost no on-street parking, there will neither be enough resident parking spaces nor visitor spaces, so this deficit will practically be many more than 7 spaces. This will affect neighbouring houses, and breaches the objective of the Guidelines to "ensure compatibility between neighbouring developments".</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - **Original Plans**

Gali Lane

Ref	Submission
	<p>3. Reduced setback on Majalin Ave</p> <p>The setback on Majalin Ave is half what it is prescribed to be in the Guidelines (2m rather than 4m) and this adds to the inappropriate bulk of the building.</p> <p>4. Density and building design</p> <p>The Guidelines (page 28) state that the "proposed dwellings will be multi storey and will be stepped back into the existing topography, which falls dramatically to the north." (emphasis added). There is an indicative development diagram included on page 29. This proposal deviates in both of these elements, being basically three storeys straight up on the north face along Omaroo Terrace, and consisting of a large number of one and two bedroom single storey apartments.</p> <p>It is obvious from the Guidelines and the original advertising that development on these two sites (501 and 506) was envisaged to be entirely different from what is proposed here; 15-20 multi-level apartments on lot 501 and 11-15 on lot 506, rather than what is basically a block of flats.</p> <p>To comply with the R-Codes, a medium density development (R40, plot ratio 0.6) on this site could have 21 apartments maximum. This proposal is high density, with a plot ratio of 0.93, or R80 density- with 57% more dwellings than are allowable at R40. This is in distinct breach of statements in the Guidelines and advertising material that accompanied the sale of individual lots, and is completely out of keeping with the character of the area.</p> <p>Amenity issues</p> <p>This proposal is for a high-density apartment block with far more apartments than were envisaged, leading to the non-compliance with prescriptive elements described above. This large number of dwellings brings with it impacts on traffic movements, car parking provision and rubbish collection. The area is currently populated by many people with young families and has a very neighbourly feeling. These children run and play in the streets and in the park areas. A major increase in traffic, from 33 apartments, along with traffic associated from whatever is built on lot 506, will decrease this amenity very significantly and is a risk to the safety of these children.</p> <p>In summary, this proposal is for a high-density apartment block with nearly 60% more apartments than the maximum number that could be considered medium density, as specified in the Guidelines. In order to fit this excessively large number of apartments, the proposal is non-compliant, in a major way, with prescriptive elements in both the Guidelines and the R-Codes. This leads to a building of scale and bulk that was not planned for the site and a major detriment to the amenity and character of the area.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Gali Lane

Ref	Submission
	<p>The Conditions of Sale for lots at Ocean Mia included a contractual clause that the owner must submit "a formal application for approval to construct a building on the property...which shall in all respects, be in compliance with... the Design Guidelines". Those proposing this development have a contractual obligation to the Town under the Sale Contract to comply with the Design Guidelines, and the Town has a reciprocal ethical, as well as contractual, obligation to owners of existing dwellings to ensure that the largest building in Ocean Mia does not breach prescriptive elements of the Guidelines in a major way.</p> <p>It is therefore disappointing that the Town has entertained this proposal by sending it for public comment, and we are strongly opposed to its approval.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Kinta Street

Ref	Submission
2	<p>We would like to comment on the application of this subject development. We are concerned with one the proposed variations. That is, only two visitor parking bay provided, when nine were required. This lack of parking means more cars parking on the streets. Already we are plagued with too many cars parked on our streets, particularly on the intersection of Omaroo Terrace and Majalin heading west. These parked cars make this stretch of narrow road dangerous and unsightly. This proposed variation by the Developer would only make a bad situation worse.</p> <p>Unless the Developer or the Town of Cambridge can satisfactorily address this parking problem, we would be firmly against this proposed development.</p>
7	<p>As stated in your letter, the proposed development for Lot 501 clearly does not comply with the Ocean Mia Design Guidelines in a number of key areas such as building footprint, visitor parking, set back etc.</p> <p>We also note that in the folder accompanying the Ocean Mia guidelines it states clearly that:</p> <p>'Ocean Mia will showcase a range of stylish homes set out on 66 individual lots and two multi-residential sites with up to 25 home units across the two sites'.</p> <p>The Town of Cambridge spent considerable effort to develop the Ocean Mia Guidelines at the outset of the overall development. Amongst the 10 quoted objectives of the guidelines were and still are:</p> <p>'To provide measures which will ensure compatibility between neighbouring development within the confines of the density of the land development' and</p> <p>'To provide a measure of certainty as to what can be expected from neighbouring developments'. This was a key consideration for us when we purchased our property.</p> <p>Compliance with the Ocean Mia guidelines was a condition of sale for initial residents at least. We are not sure what the conditions for sale were for lot 501 but would anticipate that the sale would be conditional upon compliance with the guidelines.</p> <p>Development of Ocean Mia has progressed well to date with properties consistent with the Ocean Mia guidelines.</p> <p>Given the matters expressed above, we feel that it is reasonable for us to expect the Town of Cambridge to only approve a development for Lot 501 which complies with the Ocean Mia Guidelines.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Kinta Street

Ref	Submission
	<p>We are, therefore, opposed to the currently proposed development for Lot 501 and call upon the Town of Cambridge to act appropriately and reject this application and only consider future applications which comply with the long established Ocean Mia Guidelines.</p>
13	<p><u>Submission 1</u></p> <p>Firstly the biggest single problem in the Ocean Mia area is the lack of safe street parking (no indent parking) and this was caused by the developer, the Town of Cambridge trying to obtain the most out of the subdivision for the ratepayers. (Even if it was approved by the State Planning Commission, it doesn't make right). Elizabeth Key is a great example.</p> <p>I am surprised that the T of C is even considering this application, given that there are significant departures to the Ocean Mia Design Guidelines and R Codes!!!!</p> <ol style="list-style-type: none"> 1. Setbacks on Majalin Ave: should remain at 4m as per the guidelines. I along with all the other residents had to comply with various setbacks as per the guidelines. (No alterations to be accepted). 2. Shortfall in visitor parking: the R Codes are very clear of what is required. Where do you think the visitors will park? "On the road" thus causing more problems to the residents of the area. (No alterations to the R Codes to be accepted). All parking bays must be provided on site. 3. Second vehicular access from Balandi Way: A second access would be detrimental to the residents opposite the proposed access way. The R-Codes 5.3.5 are very clear (No alterations to the R Codes to be accepted). A simple modification to the design, could overcome the need for the second access way. There will be a big impact on traffic and parking on Balandi, given the fact that parking is available on both sides of the road; thus cutting the existing 6M road down to a single 3m. I have seen this problem in Kinta Street, many times. Note: there have been 2 accidents and an incident involving an ambulance in Kinta Street and in my opinion, this was caused by the roads being narrow and inadequate parking, which is the same as Balandi Way. 4. Larger building footprint to the floor areas: The guidelines clearly state what is required. (No alterations to be accepted). However I do realise a "small" alteration may be required, to adjust the footprint. 5. The benched set backs on the upper floors: the application is not being adhered to, as shown on page 29 of the guidelines. The benched set backs on the upper floors are quite unique to the Ocean Mia development, and must be maintained. (No alterations to be accepted).

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Kinta Street

Ref	Submission
	<p>Other areas of concern</p> <p>Main visitor's entrance to the building on the corner of Omaroo and Majalin: this is approximately 100m from the visitor's car bays, and the visitors will park on the road, causing further problems to the residents. It is my opinion, that the main entrance should be relocated to the north-east corner of the complex adjacent the driveway and visitor's car bays, (if installed), thus making it easy for the visitors.</p> <p>Secondary entrance off Majalin Avenue: must not be used as vehicular access as it could be dangerous, and there should be no parking signs on both sides of the road from the corner of Omaroo along Majalin Avenue around the bend for approx. 30 m. Parking on the street verge is not acceptable.</p> <p>Application drawings: I was unable to find on the drawings the highest 66m AHD level, which I consider to be very important.</p> <p>Development Advertising Sales Brochure by the Town of Cambridge: The details in the brochure conflict with the Design Guidelines brochure, both 501 and 506 to have a total of 25 units. In my opinion, this was put there by the sales people so that people could understand that there would not be a large block of units there!!! I saw this during my investigation at the time I was thinking about purchasing. Please see page 2 of the T of C Advertising Brochure!!!! Handed to me on Auction Day.</p> <p>Summary</p> <p>The Town of Cambridge has an obligation to the existing land owners in Ocean Mia that the Ocean Mia Guidelines are adhered to. I am opposed to this application in its present form. I am not against the development, but the development must be as per the Ocean Mia Guidelines, the same as I and all the other residents had to abide by. From the drawings I can see that the developer is trying to place too many units on the block.</p> <p><u>Submission 2</u></p> <p>Further to my previous submission, I would like to attached the following:</p> <p>1 At the auction in 2008 when I purchased my property, I was handed the brochure (attached)</p> <p>It clearly shows that lot 501 is <i>MULTI RESIDENTUAL</i> & a minimum of 15 units The brochure also clearly shows that there will be up to <i>25 units over the 2 lots (lot 501 & lot 560)</i></p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Kinta Street

Ref	Submission
	<p>2 The OCEAN MIA BRIEF CONDITIONS of sale Feb 2013 (attached) clear shows lot 501 as being <i>GROUP HOUSING</i>.</p> <p>When one starts to look at R Codes Table 1 , <i>ALL I CAN SAY THAT THE T OF C HAS CREATED A MESS!!!!!!!!!!!!!!!!!!!!</i> Different number of units, and different No of Car bays required.</p> <p><u>I don't recall the T of C advertising the CHANGES to LOT 501 & Lot 560.</u></p> <p><i>SUMMARY:</i> The first auction 2008 was held under the belief that lot 501 was <i>MULTI RESIDENTIALS</i>.</p> <p>The second auction was held in 2012 under the belief that Lot 501 was <i>GROUP HOUSING</i>; No blocks were sold at the auction, but later sold later by private treaty.</p> <p>I OPPOSED THE DEVELOPMENT as is.</p> <p>It is my opinion, that there should be no more than 15 units on Lot 501.</p>
38	<p>The Town of Cambridge has an obligation to the existing land owners in the Ocean Mia estate to ensure that the "Ocean Mia Design" guidelines are adhered to, just as the existing owners had to adhere to the guidelines.</p> <p>I hereby formally "OPPOSE" the key changes as highlighted in the attached "Town of Cambridge" letter dated 10th May 2016. Specifically, "The key areas identified seeking variations to the Ocean Mia Guidelines and the Residential Design Codes of Western Australia include a shortfall in visitor parking (two provided, nine required), an additional vehicular access point off Balandi Way, a reduced setback to Majalin Avenue and a larger building footprint (floor area) to each floor."</p> <p>The streets in the estate are already too narrow and there is insufficient parking space available at present, let alone allowing less visitor parking than the estate was originally designed for.</p> <p>Should this application be approved, then it will set a precedent for any remaining land owner that they can also ignore the existing design guidelines.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
1	<p><u>Submission 1</u></p> <p>With regard to your letter dated the 10/5/16, we are happy with the proposed development but our only concern is the two visitor bays which we feel is not enough for the size of the development, and the impact on the neighbouring properties.</p> <p>We feel there will be many problems here once sold, as on street parking will create congestion, blind spots, and this will be dangerous, particularly, for children and the elderly who are currently living in this area.</p> <p>We feel as residents, that the developer should cut down on the number of apartments and create more parking to comply with the Cambridge council requirements.</p> <p><u>Submission 2</u></p> <p>Further to my last email, where I expressed my concern over the proposed development, mainly due to the lack of adequate parking, and visitors spaces.</p> <p>Having gone through the planning guidelines, I noticed that this development does not comply with the guidelines that were set out and formed part of the contract when the land was sold to the developer.</p> <p>I bought my land with the belief that the guidelines would protect me as an occupant and I accepted the fact that all purchasers would comply with these guidelines and therefore our future surroundings.</p> <p>There are many points on the proposed development that are not compliant, as you are aware of i.e. Access, Setbacks, Parking & density, storage, bins etc., and I am sure you are addressing them with the developer, we simply want the council to enforce and honour the contracts that all purchasers have with the council.</p>
5	<p>1 The Oceanmia Design Guidelines state on Page 29 that the upper roof level of the northern portion of the site shall have a maximum height of 59 metres AHD level. The upper roof level on the northern portion of the site appears to be greater than 59m AHD. It appears to be 59.22 AHD according to the North-East Elevation drawing.</p> <p>2 The Oceanmia Design Guidelines state on Page 29 that the upper roof level of the southern portion of the site shall have a maximum height of 66 metres AHD level. The upper roof level of the southern portion cannot be ascertained from the drawings and hence it is unclear whether it is compliant.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
3	It is not clear from the site layout plan whether the 4.5m drainage easement adjacent the retirement village is clear of development.
4	Layout 1 shows air conditioning condenser units positioned in the courtyard and visible from the street. This is not in line with the Oceanmia Design Guidelines nor good practice for a pleasant streetscape. It is strongly recommended that the project proponent be requested to relocate these condenser units to concealed locations or have aesthetic enclosures purpose built to conceal these units.
5	Dust generation will likely be an issue during construction for residents in the Oceanmia Estate. It is suggested to the Town of Cambridge that a condition be placed on the Building Contractor to develop, submit and have approved by the Town of Cambridge before site works commence a Dust Management Plan detailing how dust will be managed and suppressed to avoid impacts to existing occupied homes and residents.
6	Noise generation will likely be an issue during construction for residents in the Oceanmia Estate. It is suggested to the Town of Cambridge that a condition be placed on the Building Contractor to develop, submit and have approved by the Town of Cambridge before site works commence a Noise Management Plan detailing how noise will be managed to avoid impacts to existing residents.
7	Traffic will very likely be an issue during construction for residents in the Oceanmia Estate. It is suggested to the Town of Cambridge that a condition be placed on the Building Contractor to develop, submit and have approved by the Town of Cambridge before site works commence a Traffic Management Plan detailing how traffic will be managed to avoid impacts to existing residents.
8	It is unclear whether a Social Impact Statement has been developed by the developer and in particular whether a Traffic Impact Assessment has been undertaken for adjacent streets given the amount of traffic already generated from existing homes and the adjacent retirement village.
9	The execution and staging of the construction works is important for understanding how the works will be managed effectively and in a manner that minimises impacts to residents. It is suggested to the Town of Cambridge that a condition be placed on the Building Contractor to develop, submit and have approved by the Town of Cambridge before site works commence a Construction Execution and Staging Plan detailing how the construction works will be executed, sequencing of activities, where waste will be contained onsite, egress of contractor vehicles and plant, parking of tradesperson vehicles, positioning of cranes, security measures, site office location, etc..
10	It is suggested to the Town of Cambridge that a condition be placed on the Building Contractor to undertake dilapidation surveys and reports of existing homes before site works commence to assess whether any structural damage or other minor damage has been caused to homes upon completion of construction works; namely from vibrations caused by site works.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	<p>11 Variations:</p> <ul style="list-style-type: none"> a. We do not support the variation of only two visitor parking bays. The internal roads of the Oceanmia Estate, namely Omaroo Tce and Balandi Way are already experiencing issues with traffic and visitors having to park on streets for existing homes. The estate did not cater for visitor parking for homes and the setbacks to the homes means that visitors parking on the crossover end up blocking the footpath which is not allowable by the Town of Cambridge. As such, the majority of visitors are forced to park on the street or partly on verges, taking up road space or causing damage to gardens and landscaping on the verge. The development, if it proceeds without catering for sufficient visitor parking will create further impacts on the local road network and cause nuisance for residents and generate potential safety issues for pedestrians and also create sight line issues when vehicles reverse from garages. The development should include provision for at least the minimum number of visitor parking bays in accordance with Part 5.3.3 of the R-Codes of Western Australia. b. We do not support the variation of the reduced setback to Majalin Avenue. All proponents who bought land in the Oceanmia Estate had to comply with the setback requirements in the Design Guidelines when constructing residential dwellings which created restrictions for the design of the dwellings. A precedent was set with the residential homes in complying strictly with the Design Guidelines. The precedent should extend to the multi dwelling lot as well. It is not a serious or onerous impost on the developer to comply with the setback requirements. c. We do not support the variation of the larger building footprint (floor area) to each floor. All proponents who bought land in the Oceanmia Estate had to comply with the restrictive building footprint requirements in the Design Guidelines when constructing residential dwellings which created restrictions for the design of the dwellings and no doubt restricted the potential maximum value for the dwelling. A precedent was set with the residential homes in complying strictly with the building footprint requirements in the Design Guidelines. The precedent should extend to the multi dwelling lot as well. It is not a serious or onerous impost on the developer to comply with the building footprint requirements.
46	<p>We are strongly opposed to this proposal for the reasons outlined below. On examination of the information we have been sent it came to our attention that the proposed development, is in breach of both the Town’s Ocean Mia Design Guidelines (“the Guidelines”) and WA Residential Design Codes (R-Codes). The proposal significantly breaches elements of the Guidelines that the Town itself specified as prescriptive, both in the Guidelines and in the Town’s submission to the Development Assessment Panel (DAP) in 2012 about a similar proposal for this site (2012 Proposed Development).</p> <p>The Guidelines state that they were created to provide “a measure of certainty as to what could be expected from neighbouring developments”. Ocean Mia property owners have a reasonable expectation that a building proposal deviating in a major way from the Guidelines would not be allowed, just as the owners were contractually obliged to build their own houses within the Guidelines.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	<p>Ocean Mia owners are very keen for this site to be developed, but with a building of an appropriate bulk and scale. We also understand the wishes of the builder to maximize financial return on their investment, with as many apartments as possible. The essence of the problem with this proposal is that there are far too many apartments in the plans, making it a high-density development, where a medium-density one was specified in the Guidelines. An early advertisement for Ocean Mia stated that this site (lot 501) and the adjacent lot 506 would have “up to 25 home units across the two sites” whilst this proposal has 33 units on lot 501 alone. Having too many small apartments leads to the proposal being significantly non-compliant in the following areas:</p> <p>Non-compliant matters</p> <p><i>1. Major variations in building footprint</i></p> <p>The Guidelines (page 29) prescribe the maximum building footprint for each storey of the development, and this proposal deviates from the maximum allowed to a major degree:</p> <ul style="list-style-type: none"> • Ground floor: 20.7% in excess of allowed footprint • First floor: 45.6% in excess of allowed footprint • Second floor: 24.6% in excess of allowed footprint <p>These deviations lead to a building of bulk and scale not appropriate for this site.</p> <p><i>2. Shortage of visitor parking</i></p> <p>The Guidelines (page 3) state that where no reference is made to a particular element, the WA R-Codes “shall apply”. The R-Codes are prescriptive with respect to parking spaces and this proposal is short of 7 visitor spaces. Given that there is almost no on-street parking, there will neither be enough resident parking spaces nor visitor spaces, so this deficit will practically be many more than 7 spaces. This will affect neighbouring houses, and breaches the objective of the Guidelines to “ensure compatibility between neighbouring developments”.</p> <p><i>3. Reduced setback on Majalin Ave.</i></p> <p>The setback on Majalin Ave is half what it is prescribed to be in the Guidelines (2m rather than 4m) and this adds to the inappropriate bulk of the building.</p> <p><i>4. Density and building design</i></p> <p>The Guidelines (page 28) state that the “proposed dwellings will be multi storey and will be stepped back into the existing topography, which</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	<p>falls dramatically to the north.” (emphasis added). There is an indicative development diagram included on page 29. This proposal deviates in both of these elements, being basically three storeys straight up on the north face along Omaroo Terrace, and consisting of a large number of one and two bedroom single storey apartments.</p> <p>It is obvious from the Guidelines and the original advertising that development on these two sites (501 and 506) was envisaged to be entirely different from what is proposed here; 15-20 multi-level apartments on lot 501 and 11-15 on lot 506, rather than what is basically a block of flats.</p> <p>To comply with the R-Codes, a medium density development (R40, plot ratio 0.6) on this site could have 21 apartments maximum. This proposal is high density, with a plot ratio of 0.93, or R80 density- with 57% more dwellings than are allowable at R40. This is in distinct breach of statements in the Guidelines and advertising material that accompanied the sale of individual lots, and is completely out of keeping with the character of the area.</p> <p>Amenity issues</p> <p>This proposal is for a high-density apartment block with far more apartments than were envisaged, leading to the non-compliance with prescriptive elements described above. This large number of dwellings brings with it impacts on traffic movements, car parking provision and rubbish collection. The area is currently populated by many people with young families and has a very neighbourly feeling. These children run and play in the streets and in the park areas. A major increase in traffic, from 33 apartments, along with traffic associated from whatever is built on lot 506, will decrease this amenity very significantly and is a risk to the safety of these children.</p> <p>In summary, this proposal is for a high-density apartment block with nearly 60% more apartments than the maximum number that could be considered medium density, as specified in the Guidelines. In order to fit this excessively large number of apartments, the proposal is non-compliant, in a major way, with prescriptive elements in both the Guidelines and the R-Codes. This leads to a building of scale and bulk that was not planned for the site and a major detriment to the amenity and character of the area.</p> <p>The Conditions of Sale for lots at Ocean Mia included a contractual clause that the owner must submit “a formal application for approval to construct a building on the property... which shall in all respects, be in compliance with... the Design Guidelines”. Those proposing this development have a contractual obligation to the Town under the Sale Contract to comply with the Design Guidelines, and the Town has a reciprocal ethical, as well as contractual, obligation to owners of existing dwellings to ensure that the largest building in Ocean Mia does not breach prescriptive elements of the Guidelines in a major way.</p> <p>It is therefore disappointing that the Town has entertained this proposal by sending it for public comment, and we are strongly opposed to its approval.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
19	<p>We have viewed the proposal for the development of lot 501 and are concerned with the deviations from the guidelines proposed.</p> <p>These being: exceeding the initial outlined No of dwellings, Lack of allotted parking, exceeding permitted footprint, not accommodating setback.</p> <p>As one of the homeowners who built within strict compliance of the guidelines we find it an affront that the Council should even consider this proposal. We have what we believe to be a reasonable expectation that any subsequent builders would also meet compliance.</p>
20	<p>Upon review of the plans, it would appear the developer is endeavouring to get a high density development onto a medium density site. This is resulting in the development having too many apartments, resulting in a number of issues.</p> <p>On the basis of the application not meeting guidelines I would be opposed to the development on the basis of the following. Should the guidelines be met the development would not be opposed.</p> <ol style="list-style-type: none"> 1. Major variation in footprint allowances: <ul style="list-style-type: none"> • Ground floor 20.7% in excess of allowed • First floor 45.6% in excess • Second floor 24.6% in excess <p>These are a prescriptive element in the Design Guidelines. The Town received cautionary legal advice about footprint variations with the 2012 development, and this variation is greater than it was in 2012.</p> <ol style="list-style-type: none"> 2. Short of 7 visitor spaces (a prescriptive element in the R-codes) 3. Majalin setback is half of what it should be (2m rather than 4m)- again a prescriptive element in the Guidelines. 4. It is NOT stepped back into the environment- the Omaroo Terrace frontage is basically 3 storeys straight up. <p>I would also draw your attention to the Town's submission; Section 1a of the 2012 DAP submission that still applies.</p> <p>As a resident on Omaroo Tce parking is a major issue and one the Town of Cambridge has failed to remedy with car bays. In addition to more off street parking being included for residents and visitors in the proposed development, I would also recommend bays being put along the roads adjacent to the development extending into the existing ocean Mia development. Human nature being what it is people will otherwise park on the streets despite parking internal to the development.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	For the sake of clarity, I am opposed to the development on the basis of guidelines not being met.
23	<p>We would like to OBJECT to the following points only raised on your correspondence 10-05-2016 attached hereto.</p> <ol style="list-style-type: none"> 1) THE REDUCED PARKING REQUIREMENTS <ol style="list-style-type: none"> a. The parking requirements cannot be relaxed as there is already a shortage of parking in the estate. This no provision for visitor parkings on Balandi and Omaroo Terrace. The estate has not been correctly designed to meet the visitor parking requirement and any relaxation will compound the already existing problem. Once only needs to look at the Churchlands development to understand the requirements missing in this estate. 2) THE NUMBER OF DWELLINGS <ol style="list-style-type: none"> a. The developer and ourselves were well aware when purchasing in the area that this site was zoned for 15 dwelling. Increasing the number does not fit within the greater Ocean mia estate and the roads are not designed for double the amount of units. 3) ENTRANCE ON MAJALIN <ol style="list-style-type: none"> a. I Am not opposed to an entrance on Majalin Drive, and believe it is a good call. 4) DESIGN GUIDELINES <ol style="list-style-type: none"> a. All the residence on Omaroo had to comply with strict guidelines set. This development must be built in accordance with those guideline. i.e 15 dwellings maximum, height restrictions, parking requirements, setbacks from the road. Etc. <p>Many thanks for your correspondence updating us on the current happenings and we are hopeful to see the development happen but in accordance with the guidelines which we bought into the development.</p>
25	<p>We have made an offer to purchase 6 Omaroo Terrace and the settlement is end of August 2016. We too would like to OBJECT to the proposed development, as per the objection below. We were not notified of this proposed development when we made our offer to Purchase, which we strongly object to.</p> <p>For ease of reference I have copied the points below:-</p> <ol style="list-style-type: none"> 1) THE REDUCED PARKING REQUIREMENTS <ol style="list-style-type: none"> a. The parking requirements cannot be relaxed as there is already a shortage of parking in the estate. This no provision for visitor parkings on Balandi and Omaroo Terrace. The estate has not been correctly designed to meet the visitor parking requirement and any relaxation will compound the already existing problem. Once only needs to look at the Churchlands development to understand the requirements missing in this estate. 2) THE NUMBER OF DWELLINGS <ol style="list-style-type: none"> a. The developer and ourselves were well aware when purchasing in the area that this site was zoned for 15 dwelling. Increasing

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	<p>the number does not fit within the greater Ocean mia estate and the roads are not designed for double the amount of units.</p> <p>3) ENTRANCE ON MAJALIN a. I Am not opposed to an entrance on Majalin Drive, and believe it is a good call.</p> <p>4) DESIGN GUIDELINES a. All the residence on Omaroo had to comply with strict guidelines set. This development must be built in accordance with those guideline. i.e 15 dwellings maximum, height restrictions, parking requirements, setbacks from the road. Etc.</p>
32	<p>We have reviewed the current proposal by developers for Multiple dwellings at Lot 501 Omaroo Tce and we are dismayed at what is proposed. As residences of Omaroo Tce we made an informed decision when purchasing No 34 based on the design guidelines put in place to provide a measure of certainty in regards to the multiple dwelling site.</p> <p>We are OPPOSED to the current Development at Lot 501 as it does not comply with Design Guidelines for Ocean Mia.</p> <p>Unfortunately in hindsight the street parking should have been addressed in the initial design of Ocean Mia therefore the proposed development is going to compound the problem. There are too many Dwellings proposed and visitors parking is insufficient. The narrow streets of Ocean Mia are already causing problems with the current population of residences so the council must stand firm on the guidelines.</p> <p>The council must also stand firm on what constitutes good design. The proposed reduced setbacks and increased footprint to all floors coupled with a design that is not stepped back will create an unsightly monolith. The developers will have moved on with profits intact and the council, and City Beach as a whole, will be left with the legacy of poor decision making.</p> <p>We urge the council to reject the current proposal.</p>
45	<p>We are broadly supportive and think the development is appropriate. Our only concern is the amount of parking. We would like the Town to address more parking in the Ocean Mia area, ideally without removing existing landscaping or street trees. For example, the Eastern boundary could accommodate a parking area, or, at the top Eastern side of Majalin Ave.</p>
49	<p>We object to this planning application with the following areas of concern:</p> <p>1. The reduced parking requirements: a. Parking requirements cannot be relaxed as there is already a shortage of parking in the Ocean Mia estate. There is no provision for visitor parking bays on Balandi and Omaroo Terrace. The original planning and design of Ocean Mia Estate has not allowed for visitor parking and this existing problem will be compounded.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Omaroo Terrace

Ref	Submission
	<p>2. The number of dwellings:</p> <ul style="list-style-type: none"> a. Upon purchasing Lot 548 we were made aware that site (Lot 501) was zoned for 15 dwellings and would adhere to the strict Ocean Mia Estate guidelines for development. The overall Ocean Mia Estate is not designed to allow for a dramatic increase in dwellings on this site, ranging from issues with road access, number of occupants, waste disposal and parking. <p>3. Entrance on the corner of Omaroo and Majalin:</p> <ul style="list-style-type: none"> a. The main entrance near Omaroo Terrace will add to congestion on Omaroo Terrace. <p>4. Design Guidelines:</p> <ul style="list-style-type: none"> a. Having built in the Estate we have experienced the strict guidelines that we have had to comply with and adhere to and every resident in the Estate has had to comply with the strict guidelines set. This development must be built in accordance with the Ocean Mia Estate Design Guidelines, i.e. 15 dwellings, height restrictions, parking requirements, setbacks from the road, etc.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

60 Kalinda Drive (Ocean Gardens Retirement Village)

Ref	Submission
6	<p>I would like the current Application to be refused on the basis of the terms below;</p> <ol style="list-style-type: none"> 1. No application that exceeds the current Codes should be approved due to the high density of buildings in the area. 2. The proposal, even if it complied ,is already out of scale in the area. 3.No relaxation of the carparking requirements should be allowed as it would further exacerbate the existing street parking problem , which is clogging the narrow roads in the area. The correct number of visitors carparks must be obligatory if the development is to proceed. 4. The existing Codes are fair and reasonable and the request to extend the floor areas only improves the developers profit but is detrimental to the other rate payers in the precinct due ,in part ,to the reasons above.
9	<p>With regards to your letter dated 10 May 2016, I would like to formally submit my <u>objection</u> to the application for the multiple dwellings development at lot 501 (No. 15) Omaroo Terrace City Beach.</p> <p>I live at Ocean Gardens and I strongly believe that a development of this size and density will impact my fellow Ocean Gardens residents and me significantly as well as many of the residents on the adjacent streets of the Ocean Mia site.</p> <p>Particularly I am concerned of the safety due to the existing narrow roads, the existing parking issues, poor visibility (due to the poor road planning which means that it is very hard to see cars coming on corners) and the lack of lighting. Even with the existing houses along Omaroo Terrace and Balandi Way there is already a parking issue, particularly on Balandi Way which leads into Ocean Gardens. The residents on Balandi Way do not have adequate private parking and this results in their cars being parked on the hill, narrowing the road further and posing a significant safety risk.</p> <p>With the addition of another 33 dwellings on a very compact site the situation will become horrendous and a sever safety risk, especially due to the fact that the design submitted does not provide adequate parking for residents or visitors.</p> <p>Additionally there is also a lack of public transport and facilities in the area, therefore the suburb has no ability to support this type of development.</p> <p>I therefore would like to strongly object to the development and wish that my objection be noted.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

60 Kalinda Drive (Ocean Gardens Retirement Village)

Ref	Submission
	<p>With regards to your letter dated 10 May 2016, I would like to formally submit my objection to the application for the multiple dwellings development at lot 501 (No. 15) Omaroo Terrace City Beach.</p> <p>My parents live at Ocean Gardens and I strongly believe that a development of this size and density will impact my parents and myself as a regular visitor.</p> <p>I am concerned of the safety due to the existing narrow roads, which are troublesome to the residents of Ocean Gardens and myself when visiting primarily due to the existing parking issues along Omaroo Terrace and Balandi Way. The residents on Balandi Way in particular do not have adequate private parking and this results in their cars being parked on the hill, narrowing the road further and posing a significant safety risk. The addition of another 33 dwellings will compound the issue and increase the risk to residents and visitors.</p> <p>I therefore would like to strongly object to the development and wish that my objection be noted.</p>
7	<p>I strongly object to a development of 33 dwellings with a visitor parking arrangement of only 2 vehicles.</p> <p>Should such an arrangement be permitted there is a strong danger of visitors to the proposed complex finding their way into our village and depriving our residents of some of their parking space.</p>
16	<p>Thank you for your letter re development of Lot 501 Omaroo Terrace and the opportunity to state my concerns. The influx of 32 new households with the number of cars they will no doubt bring into the complex is a major concern. Presumably they will have visitors and parties from time to time; where will they park?</p> <p>The roads are too narrow to allow for parking on both sides and as these roads are a major access to the Boulevard round-about for the residents of Ocean Gardens Village, I can foresee difficulties of access especially when building is taking place and all the trade vehicles are clogging the road.</p> <p>Would it be possible to widen the roads surrounding this block before building is started and thus prevent all the danger and inconvenience that will be caused by the number of vehicles parked by tradesmen, not to mention trucks and cranes etc.</p>
18	<p>From the Board of Ocean Gardens</p> <p>With regard to the proposed development on Lot 501 Omaroo Tce, City Beach I offer the following comments on behalf of the Board of Ocean Gardens Inc.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

60 Kalinda Drive (Ocean Gardens Retirement Village)

Ref	Submission
	<p>Overall the Board supports the proposed development as it appears to settle well into the topography of the site and from the perspectives available would have minimal impact on the views and amenity of village residents. The Board is also of the view that the design, which presents as two storeys at the Village gate, would only have a marginal impact on any development it is considering for its own vacant land at Lot 506 Balandi Way. Of all the developments that could have been proposed for Lot 501 this appears to be less intrusive on the Village and its residents.</p> <p>The Board does however note the small number of visitors parking bays (2) in the development and while this may be of initial concern the decision to provide a second parking bay for 13 of the residences may in fact have a positive impact on parking in general as it provides an extra 13 long term parking options off the surrounding streets. The long term parking by residents, if they were forced to park on the street would, in our opinion, present an ongoing issue and a bigger inconvenience than visitors parking for shorter periods.</p> <p>Please note that the individual residents of Ocean Gardens each received a similar notification so we have not sought to collate their input, rather we have left it to them to express their individual views where they feel compelled to do so. We have however provided them with access to the Town of Cambridge website to view the proposal where they do not have access of their own.</p>
22	<p>After receipt of your letter dated 10th May I discussed the application with a number of fellow residents at Ocean Gardens Retirement Village, who were also horrified.</p> <p>After all that has happened in the past, hasn't Council realised the rate-payers of City Beach do not want their suburb turned into a rabbit warren? We are sick and tired of Council ignoring our wishes.</p> <p>We want it noted that we strongly disagree with the plan.</p>
28	<p>Areas of concern.</p> <p>1. The streets surrounding the site are extremely narrow. None of these houses has a driveway or verge to accommodate visitors and street parking thus reduces the streets to one lane. Much caution is called for.</p> <p>Further congestion and traffic hazards would be created if visitors to 31 extra dwellings had to park in the street. The obligation to provide the required number of visitor bays should definitely not be waived.</p> <p>2. The Ocean Mia Design guidelines and the Residential Design Codes of WA. are in place for a reason, aiming to ensure that a desirable environment is preserved.</p> <p>To allow a reduced setback and a larger footprint would be contrary to the above intention, and detrimental and unfair to nearby residents,</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

60 Kalinda Drive (Ocean Gardens Retirement Village)

Ref	Submission
	<p>especially those who have themselves built in accordance with the guidelines.</p> <p>The only beneficiary of this variation would be the developer, who is seeking to maximize his/her financial gain.</p> <p>Other rate-payers would suffer from the sense of overcrowding which was meant to be guarded against by the various guidelines.</p>
48	<p>Currently it is not uncommon for vehicles to be double parked on Balandi often needing nearside wheels on the verges to avoid blocking the road.</p> <p>Residents including from Ocean Gardens use these two narrow roads in order to gain easier access to The Boulevard via the roundabout. Additionally Balandi provides one of only two entrances to Ocean Gardens for ambulance and fire services.</p> <p>Parking should possibly be restricted to one side only of Balandi (or possibly not at all). Hoping to avoid an accident waiting to happen!</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
37	<p>Attached please find a combined objection letter from 5 property owners in Ocean Mia (Balandi Way and Omaroo Terrace).</p> <p>We would like to draw your attention to the fact that the Town of Cambridge's (ToC) responsibility in assessing the Lot 501 (also Lot 560 in future) development application is beyond a normal planning assessment because ToC are also the developer of the estate. In our opinion the assessment of this application needs to address 3 aspects:</p> <ol style="list-style-type: none"> 1. Compliance with State Planning Policies. 2. Correct and appropriate application of the Ocean Mia Design Guidelines. 3. Complying with the Marketing statements and expectations created by the ToC and their agents when selling the individual blocks to the current residents. <p>-----</p> <p>Objection: Proposed development on Lot 501, 15 Omaroo Terrace, Ocean Mia, City Beach. We refer your letter dated 10 May 2016 and thank you for the opportunity to comment on the proposed development of Lot 501 Omaroo Terrace, City Beach. It is noted that the Town of Cambridge has identified aspects of this proposed development that do not comply with the Ocean Mia Design Guidelines (OMDG). We hereby support the council's rejection of this development based on our arguments in this letter, summarised as follows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ocean Mia Design Guidelines have not been adhered to - Town of Cambridge as the developer of Ocean Mia is responsible for ensuring guideline compliance before accepting a submission for community comment. <input type="checkbox"/> Density is substantially above the allowable R40. <input type="checkbox"/> 33 dwellings are in excess of the permissible 15 dwellings. <input type="checkbox"/> Larger building footprints to each floor level are not acceptable. <input type="checkbox"/> Reduced setback on Majalin Avenue is not acceptable. <input type="checkbox"/> Additional vehicle access off Balandi Way is not acceptable. <input type="checkbox"/> 7 visitor parking bay shortfall is unacceptable - no street parking is available. <input type="checkbox"/> 2 parking bays must be provide per dwelling. <input type="checkbox"/> Carpark areas must be included within the permissible building envelope. <input type="checkbox"/> Multi storey dwellings (not single level units) are required according to OMDG. <input type="checkbox"/> Outdoor communal areas and drying courts have not been provided. <p>The following detailed comments and objections to the proposed development on Lot 501 are made with regards to compliance with the Ocean Mia Design Guidelines (OMDG) which defers to the Residential Design Codes of Western Australia (R-Codes) where no reference is made in the guidelines:</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>1. Responsible Developer and Council</p> <p>The Town of Cambridge as the developer and approving authority for Ocean Mia estate has a responsibility and commitment to Ocean Mia residents to ensure compliance with the Ocean Mia Design Guidelines (OMDG). Individual house plans were initially vetted by TPG planners for OMDG compliance before council would accept their submission.</p> <p>Lot 501 is a key development block central to the entire estate with potentially 15 dwellings. A responsible estate developer/council is expected to ensure that this important development proposal is properly vetted by TPG planners (as was done for the houses) and a competent Architect (due to its size) to ensure compliance with the OMDG, before accepting the submission of any development proposal. This would avoid creating concern amongst the Ocean Mia residents by asking for comments on a development proposal which clearly does not meet the OMDG objectives.</p> <p>The Town of Cambridge as the developer of Ocean Mia has a responsibility to the estate residents to ensure Lot 501 development plans are assessed by TPG planners and a competent Architect to ensure compliance with the OMDG before accepting the submission of any development proposal.</p> <p>2. Ocean Mia is a R30/40 Design Code Estate</p> <p>R30/40 design code requirements have been applied across the estate with respect to “Site area per Dwelling”, thus limiting the number of single house dwellings to an R30/40 density, this aspect is not amended by the OMDG. For example, R40 density for single/grouped housing requires an average site area per dwelling of 220m². A single block owner would not be permitted to build 2 dwellings on their 220m² block increasing the density to 110 m² per dwelling, effectively doubling the density to R80. This is what the Lot 501 development application is attempting to achieve in direct contravention of the OMDG and R40 design codes.</p> <p>The OMDG relaxes the “Open Space” aspect of the R30/40 design code by permitting greater site coverage than the 45% open space requirement, which is done by providing site coverage block diagrams in the OMDG. This relaxation permits larger dwellings to be constructed to meet the expectations of City Beach residents, but maintains the number of dwellings as required by the R30/40 design code regulations.</p> <p>It should also be noted that the single house developments included the garages (carparks) within the permissible building envelope specified in the OMDG. Similarly the carparks on Lot 501 should be included as part of the building footprint (even if at ground level) as is the case with all other homes in Ocean Mia.</p> <p>Ocean Mia Estate density (number of dwellings according “Site area per Dwelling”) is in accordance with R30/40 design codes for single/grouped dwellings (not relaxed by OMDG), this principle must be maintained throughout the estate, including LOT 501.</p> <p>Carpark areas must be included within the permissible building envelope of the grouped or multiple dwelling assessments (Lot 501), as done for the single housing assessment.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>3. Non-compliance with the R40 design code and Ocean Mia Design Guidelines (OMDG)</p> <p>As indicated by Cambridge council, the building footprints to each floor level are larger than required by the OMDG and therefore not acceptable. Also from discussions with council it appears that a development confined within the OMDG specified block plan on page 29 would be considered, irrespective of the number of dwellings contained therein. Further, the application of R40 “Multiple Dwelling” design code requirements to Lot 501 is contested (it should be “Grouped Housing”) as described later in this document.</p> <p>Upfront this development is non-compliant, however using it as an assessment example for complying with the principles of the OMDG; the R40 multiple dwelling density “Plot Ratio” requirement must be applied to the Lot 501 development in a similar manner that “Minimum site area per dwelling” is applied to the single housing i.e. larger dwellings are acceptable (by reducing “Open Space” requirements) but not a greater number than would be permitted by R40 multiple dwelling design codes. The “Maximum plot ratio” of R40 multiple dwelling developments is 0.6, with the “Open space” requirement of 45%, which is relaxed by the OMDG according to the block plan on page 29. Therefore the assessment of the proposed development of 33 apartments should be done as follows to comply with the density principles applied to the single house developments:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lot 501 site area = 3189m² <input type="checkbox"/> Maximum Plot Ratio for R40 = 0.6x3189 = 1913m² <input type="checkbox"/> Total Area of 33 units = 2960m², which is an average of 2960/33 = 90m² per unit. <input type="checkbox"/> To meet R40 density (number of units) requirements, maximum number of units = 1913/90 = 21 units <input type="checkbox"/> No more than 21 units can be built but they can be made larger to fill Lot 501 due to the open space requirement being relaxed according to the OMDG block plan on page 29 (similar to method used for the single housing). <p>Dwellings can be increased in size to fill the allocated building area as per the OMDG, but the number of dwellings must comply with R40 density requirements and the principles applied to the single housing developments.</p> <p>The building footprints to each floor level of the Lot 501 development are larger than required by the OMDG and is not acceptable.</p> <p>4. Non-compliance with the Page 28 objective of the Ocean Mia Design Guidelines (OMDG)</p> <p>OMDG Page 28 states <i>“This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography, which falls dramatically to the north”</i>. Referring to the statements in bold:</p> <ul style="list-style-type: none"> <input type="checkbox"/> “Medium-density dwellings”: Lot 501 site area = 3189, Total Area of 33 units = 2960, this results in a Plot Ratio = 0.93. This approximates an R80 density, which is far in excess of R40 “medium density”. <input type="checkbox"/> “Dwellings will be multi storey”: This requires the individual dwellings to be multi storey and hence similar to a “Grouped Dwelling” with each

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>dwelling being a multi storey town house unit. Lot 501 development plans indicate single level apartments not complying with the requirement of multi storey dwellings.</p> <p><input type="checkbox"/> Intent of the OMDG was “Group Housing” density: Referring the above dot point requiring “Dwellings will be multi storey” and also the copy of Town of Cambridge’s 2012 marketing document “City Beach within your reach - Residential Lots For Sale” (attached below this letter – based on which residents purchased their blocks), which indicates Lot 501 is “Grouped Housing”. The R40 design code for Grouped Dwellings requires an average site area of 220 m2 per dwelling resulting in $3189/220 = 15$ permissible dwellings (the minimum number stated above). Ocean Mia residents’ expectation of a medium density development is 15 dwellings in number, with the individual dwellings potentially larger in size expanding to the extent of the OMDG block plan for Lot 501 with garages (carparks) included.</p> <p><input type="checkbox"/> Further it is noted that the Town of Cambridge’s 2008 marketing document referred to Lots 501 & 560 as “..... two multi-residential sites with up to 25 home units across the two sites”. Based on a pro-rata unit distribution this equates to a maximum of 15 units on Lot 501.</p> <p>R40 density requirements have been substantially exceeded. Dwellings must be multi-storey - not single level apartments. “Group Housing” Residential Design Codes must be applied. Maximum 15 dwellings are permitted on Lot 501.</p> <p>5. Parking & Traffic</p> <p>Ocean Mia roads are relatively narrow, with street parking not possible unless the car is partially on the verge. Parking is therefore already in short supply for current residents. Specifically Balandi Way has increased traffic to access Ocean Gardens Retirement Village (both vehicle and pedestrian), which effectively prohibits parking due to the narrow road and constant use of walkways. Permitting the development of 33 units, with a possible 66 cars, will degrade the area and potentially result in illegal on-street parking.</p> <p>Applying the minimum multiple dwelling R40 design code parking requirements (1.25 carparks per dwelling) to the Lot 501 development is not appropriate for Ocean Mia Estate because street parking is unavailable and this does not meet the OMDG objectives of “being of high architectural quality”, “reflects the quality and value of the land” and “ensures compatibility between neighbouring developments”. Most buyers of the Lot 501 dwellings (even if only 2 bed apartments) will own 2 cars.</p> <p>Referring the above mentioned evidence that the assessment of Lot 501 should be based on “Grouped Housing” then 2 car parking spaces are required per 2+bedroom dwelling.</p> <p>Similarly adequate visitor parking should be provided in excess of minimum requirements. The provision of only 2 visitors parking within Lot 501 is below the minimum 9 required per R-codes, with visitor parking in excess of 9 spaces expected for a quality development.</p> <p>Two car parking spaces are required per dwelling plus adequate visitors parking.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>6. Lot 501 scheme proposed additional vehicle Access off Balandi Way</p> <p>We note the following concerns:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ocean Gardens Retirement Village uses the relatively narrow Balandi Way as an access road resulting in increased traffic volume, both vehicle and pedestrian. <input type="checkbox"/> This proposed additional car access is in close proximity to the Retirement Village access. <input type="checkbox"/> It is near a bend in the road. <input type="checkbox"/> Bimbimbie Lane also intersects with Balandi Way near the proposed entrance. <input type="checkbox"/> Balandi Way is at a relatively steep incline, with sight lines restricted by the gradient, retaining walls and trees. <input type="checkbox"/> The proposed car access is not in compliance with the OMDG requirements. <p>The additional Access off Balandi Way is unacceptable, there is no need for two road entrances to Lot 501. The proposed entrance will be congested, with restricted sightlines, on a corner and on an incline, making it unsafe for all road users.</p> <p>7. Non-compliance with Ocean Mia Design Guidelines (OMDG) objectives stated on Page 2</p> <p>Without listing each of the 10 objectives stated on page 2, the key elements are:</p> <ul style="list-style-type: none"> <input type="checkbox"/> residential development which has a high architectural quality <input type="checkbox"/> reflects the quality and value of the land <input type="checkbox"/> ensures compatibility between neighbouring development <input type="checkbox"/> provide solar access and encourage energy efficient design <p>We recommend that the submitted plans be evaluated by a competent architect with respect to achieving the above mentioned objectives, with particular reference to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The apartment block shape and layout appears to have been designed to maximise the number of dwellings at the expense of the dwelling's functional layout and overall architectural appearance. <input type="checkbox"/> The individual dwelling designs appear to be according to minimum standards and not appropriate for the Ocean Mia objectives of "high architectural quality reflecting the quality and value of the land". <ul style="list-style-type: none"> <input type="checkbox"/> The proposed development indicates a uniform three storey building fronting on to Omaroo terrace, generally the buildings have limited "Stepping into the existing topography" as required by the OMDG. <input type="checkbox"/> Functional apartment design e.g. is a kitchen fronting onto the main balcony instead of the living area appropriate? <input type="checkbox"/> The lack of outdoor communal areas. <input type="checkbox"/> Appropriate sustainable design and solar access. Dwellings at levels 2, 3 & 4 towards the back of the development appear to have limited

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>solar access. Some units have kitchens and bedrooms facing north where you would expect living areas.</p> <ul style="list-style-type: none"> <input type="checkbox"/> There are no clothes drying facilities. Balconies are not appropriate for this purpose and the use of dryers environmentally inappropriate, especially in a development of “high architectural quality”. The inclusion of a drying court in the northern sun is a design requirement for all the single houses in Ocean Mia, it should also apply to Lot 501. <input type="checkbox"/> As mentioned earlier, “<i>Dwellings will be multi storey</i>” requiring the individual dwellings to be multi storey similar to “Grouped Dwellings”, not single level apartments. <input type="checkbox"/> Adequate garages (carparks) should be included in the footprint and be appropriately accessible by the residents. <p>As residents, we have complied with the stringent Design Guidelines as set by the Town of Cambridge and TPG planners and we expect the same adherence to the Design Guidelines by the developer of Lot 501. We further expect the same design principles to apply to Lot 501 as applied to the single housing thereby meeting R40 requirements and achieving a “high architectural quality that reflects the quality and value of the land”.</p> <p>Ocean Mia residents purchased properties expecting an appropriate medium density development on Lot 501, not high density housing which is not in compliance with the OMDG and therefore we object to the proposed development on Lot 501.</p>
40	<p>Combined submission from four owners in Ocean Mia (three in Gali Lane, one in Omaroo Terrace)</p> <p>We are strongly opposed to this proposal for the reasons outlined below. It surprised us that the Town has requested public submissions on the proposal, given that it is in breach of both the Town’s Ocean Mia Design Guidelines (“the Guidelines”) and WA Residential Design Codes (R-Codes). The proposal significantly breaches elements of the Guidelines that the Town itself specified as prescriptive, both in the Guidelines (In the introduction to the Guidelines, it is stated: “Some of the standards are prescriptive, to which the council will adhere.” [page 2]) and in the Town’s submission to the Development Assessment Panel (DAP) in 2012 about a similar proposal for this site (2012 Proposed Development).</p> <p>The Guidelines state that they were created to provide “a measure of certainty as to what could be expected from neighbouring developments”. Ocean Mia property owners have a reasonable expectation that a building proposal deviating in a major way from the Guidelines would not be allowed, just as the owners were contractually obliged to build their own houses within the Guidelines.</p> <p>The Town’s 2012 submission to the DAP, in respect of the 2012 Proposed Development, states that the “Town has an obligation to existing land owners in Ocean Mia Estate that the Ocean Mia Design Guidelines will be adhered to and the variations to the building footprint... are considered significant departures to the Guidelines. These variations result in a development of a scale and bulk that was not planned for the site and therefore it is recommended that the proposal not be supported”. As with 2012 Proposed Development, there are also major building footprint variations, from those prescribed in the Guidelines, in this current proposal.</p> <p>In the same 2012 submission, the Town refers to legal advice it sought which “raises concern about the variations from the Design Guidelines</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>in particular to the prescriptive standards relating to building footprint area... building foot print areas were set with the intention of being complied".</p> <p>Ocean Mia owners are very keen for this site to be developed, but with a building of an appropriate bulk and scale. We also understand the wishes of the builder to maximise financial return on their investment, with as many apartments as possible. The essence of the problem with this proposal is that there are far too many apartments in the plans, making it a high-density development, where a medium-density one was specified in the Guidelines. An early advertisement for Ocean Mia stated that this site (lot 501) and the adjacent lot 506 would have "up to 25 home units across the two sites" whilst this proposal has 33 units on lot 501 alone. Having too many small apartments leads to the proposal being significantly non-compliant in the following areas:</p> <p>Non-compliant matters</p> <p>1. Major variations in building footprint</p> <p>The Guidelines (page 29) prescribe the maximum building footprint for each storey of the development, and this proposal deviates from the maximum allowed to a major degree: Ground floor: 20.7% in excess of allowed footprint First floor: 45.6% in excess of allowed footprint Second floor: 24.6% in excess of allowed footprint These deviations lead to a building of bulk and scale not appropriate for this site.</p> <p>2. Shortage of visitor parking</p> <p>The Guidelines (page 3) state that where no reference is made to a particular element, the WA R-Codes "shall apply". The R-Codes are prescriptive with respect to parking spaces and this proposal is short of 7 visitor spaces. Given that there is almost no on-street parking, there will neither be enough resident parking spaces nor visitor spaces, so this deficit will practically be many more than 7 spaces. This will affect neighbouring houses, and breaches the objective of the Guidelines to "ensure compatibility between neighbouring developments".</p> <p>3. Reduced setback on Majalin Ave</p> <p>The setback on Majalin Ave is half what it is prescribed to be in the Guidelines (2m rather than 4m) and this adds to the inappropriate bulk of the building.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>4. Density and building design</p> <p>The Guidelines (page 28) state that the "proposed dwellings will be multi storey and will be stepped back into the existing topography, which falls dramatically to the north." (emphasis added). There is an indicative development diagram included on page 29. This proposal deviates in both of these elements, being basically three storeys straight up on the north face along Omaroo Terrace, and consisting of a large number of one and two bedroom single storey apartments.</p> <p>It is obvious from the Guidelines and the original advertising that development on these two sites (501 and 506) was envisaged to be entirely different from what is proposed here; 15-20 multi-level apartments on lot 501 and 11-15 on lot 506, rather than what is basically a block of flats.</p> <p>To comply with the R-Codes, a medium density development (R40, plot ratio 0.6) on this site could have 21 apartments maximum. This proposal is high density, with a plot ratio of 0.93, or R80 density- with 57% more dwellings than are allowable at R40. This is in distinct breach of statements in the Guidelines and advertising material that accompanied the sale of individual lots, and is completely out of keeping with the character of the area.</p> <p>Amenity issues</p> <p>This proposal is for a high-density apartment block with far more apartments than were envisaged, leading to the non-compliance with prescriptive elements described above. This large number of dwellings brings with it impacts on traffic movements, car parking provision and rubbish collection. The area is currently populated by many people with young families and has a very neighbourly feeling. These children run and play in the streets and in the park areas. A major increase in traffic, from 33 apartments, along with traffic associated from whatever is built on lot 506, will decrease this amenity very significantly and is a risk to the safety of these children.</p> <p>In summary, this proposal is for a high-density apartment block with nearly 60% more apartments than the maximum number that could be considered medium density, as specified in the Guidelines. In order to fit this excessively large number of apartments, the proposal is non-compliant, in a major way, with prescriptive elements in both the Guidelines and the R-Codes. This leads to a building of scale and bulk that was not planned for the site and a major detriment to the amenity and character of the area.</p> <p>The Conditions of Sale for lots at Ocean Mia included a contractual clause that the owner must submit "a formal application for approval to construct a building on the property...which shall in all respects, be in compliance with... the Design Guidelines". Those proposing this development have a contractual obligation to the Town under the Sale Contract to comply with the Design Guidelines, and the Town has a reciprocal ethical, as well as contractual, obligation to owners of existing dwellings to ensure that the largest building in Ocean Mia does not breach prescriptive elements of the Guidelines in a major way.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>It is therefore disappointing that the Town has entertained this proposal by sending it for public comment, and we are strongly opposed to its approval.</p>
49	<p>1. Proposed Balandi Way access</p> <p>This access will add further pressure and congestion to an already narrow road used for access to Ocean Mia Estate and Ocean Gardens retirement village by cars, 'gophers' and delivery vehicles. The additional 11 apartments currently under construction in Ocean Gardens retirement village will also add to the congestion on Balandi Way.</p> <p>Balandi Way being the only access to the proposed 2 visitors parking bays will result in the majority of visitor vehicles parking in Balandi Way which has no designated parking areas.</p> <p>The resultant traffic congestion in the streets will impact significantly on the aesthetics, safety and property values of Ocean Mia Estate.</p> <p>2. Proposed reduction of visitor parking bays from the minimum requirement of 9 to 2</p> <p>This is an unacceptable 80% reduction in the minimum visitor parking requirements.</p> <p>The number of owner parking bays are currently proposed at 1.3 per unit. The expectation is that there will be 2 vehicles per household. This equals a potential 66 resident vehicles, with only 46 bays available.</p> <p>Only 13 units will be allocated 2 parking bays (26 bays) and 20 units will be allocated a single bay. This means that an additional 20 cars plus visitors will be wanting to park in the streets as close as possible to their apartment.</p> <p>In an estate of this nature every vehicle owned by a prospective owner/tenant should have off street parking. A high volume of visitor and owners parking their cars in the streets of Ocean Mia will substantially compromise the overall ambience and safety of the Estate and lower the value of existing properties.</p> <p>3. Proposal to exceed the allowed building footprint</p> <p>The proposed 33 apartments is 120% higher than the minimum requirement as per the guidelines of 15 medium density dwellings. This substantial increase would indicate high density which does not comply with the guidelines.</p> <p>The building guidelines need to be complied with to safeguard the overall ambience and property values as envisaged by the careful</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>creation of the guidelines, which need to apply to all properties in the area.</p> <p>The size of the units the design aesthetics and the congestion (many cars parked in narrow streets) will have a serious detrimental effect on existing property values. In addition, the proposed development differs significantly from what we as residents were led to believe would be constructed, when we purchased the land (i.e. a development with multilevel dwellings than would at least be equivalent to the guidelines we have had to adhere to).</p> <p>It is noted that the Town of Cambridge has identified aspects of this proposed development that do not comply with the Ocean Mia Design Guidelines (OMDG). We hereby support the council’s rejection of this development based on our arguments in this letter and the specific aspects mention in your letter, being:</p> <ul style="list-style-type: none"> • The reduced setback on Majalin Avenue is not acceptable. • Larger building footprints to each floor level are not acceptable. • An additional vehicle access off Balandi Way is not acceptable. • The shortfall of 7 visitor parking bays is not acceptable. <p><u>Responsible Developer and Council</u></p> <p>The Town of Cambridge as the developer and approving authority for Ocean Mia estate has a responsibility and commitment to Ocean Mia residents to ensure compliance with the Ocean Mia Design Guidelines (OMDG). Individual house plans were initially vetted by TPG planners for OMDG compliance before council would accept their submission.</p> <p>Lot 501 is a key development block central to the entire estate with potentially 15 dwellings. A responsible estate developer/council is expected to ensure that this important development proposal is properly vetted by TPG planners (as was done for the houses) and a competent Architect (due to its size) to ensure compliance with the OMDG, before accepting the development proposal. This would avoid creating concern amongst the Ocean Mia residents by asking for comments on a development proposal which clearly does not meet the OMDG objectives.</p> <p>The Town of Cambridge as the developer of Ocean Mia has a responsibility to the estate residents to ensure Lot 501 development plans are assessed by TPG planners and a competent Architect to ensure compliance with the OMDG before accepting any development proposal.</p> <p><u>Ocean Mia is a R30/40 Design Code Estate</u></p> <p>R30/40 design code requirements have been applied across the estate with respect to “Site area per Dwelling”, thus limiting the number of single house dwellings to an R30/40 density this aspect is not amended by the OMDG. For example, R40 density for single/grouped housing</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p>requires an average site area per dwelling of 220m². A single block owner would not be permitted to build 2 dwellings on their 220m² block increasing the density to 110 m² per dwelling, effectively doubling the density to R80. This is what the Lot 501 development application is attempting to achieve in direct contravention of the OMDG and R40 design codes.</p> <p>The OMDG relaxes the “Open Space” aspect of the R30/40 design code by permitting greater site coverage than the 45% open space requirement, which is done by providing site coverage block diagrams in the OMDG. This relaxation permits larger dwellings to be constructed to meet the expectations of City Beach residents, but maintains the number of dwellings as required by the R30/40 design code regulations.</p> <p>It should also be noted that the single house developments included the garages (carparks) within the permissible building envelope specified in the OMDG. Similarly the carparks on Lot 501 must be included as part of the building footprint (even if at ground level) as is the case with all other homes in Ocean Mia.</p> <p>Ocean Mia Estate density (number of dwellings according “Site area per Dwelling”) is in accordance with R30/40 design codes for single/grouped dwellings (not relaxed by OMDG), this principle must be maintained throughout the estate, including LOT501.</p> <p>Carpark areas must be included within the permissible building envelope of the grouped or multiple dwelling assessments (Lot 501), as done for the single housing assessment.</p> <p>The following specific objections to this development are made with regard to compliance with the Ocean Mia Design Guidelines (OMDG) which defers to the Residential Design Codes of Western Australia (R-Codes) where no reference is made in the guidelines:</p> <p><u>Non-compliance with the R40 design code and Ocean Mia Design Guidelines (OMDG)</u></p> <p>As indicated by Cambridge council, the building footprints to each floor level are larger than required by the OMDG and therefore not acceptable. Also from discussions with council it appears that a development confined within the OMDG specified block plan on page 29 would be considered, irrespective of the number of dwellings contained therein. Further, the application of R40 “Multiple Dwelling” design code requirements to Lot 501 is contested as described later in this document.</p> <p>Upfront this development is non-compliant, however by way of using it as an assessment example, the R40 multiple dwelling density “Plot Ratio” requirement must be applied to the Lot 501 development in a similar manner that “Minimum site area per dwelling” is applied to the single housing i.e. larger dwellings are acceptable (by reducing “Open Space” requirements) but not a greater number than would be permitted by R40 multiple dwelling design codes. The “Maximum plot ratio” of R40 multiple dwelling developments is 0.6, with the “Open space” requirement of 45% relaxed by the OMDG according to the block plan on page 29. Therefore the assessment of the proposed development of 33 apartments should be done as follows to comply with the density principles applied to the single house developments:</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<ul style="list-style-type: none"> • Lot 501 site area = 3189m² • Maximum Plot Ratio for R40 = $0.6 \times 3189 = 1913\text{m}^2$ • Total Area of 33 units = 2960m², which is an average of $2960/33 = 90\text{m}^2$ per unit. • To meet R40 density (number of units) requirements, maximum number of units = $1913/90 = 21$ units • No more than 21 units can be built but they can be made larger to fill Lot 501 due to the open space requirement being relaxed according to the OMDG block plan on page 29 (similar to method used for the single housing). <p>In this example, to meet R40 density requirements and align with the principles applied to the single housing development in Ocean Mia estate, the proposed development on Lot 501 should be limited to 21 dwellings, with each dwelling being able to be increased in size to fill the allocated building area as per the OMDG.</p> <p>The building footprints to each floor level of the Lot 501 development are larger than required by the OMDG and not acceptable.</p> <p><u>Non-compliance with the Page 28 objective of the Ocean Mia Design Guidelines (OMDG)</u></p> <p>OMDG Page 28 states <i>“This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography, which falls dramatically to the north”</i>. Referring to the statements in bold:</p> <p>☒ <i>“Medium-density dwellings”</i>: Lot 501 site area = 3189, Total Area of 33 units = 2960, this results in a Plot Ratio = 0.93. This approximates an R80 density, which is far in excess of R40 “medium density”.</p> <p>☒ <i>“Dwellings will be multi storey”</i>: This requires the individual dwellings to be multi storey and hence similar to a “Grouped Dwelling” with multi storey town houses. Lot 501 development plans indicate single level apartments not complying with the requirement of multi storey dwellings.</p> <p>☒ Intent of the OMDG was “Group Housing” density: Referring the above dot point regarding <i>“Dwellings will be multi storey”</i> and also the copy of Town of Cambridge’s marketing document <i>“City Beach within your reach - Residential Lots For Sale”</i> (attached below this letter – based on which residents purchased their blocks), which indicates Lot 501 is “Grouped Housing”. The R40 design code for Grouped Dwellings requires an average site area of 220 m² per dwelling resulting in $3189/220 = 15$ permissible dwellings (the minimum number stated above). Ocean Mia residents’ expectation of a medium density development is 15 dwellings in number, with the individual dwellings potentially larger in size expanding to the extent of the OMDG block plan for Lot 501 with garages (carparks) included.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<p><u>Parking & Traffic</u></p> <p>Ocean Mia roads are relatively narrow, with street parking not possible unless the car is partially on the verge. Parking is therefore already in short supply for current residents. Specifically Balandi Way has increased traffic to access Ocean Gardens Retirement Village (both vehicle and pedestrian), which effectively prohibits parking due to the narrow road and constant use of walkways. Permitting the development of 33 units, with a possible 66 cars, will degrade the area and potentially result in illegal on-street parking.</p> <p>Applying the minimum multiple dwelling R40 design code parking requirements (1.25 carparks per dwelling) to the Lot 501 development is not appropriate for Ocean Mia Estate because street parking is essentially unavailable. Most buyers of the Lot 501 dwellings (even if only 2 bed apartments) will own 2 cars. Therefore 2 car parking spaces should be required per dwelling to meet the OMDG objectives of “being of high architectural quality”, “reflects the quality and value of the land” and “ensures compatibility between neighbouring developments”. Similarly adequate visitor parking should be provided in excess of minimum requirements. The provision of only 2 visitors parking within Lot 501 is below the minimum 9 required per R-codes, with visitor parking in excess of 9 spaces expected for a quality development.</p> <p><u>Lot 501 scheme proposed additional vehicle Access off Balandi Way</u></p> <p>We note the following concerns:</p> <ul style="list-style-type: none"> • Ocean Gardens Retirement Village uses the relatively narrow Balandi Way as an access road resulting in increased traffic volume, both vehicle and pedestrian. • This proposed additional car access is in close proximity to the Retirement Village access. • It is near a bend in the road. • Bimbimbie Lane also intersects with Balandi Way near the proposed entrance. • Balandi Way is at a relatively steep incline, with sight lines restricted by the gradient, retaining walls and trees. • The proposed car access is not in compliance with the OMDG requirements. <p>The additional Access off Balandi Way is unacceptable and there is no need for two road entrances to Lot 501. The proposed entrance will be congested, with restricted sightlines, on a corner and on an incline, making it unsafe for all road users.</p> <p><u>Non-compliance with Ocean Mia Design Guidelines (OMDG) objectives stated on Page 2</u></p> <p>Without listing each of the 10 objectives stated on page 2, the key elements are:</p> <ul style="list-style-type: none"> • residential development which has a high architectural quality

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Original Plans

Multiple signatories

Ref	Submission
	<ul style="list-style-type: none"> • reflects the quality and value of the land • ensures compatibility between neighbouring development • provide solar access and encourage energy efficient design <p>We recommend that the submitted plans be evaluated by a competent architect with respect to achieving the above mentioned objectives, with particular reference to:</p> <ul style="list-style-type: none"> • The apartment block shape and layout appears to have been designed to maximise the number of dwellings, at the expense a dwelling functional layout and overall architectural appearance. The individual dwelling designs appear to be according to minimum standards and not appropriate for the Ocean Mia objectives of “high architectural quality reflecting the quality and value of the land”. • The proposed development indicates a uniform three storey building fronting on to Omaroo Terrace, generally the buildings have limited “Stepping into the existing topography” as required by the OMDG. • Functional apartment design e.g. is a kitchen fronting onto the main balcony instead of the living area appropriate? • The lack of outdoor communal areas. • Appropriate sustainable design and solar access. Dwellings at levels 2, 3 & 4 towards the back of the development appear to have limited solar access. Some units have kitchens and bedrooms facing north where you would expect living areas. • There are no clothes drying facilities. Balconies are not appropriate for this purpose and the use of dryers environmentally inappropriate, especially in a development of “high architectural quality”. The inclusion of a drying court in the northern sun is a design requirement for all the single houses in Ocean Mia, it should also apply to Lot 501. <p>As residents, we have complied with the stringent Design Guidelines as set by the Town of Cambridge and TPG planners and we expect the same adherence to the Design Guidelines by the developer of Lot 501. We further expect the same design principles to apply to Lot 501 as applied to the single housing thereby meeting R40 requirements and achieving a “high architectural quality that reflects the quality and value of the land”.</p> <p>Ocean Mia residents expect an appropriate medium density development on Lot 501, not high density housing which is not in compliance with the OMDG and therefore we object to the proposed development on Lot 501.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Alkoomie Terrace

Ref	Submission
Am1	<p>I refer to the amended plans for the above property published on the Town of Cambridge’s website. In relation to the amended plans, I make the following objections:</p> <p><u>Architecture</u> The overall architecture and design aesthetic for the proposed development is sub-standard. The building is very blocky and does not compliment the surrounding properties and bush land locale.</p> <p>The relevant indicative development diagram contained in the Ocean Mia Design Guidelines (Guidelines) features a staggered façade which breaks up the bulk and scale of the building and allows it to integrate with the sloping topography of the site (page 29). The proposed development has a monolithic façade, including along the primary street frontage. The overall impression is that of a commercial office complex. The uninspired materials and colour scheme indicated in the renderings for the proposed development exacerbate the impression of an office block.</p> <p>Given that the site for the proposed development is located within a new estate in one of the most prestigious suburbs in Western Australia, it is reasonable to expect that the proposed development would feature a substantially higher level of design and finishes. As you are no doubt aware, all of the houses in the Ocean Mia estate are of high architectural standard and quality. The proposed development detracts from these high standards and would diminish land values in the estate for many years to come.</p> <p><u>Density</u> The Guidelines refer to the site for the proposed development being ‘medium-density’ (page 28) and contemplate a minimum of 15 dwellings (page 28). The proposed development is for 31 units (i.e more than double the indicative number), virtually all of which are relatively small two bedroom units. Obviously, this is not in keeping with the ‘medium-density’ intended in the Guidelines. Also, I’m sure you will appreciate the additional stressors that such increased density will bring to the area in terms of traffic flow and street parking etc.</p> <p>Given the exclusiveness of the City Beach location, this type of density (i.e. 31 units) is contextually inappropriate and is more suited within an inner City environment. Personally, when purchasing our land in the Ocean Mia estate, my wife and I did not envisage raising a family and living in close proximity to such a high density apartment complex.</p> <p><u>Conclusion</u> In light of the above comments regarding architecture and density, in order to maintain the unique and desirable characteristics of the Ocean Mia Estate and to preserve the amenity and land values within it, may I respectfully suggest that you recommend to Council to refuse approval of the proposed development.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Alkoomie Terrace

Ref	Submission
Am2	<p>We acknowledge that the amended submission reduces the number of dwellings from 33 to 31 and that verge car bays as well as an increased number of visitor car bays are now provided. However our basic complaints remain in that the number of dwellings still greatly exceeds the R code density laid out for the site and the style of dwellings do not conform to the design guidelines stipulated for the Ocean Mia development precinct. Furthermore, the roads in the precinct are inadequate to handle the increased traffic and parking pressures that would be expected from that number of dwellings.</p> <p>We reiterate that in our view it is incumbent on the Town of Cambridge to continue to only approve developments that fully conform to the guidelines and the R code density it established for Ocean Mia and accordingly we are strongly opposed to the amended proposal.</p>
Am3	<p>We refer your letter dated 8 August 2016 advising of amended plans (31 units), which have not resolved the majority of the objections raised by Ocean Mia residents to the initial proposed development.</p> <p>We further urge the developer to consider a market appropriate development with larger units, including 3 bed family orientated dwellings, which will provide a superior outcome for all concerned when compared to a large number of low quality small units aimed at a transient rental market.</p> <p>It remains our position that both the Ocean Mia Design Guidelines (OMDG) and the marketing of Ocean Mia residential blocks indicate a “Grouped Housing” type of development with approximately 15 dwellings on Lot 501. Your indication that TPG planners may consider the amended plans as appropriate is concerning, forcing us to address an inappropriate development which should be rejected without consideration due to non-compliance with the OMDG. In addition to the original points of objection, we highlight the following contraventions of the OMDG extracts (in italics):</p> <p><u>OMDG General Guidelines Pages 5-13</u></p> <p>These General Conditions are applicable to all development in Ocean Mia. We draw your attention to the following OMDG extracts that have been breached, with key elements highlighted:</p> <ol style="list-style-type: none"> 1. Page 6: “The building form to the primary frontage of each lot is to be single storey, with a two storey portion located to the rear. This will reduce the apparent scale of the new residences when viewed from the street, and encourages the creation of stepped form buildings that respond to the sloping topography of the site.” The vertical 3 storey building frontage onto Omaroo Terrace does not comply. 2. Page 7: “The single storey portions to the front of each new residence shall accommodate habitable living spaces, such as dining rooms, living rooms and bedrooms, with no service spaces such as bathrooms, toilets or laundries to be located in these areas with primary street

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Alkoomie Terrace

Ref	Submission
	<p>frontage.” A total of 12 units on Omaroo Terrace at RL 52 & 55 have Kitchens (service space) with street frontage. Further, the developers attempts to include so many small units has forced him to put the kitchen in a position where the living room should be, thus not maximising solar Sustainability, as required by the OMDG.</p> <p>3. Page 7: “...new residences are to be a combination of single and double storey forms, which respond to the established topography”. A non-compliant 3 storey high street fronting dwelling block has been proposed.</p> <p>4. Page 7: “Three and four level buildings are permitted for the larger multiple housing lots (Types 6 & 7), where building forms can be built into the existing landforms without seeming incongruous with the forms of individual residences.” The single 3 storey high dwelling block is not in harmony with Ocean Mia.</p> <p>5. Page 10: “Only one driveway is permitted to each lot”. The additional Balandi Way entrance does not comply.</p> <p><u>OMD Specific Lot Guidelines, Lot 501 on Pages 28 & 29</u></p> <p>We draw your attention to the following Specific OMDG extracts that have been breached, with key elements highlighted:</p> <p>1. Page 28: “This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography...” The current proposal is high density (when assessed to R-Codes) and the dwellings are not multi storey, they are single level apartments.</p> <p>2. Page 29: “Tree to be retained. No development to occur beneath canopy.” The tree canopy radius is about 8 metres with no development allowed under it (this includes driveways, parking and buildings) hence parkland is required under the tree canopy. The following specific non-compliances occur: <input type="checkbox"/> Open parkland must be indicated on the plans. <input type="checkbox"/> The ground level (RL 49) parking entrance road retaining walls and parking roof structure (buildings) extend to within 2 metres of the tree, infringing the tree canopy. <input type="checkbox"/> The tree base is at RL 52. Construction of the RL 49 retaining walls requires a 3m deep excavation adjacent to the tree, disturbing the root system and endangering the tree. <input type="checkbox"/> Level 1 (RL 52) unit building and parking encroaches on the 8m tree canopy. <input type="checkbox"/> The proposed additional Balandi Way entrance invades the tree canopy (also only one entrance is permitted per lot).</p> <p>3. Page 29: Single Vehicle Access position marked. The additional Balandi Way access is non-compliant.</p> <p>4. Page 29: “Ground level building footprint not to exceed more than 60% of the building zone. First and second level building footprints not to exceed more than 50% of the building zone. Third and fourth level footprint not to exceed more than 20% of the building zone.” The Building</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Alkoomie Terrace

Ref	Submission
	<p>Footprint coverage listed on the Site Layout drawings must be presented in accordance with the OMDG i.e. total building footprint at each level. The figures seem to exclude items like the foyer which extends the full 4 levels, quoting it as “Redundant Area” at the higher levels however it still creates a “footprint” at each level. Across the entire estate balconies (Page 7: Any balcony shall be incorporated within the defined building envelope) and the resident garage/carpark areas are included as part of the building footprint. The following can be given as examples: □ Including parking at Level 1 (RL 52), the building footprint is about 1676m², which is 72% coverage of the 2321 m² building area, greater than the required 50%. □ Level 3 (RL 58) the unit and balcony areas alone are 416 m² (area of Foyer not included), the table on the Site Layout drawing indicates 338 m² (15% coverage). □ Level 4 footprint is listed as 22%, in excess of allowable 20%.</p> <p>5. Number of visitor carparks provided is 6, which does not comply with the minimum 8 required. The proposed additional street parking is for the whole community and cannot be offset as visitor parking.</p> <p>As residents, we have complied with the stringent Design Guidelines as set by the Town of Cambridge and TPG planners and we expect the same adherence to the Design Guidelines by the developer of Lot 501. We further expect the same design principles to apply to Lot 501 as applied to the single housing thereby meeting medium density requirements and achieving a “high architectural quality that reflects the quality and value of the land”.</p> <p>Ocean Mia residents purchased properties expecting an appropriate medium density development on Lot 501, not high density housing which is not in compliance with the OMDG and therefore we object to the amended development plans for Lot 501.</p>
Am4	<p>With reference to the amended plans for the above property published on the Town of Cambridge’s website. As residents of Ocean Mia we wish to express our concerns over the proposal.</p> <p>The design appears to have the sole intent of maximising the profits to the investors with little concern for the guide lines that the home owners in the area have had to adhere to. Cramming 31 small two bedroom units on to this site degrades the area. The architecture appears to compromise aesthetics to maximise financial gains.</p> <p>This number of apartments is way above the 15 or so we were expecting to be built on this land when we purchased our lot. There is very little provision for visitor parking and this will affect the residents in the area. Traffic flow will increase considerably.</p> <p>We would like to see the number of units cut back to 15-20 with a predominance of three bedroom luxury apartments and with an appropriate supply of parking bays.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Balandi Way

Ref	Submission
Am7 A11	<p><u>Submission 1</u></p> <p>Referring our telecon today regarding the Councils letter to us dated 8 August 2016, which acknowledged receipt of our objection submission to the proposed development on LOT 501 Omaroo Trc. TOC's letter did not address our specific objections and implied that the revised plans (for 31 dwellings) had responded to our concerns, which they do not.</p> <p>Our position is as follows:</p> <ul style="list-style-type: none"> • The revised plans remain non compliant with the Ocean Mia Guidelines (OMDG), R40 density and TOC's marketing material for the estate. • The Town of Cambridge as responsible Estate Developer and custodian of the OMDG should reject the development out right and not require Ocean Mia residents to undertake what is the Councils obligation to apply the OMDG and appropriate interpretation of the related Planning requirements. • This development should therefore not be up for discussion on the 20 September Agenda, or simply listed as "Rejected for non compliance with OMDG and R40 density". • To effectively respond we require a detailed council response to each point of our objection letter (as attached). <p><u>Submission 2</u></p> <p>We refer your letter dated 8 August 2016 advising of amended plans (31 units), which have not resolved the majority of the objections in our previous letter representing 5 Ocean Mia residents dated 30th May 2016.</p> <p>We further urge the developer to consider a market appropriate development with larger units, including 3 bed family orientated dwellings, which will provide a superior outcome for all concerned when compared to a large number of low quality small units aimed at a transient rental market.</p> <p>It remains our position that both the Ocean Mia Design Guidelines (OMDG) and the marketing of Ocean Mia residential blocks indicate a "Grouped Housing" type of development with approximately 15 dwellings on Lot 501. Your indication that TPG planners may consider the amended plans as appropriate is concerning, forcing us to address an inappropriate development which should be rejected without consideration due to non-compliance with the OMDG. In addition to the points contained in our letter dated 30th May 2016 we highlight the following contraventions of the OMDG extracts (in italics):</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Balandi Way

Ref	Submission
	<p><u>OMDG General Guidelines Pages 5-13</u></p> <p>These General Conditions are applicable to all development in Ocean Mia. We draw your attention to the following OMDG extracts that have been breached, with key elements highlighted:</p> <ol style="list-style-type: none"> 1. Page 6: “The building form to the primary frontage of each lot is to be single storey, with a two storey portion located to the rear. This will reduce the apparent scale of the new residences when viewed from the street, and encourages the creation of stepped form buildings that respond to the sloping topography of the site.” The vertical 3 storey building frontage onto Omaroo Terrace does not comply. 2. Page 7: “The single storey portions to the front of each new residence shall accommodate habitable living spaces, such as dining rooms, living rooms and bedrooms, with no service spaces such as bathrooms, toilets or laundries to be located in these areas with primary street frontage.” A total of 12 units on Omaroo Terrace at RL 52 & 55 have Kitchens (service space) with street frontage. Further, the developers attempts to include so many small units has forced him to put the kitchen in a position where the living room should be, thus not maximising solar Sustainability, as required by the OMDG. 3. Page 7: “...new residences are to be a combination of single and double storey forms, which respond to the established topography”. A non-compliant 3 storey high street fronting dwelling block has been proposed. 4. Page 7: “Three and four level buildings are permitted for the larger multiple housing lots (Types 6 & 7), where building forms can be built into the existing landforms without seeming incongruous with the forms of individual residences.” The single 3 storey high dwelling block is not in harmony with Ocean Mia. 5. Page 10: “Only one driveway is permitted to each lot”. The additional Balandi Way entrance does not comply. <p><u>OMD Specific Lot Guidelines, Lot 501 on Pages 28 & 29</u></p> <p>We draw your attention to the following Specific OMDG extracts that have been breached, with key elements highlighted:</p> <ol style="list-style-type: none"> 1. Page 28: “This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography...” The current proposal is high density (as described in our previous submission) and the dwellings are not multi storey, they are single level apartments. 2. Page 29: “Tree to be retained. No development to occur beneath canopy.” The tree canopy radius is about 8 metres with no development allowed under it (this includes driveways, parking and buildings) hence parkland is required under the tree canopy. The following specific

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Balandi Way

Ref	Submission
	<p>non-compliances occur:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Open parkland must be indicated on the plans. <input type="checkbox"/> The ground level (RL 49) parking entrance road retaining walls and parking roof structure (buildings) extend to within 2 metres of the tree, infringing the tree canopy. <input type="checkbox"/> The tree base is at RL 52. Construction of the RL 49 retaining walls requires a 3m deep excavation adjacent to the tree, disturbing the root system and endangering the tree. <input type="checkbox"/> Level 1 (RL 52) unit building and parking encroaches on the 8m tree canopy. <input type="checkbox"/> The proposed additional Balandi Way entrance invades the tree canopy (also only one entrance is permitted per lot). <p>3. Page 29: Single Vehicle Access position marked. The additional Balandi Way access is non-compliant.</p> <p>4. Page 29: “Ground level building footprint not to exceed more than 60% of the building zone. First and second level building footprints not to exceed more than 50% of the building zone. Third and fourth level footprint not to exceed more than 20% of the building zone.” The Building Footprint coverage listed on the Site Layout drawings must be presented in accordance with the OMDG i.e. total building footprint at each level. The figures seem to exclude items like the foyer which extends the full 4 levels, quoting it as “Redundant Area” at the higher levels however it still creates a “footprint” at each level. Across the entire estate balconies (Page 7: Any balcony shall be incorporated within the defined building envelope) and the resident garage/carpark areas are included as part of the building footprint. The following can be given as examples: <input type="checkbox"/> Including parking at Level 1 (RL 52), the building footprint is about 1676m², which is 72% coverage of the 2321 m² building area, greater than the required 50%. <input type="checkbox"/> Level 3 (RL 58) the unit and balcony areas alone are 416 m² (area of Foyer not included), the table on the Site Layout drawing indicates 338 m² (15% coverage). <input type="checkbox"/> Level 4 footprint is listed as 22%, in excess of allowable 20%.</p> <p>5. Number of visitor carparks provided is 6, which does not comply with the minimum 8 required. The proposed additional street parking is for the whole community and cannot be offset as visitor parking.</p> <p>As residents, we have complied with the stringent Design Guidelines as set by the Town of Cambridge and TPG planners and we expect the same adherence to the Design Guidelines by the developer of Lot 501. We further expect the same design principles to apply to Lot 501 as applied to the single housing thereby meeting medium density requirements and achieving a “high architectural quality that reflects the quality and value of the land”.</p> <p>Ocean Mia residents purchased properties expecting an appropriate medium density development on Lot 501, not high density housing which is not in compliance with the OMDG and therefore we object to the amended development plans for Lot 501.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Balandi Way

Ref	Submission
Am8	<p data-bbox="277 331 450 357"><u>Submission 1</u></p> <p data-bbox="277 395 2049 453">I am writing with regards to the amended plans for Lot 501 Omaroo Tce City Beach. On reviewing the amended plans, I do not believe the amendments address the previous concerns raised.</p> <p data-bbox="277 491 2049 619">Parking bays - The original plans allowed for a total of 49 parking bays made up of 47 tenant parking bays and 2 visitor parking bays. The amended plans allow for 47 bays made up of 41 tenant parking bays and 6 visitor bays. This reduction of tenant parking bays offsets the slight increase in visitor parking bays and I believe will result in tenants being forced to use the visitor bays. This will be at the expense of visitors who will be forced to park on the streets and will compound the existing problems with a lack of on street parking.</p> <p data-bbox="277 657 2049 746">Building Footprint/Set Backs - The removal of 2 apartments as part of the amended plans still leaves a design that dominates the Omaroo Tce facade to the detriment of the overall estate. The three storey facade facing Omaroo Tce does not appear to be in line with the design guidelines that have been enforced and adhered to by all residents within the estate.</p> <p data-bbox="277 785 2049 874">Vehicle Access Off Balandi Way - This item has not been addressed and I still believe that the second vehicle access allowed for off Balandi Way will have a significant impact on the flow of traffic through the estate and the adjoining retirement village. Additionally the second vehicle access will continue to impact the on street parking along Balandi Way.</p> <p data-bbox="277 912 2049 1034">Set Backs/ Tree Canopy - Subsequent to my initial submission I have been informed that the amended plans continue to significantly encroach under the 8m tree canopy for the eucalyptus tree on the corner of Omaroo Tce and Balandi Way. This tree is significant within the estate and especially within Stage 2 of Ocean Mia, where it is the only part of the existing vegetation to have been retained, and as such any building within the tree canopy should be refused.</p> <p data-bbox="277 1072 2049 1129">Based on the above, I do not believe that the submitted plans are appropriate within the estate and I request that the items raised above be considered with regards to the development application for Lot 501 Omaroo Tce.</p> <p data-bbox="277 1168 450 1193"><u>Submission 2</u></p> <p data-bbox="277 1232 2049 1289">With regards to the letter from the ToC dated 10 May regarding the development application for Lot 501 Omaroo Tce City Beach. I would like to raise a number of objections regarding this proposal. The objections are outlined below:</p> <ul data-bbox="291 1327 2049 1394" style="list-style-type: none"> <li data-bbox="291 1327 2049 1394">▪ Visitor Parking – As noted in your letter there is a shortfall of 7 visitor parking bays in the development proposal that has been submitted. On street parking is already an issue within the Ocean Mia estate particularly along Balandi Way due to the small number of on street

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Balandi Way

Ref	Submission
	<p>parking bays provided within the estate. This issue will be compounded significantly if the proposed development application is allowed to proceed with only 2 visitor parking bays to cater for the 33 apartments within the complex.</p> <ul style="list-style-type: none"> ▪ Building Footprint – as noted in your letter the building footprint on each floor is bigger than the allowed under the building guidelines. Based on discussions with the planning officers at the ToC I understand that the biggest variance exists for the 1st and 2nd floors. I am concerned that this larger building footprint will cause the apartments to dominate the local surroundings and impact the general amenity of the overall estate. When lodging our own plans adherence to building footprints and setbacks was a key consideration when dealing with both TPG and the council, and I believe that the same level of rigor needs to be applied to the apartments. ▪ Vehicle Access off Balandi Way – This item relates to a number of points raised regarding visitor parking. To have a second vehicle access off Balandi way will impact the use of that street by residents of both the estate and the retirement village. Additionally it will further limit the ability to use Balandi way for on street parking, which while currently an existing issue will be further compounded by the lack of visitor bays planned for the apartment.
Am9	<p>We purchased the block on the understanding that this multiple dwelling wouldn't be as excessive as is currently planned, with a single level building on the primary street frontage as shown on page 29 of the Town of Cambridge Building Guidelines.</p> <p>We lodge our further protest of the current development plans as follows:-</p> <ul style="list-style-type: none"> • All our buildings had and have to comply with this single level frontage as per the guidelines. Why do the proposed plans show double storey street frontage designs? • The site heritage listed tree will be significantly affected by the closeness of the siteworks and the driveways. We are very concerned it will not survive the onslaught! • The entrance to the development from Balandi Way is poorly positioned a) because of how it may affect the heritage listed tree and b) because traffic on that bend of the road has already proved to be very difficult to negotiate, particularly with heavy vehicle use and trade traffic. • The lack of parking bays is already problematic, so we are wondering where the 9 extra parallel parking bays are going to be positioned. <p>We ask the Town of Cambridge to continue to rethink this proposed development and address the concerns of current ratepayers living in the Ocean Mia estate.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Kinta Street

Ref	Submission
Am5	<p>We wish to submit objections to the above amended plans. My previous objection had some of the same details; they have not been addressed in the above plans.</p> <ol style="list-style-type: none"> <li data-bbox="280 427 2051 491">1. The additional Balandi Way access is not as per the guidelines: Page 10 of the guidelines clearly states that only 1 driveway is permitted per lot. As stated in my previous submission a simple modification can be carried out and only 1 access driveway is required from Omaroo Terrace as per the guidelines. (This of course, will require reducing the number of units). <li data-bbox="280 624 2051 879">2. Vertical 3 storey façade on Omaroo Terrace is not as per the guidelines: Even though the drawings show a small set back 600mm to 1000mm (no details on the drawing available) this is not in harmony with the Ocean Mia existing residences who have set back the 2 storey section approx. 6 metres as per the guidelines. Page 6: Clearly states: that the building form to the primary frontage to be single storey, with a two storey portion located to the rear. (Omaroo & Balandi are the primary frontage). NOTE: The amended drawings show the same look as the Perry Lakes Development!!!! This is not suited for Ocean Mia. <li data-bbox="280 914 2051 1169">3. Number of dwellings 31 Page 28: The lot has been created for medium density dwellings and must accommodate a minimum of 15 dwellings and will be stepped into the existing topography. The proposal submitted is high density and is not acceptable. The auction literature which was handed out in the first auction in March 2008 by DTZ, clearly states that there will be two multi residential sites with up to 25 home units across the two sites!!! (Attached is a copy). I am very interested in the outcome of this, as it affects us personally. <li data-bbox="280 1204 2051 1332">4. Visitors parking (2 short of the 8 required) All visitor car bays are to be placed on Lot 501 not out in the road reserve. The 9 car bays placed out in the road reserve, will be used by the locals and will not be available for visitors; this point was covered in the 37 unit application by the DAP.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - **Amended Plans**

AMENDED PLANS

Kinta Street

Ref	Submission
	<p>5. Building zone</p> <p>Due to the lack of details, I was unable to check the actual footprint areas in regards to the Building Zone. Why are not the car bays included in the area footprints?</p> <p><u>Summary:</u> The T of C must clearly understand that the 55 residences, which have completed their residences, have conformed to the very strict guidelines, which were put in place by the T of C & TPG. Now to deviate from these guidelines at this time, is just not on, and in my opinion could lead to litigation from the residences. (The same as South Perth after the builder started).</p> <p>I have extreme difficulties understanding how, TPG can advise the developer of what can be built and review the drawings and then advise the T of C on the development. There is clearly a conflict of interests and I am surprised, that the management of the T of C cannot see this. Note: the developer informed me at a meeting held at my house, that TPG had a big input into the design of this development over a period of time, and C A Design & Drafting did the actual drawings.</p> <p><u>The R-Codes State Planning Policy 3.1 Residential Design Codes:</u> Using my calculations, is 21 units; which can be individually increased in size, to fill in the building zone (i.e. make some units 3 bedrooms). However this may affect the developer's market preference.</p> <p><u>Zoning changes:</u> In the original auction 2008 brochure, multi residential was indicated; this changed to group housing in the last auction brochure; this change was not carried out as per the Statutory Requirements by the T of C.</p> <p>We are not against development, but any development, must be as per the same conditions, that all the residents have complied to.</p> <p><u>Other matters.</u> <u>Majalin Avenue:</u> Due to the gate being placed at the western end of the complex, will encourage occupiers to park on the bend in Majalin, both on the verge and road. This will impede on the traffic flow.</p> <p>There will be a requirement for no standing and no parking on verge signs stretching from Omaroo/Majalin intersection on both sides, around the bend to 50 metres into the western section of Majalin. This will keep the traffic flowing and keep the area clear for the large bins which will be collected twice a week. This needs to be done before construction starts.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Kinta Street

Ref	Submission
	<p>Overlooking issues: The top unit in the south west corner appears to have windows overlooking into the Ocean Village retirement unit. This will need to be addressed.</p>
Am6	<p>Thank you for your 8 August letter outlining the amended plans for this development. Despite some improvements in the submission we are totally opposed to this development. Our opposition is as follows:</p> <ul style="list-style-type: none"> • When we purchased our block (lot 508) at auction we were told that Lot 501 would be multi residential and have 15 units. This current submission with 31 units (extremely high density in our opinion) if built will have a very negative impact on Ocean Mia. It will add substantially to the already congested vehicle traffic and parking problems, swamping our area with cars. • The proposed development includes a high number of single apartments which tend to attract renters and conflict with the family home atmosphere in the surrounds. • Finally the vertical face of the first and second story of this proposal is not set back as per guide lines. TPG refused to allow two simple changes (one an interior change) to our house design. I would be very upset if they allow these changes to this design.
12	<p>Whilst there have been some clear moves in the amended plans to comply with the Ocean Mia Design Guidelines ("Guidelines"), it appears that there are areas in these amended plans that still do not meet the guidelines. (For example, but not limited to, there is insufficient on site visitor parking and we do not believe that the proposed on road parking is a justifiable offset.)</p> <p>At the 'big-picture' level, the amended proposal still seems to be targeting higher density accommodation than was originally envisaged. It seems that non-compliance with the Guidelines is proposed in the amended plans to achieve the higher density accommodation.</p> <p>We draw your attention again to the folder accompanying the Ocean Mia guidelines. It clearly states that: '<i>Ocean Mia will showcase a range of stylish homes set out on 66 individual lots and two multi-residential sites with up to 25 home units across the two sites</i>'.</p> <p>The Town of Cambridge spent considerable effort to develop the Ocean Mia Guidelines at the outset of the overall development. Amongst the 10 quoted objectives of the guidelines were and still are:</p> <p><i>'To provide measures which will ensure compatibility between neighbouring development within the confines of the density of the land</i></p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH
Schedule of Submissions - Amended Plans

AMENDED PLANS
Kinta Street

Ref	Submission
	<p><i>development'</i> and</p> <p><i>'To provide a measure of certainty as to what can be expected from neighbouring developments'.</i> This was a key consideration for us when we purchased our property.</p> <p>Compliance with the Guidelines was a condition of sale for initial residents at least. Development of Ocean Mia has progressed well to date with properties consistent with the Guidelines.</p> <p>Given the matters expressed above, we feel that it is still reasonable for us to expect the Town of Cambridge to only approve a development for Lot 501 which complies with the Guidelines.</p> <p>We, therefore, are opposed to the proposed development for Lot 501 in its amended form and again call upon the Town of Cambridge to act appropriately and reject this application and only consider future applications which comply with the long establishment Guidelines.</p>

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - **Amended Plans**

AMENDED PLANS

Multiple signatories

Ref	Submission
	<p>Signed by 2 owners - Omaroo Terrace and Gali Lane</p> <p>Thank you for your letter replying to our submission regarding the 33 unit development proposal. We still have significant concerns about the updated 31 unit proposal, and it does not meet prescriptive and indicative aspects of the Ocean Mia Design Guidelines (OMDG), as detailed below.</p> <p>What is of particular concern is their point number 4 about the building footprint. Whilst I don't share their concern about Level 1 (RL 52) (as I don't think that a car park is part of the footprint), from my examination of the plans with the aid of an architectural ruler, I agree with them about Level 3- the area of the units and balconies seems to be more than that indicated in the table on the drawing (and in your letter), around 420sqm rather than 338sqm. But more important is the exclusion of enclosed foyer areas on the higher levels from the calculated footprint. This area, although a void, contributes to the bulk of the building and the effective area which it occupies, and it is deceptive for the developer to exclude this in order to appear to meet the footprint requirements. The main effect at the Omaroo Terrace frontage is of a big 3 storey box, and just because the box has some 'holes' in it at the upper levels, it is still a box in all meaningful aspects, in particular, the appearance of bulk.</p> <p><u>The over-arching problem: trying to squeeze too many units onto the block.</u></p> <p>The original sales brochure for Ocean side lots said there would be "up to 25 units across both lots" (lot 501 and the one behind)- this is trying to put 31 onto just one block.</p> <p>This has led to a failure to conform to</p> <ol style="list-style-type: none"> 1. Prescriptive Ocean Mia Design Guidelines (OMDG) <ul style="list-style-type: none"> • "medium-density dwellings" (p 28) = R-Code R30/40. The proposed Plot Ratio in plans is a high-density development (Max 21 allowed for medium-density, 31 proposed). • "the proposed dwellings will be multi-storey" (p 28)- single storey only in plans). • "new residences are to be a combination of single and double storey forms, which respond to the established topography" (p 7). A non-compliant 3 storey high street fronting dwelling block has been proposed. • "Only one driveway is permitted to each lot" (p 10) the extra Balandi Way entrance does not comply. • Footprint issue 1: "First and second level building footprints not to exceed more than 50% of the building zone..." (p 29) - plans interpret this as 'neither' first or second exceeding 50%. This wouldn't matter except for that this interpretation is required to jam 31 units on a site designed for 15-20.

DV16.129 - ATTACHMENT 1 of 3: LOT 501 (NO. 15) OMAROO TERRACE, CITY BEACH

Schedule of Submissions - Amended Plans

AMENDED PLANS

Multiple signatories

Ref	Submission
	<ul style="list-style-type: none"> • Footprint issue 2: The Building Footprint coverage listed on the Site Layout drawings must be presented in accordance with the OMDG i.e. total building footprint at each level. The figures in the drawings exclude items like the foyer which extends the full 4 levels, quoting it as “Redundant Area” at the higher levels however it still creates a “footprint” at each level. The proposal is a bulky 3-storey box from the Omaroo Terrace frontage, and just because the box has internal holes in it at the upper levels, it is still a bulky box. • Page 29 states: “Tree to be retained. No development to occur beneath canopy.” The tree canopy radius is about 8 metres with no development allowed under it (this includes driveways, parking and buildings) hence parkland is required under the tree canopy. In the proposal: <ul style="list-style-type: none"> (i) the ground level (RL 49) parking entrance road retaining walls and parking roof structure (buildings) extend to within 2 metres of the tree, infringing the tree canopy. (ii) The tree base is at RL 52. Construction of the RL 49 retaining walls requires a 3m deep excavation adjacent to the tree, disturbing the root system and endangering the tree (iii) The Level 1 (RL 52) unit building and parking encroaches on the 8m tree canopy (iv) The proposed Balandi Way entrance invades the tree canopy. • Number of visitor carparks provided is 6, which does not comply with the minimum 8 required. The proposed additional street parking is for the whole community and cannot be offset as visitor parking. <p><u>2. Indicative (non-prescriptive) OMDG issues</u></p> <ul style="list-style-type: none"> • Not ‘stepped back’ into the environment: “stepped form buildings that respond to the sloping topography of the site” The vertical 3 storey building frontage onto Omaroo Terrace does not comply. • “building forms can be built into the existing landforms without seeming incongruous with the forms of individual residences.” The single 3 storey high dwelling block is not in harmony with Ocean Mia. <p><u>Conclusion:</u></p> <p>We further urge the developer to consider a market appropriate development with larger units, including 3 bed family orientated dwellings, which will provide a superior outcome for all concerned when compared to a large number of low quality small units aimed at a transient rental market.</p>



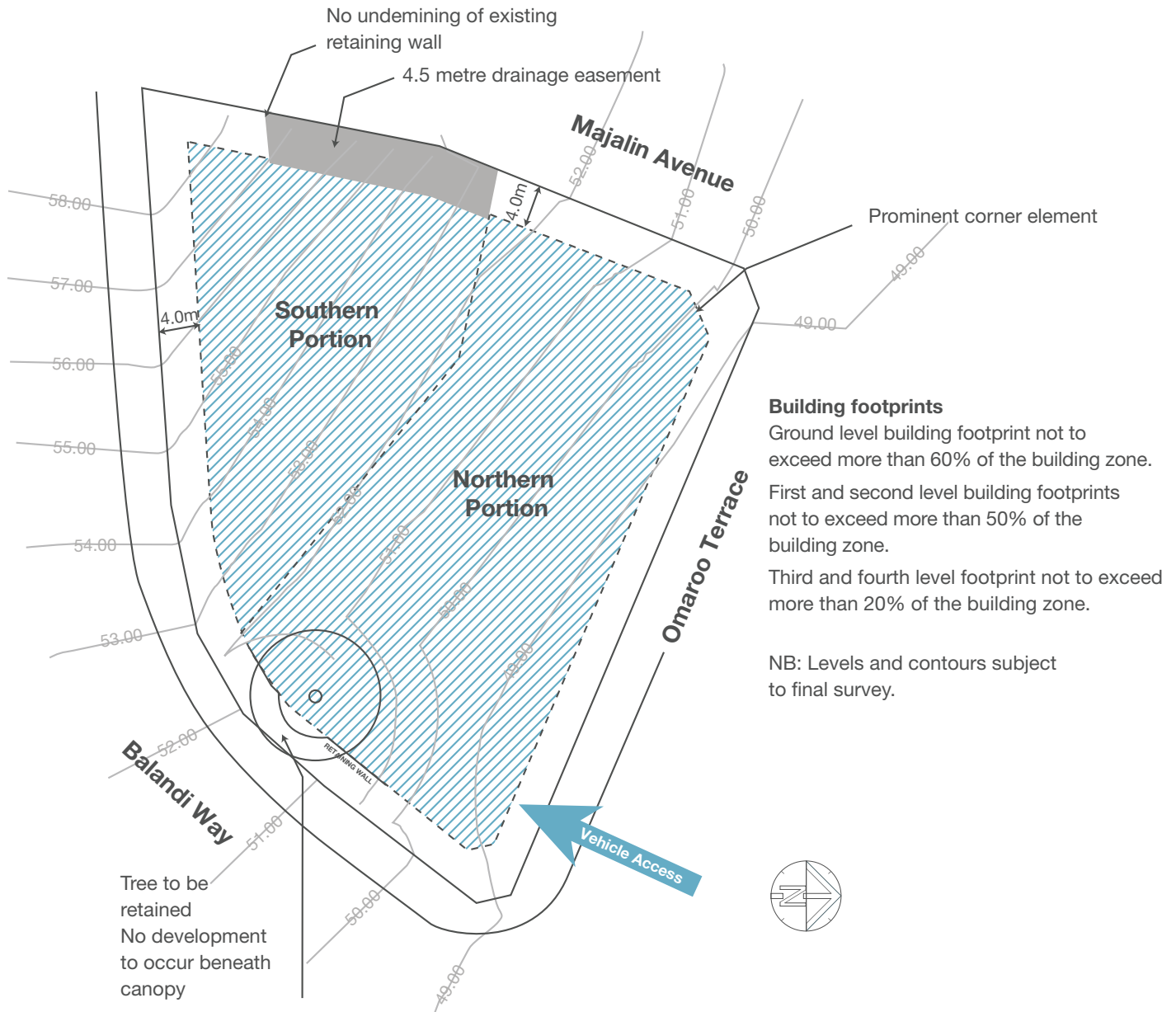
Multiple Dwelling Lots

TYPE 6 - MULTIPLE DWELLING LOT

This lot has been created for medium-density dwellings, and must accommodate a minimum of 15 dwellings. The proposed dwellings will be multi storey and will be stepped into the existing topography, which falls dramatically to the north.

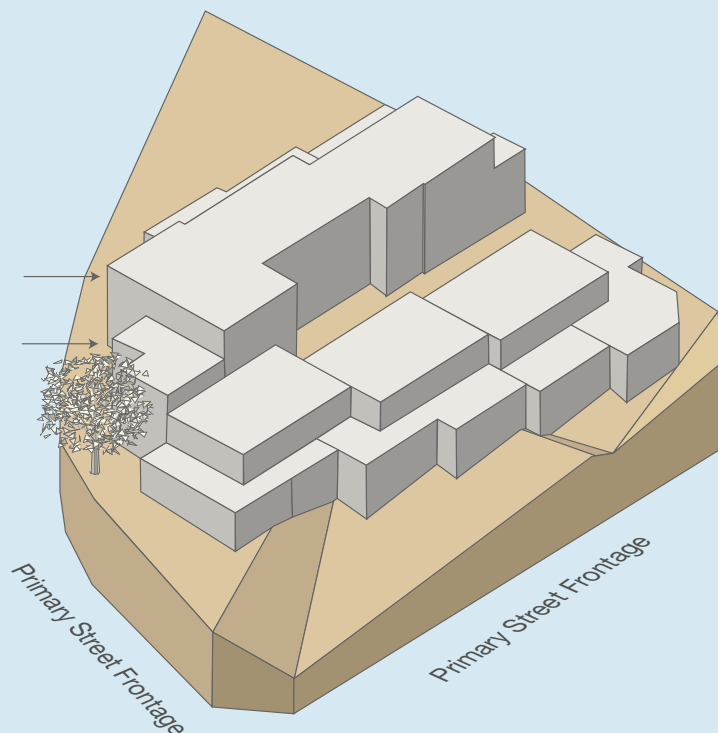
4.0 metre setbacks are required for all street frontages. The site also has a 4.5 metre drainage easement adjacent to the Ocean Gardens Retirement Village (see diagram).

The building footprints for each level are to be based on a proportion of the building zone, which is that area inside the setback.



The uppermost roof level of the southern portion shall have a maximum height of 66 metres AHD level

The upper roof level of the northern portion of the site shall have a maximum height of 59 metres AHD level



This development diagram is indicative only, and is designed to illustrate the potential building envelope determined by the site specific setbacks



Lot 501 Omaroo Terrace Transport Statement



C.A. Design & Drafting

Final

17 Aug 2015

Document title:

Lot 501 Omaroo Terrace Transport Statement



Client:	C.A. Design & Drafting
Prepared by:	Damir Vagaja
Document reference:	1501R1F2
Date:	17 August 2015
Status:	Final

Signed

A handwritten signature in blue ink, consisting of a large, stylized 'D' and 'V' intertwined, positioned above a horizontal dotted line.

This document has been prepared by RTSM Consulting on behalf of and for the exclusive use of the Client identified above. RTSM Consulting accepts no liability or responsibility for any unauthorised use or reliance upon this document, or parts thereof, by third parties and for any use outside the scope of engagement under which this document has been prepared.

This document may have been provided in an electronic format but only the signed and bound hard copy shall be deemed as final and binding. Where only an electronic copy is provided to the Client, a signed hard copy is held on file by RTSM Consulting and a copy can be provided to the Client if requested.

The concepts and information provided in this document remain the property and are subject to Copyright by RTSM Consulting. Unless a written permission is granted by RTSM Consulting, any use or copying of this document, or parts thereof, constitute an infringement of copyright.

RTSM Consulting
T: (+61) 0428 788 242
E: damir@rtsm.com.au
PO Box 201
Osborne Park, WA, 6917
Australia
ABN: 98 930 463 163

Table of Content

1.	Introduction	1
1.1	Background information	1
1.2	Proposal	3
2.	Vehicular access and parking	3
2.1	Assessment of proposed parking	3
3.	Traffic volumes.....	4
3.1	Traffic generation and impact.....	5
4.	Traffic management on frontage streets.....	6
5.	Public transport access	7
6.	Pedestrian and cycling facilities	7
7.	Safety issues.....	8
8.	Summary.....	9
	Appendix 1.....	10
	Appendix 2.....	11

1. Introduction

RTSM Consulting has been engaged by C.A. Design & Drafting to carry out a traffic impact assessment of the proposed residential development at Lot 501 Omaroo Terrace and to prepare a report to be submitted in support of the development application with the Town of Cambridge.

The assessment has been conducted in accordance with the *Transport Impact Assessment Guidelines, Vol.4 – Individual Developments*, WAPC and the *Town of Cambridge Town Planning Scheme 1*.

In accordance with the WAPC guidelines, for individual developments generating between 10 and 100 trips in the peak hour, a Transport Statement report is required to identify parking and traffic issues associated with the proposed development.

As part of the investigations, a site visit was carried out on 12 January 2015 to observe the site conditions and to identify any traffic issues that may be associated with this proposal.

1.1 Background information

The subject site is located approximately 9km north west of Perth CBD in the suburb of City Beach within the Town of Cambridge (Figure 1).

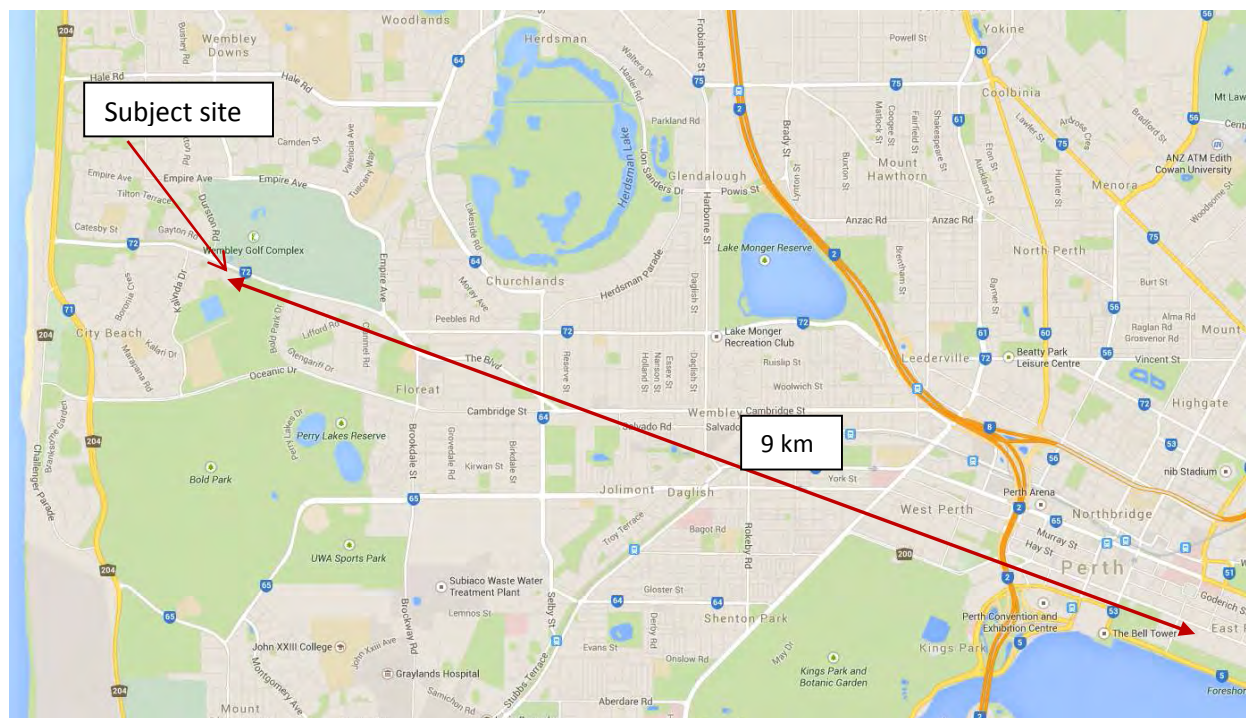


Figure 1: Site location within a metropolitan context (Source: Google Earth)

Lot 501 is located within a predominately residential area on a currently vacant and undeveloped lot as shown in Figure 2.

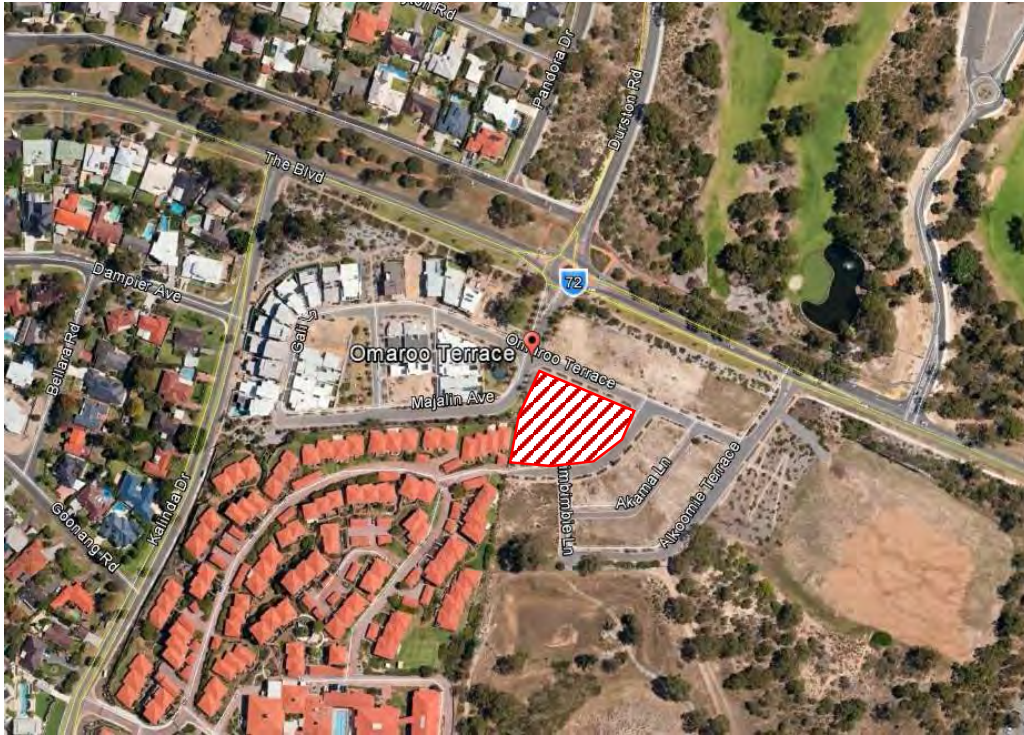


Figure 2: Location of Lot 501 Omaroo Terrace (Source: Google Earth)

As per the *Town Planning Scheme 1* (Figure 3), the site is zoned Residential and the proposal is, therefore, compliant with the Scheme requirements.

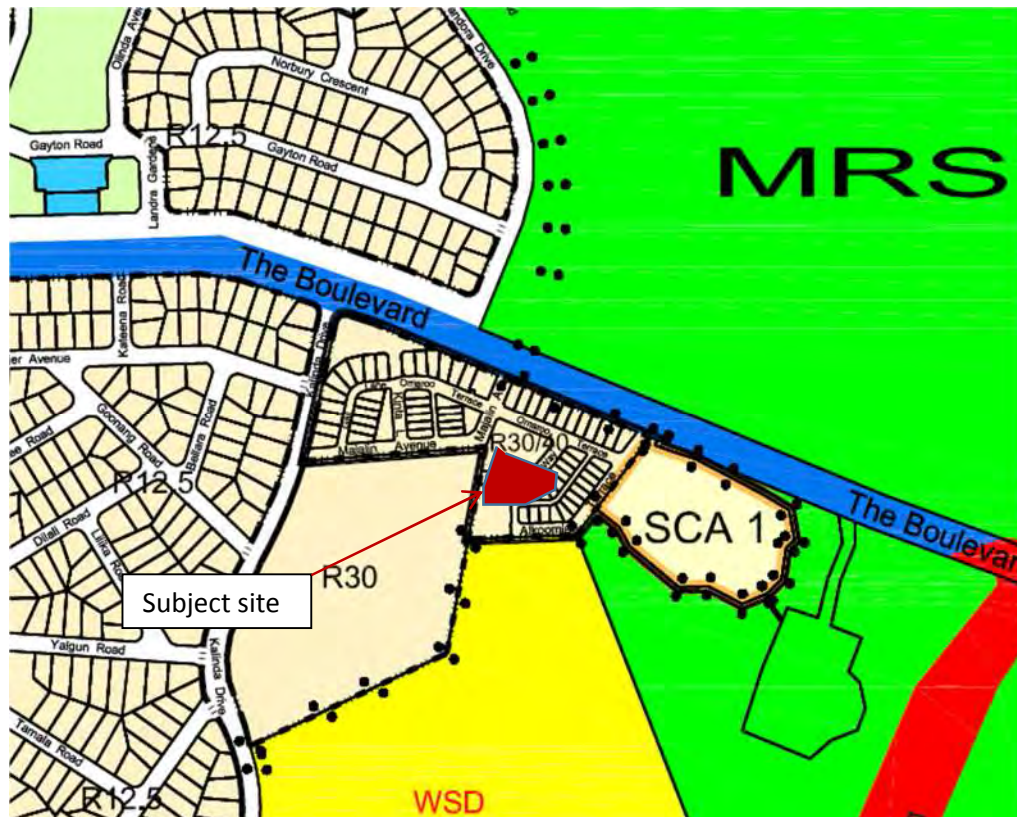


Figure 3: Site location within the context of the *Town Planning Scheme 1* (Source: Town of Cambridge)

Lot 501 is surrounded on the northern, eastern and southern side by new residential developments that are currently under construction. On the western side the subject lot is surrounded by occupied residential properties and the Ocean Gardens Retirement Village.

In a broader context, the development is surrounded by residential areas to the west, the Wembley Golf Complex to the north while the Bold Park and the Water Authority reserve are located to the east and south.

The proposed residential development will be, therefore, well integrated in its immediate surroundings.

1.2 Proposal

The proposal is to develop a multi-unit residential development featuring 33 dwellings comprising five one-bedroom units and 28 two-bedroom units.

The complex will feature two towers and three separate parking areas with a total of 46 parking bays.

The site plans of the development proposal assessed in this report are presented in Appendix 2.

2. Vehicular access and parking

The development proposal includes two separate crossovers: on Omaroo Terrace and Balandi Way, providing access to two separate parking areas.

The Omaroo Terrace crossover is 5.6m wide and provides access from the northern side into the ground floor carpark area with 22 bays for residents. The parking area will be provided with a security gate.

The Balandi Way crossover is 6m wide and provides access from the east into the Level 1 carpark with 24 bays for the residents. One of these bays is an accessible parking bay and 12 bays are provided in tandem. Access into this parking area will also be controlled with a security gate. Two visitor bays have been provided adjacent to the car park entrance.

2.1 Assessment of proposed parking

In accordance with the R-Codes, for a residential development within a 'Location A' (i.e. within 250m of a high frequency bus route) the parking requirement is 0.75 bays per unit for small units, 1 bay for medium units and 1.25 bays for large units.

This equates to a requirement of 32 bays for residents. With 46 bays provided for residents, the proposal exceeds this requirement.

R-Codes also require 0.25 bays per dwelling to be allocated for visitors. This equates to eight bays. The proposal features two visitor bays accessible directly from Balandi Way and two bays adjacent to the entrance to the Level 1 car park. Given the excellent connectivity of the development with the public transport services (Section 5) and cycling facilities (Section 6) it is likely that a number of visitors will use alternative transport modes to access the site.

In addition to this, the surplus residents parking bays will provide opportunities for visitor parking within the secure parking areas. In the unlikely event of additional requirement for visitor parking this can be accommodated on-street in the surrounding area.

The parking bays have been designed in accordance with AS 2890 requirements and allow safe and unobstructed circulation within the parking areas.

3. Traffic volumes

Both roads that provide direct access into the development: Omaroo Terrace and Balandi Way, are classified as Access Roads in the Main Roads WA Functional Road Hierarchy.

The development is connected with the broader road network through two intersections with The Boulevard – at Majalin Avenue and Alkoomie Terrace.

The Boulevard has an east-west orientation and is classified as a Distributor A road with weekday traffic volumes of 12,900 vehicles as recorded by Main Roads WA during a recent survey in 2014.

Further connectivity with the areas to the north and south is provided via two Local Distributor roads – Durston Road and Kalinda Drive.



Figure 4: Connectivity with the broader road network (Source: Main Roads WA)

3.1 Traffic generation and impact

Trip generation rates for the proposed development have been sourced from the Institute of Traffic Engineering (ITE) *Trip Generation Manual*, 8th edition.

The trip generation rates appropriate for this development have been taken as the land use 221: Low Rise Apartment.

Table 1: Traffic generation

Number of dwellings: 33		Total trip generation	Directional split	
Generation rates			In	Out
Daily	6.59	217		
AM peak	0.46	15	3	12
PM peak	0.58	19	12	7

Based on the Table 1 above, the development is likely to generate up to 217 trips on a daily basis with 15 and 19 trips in the AM and PM peaks respectively. It can be assumed that the vast majority of this traffic will comprise of sedan and smaller 4WD type of vehicles.

It should be noted that the peak hour traffic generation will be further split between the two main access points – on Omaroo Terrace and Balandi Way, so that the traffic impact at individual access points will be minimal.

During the site visit between 8 and 9 am, only 36 vehicles have been recorded travelling on Omaroo Terrace and Balandi Way to and from the retirement village which is the only currently established traffic generator in the immediate surroundings.

There was further traffic recorded but these were vehicles involved with the construction of the adjacent residential properties and are not representative of future traffic patterns that will be established once the residences become occupied.

It was, therefore, not possible to accurately assess the future level of traffic on the surrounding road network. However, considering the limited development capacity of the area and absence of any significant through traffic volumes, it can be safely assumed that the local road network will operate satisfactory even once full development of the area is achieved.

As previously noted in Section 3, The Boulevard carries 12,900 vehicles per day which presents ample spare capacity for a Distributor A road (can carry up to 35,000 vehicles per day) to accommodate the projected volumes generated by the subject development.

The above analysis suggests that the traffic generated by the development will be able to be accommodated on the existing road network without creating issues.

4. Traffic management on frontage streets

The two proposed crossovers will allow full movements in and out of the property. The frontage on Majalin Avenue will be used for pedestrian and cycling access as well as the bin collection area.

The visibility from the three proposed crossover locations has been checked and is deemed to meet the requirements from AS 2890 in terms of available sight distances.

It should be noted that although the adjacent roads are subject to the default urban speed limit of 50km/h, it is expected that the speeds on the roads surrounding the development will be lower for the following reasons:

- it is not expected for any through traffic to use these roads
- the roads are of relatively short lengths
- the area is residential and the roads will be primarily used by local residents
- access to adjacent lots will be from the back laneways
- Balandi Way is a road on a 9% slope.

The visibility from the Omaroo Terrace crossover allows for a 40m stopping distance for vehicles descending Balandi Way and turning left on Omaroo Terrace which is deemed to be adequate for the local conditions.

The sight line from the proposed crossover on Balandi Way allows visibility to the entrance of the retirement village. The canopies of the trees along this frontage are still relatively low and as the trees mature there will be even less possible sight obstructions.

Both proposed crossovers are deemed to be adequate for the expected level of usage and the conditions on the surrounding road network.

The Town of Cambridge has previously raised the issue of glaring caused by vehicles exiting from the Balandi Way crossover and impacting the properties on the opposite side of this road due to the level differences.

Based on the split of parking bays, it can be estimated that the Level 1 car park would generate up to 113 trips per day (the actual traffic generation could be even lower considering the provision of public transport and cycling facilities). Roughly, 20% of this volume will be generated during the peak hours which are during daylight periods. The majority of traffic will be generated between the two peaks with only 10-15% of traffic generated during periods of reduced visibility.

By considering an equal entry/exit split, this would equate to 6-9 vehicles that could be potentially shining onto the adjacent properties when exiting the Level 1 car park. This can be considered to be a low level of impact considering the long period in which these occurrences could be spread out (i.e. from dusk to dawn).

In addition to this, there are street trees planted in front of the residential units on Balandi Way. These trees are still young but once mature they will provide additional shading.

5. Public transport access

As shown in Figure 5, the subject development will be serviced by a high-frequency bus route 82 which provides a 20 minute headway service in the peak periods connecting the development with the CBD.

The closest bus stops are located on The Boulevard and are conveniently located within a comfortable 150m walking distance from the development.

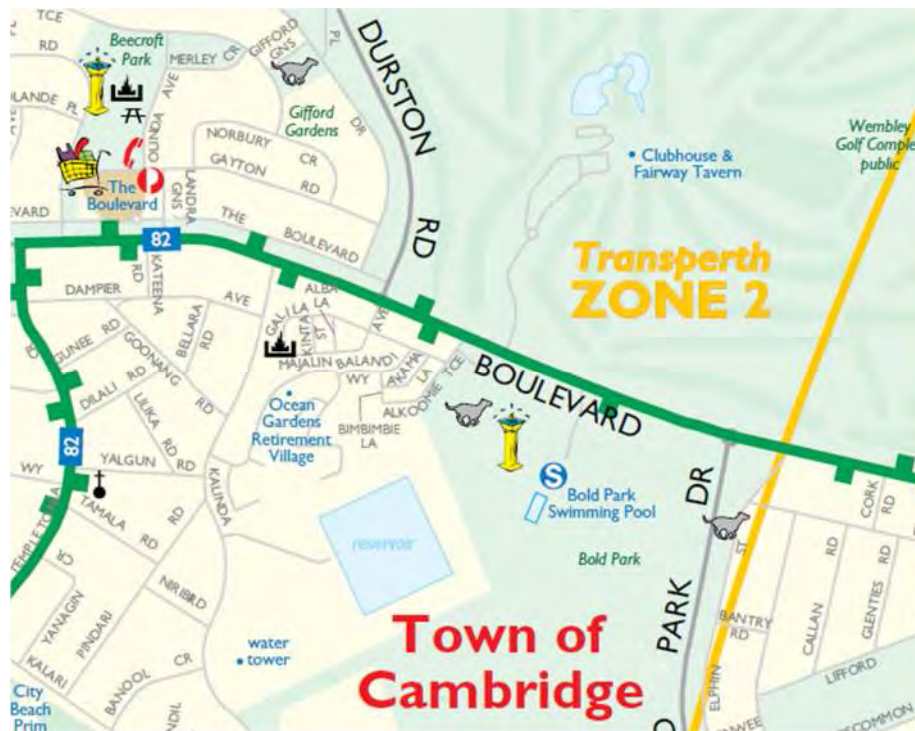


Figure 5: Public transport connectivity (Source: Department of Transport)

6. Pedestrian and cycling facilities

As per the R-Codes requirements, there are 19 secure bike racks provided for residents (nine in the undercroft car park and ten on the Level 1 car park) as well as six racks provided for visitors at the Majalin Avenue access.

The development has excellent connectivity with pedestrian and cycling infrastructure. As per the Department of Transport *TravelSmart Guide* for the Town of Cambridge (Figure 6), the site is located adjacent to:

- the Principle Bike Network routes NW2 and NW12
- a shared path along The Boulevard and Durston Road
- Kalinda Drive as a local bicycle friendly street.

The local commercial centre, The Boulevard, is located some 600m to the west along The Boulevard and it can be assumed that a number of short trips to the shopping centre will be by foot, bike or bus.

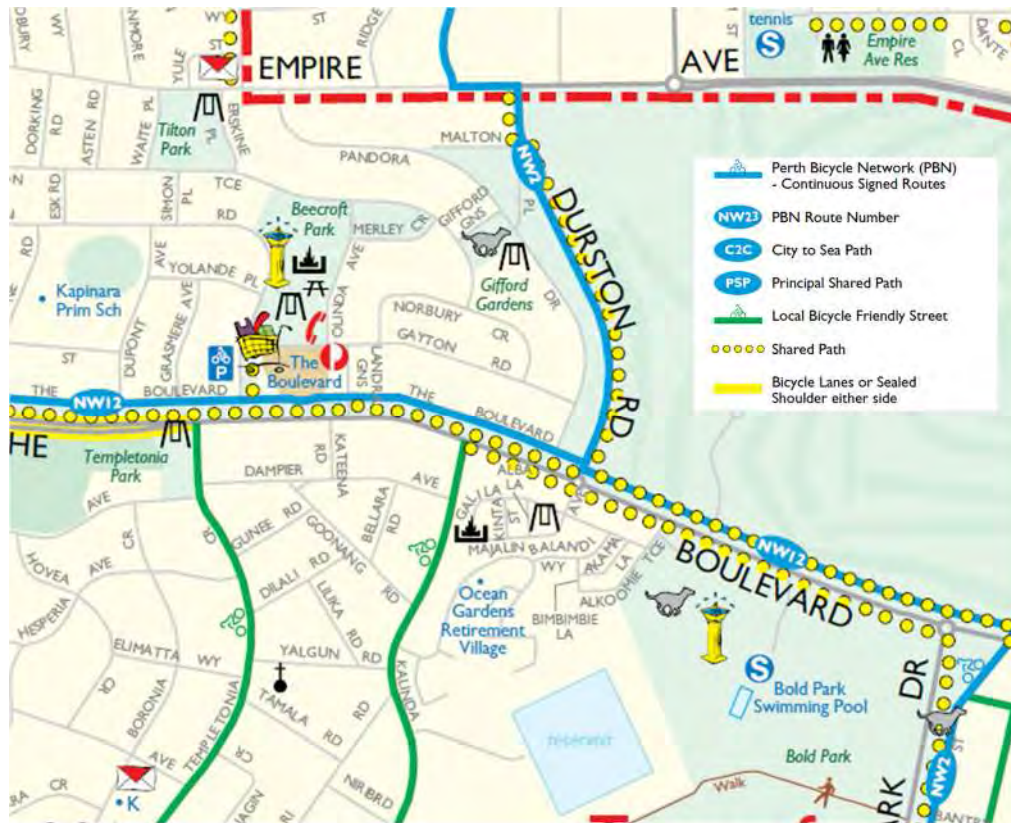


Figure 6: Cycling network connectivity (Source: Department of Transport)

7. Safety issues

A review of the latest crash statistics available in the Main Roads WA CARS database revealed that in the latest five-year period on record (2009-13) there have only been two crashes recorded in the vicinity of the proposed development: one at the intersection of The Boulevard and Alkoomie Terrace and one at the intersection of The Boulevard, Durston Road and Majalin Avenue.

The frequency of crashes is very low considering that The Boulevard carries 12,900 vehicles per day. It is therefore not expected for the traffic generated by the proposed development to create safety concerns.

8. Summary

RTSM Consulting has prepared a Transport Statement for the proposed multi-unit residential development on Lot 501 Omaroo Terrace in City Beach to satisfy the requirements of the Town of Cambridge. The Transport Statement has been prepared in accordance *with Guidelines for Development: Volume 4 – Individual Developments*, WAPC and the Town of Cambridge *Town Planning Scheme 1*.

As part of this review a traffic generation exercise has been carried out to qualify and quantify the impact of the development on the surrounding road networks. The suitability of the two proposed crossovers on Omaroo Terrace and Balandi Way has also been assessed and found to be appropriate for the expected level of traffic activity in the area. The traffic generated by the development will be adequately accommodated on the surrounding road network.

An analysis of the parking requirements and provision confirmed that the proposal will provide adequate parking capacity to satisfy the needs of residents and visitors. The analysis confirmed compliance with the relevant design standards.

The proposed development is located in close proximity of excellent public transport service as well as high-standard pedestrian and cycling facilities. This has a potential to promote the use of alternative transport modes and improve the sustainability outcomes of the proposal.

In summary, this Transport Statement has not identified any traffic-related issues that could prevent the proposed residential development on Lot 501 Omaroo Terrace from being approved by the Town of Cambridge.

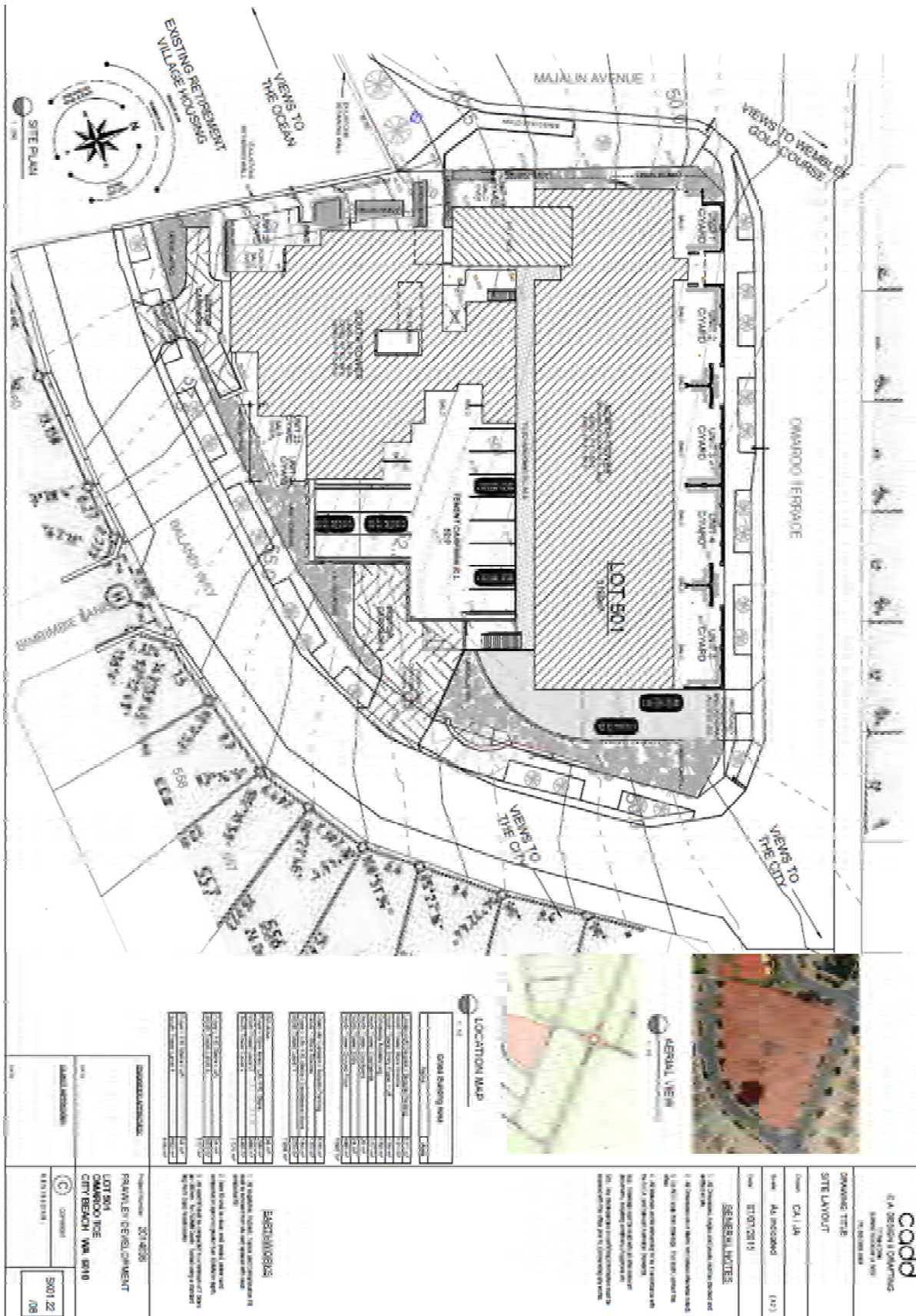
Appendix 1

Individual Development Transport Statement Checklist

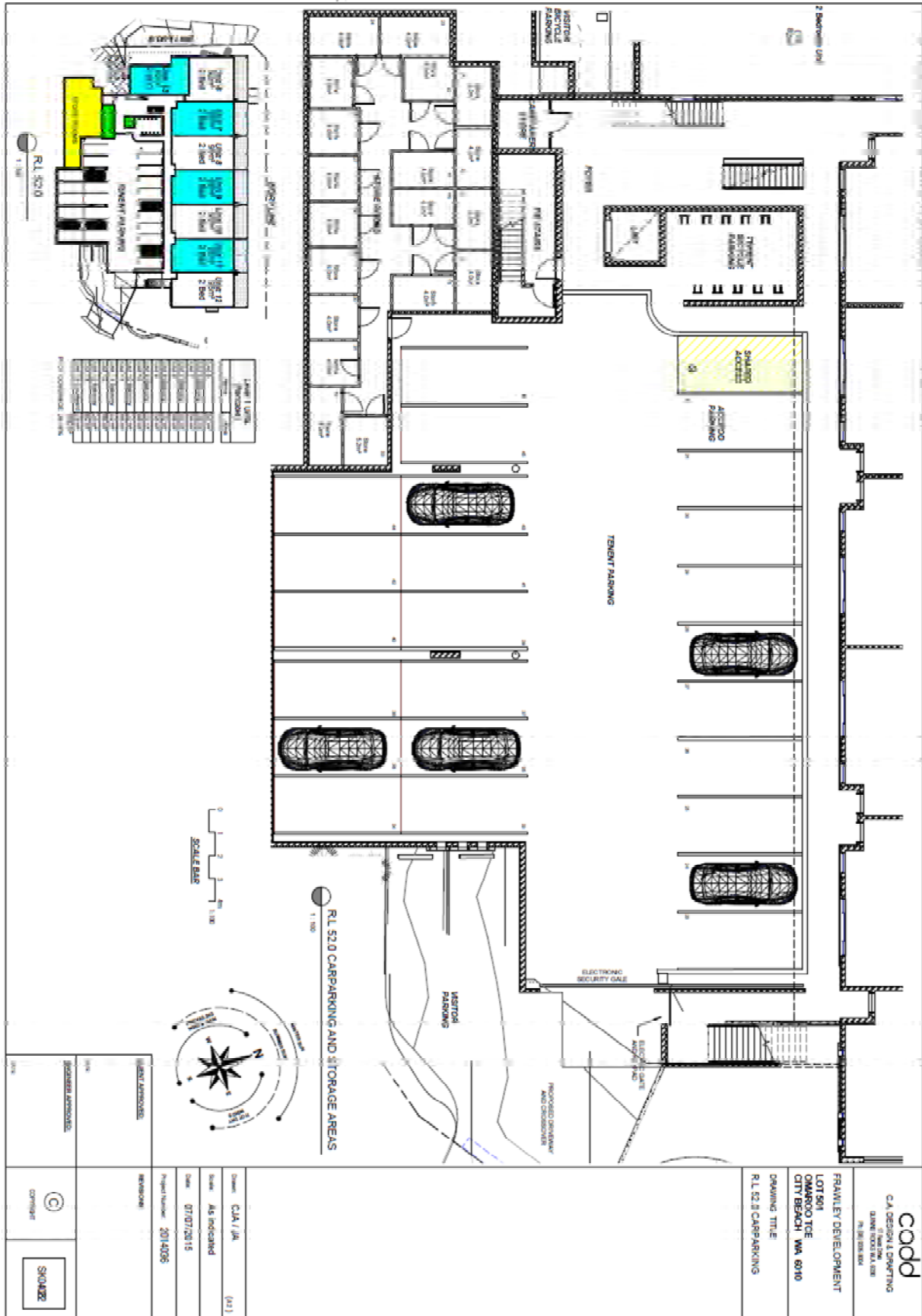
Item	Reference
Proposed development	
proposed land uses	Section 1.2
existing land uses	Section 1.1
context with surrounds	Section 1.1
Vehicular access and parking	
access arrangements	Section 2
public, private, disabled parking set down / pick up	Section 2.1
Service vehicles (non-residential)	
access arrangements	NA
on/off-site loading facilities	NA
Service vehicles (residential)	
rubbish collection and emergency vehicle access	Section 2
Hours of operation (non-residential only)	NA
Traffic volumes	
daily or peak traffic volumes	Section 3.1
type of vehicles (eg cars, trucks)	Section 3.1
Traffic management on frontage streets	Section 4
Public transport access	
nearest bus/train routes	Section 5
nearest bus stops/train stations	Section 5
pedestrian/cycle links to bus stops/train stations	Section 5
Pedestrian access/facilities	
existing pedestrian facilities within the development (if any)	NA
proposed pedestrian facilities within development	Section 6
existing pedestrian facilities on surrounding roads	Section 6
Cycle access/facilities	
existing cycle facilities within the development (if any)	NA
proposed cycle facilities within development	Section 6
existing cycle facilities on surrounding roads	Section 6
proposals to improve cycle access	NA
Site specific issues	
Safety issues	
identify issues	Section 7
remedial measures	NA

Appendix 2

Development Plans







Development Application Report Proposed Commercial Development

Lot 203 (264) Railway Parade
West Leederville



Prepared for
Besk Pty Ltd

July 2016

Copyright Statement 2016

© Planning Solutions (Aust) Pty Ltd

All rights reserved. Other than for the purposes of and subject to the conditions prescribed under the *Copyright Act 1968* (Cth), no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic or otherwise, without the prior written permission of Planning Solutions (Aust) Pty Ltd.

No express or implied warranties are made by Planning Solutions (Aust) Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Planning Solutions (Aust) Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us.

This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Planning Solutions (Aust) Pty Ltd accepts no liability whatsoever for:

1. a third party's use of, or reliance upon, this report;
2. use of, or reliance upon, this report in relation to any land other than the subject site; or
3. the Client's implementation, or application, of the strategies recommended in this report.

Direct all inquiries to:

Planning Solutions
296 Fitzgerald Street
Perth WA 6000

All correspondence to:
PO Box 8701
Perth Business Centre WA 6849

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: www.planningsolutions.com.au

Project details

Job number	4707	
Client	Besk Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architect Transport Planning Noise	Planning Solutions Braham Architects Transcore Gabriels Environmental Design

Document control

Revision number	File name	Document date
Rev 0	160628 4707 DA report	28 June 2016
Rev 1		

Contents

1	Preliminary.....	2
1.1	Introduction	2
1.2	About the Operator.....	2
2	Site details	3
2.1	Land description.....	3
2.2	Location.....	3
2.2.1	Regional context	3
2.2.2	Local context.....	3
2.3	Land use and topography.....	4
3	Proposed development.....	6
3.1	Proposed Land Use	6
3.2	Design and Theme.....	7
4	Strategic planning framework.....	8
4.1	Directions 2031 and Beyond	8
4.2	Perth and Peel @ 3.5 Million.....	8
4.3	West Leederville Activity Centre Plan.....	8
5	Statutory planning framework	10
5.1	Metropolitan Region Scheme	10
5.2	Town Planning Scheme No. 1.....	10
5.2.1	Zoning.....	10
5.2.2	Land use	10
5.2.3	Special Control Area	10
5.2.4	Precinct 5: West Leederville Precinct.....	11
5.2.5	Development standards	11
5.3	State Planning Policies.....	2
5.3.1	State Planning Policy 4.2: Activity Centres for Perth and Peel.....	2
5.4	Local planning policies	2
5.4.1	Local Planning Policy 5.1 – Parking	2
6	Conclusion.....	7

Figures

- Figure 1: Aerial photograph
 Figure 2: 'Preferred scenario' of the West Leederville Activity Centre Plan
 Figure 3: Zoning map

Appendices

- Appendix 1: The Potential of West Leederville
 Appendix 2: Certificate of Title
 Appendix 3: Parking Study Report
 Appendix 4: Environmental Noise Report
 Appendix 5: Renders and inspiration

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Besk Pty Ltd, the proponent of the proposed development of Lot 203 (264) Railway Parade, West Leederville (subject site). Planning Solutions has prepared the following report in support of an Application for Development Approval for a change of use on the subject site from shop to boutique beer café and bottle shop.

This report will discuss various issues pertinent to the proposal, including:

- Site details.
- Proposed development.
- Town planning considerations.

The proposed development will establish a new boutique beer café and bottle shop consistent with the objectives of the West Leederville Activity Centre Plan, the West Leederville Precinct and Directions 2031 and Beyond. The proposed development will successfully contribute towards improving the vibrancy and character of the West Leederville area in accordance with the established planning framework. The proposed building modifications will significantly improve the appearance of the existing building and contribute positively to the aesthetic value of the locality.

1.2 About the Operator

Besk will be the next step in business development of the award winning liquor merchant, Mane Liquor. Mane Liquor is a boutique beer and wine merchant business with an emphasis on offering quality imported, local and unique beers and wines. Mane Liquor has been named 'Best Beer Venue' nationally for the past three (3) years, as well as being the recipient of numerous other awards.

Besk will operate the West Leederville premises with the same high levels of customer satisfaction which Mane Liquor offers its patrons. Mane Liquor has a strong emphasis on product knowledge. It regularly hosts product appreciation nights and corporate functions.

Mane Liquor is a sponsor of local community groups, including cycling and running groups. The multi-awarded operators will continue with their commitment to community relationships.

The commitment of Besk to a sustainable development includes the offer to build a bike station immediately opposite the subject site, for the betterment of patrons and community at large.

Appendix 1 provides photographs and images of the Mane Liquor business including its commitment to community involvement.

2 Site details

2.1 Land description

Refer to Table 1 below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Plan/Diagram	Volume	Folio	Area (m ²)
203	52465	1009	874	680

Refer Appendix 2 for a copy of the Certificate of Title.

2.2 Location

2.2.1 Regional context

The subject site is located in the suburb of West Leederville, approximately 2.7km north west of the Perth city centre and approximately 1km north east of the Subiaco city centre.

Railway Parade provides a link from the subject site to Northbridge and to the wider metropolitan region via close connections to the Mitchell Freeway and Graham Farmer Freeway.

The subject site is within the municipality of the Town of Cambridge (Town).

2.2.2 Local context

The subject site is located on the northern side of Railway Parade, immediately opposite the West Leederville Train Station. The subject site is surrounded immediately by commercial land uses, with residential areas approximately 150m east and west along Railway Parade. Subiaco Oval is located approximately 200m south west of the site.

The subject site has frontage to Railway Parade and rear access to Hull Lane. The site is well serviced by public transport, located immediately opposite the West Leederville Train Station and approximately 200m from the high frequency bus routes operating along Cambridge Street.

2.3 Land use and topography

The subject site contains a single storey commercial building, most recently used by a digital printing shop. The site forms part of an established commercial block with a range of uses including a café, florist, surf shop, book shop and fabric shop.

The adjoining land uses are:

- Retail to the east and west;
- Office to the north; and
- Railway reserve to the south.

Refer Figure 1, aerial photograph.

Photographs 1-5 depict the subject site and surrounds.



Photo 1 – Subject site viewed from Railway Parade.



Photo 2 – Adjoining land uses west of the subject site, viewed from Railway Parade.



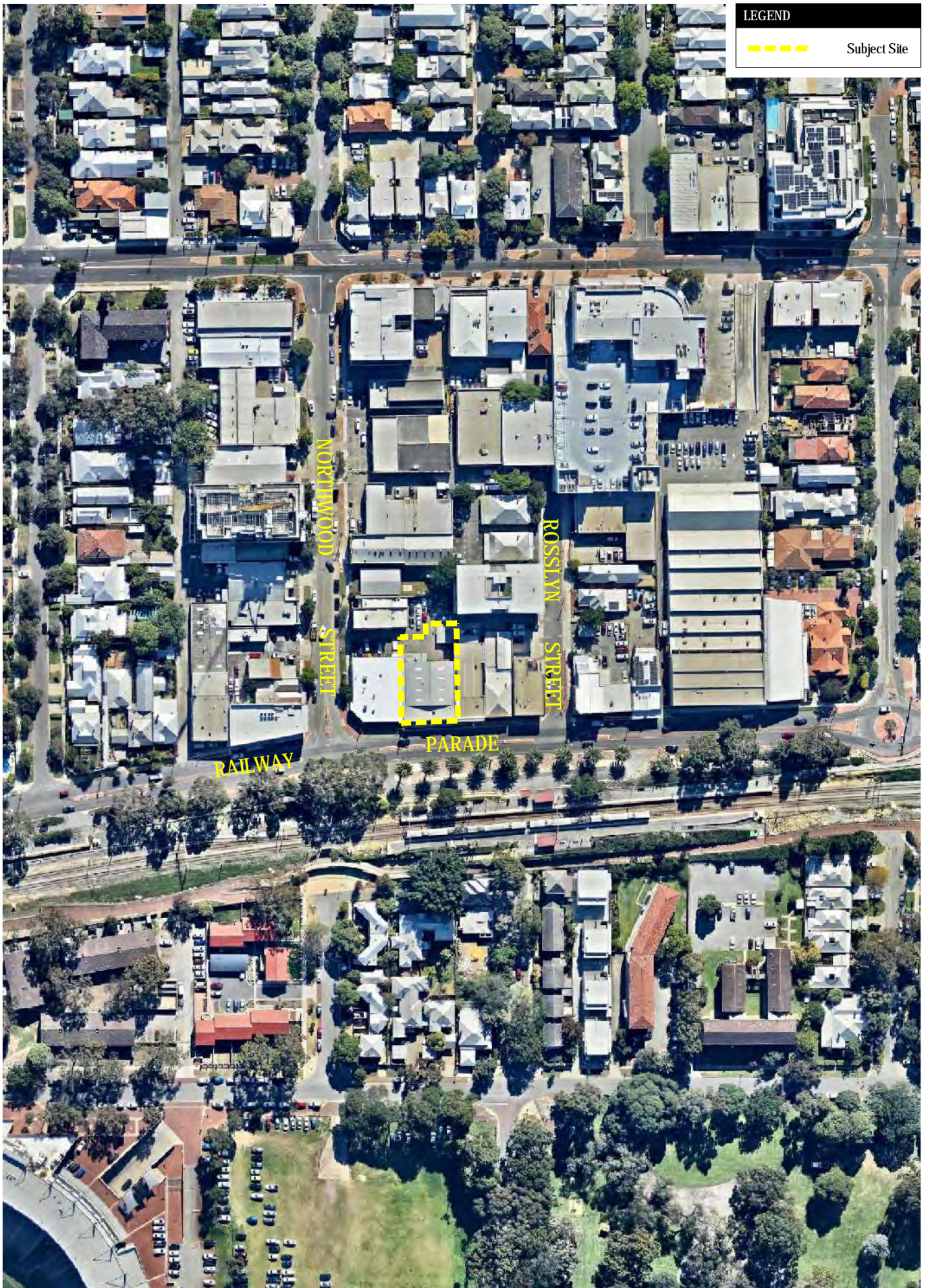
Photo 3 – Adjoining land uses east of the subject site, viewed from Railway Parade.



Photo 4 – West Leederville Train Station opposite the subject site.



Photo 5 – Rear of the subject site viewed from Hull Lane.



3 Proposed development

3.1 Proposed Land Use

Approval is sought to change the use of the subject site from Shop to Tavern. The proposal will include modifications to the existing building to convert it into a boutique beer café and bottle shop.

The beer café and bottle shop will operate as boutique premises rather than a traditional 'pub' style venue. The Besk development will create a vibrant destination in West Leederville and has the potential to attract people to the area both day and night. The beer café will provide a desired new dining and socialising option for local workers and residents and contribute to improving the vibrancy and character of the area, consistent with the objectives of the West Leederville Activity Centre Plan.

The proposed building modifications will significantly improve the appearance of the existing building and contribute positively to the aesthetic value of the locality. The modern and attractive building features a federation style brickwork façade with a variety of complementing materials and colours, to create an interesting and aesthetically pleasing streetscape. The industrial-style swing door and large folding windows address and activate the street, creating a vibrant urban environment.

The development comprises:

- Beer café with open and private dining areas and a function room at mezzanine level.
- Bottle shop and associated cool room.
- An office, storage rooms and toilets.
- 10 new car parking bays, 4 motorcycle bays and 3 bicycle bays at the rear of the property, accessed via Hull Lane.

The beer café and bottle shop will have the main pedestrian entrance from Railway Parade, with parking and a secondary entrance from Hull Lane.

A total of 165 patrons are proposed.

The general initial trading hours of the proposed beer café and bottle shop will be:

- Bottle shop: 10am to 9pm, 7 days
- Beer café: 11am to 12 midnight, 7 days

The proposed beer café and bottle shop will employ approximately 22 staff members, with 14 - 16 staff on the premises during peak times.

As part of this application, the following additional reports have been prepared and are appended to this report:

- Parking Study Report – prepared by Transcore (Appendix 3)
- Environmental Noise Report – prepared by Gabriels Environmental Design (Appendix 4)

3.2 Design and Theme

Besk intends the proposed beer café and bottle shop to be a high quality destination for residents and visitors to West Leederville. The operators wish for the premises to act as a further catalyst for the West Leederville to be a lively and activated place in accordance with the objectives of the West Leederville Activity Centre Plan.

The key emphasis of the proposal is to be an intimate, bespoke and upmarket venue. Quality materials, fixtures and fittings will be adopted through-out. Given it is difficult to convey the quality of a fit-out with two dimensional plans, Besk and its architect, Braham Architects, have produced a series of aspirational images and photographs to illustrate the quality, modern and functional appearance proposed – see Appendix 5.

Besk considers the rejuvenation of the existing building and facade, circa 1910, will add to the character of the area. Bringing the original façade back to original brickwork with decorative windows and an articulated door will provide architectural interest for the locality as well as restore the original building's character.

In terms of product and food, Besk will be seeking to establish a beer café and bottle shop offering:

- Quality imported, local and unique beers and wines;
- Fine foods - prepared with quality, fresh and locally sourced produce; and
- The highest levels of customer service.

The premises will include a full commercial kitchen focused on the preparation of the finest quality food.

The operators will actively engage with the local community in the same manner as its Mane Liquor business. Besk intends to sponsor local recreational groups such as running and cycling clubs to encourage active lifestyles for its patrons. Product tastings will be a key part of the bottle shop operations as will tastings for the fine foods from the beer café kitchen.

4 Strategic planning framework

4.1 Directions 2031 and Beyond

Directions 2031 and Beyond (Directions 2031) is the high-level strategic planning framework for the Perth and Peel region. The Directions 2031 framework proposes five strategic themes for a liveable, prosperous, accessible, sustainable and responsible city. The framework sets out a hierarchy of activity centres across the metropolitan region to equitably distribute services, amenities and employment opportunities.

West Leederville is identified as a district centre in Directions 2031. The function of a district centre is to:

.. generally serve the main weekly household shopping, service and community needs of the district. They are predominantly retail focused but many also include a limited mix of other uses such as offices, medical and professional services, hospitality and entertainment and housing.

The proposed boutique beer cafe will provide a new social destination for the surrounding community, in addition to providing a retail service. The proposed development supports the strategic objectives of Directions 2031 by contributing to a liveable, prosperous and accessible community.

4.2 Perth and Peel @ 3.5 Million

The WA Planning Commission (WAPC) released the draft Perth and Peel @ 3.5 Million (Perth and Peel) report and associated suite of documents in 2015. The intent of this suite of strategic documents is to ensure there is sufficient land identified for future housing, employment and infrastructure to accommodate an anticipated population of 3.5 million inhabitants in both the Perth and Peel regions.

The subject site is within the Draft Central Sub-Regional Planning Framework. The framework aims to bring people and places of activity within easy reach of each other and make better use of the existing infrastructure and amenities. Activity centres play a crucial role in the provision of employment and creation of a sense of place by providing social and business activities and services. The document identifies West Leederville as being a district centre.

The proposed development is consistent with the intent of an activity centre as it facilitates employment creation and provides a new social destination for nearby residents and businesses.

4.3 West Leederville Activity Centre Plan

The Town's West Leederville Activity Centre Plan (ACP) outlines the strategic planning direction for the West Leederville area. The plan seeks to capitalise on the locational advantages of West Leederville, being inner city with excellent access to rapid public transport, which make the area ideal for Transit Oriented Development (TOD).

The 'preferred scenario' of the ACP is shown in Figure 2 below.



Figure 2 – The 'preferred scenario' of the West Leederville Activity Centre Plan

The ACP seeks to:

- Ensure that land use supports and enhances the development of West Leederville as a sustainable, mixed use precinct that fully exploits its strategic, inner-city location.
- Reinforce the 'Main Street' TOD model for the development of an activity corridor along Cambridge Street.
- Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the area by day and night.
- Ensure that all street frontages achieve a satisfactory level of activation through the orientation of buildings towards the street, the positioning of building entries and the treatment of building facades according to CPTED principles.
- Encourage high quality and innovative architecture that reflects an eclectic mix of styles typical of an integrated inner-city townscape.
[emphasis added]

The subject site is located within the Cambridge 'High Street' Node which is intended to be developed as:

.. a high quality, highly activated, retail and commercial 'spine' for the revitalised West Leederville centre.

The proposed beer café and bottle shop will create a lively and vibrant destination in West Leederville and has the potential attract people to the area both day and night. The building has been designed to a high standard with an active street frontage, creating an attractive and active streetscape. Restaurants, small bars and cafes are listed as a 'preferred use' within the Cambridge High Street Node area, which is entirely consistent with the proposal.

The ACP gives a higher priority to walking as a mode of transport within West Leederville and generally seeks to reduce the car parking requirements along main streets. In addition, the plan makes provision for one or two small scale, off street public car parking stations for short term parking in strategic locations near to the development nodes. The ACP also seeks to reflect proximity to public transport in varied car parking standards.

5 Statutory planning framework

5.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (MRS). The proposal is consistent with the MRS provisions, and may be approved accordingly.

5.2 Town Planning Scheme No. 1

5.2.1 Zoning

The subject site is zoned Mixed Use pursuant to the provisions of the Town's Local Planning Scheme No. 1 (LPS1).

The objectives of the Mixed Use zone are not stated in LPS1, however the intent of the area is outlined in the Special Control Area and Precinct details (see headings 5.2.3 and 5.2.4).

Refer Figure 3, zoning map.

5.2.2 Land use

The proposal is for a not for a traditional 'pub' style venue. The Best proposal is for a bespoke, intimate and upmarket venue. LPS1 does not however, differentiate between large traditional taverns and boutique premises. It follows, the proposed use includes a beer café and bottle shop and is best described as a Tavern under LPS1. Schedule 1 of LPS1 states:

Tavern – means any land or buildings the subject of a Tavern Licence granted under the provisions of the Liquor Control Act 1988.

Under the Liquor Control Act 1988, a Tavern Licence authorises the sale of liquor for consumption on the premises and as packaged liquor. The proposed beer café and bottle shop is therefore consistent with the definition of a Tavern under LPS1.

Tavern is a 'D' use within the Mixed Use zone under the provisions of the Zoning Table of LPS1, meaning the Council may exercise its discretion to grant planning approval.

5.2.3 Special Control Area

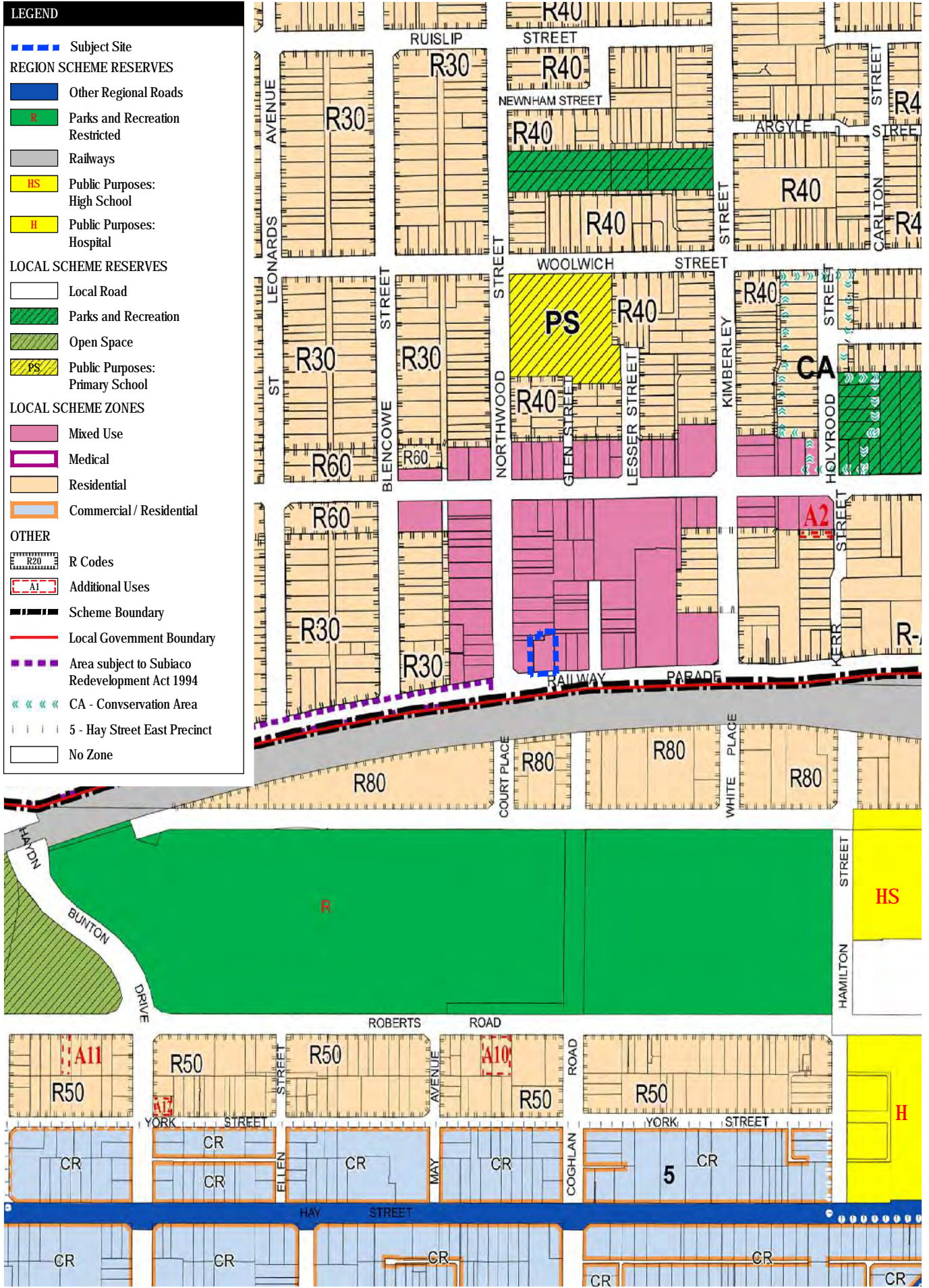
The subject site is located within Special Control Area 3 (SCA3). The following objective of SCA3 is particularly relevant to the subject site:

Provide opportunities for increased commercial and residential developments creating a mixed use area that takes advantage of its inner-city location and access to public transport.

SCA3 proposes to enable the preparation of an Activity Centre Structure Plan to guide planning relating to future development for the West Leederville Activity Centre and facilitate further detailed planning particularly for the Leederville Link Station and Community Node.

LEGEND

- Subject Site
- REGION SCHEME RESERVES**
- Other Regional Roads
- Parks and Recreation Restricted
- Railways
- HS Public Purposes: High School
- H Public Purposes: Hospital
- LOCAL SCHEME RESERVES**
- Local Road
- Parks and Recreation
- Open Space
- PS Public Purposes: Primary School
- LOCAL SCHEME ZONES**
- Mixed Use
- Medical
- Residential
- Commercial / Residential
- OTHER**
- R Codes
- A1 Additional Uses
- Scheme Boundary
- Local Government Boundary
- Area subject to Subiaco Redevelopment Act 1994
- CA - Conservation Area
- 5 - Hay Street East Precinct
- No Zone



The proposed development will introduce a vibrant new land use into the area, taking advantage of the convenient access to public transport and is therefore in keeping with the objectives of SCA3.

5.2.4 Precinct 5: West Leederville Precinct

As outlined in Clause 17 of LPS1, the subject site is located in Precinct 5: West Leederville Precinct (P5). Under P5, the subject site is located within Commercial Zone - Primary Areas (Cambridge High Street Node, Residential Interface Node and Southport Street Node). The objective of this area 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.

More specifically, the subject site is located within the Cambridge High Street Node area which states:

The Cambridge High Street Node 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 proposed development seeks to provide a well-designed tavern with an active street frontage and will contribute positively to the amenity of the area. The proposed beer café and bottle shop will activate the area by day and night and provide a convenient retail service for the surrounding residential catchment. Therefore, the proposal is entirely consistent with the objectives of the precinct.

5.2.5 Development standards

The site is subject to the following West Leederville Precinct development standards:

Table 2 – Precinct 5: West Leederville Precinct - Development Standards

Clause	Requirement	Comment	Compliance
Plot ratio	Buildings shall not exceed a plot ratio of 1:1, except where bonus plot ratio is approved.	Proposal seeks to modify existing building. Floor area of the building is approximately 521m ² and does not exceed a plot ratio of 1:1	✓
Building height	Maximum height overall: 2 storeys	Proposal is 2 storeys	✓
	Maximum height at frontage and adjoining ROW: 3 storeys	Proposed height at frontage is single storey	✓
	Maximum building height: 6 storeys (subject to plot ratio allowances)	Proposal is 2 storeys	✓
Street setbacks	Nil setback from Railway Parade	Nil setback provided	✓
Boundary and right of way (ROW) setbacks	Nil setback for 1-3 storeys	Nil setback provided	✓
Design elements	Awnings at ground level are not required for properties abutting Railway Parade	Existing awning is to be removed. The proposed door will provide an awning over the entrance when open.	✓

Clause	Requirement	Comment	Compliance
	Exposed blank walls to the street frontages are not permitted	Large windows and planters are proposed on the front elevation, providing an active street frontage for the entire width of the property.	✓
	Entrances to the building should be exposed to the main street and clearly defined and identifiable	The proposed entrance to the building from Railway Parade has been well designed to be interesting and clearly definable.	✓
	Roofs may be flat or pitched. Pitched roofs should be within 25 and 42 degrees where visible from the street.	The proposal will not alter the pitch of the existing roof.	✓
Parking	Any on-site parking shall be behind the street front tenancy	Parking spaces proposed to the rear of the building, accessed via Hull Lane.	✓
	At grade parking should connect with adjoining sites to encourage shared parking, where possible	Parking is connected via shared access on Hull Lane.	✓
	Parking for public use should be clearly designated and have identifiable access points	Parking will be clearly marked accordingly.	✓
	Parking areas should be provided with clearly marked and raised pedestrian access ways	Parking area has clear pedestrian access via the fire escape path.	✓
	Where available, vehicular access shall be taken from a side street	Parking area is accessed via Hull Lane.	✓
Bin storage and waste collection	Bins and bin storage must not be visible from a verge, public street or property frontage	Bin storage is proposed to be located at the rear of the building. The bins will not be visible from Railway Parade or Northwood Street.	✓
	Applications for development approval must be accompanied by a waste management plan.	Waste management plan to be provided as a condition if approved.	✓

Other considerations

Whilst not specifically mentioned in the development standards for P5, an Environmental Noise Report was produced to assess the potential noise emissions from the proposed beer café at the subject site, refer to Appendix 4 for a copy of the report.

The report lists a number of building construction and management requirements that should be carried out to ensure the amenity of the nearby residential areas is protected, including:

- Ensuring any onsite car parking is provided for the exclusive use of staff therefore reducing nuisance to surrounding residences;
- Requiring deliveries to be made during normal business hours; and
- Ensuring waste (particularly bottles) are collected during normal business hours.

These building and management requirements will all be implemented as part of construction and the ongoing management requirements will continue to be enforced while the beer café is in operation

5.3 State Planning Policies

5.3.1 State Planning Policy 4.2: Activity Centres for Perth and Peel

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP4.2) sets out relevant requirements for the planning and development of activity centres within the Perth and Peel regions. SPP4.2 sets out specific planning controls which are intended to deliver the strategic objectives set out by Directions 2031.

West Leederville is identified under the state planning framework as a district centre. District centres are described as having a greater focus on servicing the daily and weekly needs of residents. Section 5.2.1 of SPP4.2 partly states the following with regard to diversity and intensity of activity:

1) Retail, commercial, health, education, entertainment, cultural, recreational and community facilities and higher-density housing should be concentrated in centres in a compact urban form. Diversity of land uses promotes a more equitable distribution of services, facilities and employment and an overall reduction in travel demand.

4) Land uses that generate activity outside normal business hours (eg. hospitality and entertainment, community facilities, gymnasiums) should be located in activity centres to generate additional evening and weekend activity and to take advantage of shared use of facilities such as car parking and public transport.

The proposed development will introduce a new type of entertainment land use into the area, providing a social destination for the community. The beer café will generate activity outside of normal business hours, creating a vibrant centre and encouraging the use of public transport.

The proposed development is consistent with the intent of SPP4.2.

5.4 Local planning policies

5.4.1 Local Planning Policy 5.1 – Parking

Local Planning Policy No. 5.1 – Parking (LPP5.1) outlines the car and bicycle parking requirements applicable to the subject site. LPP5.1 notes traditional strip centres generally have limited on-site parking available and little opportunity to provide parking bays. Where a change of use or additions are proposed, which result in an increased parking requirement the Town may determine the parking requirement solely based on the additional number of bays the new use generates compared to the most recently approved use.

A review of the previous tenancy reveals it was leased to a print shop which is defined as a shop under LPS1. In this case, the previous shop use required 21 parking bays based on a floor area of 420 m². It follows therefore a parking bay 'credit' of 21 bays exists for the subject site.

Whilst the proposed beer café and bottle shop best fits the land use definition of a Tavern, it is considered that for the purposes of car parking, the bottle shop component of the proposal should be assessed against the parking requirements of a shop. Using this method, the parking requirements for the proposal are outlined in Table 3 on the following page.

Table 3 – Parking requirements

Use	Parking standard	Required
Beer café	Tavern: 1 space/2m ² of net drinking or seating area	90m ² / 2m ² = 45 bays
Liquor store	1 space/20m ² NFA	95m ² NFA / 20m ² = 4.75 bays
	Subtotal	49.75 bays
	LESS parking 'credit'	420m ² NFA / 20m ² = - 21 bays
	LESS New bays provided on site	-10 bays
	LESS concession 20%	-9.95 bays
	Total required	9 (8.8) bays

As evident above, there is a relatively minor shortfall in car parking spaces based on the current car parking requirements of LPP5.1.

Regardless of the minor variation, Planning Solutions considers the car parking requirements of the LPP5.1 to be overly onerous compared to the car parking requirements of contemporary local authority planning schemes. A review of other comparable local authorities was therefore carried out to determine the reasonableness of the LPP5.1 standards in a contemporary context. The review shows significantly lower parking requirements for tavern as shown in Table 4 within other comparable local authorities.

Table 4 – Contemporary Car Parking Standards - Tavern

Local Authority	Parking Standard
City of Vincent	1 bay for 5 persons
City of Subiaco	1 bay for 5m ² of eating/drinking/lounge areas
City of Melville	1 per 10m ² plus 0.5 per staff member

The above table shows the Town of Cambridge's car parking requirements are demonstrably higher than contemporary car parking standards of other local authorities for the same use. This position is supported by *Austroads* standards which identify the City of Vincent's car parking standards as being the most appropriate standard to be used.

From our investigations, the main reason for lowering car parking standards for tavern uses relates to changing drink driving habits of patrons. Changes to drink driving legislation and public awareness have resulted in patrons reducing the use of private vehicles and using alternatives, including:

- Public transport;
- Ride sharing;
- Shared use of private motor vehicles; and
- Walking - using local premises within a walkable distance from home.

Each of the above alternatives listed above can be reasonably reconciled in relation to the subject site particularly given it is located immediately opposite the West Leederville train station. Further discussion of this matter is provided on the following page.

Based on our investigations, the car parking requirements described by LPP5.1 should not be applied to a tavern given the standards do not reflect contemporary car parking standards and patron behaviour. Alternatively, it is recommended the Town assess the application based on the contemporary car parking standards found in *Austrroads*.

Table 5 describes the car parking requirements for the proposed development, assessed against the *Austrroads* criteria.

Table 5 – Proposed car parking calculations

Use	Parking standard	Required
Beer café	1 space per 5 persons	165 persons / 5 = 33 bays
Liquor store	1 space/20m ² NFA	95m ² NFA / 20m ² = 4.75 bays
	Subtotal	37.75 bays
	LESS parking 'credit'	420m ² NFA / 20m ² = - 21 bays
	LESS New bays provided on site	-10 bays
	LESS concession 20%	-7.55 bays
	Total required	-0.8 bays

The table illustrates the proposed development complies with the car parking standards when the accepted 20% concession is applied.

LPP5.1 allows for the 20% concession based on the availability and attractiveness of alternative modes of transport. Clearly, the subject site provides alternative and attractive alternatives, including:

- Passenger train station immediately opposite the site;
- High frequency bus routes along Cambridge Street;
- Good connection to the Perth Bicycle Network; and
- The development is within an Activity Centre where walking is a primary objective.

In addition, the Town will note:

- The intent of the beer café is to attract local residents and workers, who will not be parking on site, or occupying on-street bay that would not otherwise be occupied;
- The total number of patrons will be limited;
- The location of the site has prime access to public transport, being located opposite the West Leederville Train Station and approximately 200m from the high frequency bus routes on Cambridge Street; and
- The beer café and bottle shop will generate a demand for on-street parking at different times than the existing surrounding land uses.

The proposed development is a desired land use for the location and will significantly improve the vibrancy of the area. However, rigid enforcement of the parking requirements of LPP5.1 would make this proposal unviable.

To support the car parking calculations and assessment a traffic and transport report was prepared in support of this application – refer Appendix 3. The conclusions of the report mirrored the assessment provided above however, also noted under Sections 4.2 and 4.3 the proposed development is likely to generate a parking demand of around 20 bays.

The above assessment is made on the basis of patrons prioritising other forms of transport, excellent pedestrian take up rates, use of ride sharing services and cultural change in driver habits.

It follows the proposed development would not require additional car parking once existing credits are applied.

Bicycles, Motorcycles

Motorcycle, scooter and gopher parking	2% of the total number of total number of car parking spaces required	$50 \times 2\% = 1$ bay	4 bays
Bicycles (Short-stay)	Tavern: 1 space/25m ² of net drinking or seating area Shop: 1 space/150m ² NFA (Min 2 spaces)	$90\text{m}^2 / 25\text{m}^2 = 3.8$ $95\text{m}^2 \text{ NFA} / 150\text{m}^2 = 0.63$ bays Total = 4.43 = 4 bays	0 bays
Bicycles (Long-stay)	Tavern: 1 space/100m ² NFA of bars and public areas, including lounges, beer gardens and restaurants Shop: 1 space/300m ² NFA	$90\text{m}^2 / 100\text{m}^2 = 0.9$ $95\text{m}^2 \text{ NFA} / 300\text{m}^2 = 0.32$ bays Total = 1.22 = 1 bay	3 bays

It is noted there is a short fall of 'short-stay' bicycles, however people cycling to the site will generally want to park their bicycle close by to the entrance on Railway Parade. Besk proposes to develop a public bicycle parking area opposite the subject site, refer to Appendix 3. The notional bicycle parking area will benefit patrons of the proposed beer café as well as the greater community.

End of trip facilities

Where a development is required to provide long-stay bicycle parking, the provision of end of trip facilities is also required. LPP5.1 requires that a ratio of one locker to one bicycle space to be provided. Therefore, 2 lockers are required which have been provided on the first floor.

Design and location of parking

LPP5.1 also provides the development standards for non-residential parking layout, design and access. The proposed development is compliant with design and location requirements of LPP5.1 for the following reasons:

- Parking is located to the rear of the development.
- Parking area will be constructed to a high standard.
- The car parking spaces have been designed to Australian Standards, including circulation and vehicle manoeuvrability.
- There is a clear pedestrian path to the building from Hull Lane.
- Bicycle parking is proposed to be located near the rear entrance to the building.

6 Conclusion

The proposal involves the change of use at the subject site from Shop to Tavern. The proposed beer café and bottle shop will introduce an exciting new establishment to West Leederville, attracting people to the area both day and night. The proposed modifications will significantly improve the appearance of the existing building and contribute positively to the aesthetic value of the locality.

In summary, the proposal appropriately responds to all relevant aspects of the planning framework and warrants approval for the following reasons:

- The proposal seeks to significantly improve the appearance of the building and contribute positively to the amenity of the area.
- The front elevation of the building has been designed to a high standard, providing an active and interesting streetscape.
- The proposed land use will activate the area day and night, creating a vibrant urban environment.
- The proposed development responds to the strategic framework and will appropriately contribute to West Leederville's growth as a district activity centre and takes advantage of the site's prime access to public transport.

Having regard to the above, the proposal clearly demonstrates the suitability of the proposed development for the subject site, and its benefits for the West Leederville area. It has also been demonstrated that the proposed parking arrangements are sufficient to accommodate the proposed use, given its unique characteristics and location.

Accordingly, we respectfully request the Application for Planning Approval is approved by the Town of Cambridge.

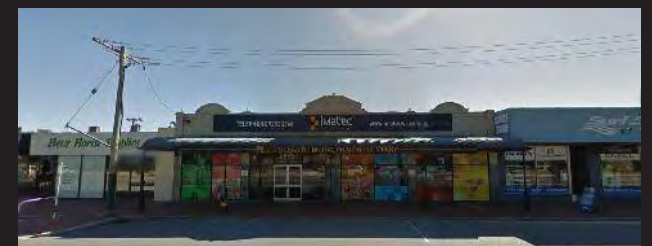
Appendix 1

The Potential of West Leederville



DV16.130 - Att 1 of 5 264 Railway Parade, West Leederville - Change of use

The Potential of West Leederville



MANE *The* BEER SPECIALISTS

BEST BOTTLE SHOP *in* AUSTRALIA



2013



2014



2015

AS VOTED ON RATEBEER.COM

The next generation



Awards

Over the years we've had the honour of being recognised by our peers with the following awards:

1. 2015 Rate Beer #1 Best Beer Venue Overall
2. 2014 Rate Beer #1 Best Beer Venue Overall
3. 2013 Rate Beer #1 Best Beer Venue Overall
4. 2014 Rate Beer #1 in Australia Best Bottle Shop
5. 2013 Rate Beer #1 in Australia Best Bottle Shop
6. 2012 Beer & Brewer Magazine Best Beer Venue National Finalist
7. 2011 Beer & Brewer Magazine Best Beer Venue National Finalist
8. 2010 Beer & Brewer Magazine Best Beer Venue National Finalist







Recent Hospitality Experience of Team

- Dainty Dowager, Mount Lawley - Restaurant - 2015
- Asado, Claremont - Restaurant - 2015
- Indian Ocean Brewing Company, Mindarie - Bar/Restaurant - 2014
- The Garden, Leederville - Bar - 2013
- Pleased to Meet You, Northbridge - Bar - 2013
- Sneaky Tony's, Northbridge - Bar - 2013
- The Sentinel, Perth - Bar



Food & Kitchen



Inspirations of Service



Bread in Common, Fremantle



Bread in Common, Fremantle



Pablo+Rusty's, Sydney



Slow Beer, Melbourne

Inspirations of Quality



All Day Roasting Company, Taipei City, Taiwan



Dead Man Espresso, Melbourne



Dead Man Espresso, Melbourne



Dinosaur Coffee, Los Angeles

Inspirations of Environment



Biotop Osaka, Japan



Biotop Osaka, Japan

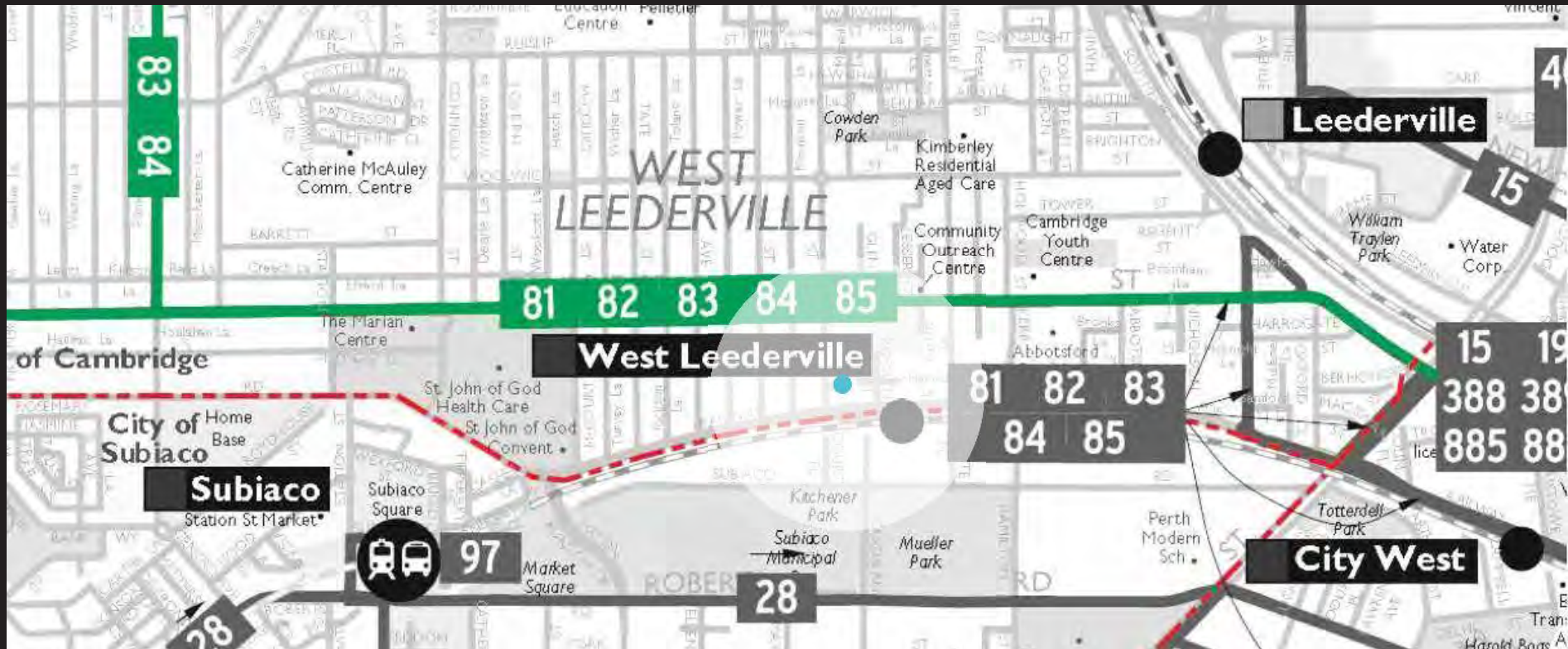


Biotop Osaka, Japan



Munich Brauhaus, Melbourne

Connecting the Community

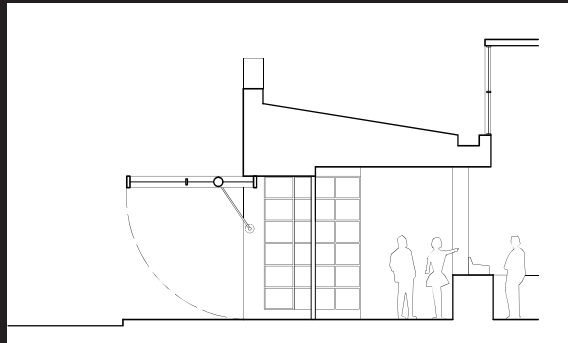


Transport links:

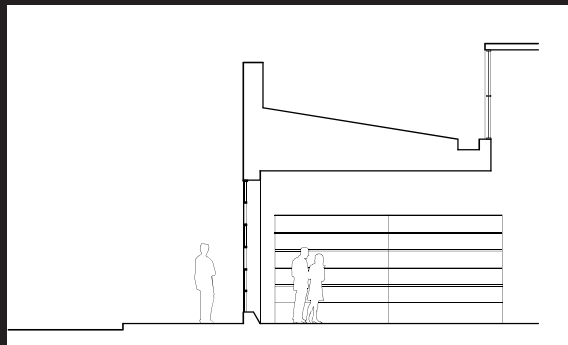
Buses - 81, 82, 83, 84, 85
Trains - Fremantle Line
Bikes - Parking provided

Surrounding neighbourhoods - Subiaco, City West, Leederville

Railway Parade Elevation



section through entrance



section through shop



Charles Smith Wines - Olson Kundig Architects

Ground Floor Plan



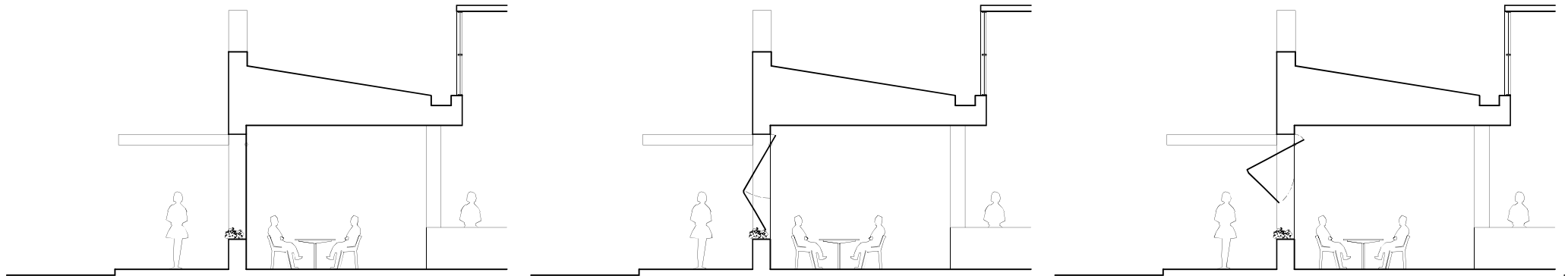
Surrounding Site Plan



Section



site section



section through front window

Appendix 2 Certificate of Title



REGISTER NUMBER 203/D52465	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 21/10/2011

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

VOLUME **1475** FOLIO **527**

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 203 ON DIAGRAM 52465

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

V A SORENSEN NOMINEES PTY LTD OF CARE OF CORNERSTONE PARTNERS, 312 CHURCHILL AVENUE,
SUBIACO

(T L758377) REGISTERED 13 OCTOBER 2011

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

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

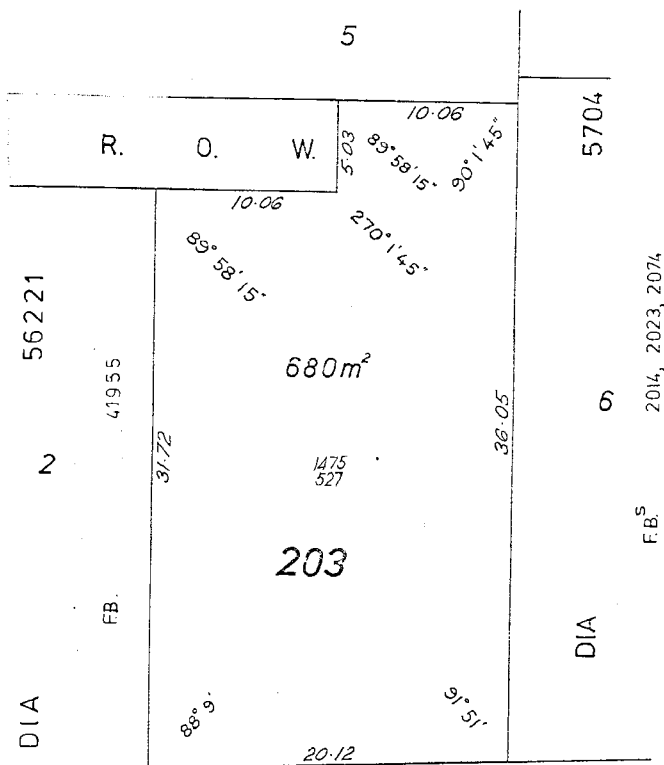
-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

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

SKETCH OF LAND: 1475-527 (203/D52465).
PREVIOUS TITLE: 1009-874.
PROPERTY STREET ADDRESS: 264-270 RAILWAY PDE, WEST LEEDERVILLE.
LOCAL GOVERNMENT AREA: TOWN OF CAMBRIDGE.

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
PERTHSHIRE	LOTS 3 & 4 OF LOC. Ae.	/	1:300	Vol. 1009 Fol. 874...	



RAILWAY PARADE

DIA 52465



DRAWN IN L.T.O.
31-3-77 G.C.V.

COMPILED FROM DIA. 1374

<p>CERTIFICATE</p> <p>I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.</p>		<p>Approved by Town Planning Board</p> <p>39530</p> <p><i>[Signature]</i></p> <p>Chairman</p>	
<p>COMPILED</p> <p>Licensed Surveyor.</p> <p>Date</p>		<p>Date 11-4-17</p>	
<p>Approved</p> <p><i>[Signature]</i></p> <p>Inspector of Plans and Surveys</p>	<p>On</p> <p>Plan</p> <p>Diagram 1374</p> <p>Index Plan PERTH 2000 11-26</p>	<p>Registered</p> <p>22-00</p> <p>22043</p> <p>2-5-77</p>	<p>Diagram No.</p> <p>52465</p>

Appendix 3
Parking Study Report



Proposed Tavern

264 Railway Parade. West Leederville

Parking Study Report

PREPARED FOR:
Besk Pty Ltd

July 2016

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Paul Ghantous	r01	P Ghantous	27/06/16	Draft
Paul Ghantous	r01a	P Ghantous	07/07/16	Final

File name: t16114pgr01a.docx

Author: Paul Ghantous

Project manager: Behnam Bordbar

Client: Besk Pty Ltd

Project: 264 Railway Parade, West Leederville

Document revision: r01a

Project number: t16.114

Copyright in all drawings, reports, specifications, calculations and other documents provided by the Consultant in connection with the Project shall remain the property of the Consultant.

The Client alone shall have a license to use the documents referred to above for the purpose of completing the Project, but the Client shall not use, or make copies of, such documents in connection with any work not included in the Project, unless written approval is obtained from the Consultant or otherwise agreed through a separate contract.

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SUSTAINABLE TRANSPORT OPTIONS	3
2.1	SUSTAINABLE TRANSPORT PRINCIPLES	3
2.2	PEDESTRIAN AND CYCLIST FACILITIES	4
2.3	PUBLIC TRANSPORT	8
2.4	TAXI AND RIDE SHARING.....	9
3.0	PUBLIC CAR PARKING OPTIONS	10
3.1	SURVEY AREA.....	10
3.2	SURVEY METHODOLOGY	11
3.3	PARKING INVENTORY.....	12
3.4	PARKING UTILISATION	13
4.0	PARKING DEMAND AND SUPPLY ASSESSMENT	15
4.1	TOWN OF CAMBRIDGE PARKING REQUIREMENTS	15
4.2	AUSTROADS GUIDELINES FOR PARKING REDUCTIONS	17
4.3	PARKING DEMAND AND SUPPLY ASSESSMENT	19
5.0	CONCLUSIONS	20

APPENDIX A – PROPOSED DEVELOPMENT PLANS

APPENDIX B – PARKING UTILISATION SURVEY RESULTS

REPORT FIGURES

Figure 1: Location of the subject site	2
Figure 2: Road user hierarchy	3
Figure 3: Pedestrian facilities on Railway Parade in vicinity of the subject site	4
Figure 4: Pedestrian underpass crossing the rail line adjacent to the site	5
Figure 5: Signalised pedestrian crossing on Cambridge Street.....	5
Figure 6: Extract from Perth Bicycle Network (Department of Transport)	6
Figure 7: Proposed public bicycle parking	7
Figure 8: Bus stop with shelter on Cambridge Street.....	8
Figure 9: Public transport services (Transperth Maps)	9
Figure 10: Parking survey zones.....	10
Figure 11: Surveyed total parking utilisation Wednesday night.....	13
Figure 12: Surveyed total parking utilisation Thursday midday	13
Figure 13: Surveyed total parking utilisation Friday night.....	14
Figure 14: Surveyed total parking utilisation Sunday midday	14

REPORT TABLES

Table 1: Surveyed Parking Inventory.....	12
Table 2: ToC applicable car parking requirements	15
Table 3: ToC applicable motorbike parking requirements	15
Table 4: ToC applicable bicycle parking requirements	15
Table 5: City of Vincent Parking Adjustment Factors	18

1.0 Introduction

This Parking Study Report has been prepared by Transcore on behalf of Besk Pty Ltd. The subject of this report is the proposed tavern development at 264 Railway Parade, West Leederville, in the Town of Cambridge.

Based on advice provided to Transcore, the proposed tavern development comprises:

- ✚ 95m² of bottle shop sales area;
- ✚ 90m² of drinking area for patrons – capacity to accommodate up to 165 patrons;
- ✚ 10 car parking bays provided at the rear of the site for staff;
- ✚ 4 scooter / motorcycle bays provided at the rear of the site;
- ✚ Public bicycle parking for 30 bicycles in the verge opposite the site; and,
- ✚ End of trip facilities including rest room and lockers for staff.

Proposed development plans are included for reference in Appendix A.

The proposed tavern development seeks to promote sustainable transport options, and to reduce the potential incidence of drinking and driving. Therefore, the site for the proposed development has been selected in proximity to sustainable transport options including public transport, cycling, walking and taxi.

To achieve the objective of promoting sustainable transport options, the proposed development also seeks to limit the provision of on-site car parking.

Transcore has been commissioned by Besk Pty Ltd to investigate and document the sustainable transport options accessible to the proposed development and to undertake a detailed parking inventory of public car parking in the vicinity of the subject site.

Accordingly, this report presents a detailed public parking inventory at selected locations in the vicinity of the proposed development, and documents the results of a utilisation survey of public parking bays undertaken over a period of four days.

This report also provides commentary on sustainable methods of transport to and from the proposed development including public transport, taxis and walking.

The proposed development site is located on the north side of Railway Parade, between Northwood Street and Rosslyn Street, in West Leederville, as shown in Figure 1. It is bound by existing development to the north, west and east.

The site is surrounded by a mix of residential, commercial and retail land uses and is located opposite the West Leederville Train Station.



Figure 1: Location of the subject site

2.0 Sustainable Transport Options

2.1 Sustainable Transport Principles

A sustainable transport network should prioritise active and sustainable modes of transport, with pedestrians, cyclists, public transport, car sharing and then single occupancy cars ranked in order of priority (Figure 2).

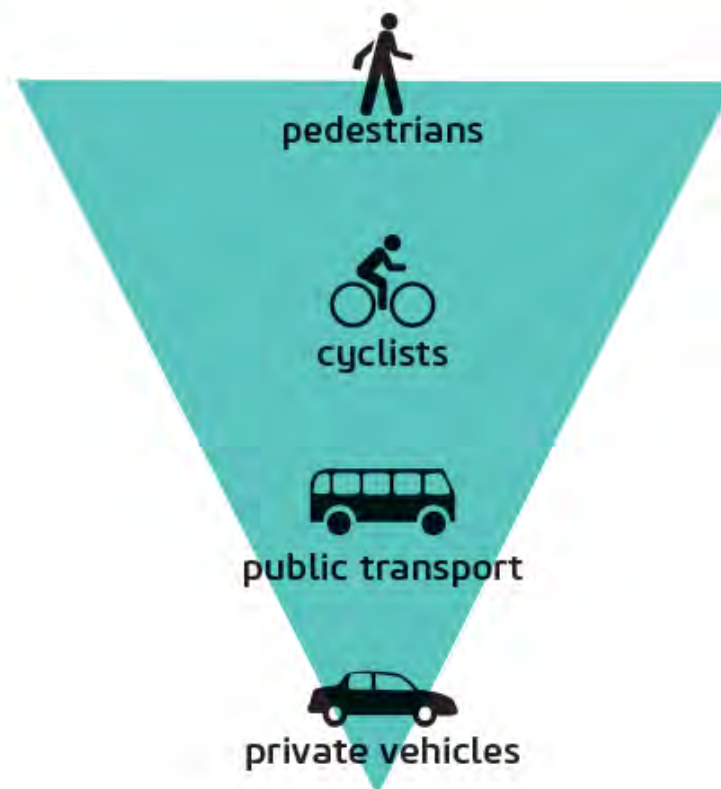


Figure 2: Road user hierarchy¹

Transcore has worked closely with the project team to minimise reliance on single occupancy passenger car trips through adoption of the following priorities in selecting a suitable site for the proposed tavern development:

¹ Source: https://www.nationalcapital.gov.au/images/NCA/planning_and_urban_design/west-basin-guidelines/Road-user-hierarchy.png

- ✚ **Priority 1 - Minimise demand:** Manage the reasons why transport is needed by delivering access to services and activities within walking and cycling distance in the local area;
- ✚ **Priority 2 – Enable mode shift:** For trips required to be undertaken to and from the proposed development, enable the choice of sustainable transport modes including walking, cycling and public transport;
- ✚ **Priority 3 – Optimise transport efficiency:** A permeable and extensive pedestrian, cyclist, public transport and road network should be available and connectivity to the external transport network should be provided to minimise travel times for pedestrians, cyclists, public transport users and to reduce the vehicle kilometres travelled for all road users; and,
- ✚ **Priority 4 – Increase capacity:** Only after optimisation of the first three steps were any capacity increases considered. Capacity increases that were required were prioritised for the most efficient and sustainable transport modes (with on-site parking being the lowest priority).

2.2 Pedestrian and Cyclist Facilities

There is excellent pedestrian access to the proposed development via the existing paved footpath along Railway Parade which connects to the wider pedestrian path network in the local area. As shown in Figure 3, pedestrian crossing facilities including drop kerbs, u-bars and median refuge islands are provided at several points along Railway Parade, including opposite the West Leederville Train Station.



Figure 3: Pedestrian facilities on Railway Parade in vicinity of the subject site

A pedestrian/cyclist underpass (Figure 4) is provided in close proximity to the site for pedestrians to cross the rail line. This underpass provides connectivity to potential traffic generators in Subiaco, including Subiaco Oval.



Figure 4: Pedestrian underpass crossing the rail line adjacent to the site

A signalised pedestrian crossing (Figure 5) is provided on Cambridge Street to facilitate pedestrian trips to and from the site.



Figure 5: Signalised pedestrian crossing on Cambridge Street

The Perth Bicycle Network Map (see Figure 6) indicates excellent pedestrian and cyclist connectivity to the subject site. The railway PSP is accessible nearby on the southern side of Railway Parade



Figure 6: Extract from Perth Bicycle Network (Department of Transport)

The proposed tavern site was selected to promote sustainable transport in the local area by delivering a food and drink service for local residents and employees which is accessible through the pedestrian and cycle network.

This reduces the need for local residents and employees to undertake car based trips to access a similar service, and also reduces the reliance on car parking for the proposed development.

The project proponents are investigating the provision of public bicycle parking at the train station opposite the site as a method to further promote sustainable transport to and from the proposed development.

As detailed in Figure 7, the public bicycle parking is proposed to be located in the verge conveniently located opposite the site and adjacent to the train station. This proposed facility can also benefit the wider community and other cyclists in the area.



Figure 7: Proposed public bicycle parking

2.3 Public Transport

The site is well served by public transport. The nearest bus stops are in place on Cambridge Street, approximately 200m walk (less than 5 min) from the subject site (Figure 8)

West Leederville Train Station is located opposite the subject site and provides connectivity to the Perth Rail Network. Nearby public transport services are shown in Figure 9.

Transperth currently runs free late-night trains. This free train service may also be utilised by patrons and staff of the tavern depending on weekends. The following extract from the Transperth website provides more information on the free late-night service:

“Perth is now alive with new options, so stay, enjoy the energy and get home safely with free late-night trains. They run on all train lines on Friday and Saturday nights (technically Saturday and Sunday mornings) and the best part is if you catch any train between 12.30am and 3am on the weekend, they’re free!”*

The proposed development site opposite the West Leederville Train Station was selected to enable the choice of sustainable transport modes including walking, cycling and public transport, and to reduce the need for, and reliance on car travel and car parking.

This is especially important for the proposed tavern land use, as reducing the reliance on car travel will also help reduce the incidence of drink driving.



Figure 8: Bus stop with shelter on Cambridge Street



Figure 9: Public transport services (Transperth Maps)

2.4 Taxi and Ride Sharing

There is short term parking (1/4P) provided on Railway Parade in vicinity of the site which can be utilised for Taxi pick-up and drop-off.

Patrons can also use ride sharing apps such as Uber as possible Taxi service alternatives.

The reduced provision of on-site car parking will also encourage patrons to car share with friends if travelling by car to the site. This reduces traffic on the road network and promotes sustainable transport outcomes.

3.0 Public Car Parking Options

Transcore undertook a detailed parking inventory and utilisation survey of the public car parking in the vicinity of the subject site in June 2016 to determine the availability of the public parking bays for patrons travelling by car to the proposed development. The study area, methodology, and survey results are detailed in this section of the report.

3.1 Survey Area

The survey area included selected on-street public parking within an approximate 200m radius of the subject site. The survey area was divided into 15 Zones labelled A to I in Figure 10.

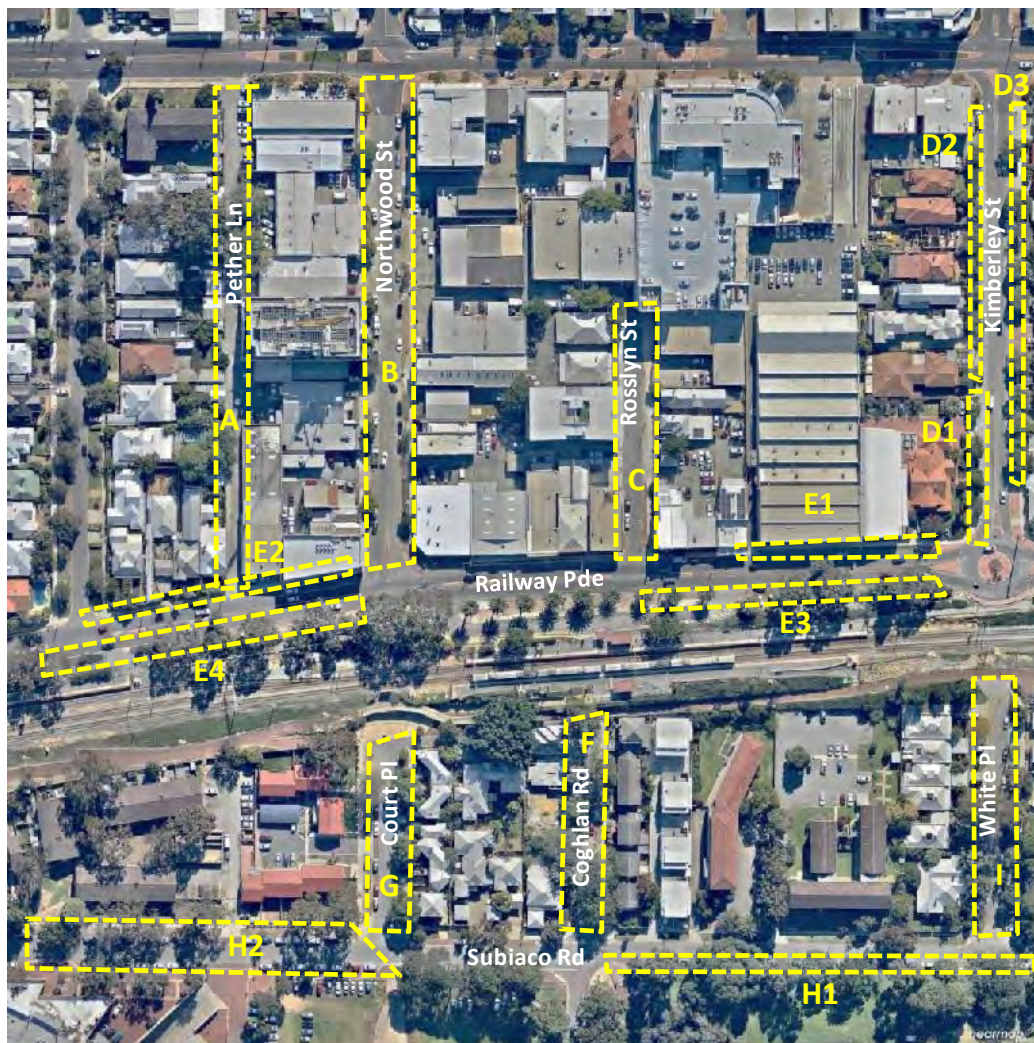


Figure 10: Parking survey zones

3.2 Survey Methodology

A site visit was undertaken on Tuesday 7 June 2016 during which a detailed parking inventory was established of the surrounding public parking facilities at the selected locations in close vicinity to the proposed development (shown in Figure 10).

Parking utilisation surveys of the selected parking zones were then undertaken over four days during the typical peak patronage times for taverns:

- ✚ Weekday evening: Wed 8 June 2016 between 6:30pm and 8:30pm.
- ✚ Weekday lunch: Thurs 9 June 2016 between 12:00pm and 2:00pm.
- ✚ Weekend evening: Fri 10 June 2016 between 6:30pm and 8:30pm.
- ✚ Weekend lunch: Sun 12 June 2016 between 12:00pm and 2:00pm.

The parking utilisation survey was undertaken to ascertain the availability of public parking within comfortable walking distance to the proposed development.

Parking utilisation was surveyed at peak parking demand periods in 30 minute intervals.

3.3 Parking Inventory

The inventory of parking in each survey zone is detailed in Table 1 below.

Table 1: Surveyed Parking Inventory

Zone	Supply	Parking Restriction	Parking Cost	Additional Notes
A	-	Private parking only	Free	90-degree private parking provided at northern end of Pether laneway
B	22	Mix of 1/4P & 1P (8.00am - 5.30pm Mon-Fri)	Free	17 bays (1P) / 5 bays (1/4P) / plus 1 MC bay on-street on Northwood St
C	8	1P all times	Free	On-street parking on Rosslyn Street
D1	6	1P all times	Free	On-street parking on the western side of Kimberley Street (southern end)
D2	-	No parking (residential permit excepted)	-	Western side of Kimberley Street (northern end)
D3	-	No parking (residential permit excepted)	-	Eastern side of Kimberley Street
E1	9	2P Ticket parking all times	\$2.50 p/h	On-street parking northern side of Railway Pde (eastern end)
E2	14	1/4P all times	Free	On-street parking northern side of Railway Pde (western end)
E3	13	2P Ticket parking all times	\$2.50 p/h	On-street parking southern side of Railway Pde (eastern end)
E4	9	1P Ticket parking all times	\$2.50 p/h	On-street parking southern side of Railway Pde (western end)
F	7	2P Mon-Fri (no parking on football and other specified days)	Free	On-street parking on Coghlan Road
G	11	2P Mon-Fri (no parking on football and other specified days)	Free	On-street parking on Court Place
H1	24	P Ticket 8.00am - 9.00pm Mon-Sun (no parking on football and other specified days)	\$2.50 p/h	On-street parking southern side of Subiaco Rd (eastern end)
H2	45	2P Ticket 8.00am - 9.00pm Mon-Sun (no parking on football and other specified days)	\$2.50 p/h	On-street parking both sides of Subiaco Rd (western end)
I	11	2P Mon-Fri (no parking on football and other specified days)	Free	On-street parking on White Place
Total Public Parking	179			

As detailed in Table 1, a total of 179 public car parking spaces are provided in the survey area. Around 79 of these bays are free parking bays. All of the surveyed parking zones are within comfortable walking distance of the proposed development. Most bays had 2P or less time restriction.

Parking spaces in Zones A, D2, and D3 were excluded from the inventory as they were for private or residential parking only.

3.4 Parking Utilisation

A parking occupancy or utilisation survey of the parking zones within the survey area was undertaken over four days as detailed in the survey methodology. The total parking utilisation for the survey area is summarised graphically in the following figures:

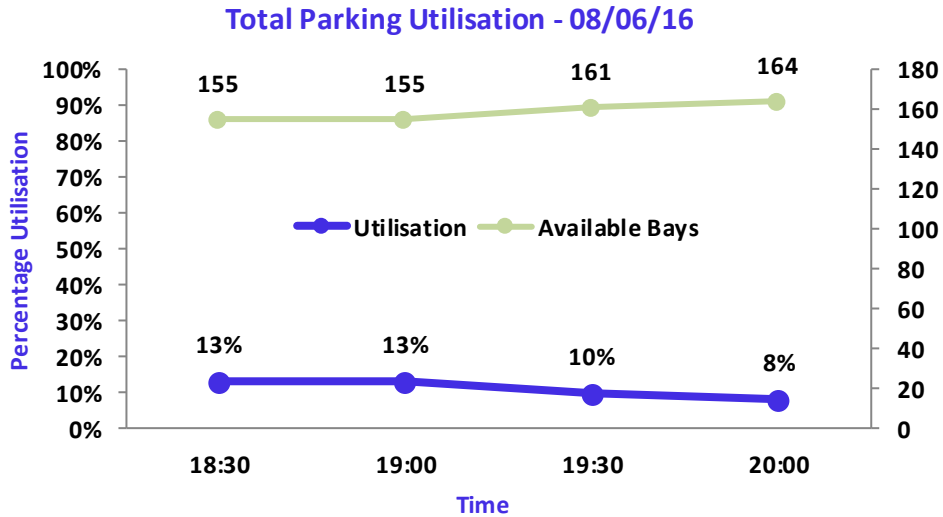


Figure 11: Surveyed total parking utilisation Wednesday night

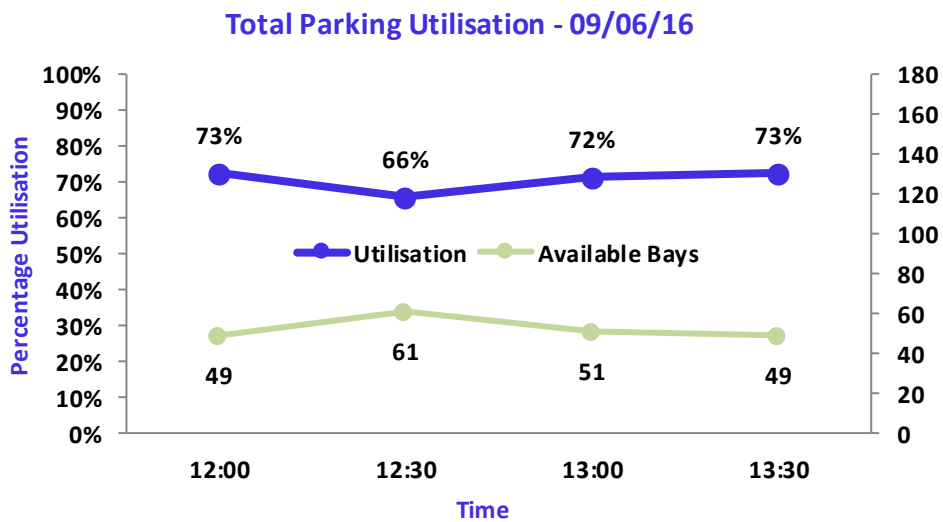


Figure 12: Surveyed total parking utilisation Thursday midday

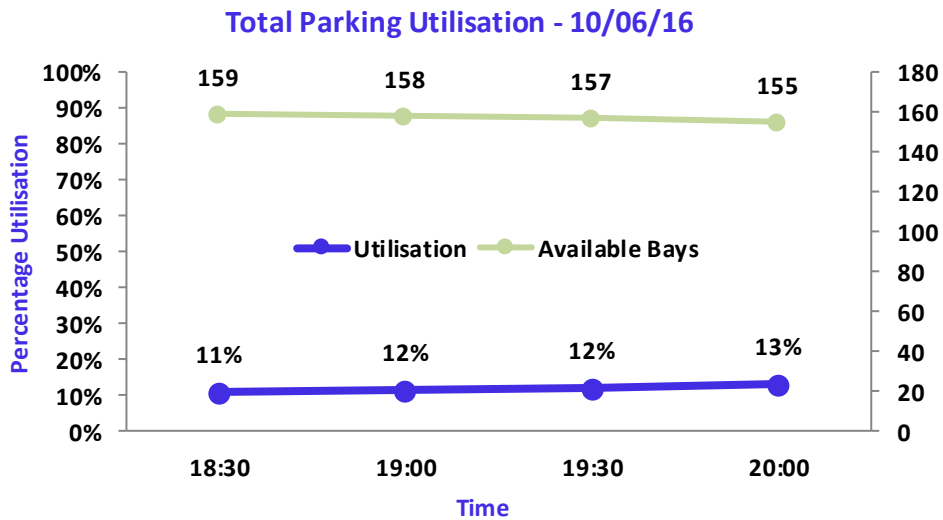


Figure 13: Surveyed total parking utilisation Friday night

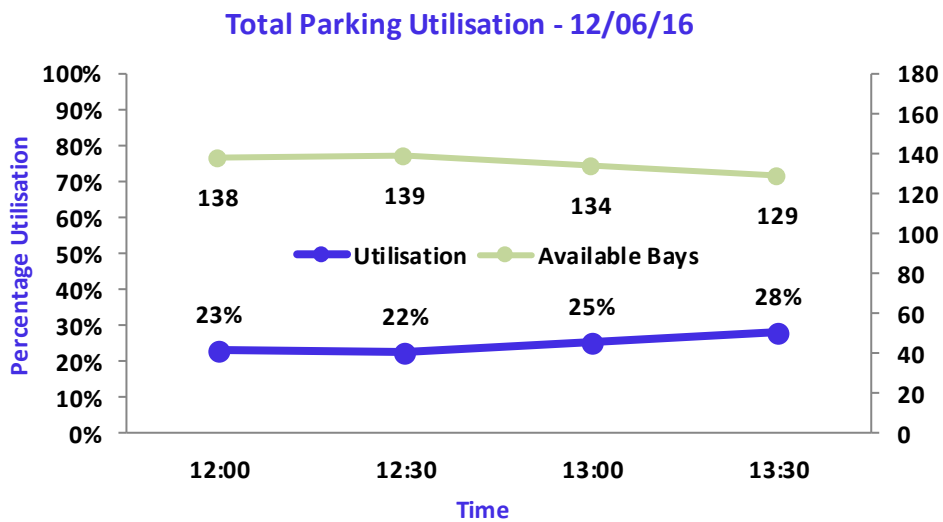


Figure 14: Surveyed total parking utilisation Sunday midday

The results of the parking utilisation surveys indicate that total parking demand peaked during the weekday lunch period. During this time, there was a minimum of 49 public parking spaces available.

At all other times during the weekday evening and weekend evening/lunch periods, there was a minimum of 129 public parking spaces available in close proximity to the site.

The detailed parking survey results for each parking zone are presented in Appendix B.

4.0 Parking Demand and Supply Assessment

4.1 Town of Cambridge Parking Requirements

The subject site is situated within the Town of Cambridge (ToC) and as such the ToC *Parking Policy 5.1* is applicable to the proposed development.

The relevant parking requirements as set out in the Policy are detailed in Tables 2 to 4.

Table 2: ToC applicable car parking requirements

Element	Requirement	Bay Calculation
Tavern (90m ²)	Bar: 1 space / 2m ² of drinking and seating area	45 bays
	Lounge & outdoor: 1 space / 3m ² of drinking and seating area	0 bays
Shop (95m ²)	1 space / 20m ² NFA	5 bays
Total		50 bays

Table 3: ToC applicable motorbike parking requirements

Element	Requirement	Bay Calculation
Tavern (90m ²)	2% of car parking requirement	
Shop (95m ²)	2% of car parking requirement	
Total		1 bay

Table 4: ToC applicable bicycle parking requirements

Element	Requirement	Space Calculation
Tavern (90m ²)	Short-stay: 1 space / 25m ² of net drinking and seating area	4 spaces
	Long-stay: 1 space / 100m ² of bars and public area	1 space
Shop (95m ²)	Short-stay: 1 space / 150m ² NFA (min 2 spaces)	2 spaces
	Long-stay: 1 space / 300m ² NFA	0 spaces
Total		6 short stay 1 long stay

As the proposed development only requires 1-2 long stay bicycle parking spaces, 1-2 lockers are required and no showers are required to be provided.

In addition to the above parking requirements, the Town of Cambridge permits a maximum car parking concession of 20% based on the availability and attractiveness of alternative modes and the location of the proposed development site.

Alternative modes considered in the Policy include:

- *Users of the development have safe, close and convenient access to frequent and regular public transport at the times of operation of the development;*
- *Cycling to the development is convenient and safe and is supported through the provision of additional bicycle facilities (including extra bays and end of trip facilities) than required by Table 1 and/or Table 2 of the policy which will significantly improve the ability to access the site by this mode. To receive a 5% parking reduction, the proposal must provide at least 5% more bicycle bays than otherwise required under this Policy; and*
- *The development is located in a centre that promotes good pedestrian amenity supported by a mix of land uses, active frontages and weather protection.*

In accordance with the Town of Cambridge Parking Policy, a concession of up to 20% from the calculated car parking requirement of 50 bays is considered to be appropriate for this development.

This concession is supported by the nearby availability of short term on-street parking, close proximity to public transport, the provision of bicycle parking and the provision of motorcycle/scooter parking. With the 20% dispensation 40 car parking bays would be required for the proposed development under the Cambridge Parking Policy.

It is proposed to provide 10 car parking bays on site for staff. Based on advice from the project planners, the proposed development also qualifies for a 21 bay car parking credit based on the previous shop use of the site. Therefore there is an onsite car parking shortfall of just 9 car bays from theoretical Town of Cambridge Parking Policy requirement.

As detailed in Section 3.4 of this report, there was a minimum of 129 public car parking spaces available during the anticipated peak car parking demand time for patrons (evenings and weekend lunch time). The surveyed availability of vacant public car parking is more than sufficient to accommodate the theoretical Parking Policy shortfall of 9 car bays.

4.2 Austroads Guidelines for Parking Reductions

The Austroads *Guide to Traffic Management Part 11: Parking* provides the following advice in relation to modifying parking requirements relative to the proximity of public transport:

Parking policy can dictate a reduction in the amount of parking required in town planning schemes or district plans relative to the proximity of a site to high levels of public transport. Several issues are relevant to the application of such a policy:

- *Different people have differing potential to use public transport as a viable alternative to the car.*
- *The level of service – service frequency, service capacity, quality of service, and hours of operation – is a crucial factor in determining the viability of public transport as an alternative transport mode.*
- *Car ownership should be distinguished from car travel. Some people, for example residents in and near city centres, may have a need to park a car despite having excellent access to public transport.*
- *In determining the capacity for multi-modal accessibility to reduce parking demand, consideration should address all alternative modes, not only public transport.*

The Austroads Guide cites the City of Vincent as a case study example of a Local Government that quantitatively provides a range of concessions to its minimum parking requirement standards based on proximity to public transport and proximity to other preferred modes of transport, for example, bicycle facilities.

The current version of the City of Vincent Parking and Access Policy No 7.7.1 requires a car parking provision of 1 space per 5 persons for the tavern and 1 space per 20m² for the bottle shop. This would result in a theoretical parking requirement of 37.75 car spaces.

Potential adjustment factors which may be considered under the Policy based on proximity to other preferred modes of transport are detailed in Table 5. The parking concessions that would be considered applicable to the proposed development are indicated in red in Table 5.

The following adjustment factor is therefore considered applicable under the comparable City of Vincent Policy:

$$\text{Adjustment Factor} = 0.8 \times 0.8 \times 0.9 \times 0.9 = 0.5184$$

Application of the adjustment factor results in a theoretical parking requirement of 19.57 (20 bays). As 10 bays are provided on site, this results in a theoretical shortfall of just 10 bays. If the credit of 21 car parking bays is applied then a theoretical parking surplus of +11 bays would apply to the proposed development.

Based on the review and documentation of the sustainable transport options available to both patrons and staff of the proposed development, application of these example reduction factors and resulting theoretical parking surplus is considered appropriate and in line with Austroads Guidelines.

Table 5: City of Vincent Parking Adjustment Factors²

#	Adjustment Factor (1)	Development Scenario
1A or	0.80 (20%) or	The development is located within 400 metres of a rail station; or
1B	0.85 (15%)	The development is located within 800 metres of a rail station.
2	0.80 (20%)	The development is located within 400 metres of a bus route.
3A or	0.80 (20%) or	The development is located within 200 metres of an existing off-street public car park with in excess of 50 car bays; or
3B or	0.85 (15%) or	The development is located within 400 metres of an existing off-street public car park with in excess of 75 car bays; or
3C or	0.90 (10%) or	The development is located within 400 metres of an existing off-street public car park with in excess of 50 car bays; or
3D	0.95 (5%)	The development is located within 400 metres of an existing off-street public car park with in excess of 25 car bays.
4	0.90 (10%)	The development is located in a Town Centre shown in Appendix 1.
5	0.80 (20%)	The development proposes a mix of residential and commercial uses, provided at least 50% of the total plot ratio is residential.
6	0.90 (10%)	The development provides on-site End of Trip Facilities exceeding the minimum requirements of this policy.
7A or 7B	0.80 (20%) or 0.80 (20%)	The development proposes a small scale (less than 80 square metres of NLA) 'active use' and is located on the ground floor of a building in a Town Centre. The site cannot reasonably accommodate onsite parking required for the development due to the presence of a building listed on the City's Municipal Heritage Inventory and/or a tree listed on the Trees of Significance Inventory.

² Source: City of Vincent Parking and Access Policy No: 7.7.1

4.3 Parking Demand and Supply Assessment

It is considered that the proposed on site car parking supply is satisfactory to meet the practical demands of the development on the following grounds:

- ✚ The existing public transport services, including access to the rail network via West Leederville Train Station opposite the site, provide a viable alternative sustainable mode of transport for employees and patrons travelling to the tavern.
- ✚ Excellent pedestrian and cyclist connectivity and the provision of end of trip facilities encourage walking and cycling to the site for staff and patrons.
- ✚ The site for the proposed tavern has been selected to capture patronage from local residents and employees and is therefore expected to attract very little vehicular traffic in terms of being a sole attraction to this area of West Leederville. Most customers would be local residents or employees working in the area who would walk to the site via the established and well-developed pedestrian network.
- ✚ There is a cultural shift away from driving to premises for drinking with more people catching taxis, using late-night weekend train services and car sharing with designated drivers to avoid drinking and driving.

Based on the assessment undertaken utilising a comparative Parking Policy in accordance with Austroads Guidance, the proposed development is likely to generate a parking demand of around 20 bays. There is more than ample parking provided on site and on surrounding streets to accommodate the car parking requirements of the proposed development.

5.0 Conclusions

This Parking Study Report has been prepared by Transcore on behalf of Besk Pty Ltd. The subject of this report is the proposed tavern development at 264 Railway Parade, West Leederville, in the Town of Cambridge.

The proposed tavern development seeks to promote sustainable transport options, and to reduce the potential incidence of drinking and driving. Therefore, the site for the proposed development has been selected due to the proximity of sustainable transport options including public transport, cycling, walking and taxi.

To achieve the objective of promoting sustainable transport options, the proposed development also seeks to limit the provision of on-site car parking.

The proposed development achieves a sustainable transport outcome through implementation of the following sustainable transport principles in the optimum order of priority:

- ✚ **Priority 1 - Minimise demand:** The proposed tavern reduces reliance on the external transport network (particularly the road network) by delivering a food and beverage offering for residents and employees within walking and cycling distance in the local area.
- ✚ **Priority 2 – Enable mode shift:** The proposed tavern enables the choice of sustainable transport modes including walking, cycling and public transport. An extensive, permeable and efficient pedestrian and cyclist network is provided in the local area and the development is proposed to be located opposite West Leederville Train Station.
- ✚ **Priority 3 – Optimise transport efficiency:** A permeable and extensive pedestrian, cyclist, public transport and road network is accessible to the proposed tavern, which minimises travel times for pedestrians, cyclists and public transport users.

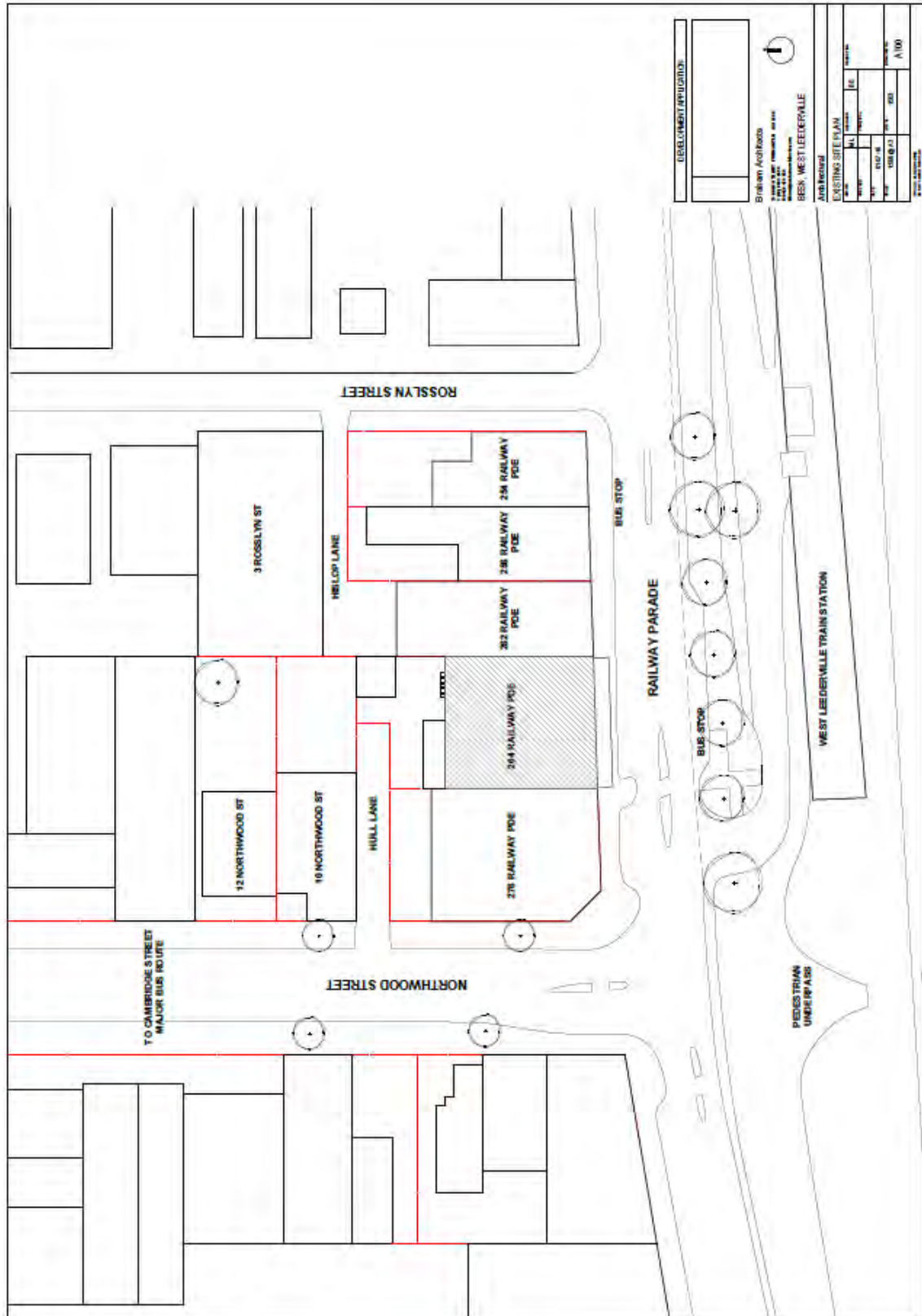
The public car parking inventory and utilisation surveys undertaken in June 2016 indicate that there was a minimum of 129 public car parking spaces available during the anticipated peak car parking demand time for patrons (evenings and weekend lunch time).

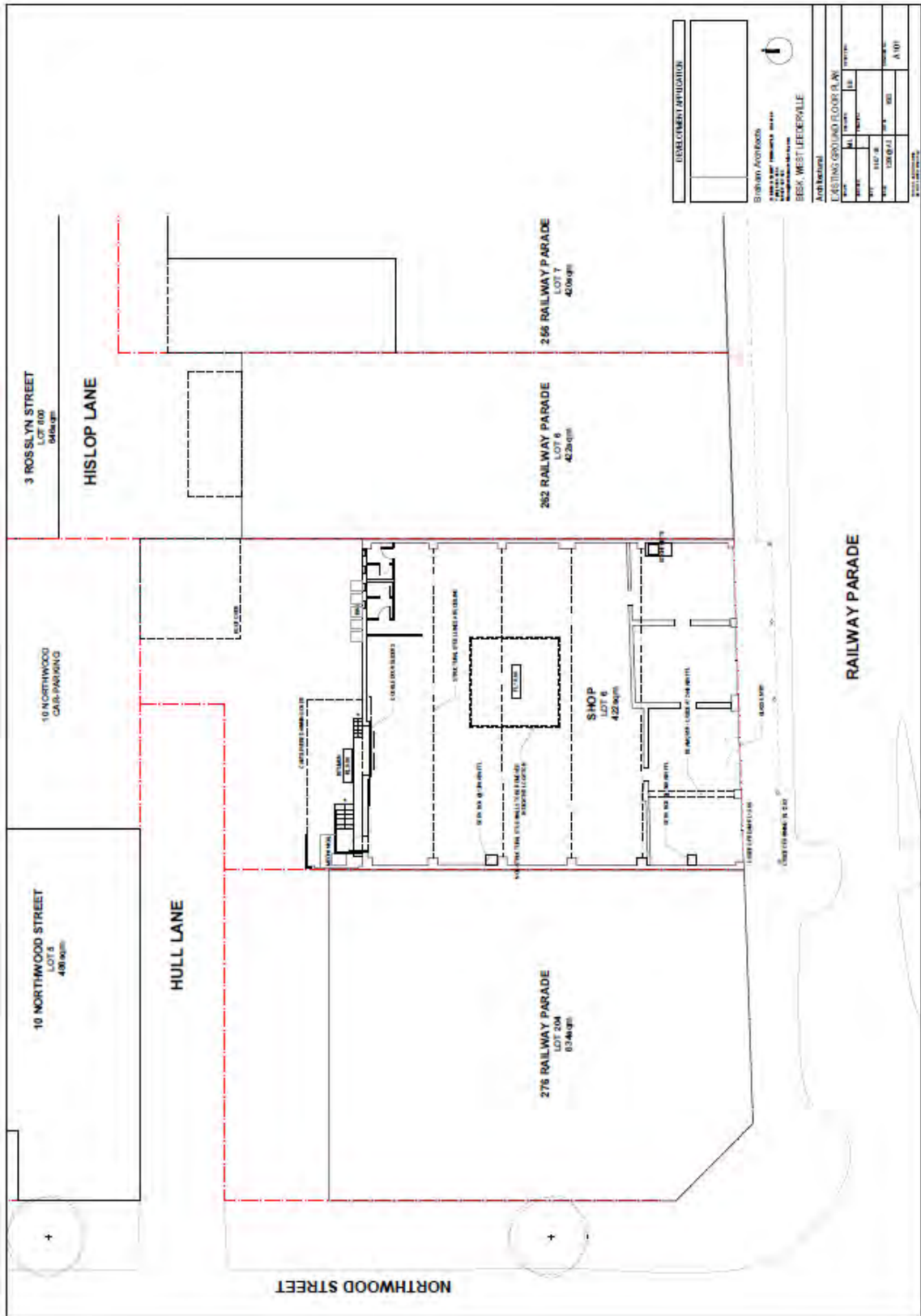
Based on the assessment undertaken utilising a comparative Parking Policy in accordance with Austroads Guidance, the proposed development is likely to generate a parking demand of around 20 bays. When the existing 21 bay credit is included, there is a total theoretical parking provision of 31 car bays on site, which is a surplus from the anticipated parking requirement of the proposed development.

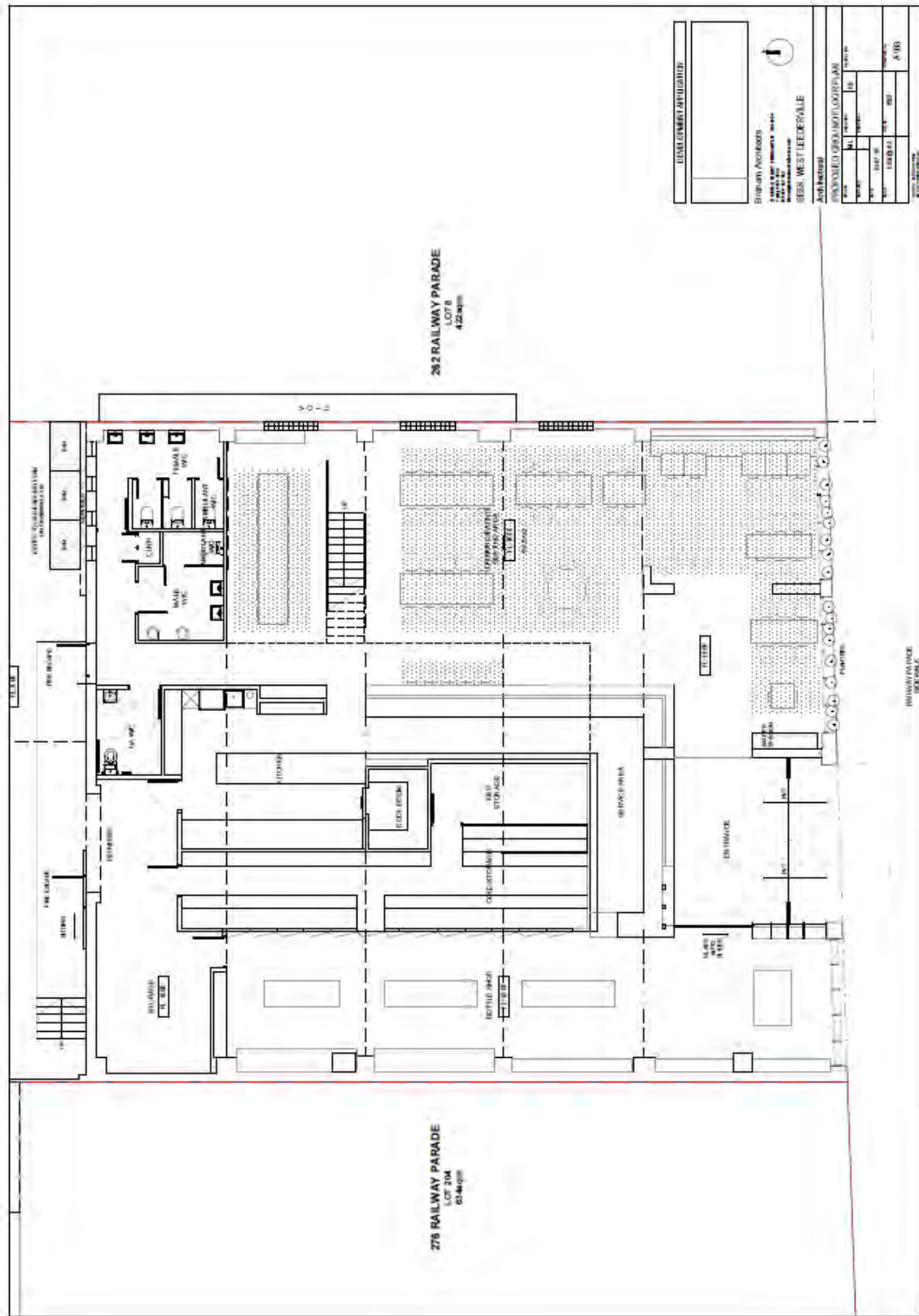
There is more than ample parking provided on site and on surrounding streets to accommodate the car parking requirements of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLANS











BRAHAM
ARCHITECTS

BESK LIQUOR

PROPOSED BICYCLE
PARKING

01.07.16 | 1:250 | - |

Appendix B

PARKING UTILISATION SURVEY RESULTS

Wednesday 8/6/16

Zone	18:30	19:00	19:30	20:00	Supply
A	-	-	-	-	-
B	3	3	2	2	22
C	2	1	1	0	8
D1	2	2	1	1	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0	0	0	0	9
E2	0	0	1	1	14
E3	1	1	0	0	13
E4	0	0	0	0	9
F	3	2	2	2	7
G	2	3	3	3	11
H1	0	2	1	1	24
H2	9	8	5	3	45
I	2	2	2	2	11
Total	24	24	18	15	179

Zone	18:30	19:00	19:30	20:00	Supply
A	-	-	-	-	-
B	14%	14%	9%	9%	22
C	25%	13%	13%	0%	8
D1	33%	33%	17%	17%	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0%	0%	0%	0%	9
E2	0%	0%	7%	7%	14
E3	8%	8%	0%	0%	13
E4	0%	0%	0%	0%	9
F	43%	29%	29%	29%	7
G	18%	27%	27%	27%	11
H1	0%	8%	4%	4%	24
H2	20%	18%	11%	7%	45
I	18%	18%	18%	18%	11
Total	13%	13%	10%	8%	179

Thursday 9/6/16

Zone	12:00	12:30	13:00	13:30	Supply
A	-	-	-	-	-
B	20	18	18	18	22
C	6	5	6	4	8
D1	2	3	2	3	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	3	1	4	4	9
E2	2	3	6	3	14
E3	4	2	1	3	13
E4	4	2	1	3	9
F	6	6	6	7	7
G	10	7	9	11	11
H1	22	22	22	22	24
H2	41	39	43	42	45
I	10	10	10	10	11
Total	130	118	128	130	179

Zone	12:00	12:30	13:00	13:30	Supply
A	-	-	-	-	-
B	91%	82%	82%	82%	22
C	75%	63%	75%	50%	8
D1	33%	50%	33%	50%	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	33%	11%	44%	44%	9
E2	14%	21%	43%	21%	14
E3	31%	15%	8%	23%	13
E4	44%	22%	11%	33%	9
F	86%	86%	86%	100%	7
G	91%	64%	82%	100%	11
H1	92%	92%	92%	92%	24
H2	91%	87%	96%	93%	45
I	91%	91%	91%	91%	11
Total	73%	66%	72%	73%	179

Friday 10/6/16

Zone	18:30	19:00	19:30	20:00	Supply
A	-	-	-	-	-
B	2	1	1	2	22
C	0	0	0	0	8
D1	1	1	0	0	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0	0	0	0	9
E2	0	0	0	0	14
E3	0	0	0	0	13
E4	0	0	0	0	9
F	2	4	5	6	7
G	4	4	4	5	11
H1	0	0	0	0	24
H2	8	7	7	4	45
I	3	4	5	7	11
Total	20	21	22	24	179

Zone	18:30	19:00	19:30	20:00	Supply
A	-	-	-	-	-
B	9%	5%	5%	9%	22
C	0%	0%	0%	0%	8
D1	17%	17%	0%	0%	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0%	0%	0%	0%	9
E2	0%	0%	0%	0%	14
E3	0%	0%	0%	0%	13
E4	0%	0%	0%	0%	9
F	29%	57%	71%	86%	7
G	36%	36%	36%	45%	11
H1	0%	0%	0%	0%	24
H2	18%	16%	16%	9%	45
I	27%	36%	45%	64%	11
Total	11%	12%	12%	13%	179

Sunday 12/6/16

Zone	12:00	12:30	13:00	13:30	Supply
A	-	-	-	-	-
B	12	12	12	13	22
C	3	3	1	2	8
D1	3	2	4	4	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0	0	0	0	9
E2	6	9	7	7	14
E3	0	0	1	2	13
E4	3	1	3	3	9
F	2	2	2	2	7
G	3	3	2	2	11
H1	1	5	8	8	24
H2	6	2	4	6	45
I	2	1	1	1	11
Total	41	40	45	50	179

Zone	12:00	12:30	13:00	13:30	Supply
A	-	-	-	-	-
B	55%	55%	55%	59%	22
C	38%	38%	13%	25%	8
D1	50%	33%	67%	67%	6
D2*	-	-	-	-	-
D3*	-	-	-	-	-
E1	0%	0%	0%	0%	9
E2	43%	64%	50%	50%	14
E3	0%	0%	8%	15%	13
E4	33%	11%	33%	33%	9
F	29%	29%	29%	29%	7
G	27%	27%	18%	18%	11
H1	4%	21%	33%	33%	24
H2	13%	4%	9%	13%	45
I	18%	9%	9%	9%	11
Total	23%	22%	25%	28%	179

Appendix 4 Environmental Noise Report

GABRIELS ENVIRONMENTAL DESIGN



ENVIRONMENTAL NOISE REPORT

**BESK (BAR), 264 RAILWAY PDE
WEST LEEDERVILLE**

20th May 2016



For

BRAHAM ARCHITECTS

75 High St
FREMANTLE WA 6160

EXECUTIVE SUMMARY

The potential noise emissions from the proposed bar at 264 Railway Parade, West Leederville have been modelled using the *SoundPLAN 7.1* software. The assessment indicates that the development has the capability of complying with the Environmental Protection (Noise) Regulations 1997. The following noise control strategies and management will be implemented by the proponent in order to comply with the aforementioned regulations:

Building construction requirements

- A layer of 10 mm plasterboard (or equivalent) with a minimum of R2.0 glasswool insulation over shall be installed beneath the roof purlins. This ceiling layer must be fully sealed. If new roof sheeting will be installed then Anticon 50 insulation shall be installed to the underside of the roof sheeting.
- Acoustically absorbent ceiling panels (minimum NRC of 0.75) shall be installed to the underside of the plasterboard layer. The acoustically absorbent ceiling panels shall cover at least 65% of the entire ceiling area of the bar.
- All of the external glazing is to be 6.38 mm laminated glass as minimum.
- The external door on the north side of the venue (adjacent the toilets) is to be a 40 mm solid core door with full perimeter rubber acoustic seals (frame seals and drop seal). A similar door construction is required between the Kitchen and the Storage area to control noise break-out via that path.
- The refrigeration unit(s) shall have a total Sound Power Level of no greater than 79 dB(A) when operating at full load during the daytime, and a total Sound Power Level of no greater than 74 dB(A) when operating after 10 pm. The refrigeration units are to be located on top of the existing service canopy, on the western side.
- If new air-conditioning condenser(s) will be installed, they shall be positioned on the south-western corner of the main roof (above the Bottle Shop). The condenser(s) shall have a total/combined Sound Power Level of 79 dB(A) when operating at full load during the day, and a Sound Power Level of 74 dB(A) or less when operating after 10 pm.
- The Kitchen Exhaust Fan shall be an in-line fan with an attenuator on the discharge side such that the Sound Power Level at the roof cowl does not exceed 71 dB(A) (or 51 dB(A) at 3 metres).

Management requirements

- The bi-fold windows and entry doors shall be shut at 10 pm (the entry doors can be open for short periods as people individually enter and exit the venue).
- The music shall only background music. However, when the external doors and windows are closed, the music volume can be up to 86 dB(A) prior to 10 pm and 81 dB(A) after 10 pm.
- Deliveries are only permitted between the hours of 7 am and 7 pm, Monday to Saturday.
- Glass shall only be emptied into the outside bins between the hours of 7 am and 7 pm (9 am to 7 pm on Sundays).
- Staff shall be advised to respect the neighbours when they are leaving the venue via the rear of the premises.
- Prominent signage shall be installed at the main entry advising patrons to respect the neighbours and to leave the venue quietly.
- Subwoofers shall not be used, and the bass frequencies shall be limited such that the music is inaudible at 3 Rosslyn St.
- A log book shall be maintained for the purpose of recording and resolving noise complaints.

Report Version	Author	Date
1	Benjamin Farrell	20 th May 2016



Gabriels Environmental Design Pty Ltd is a Member Firm of the Association of Australian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

Disclaimer – The information contain within this report is solely for the use of the client identified on the cover page. The report is based on a specific scope as agreed between Gabriels Environmental Design Pty Ltd and the client. Gabriels Environmental Design

Pty Ltd accepts no liability where this report is used by any third party who may rely upon this document. No section of this report can be used by a third-party without prior approval from the client and Gabriels Environmental Design Pty Ltd. This report should not be reproduced or reviewed, except in full.

CONTENTS

	PAGE
1. INTRODUCTION.....	3
2. BACKGROUND.....	3
3. NOISE LEVEL CRITERIA.....	3
4. NOISE MODELLING PROCEDURE.....	5
5. MODELLING OF NOISE BREAK-OUT FROM THE BAR.....	6
6. NOISE EMISSIONS FROM THE MECHANICAL SERVICES.....	9
7. NOISE EMISSIONS FROM DELIVERY VEHICLES.....	10
8. NOISE MANAGEMENT STRATEGIES.....	10

ATTACHMENTS

- APPENDIX A - Noise Contour Plans

Report Version	Author	Date
1	Benjamin Farrell	20 th May2016



Gabriels Environmental Design Pty Ltd is a Member Firm of the Association of Australian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

Disclaimer – The information contain within this report is solely for the use of the client identified on the cover page. The report is based on a specific scope as agreed between Gabriels Environmental Design Pty Ltd and the client. Gabriels Environmental Design

Pty Ltd accepts no liability where this report is used by any third party who may rely upon this document. No section of this report can be used by a third-party without prior approval from the client and Gabriels Environmental Design Pty Ltd. This report should not be reproduced or reviewed, except in full.

1. INTRODUCTION

Gabriels Environmental Design Pty Ltd was commissioned to undertake modelling of the potential environmental noise emissions from the proposed bar (Besk) at 264 Railway Parade, West Leederville.

The purpose of the assessment was to ensure that the proposed development has the capability of complying with the Environmental Protection (Noise) Regulations 1997.

This report is based on the Development Application drawings produced by Braham Architects.

2. BACKGROUND

The proposed small bar will be positioned inside an existing single storey building located at 264 Railway Parade, West Leederville. The existing building shares common walls with commercial premises on both sides. Figure 1 below, identifies the noise sensitive premises (residences) located in the vicinity of the proposed bar. These include:

- Apartments at 3 Rosslyn St, located to the north-east of the proposed bar. Only the top two floors of this two storey building are residential.
- Fiore Apartments located on Northwood St, currently under construction.
- Existing Subiaco residences located on the south side of the rail line.



Figure 1 – Locations of noise sensitive premises around the proposed bar

The western side of the building will contain a walk-in bottle shop. There is an existing service area and car bays located on the north side of the building, off Hull Lane.

3. NOISE LEVEL CRITERIA

In Western Australia, noise transmission from one property to another is governed by the Environmental Protection (Noise) Regulations 1997. These regulations establish 'Assigned Levels' which are the noise levels that cannot be exceeded at surrounding premises.

The 'Assigned Levels' for the premises surrounding the proposed bar are outlined below.

3.1 'Assigned Levels' for apartments at 3 Rosslyn St

The 'Assigned Levels' for the apartments at 3 Rosslyn St are provided in Table 1 below. The 'Assigned Levels' are based on a total *influencing factor* of 9 dB. This *influencing factor* is derived from there being a major road within the 100 metre radius (Railway Parade has traffic flows of over 17,000 vehicles per

day), 5% commercial land-use within a 450 m radius, and 65% commercial land-use within a 100 m radius.

Part of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises: highly sensitive area (eg within 15 metres of a house)	7 am to 7 pm Monday to Saturday	54	64	74
	9 am to 7 pm Sunday and public holidays	49	59	74
	7 pm to 10 pm all days	49	59	64
	10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays	44	54	64

Table 1- Assigned Levels for the Apartments at 3 Rosslyn St

The 'Assigned Levels' for the Fiore Apartments on Northwood St would be similar to the above.

3.2 'Assigned Levels' for the Subiaco residential area south of the rail line

The following 'Assigned Levels' are applicable at the Subiaco residential area south of the rail line. These 'Assigned Levels' are based on an *influencing factor* of 6 dB (major road within 100 metres - Railway Parade).

Part of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises: highly sensitive area (eg within 15 metres of a house)	7 am to 7 pm Monday to Saturday	51	61	71
	9 am to 7 pm Sunday and public holidays	46	56	71
	7 pm to 10 pm all days	46	56	61
	10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays	41	51	61

Table 2- Assigned Levels for the Subiaco residences located south of the rail line.

3.3 'Assigned Levels' for the commercial premises

The 'Assigned Levels' for any commercial premises is provided in Table 3 below:

Part of premises receiving noise	Time of day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Commercial premises	All hours	60	75	80

Table 3- Assigned Levels for the commercial premises

The tables above refer to three types of 'Assigned Levels':

L_{Amax} - the noise level which is not to be exceeded at any time.

L_{A1} - the noise level which is not to be exceeded for more than 1% of the time (eg for more than 36 seconds in 1 hour).

L_{A10} - the noise level which is not to be exceeded for more than 10% of the time (eg for more than 6 minutes in 1 hour). This is the most applicable criteria given that the noise emissions will be present for more than 10% of the time.

3.3 Noise Character

Regulation 7(b) requires that the noise emission must be 'free' of annoying characteristics, namely tonality (eg whining, droning), modulation (like a siren), and impulsiveness (eg thumping). Where noise emissions do exhibit the above noise characteristics, an adjustment is made to the measured/calculated noise level (in accordance with Regulation 9):

- *Tonality* 5 dB is added to the measured/calculated level
- *Modulation* 5 dB is added to the measured/calculated level
- *Impulsiveness* 10 dB is added to the measured/calculated level
- *Amplified music* 10 dB is added to the measured/calculated level where impulsiveness is not present.

4. NOISE MODELLING PROCEDURE

The potential noise emissions from the proposed bar has been modelled using the *SoundPLAN 7.1* software with the *Concawe* algorithm. This software allows the input of topographical data, building heights and forms, meteorological conditions, and noise source data. The software produces noise contour plans, indicating the predicted noise level over a given area. The noise levels can also be predicted at given points within the 3D model.

Note - the output noise levels from *SoundPLAN* are base noise levels not including adjustment for 'noise character'.

4.1 Meteorological Conditions

The meteorological conditions used for the noise modelling is outlined below. These are considered the worst-case for noise propagation, and are taken from the document titled *EPA Guidance for the Assessment of Environmental Factors - No.8 Environmental Noise*.

Day conditions

- Temperature - 20°C
- Relative Humidity - 50%
- Wind - 4 m/s in all directions simultaneously.
- Pasquil Stability Class - E

Evening/night conditions

- Temperature - 15°C
- Relative Humidity - 50%
- Wind - 3 m/s in all directions simultaneously.
- Pasquil Stability Class - F

4.2 Construction of the small bar

The noise model has been based on the following specific detailing:

- Existing Roof- The existing roof construction is a metal deck roof with anticon insulation to the underside. If a new roof is to be installed then it shall be colorbond roofing with Anticon 50 insulation held to the underside.
- Ceiling above the bar and mezzanine - A layer of 10 mm plasterboard installed to the underside of the roof purlins, with a minimum of R2.0 glasswool insulation over. This plasterboard layer must be well sealed. Acceptable alternatives to the layer of 10 mm plasterboard includes 12 mm MDF, 12 mm Particle Board, 18 mm Plywood, and 15 mm Oriented Strand Board.

Acoustically absorbent panels must be installed underneath the plasterboard layer, in order to control reverberation within the bar area. The acoustically absorbent panels shall cover at least 65% of the ceiling area above the bar and mezzanine. The selected acoustically absorbent material shall be specified to achieve a minimum Noise Reduction Coefficient (NRC) of 0.75. Options include:

- 25 mm Autex Quietspace Panels directly fixed to the underside of the plasterboard.
 - Perforated timber (minimum percentage open area of 18%) with 75 mm glasswool insulation blanket over. A minimum 75 mm gap will be required between the plasterboard roof lining and the perforated timber to allow space for the 75 mm insulation.
 - Screenwood slotted timber (<http://www.screenwood.com.au/>) with black faced 50 mm CS RMartini Absorb HD 50 over. This would require the Screen wood to be installed a minimum 50 mm below the plasterboard roof lining.
- Skylights - If skylights are to be incorporated into the roof of the bar, the total skylight area must not exceed 14 m², and must be Velux double glazed skylights or similar.
 - Translucent sheeting on upper southern gable end - Danpalon sheeting (minimum 8 mm)
 - Existing external walls - The existing external walls are cavity masonry construction. These walls are to be 'made good' to ensure there are no gaps in the construction.
 - Glazed bi-fold windows on south facade - 6.38 mm laminated glass with standard weather seals.
 - Front entry Pivot doors and surrounding glazing - 6.38 mm laminated glass with standard weather seals.
 - Fixed glazed window on north facade- 6.38 mm laminated glass.
 - Swing door on north facade - 40 mm solid core door with full perimeter rubber acoustic seals.
 - Door between the Kitchen and Storage area - Solid core door with full perimeter acoustic seals (no door grilles permitted). This is required to control noise break-out from the bar via the storage area.

4.3 Noise Receiver positions

In order to predict the resultant noise levels at specific locations, 'noise receivers' were input into the model onto the façades of the surrounding buildings. This allows us to determine the noise reaching the façade, excluding the reflection off the façade itself.

5. MODELLING OF NOISE BREAK-OUT FROM THE BAR

The potential noise break-out from the bar has been modelled, based on the construction outlined in Section 4.2.

5.1 Noise levels inside the proposed bar

We have previously measured noise levels of 80 dB(A) to 85 dB(A) within existing small bars and busy restaurants. In these situations the noise level is dominated by patron noise, but there is some low level background music present. The octave band noise levels used in the assessment for internal noise were as follows:

Frequency (Hz)	63	125	250	500	1k	2k	4k	dB(A)
Noise level inside bar								
Sound Pressure Level	72	81	80	83	81	77	72	85

Table 4 - Internal sound pressure level of bar

5.2 Noise break-out from the venue with the bi-fold windows and entry doors open (Simulation 1)

Simulation 1 was undertaken to predict the potential noise break-out from the bar if the external bi-fold windows and the entry door on the south façade are in an open position. The results are illustrated on the attached Simulation 1 noise contour plan (Appendix A), with a summary provided in Table 5 below.

Note - the noise contours are generated at 1.5 metres above ground level. However, we have noted the noise levels reaching the upper levels of the apartments on the noise contour plans.

Receiver location	Calculated noise level L ₁₀ dB(A)	Adjusted noise level* L ₁₀ dB(A)
3 Roslyn St		
- Level 2 apartments	36 dB(A)	36 dB(A)
- Level 3 apartments	36 dB(A)	36 dB(A)
Subiaco residences south of rail line	46 dB(A)	46 dB(A)
Fiore Apartments on Northwood St		
- Level 1 apartments	27 dB(A)	27 dB(A)
- Level 2 apartments	27 dB(A)	27 dB(A)
- Level 3 apartments	28 dB(A)	28 dB(A)
- Level 4 apartments	29 dB(A)	29 dB(A)
- Level 5 apartments	29 dB(A)	29 dB(A)

Table 5 - Noise break-out from bar with external doors and windows open

* The 5 dB penalty for 'tonality' generally does not apply to crowd noise emissions

The noise emissions to the surrounding residences complies with the 'Assigned Levels' at all hours, except the noise transmission to the Subiaco residences which does not comply between the hours of 10 pm and 7 am. This suggests that the glazed bi-fold doors and the front entry doors will need to be kept shut between 10 pm and 7 am (at this time the entry doors be open for short periods as individual groups of people enter and exit the venue).

5.3 Noise break-out from the venue with the bi-fold windows and entry doors closed (Simulation 2)

Simulation 2 was undertaken to demonstrate that by closing the bi-fold windows and entry doors, compliance with the 'Assigned Levels' will be achieved at the Subiaco residences after 10 pm. The results are illustrated on the attached Simulation 2 noise contour plan (Appendix A), with a summary provided in Table 6 below.

Receiver location	Calculated noise level L ₁₀ dB(A)	Adjusted noise level* L ₁₀ dB(A)
3 Roslyn St		
- Level 2 apartments	32 dB(A)	32 dB(A)
- Level 3 apartments	32 dB(A)	32 dB(A)
Subiaco residences south of rail line	27 dB(A)	27 dB(A)
Fiore Apartments on Northwood St		
- Level 1 apartments	19 dB(A)	19 dB(A)
- Level 2 apartments	22 dB(A)	22 dB(A)
- Level 3 apartments	23 dB(A)	23 dB(A)
- Level 4 apartments	24 dB(A)	24 dB(A)
- Level 5 apartments	24 dB(A)	24 dB(A)

Table 6 - Noise break-out from bar with external doors and windows closed

* The 5 dB penalty for 'tonality' generally does not apply to crowd noise emissions

The Simulation 2 results confirm that by closing the bi-fold windows and entry doors at 10 pm, compliance with the 'Assigned Levels' will be achieved at all surrounding residences. It will be acceptable for the entry doors to open for short periods as individual groups of people enter and leave the venue.

5.4 Maximum permitted music volume when windows/doors are closed (Simulation 3)

It is assumed that the music within the bar will generally be background music, however Simulation 3 was undertaken to determine the maximum permitted music volume within the bar when the external bi-fold windows (and entry door) are closed.

For the purpose of the assessment it was assumed the amplified music volume was 75 dB(A) at the underside of the ceiling within the bar area. The results are illustrated on the attached Simulation 3 noise contour plan (Appendix A), with a summary provided in Table 7 below.

Note – the noise contours are generated at 1.5 metres above ground level. However, we have noted the noise levels reaching the upper levels of the apartments on the noise contour plans.

Receiver location	Calculated noise level L ₁₀ dB(A)	Adjusted noise level* L ₁₀ dB(A)
3 Rossyln St - Level 2 apartments - Level 3 apartments	28 dB(A) 28 dB(A)	38 dB(A) 38 dB(A)
Subiaco residences south of rail line	23 dB(A)	33 dB(A)
Fiore Apartments on Northwood St - Level 1 apartments - Level 2 apartments - Level 3 apartments - Level 4 apartments - Level 5 apartments	16 dB(A) 18 dB(A) 19 dB(A) 20 dB(A) 20 dB(A)	16 dB(A) 18 dB(A) 19 dB(A) 20 dB(A) 20 dB(A)

Table 7 – Amplified music break-out from bar with external doors and windows closed

* includes the 10 dB penalty given that the emissions is amplified music

Taking into account the 'Assigned Levels' and the above results (which were based on a music volume of 75 dB(A)), the amplified music must not exceed the following volume when the external doors and windows are closed:

- 86 dB(A) prior to 10 pm; and,
- 81 dB(A) after 10 pm.

Please note that when the external bi-fold windows are open the music must only be low level background music, as discussed in Section 5.1

5.5 Noise transmission through the intertenancy walls

On the eastern side of the bar there is a common wall to an adjacent commercial tenancies. The western wall of the building is less relevant given that the noise level within the bottleshop will not be as loud as within the bar.

The noise transmission from the bar into the adjacent commercial tenancy via the intertenancy wall must not exceed L₁₀ 45 dB(A) ('Assigned Level' of L₁₀ 60 dB(A) – 15 dB adjustment for internal location). It is noted that the intertenancy wall is a cavity masonry wall. Based on a noise level of 85 dB(A) within the bar, the noise transmission into the adjacent commercial tenancy will be L₁₀ 40 dB(A), which comfortably complies with the criteria.

6. NOISE EMISSIONS FROM THE MECHANICAL SERVICES

At this early stage of the project, the type, configuration, and location of the mechanical services is unknown. It is also unknown whether the existing air-conditioning will be used or whether new systems will be installed.

In the interim, we have undertaken noise modelling assuming that refrigeration equipment, new air-conditioning, and a kitchen exhaust fan will be installed as part of the development. The modelling was undertaken to determine the maximum Sound Power Levels permitted for this equipment for compliance with the 'Assigned Levels'.

The relevant 'Assigned Levels' are as follows (for the apartments at 3 Rosslyn St):

- L₁₀ 49 dB(A) prior to 10 pm; and,
- L₁₀ 44 dB(A) after 10 pm.

6.1 Simulation 4A – Mechanical services operating in the daytime

Simulation 4A demonstrates that the mechanical services can comply with the 'Assigned Levels' prior to 10 pm (ie daytime situation) with the following configuration:

- Refrigeration equipment – The total Sound Power Level of the refrigeration units at full load is not greater than 79 dB(A), and the equipment is positioned at the western end of the rear canopy.
- Air-conditioning equipment – The air-conditioning condenser(s) have a total Sound Power Level of no greater than 79 dB(A), and are located at the southern end of the main roof, above the Bottle Shop.
- Kitchen Exhaust fan – The Kitchen Exhaust Fan must have an external outlet Sound Power Level of no greater than 71 dB(A). This will likely require an in-line fan (located in the ceiling space or within the vertical shaft) with an attenuator on the discharge side.

The Simulation 4A results in Table 8 below demonstrate compliance with the daytime and evening 'Assigned Level' of L₁₀ 49 dB(A):

Receiver location	Calculated noise level L ₁₀ dB(A)	Adjusted noise level* L ₁₀ dB(A)
3 Rosslyn St - Level 2 apartments - Level 3 apartments	44 dB(A) 44 dB(A)	49 dB(A) 49 dB(A)
Subiaco residences south of rail line	<32 dB(A)	<37 dB(A)
Fiore Apartments on Northwood St - Level 1 apartments - Level 2 apartments - Level 3 apartments - Level 4 apartments - Level 5 apartments	30 dB(A) 35 dB(A) 36 dB(A) 36 dB(A) 36 dB(A)	35 dB(A) 40 dB(A) 41 dB(A) 41 dB(A) 41 dB(A)

Table 8– Noise emissions from mechanical services – daytime conditions

* includes the 5 dB penalty for 'tonality'

6.2 Simulation 4B – Mechanical services operating at night after 10 pm

Simulation 4B demonstrates that the mechanical services can comply with the 'Assigned Levels' at night after 10 pm, with the following configuration:

- Refrigeration equipment – The total Sound Power Level of the refrigeration units must not exceed 74 dB(A) after 10 pm. This may require a night set-back mode or VSD.
- Air-conditioning equipment – The air-conditioning condenser(s) have a total Sound Power Level of no greater than 74 dB(A) when operating after 10 pm. This may require a night set-back mode or VSD on the condenser fans
- Kitchen Exhaust fan – The Kitchen Exhaust Fan to be switched off at 10 pm.

The Simulation 4B results in Table 9 below demonstrate compliance with night (after 10 pm) 'Assigned Level' of L₁₀ 44 dB(A):

Receiver location	Calculated noise level L ₁₀ dB(A)	Adjusted noise level* L ₁₀ dB(A)
3 Rosslyn St		
- Level 2 apartments	39 dB(A)	44 dB(A)
- Level 3 apartments	39 dB(A)	44 dB(A)
Subiaco residences south of rail line	<25 dB(A)	<30 dB(A)
Fiore Apartments on Northwood St		
- Level 1 apartments	25 dB(A)	25 dB(A)
- Level 2 apartments	28 dB(A)	28 dB(A)
- Level 3 apartments	29 dB(A)	29 dB(A)
- Level 4 apartments	31 dB(A)	31 dB(A)
- Level 5 apartments	31 dB(A)	31 dB(A)

Table 9- Noise emissions from mechanical services - night conditions

* includes the 5 dB penalty for 'tonality'

7. NOISE EMISSIONS FROM DELIVERY VEHICLES

The proponent has advised that there may be a few deliveries each day, during normal commercial hours. The deliveries will occur at the rear of the premises (the north side), and the deliveries will be made by vans and small trucks. The noise from delivery vehicles servicing the proposed bar will not likely result in any additional noise impact on the apartments at 3 Rosslyn St given that there are already vans and trucks using Hull Lane and Hislop Lane to make deliveries to the existing commercial premises in the proximity (café, florist, fabric supplier, etc).

Although there is not expected to be any increase in noise impact on the apartments, the potential noise emissions have been modelled within the SoundPLAN software. The noise modelling has been based on generic Sound Power Level data for a Small truck/van (< 4 tonnes) from our data base:

Frequency (Hz)	63	125	250	500	1k	2k	4k	dB(A)
Sound Power Level	93	91	89	89	89	86	79	93

Given that the noise from delivery vehicles will be present for well less than 10% of the time, the L₁ 'Assigned Levels' are applicable. Given that deliveries will only occur between the hours of 7 am and 7 pm, Monday to Saturday, the relevant criteria is L₁ 64 dB(A) at the façade of the apartments at 3 Rosslyn St.

7.1 Simulation 5 - Small truck/van manoeuvring at loading bay

The Simulation 5 noise contour plan illustrates the noise emissions from a small truck/van manoeuvring at the loading bay on the north side of the premises. The noise modelling suggests a resultant noise level of L₁ 57 to 59 dB(A) at the apartments at 3 Rosslyn St. Given that there may be 'tonality' associated with the reversing beeper, the results are adjusted to L₁ 62 to 64 dB(A) (5 dB penalty as per Regulation 9). The adjusted results are compliant with the 'Assigned Levels' provided that deliveries are only made between the hours of 7 am and 7 pm, Monday to Saturday.

Please note that garbage trucks are exempt from complying with the 'Assigned Levels' provided that the waste collection occurs between the hours of 7 am and 7 pm Monday to Saturday (Regulation 14A).

8. NOISE MANAGEMENT STRATEGIES

The following noise management strategies should be included in the Management Plan for the venue:

- As per Section 5.2 of this report, the bi-fold windows and entry doors shall be shut at 10 pm.
- As per Section 7 of this report, deliveries are only permitted between the hours of 7 am and 7 pm, Monday to Saturday.

- Glass shall only be emptied into the outside bins between the hours of 7 am and 7 pm (9 am to 7 pm on Sundays).
- Staff shall be advised to respect the neighbours when they are leaving the venue via the rear of the premises. This includes avoiding talking when outside the venue and closing car doors gently.
- Prominent signage shall be installed at the main entry advising patrons to respect the neighbours and to leave the venue quietly.
- At closing time the security staff shall ensure that patrons leave the area in a prompt and quiet manner.
- Subwoofers shall not be used, and the bass frequencies shall be limited such that the music is inaudible at 3 Rosslyn St.
- Management will maintain a log book for any complaints regarding noise and disturbance in the area. Any complaint received is entered into the book, with the date and time of the complaint, the staff member who received the complaint, and the action taken. The approved manager will then contact the complainant to ascertain whether the action taken is sufficient to answer the concern expressed.

Regards,

Benjamin Farrell

Associate Director M.A.A.S.



GABRIELS ENVIRONMENTAL DESIGN PTY LTD

Member Firm - Association of Australian Acoustical Consultants
Ph: (08) 9474 5966 Mob: 0439 470 862 www.gabriels.net.au
E: ben@gabriels.net.au

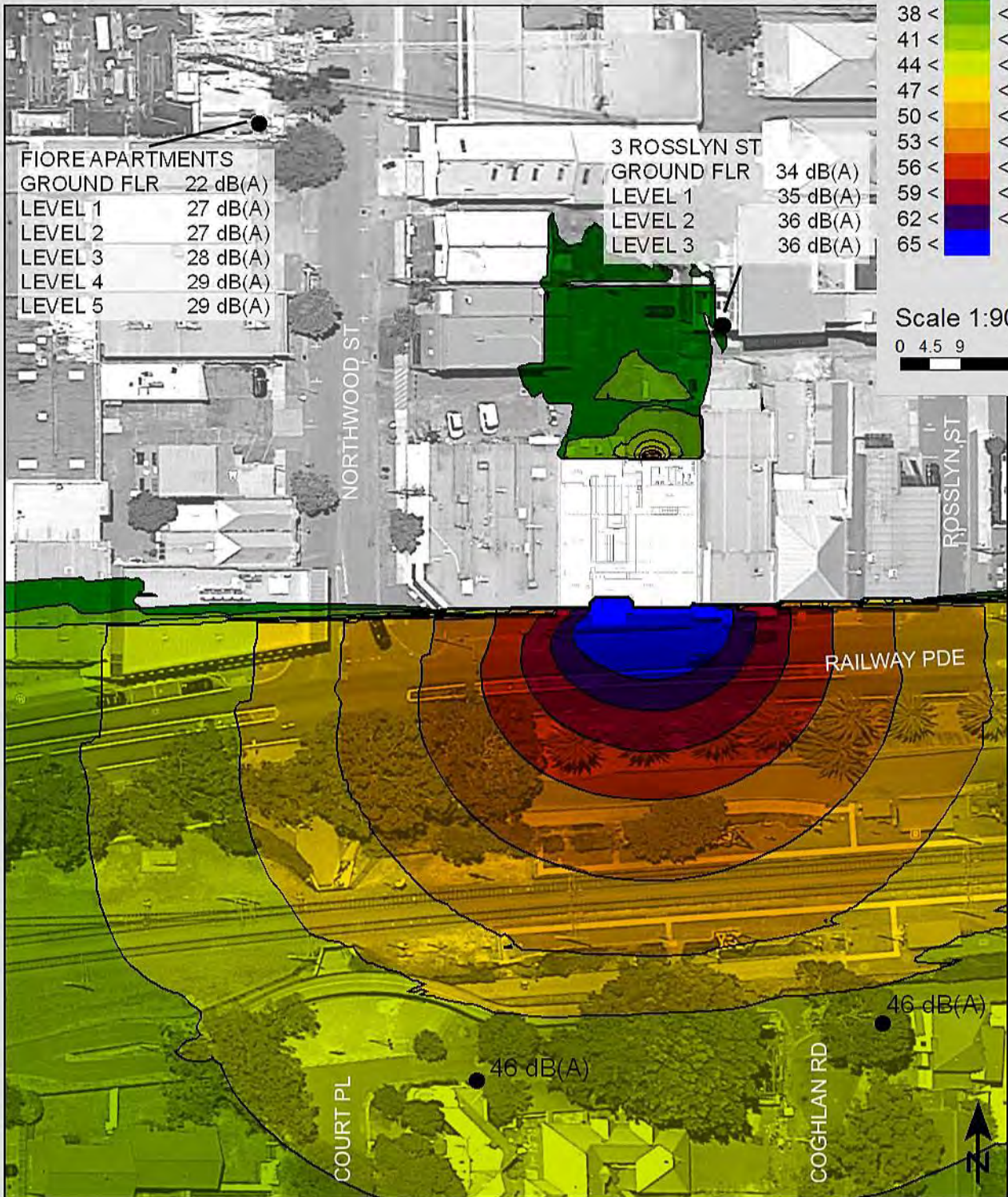
ATTACHMENTS

- APPENDIX A - Noise Contour Plans

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



FIORE APARTMENTS	
GROUND FLR	22 dB(A)
LEVEL 1	27 dB(A)
LEVEL 2	27 dB(A)
LEVEL 3	28 dB(A)
LEVEL 4	29 dB(A)
LEVEL 5	29 dB(A)

3 ROSSLYN ST	
GROUND FLR	34 dB(A)
LEVEL 1	35 dB(A)
LEVEL 2	36 dB(A)
LEVEL 3	36 dB(A)

<= 35	<= 38
35 <	<= 41
38 <	<= 44
41 <	<= 47
44 <	<= 50
47 <	<= 53
50 <	<= 56
53 <	<= 59
56 <	<= 62
59 <	<= 65
62 <	
65 <	

Scale 1:900
0 4.5 9 18 m

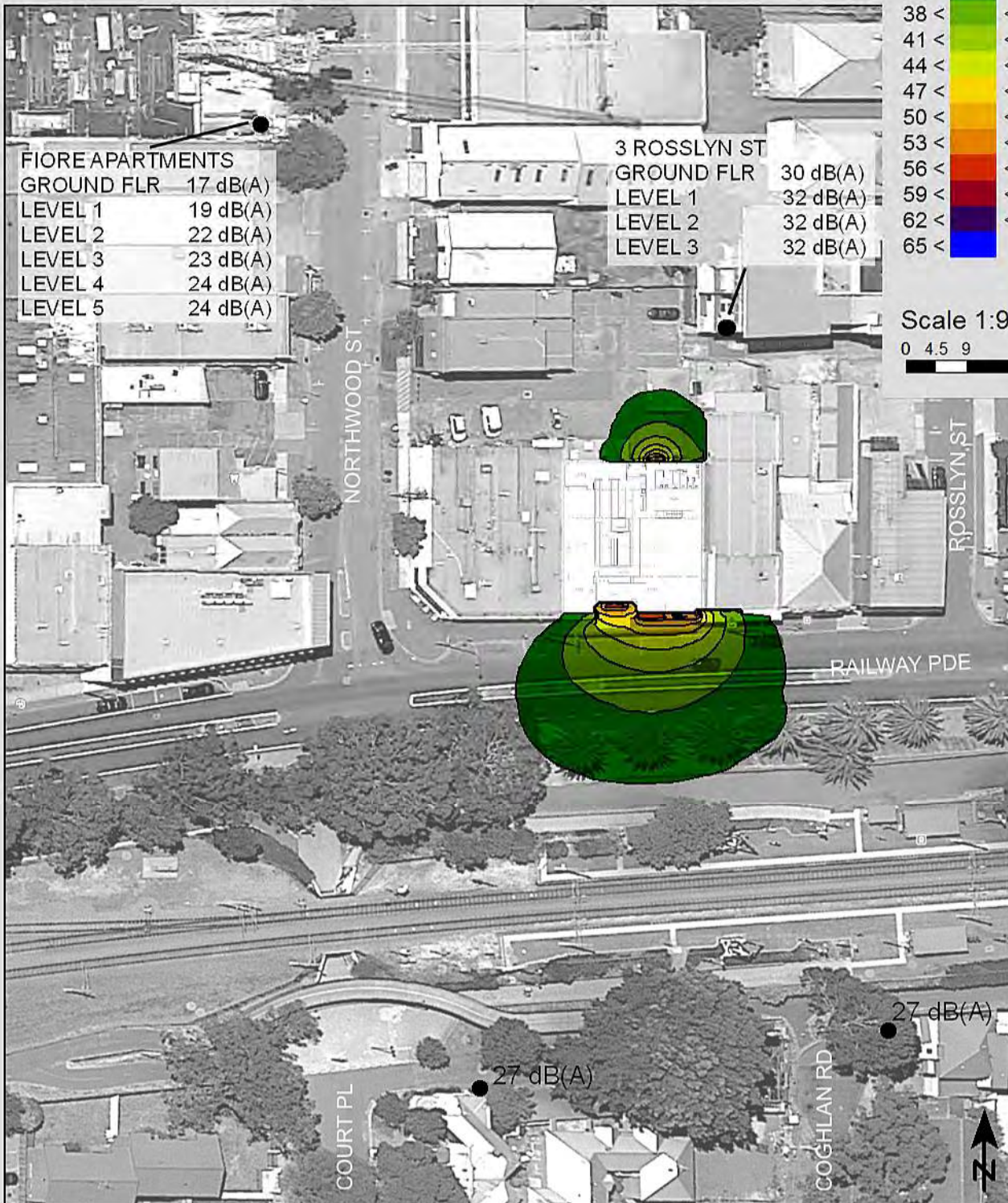
SIMULATION 1
NOISE BREAK-OUT FROM BAR (SPL OF 85 dB(A) INSIDE BAR)
BI-FOLD WINDOWS AND ENTRY DOOR 'OPEN'

METEOROLOGICAL CONDITIONS
 TEMPERATURE: 20 DEGREES C
 HUMIDITY: 50%
 WIND SPEED: 4 m/s
 WIND DIRECTIONS: ALL AT ONCE
 PASQUIL STABILITY CLASS: E

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



SIMULATION 2

NOISE BREAK-OUT FROM BAR (SPL OF 85 dB(A) INSIDE BAR)
BI-FOLD WINDOWS AND ENTRY DOOR 'CLOSED'

METEOROLOGICAL CONDITIONS

TEMPERATURE: 20 DEGREES C

HUMIDITY: 50%

WIND SPEED: 4 m/s

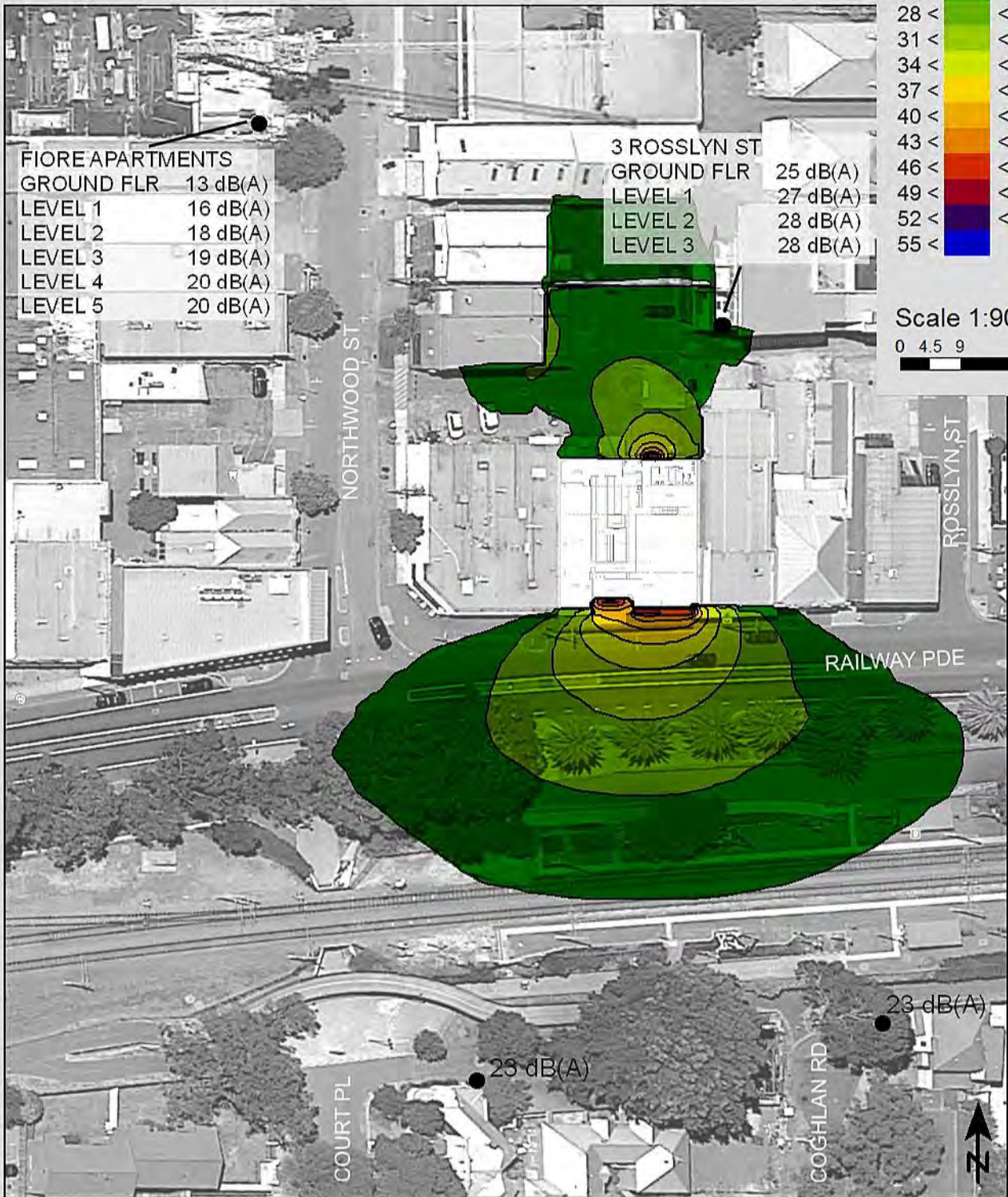
WIND DIRECTIONS: ALL AT ONCE

PASQUIL STABILITY CLASS: E

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



SIMULATION 3

AMPLIFIED MUSIC BREAK-OUT FROM BAR (SPL OF 75 dB(A))
BI-FOLD WINDOWS AND ENTRY DOOR 'CLOSED'

METEOROLOGICAL CONDITIONS

TEMPERATURE: 20 DEGREES C

HUMIDITY: 50%

WIND SPEED: 4 m/s

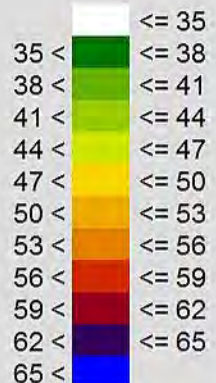
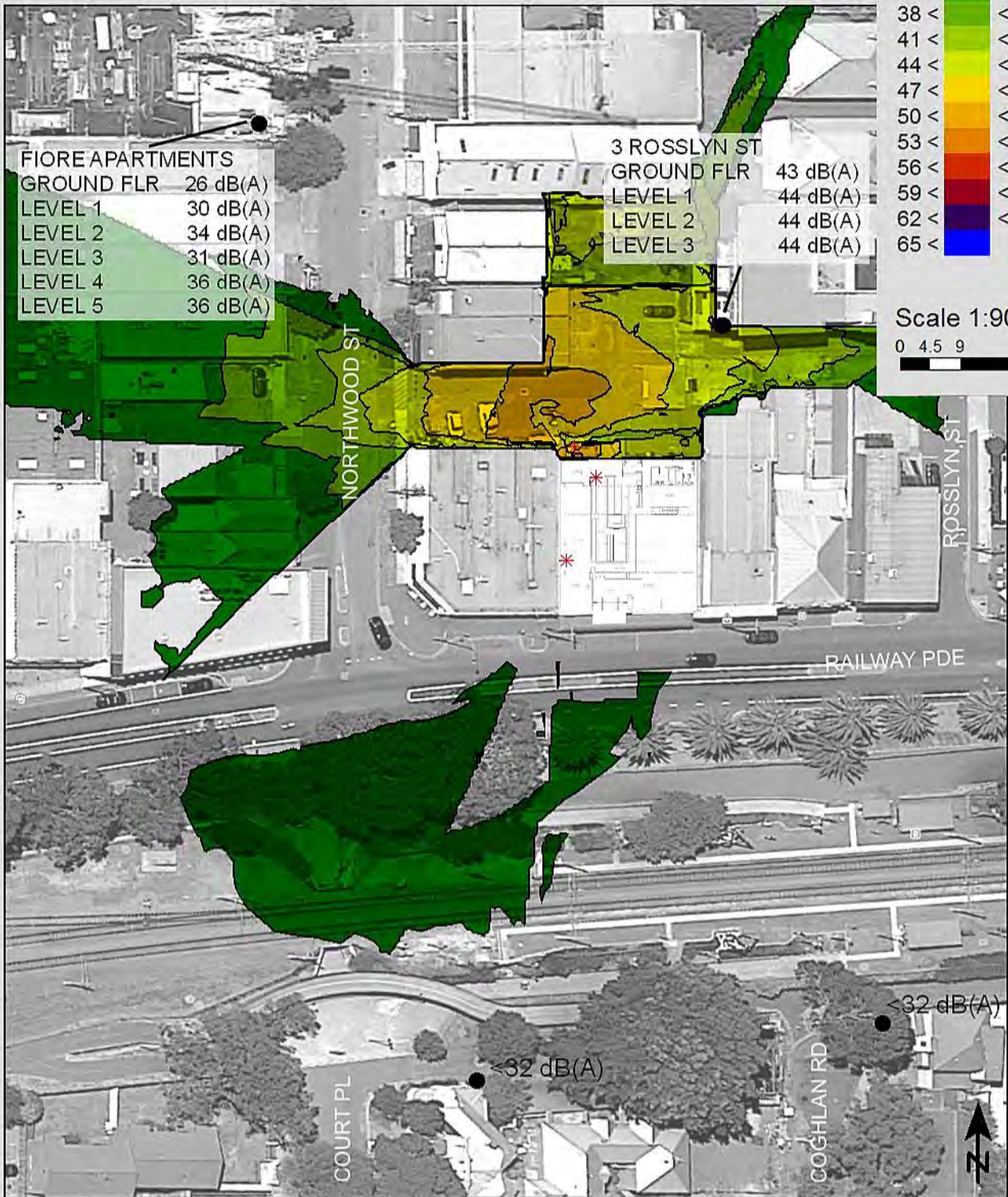
WIND DIRECTIONS: ALL AT ONCE

PASQUIL STABILITY CLASS: E

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



Scale 1:900
0 4.5 9 18 m

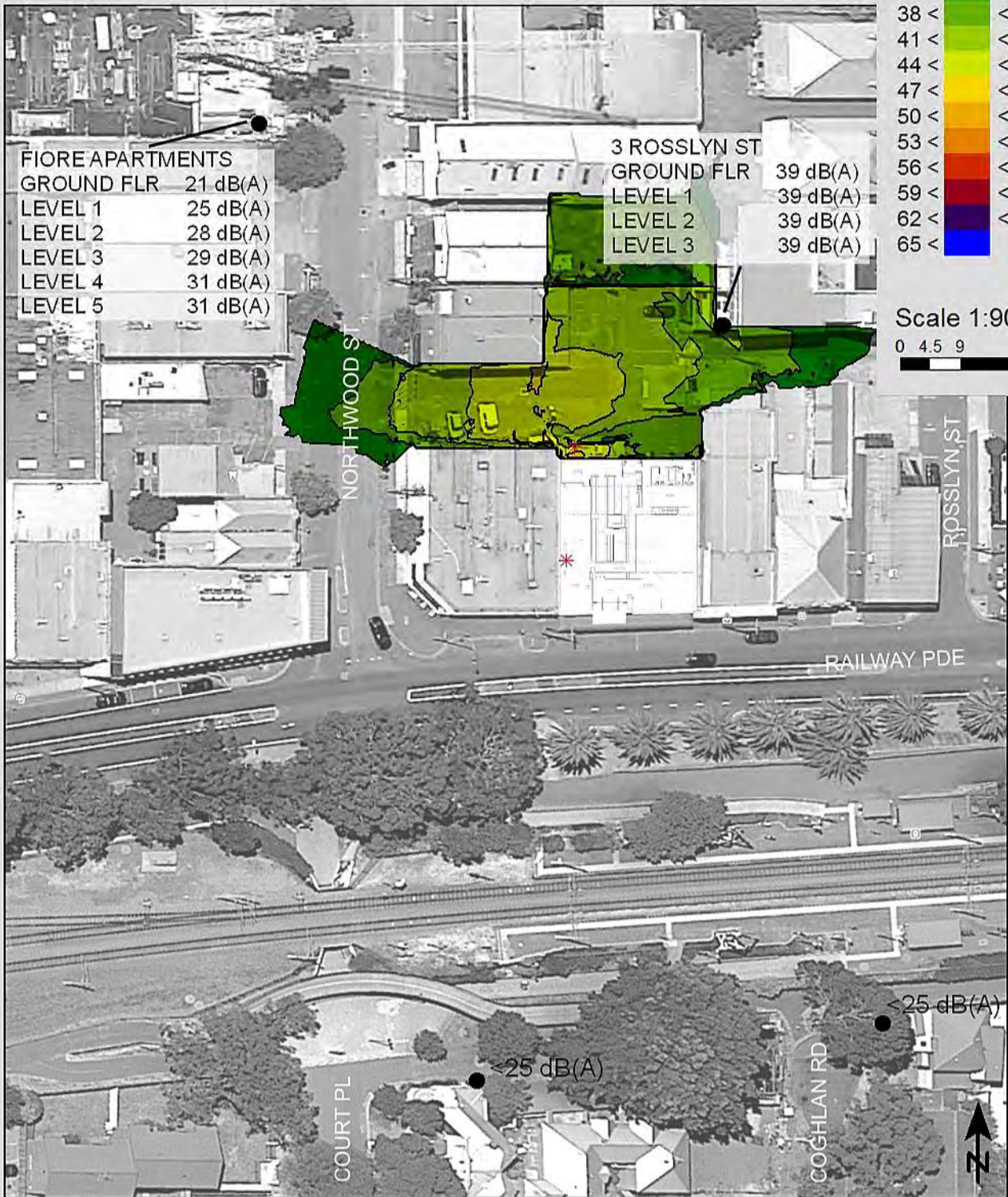
SIMULATION 4A
NOISE EMISSION FROM MECHANICAL PLANT - DAYTIME
 - REFRIGERATION UNIT (SWL 79 dB(A)) LOCATED ON ROOF OF REAR CANOPY.
 - AIR-CONDITIONING UNIT (SWL 79 dB(A)) LOCATED ABOVE ROOF OF THE BOTTLE SHOP, AT THE SOUTHERN END.
 - KITCHEN EXHAUST WITH A SWL OF 71 dB(A) AT THE ROOF COWL.

METEOROLOGICAL CONDITIONS
 TEMPERATURE: 20 DEGREES C
 HUMIDITY: 50%
 WIND SPEED: 4 m/s
 WIND DIRECTIONS: ALL AT ONCE
 PASQUIL STABILITY CLASS: E

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



SIMULATION 4B

- NOISE EMISSION FROM MECH. PLANT - NIGHT AFTER 10 PM**
- REFRIGERATION UNIT (SWL 74 dB(A)) LOCATED ON ROOF OF REAR CANOPY.
 - AIR-CONDITIONING UNIT (SWL 74 dB(A)) LOCATED ABOVE ROOF OF THE BOTTLE SHOP, AT THE SOUTHERN END.
 - KITCHEN EXHAUST NOT OPERATING

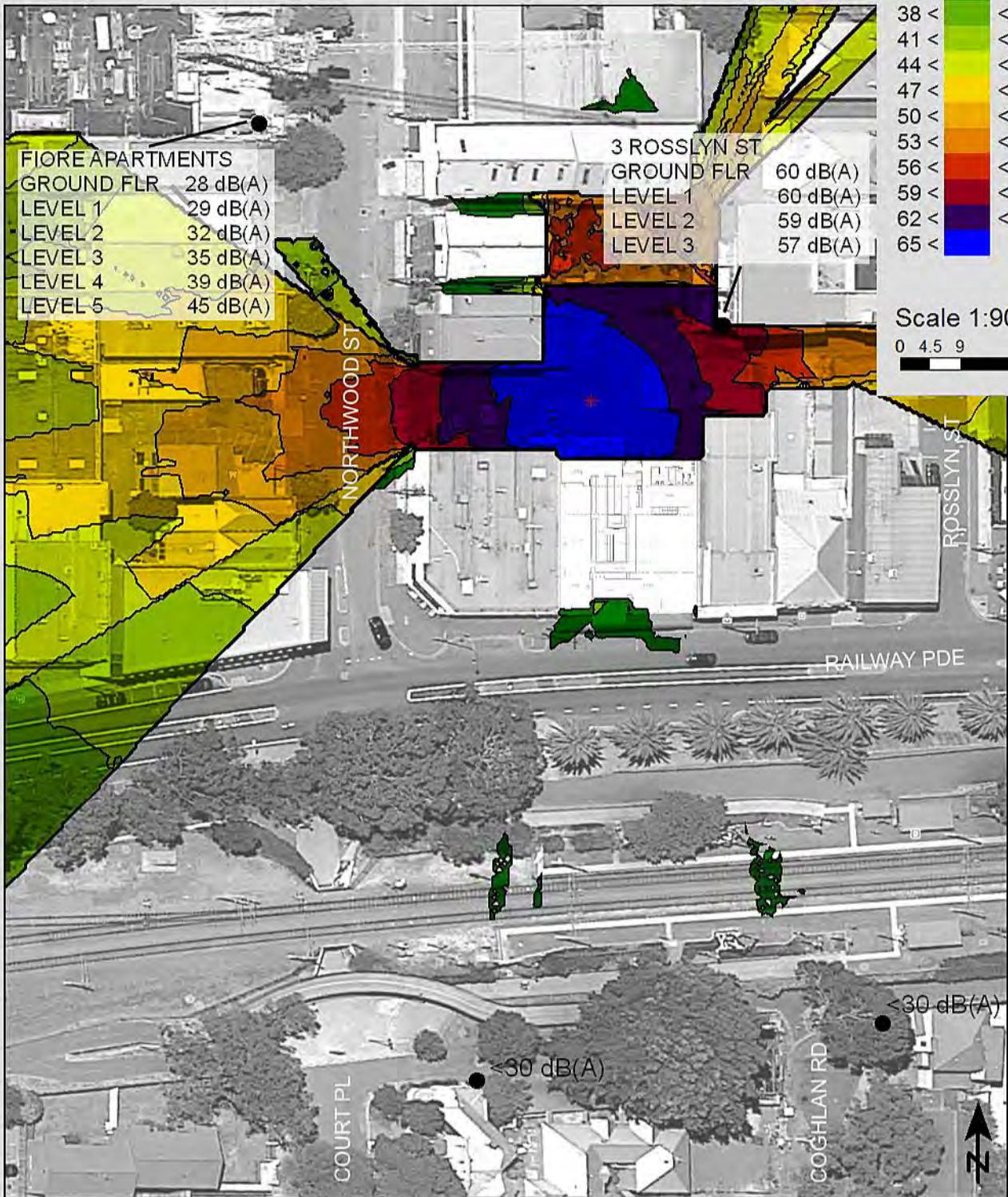
METEOROLOGICAL CONDITIONS

- TEMPERATURE: 15 DEGREES C
- HUMIDITY: 50%
- WIND SPEED: 3 m/s
- WIND DIRECTIONS: ALL AT ONCE
- PASQUIL STABILITY CLASS: F

ENVIRONMENTAL NOISE ASSESSMENT

BESK BAR, 264 RAILWAY PDE, WEST LEEDERVILLE

Noise level
in dB(A)



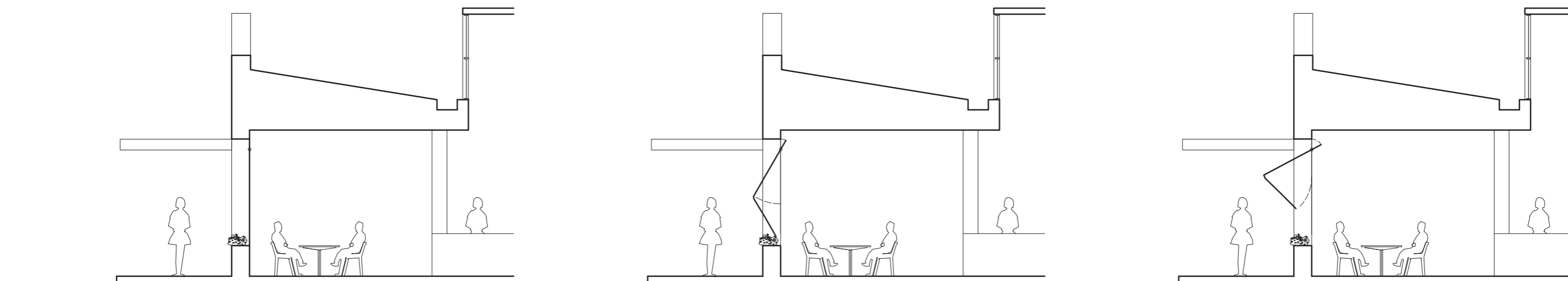
Scale 1:900
0 4.5 9 18 m

SIMULATION 5
SMALL TRUCK/VAN MANOUEVERING AT UNLOADING AREA
 (SWL 93 dB(A))

METEOROLOGICAL CONDITIONS

- TEMPERATURE: 20 DEGREES C
- HUMIDITY: 50%
- WIND SPEED: 4 m/s
- WIND DIRECTIONS: ALL AT ONCE
- PASQUIL STABILITY CLASS: E

Appendix 5 Renders and inspiration



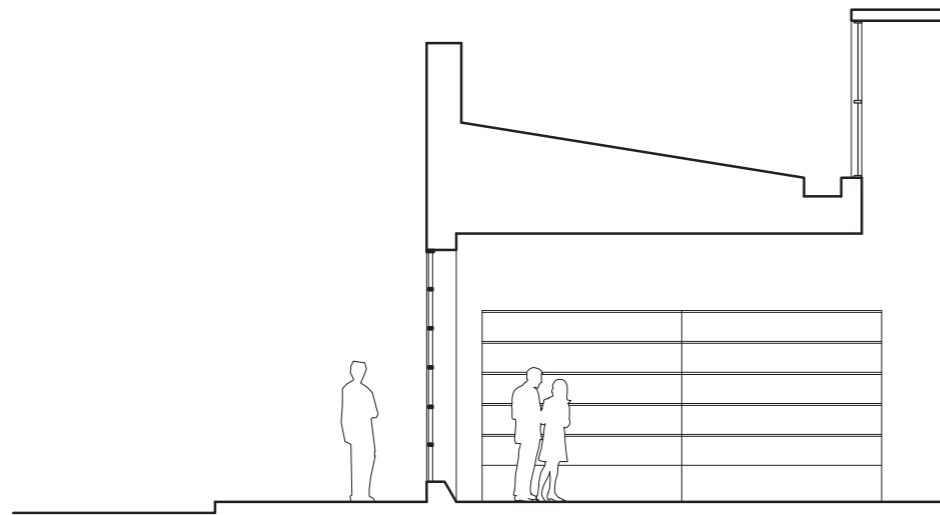
SECTION THROUGH RESTAURANT

BRAHAM
ARCHITECTS

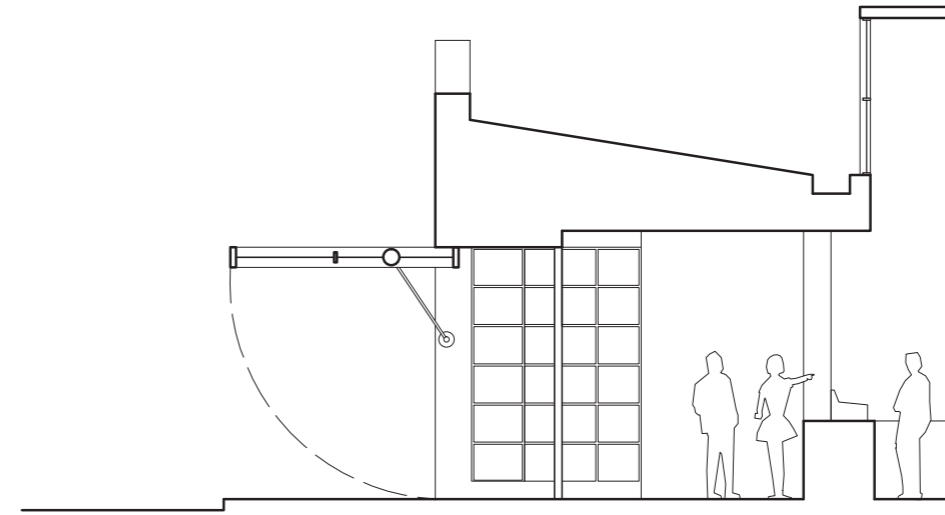
BESK LIQUOR

ELEVATION
RENDER

01.07.16 | 1:100 | - |



SECTION THROUGH BOTTLE SHOP



SECTION THROUGH ENTRANCE



PIVOTING DOORS



BRAHAM
ARCHITECTS

BESK LIQUOR

ELEVATION
RENDER

01.07.16 | 1:100 | - |



BRAHAM
ARCHITECTS

BESK LIQUOR

GROUND FLOOR PLAN

RENDER

01.07.16 | 1:100 | - |



BRAHAM
ARCHITECTS

BESK LIQUOR

PROPOSED BICYCLE
PARKING

01.07.16 | 1:250 | - |

EXISTING STREET & BUS STOP



INSPIRATIONS

BRAHAM
ARCHITECTS

BESK LIQUOR

SITE
INSPIRATIONS

01.07.16 | - | -



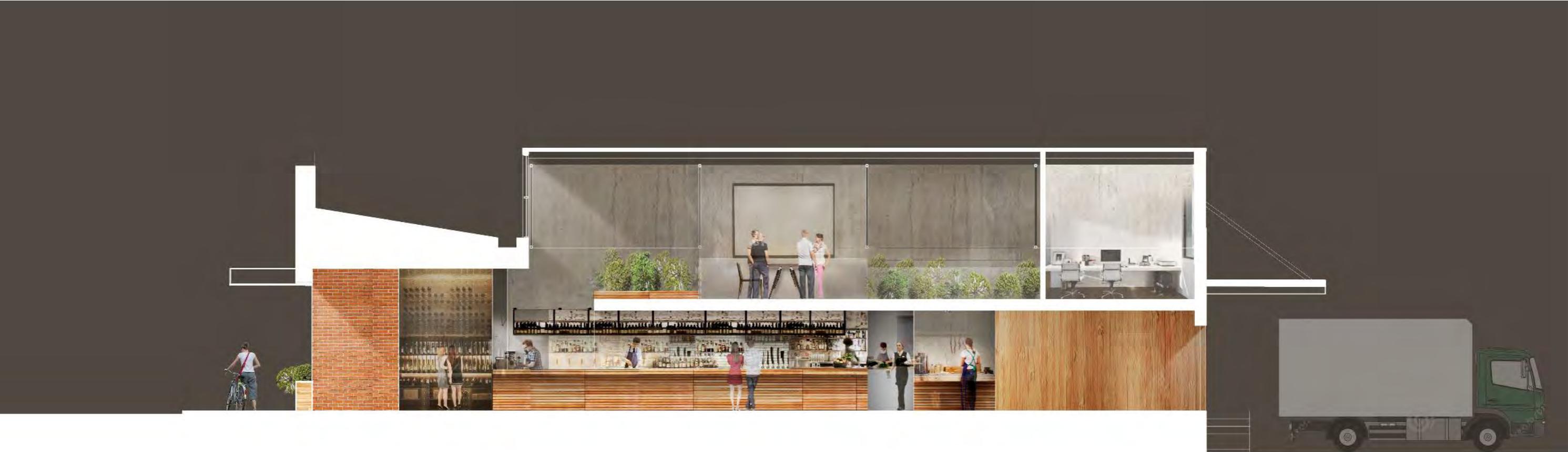
BRAHAM
ARCHITECTS

BESK LIQUOR

FIRST FLOOR PLAN

RENDER

01.07.16 | 1:100 | - |



BRAHAM
ARCHITECTS

BESK LIQUOR

SECTION
RENDER

01.07.16 | 1:100 | - |

DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

No.	Location	Submission	Officer Comment
1	Business owner in Railway Parade, West Leederville	<p>We have no objections to the change of use application and believe this type of use should be encouraged within the locality. A use of this kind will add vibrancy and convenience to the area.</p> <p>We have also noted the proposed development does not propose any additional car parking. We fully support no additional car parking being proposal given the proposal is located within close proximity to public transport, is located within a walkable catchment (promoting responsible drinking) and includes a bike parking station to discourage vehicles within the area.</p> <p>The Town should approve the proposed plans which are consistent with the Activity Centre Plan adopted for the locality.</p>	Supportive
2	Property owner in St Leonards Avenue, West Leederville	<p>The proposal is supported for the following reasons:</p> <ul style="list-style-type: none"> • It is consistent with the Activity Centre Plan approved for the West Leederville area; • The use will resuscitate an old building for an exciting local destination for residents of the area; and • The boutique tavern will be readily accessible by public transport meaning less cars within the area, and will be supported by a dedicated bicycle parking facility. 	Supportive
3	Property owner in Northwood Street, West Leederville	<p>I/We have no objection to the change of use application and believe this type of use will be a positive addition to the area bringing vibrancy and enhancing the general amenity.</p> <p>I/We also note that the proposed development does not propose any additional car parking. We fully support this given the proposal is located in close proximity to public transport, is located within a walkable catchment (promoting responsible</p>	Supportive

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)

**DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE**

		<p>drinking) and includes a bike parking station to support an alternative to vehicular transport which will potentially reduce congestion in the area.</p> <p>I/We fully support the application and are hopeful that the council will see the application in a positive light and find it in keeping with the proposed Activity Centre Plan adopted for the locality.</p>	
4	Property owner in Northwood Street, West Leederville	As above.	Supportive
5	Property owner in Cambridge Street, West Leederville	As above.	Supportive
6	Occupier of premises in Railway Parade, West Leederville	As above.	Supportive
7	Property owner in Cambridge Street, West Leederville	As above.	Supportive
8	Occupier of premises in Railway Parade, West Leederville	As above.	Supportive
9	Property owner in Railway Parade, West Leederville	As above.	Supportive
10	Occupier of premises in Northwood Street, West Leederville	<p>We are the owners of a business operating from premises in Northwood Street, West Leederville. Our office has been operating in the area for over 4 years now.</p> <p>We have viewed the plans relating to the development of the proposed boutique tavern for No. 264 Railway Parade and have no objections to the change of use</p>	Supportive

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

		<p>application and believe this type of use should be encouraged within the locality. A use of this kind will add vibrancy and convenience to the area.</p> <p>We look forward to the development and the much needed increase in amenity being provided for the area of this sort.</p> <p>We have also noted the proposed development does not propose any additional car parking. We full support no additional car parking proposed given the proposal is located within close proximity to public transport, is located within a walkable catchment and includes a bike parking station.</p> <p>The proposal is consistent with the Activity Centre Plan adopted for the locality.</p>	
11	Occupier of premises in Northwood Street, West Leederville	<p>We generally support the proposal as it will invigorate the area and provide additional entertainment areas however have significant concerns regarding the use of Hull Lane:</p> <ul style="list-style-type: none"> • Hull Lane is used as the primary access to rear parking for 10 Northwood St and suffers from blockages due to incorrect parking and delivery vehicles. • We would recommend there is no customer access to or from the proposed development via Hull Lane. This may reduce the impact of customers parking incorrectly on private property at 10 Northwood St. • The use of Hull Lane for deliveries will need to be minimised to avoid lane blockages. • 10 Northwood St is an older style building and has many windows opening directly onto Hull Lane. • To minimise the effect of smoke entering the office building it is again recommended there is no customer entry/exit from Hull Lane so it doesn't 	Conditional Support - concerns regarding the use of the laneway, potential access issues, deliveries, smoking in the laneway.

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

12	Property owner in Rosslyn Street, West Leederville	<p style="text-align: center;">become the smoking area.</p> <p>Parking is already at a premium in the area. Soon a multi storey residential building in Northwood Street will come on stream. There is also a very busy public gymnasium in Northwood Street that is open until 10.30 pm. The gym is very popular and patrons tie up many car bays in the area.</p> <p>10 car bays are proposed in the Hull Lane ROW, which is a few metres away from the back of 3 Rosslyn Street. I will be directly affected as I have apartment 8 facing on to that area. There will be constant traffic movement noise into the early hours of the morning, with staff leaving after the midnight closing</p> <p>Noise: The noise aspect is the biggest issue. Not in your wildest dreams could you imagine that noise would not be an issue. The noise from tipping glass bottles into bins and those bins full of glass getting picked up. People and cars coming and going all evening and until the early hours of the morning. Staff breaks at the back of the building, close to the residents at the rear of 3 Rosslyn Street. There will be fights and arguments outside, have no doubt about that, it is a sad but undeniable fact where alcohol is served to such a large number of people. Urinating against our building is a problem we face now, with the football crowd, it will be a more frequent issue with the sale of beer next door, people walk outside, conversations ensue and next the contents of the bladder take their revenge. There's no going back inside, especially after closing.</p> <p>Multitude of Bottle shops and bars: There are three BWS stores from 150 metres to within 3kms of the venue. There is a Large pub, within 400 metres and the Highland bar is also very close by.</p>	Objection - concerns regarding noise, number of existing bottle shops in close proximity, traffic and parking.
----	--	---	--

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

		<p>In summary, West Leederville is located between two massive entertainment zones, Leederville and Subiaco. There is no need to turn this into an entertainment zone, it is developing nicely as a business and residential area, both working in synergy, with businesses supporting the people working in the area, but allowing the area to return to a respectable, family friendly zone in the evening and at night time. Our building 3 Rosslyn Street has five children living there.</p>	
13	Property owner in Rosslyn Street, West Leederville	<p>Our family has lived at 7/3 Rosslyn Street for the past six years. We appreciate that West Leederville is to become a high density, transit orientated development and we already enjoy the benefits this lifestyle offers.</p> <p>We have welcomed the addition of new apartment developments on Northwood Street and cafes such as Mary Street Bakery.</p> <p>However, the proposed beer café and bottle shop is of great concern to us. Our home has direct line of sight of this building which is just a 15 metre walk from our front door. The negative noise, anti-social behaviour and parking impacts of this development would be amplified due to this being in such close proximity to our family home.</p> <p>As an apartment much of our outdoor amenity is on our balcony. The noise generated by a tavern seven days a week – including people movement at midnight and extra traffic at this time – we believe would be a great disturbance to us and our school aged children. The tavern closing time is listed as midnight. We understand bins would be emptied at this time and in the bitumen enclosed area at the back of this site, an unreasonable amount of noise would be created.</p>	<p>Objection - concerns regarding noise, anti-social behaviour, parking and close proximity to other bottle shops.</p>

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

		<p>We are also greatly concerned about the parking. If the venue requires 78 bays we are at a loss to understand how this development can proceed with only 10 bays. Parking is already at a premium due to Mary Street Bakery, the gym, the florist and train station that are within one block of our residence. Council is already aware of the problems on Rosslyn Street where people ignore the 'no standing' sign on the road and regularly park in front of the entrance to 3 Rosslyn Street. We believe with the limited amount of parking provided this will become a greater problem.</p> <p>While we understand a parking report has been completed, we do not believe in reality it would work. The vast majority of parking in the near vicinity is 1 hour maximum and this would be regularly abused – as it currently is already. If for arguments sake, patrons were to move on within one hour, this would create a high level of traffic movement that the area is not designed for and would pose a danger to our children who regularly ride their bikes around the neighbourhood. The area currently struggles with a lack of parking and we have been refused visitor parking permits. This congestion will be amplified with up to 165 extra patrons and 16 staff requiring parking.</p> <p>Every weekend during football season we are also exposed to the movement of people impacted by alcohol. Our family has regularly been subjected to bad language, parking issues, anti-social behaviour and urination in the laneway next 3 Rosslyn Street and in our garden. We understood this potential impact when we moved here but noted it was only once a week during football season. We are greatly concerned that this would be a daily occurrence if a tavern were to move within 15 metres of our home. This would severely impact our enjoyment of our home and neighbourhood.</p>	
--	--	---	--

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

		<p>It also needs to be acknowledged that we already have a tavern (JB O'Reillys) and bottle shop within 300 metres of our home. We argue that there is simply no need for this additional venue that will serve alcohol on site and provide takeaway when it is already provided.</p> <p>We are not anti-development and would welcome an amenity such as a wine bar that is in keeping with the small neighbourhood feel of West Leederville. However, we wish to formally object to the tavern proposal as it will have an enormous negative impact on the lifestyle our family has come to enjoy.</p>	
14	Occupier of premises in Rosslyn Street, West Leederville	<p>In response to your letter I would like to submit the following concerns regarding the above:</p> <ol style="list-style-type: none">1. Since commencing my practice in September 2013, the practice has been experiencing difficulties with the lack of parking in the area. I have sufficient parking in the rear of my building for my staff and patients.2. On multiple occasions during these three years (especially on the weekends) the parking has been a concern. Often the cleaner does not have access to the gate at the back door of the building as people park alongside the building and block the staff entrance.3. When there is a football game at the oval in Subiaco the spectators park at the rear of the building and at the front of the building next to the front verandah and on the property adjacent to the footpath. There is a possibility of damage to the front of the property. The letterbox has already been dented on multiple occasions.	Objection - concerns regarding the impact of the proposed use upon existing parking supply within the area.

ATTACHMENT:

Schedule of Submissions (as of 5 September 2016)



DV16.130 - ATT 2 OF 5 - LOT 203 (NO. 264-270) RAILWAY PARADE, WEST LEEDERVILLE

		<p>4. On a number of occasions, staff have requested that the football patrons move their vehicles and they have been abused and been called offensive names by the people who refuse to move their cars.</p> <p>5. Football spectators have urinated and defecated along the side of the building in the rear parking area.</p> <p>I am concerned that there will not be adequate parking in the area to sustain the parking requirements for the 'Beer café and bottle shop'.</p> <p>The hours of operation from 11am – midnight for the 'Beer café and 10 am – 9 pm for the bottle shop mean that it will affect the parking for my staff and patients.</p> <p>Thank you for your consideration.</p>	
--	--	---	--

Briefing Note

To: Town of Cambridge	From: Planning Solutions
Attention: Sam Moss	Job No: 4707
Copy to:	Date: 31 August 2016
Subject: Response to Submissions - Proposed Change of Use Lot 203 (264) Railway Parade, West Leederville	

Dear Sam,

I refer to your email dated 26 August 2016. Please see the below table for our response to the objections.

No.	Summary of Submission	Applicant's Response
10	<p><i>Concerns regarding the use of Hull Lane, specifically blockages caused by delivery vehicles and incorrect parking. Recommend no customer access via Hull Lane and minimised deliveries.</i></p> <p><i>Concerns regarding the use of Hull Lane as a smoking area as 10 Northwood St has many windows opening directly onto Hull Lane. Recommend no customer access via Hull Lane.</i></p>	<ul style="list-style-type: none"> Deliveries will only be permitted between 7am and 7pm Monday to Saturday. There are existing commercial premises using Hull Lane for deliveries so this is not perceived to have any additional noise impact on the nearby residents. Access to the parking area is only available via Hull Lane. The parking bays are for the exclusive use for staff and will be clearly marked to avoid any confusion. Staff will be advised to respect the neighbours when leaving and entering the venue via the rear of the building. Prominent signage will be installed to advise patrons to leave the venue quietly.
11	<p>Parking:</p> <ul style="list-style-type: none"> Already a lack of parking in the area – existing gym and future residential building Parking at the rear via Hull Lane will cause traffic and noise issues for 3 Rosslyn Street. <p>Noise:</p> <ul style="list-style-type: none"> Noise from emptying glass bottles in the bin and rubbish truck. People and cars coming/going until early hours of the morning 	<p>Parking:</p> <ul style="list-style-type: none"> The parking utilisation survey conducted by Transcore has demonstrated that in the evenings (potential time for clashing with gym and residential parking) there was ample parking available. Hull Lane is already used for parking and deliveries and it is not perceived that this proposal will impact traffic, given the bays are purely for staff members. As outlined above, staff and patrons will be advised to enter/exit the building quietly, in accordance with liquor licensing. <p>Noise:</p> <ul style="list-style-type: none"> Glass will only be emptied into the outside bins between the hours of 7am and 7pm (9am to 7pm on Sundays). Greater than 85% of the beverages sold will be keg or pre-mix. Less than 15% of sales will be bottled beer or wine.

No.	Summary of Submission	Applicant's Response
	<ul style="list-style-type: none"> <i>Fights/arguments from patrons</i> <p><i>Appropriateness:</i></p> <ul style="list-style-type: none"> <i>There are three bottle stores and two bars/pubs close-by.</i> <i>Leederville and Subiaco are existing entertainment areas. No need for another one.</i> <i>Working well with simply residential and business</i> 	<ul style="list-style-type: none"> The beef café will close at midnight. At closing, security staff will ensure that patrons leave the venue quietly. Most patrons will take public transport or Ubers/taxis at this time of night rather than private vehicles. Patrons will only be permitted to exit the building onto Railway Parade. Anti-social behaviour can be managed by the liquor licence conditions, for example security, responsible service of alcohol and police engagement. <p><i>Appropriateness:</i></p> <ul style="list-style-type: none"> Number of nearby venues is a commercial consideration; not a planning consideration. The West Leederville Activity Centre Plan supports this type of use in this location.
12	<p><i>Noise:</i></p> <ul style="list-style-type: none"> <i>Concerned about the noise generated from a tavern operating 7 days a week until midnight – patrons, parking and traffic.</i> <i>Nearby apartments only have a balcony as an outdoor living area</i> <i>Noise from emptying bins at midnight.</i> <p><i>Parking:</i></p> <ul style="list-style-type: none"> <i>Parking is already limited in the area.</i> <i>People ignore the 'no standing' signs and park in front of 3 Rossllyn Street – this will worsen.</i> <i>Concerned that people will abuse the 1-hour parking zones.</i> <p><i>Traffic:</i></p> <ul style="list-style-type: none"> <i>Traffic generated from 1-hour parking zones.</i> <p><i>Anti-social behaviour:</i></p>	<p><i>Noise:</i></p> <ul style="list-style-type: none"> The environmental noise report produced by Gabriels Environmental Design Pty Ltd has demonstrated noise emissions from the beer café comply with the 'Assigned Levels' as per the Environmental Protection (Noise) Regulations 1997, as the bi-fold windows are to be closed after 10pm. Glass will only be emptied into the outside bins between the hours of 7am and 7pm (9am to 7pm on Sundays). <p><i>Parking:</i></p> <ul style="list-style-type: none"> The parking utilisation survey conducted by Transcore has demonstrated that even during peak times (midday weekdays) there is still parking available in the area. In addition, the venue is not intended to be car dependent. Parking infringements need to be controlled by the Town's Rangers and cannot be a consideration of this proposal. However, in regards to Hull Lane, the parking for the establishment will be clearly marked to avoid confusion. <p><i>Traffic:</i></p> <ul style="list-style-type: none"> The 1-hour parking zones are existing and will not be controlled by this proposal. As such, it is not perceived that the proposal will impact safety and traffic issues of the use of these bays. <p><i>Anti-social behaviour:</i></p>

No.	Summary of Submission	Applicant's Response
	<ul style="list-style-type: none"> • <i>The area is already affected from anti-social behaviour as a result of the football.</i> • <i>Football is accepted as once a week, however a tavern would be daily.</i> • <i>Impact the enjoyment of their home and neighbourhood.</i> <p><i>Appropriateness:</i></p> <ul style="list-style-type: none"> • <i>Already a tavern and bottle store within 300m – no need for an additional venue.</i> • <i>Would be supportive of a wine bar.</i> 	<ul style="list-style-type: none"> • Anti-social behaviour can be managed by the liquor licence conditions, for example security, responsible service of alcohol and police engagement. • The area is envisioned for lively day/night land uses within the planning framework. <p>Appropriateness:</p> <ul style="list-style-type: none"> • Number of nearby venues is a commercial consideration, not a planning consideration. • The West Leederville Activity Centre Plan supports this type of use in this location. • Given the proposal is a boutique beer café, not a traditional tavern, it is considered that any perceived amenity impacts would be consistent with those of a wine bar.

Should you have any further queries, please do not hesitate to contact me.

Kind regards,



KEVIN BROUGHTON
SENIOR PLANNER

160829 4707 Response to Submissions

PSA ref: 4707

7 September 2016

Chief Executive Officer
Town of Cambridge
PO Box 15
FLOREAT WA 6014

Attention: Sam Moss - Planning Services

Dear Sir,

**LOT 203 (264) RAILWAY PARADE, WEST LEEDERVILLE
APPLICATION FOR DEVELOPMENT APPROVAL
PROPOSED CHANGE OF USE | ADDITIONAL INFORMATION**

Planning Solutions acts on behalf of Besk Pty Ltd (**Besk**), the proponent of the proposed development of a tavern on Lot 203 (264) Railway Parade, West Leederville (**subject site**). The proposal seeks to change the use of the existing shop to provide a quality boutique beer café which adds a vibrant entertainment and dining use to the West Leederville Activity Centre.

The Town of Cambridge (**Town**) has sought additional information relating to the application. The purpose of this correspondence is to respond to the queries in a consolidated letter. For the purpose of clarity, each of the queries are addressed under the following headings.

Response to Submissions

Planning Solutions has prepared a response to the submissions – **attached**.

Deliveries

No deliveries will be made from Railway Parade. All deliveries will be made from Hull Lane. Drivers will be required to remain with their vehicle to ensure other users of the land are not adversely affected.

Staff Parking

All of the car parking on site will be maintained for staff only. The exclusive use of the on-site parking for staff parking will ensure staff leaving the premises do so in a controlled manner which does not affect adjoining residents.

It is noted there are fewer car parking bays than the maximum number of staff at peak times (i.e. a shortfall). The Town should note the maximum number of staff will only be working at peak times. During these times, it is anticipated staff will:

- Use public transport;
- Utilise on-site scooter or motorcycle parking;
- Make use of on-site bike parking and end of trip facilities; and
- Utilise a limited number of on-street car parking bays which are not time limited after 6.00 pm.

To maximise the number of staff using bicycles and public transport, Besk will offer incentives for staff including:

- End of trip facilities provided on-site;
- Secure bike parking facilities;
- Staff lockers for equipment and clothing;
- A cash incentive to buy and use a bicycle as well as be provided with monthly on-site bike servicing; and
- Incentive to use public transport (in the form of free Smart Riders).

Lockers/Shower Facilities

End of trip facilities will be provided for staff; comprising 24 lockers and a shower.

All bike storage racks will be secure.

Bike Parking Adjacent to West Leederville Train Station

Besk has advised Planning Solutions to suspend any discussions regarding the bicycle parking area at this time. Whilst Besk remains committed to providing the bicycle facility, it is clear the process for approving the structure is relatively complicated and cannot be resolved in a timely manner.

Cantilevered Door

Details of the door are provided in the **attached** plans.

Waste Management Plan

The Waste Management Plan (**WMP**) will be sent separately by Besk. The revised draft WMP has been prepared in accordance with the guidelines provided by the Town.

Upper Floor – Licensed Area

The upper floor function room will be licensed. The function room is intended to increase patronage during non-peak times, and primarily used for the following:

- Group tastings; and
- Conference facility.

The function room is not intended to operate during peak times, or as an overflow room. It is simply to provide additional service during (typically) off-peak times.

Lunchtime Trade

Besk does not propose to limit its opening hours to 4.00 pm. Besk seeks approval for lunchtime trade. The lunchtime business is a critical part of the business proposal and is a key driver for the area to develop as an Activity Centre. Patrons are anticipated to come from local businesses and residences and as such, will not generate consequential vehicle movements or car parking needs.

Limiting opening hours to exclude lunchtime trade is misaligned with the area successfully becoming a vibrant Activity Centre in accordance with the Town's planning framework for the area.

Revised Patron Numbers

Planning Solutions and Besk have reviewed the decision relating to 'Nowhereman Brewing' at 38 Oxford Close, West Leederville. The decision has effectively (and consequently) changed the car parking standards which should be applied to the development of boutique tavern uses. Using the same ratios, the follow table illustrates shows the Besk proposal can be approved with 200 patrons and \$97,500 payment for cash-in-lieu.

Use	Parking standard	Required
Beer café	Tavern: 1 space/2m ² of net drinking or seating area	90m ² / 2m ² = 45 bays - Nowhereman was approved to 165 patrons with 74.15 sqm net). If we apply the same 2.2 patrons per sqm ratio to the subject site, a total of 200 patrons can be approved.
Liquor store	1 space/20m ² NFA	95m ² NFA / 20m ² = 4.75 bays
Subtotal		49.75 bays
LESS parking 'credit'		420m ² NFA / 20m ² = - 21 bays
LESS New bays provided on site		-3 bays
LESS concession 20%		No concessions allowed for traditional strip shopping areas.
Total required		25.95 (26) bays (\$390,000) Nowhereman is paying 25% cash in lieu with no payment for the balance of car parking bays. If the same cash in lieu ratio is applied, 25% for the Besk proposal equates to \$97,500 cash in lieu.

The above said, the Nowhereman proposal and the Besk proposal are uniquely different. The Besk proposal has 10 on-site car parking bays and is immediately opposite a train station whereas Nowhereman has no on-site parking and is 650 metres from a train station.

Our view is the proposal warrants further concession namely:

- 230 patrons; and
- \$50,000 paid as cash-in-lieu.

Based on the above, it is requested the Town approve the change of use to allow 230 patrons.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,



KEVIN BROUGHTON
SENIOR PLANNER

160907 4707 Additional Information Town

besk

Beer Cafe

**Waste Management Plan
2016-2018**

264 Railway Pde, West Leederville

Contents

Introduction

Business Location

Modern Waste Management

Waste Minimisation

- Renewable energy

- Energy reduction

- Packaging

- Sustainable transport

- Charity

- Ethically sourced foods

- Waste management policy

Waste Logistics Management

References + Resources

- Internal

- External

- Resources

Waste Management Procedure

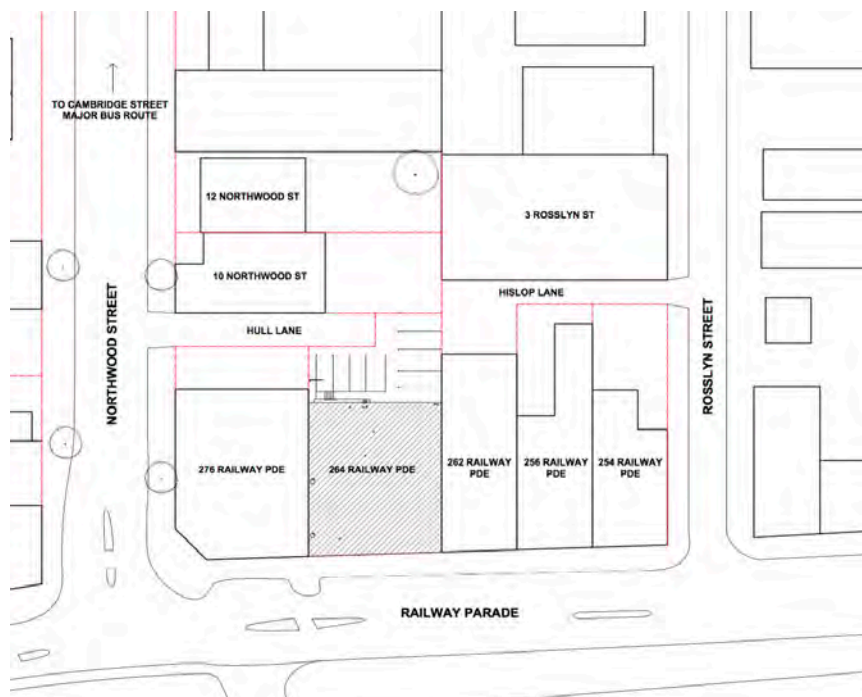
Waste Management Policy

Introduction

Besk believes strongly in reducing the environmental impacts of its operations and that modern businesses must embrace sustainability. Waste management forms a strong backbone for sustainability initiatives and achieving our environmental goals.

Business Location

264 Railway Parade, West Leederville. Situated in a renovated shop front with rear warehouse opposite from the West Leederville train station. Besk beer store and café will occupy a 430sqm space.



Modern Waste Management

Waste disposal, either through landfilling or incineration, is the least preferred waste management option from a sustainability perspective. The modern focus is on avoiding or reducing total waste volumes, reusing products and materials where possible, and recycling materials that cannot be directly reused. This contemporary approach (shown in model below) recognises that the actions of individuals, businesses and governments, are all critical to reducing total waste volumes and increasing resource recovery rates.

Besk will employ the Waste Hierarchy model to avoid, reuse and recycle, before finally disposing of any remaining non-recyclable and hazardous wastes in a responsible way.



Waste Minimisation

- Renewable energy

Solar panels will be installed prior to opening. While the panels are a high one off expense the ongoing savings generated as well as the positive environmental impact are well worth the investment.

- Energy reduction

Energy efficient equipment and lighting will be installed throughout the venue. Including timers on the cool rooms and LED globes throughout the venue.

- Packaging

As per the model used at Mane Liquor we will provide growler (2L) and squealer (1L) refill vessels for both beer and wine. In the café we will use recyclable coffee cups and takeaway cutlery. In the retail store we will use recycled boxes and paper bags instead of plastic for take home items.

- Sustainable transport

Encouraging staff and patrons to use sustainable transport is a key factor in our location choice. Our venue is opposite the West Leederville train station and on-site short and long-term bicycle bays will be provided. We will supply end-of-trip facilities (shower and lockers) for our staff.

- Charity

Quality food waste will be donated to local charities to assist in feeding homeless and underprivileged people within Perth. A relationship has already been established with the team at Uniting Care West's Food Rescue Service. This is a program committed to rescuing fresh, nutritious food and distributing it safely to people in need in WA.

Staff will be encouraged to participate in charitable events such as fundraising events and balls, charity rides and to join local community groups.

- Ethical sourced foods

Besk is focused on sourcing and supporting local producers and suppliers. These foods will be sourced through Western Australian farmers driving local jobs and aiding in the support of sustainable farming practices. Using local

producers also significantly reduces travel times and distances, consequently lowering the carbon footprint.

- Waste management policy


Besk has adopted a comprehensive waste management policy which outlines the treatment of all waste onsite and sets minimum standards for avoidance, storage and disposal. This policy will be reviewed regularly incorporate new practices and procedures within the waste management sector to ensure best practice in sustainable waste management.

Waste Logistics Management

Waste management and logistics shall at all times adhere to Besk’s waste management policy and staff shall be responsible for following the appropriate procedures to ensure the safety and health of themselves, the venue and the community.

The venue is designed to create minimal unnecessary waste, with food ingredients ordered at responsible and sustainable levels.

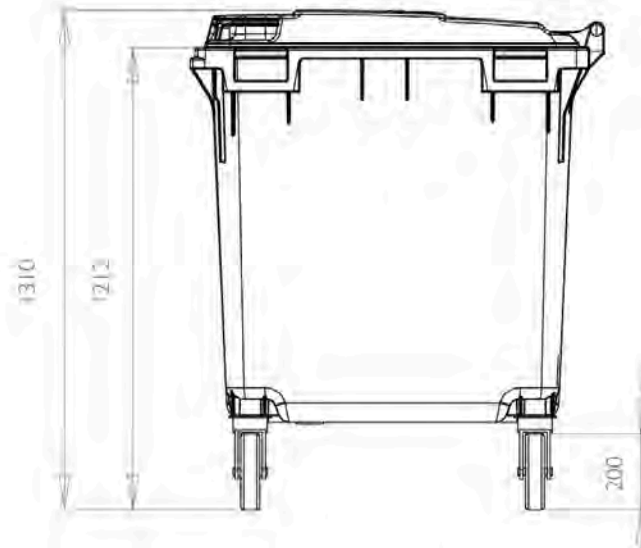
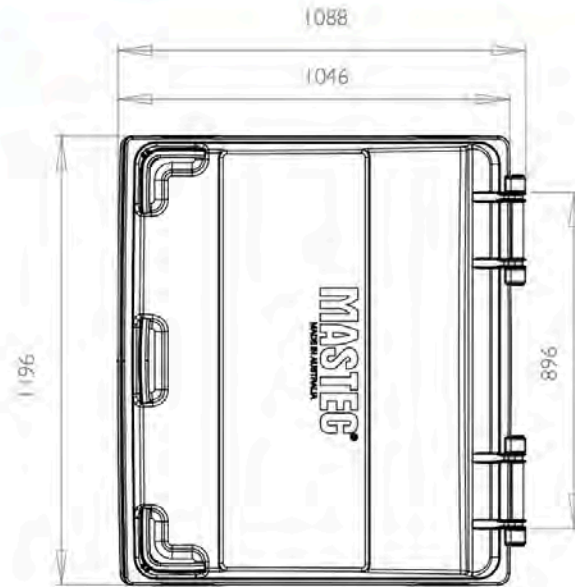
Bins will be provided and managed by JJ Richards as per table below. Kitchen waste will be stored in an appropriate area and vessel which will ensure it is clean and tidy and meets all safety and health guidelines. Wash-down Facilities will be provided within the contained bin storage area.

Method	Service
<p>1100lt Wheelie Bin –</p> 	<p>5x 1100L General Waste collections per week on a scheduled service.</p> <p>2x 1100L Comingle waste collections per week on a scheduled service.</p> <p>2x 1100L Cardboard waste collections per week on a scheduled service.</p> <p>2x Bin Cleaning services per month for the purpose of ensuring odour control.</p>


Dimensions of the bins supplied as per image below

1100 Litre Wheelie Bin

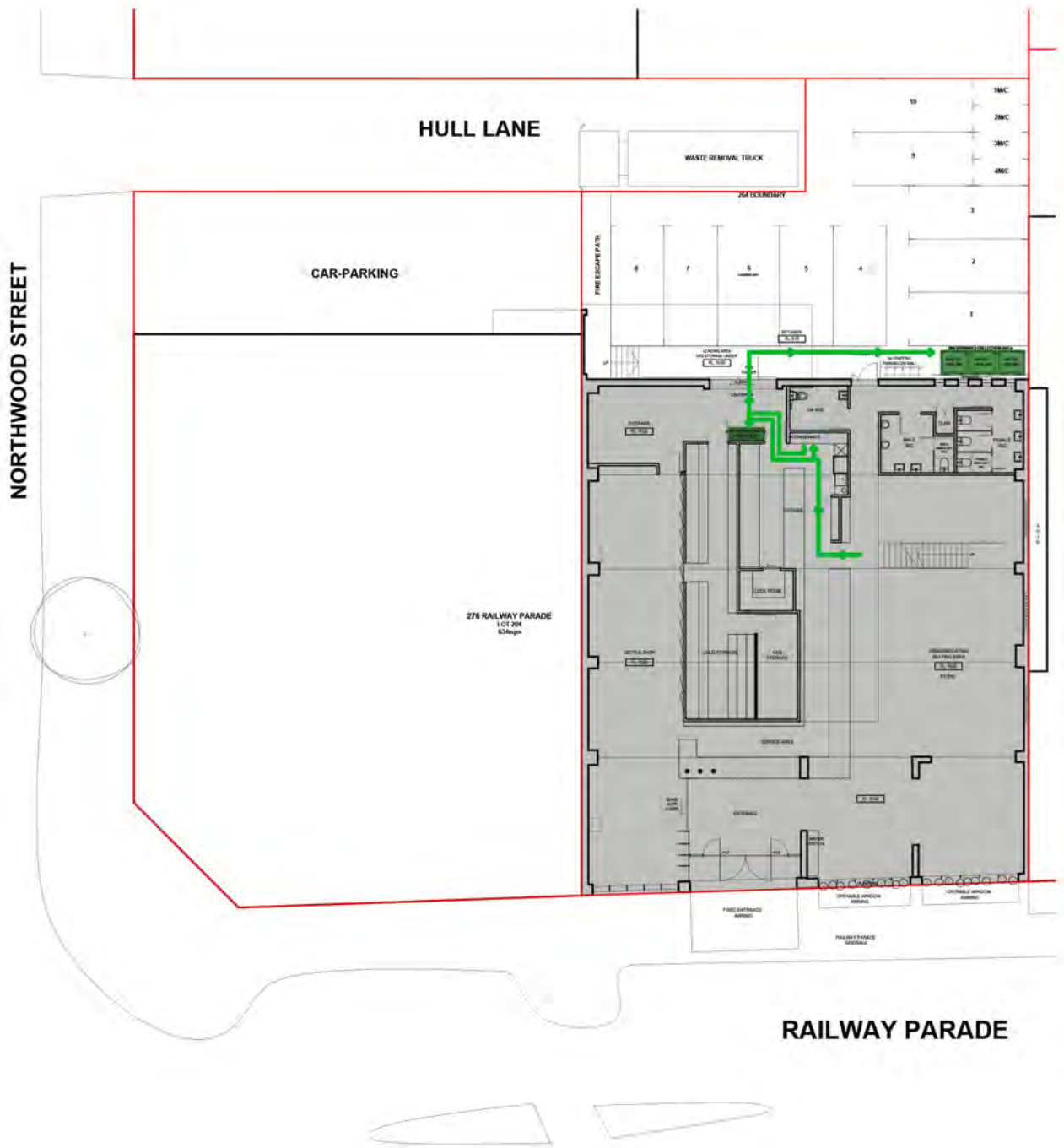
AUS1100



Grease traps will be installed and serviced by JJ Richards as per table below. These will be utilised for both the kitchen and waste wash-down areas.

<p>Grease Trap Pump out – Removal of grease trap wastes</p> 	<p>Grease Trap collection & disposal as specified by The Water Corporation.</p> <p>JJR Service provision includes: Servicing, Cleaning, Controlled Waste Tracking, Removal and Disposal.</p>
<p>Grease Trap Installation: JJR Contractor to Install 2000L Grease Arrester</p>	<p>Installation of 2000L traffic able Galvins concrete grease trap.</p> <p>Service includes: Install grease trap and connecting new 100mm service line to existing sewer line on site.</p> <p>Removal of excess sand that has been excavated from site.</p> <p>Run 80mm vent line from grease trap up building wall.</p>

General and recyclable waste will be stored in three 1100 bins as per the diagram below. These will not be visible from Northwood Street and can be collected via Hull Lane. JJ Richards offers a personalised collection service and intend to collect the bins at a time that is considerate to local residents and businesses and when the car-park is not in use.



Pest control will be managed by Allpest as per proposal below.



MEMBER OF
AUSTRALIAN
ENVIRONMENTAL
PEST MANAGERS
ASSOCIATION LTD



Proprietor ROL-WA PTY LTD
ABN No. 58 167 361 800
Public Health Department # 29

503 Abernethy Rd,
Kewdale WA
Australia 6106

Telephone: (08) 9416 0200
Facsimile: (08) 9472 6466
Email: sales@allpest.com.au
www.allpest.com.au

4 August 2016

Mr E. Moore
Besk Liquor
264 Railway Parade
West Leederville WA 6007

Subject: Pest Management Proposal – Besk Liquor, West Leederville

Allpest Service Recommendation -

Allpest strongly recommends the following scope of works as industry best practice, utilising fully insured, Western Australian Health Department licensed and Federal Police checked service technicians.

Scope of Works -

Area of Service	Pests To Be Serviced	Service Frequency	Warranty Days
<ul style="list-style-type: none"> Internals- kitchen, storage, bar, front counter, amenities, upstairs, dining Externals/entries Bin areas 	Cockroaches Rodents Spiders Ants Flying Insects Termites	Bimonthly Annual Inspection	60 NA

Service Detail -

Detail
Inspection to agreed target areas for evidence of pest species by our qualified service technician.
Cockroach - Monitor activity and treat as required using monitor traps, non-toxic gels, crack & crevice flushing and registered water based insecticides to label rates.
Rodents - Service lockable stations: check, clean & replenish baits using an approved rodenticide. Complete General Station Inspection report (GSI).
Spider / Crawling Insects – Apply a registered water based insecticide, in accordance with the label, to known harbourage areas of target species, including base of walls /skirtings. N.B: Spiders to be treated to a maximum height of 4metres.
Flying insects – control via UV light traps to specific locations and external residual spraying using approved water based products applied to known harbourage areas

Additional Information -

Detail
Lockable rat/mouse stations to have Allpest logo, numbered and reported on individually at each service visit.
External rat stations secured to a paving brick (where required).
UV light units for flying insect control can be colour coded to match surroundings as required, please advise on colour
Access to Allnet online reporting system for recent reports, SDS, insurance and licencing information
Service to be carried out during normal business hours Monday – Friday (between 7am & 5pm)
Preferred service times to be from 8am weekdays – should this not be suitable please advise on booking

References + Resources

- Occupational Health and Safety Policy
- Pest Control Policy
- Waste Management Procedure External Legislation and local government
- Health Act 1911 (Health Department of Western Australia)
- Waste Avoidance and Resource Recovery Act 2007 (Department of Environment Regulation)

Town of Cambridge Health Local Law 2001 - Part 5

Waste Management Procedure

Overview of the Procedure

This procedure is a guide for staff in the disposal, removal and management of waste from the organisation's premise; including general waste, recyclable waste and toner and ink printer cartridges.

All staff are responsible for complying with this procedure to ensure the safe and effective management of waste by Besk. This procedure is to be read with the Waste Management Policy.

Considerations

Besk is committed to recycling and reusing waste products wherever possible to produce an effective waste management system that maximise conservation of natural resources and minimise environmental harm.

Besk acknowledges different materials require a different waste management approach, these are discussed within both the Waste Management Plan and Waste Management Policy.

Recycling

Collection and servicing to be managed by JJ Richards.

Designated recycling bins shall be appropriately marked.

Receptacles for waste paper are provided on the premises in offices or at workstations. These are to be emptied by the staff and / or cleaners on a regular basis.

Glass, plastic and other recyclable materials should be placed directly in the appropriate bin.

General Waste

Collection and servicing to be managed by JJ Richards.

Rubbish bins for waste other than recyclables are provided on the premises in the kitchen, bar and retail store and are to be emptied by staff regularly, with a minimum of daily.

Staff are to ensure all rubbish is placed in thick commercial grade bin bags prior to placement in the large bins in the waste storage area. Staff should not overfill bags to ensure their personal health and safety as well as that of the venue. Bins should only be filled to their approved levels and all lids must be able to close to ensure the health and safety of all stakeholders.

Photocopier Toner and Printer Ink Cartridges

Where possible, re-manufactured toner cartridges will be used. When replacing toner cartridges, staff will follow manufacturer's instructions supplied with the toner cartridges for the replacement, storage and disposal of used cartridges.

All used toners are placed in the toner cartridge bin located in the office. The toner supplier collects used cartridges for recycling when delivering new cartridges. The Venue Manager contacts the supplier as new cartridges are needed.

Waste Management Policy

1. Purpose and Scope

Besk views responsible waste management as essential to reducing its environmental footprint and to providing a safe and healthy environment for its staff, patrons and the broader community

2. Definitions

Waste separation is the process of separating waste at the point of generation and keeping types of waste separate during handling, accumulation, interim storage and transportation.

Types of Waste

General waste is any waste that is not classified as chemical or related waste. It includes organics and non-recyclable goods.

Comingle waste is waste that is to be separated and collected for recycling includes paper, plastic, glass.

Cardboard waste.

Liquid waste is waste generated as a liquid including as a result of washdown, cooking, cleaning and use of oils.

Hazardous waste includes chemical waste and related waste. Waste management is the collection, transport, processing, recycling or disposal, and monitoring of waste materials. The term usually relates to materials produced by human activity, and it is generally undertaken to reduce the effects of waste on health, the environment or aesthetics and to recover resources through recycling.

3. Principles

Besk undertakes a range of waste management strategies to create a safe, secure and environmentally friendly atmosphere. Besk plans to prevent and

minimize waste materials as much as possible and considers this an important component of the waste management policy.

Besk intends to utilize additional waste reduction strategies including the re-use of products, responsible ordering of food, repair of broken items, efficient cooling processes, community food programs and forming a strategic partnership with JJ Richards to better utilize waste and by-products.

4. Outcomes

Besk maximises the conservation of natural resources and minimises environmental harm through an effective waste management system of recycling and reusing waste products where ever possible.

Besk actively promotes the use of effective waste management strategies and waste is disposed of safely in a way that least harms the environment.

All staff are supported and encouraged to participate in waste management.

5. Functions and Delegations

Board and Director

Endorse waste management policy. Ensure compliance with waste management policy.

Management

Ensure compliance with waste management policy. Ensure Waste Management Policy aligns with Occupational Health and Safety and Infection Control Policies.

Establish and implement systems for waste management.

Ensure waste management policies and procedures are effectively implemented.

Staff

Compliance with Waste Management Policy

6. Policy Implementation

Responsible waste management is a shared, day-to-day responsibility. Mechanisms are in place to monitor implementation of this policy.

This policy applies to all staff, external waste contractors and suppliers of Besk. Removal of waste from the premises includes general waste, paper and cardboard, toner and ink printer cartridges.

7 Policy Details

7.1 Reduction of Consumption

All staff reduce consumption, conserve energy, reduce fossil fuel consumption, and reduce air pollution through strategies such as:

Preventing the need to use energy

- Natural lighting in the roof to reduce the need for artificial lighting

- Utilising efficient refrigeration processes

- Sufficient insulation and solar passive design

Minimising use

- Minimising expenditure on space heating

- Turning off lights and equipment when not operating. Use of efficient equipment and lighting,

- Using energy efficient office equipment and power saving functions

- Using the most efficient lights – LED only venue wide.

- Installation of solar panels

7.2 Waste minimisation

All staff minimise waste through strategies such as:

Reducing waste

Quantifying the waste produced

Examining each work process steps to determine where wastes are produced and to devise measures for waste prevention or reduction

Partnering with a waste management contractor to assist with waste minimisation.

Responsible ordering of perishable foods

Reusing

Reusing boxes, cartridges and containers where possible.

Partnering with local charities to donate unused perishable food to those in need

7.3 Waste Storage

Besk shall store all waste in appropriate containers and locations, all waste disposal vessels shall be appropriately and adequately marked.

General waste shall adhere to 50L per 100m² of bar area/ day and be stored in a bin room with wash-down area/ facilities, ventilation, vermin prevention and control and water pollution prevention in the form of a grease trap.

Recyclable waste shall adhere to 50L per 100m² of bar area/ day and be stored in a bin room with wash-down area/ facilities, ventilation, vermin prevention and control and water pollution prevention in the form of a grease trap.

Liquid waste when required to be stored shall be done so in a safe designated area. Oils shall be stored in a direct connected spent oil collection tank from any deep fryers or similar appliances.

Besk will have:

- 1100L General waste container collected 5 times per week.
- 1100L Comingle waste container collected 2 times per week.
- 1100L Cardboard waste container collected 2 times per week.

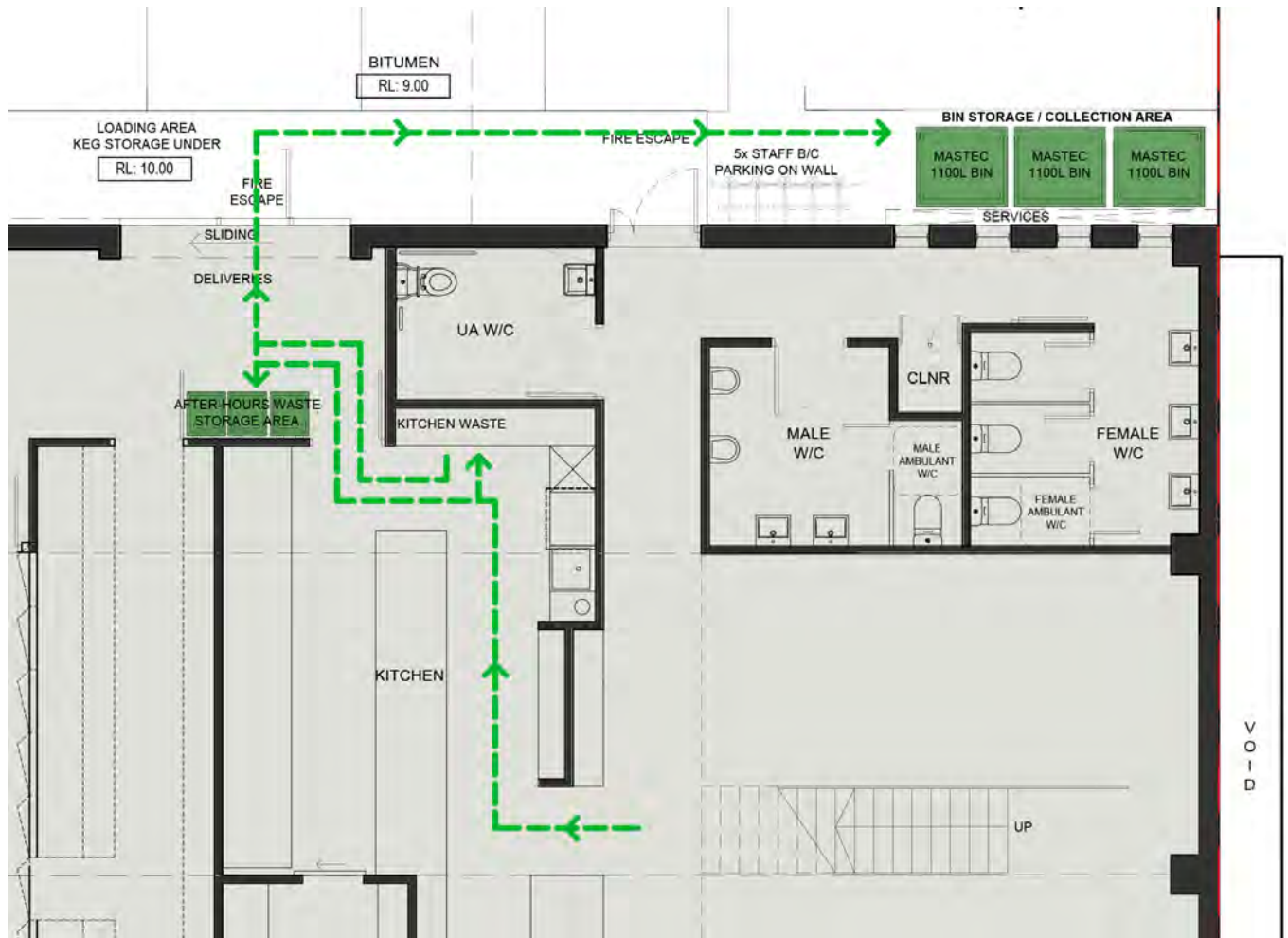
7.4 Waste Disposal

Besk employees dispose of waste in accordance with the Waste Management Procedure. This will be completed in partnership with JJ Richards as per previously mentioned.

- General waste handled with appropriate care and disposed of at regular intervals.
- Recyclable waste handled with appropriate care and disposed of at regular intervals.
- Liquid waste shall be treated appropriately prior to discharge to the sewerage, the sewerage connection shall have water pollution prevention in the form of a grease trap. Oil shall be collected for recycling.
- Hazardous waste shall be handled by trained personnel using appropriate personal protective equipment.

After 7pm all rubbish collected within the venue will be disposed of in the After Hours Waste Storage area to reduce the impact on local residential residents. This is shown in the diagram on the following page.

besk beer café waste management plan 2016-2017



NORTHWOOD STREET

HULL LANE

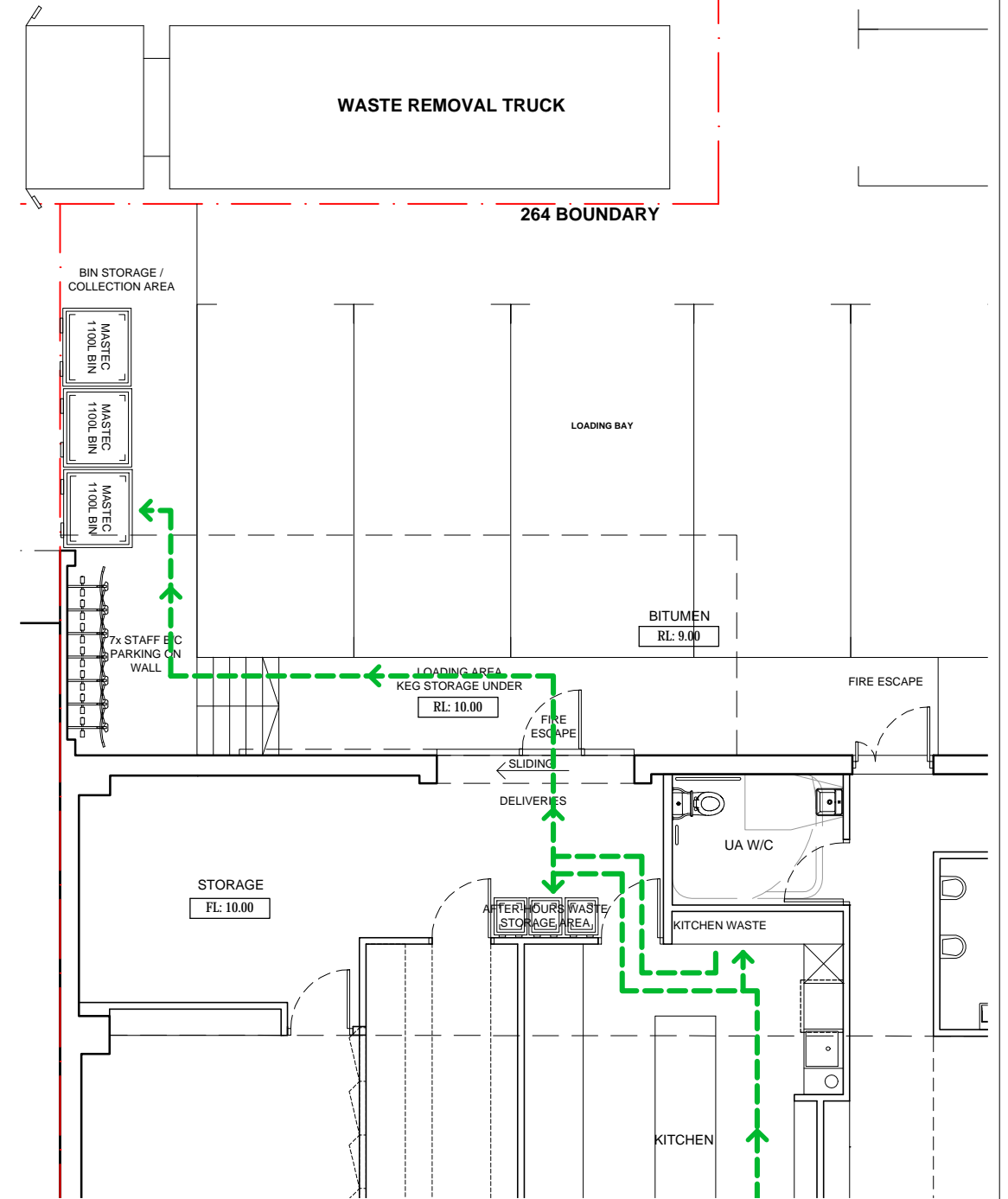
CAR-PARKING

276 RAILWAY PARADE
LOT 204
634sqm

WASTE COLLECTION AREA
SEE DETAIL INSET

RAILWAY PARADE

WASTE MANAGEMENT SITE PLAN
SCALE: 1:200



WASTE MANAGEMENT PLAN
SCALE: 1:100

--- WASTE MANAGEMENT PROCEDURE

DEVELOPMENT APPLICATION

REV_A	WASTE MANAGEMENT PROCEDURE UPDATE AS PER COUNCIL REQUEST
-------	--

Braham Architects

75 HIGH STREET FREMANTLE WA 6160
T (08) 9335 5555
M 0450 455 025
E ben@brahamarchitects.com

BESK, WEST LEEDERVILLE



Architectural

PROPOSED WASTE MANAGEMENT PLAN

DRAWN	BT	DESIGNED	BB	REDUCTION
CHECKED	-	PRINCIPAL		
DATE	09-09-16			
SCALE	1:100 @ A3	JOB No.	1503	DRAWING No.
				A111 REV_A

THIS IS A CADD DRAWING
DO NOT AMEND MANUALLY

APPLICANT'S JUSTIFICATION

Original submission

With reference to the recently gazetted Town Planning Scheme Amendment 27 specifically with reference to Wembley corner Block bonus. We are proposing to build 2 new 2 storey high quality homes built strata homes and demolish the existing brick and tile home which is in poor condition at present. We propose both lots have access to the newly upgraded Loveridge Lane by producing 2 side by side lots. This setup is more conducive to alleviating on street parking. At present street parking at the front of 88 Essex Street is not possible due to the bulbous verge kerb and speed hump at the junction of Essex /Grantham Streets, The current tenants have to park at the front of 86 Essex Street. Off street parking from Essex Street is also not an option due to the verge tree position (which we would like to keep) and the already mentioned street parking issues.

The existing brick boundary wall facing Grantham St will be opened up in part (in order to comply with "the facade on each level facing the side street must have at least one habitable room with a clear view of the street ") to line up with the proposed entry and Bed 2 (habitable room) of House 2. The second Storey of House 2 habitable rooms with a clear view to street are the 'Retreat' and 'Master Bed'.

The existing boundary wall provides an excellent noise buffer from the 20,000 plus cars per day which utilise the Grantham street dual carriage way road and should be retained except for as mentioned above. The romance of requiring an 'open feel' along Grantham Street is commendable however the reality is the current corner lot of 88 Essex Street has buses stopping in front of the lot every 15 minutes, 20,000 plus cars travelling past every day at speeds of at least 60kmh; and all this less than 1.5m away from the footpath running alongside the proposed lot 2.

Amended plans

Primary Street Setback: the minimum required setback for the proposed upper floor from the primary street (Essex Street) boundary is 6.0 metres, the plans submitted show a setback of 3.9 metres for the Lot 1 dwelling.

1. The setback of the upper floor is 4.0m from the street frontage. This is our preferable design and is in keeping with most of the new 2 storey homes built in the Wembley area; however should this be a definite "NO" by the development committee then I do have a second alternative option for the upper floor to comply with a 6m upper floor setback rule for Lot 1; this is not our preferred option. I have attached a part drawing of this upper floor plan for you reference (Lot1-alternate FF.pdf).

Upper Floor Side Setback (right/south): the minimum required setback for the proposed upper floor wall (excluding stair projection) from the right/southern side boundary is 2.3 metres, the plans submitted show a setback of 2.0 metres.

2. Our preferred option would be to leave the setback as 2.0m; however as per point 1 we do have an alternate first floor should this be a definite "NO" by the development committee. Refer to attached pdf as noted above which includes a 2.3m southern boundary setback.

DV16.131 - LOT 495 (NO. 88) ESSEX STREET, WEMBLEY

Open Space: the minimum required area of open space is 45 percent of the total lot area, the plans submitted show an area of 39.3 percent for Lot 1 and 42.5 percent for Lot 2.

3. You have not included the allowable area for 2m of ROW access to be included as part of the site coverage calculation as per our calculations on drawings A1.01/1. As per our initial letter to the town of Cambridge, please note the following justification: - Open space requirement of 45% for R30 zoned property.

We have provided an open space figure of 42.1% (refer to figures on drawing A1.01/1), this percentage difference equates to 10m² or 2.9%; we are proposing a 15m² Store attached to the garage off the ROW (Loveridge lane). Which if included as open space would set the percentage requirement at 46.16%. Lot 1 has more than enough open space, when you consider the front enclosed landscaped area of 40m² and the pool/alfresco area of 60m². By allowing the store area off the Garage the future problem of an uncovered eyesore of stored items being visible from the laneway is alleviated.

Street Surveillance:

there must be at least one habitable room along the front elevation on each level, the plans submitted show a staircase/void area for the upper floor of the Lot 2 dwelling facing Essex Street;

non-habitable rooms may only be allowed at the front of the dwelling where in aggregate, these form a minor part of the front façade. The plans submitted show a staircase/void area for the upper floor of the Lot 2 dwelling facing Essex Street;

the front door of the dwelling is to be clearly visible from the street. The front door of the Lot 1 dwelling is not clearly visible from Essex Street.

4. We have redesigned the first floor of Lot 2 in order to provide a street surveillance to the rear by moving the master bed to face the ROW. With reference to street Surveillance facing Essex street, we have added extra windows and will argue that the upper floor rumpus/study is the habitable room that looks to Essex street, the stair and rumpus area is open plan so should in effect be treated as the same room.

Front door to face street Lot 1: when the plan is read in the full context of the landscaping and lighting of the development. The front electric release gate pathway landscaping and lighting will clearly delineate where the front door is to Lot 1. In a sense the front door is the street front electronic gate which will be the location of the doorbell.

Roof Pitch: the required pitch of primary roofing of the dwelling that is visible from the street in Wembley is between 22 and 35 degrees, the plans submitted show a low pitch, concealed roof for the Lot 2 dwelling.

5. We have updated the Drawings of lot 2 to incorporate a standard pitched roof in either 30 or 25 degree pitch. (updated drawings attached).

Visual Privacy Setback: the minimum required setback from the studio window facing east to the neighbouring property to the east is 6.0 metres within the cone of vision, the plans submitted show a setback of 5.5 metres.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment

**DV16.131 - LOT 495 (NO. 88) ESSEX STREET, WEMBLEY**

6. Please find updated elevations attached of Lot 1 depicting the requirement as above.

Your application has also been assessed against the provisions of sub-clause 4, Clause 20 Special Application of the Residential Design Codes of Town Planning Scheme No. 1 relating to corner lot development in Wembley. Of particular concern is that the proposed side-by-side lot configuration is not what was intended with this special application of the Residential Design Codes. Other concerns are that the street frontage of the Lot 1 dwelling does not contain the front door and the Lot 2 dwelling has no right of way surveillance.

7. As per our initial letter to the town of Cambridge With reference to sub-clause 4, Clause 20 Special Application of the Residential Design Codes of Town Planning Scheme No. 1 relating to corner lot development in Wembley, please note the following justification:-

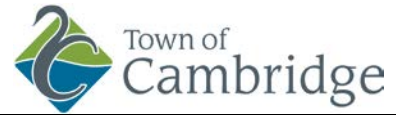
We purchased the property as a future development so that Lot 1 will be our own home and Lot 2 will be sold off the plan or rented out as an investment. There is no mention in the clause with regard to "side by side lot configuration" noted as not being allowed, as a rate payer and resident and the builder for this development I find this unacceptable. As per our initial letter to the town of Cambridge I noted the following items that were required under the above mentioned clause that we have complied with.

- i. The corner block is in its original subdivided state
- ii. Both Dwellings are designed and built to face both streets; in this case Essex Street and Grantham Street.
- iii. Both dwellings address Street and right of way surveillance
- iv. The development will be built as one development.
- v. N/A
- vi. Both lots utilise the newly upgraded ROW.
- vii. No street crossovers required.
- viii. House 2 addresses Grantham Street as its main street frontage
- ix. As noted above in this letter Lot 2 addresses a view to the street and the Upper floor to the ROW. (Grantham).
- x. No Grantham St Vehicular access proposed.
- xi. No vehicle parking is located in the front setback.

I believe the Lot 2 right of way surveillance (or lack of due to the garage) I more than compensated by the 20,000 plus vehicles that pass the proposed lot 2 is more than enough surveillance to this particular junction. The Studio of Lot 1 also provides surveillance for both Lots 1 & 2 in the ROW due to the window configurations.

The romance of requiring an 'open feel' along Grantham Street is commendable however the reality is the current corner lot of 88 Essex Street has buses stopping in front of the lot every 15 minutes, 20,000 plus vehicles travelling past every day at speeds of at least 60kmh; and all this less than 1.5m away from the footpath running alongside the proposed lot 2.

ATTACHMENT:
Summary of Applicant's Justification
and Neighbour Comment



DV16.131 - LOT 495 (NO. 88) ESSEX STREET, WEMBLEY

NEIGHBOUR COMMENT

No. 86 Essex Street (south)

We will remain neutral on the proposed plans falling foul of the deemed to comply provisions, the Residential Design Codes (RDC) or the Cambridge Planning Policies (CPP) **subject to** the approval being contingent on No. 88 paying the costs of an independent builder of our choice conducting an inspection/ assessment of our own property's physical integrity (No.86) prior to the commencement of the process to implement the plans.

We consider this reasonable given the proposed plans encroach on our property more so than would otherwise be permitted if the plans were fully compliant with the deemed to comply provisions, RDC or CPP.

APPLICANT'S JUSTIFICATION

Original submission

1.0 INTRODUCTION

Morskate Planning and Project Management (MPPM) has been engaged by the owner of Lot 176 (No. 22) Joseph Street, West Leederville (the site) to prepare a development application for a proposed grouped dwelling development. The proposed development is generally consistent with the Town's Local Planning Scheme and Policy framework, addressing the urban design provisions and expectations of the Town in respect to residential development.

Although a constrained site due to the existing narrow lot configuration, the proposal seeks to achieve the desired urban design outcome established by the statutory requirements of the Town.

As detailed in this submission, the proposal meets the desired urban design outcome and is consistent with the statutory framework of the Town and State.

It is therefore respectfully requested that the Town approve the proposal in the context of the intended urban design and visual amenity outcomes which will be achieved through development of the site.

1.1 Background

The site is zoned Residential R30 pursuant to Town of Cambridge Town Planning Scheme No. 1, identified as Lot 176 (No. 22) Joseph Street, West Leederville (Figure 2 – Location Plan).



Figure 1 – Scheme Map Extract (Town of Cambridge Intramaps)

The subject site has an area of 648m² with direct frontage to Joseph Street. The site is in close proximity to established public transport, public open space and educational facilities.



Figure 2 – Location Plan (Town of Cambridge)

1.2 Land Use

The subject site contains an existing dwelling and associated ancillary buildings. Land uses surrounding the site are medium to high density single residential, grouped and multiple dwellings.

1.3 Utilities and Services

The subject site is currently serviced by reticulated water and sewerage, electricity and telecommunications. On-site retention of stormwater is the current method of drainage management.

2.0 PROPOSED DEVELOPMENT

The proposed development will involve the demolition of the existing residential dwelling and ancillary structures to facilitate the development of 2 grouped dwellings.

The submission is consistent with the deemed to comply requirements of the R-codes, adopted local streetscape policy and other local provisions established by the Town through local planning policy. The design results in two minor variations to achieve an improved design and streetscape outcome which balances a high level of amenity including the preservation of significant street trees with the intent of local policy. The minor variations will be discussed further in section 3.0 of this report.

3.0 PLANNING CONTEXT

3.1 Town of Cambridge Town Planning Scheme No. 1

The subject site is zoned Residential R30 pursuant to the Scheme, located in the West Leederville Precinct. The local Scheme provisions relevant to this proposal are as follows:

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

18. SOURCE OF DEVELOPMENT REQUIREMENTS

Unless otherwise consistent with a planning approval, the development of land is to be in accordance with the standards and requirements contained in this Scheme Text, the Planning Policies and the Residential Design Codes.

22. CONSERVATION OF TREES

In determining an application for planning approval under Part 4, the Council may have regard to any trees or other vegetation which Council considers worthy of retention.

23. SEWERAGE CONNECTION

(1) Notwithstanding any provision of this Scheme to the contrary, all residential developments are to be connected to a comprehensive sewerage system, if one is available."

The proposal is consistent with the aforementioned development objectives and intent of the Scheme in providing a wider choice of residential housing, meeting the needs of the current and future community whilst maintaining and promoting a high level of amenity in a sustainable manner.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

3.2 SPP 3.1 – Residential Design Codes of Western Australia

The following table represents a summary of the Residential Design Codes assessment of the proposed development referencing the relevant R-code provisions (including the local planning policy variations referenced above):

Design Elements	Design Principles	Deemed to Comply	Design Measure
5.1.1 Site Area		Development which complies with the dwelling type and site area requirements set out in Table 1: R30 Average Site Area 300m ²	Site area for each dwelling: 344m ² .
5.1.2 Street Setback		Buildings set back from the primary street boundary in accordance with the Town of Cambridge Streetscape Policy: 4m general setback 5m garage setback 6m upper floor setback	Proposed development meets the minimum setback requirements for R30 in the West Leederville Precinct including a 5.2m setback for the garage and 6.8m setback for the upper storey.
5.1.3 Lot Boundary Setback		Buildings set back from lot boundaries in accordance with Table 1, Tables 2a and 2b	Refer to elevations (Sketch No. 16018) where setbacks, highlight windows and obscure glazing proposed to ensure compliance with 5.1.3 of R-codes.
5.1.4 Open Space		Open space provided in accordance with Table 1 (refer Figure Series 6): R30 45% of site area	Proposed open space 45.45%.
5.1.6 Building Height		Building height in accordance with the Town of Cambridge Local Planning Policy 3.3 – Building Height: Wall Height: 6m Gable Roof Height: 9m	Proposed building height: Wall height: 5.4m Gable Roof Height: 7.5m.
5.2.1 Setback of Garages & Carports	The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or obstruct views of dwellings from the street and vice versa		Garage setback in accordance with Streetscape Policy behind existing adjoining development building line. Maintains sightlines. Landscaping and architectural design improves appearance of dwellings and does not obstruct views.

ATTACHMENT:Summary of Applicant's Justification
and Neighbour Comment**DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE**

5.2.2 Garage Width	Visual connectivity between the dwelling and the streetscape should be maintained and the effect of the garage door on the streetscape should be minimised whereby the streetscape is not dominated by garage doors.		Pedestrian and visual connectivity between the dwelling and streetscape improved. Proposed setback, landscaping improvements and retention of mature trees in verge results in minimal impact to streetscape.
5.2.3 Street Surveillance		Street surveillance in accordance with clause 3.1.6 of the Town of Cambridge Streetscape Policy: <i>"The front door of a dwelling is to be clearly visible from the street (either the primary or secondary street).</i>	Front door is visible from the street.
5.3.1 Outdoor Living Areas		An outdoor living area to be provided: • in accordance with Table 1; • behind the street setback area; • directly accessible from a habitable room of the dwelling; • with a minimum length and width dimension of 4m; and • to have at least two-thirds of the required area without permanent roof cover.	76m ² of private outdoor living provided for each dwelling, behind the street setback, accessible from the habitable room with dimensions of 9.4m x 8m. Over 2/3 without permanent roof cover.
5.3.2 Landscaping		Clause 3.1.9 of the Streetscape Policy, whereby: A minimum of 60% of the primary street setback area is landscaped. Consideration may be given to a reduction in landscaping, provided that a minimum of 50% of the primary street setback area is landscaped, on the basis of any combination of the following,:- o if an additional landscaped area is provided	65.78% of the frontage proposed to be landscaped. Retention of existing mature vegetation in street verge and incorporation of additional mature vegetation.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

		<p>behind the primary street setback line which is contiguous with landscaping in the primary street setback area, in full view of the street and in front of the dwelling; and/or o 5% reduction in landscaped area per tree, to a maximum of two trees, for planting of an advanced growth tree (equivalent to 2.0 m in height and 2.0 m in diameter (canopy) or a minimum 45 litre bag) in the street setback area, and/or o 5% reduction in landscaped area per tree, to a maximum of two trees, on the basis of retention of established mature trees in the street setback area.</p> <p>Areas to be landscaped or landscaping features proposed are to be shown on plans.</p> <p>Landscaping is to be installed and maintained throughout the duration of occupation of the dwelling.</p>	
5.3.3 Parking		The following minimum number of on-site car parking spaces is to be provided for each single house, grouped dwelling and special purpose dwelling comprising the following number of bedrooms: 2 spaces required per dwelling.	4 car parking bays proposed.

ATTACHMENT:Summary of Applicant's Justification
and Neighbour Comment**DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE**

5.3.5 Vehicular Access	<p>Vehicular access provided for each development site to provide:</p> <ul style="list-style-type: none"> • vehicle access safety; • reduced impact of access points on the streetscape; • legible access; • pedestrian safety; • minimal crossovers; and • high quality landscaping features. 		<p>Driveways to double lock-up garage, providing designated vehicle access points to provide safe, secure, legible access. Retention of existing mature vegetation in road verge is primary reason central access to the development is not proposed.</p>
5.4.1 Visual Privacy		<p>Major openings and unenclosed outdoor active habitable spaces, which have a floor level of more than 0.5m above natural ground level and overlook any part of any other residential property behind its street setback line are: i. set back, in direct line of sight within the cone of vision, from the lot boundary, a minimum distance as prescribed in the table below (refer Figure Series 10):</p>	<p>Refer to elevations (Sketch No. 16018) where setbacks, highlight windows and obscure glazing proposed to ensure compliance with 5.4.1 of R-codes.</p>
5.4.2 Solar Access for Adjoining Sites		<p>Notwithstanding the lot boundary setbacks in clause 5.1.3, development in climatic zones 4, 5 and 6 of the State shall be so designed that its shadow cast at midday, 21 June onto any other adjoining property does not exceed the following limits:</p> <ul style="list-style-type: none"> • on adjoining properties coded R30 to R40 inclusive – 35 per cent of the site area; 	<p>Refer to overshadowing plan (Drawing No. 1847001), overshadowing below 35% on adjacent lots.</p>

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

3.3 Town of Cambridge Policy 6.5 – Precinct 5 West Leederville

Clause 1.1. of the West Leederville Precinct Policy outlines the intent of the residential zone, primarily:

“Providing 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.

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 proposed grouped dwelling development is at a height, size and position on the property which protects and enhances the existing streetscape, through preservation of mature vegetation and consideration of existing surrounding built form.

3.4 Town of Cambridge Policy No. 3.1 – Streetscape

The Town’s Streetscape Policy *aims to create and preserve neighbourhoods that are attractive, safe and offer high amenity for residents and pedestrians.*

“The policy seeks to:

- achieve street setbacks which, together with the type of dwelling, fits in with the established and/or desired development pattern for the area;*
- maintain the openness of streetscapes to create a safe and attractive pedestrian environment through passive surveillance of the street and dwellings;*
- reduce the dominance of garages, carports, driveways and hard surfacing, fences and other structures which detract from the street presentation of homes and gardens;*
- encourage the retention and improvement of plantings and landscaping in the front garden and on the verge, including the retention of healthy street trees;*
- prohibit the excessive use of hard surfaces in the front setback, to retain the green character of our neighbourhoods; and*
- ensure that dwellings are an integral part of the streetscape, connecting visually to the street as homes and are not isolated by fencing, retaining walls, garages or other features.”*

The proposed development meets the minimum setback requirements established by the policy, with an increased setback behind the existing building setback line, retention and increase in mature vegetation in the front setback and road verge.

The following outlines how the key local provisions of the Streetscape Policy have been addressed and demonstrates compliance with the design principles of the R-Codes (as permissible under the Policy) to support the minor variation to the Policy provisions.

Primary Street Setback

Clause 3.1.1 of the Policy states:

“In areas coded R30 or higher, an additional 2.0m setback is required for upper levels so as to reduce the impact of large and bulky dwellings that detract from the established streetscape.

Table 1: Primary street setbacks

Precinct	Density coding					
	R12.5	R15	R20	R30	R40	R40/60, R60 & R160
City Beach	6.0m (a)	n/a	6.0m (a)	4.0 m	n/a	n/a
Floreat	6.0m (a)	6.0 m (a)	6.0 m (a)	n/a	n/a	n/a
Wembley	n/a	n/a	6.0 m (b)	4.0 m (a)(c)	4.0 m (a)(c)	4.0 m
West Leederville	n/a	n/a	6.0 m (b)	4.0 m (a)(c)	4.0 m (a)(c)	4.0 m

(a) *Double garage setback* In these cases, double garages are to be set back at least an additional 1.0 m from the setback which is specified in Table 1. If the rest of the dwelling is set back further, then the double garage may also need to be set back further.

(c) *Upper storey setback (R30 and R40 areas)* In these cases, upper storeys (second storey or higher) are to be set back a further 2.0 m from the setback specified in Table 1, except where the ground level at the front of the dwelling is at least 1.5 m below street level.”

The proposed development meets the aforementioned minimum setback requirements for R30 in the West Leederville Precinct, including a 5.2m setback (minimum of 5m required) to the garage and 6.8m setback (minimum 6m required) to the upper storey.

Garage Width

The primary minor variation to the Streetscape Policy provisions is the proposed double garage, which whilst setback in accordance with the Policy, less than two-thirds of the remainder of the dwellings are forward of the garage and due to the narrow nature of the lots, the garage occupies more than 50% of the frontage.

“DESIGN PRINCIPLES Where the deemed to comply provisions are not met, applications are to be assessed against the relevant design principles of clause 5.2.1 P1 Setbacks of Garages and Carports or clause 5.2.2 Garage Width of the R-Codes.”

It is requested that the double garage is assessed against the design principles in clause 5.2.1 and 5.2.2 of the R-Codes as follows:

“5.2.1 Setback of garages and carports

P1 The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or obstruct views of dwellings from the street and vice versa.

5.2.2 Garage width

P2 Visual connectivity between the dwelling and the streetscape should be maintained and the effect of the garage door on the streetscape should be minimised whereby the streetscape is not dominated by garage doors.”

The proposed grouped dwelling development has primarily attempted to preserve the streetscape through the setback of the development above the minimum setback requirements; enabling clear sightlines along the street and reducing the visual impact of new development on the streetscape.

DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

The design does not detract or obstruct views of the dwelling from the street and through detailed landscaping and retention of mature vegetation will minimise the dominance of the garage door when viewed from the street.

Vehicular Access

The second minor variation proposed relates to vehicular access. The Streetscape Policy states:

“A crossover is to be no more than 4.5 m in width where proposed.

Splays, if proposed, shall be contained within the 4.5 m width as measured at the kerb line and a parking line will need to be marked on the road 2.0 m back from the crossover.

Notes: Depending on lot width and the setback of a dwelling, a driveway may splay or taper to service a double garage provided the garage complies with this policy and the landscaping requirements for the front setback area under the policy are met. Access via a shared access way and crossover between adjoining lots is preferred, particularly for lots that have been formed through down the middle subdivision, creating narrow lots.”

It is requested that vehicular access is assessed in the context of 5.3.5 Design Principles of the R-codes, whereby:

“5.3.5 Vehicular access provided for each development site to provide:

- vehicle access safety;*
- reduced impact of access points on the streetscape;*
- legible access;*
- pedestrian safety;*
- minimal crossovers; and*
- high quality landscaping features.”*

The proposed dedicated vehicle access to each dwelling will minimise the potential impact on the streetscape; maintain high quality vegetation features in the road verge; promote vehicle and pedestrian safety; whilst using a high quality landscaping material.

General Streetscape Policy Requirements

In respect to the broader policy requirements, the Policy states:

“The location of parking and their associated driveways and crossovers must be designed so as not to interfere with street trees, including their root systems and canopies. “

The proposed development has been designed to preserve the streetscape through the location of vehicle access points which result in no impact to existing significant mature trees in the road verge.

3.5 Town of Cambridge Policy 5.1.5 – Street Tree Protection Policy

The objectives of the Street Tree Protection Policy are to:

“(a) Ensure that street trees are suitably protected during the development process of an adjacent land property/lot;

(b) Ensure the long-term health of trees in streetscapes; and

(c) Raise community awareness that it is an offence in terms of the Town of Cambridge Local Government and Public Utilities Local Law to destroy any tree on any Local Government property.”

ATTACHMENT:

Summary of Applicant's Justification and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

The proposed development has been designed to maintain the existing streetscape and preserve the mature street trees in the road verge. Driveway access has been proposed to avoid impact upon the street trees.

3.6 WAPC State Planning Policy No. 3 – Urban Growth and Settlement

The overarching aim of SPP 3 is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements for sustainable communities and the broad policy in accommodating growth and change. A key objective of SPP 3 relevant to this proposal is promoting the development of sustainable and liveable neighbourhoods which provide choice and create an identifiable sense of place for a community.

Clause 5 of SPP 3 further supports the consolidation of existing residential areas through the following relevant policies measures:

(i) facilitating the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings, and higher densities where these can be achieved without detriment to neighbourhood character and promoting and encouraging urban development that is consistent with the efficient use of energy;

(ii) a positive planning framework which seeks to actively facilitate and promote good quality development, rather than overly focussing on regulation and controls, in ways which contribute to economic growth, support safe, sustainable and liveable communities, and improve the quality of life, and with community involvement appropriate to the level of planning;

(iii) consolidating residential development in existing areas and directing urban expansion into the designated growth areas which are, or will be, well serviced by employment and public transport; and

(iv) giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character.

In this context, the proposal is consistent with the policy measures outlined in SPP 3. The development is a proactive approach to consolidation of an existing under-utilised portion of residential land in an area which has an established precedent of medium to high density grouped dwelling development in close proximity to public transport, employment and educational facilities.

The proposal will have a positive impact upon neighbourhood character and is consistent with similar lots and development within immediate proximity of the subject site.

3.7 WAPC Directions 2031 – Spatial Framework for Perth and Peel

The Western Australian Planning Commission mid-term spatial framework for metropolitan growth, Direction 2031 identifies the 'connected city' model as the preferred medium-density future growth scenario for the metropolitan Perth and Peel region.

ATTACHMENT:

Summary of Applicant's Justification and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

A connected city pattern of urban growth is characterised by:

- promoting a better balance between greenfield and infill development;
- planning for an adequate supply of housing and land in response to population growth and changing community needs; and
- facilitating increased housing diversity, adaptability, affordability and choice.

In order to achieve a connected city pattern of growth Direction 2031 has set the following relevant targets to ensure growth of the city can be sustained beyond 2031:

- a 50 per cent improvement on current infill residential development trends of 30 and 35 per cent; and a target of 47 per cent or 154,000 of the required 328,000 dwellings as infill development.
- a 50 per cent increase in the current average residential density 10 dwellings per gross urban zoned hectare; and a target of 15 dwellings per gross urban zoned hectare of land in new development areas.

The framework supports a more compact and environmentally sustainable city however acknowledges that land and infrastructure need to be utilised in an efficient manner and manage the expansion of the urban zone in balance with urban infill projects. The proposal will provide high quality medium density housing options consistent with the overarching objectives of Direction 2031 in providing a balanced approach to infill development.

4.0 CONCLUSION

It is considered that the proposal is well justified in the context of the current planning framework, overarching Scheme objectives and local context.

In summary, the proposed grouped dwelling development is consistent with:

- the R30 coding of the site, pursuant to Town Planning Scheme No. 1;
- the 'deemed to comply' criteria of the R-codes;
- the policy intent of the Town of Cambridge, namely in preserving and improving the streetscape of the locality; and
- the provisions of SPP 3 and Directions 2031 regarding urban consolidation and sustainable use of residential land in the Perth Metropolitan Area.

It is therefore respectfully requested that the proposal be conditionally approved by the Town of Cambridge.

Submission with the amended plans

Following a review of the Town's correspondence please note the following table which outlines the revisions to the proposed development:

ATTACHMENT:Summary of Applicant's Justification
and Neighbour Comment**DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE**

Point	Description	Comment / Proposed Change
1	Ground Floor Side Setback (left/north)	
1a	Garage wall setback variation	No change - within proposed development
1b	Major opening proposed kitchen wall	Change - obscure glazing to be installed along window length to meet requirements
2	Upper Floor Side Setback (left/north)	Change – sitting room setback modified to 2.4m to meet requirements. No change to bathroom setback
3	Ground Floor Side Setback (right/south)	
3a	Garage wall setback variation	No change – minor setback variation of 1.0m
3b	Major opening proposed kitchen wall	Change – obscure glazing to be installed along window length to meet requirements
4	Upper Floor Side Setback (right / south)	Change – sitting room setback modified to 2.4m to meet requirements. No change to bathroom setback
5	Rear Setback (storerooms)	Change – storerooms setback 1.0m to meet requirements
6	Maximum height to top of eaves of 6.0m	Change – height reduced to 6.0m to meet requirements
7	Garage (door width and setback)	No change – main purpose of this development application seeking variation as detailed in the DA report
8	Street Surveillance	No change – main purpose of this development application seeking variation as detailed in the DA report
9	Landscaping in Front Setback Area	Request re-assessment as policy allows concession (minimum 50% landscaping in front setback area) subject to inclusion of mature specimen trees with the proposal meeting front landscaping requirements
10	Visual Privacy Setback (left/north)	No change – minor setback variation of 0.95m
11	Visual Privacy Setback (right/south)	No change – minor setback variation of 0.95m
12	Outbuilding maximum wall height	Change – Wall height modified to 2.4m to meet requirements

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

The aforementioned modifications are included in the revised plans (also enclosed). As detailed in the Development Application report, it is respectfully requested that the remaining proposed variations to the 'deemed to comply' provisions be considered in the context of the design principles of the R-codes and to affect a positive urban design and streetscape outcome.

NEIGHBOUR COMMENT20 Joseph Street (south - front)*Submission 1*

As mentioned, the builder has been quite cordial to the local residents by initially approaching the adjacent properties owners, and then by providing hard and email copies of his proposed development.

I have responded in turn with some of my concerns, as the development significantly impacts my property at 20 Joseph St. My concerns include significant bulk and overshadowing, as well as privacy issues from overlooking windows. My stance, from the onset has been, and continues to be, not to inhibit the development, but to ensure there is minimal impact on my property. I have clearly stated that I would not accept, and would object to any proposal outside the residential codes, as well as the Town's building policy, if that proposal negatively impacted on my dwelling. Noting this, I raised concerns about the parapet wall on our boundary, as well as the overshadowing issue and was assured by the developer that both the R Codes and Town policy protocols had all been satisfied. Your letter, dated 19 August, highlights many breaches of both policies. In addition, I understand that there similar issues affecting my neighbours at both 136 and 134 Woolwich St, as well as significant issues regarding the Town's Streetscape Policy. I find the amount and significance of these breaches a little unusual, as the applicant is a professional builder with the resources of an entire design and planning department.

I will address the issues you have raised separately:

- Ground floor setback right/south

The garage parapet wall provides significant bulk and overshadows my pool, outdoor entertaining and alfresco area. In addition, the parapet wall will be seen from my dining and kitchen through a large north facing window. I object to the proposed parapet wall, as the Town's setback requirements obvious intent is to reduce unsightly bulk impacting on adjacent properties. The kitchen wall setback and major opening also provide bulk close to my entertaining area, as well as potential for privacy issues depending on the height of the major opening. In accordance with the R Codes Design principles 5.1.3 Lot Boundary Setback P3.2 the garage wall and reduced ground floor setback do not deem-to-comply, as there will be an adverse impact on my adjoining property, and there will be a reduction of direct sunlight to my outdoor entertaining area. I therefore object to the parapet wall and reduced setback!

ATTACHMENT:
Summary of Applicant's Justification
and Neighbour Comment



DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

- Upper floor setback right/south

The upper floor wall setbacks at 1.645m and 2.345m continue the theme of bulk immediately north of our internal and external entertaining areas, as well as potential privacy issues from the major openings. In accordance with the R Codes Design principles 5.1.3 Lot Boundary Setback P3.2 any reduced setback increases bulk and overshadowing to the northern boundary of my property, which leads to an adverse impact on my dwelling, in particular overshadowing of my outdoor entertaining area. I therefore object to any reduction in the required setback outlined in the R codes! Privacy issues would have to be determined once it is clear where major openings will exist in the setback, and what type of glazing is utilized.

- Wall height

The building being in excess of 25m in length, and above the required 6m natural height limit again provides additional bulk, as well as additional undesirable overshadowing of our property, particularly during the winter months. In accordance with the R Codes Design principles 5.1.6 Building Height, any increased height would add to overshadowing on my property, creating an adverse impact on my amenity, and therefore does not meet the deemed-to-comply principle! I therefore object to any increased height above the maximum permitted in the R codes.

- Visual privacy setback

The master bedroom window to the southern side and projected cone of vision must not be able to view our outdoor entertaining area. In accordance with the R Codes Design principle 5.4.1 Visual Privacy P1.2 maximum visual privacy must be achieved through appropriate design, ensuring there is no line of sight to our outdoor entertaining area. Please note, the current design may already achieve this requirement and therefore be deemed-to-comply.

In summary, the development proposed in its current format does not comply with the R Codes, nor the intent of the R Codes Design principles, as additional allowances provided here would negatively impact on my property. In addition, the proposal does not comply with aspects of the Town's building policy, compounding the issues previously raised regarding overshadowing, privacy and reduction of bulk provided by required setbacks.

We remain open to any further discussion on this matter and ask that we are informed of all relevant changes to the application. In addition, I request we be informed of any changes/allowances made with respect to the Town's streetscape policy, as this is also a significant factor in our concerns with the submitted application.

Submission 2

I remained concerned about the garage parapet wall on our northern boundary.

I view the proposal as a dangerous precedent, as if every lot was subdivided in the street, and developed in the same manner, the entire streetscape would be one wall of buildings.

There would be no gaps at first floor level, and we would end up looking like a row of terrace houses!

I believe the design principles and Town's Streetscape Policy are trying to prevent this.

136 Woolwich Street (south - rear)

We have viewed the plans at council and now take this opportunity to respond to the non-complying elements you have highlighted:

1. Ground floor side setback (right/south)

- Although this non-compliance does not overtly impact our property, the zero setback for the parapet garage wall appears to be a serious breach of both the Town's setback requirements as well as the residential building codes. These safeguards are there for a reason and the impact in this instance is significant enough to ensure they be adhered to. We object to the parapet wall.
- The requirement for the kitchen wall (major opening) to be set back 5.0 metres appears to be a heavy penalty for a relatively minor non-compliance. Again however these principles are set in place for a reason and a setback of 1.25 metres appears inadequate in this instance. I therefore object to the 1.25 metre setback adjacent to the kitchen.

2. Upper floor side setback (right/south)

We object to the reduced setback of the bathroom from the required 2.4 metres to 1.645 metres on the basis that it would reduce winter sunlight through the windows of our living room and into the western end of our alfresco entertaining area.

3. Wall height

The non-compliance of the wall height to the eaves at the western end of the proposed structure does not impact our property in any significant way.

4. General note

The window of the East-facing bedroom 2 of the proposed south side residence has the potential to look directly into our alfresco area and the dining room beyond. We strongly urge the Town to ensure that the translucent glazing as proposed for the lower two-thirds of these windows is adhered to and that no relaxation of this requirement be tolerated at the time of building.

1/24 Joseph Street (north - front)

Upon looking at them in relation to our house with my wife I would like to make comments in connection to the points identified in the non-compliance of the provisions.

ATTACHMENT:Summary of Applicant's Justification
and Neighbour Comment

DV16.132 - LOT 176 (NO. 22) JOSEPH STREET, WEST LEEDERVILLE

Ground floor setback (left/north)

- Setback from boundary - in relation to the distance from our bedroom and entrance window this will detract from sunlight and sky in a 1929 built house that is already on the dark side internally. Distance from our property x length of wall x height all work towards reducing sunlight.
Length of wall is long and high.

This duplex look of full width design is not in keeping with the neighbourhood and will look out of place in the street. Therefore object to nil setback for garage wall

Upper floor side setback (left/north)

- Same objection as the last point too close and too high and reduces light. If requirements to provision are met our light and sky views are less impacted. When added to roof height it will be like living next to a high rise and not a house.

Wall height

- Same objection as the last point too close and too high and reduces light. If requirements to provision are met our light and sky views are less impacted

134 Woolwich Street, West Leederville (rear)

Our concerns are that the storage sheds being set right back at the fence line and the additional height of the storage sheds will significantly reduce the amount of natural light to our property.



Friday 24 June 2016

Town of Cambridge
PO Box 15
Floreat
WA 6014

To Whom It May Concern,

Lot 422 No. 57 Marlow Wembley, Two Storey Dwelling

This letter has been produced in support of the above mentioned proposal with respect to variations to the deemed-to-comply provisions of the Western Australian Residential Design Codes 2013 (R-Codes) Clause 5.4.2 Solar Access, 5.4.1 Visual Privacy, 5.2.2 Garage Width, and 5.1.3 Lot boundary setbacks.

The proposal is also subject to the provisions Local Planning Policy 3.1.

Background

1. The lot is 542m² size, zoned R20, and is east facing.
2. The lot is 11.46m wide.
3. The lot is on the northern side of a two lot side-by-side subdivision. The adjoining lot to the south is also owned by the applicant.
4. The lot to the north is vacant and owned by a petrol station. It is zoned, 'local centre' under the local TPS. Refer figure 2.
5. The lot to the north is owned by a national petrol retailer.
6. The lot suffers from a 1.5m topographical variation which constricts development on the site.
7. The lot is constrained at the rear by a sewerage easement.

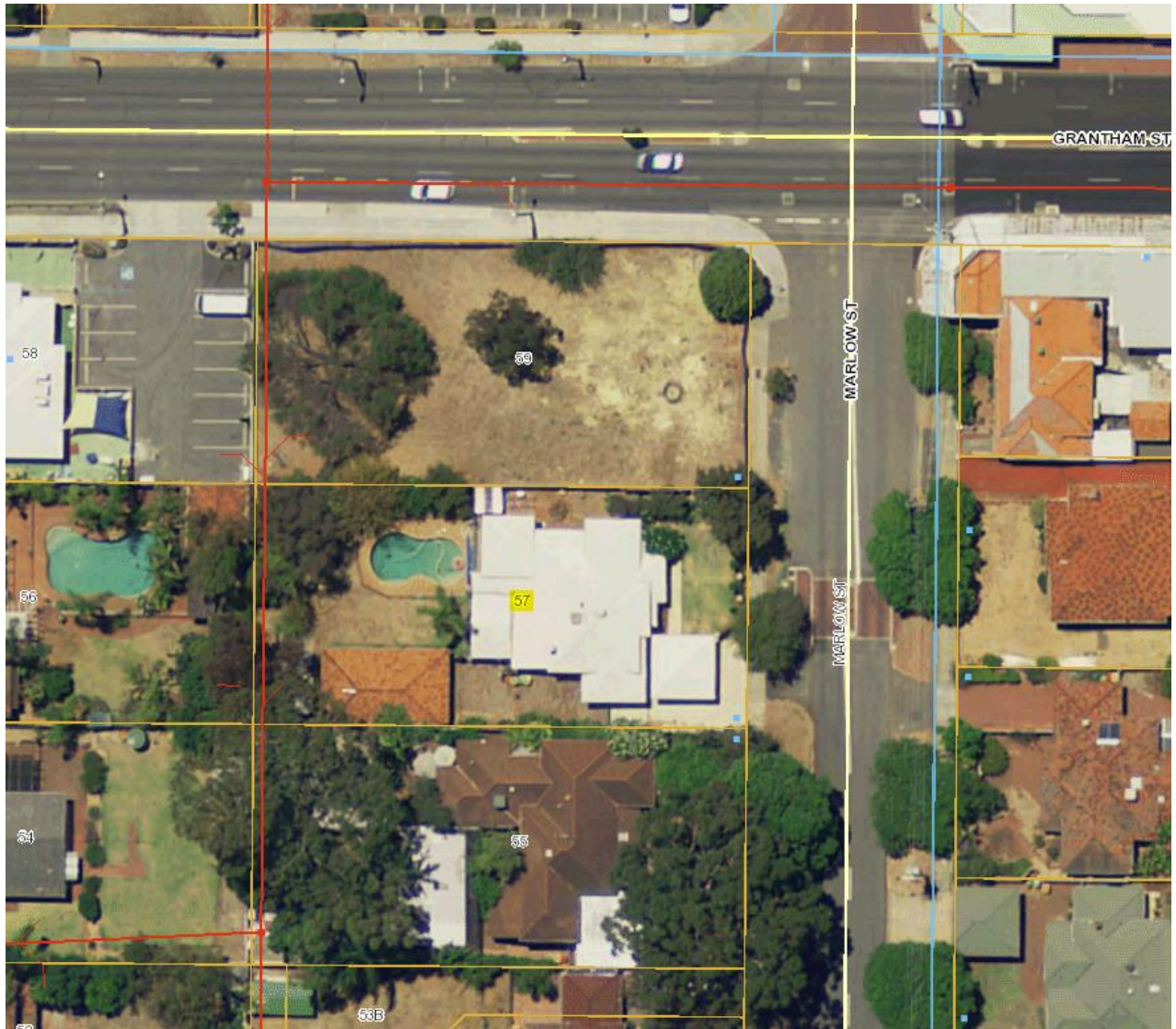


Figure 1 Aerial view of subject site

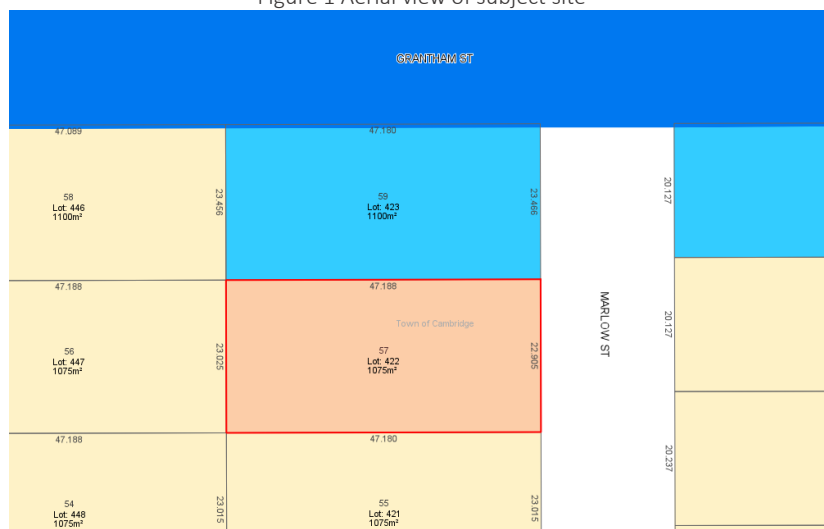


Figure 2 Lot to north is zoned Local Centre in the TPS.

Variations to R-Codes

Clause 5.1.3 Lot Boundary Setback

1. The upper level wall on the southern façade is setback at 1.6m in lieu of 1.5m.
2. The kitchen bulkhead includes a major opening as a splashback setback at 1m in lieu of 1.5m.
3. The northern elevation includes a 3.85m recess in lieu of 4m between walls setback at 1m or less.

5.2.2 Garage Width/LPP 3.1

4. The garage and its supporting structure is 6.60m wide being 57% the width of the lot. A balcony extends for almost the entire width of the garage, with the exception of the blade wall on the northern end, which, is considered to be part of the garages 'supporting structure.'

5.4.1 Visual Privacy

5. The street facing balcony demonstrates 7.5m view cones extending behind the front setback to both adjoining properties.

5.4. 2 Solar Access

The lot to the south, owned by the applicant also, is overshadowed by 27% demonstrating a 2% variation.

Variation to LPP's 3.1/3.2

LPP 3.1 Clause 3.1.6 Street Surveillance

1. Surveillance is required to be provided from both the upper and lower levels of the dwelling. Surveillance is only provided to the upper level.

LPP 3.2 Building on Boundary Policy

2. Proposed dwelling has an on boundary wall on the northern façade facing the vacant lot. On boundary walls are required to be justified in all circumstance unless abutting an existing on boundary wall.

Justification

The following justification is provided in line with the provisions of the R-Codes and Local Planning Policies to demonstrate proposal's compliance in addressing the relevant design principles.

LPP Clause 3.2 - Buildings on the boundary

The purpose of setbacks from side and rear boundaries is to provide for separation between buildings to:

Enable access to sunlight, ventilation

There is no opportunity for overshadowing and the impact on ventilation is extremely limited.

Visual relief from the built form for the streetscape and assist in protecting privacy and ameliorating the impact of building bulk

The on boundary wall of the store is setback 1700mm back from the garage façade and is obscured partially behind a screen wall. The blade wall and staggered setback demonstrates that visual relief is achieved. Regardless of what development occurs next door, the corridor provided will define each dwelling and or structure.

Precedence

Multiple instances in the immediate vicinity of this proposal demonstrate variations of the same nature as proposed in this development. Given this precedence it and the local centre zoning of the affected northern adjoining property, it would not be out of character for the area.



Figure 3 Property immediately opposite proposal.

R-Codes Clause 5.1.3 P3.1

5.1.3 Lot Boundary Setbacks

P3.1 Buildings set back from lot boundaries so as to:

Reduce impacts of building bulk on adjoining properties;

The variations requested are relatively negligible or justified to meet the design principles. The second level of the house does not contribute to the bulk of the proposed dwelling with great significance as it is confined to the front of the property where a future adjoining dwelling will have little or no major openings. Being assessed on bulk alone, these variations should not be of concern due to ownership of the subject site as the lot to the south being held by the same party.

The upper level setback is only 10cm from compliance, this occurs as the wall length being 12.11m long is assessed as being a 13m long wall. If the wall was 11cm shorter in length it would be compliant.

Provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and

The reduced side setback facing south demonstrates limited impact. The roof is pitched at the lowest level permitted under the local planning policy.

The level of open space proposed is 62%, significantly exceeding 50% compliance.

Clause 5.2.3 – Street Surveillance

Buildings designed to provide for surveillance (actual or perceived) between individual dwellings and the street and between common areas and the street, which minimise opportunities for concealment and entrapment.

The proposal successfully demonstrates it addresses the design principles on account of the inclusion of the significant proportion of clear glazing featured on the upper level of the property’s façade as it faces the street. The glazing creates both actual and *perceived* surveillance through the use of both major and non-major openings.

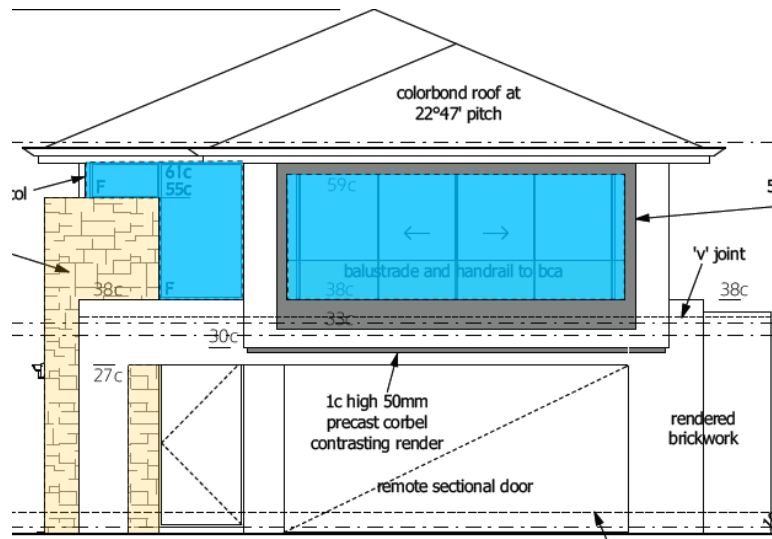


Figure 5 Upper level glazing to facade

The balcony and the full height glazing associated with it, are given added prominence through the designer’s incorporation of a ‘picture frame’ effect through articulating of the masonry upper level façade.

This design feature provides for perceived surveillance whilst also minimising opportunities for concealment or entrapment.

The proposal features a highly visible entry visible from the street in lieu of providing a habitable room on the front façade. The width of the lot makes this requirement for a major opening very difficult to achieve.

Clause 5.4.1 – Visual Privacy

Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through:

Building layout and location

The building has been designed to maximise the ability for the upper level balcony and major openings to provide natural street surveillance. The view cones extend to areas which are likely visible from the primary street regardless of the final design of the adjoining properties.

It should be noted that the R-Codes outlines that this provision should only apply to properties which allow for residential development. The Local Centre zoning to the north should be considered when assessing the ability for the proposal to address the design principles.

Design of major openings

The 'major openings' which are causing the variations are in fact unscreened balconies. The balcony is unlikely to be used significantly, with the benefit of the balcony being for architectural merit and reduce the bulk of the garage.

Setting back the first floor from the side boundary

Setting back the first floor has been attempted as much as reasonably possible, which has resulted in the only overlooking occurring, being from the balcony facing the street.

Providing higher or opaque and fixed windows and/or screen devices

Where appropriate, highlight and screening devices have been employed.

Clause 5.4.2 Overshadowing for Adjoining Sites

Effective solar access for the proposed development and protection of the solar access

The lot to the south is owned by the owner of the proposal submitted.

The proposal, though technically non-compliant in terms of the deemed-to-comply provisions of Clause 5.4.2 can be seen to suitably address the relevant design principles. The proposed dwelling has been designed with due regard for the adjoining property by limiting overshadowing to the front of the property, ensuring that overshadowing impacts could be avoided to a future adjoining OLA and incorporated into the design.

The proposal does not contribute an amount of overshadowing that is unreasonable, or for that matter unexpected. Considering the width of the block which is adjoining, a fully compliant design could still overshadow the neighbouring dwelling to a far more detrimental level if the design proposed bulk at the rear of the property. The extent of the variation is minor with the difference between a technically compliant design and the design at hand is very marginal.

As the adjoining lot is vacant, a future design will be easily be able to quantify and design around the minor constraint.

Conclusion

The client has chosen this design to maximise their use and function of the property. The designer has been successfully instructed to create a functionally sized home with a significant open space being provided. The proposal has been thoughtfully designed by walking a fine line between achieving the most out of the site and maintaining the external amenity of the dwelling. Applying the design principles against the proposal, in consult with the R-Codes explanatory guidelines, demonstrates this design has been able to address the relevant criteria. Accordingly, the above justification is tendered for your approval.

Please do not hesitate to contact the undersigned, should you wish to discuss this further.

Yours faithfully,



Alex Hemsley

BA Urban & Regional Planning (Curtin)

Planning Manager | FORMSCAPE Built form planning solutions

Tel | +618 9355 5484

Mobile | 0415 337 100

Email | alex@formscape.com.au

Web | www.formscape.com.au

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.134 - LOT 84 (NO. 11) SEYMOUR AVENUE,

FLOREAT APPLICANT'S JUSTIFICATION

- The existing finished floor level of the home to be demolished is FFL 17.720, the new home will be 17.200. We have dropped the FFL of the home by 520mm to match the natural ground level and keep the home level with the existing home on lot 83.
- The shrubbery will be removed and a new wall installed with a 1650 high Colorbond fence to stop overlooking from the Alfresco. Photographs no 3 & 4 all shrubbery will remain to stop any overlooking to any neighbouring properties.
- We believe if the wall new Limestone wall needs to go to the rear boundary as we are only filling to back of the Alfresco, it is actually redundant and all the shrubbery including a lovely tree will need to be removed

NEIGHBOUR COMMENT

I would like to point out to you that since the council approval in June with regards to the building of the boundary fence. The owners of both properties had agreed to the objective and had proceeded with the process. I had signed the attachment from Ran and he had acknowledged receiving it a few days later. The boundary fence is jointly own and one cannot unilaterally apply to the council to have that specific approval removed. Retaining the existing trees and plants will not be a problem as all the existing trees and plants are not on top of the boundary and I had given permission for the workers to work from my side of the boundary.

Building the retaining wall had been approved by the council and agreed to by both parties; the process had already started and should be allowed to continue. In fairness to both parties, the new submission should be rejected.

ATTACHMENT:
Summary of Applicant's Justification
and Neighbour Comment



DV16.135 - LOT 392 (NO. 10) CHALLENGER PARADE, CITY BEACH

APPLICANT'S JUSTIFICATION

- In justification of the present application towards 10 Challenger Parade, City Beach - what have been documented is a masonry workshop (to match existing) which encroaches within the applicable residential design code rear setback of 6000mm, with the proposed designated setback reaching 1050mm as documented on the architectural drawings.
- In justification of this matter, Wessels Design Studio seeks the relaxation of this clause due to the current 'similar' circumstances present towards the adjoining rear property set at 116 Branksome Gardens, City Beach, where the adjoining owner presently has a garage setback from the rear boundary 900-1000mm with a masonry brick wall spanning of similar length towards the proposed application of 10 Challenger Parade.
- This of which can be provided as precedence, or further background towards the relaxation of this required setback.

NEIGHBOUR COMMENT

Submission 1

The layout on our block has our lounge/kitchen living area, alfresco area and relaxation pool area right near the rear boundary. We accept that when there is work undertaken in the current shed it creates a bit of noise, so be it, even when we close doors and windows.

We look forward to peace and quiet in our backyard over the weekend, to relax and refresh. To have a dedicated workshop would only increase the noise. It has doors at either end. It also looks like one of the new windows would be able to offer views of our pool area.

Submission 2

Please note our objection to the above proposal due to the rear setback being 1.05m from the boundary and the eaves 400mm from the fence line. This distance is significantly less than the 6m minimum.

ATTACHMENT:
Summary of Applicant's Justification
and Neighbour Comment



DV14.136 - ATT 2 OF 2 - LOT 1537 (NO. 18) TULLOW ROAD, FLOREAT - HOBBY ROOM

APPLICANT'S JUSTIFICATION

Refer Attachment 1

NEIGHBOUR COMMENT

We have viewed the plans of the application for a hobby room on the above-mentioned property and we request that the building meets the 'deemed-to-comply' provisions of the Residential Design Codes or Cambridge's planning policies.

Our concerns are:

1. Noise level (not knowing what the hobby room will be used for).
2. With the building being so close to the boundary, it will obstruct the northern sun onto our backyard.

ATTACHMENT:

Summary of Applicant's Justification
and Neighbour Comment



DV16.137 - LOT 947 (NO. 54) MORAY AVENUE, FLOREAT

APPLICANT'S JUSTIFICATION

The proposal suits the residential location because of its proximity to clients' schools and homes, simple setup for performing mouth guard procedures, very short appointment times, and decreasing my time away from my young family.

The proposal will have minimal impact on the surrounding residences as follows:

- My residential address will not be advertised and business cards will show my mobile phone number only. Therefore, clients will not come to my residence without prior appointments;
- Business by appointments only. My address will be given when clients make an appointment;
- Very short appointment time per client with each procedure to be completed within 15 minutes;
- Allowance of 10 minutes gap between appointments ensuring only one client will be at my residence at any one time;
- Small number of clients with maximum of four clients per day (i.e. maximum of 2 hours per day);
- Appointments will be made between 7am and 7pm Monday to Friday;
- Clients will be offered to have their mouthguards to be delivered or posted, and therefore they will not have to return for picking up the mouthguards;

I will park one of our two cars at the nearby park at the corner of Moray Avenue and Kenmore Cres. Hence, there will be one free parking bay available for the use of clients; I will not allow my clients to make unnecessary noise.

I am committed to do everything necessary for making sure the neighbourhood will be unaffected.

NEIGHBOUR COMMENT**Submission 1**

After review the proposal plan at the council house and careful consideration, we are in the view that it would not be appropriate for this type of business. The impact to the neighbourhood would be:

- Increase amount of unnecessary traffic – hence safety of residence and children as a lot young families and kids live along and around Moray Ave.
- Public safety – the law & order and safety for the rate payers in the area should be the number one priority. With an increase of non-residences starts roaming around the area, it could greatly compromise the safety of otherwise peaceful street.

The proposal business should be conducted and carried in a commercial/business zoned area and not in a residential area. We think we could speak for all the residences here. We choose to move into Floreat because we want peace and quiet and the quality of the area can provide to our family. We do not move into here to live among business occupants.

We regret that we would oppose the above Home Occupation proposal and object the idea.

ATTACHMENT:
Summary of Applicant's Justification
and Neighbour Comment



DV16.137 - LOT 947 (NO. 54) MORAY AVENUE, FLOREAT

Submission 2

In response to the letter sent on 27 July regarding the application for home occupation at 54 Moray Ave, in principal from what the Council officer explained to my husband and me, we do not have an objection to our neighbours starting their business.

The officer has told us that the conditions only allow for 4 clients per day with only one attending at any one time, business hours between 7:00am and 7:00pm Monday to Friday and one delivery per month.

Our concerns are around the increased traffic into the area that a new business would bring and client parking requirements. This is a residential area with several families with young children.

Also, the Shed/store which is the proposed workshop is right next to our property. We do not know the process involved in making mouth guards and we would like assurances that fumes and or noise will not be an issue and also that the production of the mouth guards will only be during the above mentioned hours.

DV16.138 - LOT 289, STRATA LOT 1 (NO. 190) JERSEY STREET, WEMBLEY

APPLICANT'S JUSTIFICATION

Original Justification

My clients, a young couple, have recently purchased the home and are proposing to replace the existing fence infill panels and gates (leaving the masonry 2m high piers and 700mm high infill walls as is).

As per the Town of Cambridge Town Planning Scheme Policy 3.1.7 - for fences and Street Walls above 1.2m in height, we are required to maintain an open to solid ration of 4: 1 (80% open) with a maximum slat width of 50mm. As per the Residential Design Codes, the two main areas of concern relating to a concession are:-

- a. Part 5.1.4 Open Space: The home is a front strata and as such has no rear garden. The front yard is the only uncovered outdoor area that can "provide opportunities for residents to use space external to the dwelling for outdoor pursuits..." (Essentially, this area is utilised as private open space - requiring a degree of privacy but providing direct sun and recreational opportunities).
- b. Part 5.2.3 Street Surveillance: the West facade of the existing house contains two (2) major openings into a habitable room. As the floor level of the dwelling is 250mm above footpath level, if we propose to keep the top of the infill fence panels at 1670mm, this allows a direct line of sight toward the major opening, allowing a reduced degree of passive surveillance.

Given the recreational nature of the park across the road, as well as the excess traffic from the primary school, the passive surveillance objectives of this policy do in this case, provide a detrimental impact on the liveability and privacy of the residents at the home in question.

We seek a variation to the Streetscape Policy based on the following criteria:-

1. Jersey Street is a main thoroughfare between Grantham and Cambridge Streets, with vehicles, motorbikes, scooters, push bikes, skateboards and pedestrian traffic all having substantially increased volume.
2. Jersey Street is a well accessed road for pedestrian traffic to and from the 24 hour IGA supermarket.
3. Jersey Street is a well accessed road for pedestrian traffic to and from the Wembley Pub.
4. Jersey Street is a well accessed road for pedestrian traffic to and from the Subiaco and Daglish train stations.
5. Jersey Street is a well accessed road for pedestrian traffic to and from the Herdsman Parade zone.
6. No 190 Jersey Street is directly opposite Rutter Park and adjacent to the Wembley Community Centre and the Wembley Primary School- this amplifies the traffic in the area, with busy AM and PM school times. The verge is consistently used for parking / waiting zones during these hours.
7. Surrounding developments, such as the multi-storey Urban on Cambridge, will increase the already dense traffic along Jersey Street.
8. The property also has battle-axe driveways directly adjacent on both sides When all of the above matters are taken into account, the combination is undesirable - there is significant noise, disturbance and un-rest caused by the busy thoroughfare. Footpath traffic is also unusually high at all times of the morning, day, evening and late night, with regular occurrences of intoxicated and troublesome pedestrians. The 24 hour IGA and the Wembley Hotel establishment are major contributors to these common events.

DV16.138 - LOT 289, STRATA LOT 1 (NO. 190) JERSEY STREET, WEMBLEY

Whilst we appreciate the streetscape policy and its objectives, there is a major concern shown by the owners with regards to their safety and some degree of visual privacy for their only garden. Their intentions are to have a family and create a sanctuary for themselves, whilst still looking to preserve the aesthetics and amenities of the streetscape. The front yard is critical for private use and it is within this area especially we seek compassion with regard to consideration of our application.

Concern for safety is a paramount issue and each block should be assessed within its greater context. The neighbouring streets either side of Jersey Street provide the open scape policy that is desirable; however have a much reduced impact from most of the areas of concern listed above.

In conclusion, we propose to replace the existing infill panels and gates only with 'timber-look' aluminium slatted panels with a 50mm slat and a 25mm gap. The top of the fence panel will be dropped from 1850mm to 1670mm. The remedial works overall will add value to the house aesthetically and commercially, as well as provide an increased visual asset for the street front, whilst partially allowing visual lines of sight from Rutter Park, as well as helping reduce significant noise.

Justification for amended plans dated 11 August 2016 (post mediation)

Please find attached amended drawings DA 003 with the changes to the Western Elevation as discussed. Sheet A.302 indicates the changes and are indicated as '4' on the drawings also.

I confirm the amendment to the parapet wall, roof line, removal of windows to the Bedrooms and a contrast 'band' in the render/external finish to break up the visual mass of the Western Upper Level Wall of Apartment 4.

Our property is a front strata block directly opposite Rutter Park. We have a small front yard in which we intend to use as the play area for our children and as our primary outdoor living space.

We recently applied to council for permission to repair and replace our fence panels with the goal of creating increased privacy/security whilst maintaining the councils Streetscape Policy aesthetic. This application was declined and we were advised by Council to re-propose a plan with a more open visual permeability.

A re-proposal was submitted via email however we did not receive a response.

We have since applied to SAT for a review of this decision and with this, a mediation meeting with Council was held on site last week. From this meeting a new plan was co-developed to best address the focus points of the Streetscape Policy and find a compromise to support our context specific needs.

At this meeting it was also discussed us liaising with Council in an effort to further explain our situation.

As such I have attached the new proposal and would welcome all councillors to our home in which we can further explain the reasoning and details of the plan. We understand our proposal will be reviewed at the next Council meeting and would appreciate any opportunity to discuss this matter with you prior to the meeting.

DV16.138 - LOT 289, STRATA LOT 1 (NO. 190) JERSEY STREET,

WEMBLEY The main focus of this plan is to:

- Increase the level of privacy for our front and only yard space
- Create a safe outdoor space to be used by our family and young children
- Achieve key aspects of the Streetscape Policy

This proposal is relative to the particular circumstances of 190 Jersey st.

To achieve this we are proposing:

- 50% visibility on front fence (eg. 50mm / 50mm panel) - panel concession
- 80% visibility on side fence (via 80% open decorative panel) - in line with the Streetscape Policy

We trying very hard to reach a balance of complying with the Town's Streetscape Policy and addressing our family's need in creating a safe and private outdoor living space.

Support of the council in approving this application will greatly impact our family in a positive way. In a sense we are pleading with the council to help us meet our privacy, security and family needs.

MEETING NOTES

TO: MAYOR AND COUNCILLORS
JASON BUCKLEY - CHIEF EXECUTIVE OFFICER

CC: KAREN EXLEY-MEAD – EXECUTIVE ASSISTANT TO CEO/MAYOR
STEVAN RODIC – MANAGER DEVELOPMENT
MATTHEW BURNETT - SENIOR PLANNING OFFICER
HEIDI TAYLOR - SENIOR PLANNING OFFICER
KIMBERLEY MACPHAIL – STRATEGIC PLANNING OFFICER
CHRISTINE CATCHPOLE - STRATEGIC PLANNING OFFICER

FROM: IAN BIGNELL - DIRECTOR DEVELOPMENT AND SUSTAINABILITY

DATE: 3 AUGUST 2016

SUBJECT: MEETING NOTES FROM TOWN PLANNING SCHEME REVIEW STEERING
COMMITTEE MEETING - TUESDAY 2 AUGUST 2016

Attendees at Meeting

Mayor Keri Shannon
Cr Pauline O'Connor JP
Cr Rod Bradley
Cr Corinne MacRae
Cr Jane Powell
Cr Andres Timmermanis
Cr Tracey King
Jason Buckley - Chief Executive Officer
Ian Bignell - Director Development & Sustainability
Stevan Rodic - Manager Development
Heidi Taylor - Senior Strategic Planning Officer
Matthew Burnett - Senior Strategic Planning Officer
Kimberley Macphail - Strategic Planning Officer

Apologies

Nil

Presenter

Charles Johnson - Planning Context

Attendees

Byron - Knowledge Solutions

Documents

- Previous Meeting Notes (5 July 2016)
- Wembley Activity Centre Plan Survey
- Wembley Activity Centre Plan Summary Brochure
- Wembley Activity Centre Plan Artist's Sketches

Meeting commenced at 5:00pm

ITEM 1 - Previous Meeting Notes (7 June 2016)

No discussion.

ITEM 2 - Wembley Activity Centre Plan

The draft survey and the summary brochure were presented to the TPSRSC for feedback.

Actions:

- **Edit survey as follows:-**
 - **Add further description to clarify meaning of 'pre-war' - before 1940s**
 - **QINT - Add commuter as option to**
 - **QC1 - Add an open ended section for general comment (what contributes to character)**
 - **QP5PA2 - Delete question (re 164 Salvado Road)**
 - **The Administration to follow up whether survey can be arranged so that respondent can focus on topic specifically building height**

- *Option to save survey mid completion and add footer to online survey to give visual prompt to respondents of the section or question they are up to if need be.*
- *QAT1 - consider different ranking tool for 1-4 scale questions.*
- *QCS2 - add option for 'commuting through centre' for those who use the centre to travel through to other destinations.*
- *QD2 - keep suburb and perhaps as drop down menu*
- *Consider options to reduce length and effort to undertake the survey*

- *Ensure sporting groups and schools including Wembley Primary School, Wembley Netball Club, Wembley Athletic Club and Senior and Junior Football Club and users of Netball Centre are consulted. Approach clubs/school to include notice in their newsletters/email circulars and put up posters.*

- *Finalise Summary Brochure and Survey to progress to public advertising.*

ITEM 3 – Discussion on appropriate Development Controls - Town Planning Schemes, Policies and Local Development Plans by Mr. Charles Johnson - Planning Context

Charles Johnson of Planning Context presented to the TPSRSC on examples of Scheme provisions particularly relating to building height, use of discretion, outcomes of SAT decisions, role of policy, extending time limits on planning approvals and how to test the effectiveness and validity of planning provisions. Case study examples included Cities of Subiaco, Wanneroo, Melville and South Perth.

Actions:

- *DDS to circulate presentation to Elected Members.*

ITEM 4 – Other Business

Other business - West Leederville Precinct Policy - Residential RAC-0 Node

The recent information session indicated limited support among landowners to consider heritage or character controls for the properties on the western side of Kerr Street.

Comment was made that in preparing development standards for the Residential RAC-0 Node that the narrow street width of Kerr Street would limit development capacity along this street. Given the variety of lot configurations in the Residential RAC-0 the Town could explore different amalgamation scenarios and base development standards around those.

Actions:

- *DDS to circulate presentation to Elected Members.*
- *Write to landowners at completion of feedback period to advise that the Town will not be pursuing any further work to implement heritage or character controls in undertaking review of West Leederville Precinct Policy.*

- *Continue to progress review of West Leederville Precinct Policy.*

Other business - Scheme Amendment 33 - Wembley Hotel Site

The option of including key development standards for the Wembley Hotel Site after advertising was raised as an option to progress the amendment. The Planning Regulations provide for a modified amendment to be re-advertised.

Meeting closed at 8.00pm

<p>These notes do not provide a full transcript of the Meeting and provide an overview of discussion and focus on the direction from the TPSRSC to the Administration on Agenda Items in accordance with the Town Planning Scheme Review Steering Committee Terms of Reference</p>
--

TPS REVIEW STEERING COMMITTEE MEETING

Tuesday 2 August 2016

5.00pm

Committee Room 1

AGENDA

ITEM 1

Previous Meeting Notes (5 July 2016)

ITEM 2 (45mins)

Draft Wembley Activity Centre Plan: Community Survey and Summary Brochure

Background

- At the Meeting on 22 March 2016 Council endorsed the draft Wembley Activity Centre Plan for community consultation. The preparation of a community survey and summary brochure are key components of the Community Engagement Strategy.
- At the May TPS Review Steering Committee meeting Julia Zivanovic from Knowledge Solutions presented a draft Community Survey and a first draft of the Summary Brochure was circulated.
- At this May TPS Review meeting, direction was given to the Administration to arrange for the preparation of a series of sketch designs to aid illustration of the vision for the Wembley Centre and for inclusion in the Summary Brochure.

Details

- Michael Edwards of Mike Edwards Designs was appointed to prepare five sketch designs for the Wembley Centre. These have been incorporated into the latest draft of the Summary Brochure and can also be used in other promotional material.
- Stormbox (Graphic Designers) have designed the layout of the draft Summary Brochure in readiness for printing. The content and layout of the Summary Brochure provides an overview of the key elements of the Plan.
- Knowledge Solutions have prepared a draft Community Survey which will be available as both an on-line survey and a printed survey (to be professionally formatted before printing). Byron from Knowledge Solutions will attend the meeting in Julia's absence to take note of any technical queries regarding the format of the survey.
- A link to the draft on-line survey is available for testing. A PDF version is also available. Note: before the survey is made live on our website, final work will occur in regard to formatting, proofing, technical aspects (e.g. table sizes, images, skips), as well as being subjected to a '14 point test'.

- On sign off from TPS Review Steering Committee, the Administration will proceed to publication of all necessary material and documents for community consultation.
- Estimated commencement date for community consultation is late August for a period of 4 weeks.

Required Actions

- ***Community Survey - With a focus on the data/feedback to be obtained, confirmation is sought from the TPS Review Steering Committee that the survey as presented covers all necessary aspects of the Plan to assist in decision making on the Wembley Activity Centre Plan.***
- ***Summary Brochure - Confirmation from the TPS Review Steering Committee to proceed to final design and print***

ITEM 3

Discussion on appropriate Development Controls: Town Planning Schemes, Policies & Local Development Plans

Presenter: Mr Charles Johnson - Planning Context

Background

- Recent discussion at TPS Review Steering Committees has noted that the Town's development standards and provisions are predominantly contained within Policies adopted under Town Planning Scheme No. 1.
- In regards to the JDAP making decisions on behalf of Council, concern has been raised regarding the level of discretion that may be exercised when determining development applications.
- The Planning and Development (Local Planning Schemes) Regulations 2015 introduced a schedule of 'deemed provisions' which is automatically incorporated into all Local Planning Schemes. The deemed provisions covering structure plans, activity centre plans, local development plans and local planning policies have prompted the Committee to seek clarification of the statutory options for development control.

Details

- Charles Johnson is invited to present a discussion on appropriate development controls in town planning schemes versus policy or local development plans.

Required Actions

- ***No required actions***

ITEM 4

Other Business

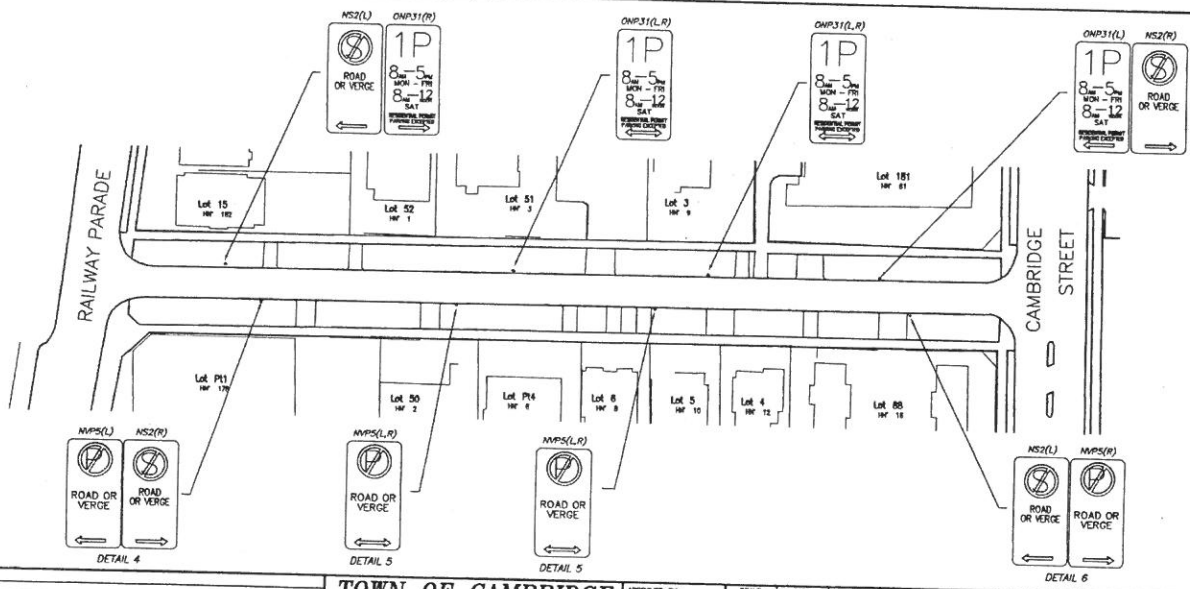
LIST OF ATTACHMENTS

- i. **Previous Meeting Notes (5 July 2016)**
- ii. **Community Survey - Online Version (PDF)**

DV16.142 -A - Plans showing ticket machine car parking bays in Abbotsford Street, West Leederville

E 290 06 01

E 290 06 01



- NR NO RESTRICTIONS
- NS NO STOPPING
- H/C HOUR PARKING
- BZ BUS ZONE
- [E/Z] TICKET MACHINE
- LZ LOADING ZONE
- PLATE NUMBER
- CS COACH STAND
- TAXI TAXI STAND
- ⊕ FIRE HYDRANT
- ⊞ POST BOX

REVISION	DATE	MADE BY	REVIEWED WITH REPORTS	AMENDMENT
2	29.6.06	PC		UPDATED TO 1P 8-5 MON-FRI, 8-12 SAT
1	30.10.06	RES		REVIEWED WITH REPORTS

TOWN OF CAMBRIDGE
 1 BOLD PARK DRIVE, FLOREAT
 mal@cambridge.wa.gov.au

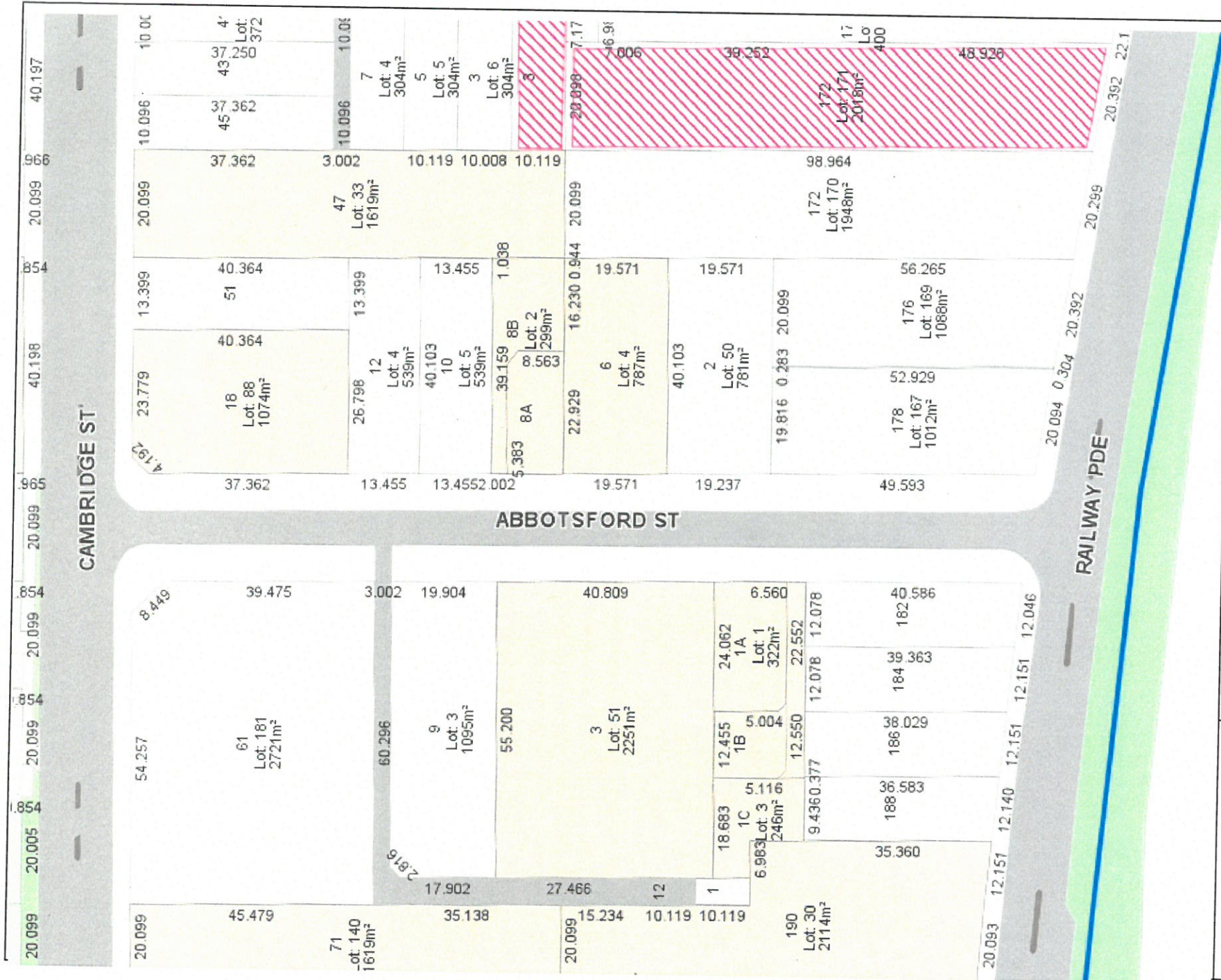
THIS DRAWING REMAINS THE PROPERTY OF THE TOWN OF CAMBRIDGE AND MUST NOT BE REPRODUCED, COPIED OR USED WITHOUT THE PERMISSION OF THE EXECUTIVE MANAGER OF TECHNICAL SERVICES

APPROVED BY:	SCALE: 1:500	DATE: 29.06.06	DITIAL:
DESIGNED: FS	DRAWN: PC	CHECKED: [Signature]	
COUNCIL REPORT: CR18.XX	COUNCIL APPROVAL: NOV 2006	FILE NUMBER:	
EXECUTIVE MANAGER TECHNICAL SERVICES	DATE:		

ABBOTSFORD STREET
 CAMBRIDGE ST TO RAILWAY PARADE—WEST KERB
 PARKING RESTRICTION MODIFICATIONS - CONSTRUCTION DETAILS

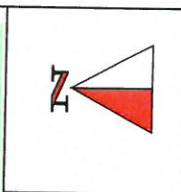
SUBURB: WEST LEEDERVILLE FILENAME: E 290 06 01.dwg

WORKS AND ENGINEERING			
DRAWING NUMBER: E 290 06 01			
DEPT:	ASSET:	YEAR:	NUMBER:
SHEET: 1 OF 2	REVISION: 2	ORIGINAL:	PS



The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

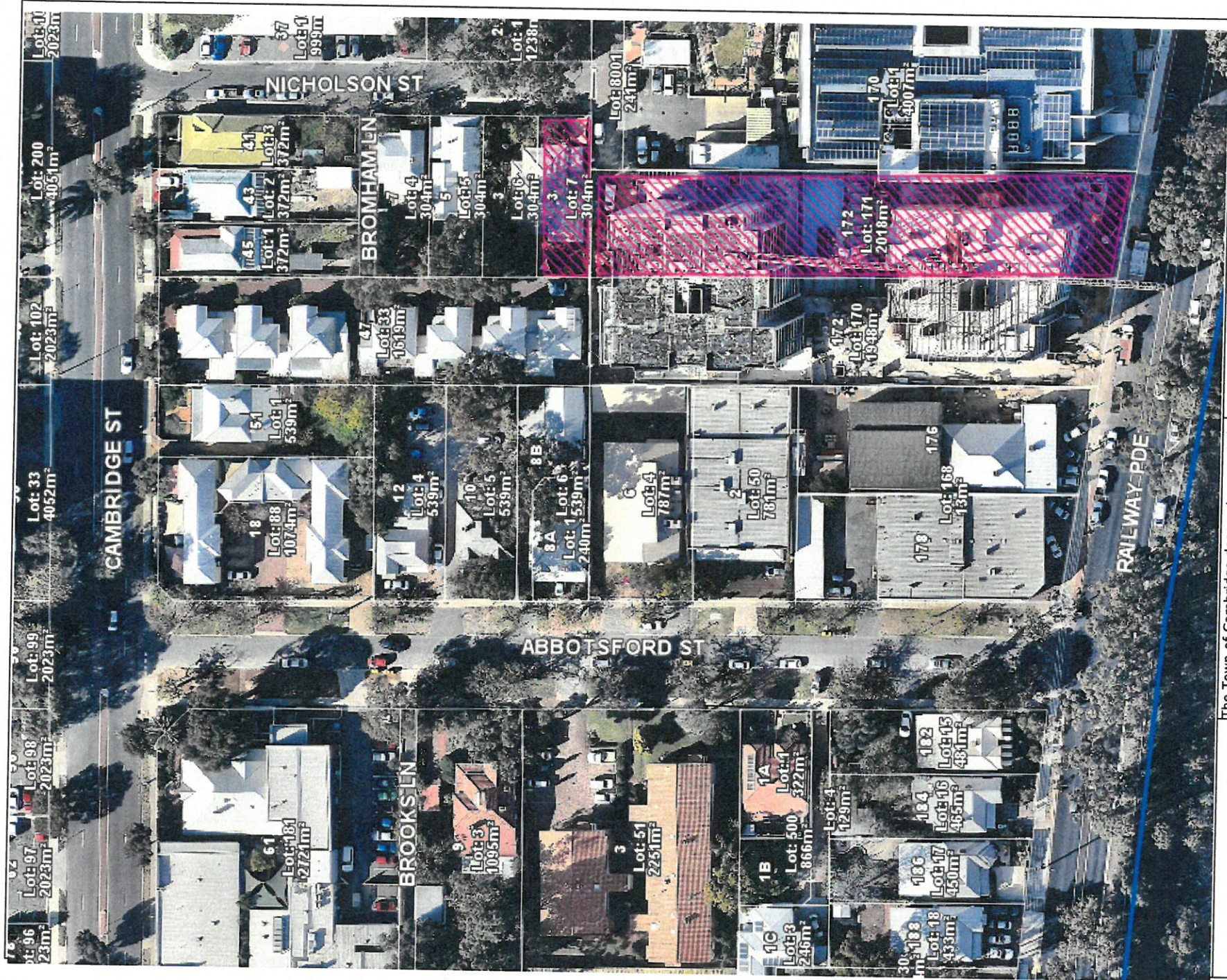
Wednesday, 10 August 2016





Town of
Cambridge

1:977

DV16.142 - A - Plans showing ticket machine car parking bays in Abbotsford Street, West Leederville



	Wednesday, 10 August 2016	
	1:977	

The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.



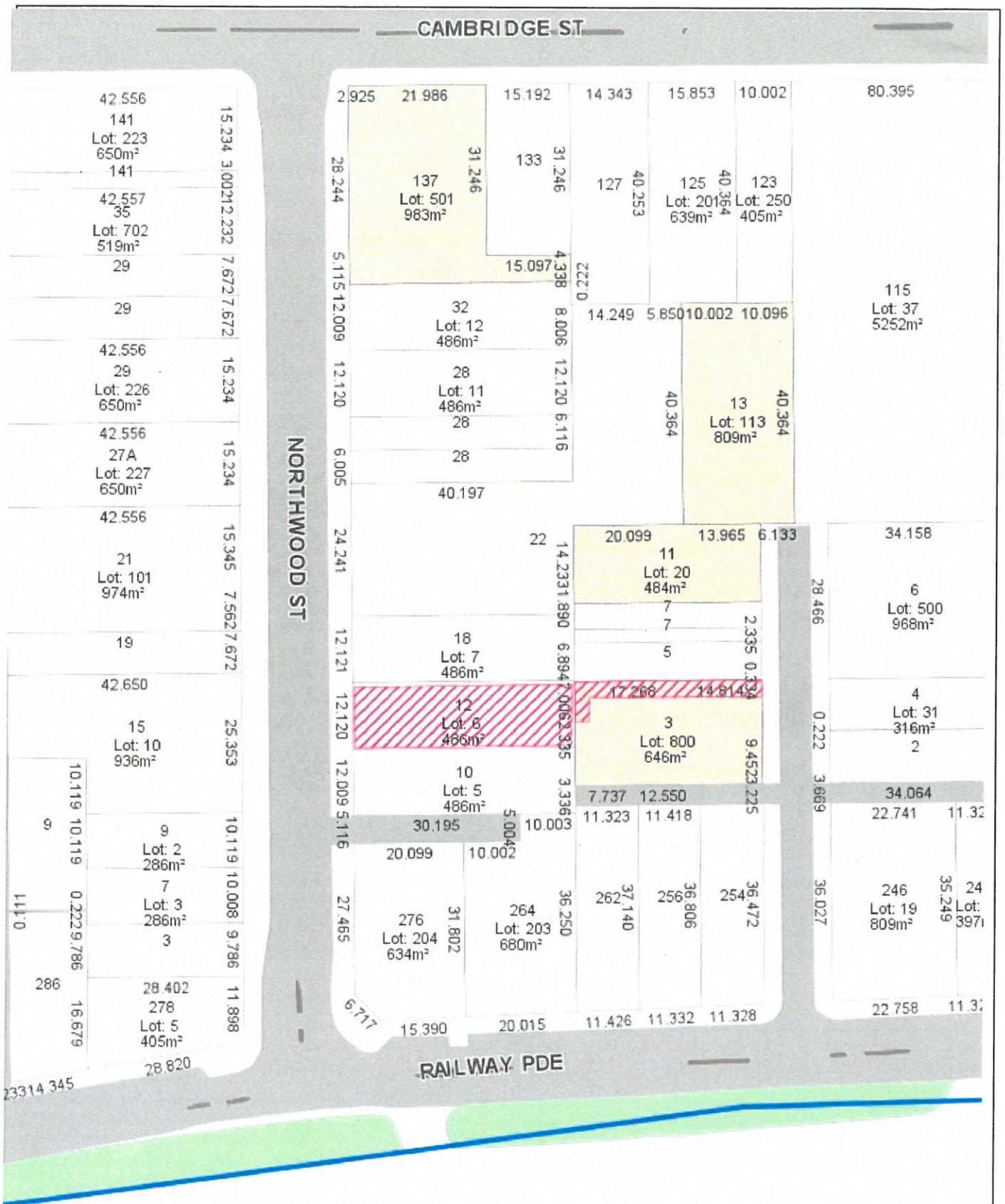
DV16.142 -A - Plans showing ticket machine car parking bays in Abbotsford Street, West Leederville

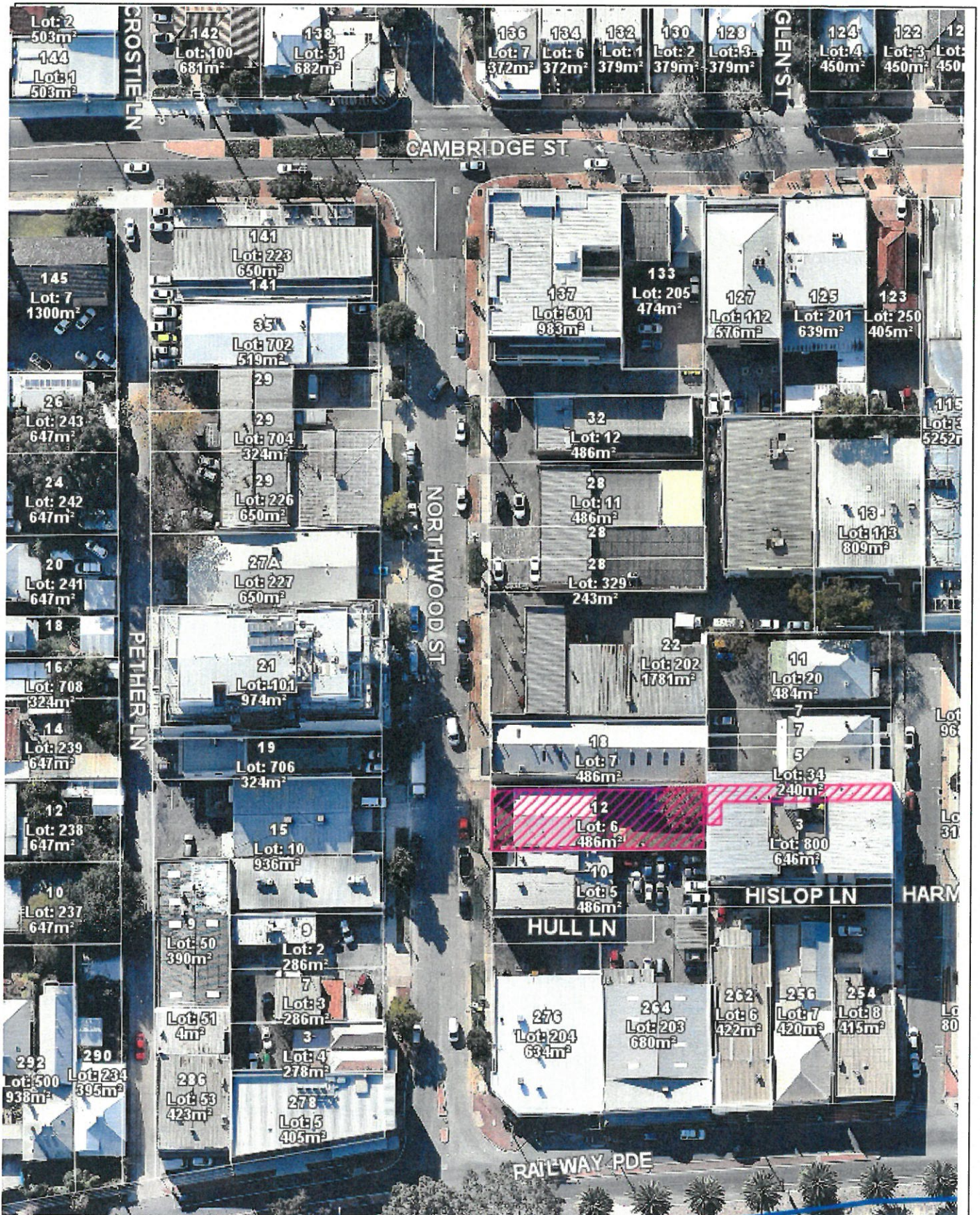
Abbotsford Street Concept Embayed Parking





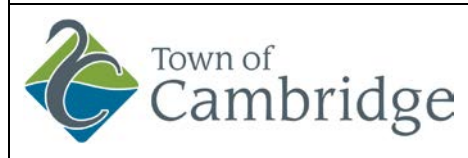
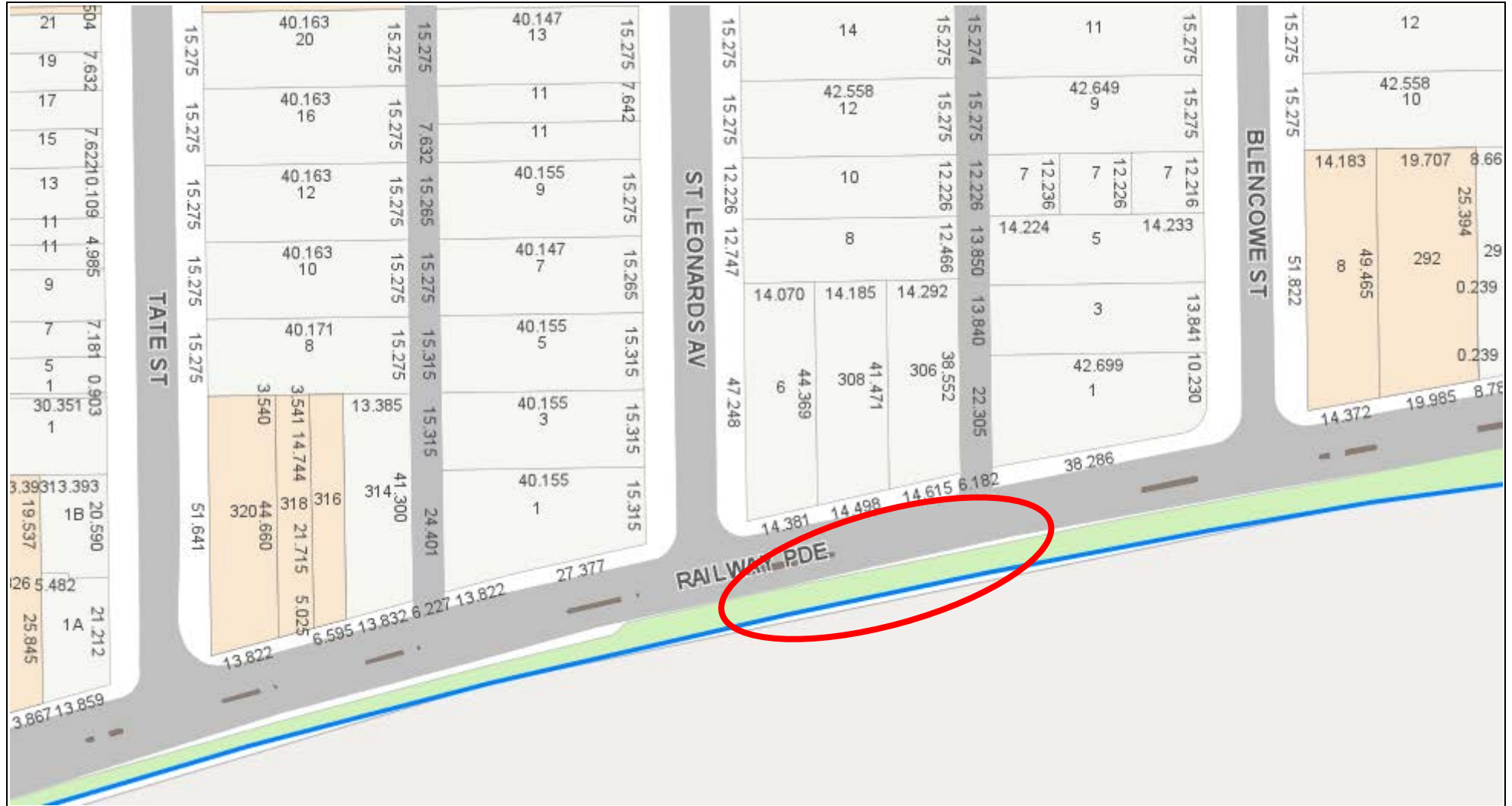
DV16.142 -A - Plans showing ticket machine car parking bays in Abbotsford Street, West Leederville

DV16.142 - B - Proposed Ticket Machine Car Parking Bays in Northwood Street



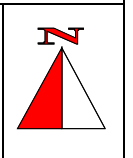


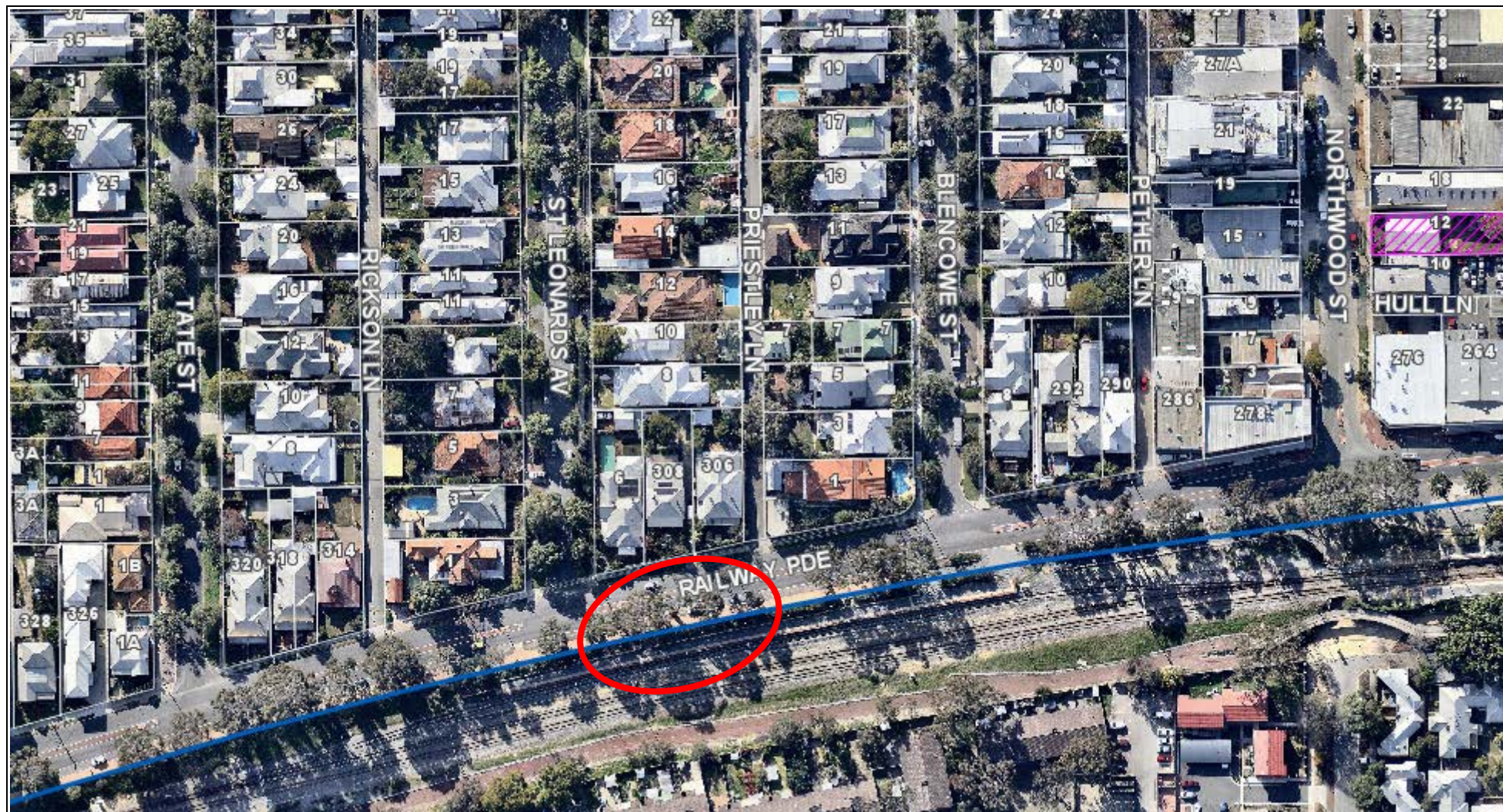
 <p>Town of Cambridge</p>	<p>The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.</p>	<p>Wednesday, 10 August 2016</p>	
		<p>1:977</p>	



The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

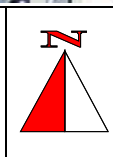
C - Railway Parade, West Leederville
 (between St Leonards Avenue and Priestly Lane)
 1:1148





The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

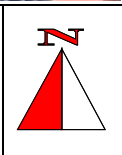
C - Railway Parade, West Leederville
(between St Leonards Avenue and Priestly Lane)
1:1666



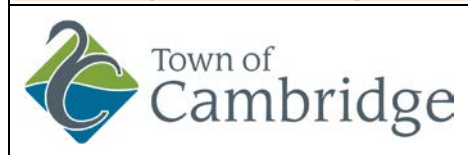
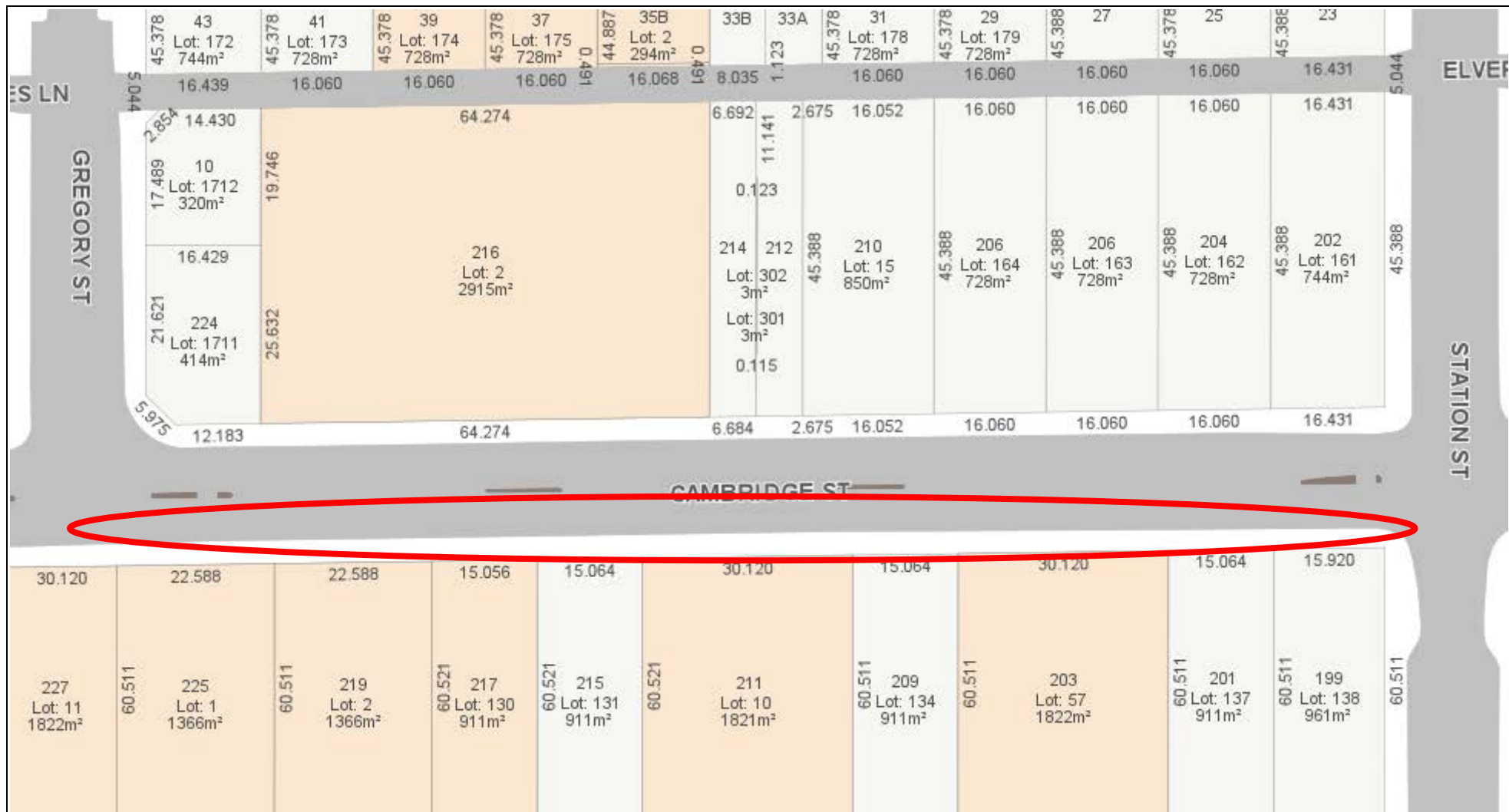


The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

D - Railway Parade, West Leederville
(between St Leonards Avenue and Tate Street)
1:1148

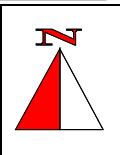


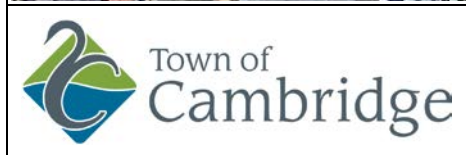
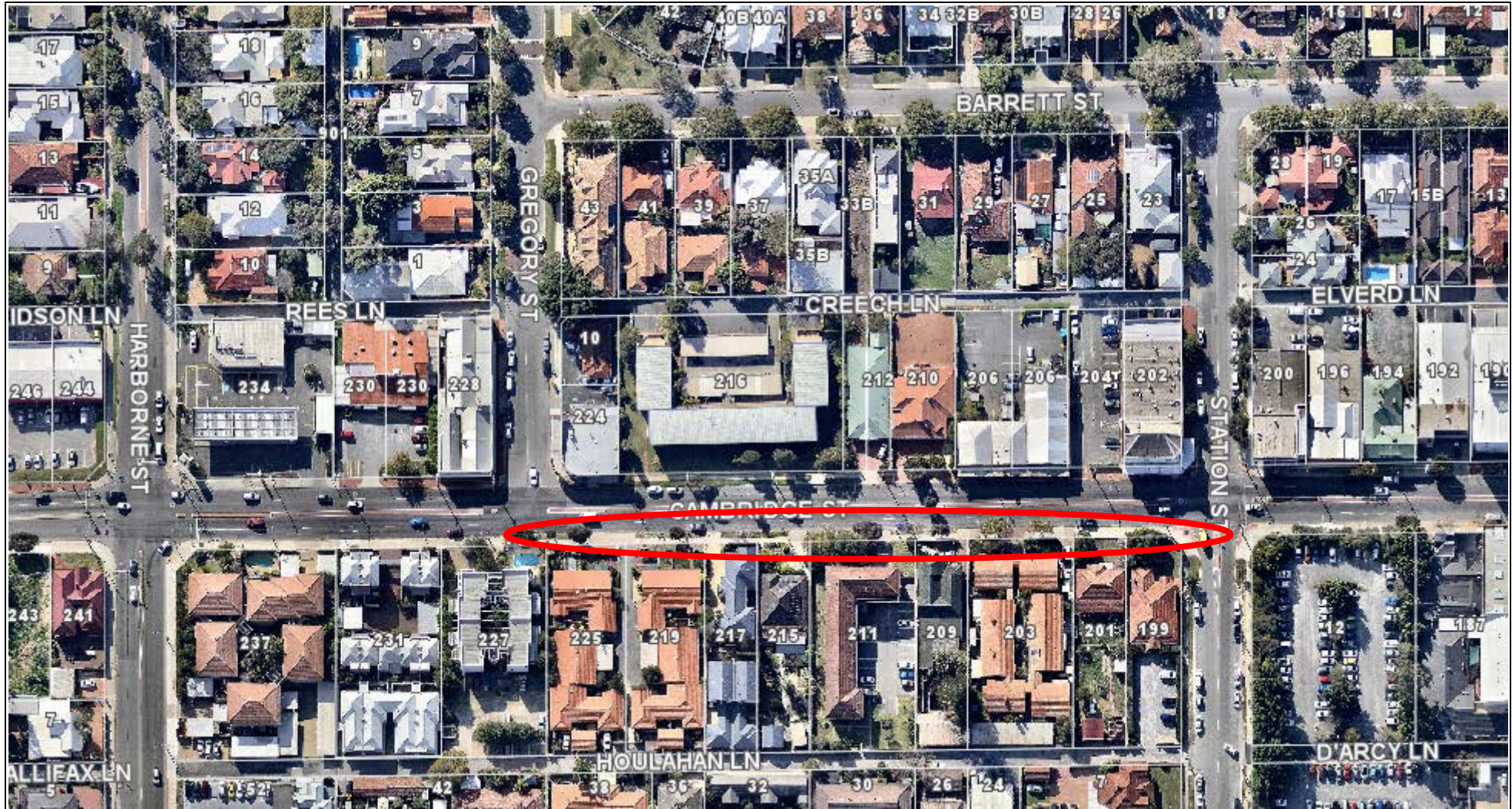
DV16.142 - E - Cambridge Street (between Harborne and Station Streets)



The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

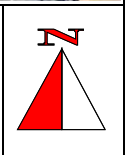
E - Cambridge Street, West Leederville
(between Harborne and Station Streets)
1:833



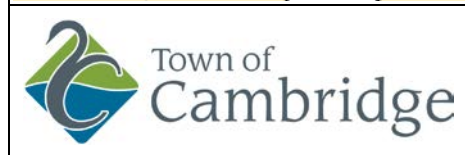
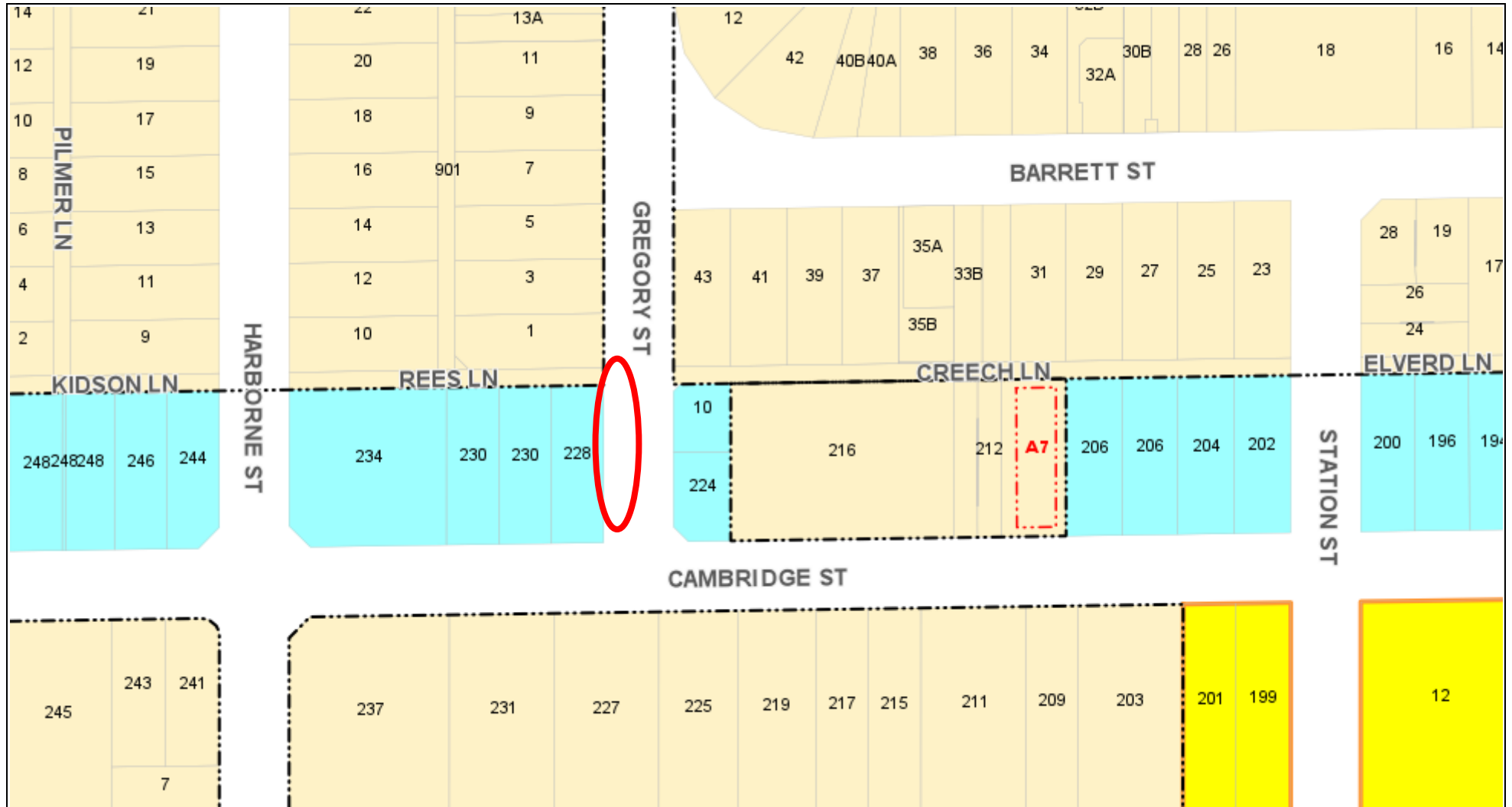


The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

E - Cambridge Street, West Leederville
(between Harborne and Station Streets)
1:1666

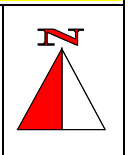


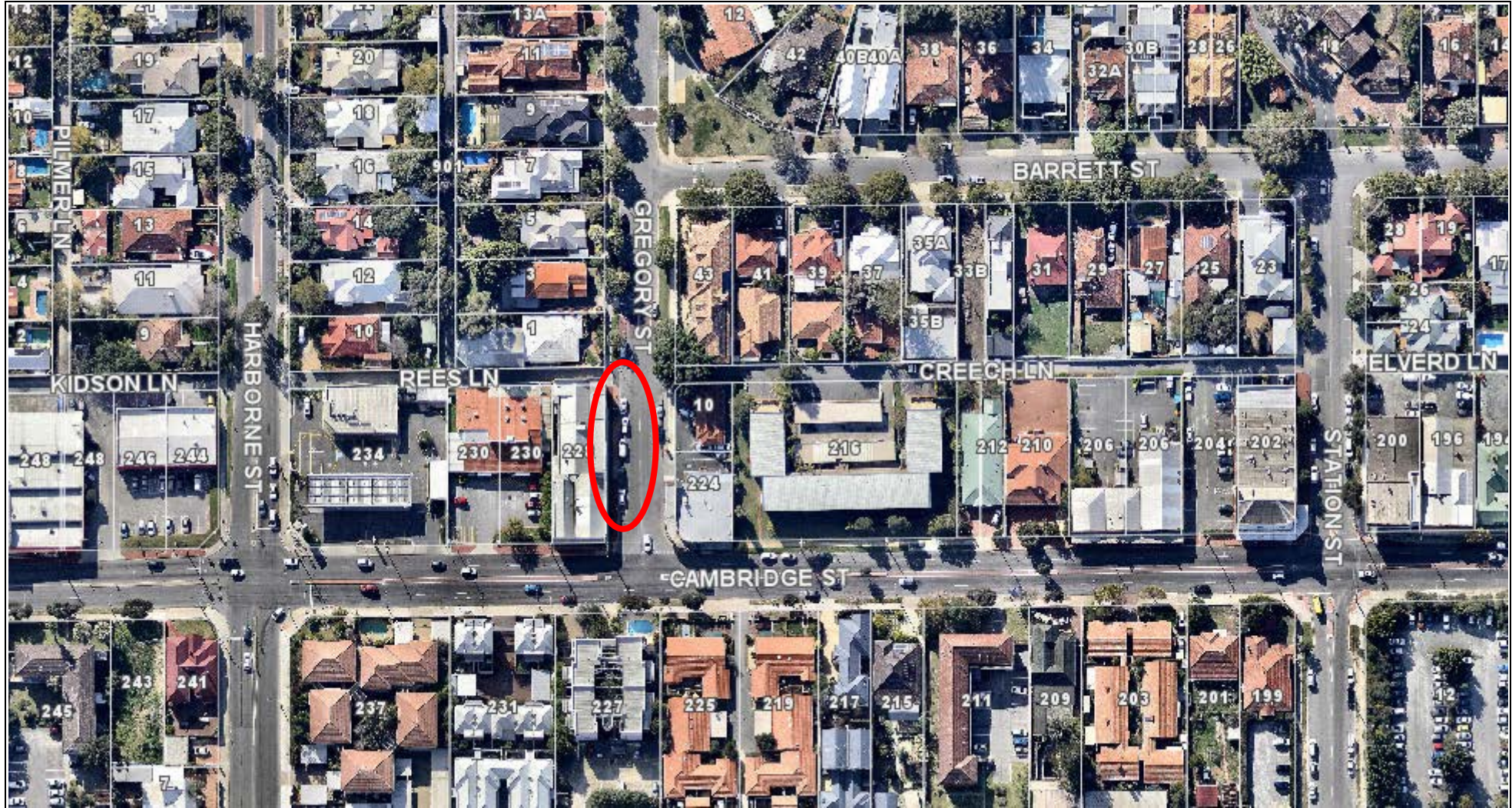
DV16.142 - F - Gregory Street (between Cambridge Street and Rees Lane)



The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

F - Gregory Street, West Leederville
 (between Cambridge Street and Rees Lane)
 1:1666

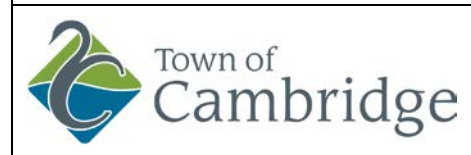
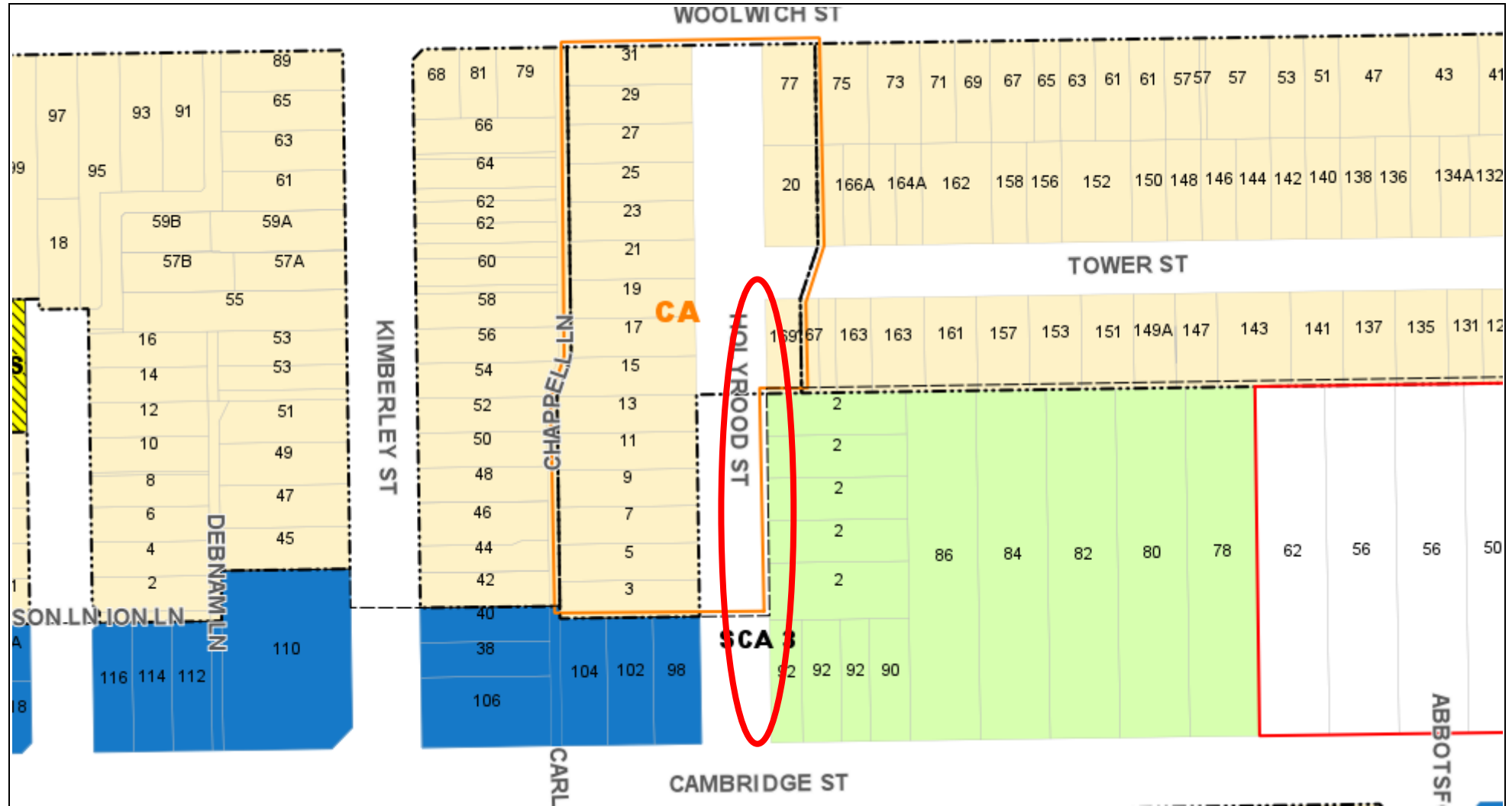




The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

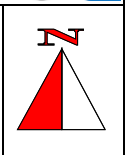
Gregory Street, West Leederville
(between Cambridge Street and Rees Lane)
1:1666





The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

Holyrood Street, West Leederville
 (between Cambridge and Tower Streets)
 1:1666





The Town of Cambridge does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the Town of Cambridge shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

Holyrood Street, West Leederville
(between Cambridge and Tower Streets)



DV16.143 - Delegated Decisions and Notifications for Council

Town of Cambridge

For the Period Between: 1/08/2016 to 31/08/2016

<u>Property Address</u>	<u>Application Description</u>	<u>Signed</u>
232 Salvado Road~FLOREAT WA 6014	Shade sail	02-Aug-2016
122 Alderbury Street~FLOREAT WA 6014	Shed	02-Aug-2016
15 Bath Street~WEMBLEY WA 6014	Landscaping, parapet wall, timber screen, masonry wall with water feature and pergola	05-Aug-2016
6 Felton Road~CITY BEACH WA 6015	Alfresco area and pool store	05-Aug-2016
276 Railway Parade~WEST LEEDERVILLE WA 6007	Awning	05-Aug-2016
86 Alderbury Street~FLOREAT WA 6014	Single storey dwelling	05-Aug-2016
20A Jukes Way~WEMBLEY WA 6014	Two storey dwelling	05-Aug-2016
15 Hornsey Road~FLOREAT WA 6014	Single storey dwelling	09-Aug-2016
11/4 Perina Way~CITY BEACH WA 6015	Double garage	09-Aug-2016
57 McCourt Street~WEST LEEDERVILLE WA 6007	Two storey dwelling	15-Aug-2016
439-443 Cambridge Street~FLOREAT WA 6014	Advertising signs	16-Aug-2016
192 Cambridge Street~WEMBLEY WA 6014	Signage	16-Aug-2016
24 Tate Street~WEST LEEDERVILLE WA 6007	Extension to Existing Garage	16-Aug-2016
5 Banool Crescent~CITY BEACH WA 6015	Additions and alterations to a single dwelling, including a second storey	17-Aug-2016
99 Grantham Street~FLOREAT WA 6014	Front fence and gate	17-Aug-2016
23 Biara Gardens~MT CLAREMONT WA 6010	Two storey dwelling	18-Aug-2016
17 Jubilee Crescent~CITY BEACH WA 6015	Two storey dwelling	18-Aug-2016
93 Blencowe Street~WEST LEEDERVILLE WA 6007	Two storey dwelling	18-Aug-2016
42 McCourt Street~WEST LEEDERVILLE WA 6007	Retrospective Application - signage	18-Aug-2016
55 Pearson Street~FLOREAT WA 6014	Front fence	18-Aug-2016
14 Donegal Road~FLOREAT WA 6014	Two storey dwelling	19-Aug-2016
3 Warreen Place~CITY BEACH WA 6015	Additions and alterations to a two storey dwelling (upper floor addition and re-roof)	23-Aug-2016
1 Evandale Street~FLOREAT WA 6014	Patio	24-Aug-2016
64 Blencowe Street~WEST LEEDERVILLE WA 6007	Fencing in the front and side setback	25-Aug-2016
3A Norbury Crescent~CITY BEACH WA 6015	Fencing in the front setback area	25-Aug-2016
318 Railway Parade~WEST LEEDERVILLE WA 6007	Garage	30-Aug-2016
82 Simper Street~WEMBLEY WA 6014	Conversion and extension of existing studio to ancillary dwelling	30-Aug-2016
24 Orrel Avenue~FLOREAT WA 6014	Patio	30-Aug-2016
1/24 Joseph Street~WEST LEEDERVILLE WA 6007	Shade Sail	30-Aug-2016

DV16.143 - Delegated Decisions and Notifications for Council

For the Period Between: 1/08/2016 to 31/08/2016

<u>Property Address</u>	<u>Application Description</u>	<u>Signed</u>
20 Johnson Street~WEMBLEY WA 6014	Rear Deck and Balcony	30-Aug-2016
12 Drew Street~WEMBLEY WA 6014	Carport	31-Aug-2016