



Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 30 June 2020; 9:30am
Meeting Number: MISJDAP/8
Meeting Venue: via electronic means

To connect to the meeting via your computer - <https://zoom.us/j/9068457879>

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Insert Meeting ID followed by the hash (#) key when prompted - 970 6845 7879

This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Clayton Higham (Presiding Member)
Ms Rachel Chapman (Deputy Presiding Member)
Mr John Taylor (A/Third Specialist Member)
Cr Steve Kepert (Local Government Member, City of Melville)
Cr Matthew Woodall (Local Government Member, City of Melville)

Officers in attendance

Mr Peter Prendergast (City of Melville)
Ms Beryl Foster (City of Melville)
Mr Mark Scarfone (City of Melville)

Minute Secretary

Ms Ashlee Kelly (DAP Secretariat)

Applicants and Submitters

Mr Petar Mrdja (Urbanista Town Planning)
Mr Justin Hatch (Kastlewa)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

In response to the COVID-19 situation, this meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Mr Peter Lee (Third Specialist Member)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).



5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

The City of Melville may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 176 (No.4) Colleran Way, Booragoon

Development Description: Ten Multiple Dwellings
 Applicant: Urbanista Town Planning
 Owner: Elaine May Hutchings
 Responsible Authority: City of Melville
 DAP File No: DAP/20/01732

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/19/01662 DR 022/2020	City of Belmont	Lot 20 (10) Hendra Street, Cloverdale	14 Multiple Dwellings	24/1/2020
DAP/20/01750 DR 124/2020	City of Fremantle	Lot 24 (2) Culver Street and Lot 23 (254C) Hampton Road, Beaconsfield	Proposed mixed commercial development	09/06/2020

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Form 1 – Responsible Authority Report (Regulation 12)

Property Location:	Lot 176 (No. 4) Colleran Way, Booragoon
Development Description:	Ten Multiple Dwellings
DAP Name:	Metro Central JDAP
Applicant:	Urbanista Town Planning
Owner:	Elaine May Hutchings
Value of Development:	\$3 Million
LG Reference:	DAP-2019-14
Responsible Authority:	City of Melville
Authorising Officer:	Steve Cope Director Urban Planning
DAP File No:	DAP/20/01732
Report Due Date:	19 June 2020
Application Received Date:	19 December 2019
Application Process Days:	90 Days
Attachment(s):	1. Da 2 Architectural submission Rev 15 2. Landscaping Plan 3. Traffic Engineering Report (dated March 2020) 4. Waste Management Plan(dated March 2020) 5. Planning justification statement 6. Character and Context Study.

Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Approve** DAP Application reference DAP/20/01732 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Metropolitan Region Scheme and the provisions of the City of Melville Local Planning Scheme No. 6, subject to the following conditions:

Conditions

1. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City of Melville or the Joint Development Assessment Panel.
2. All stormwater generated on-site is to be retained on-site in accordance with a plan approved in writing by the City. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24 hour storm duration is recommended) for the approval of the City. The design shall be certified by an accredited registered Civil Engineer
3. The exterior colours, materials and finishes of the development are to be as detailed on the approved plans, to the satisfaction of the City. The development shall be constructed in accordance with those approved details unless otherwise approved in writing by the City .

4. Prior to the initial occupation of the development, all unused crossover(s) shall be removed and the kerbing and road verge reinstated at the owners cost to the satisfaction of the City.
5. Prior to commencement of construction a crossover application shall be submitted to and approved in writing by the City. The crossover shall be designed to be;
 - a maximum width of 6m;
 - located a minimum of 2m away from the outside of the trunk of any street tree; and
 - a minimum of 1m from any existing street infrastructure.

The approved crossover is to be constructed prior to the initial occupation of the development to the satisfaction of the City.

6. Prior to the initial occupation of the development, the surface finish of the boundary walls are to be finished externally to the same standard as the rest of the development to the satisfaction of the City.
7. The development is to be constructed and operated in accordance with the Waste Management Plan dated March 2020 and Local Planning Policy *LPP1.3 - Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments*, to the satisfaction of the City.
8. Any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding street(s) to the satisfaction of the City.
9. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.
10. A Construction Management Plan is to be prepared by the applicant and submitted to the City for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall detail how the construction of the development will be managed including the following:
 - Public safety and site security;
 - Hours of operation,
 - Noise and vibration controls;
 - Air and dust management;
 - Stormwater, groundwater and sediment control;
 - Waste and material disposal;
 - Traffic Management Plans prepared by an accredited personnel for the various phases of the construction, including any proposed road closures;
 - The parking arrangements for contractors and sub-contractors;
 - On-site delivery times and access arrangements;

- The storage of materials and equipment on site (no storage of materials on the verge will be permitted); and
- Any other matters likely to impact upon the surrounding properties or road reserve.

Once approved, the development is to be constructed in accordance with the Construction Management Plan to the satisfaction of the City.

11. Any street walls, fences or planter boxes (including the height of any retaining walls) constructed within the primary street setback area shall meet the requirements contained under clause 4 of Local Planning Policy *LPP3.1- Residential Development*, to the satisfaction of the City.
12. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under clause A3.8.7 Vehicle Access of State Planning Policy 7.3 Residential Design Codes Volume 2 to the satisfaction of the City.
13. The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City. Any species which fail to establish within the first two planting seasons following implementation shall be replaced in accordance with the City's requirements.
14. Prior to the initial occupation of the development, bicycle parking facilities for 5 bicycles shall be provided in accordance with Australian Standard AS 2890.3, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.
15. In accordance with Local Planning Policy *LPP1.4 Provision of Art in Development Proposals*, prior to the commencement of development, a public art proposal shall be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art shall be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City.

Advice Notes

- i. The City is responsible for the allocation of street numbers in accordance with AS/NZS 4819:2011 Geographic Information – Rural and Urban Addressing. The applicant/owner is advised that the following street numbers have been provisionally allocated to the proposed development:

Current Street Address	Proposed Street Address
No. 4 (Lot No.176) Colleran Way, Booragoon	G01/4 Colleran Way, Booragoon
	G02/4 Colleran Way, Booragoon
	G02/4 Colleran Way, Booragoon
	101/4 Colleran Way, Booragoon
	102/4 Colleran Way, Booragoon
	103/4 Colleran Way, Booragoon

	201/4 Colleran Way, Booragoon
	202/4 Colleran Way, Booragoon
	203/4 Colleran Way, Booragoon
	301/4 Colleran Way, Booragoon

It is recommended that the Applicant confirm these street numbers with the City prior to the completion of building works. At this time, the City will notify Landgate, Australia Post, Alinta Gas, Western Power and the Water Corporation of the new address details. Please note that Australia Post requires letterboxes to be located on the street to which the property is addressed.

Details: outline of development application

Insert Zoning	MRS:	Urban
	TPS:	Residential
Insert Use Class:		None applicable
Insert Strategy Policy:		None applicable
Insert Development Scheme:		Local Planning Scheme No.6
Insert Lot Size:		735sqm
Insert Existing Land Use:		Residential

Background:

Development Description

Approval is sought for a multiple dwelling development comprising of 10 dwellings comprising seven three bedroom and three single bedroom dwellings at No. 4 Colleran Way, Booragoon. The development includes a parking level with sixteen resident and two visitor parking bays, a bin store and storerooms for the dwellings. The parking level is partially located below natural ground level and is defined as a storey in this assessment. Four storeys of apartments are provided above the parking level, accessed via both an elevator and an open staircase.

The proposed development was presented to the City of Melville Design Review Panel twice and is considered to be of a good design standard. The development is consistent with the relevant development controls and objectives contained within the local planning framework, State Planning Policy 7.3 'Residential Design Codes Volume 2' Apartments, and is recommended for approval on that basis.

Site Context

The subject site is located on the northern side of Colleran Way. The existing Colleran Way streetscape consists of single residential dwellings, grouped dwellings and a multiple dwelling development at 16 Colleran next to Ken Ingram Park. A number of multiple dwelling and mixed use developments are completed or nearing completion within close proximity to the site on Marmion and Riseley Streets.

The subject site is zoned Residential under the provisions of the City's Local Planning Scheme 6 (LPS6) with a density coding of R80 as are the properties to the west.

Adjacent properties on the north and eastern boundaries are located within the Melville City Centre Structure Plan - Centre Frame and are zoned Mixed Use with a Residential density coding of R100. Properties to the south of Colleran Way, across the road are zoned Residential with a density coding of R40. This context is shown in Figure - 2 below.



Figure 1: Aerial photograph of subject site

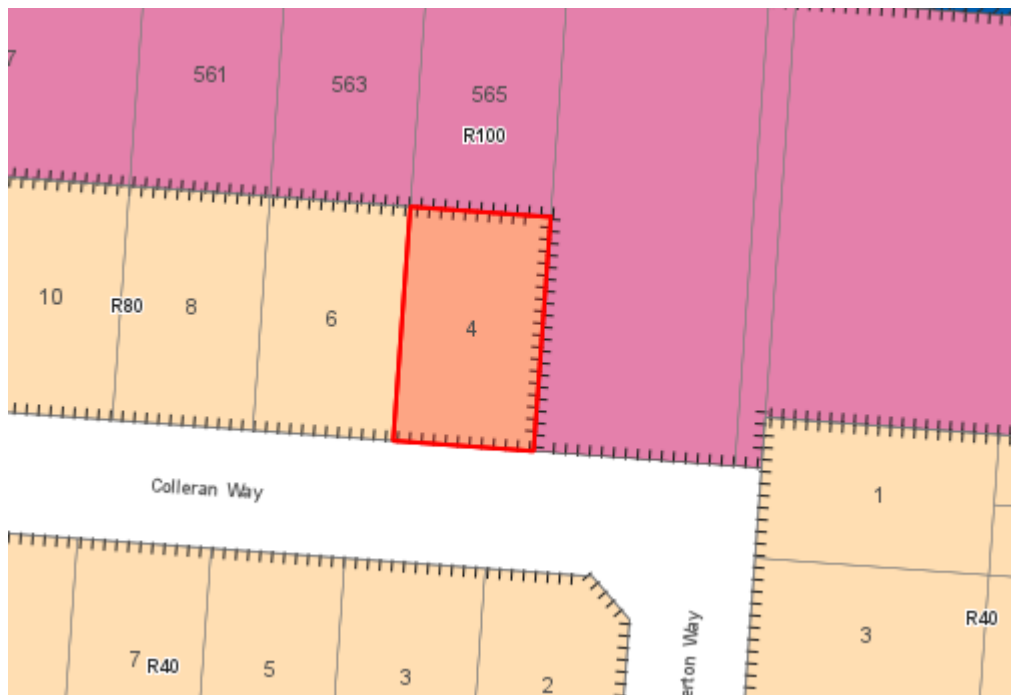


Figure 2: Zoning context

The subject site is accessible to Garden City Shopping Centre, other commercial activities and a high frequency bus route via a Pedestrian Access Way linking Colleran Way and Marmion Street.

The subject site currently contains a single residential dwelling and is relatively flat with less than half a metre fall towards the west.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- City of Melville Local Planning Scheme No. 6 (LPS6)

State Government Policies

- State Planning Policy 7.0: Design of the Built Environment (SPP7.0)
- State Planning Policy 7.3 – Residential Design Codes Volume 2 - Apartments

Local Policies

- Local Planning Policy 1.1: Planning Process and Decision Making
- Local Planning Policy 1.2: Architectural and Urban Design Advisory Panel
- Local Planning Policy 1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed-Use and Non-Residential Developments
- Local Planning Policy 1.4: Provision of Public Art in Development Proposals
- Local Planning Policy 1.5: Energy Efficiency in Building Design
- Local Planning Policy 1.6: Car Parking and Access
- Local Planning Policy 3.1: Residential Development

Consultation:

Public Consultation

Advertising of the proposal was undertaken in accordance with the provisions of Local Planning Policy 1.1 - *Planning Process and Decision Making Policy*.

The original plans required a performance assessment in relation to side setbacks, plot ratio and visitor car parking. These matters were advertised in February 2020

Subsequent to the February public comment period amended plans were received which proposed to raise the height of the car parking level to ensure that the vehicle access ramp complies with the relevant Australian standards. As a result of these changes a performance assessment is required in relation to building height and further public comment period was undertaken in June 2020.

As part of both of the consultation processes, letters were issued to adjoining neighbours, a sign was erected in front of the development site and the plans and associated supporting information were made available on the City's website.

During the February public comment period thirteen submissions were received with two in support and eleven in objection. During the June public comment period two submissions of objection were received a collated summary of the submissions received is provided as follows:

Subject	Officer's Comments
Existing housing is single residential homes. Apartments inappropriate and will change the street character.	Comment is noted. Density and street character is discussed below.
Higher density will result in increased street parking and noise	Comment is noted. Street parking and noise is discussed within the report below.
Height out of keeping with area. Traffic movement onto Riseley Street will exacerbate an already difficult intersection.	Comment is noted Traffic and height is discussed within the report below.
Support the development. Concerned the infrastructure may not be able to support increased density.	Comment is noted. Density is discussed within the report below.
Privacy concerns regarding windows facing east and regarding the height of the boundary wall to the north (rear). four storey will devalue property	The matters raised are discussed further within the report below.. Property value is not a material planning consideration.
Not enough tree canopy	The proposal has exceeded the required 10% deep soil planting by providing 18% (138m ²) deep soil planting.
Not appropriate for suburbia	Comment is noted. Density and street character is discussed below.
Concern expressed regarding dust during construction. The existing dividing fencing is in good condition. Should fencing be replaced there should be no delay in replacement.	Comments on fencing and dust noted. The replacement and/or alteration of the existing fencing between properties is a civil issue between property owners. A construction management plan will provide the basis to manage the impacts of the construction phase.

Consultation with other Agencies or Consultants

City of Melville Internal Referrals

The assessment process undertaken included referral to a number of internal stakeholders. Responses received indicate that the development is considered to be acceptable subject to the imposition of conditions of planning approval

The plans as initially submitted did not incorporate a driveway access ramp which met with the relevant Australian Standard. Amended plans have since been provided to address this issue, and these plans have been endorsed by the City's Technical Services officers as now being consistent with the Australian Standard.

City of Melville Design Review Panel

The details of the proposed development were considered by the City's Design Review Panel (DRP) on two occasions, in November 2019 prior to lodgement of the DA, and in June 2020. The development is supported by the DRP with a recommendation that three minor changes are made to improve the internal amenity of the dwellings and the streetscape engagement.

Planning Assessment:

State Planning Policy 7.3 - Residential Design Codes Volume 2 Apartments (R Codes) is the key assessment tool in relation to this application. One of the objectives of the R-Codes is to:

Provide residential development of an appropriate design for the intended residential purpose, land tenure, density, place context and scheme objectives.

Each Clause of the R-Codes contains a development intent, element objective, acceptable outcomes and planning guidance to assist a decision maker in determining if a proposed development represents an acceptable outcome. The R-Codes is wholly performance based. This means that there is no deemed to comply pathway to approval provided, and the Element Objectives may be met in a number of ways.

The proposed development is generally considered to be of a good quality, consistent with the acceptable outcomes of the R-Codes and the objectives of the 'Residential' zone under Local Planning Scheme No. 6. The following table outlines the elements which require a performance assessment having regard to the Element Objectives

Item	Acceptable Outcomes	Proposed	Officer Comment
Side and rear Setbacks	Minimum side and rear setback 3m. Minimum average 3.5m side setback requirement for a wall length exceeding 16m.	East side boundary <u>Parking level</u> – 1m <u>Level 1</u> – 2m, 3m <u>Levels 2 and 3</u> – vary between 3m and, 6.1m <u>Level 4 vary between</u> 5.5m and 6.9m West side boundary <u>Parking level</u> – Vary between nil and 3m	See planning assessment below

	<p>Minimum Rear Setback - 3m</p> <p>A boundary wall is permitted on one boundary up to 2/3 length (14m) and 2 storey height (up to 7m)</p>	<p><u>Level 1</u> – Between Nil 3m <u>Levels 2 and 3</u> floors – Vary between 1.8 and 3m, <u>Level 4</u> – Vary between , 1.8 and 5.5m</p> <p>Rear setback (north boundary) <u>Parking level</u> -0.7m, <u>Level 1</u> – minimum 1.7m, max 6.5m <u>Level 2</u> – min 4.5m, max 6.5m <u>Level 3</u> – 4.5m <u>Level 4</u> – 6.5m</p> <p>Rear boundary wall length 17m and height 2.3m</p> <p>West boundary wall 3.5 length and 3.5 height</p>	
Visual privacy	Minimum setback of 6 metres for balconies, 3m bedrooms, 4.5m living rooms or appropriate screening.	The cone of vision extends beyond the boundary to the north and east.	See planning assessment below
Plot Ratio	1.0	1.5	See planning assessment below
Building Height	4 storeys Overall building height – 15m	5 storeys (including car parking level) Overall height – 14.8m	See planning assessment below
Visitor Car Parking	Required: 10 residential car bays 3 visitor car bays	Provided: 16 residential car bays 2 visitor car bays	See planning assessment below
Public Domain Interface	Ground level of the building and the street levels average less than 1m and do not exceed 1.2m	Up to 2.1m difference between ground floor and street levels. letterbox/fire booster cabinet at the entry - 2m in height and length	See planning assessment below

Officer Comments

The primary controls set out in Clause 2 of the R-Codes manage the form and scale of the development to ensure this is appropriate for the future planned context of the area as well as moderating the impacts on the adjoining properties. Overall the proposal is considered to manage bulk and scale well, resulting in a development which respects the adjoining properties and is consistent with the planned future character of the area.

Building Height

The proposed development incorporates four residential floors and a parking level. The top floor of the development is located towards the rear of the site, setback from the front and side boundaries in a way which ensures the building generally presents as four storeys to the street and the properties to the east and west. The proposed car parking level does not meet the definition of a basement as only 30% of its volume is actually below natural ground level. To qualify as a true basement level, and not contribute to the number of storeys in real terms, the basement must be 50% or more below natural ground level. As such this level is not excluded from the definition of storey and the total building height is five storeys.

The proposed building height is considered to meet the Element Objectives for the following reasons:

- The overall building height is 14.8m which is below the acceptable outcome provision of 15m.
- The building presents as four storeys to the street and to the side neighbours through the incorporation of various design elements as described below:
 - The upper level of dwelling 8 is contained within the roof pitch and in doing so its bulk impact towards the street is minimised
 - Dwelling 10 on the upper most floor is setback a minimum of 8.7 metres from the front boundary and 5.5 metres from the side boundaries thereby minimising its visual impact.
 - The car park level is sleeved with vegetation and design elements to the side elevations and is well articulated via pedestrian entries, seating and landscaping to the front elevation..
- The varied roof design and the use of a palette of building materials in addition to the increased setbacks function to minimise the impact of the upper floor.
- As the building presents as four storeys to the street, it is considered to be consistent with the desired future streetscape for Colleran Way as provided for by the applicable R80 density code and the provisions of the R-Codes.
- The design and orientation of the building ensures that the additional storey does not have a negative impact on the adjoining properties or the streetscape in terms of daylight and solar access.

Side Setbacks

As indicated above, a performance assessment is required for the rear and side setbacks having regard to the Element Objectives in Clause 2.4 Side and rear setbacks of the R-Codes

Rear Setback

The proposed development incorporates a rear boundary wall which is a maximum of 2.3 metres in height above the ground level of the adjoining property. This acts as a boundary fence between the properties. A planter box and a screen wall are also provided in the rear section of the development which are within 1.5 metres of the rear property boundary. The maximum height of these structures is 1.5 metres taking the total height to 3.0 metres above natural ground level. The remainder of the building above is setback a minimum of 4.5 metres from the rear boundary.

The boundary wall and other structures are considered to meet the Element Objectives of the R Codes for the following reasons;

- The proposed boundary wall and the associated landscaping create an appropriate separation between the proposed development and the existing single house to the north. The wall is designed in a way which allows for landscaping to reduce its visual bulk and visual interest. Due to the orientation of the lots, the wall does not impede access to sunlight for this property.
- The proposed setbacks allow for the provision of a deep soil zone which will contribute to the landscape character of the area.
- The proposed setbacks do not impact on the ability of the site to the north to develop in accordance with the provisions of the Melville City Centre Structure Plan in the future, at which time the impacts that the subject development proposal has will potentially be further mitigated or removed.

Western Side Setbacks

The western side of the building incorporates a range of setbacks as indicated in the table above. These setbacks are considered to meet the Element Objectives for the following reasons.

- The setback of 3m to the main building line achieves the minimum acceptable outcome as provided in the R Codes (V.2) ensuring appropriate siting of the building.
- The entry/stair element is constructed of mesh and plantings functioning as a design feature, providing articulation and mitigating building bulk.
- The pergola is a light weight structure and functions as an entry feature to the building.
- The boundary wall at the entrance provides privacy screening for the occupants and the adjoining property. The location and dimensions of the wall ensures access to light and ventilation is maintained.
- The elevation as a whole is articulated through the provision of differing textures, finishes, and materials. There are no adverse shadow impacts and

the siting is appropriate for the scale of building. As such, the setbacks provided are considered acceptable.

Eastern Side Setbacks

The eastern side of the building incorporates a range of setbacks as indicated in the table above. The setbacks are considered to meet the element objectives for the following reasons.

- As mentioned above, the main building line achieves the minimum setback as provided in the R Codes (V.2) which is considered to facilitate acceptable amenity outcomes.
- The eastern elevation mitigates adverse building bulk impacts through the provision of short walls, a mix of setbacks and the use of textures and materials.
- The north/south orientation of the lot ensures access to light and ventilation to the adjoining property.
- The eastern side interfaces with land included within the Melville City centre structure plan area where future development to a density code of R100, and to a maximum building height of 4 storeys, is anticipated.

For the reasons set out above, the proposed side and rear setbacks are considered to be appropriate.

Plot Ratio

The proposed plot ratio is considered to meet the element objectives contained in Clause 2.5 of the R-Codes for the following reasons:

- One of the strengths of the development identified by the City of Melville Design Review Panel is that the development manages its bulk and scale well.
- As described above, the building is designed with a variety of setbacks to the side and rear to minimise the bulk impact of the proposal. These include the introduction of landscaping towards the rear of the site and a lightweight mesh screen to the west next to the stair well and entry.
- The total amount of deep soil provision will allow for a significant amount of tree canopy and greenery to be introduced.
- The upper floor is well setback from the street and from the floors below, ensuring the building generally presents as four storeys to the front and sides.
- The elevations are well resolved, incorporating a wide range of materials and fenestration to increase the visual interest of the building.

Overall the quality of the design and the bulk and scale is considered to be appropriate for the existing and planned context for the area.

Visual Privacy

The proposed rear balconies, are setback 4.5 metres from the boundary rather than 6.0 metres required to meet the acceptable outcomes and therefore performance consideration is required having regard to the element objectives

In order to reduce direct overlooking of the adjoining properties while maintaining good amenity for future occupants the applicant has proposed screening in the form of a planter box 1.2 metres in height & 1.2m wide at the edge of each balcony with associated landscaping to be installed prior to occupation of the dwellings:

- As depicted in the section drawings, the width and height of the planter creates distance from the edge of the balcony which reduces the ability for occupants to overlook the adjoining property.
- Once planted, the planter boxes will further inhibit the ability to overlook neighbouring properties.

The proposed planter boxes will allow for an external outlook for future occupiers of the development ensuring that they have high levels of amenity, and consistent with the R Codes.

The east facing ground floor windows to Unit 1 also require a performance assessment as these are not setback 4.5 metres to the side boundary, and given the car parking level below, are effectively raised from the ground plane.

To mitigate the impact of this proposed setback the windows are;

- provided with a landscaped screen,
- located adjacent to a driveway on the adjoining property which is open to the street, and is not a sensitive habitable space.
- Furthermore, the adjoining property to the east is located within the R100 Melville City Centre Structure Plan area, and the future development of that lot is likely to be of a similar scale and character as the development proposed by the subject DA.

Traffic and Car Parking

A traffic impact assessment was provided in support of the DA. This has been assessed by the City's Technical Services officers who consider that the development as proposed can occur without giving rise to traffic concerns.

The Element Objectives in 3.9 of the R-Codes, state that parking should be appropriate for the location with reduced provision in areas which are highly walkable and have good access to public transport. In addition parking should be designed to be safe and accessible and to reduce the visual impact on the street.

- The subject site is located within close proximity to the Melville City Centre and high frequency public transport providing access to Fremantle, the Perth Central Business District and the Perth the Mandurah rail line. .
- The development as a whole proposes an additional 5 car parking bays above the minimum provisions of the R Codes (V.2).

- The design of the undercroft parking levels ensures that it does not have a negative impact on the streetscape or adjoining landowners. Further detail with regard to the streetscape interface is provided below.
- The design of the parking area meets with the relevant Australian standard ensuring it will be safe and convenient for users.

The total parking provision, with an excess number of car parking bays for residents, and a one bay shortfall for visitors, is considered appropriate for the location having regard to the element objectives and design guidance contained in Clause 3.9 of the R-Codes.

Building Interface with Colleran Way

The relationship of the proposed building to the street requires a performance assessment having regard to the Element Objectives contained in Clause 3.6 of the R-Codes. This clause aims to ensure that development creates an appropriate transition between it and the street on which it is located.

In this case the ground floor plane is elevated above the street level by a maximum of 2.1m, brought about as a result of the provision of the semi below ground car parking level below.

This change in levels was considered in detail by the City's DRP, who concluded that the design could be supported in this case as:

- The differences between the street and building levels are mitigated with vegetation, deep soil planting, terracing, seating and direct entry to the front facing dwellings. Amended plans are to be provided to reflect these requirements. Glass balustrades to the ground floor dwellings ensure that these spaces engage with the street. The DRP consider the applicant has achieved a good design outcome in this context.
- A proposed letterbox structure will assist in defining the entrance to the development and will not detract from the relationship between the building and the street. The lack of any other fencing or boundary structures within the front setback area ensures that the development is acceptable in this respect.

The following matters were raised by submitters during the consultation phase of the development.

Interface with the Melville City Centre Structure Plan area:

Concern is raised that the proposed development is more intense than that which would result in the area to the north and east which is located within the Melville City Centre Structure Plan area, particularly in terms of building height.

The Melville City Centre Structure Plan provides for 4 storey (16m height) development with graduated heights, resulting in the lower elements of the development (2 storey/9m) adjacent to sites outside the Structure Plan area. There is no maximum plot ratio outlined in the Structure Plan. The intent of stepping the building is to integrate the Structure Plan area with lower density sites and to reduce building bulk and overshadowing impacts.

The density of Colleran Way was increased from R20 to R80 when Local Planning Scheme No. 6 was adopted. This followed after representations were received from property owners in Colleran Way who sought the additional density coding. As such the R-Codes are the key development control for the subject site.

Despite the fact that the height of development in the R80 area is governed by the R Codes, whilst that in the Structure Plan area is governed by the Structure plan itself, both allow for four storey development to occur. The fact that a graduated approach to building height exists for development within the Structure Plan area whereas the same does not apply for development within the R80 area outside the Structure plan area is a product of the additional development potential that exists within the Structure Plan area, for example, there are no plot ratio controls in the Structure Plan area..

A decision maker is required to have due regard to the Structure Plan provisions, whilst development in the areas outside but adjoining the Structure Plan area, are required to be performance assessed on their planning merit relative to the provisions of the R Codes. The suitable application and interpretation of both policy documents will ensure that development in both areas complement one another to an acceptable degree.

Impact of Density and Street Character

The impact of increased density on infrastructure was considered as part of the density review undertaken by the City and endorsed by the Department of Planning, Lands and Heritage prior to final Gazettal of the City's Local Planning Scheme 6.

The proposed design addresses streetscape through the use of deep soil planting at the front of the dwelling and verge and reduced front setback to a portion of the upper floor focussing the building mass away from the street.

Noise from the development

To minimise noise impacts, the balconies that face the street are screened on the east and west sides. The north facing balconies have an increased setback and are also screened. Bedrooms are located closer to the outer sides of the site with living rooms contained more centrally within the building.

Options/Alternatives:

May be requested in accordance with Regulation 13.

Council Recommendation:

At the Special Meeting of Council held on 18/6/2020, Council voted not to support the recommendation for conditional approval as provided in the Responsible Authority Report, for the following reasons:

1. Plot ration isn't compliant at 1.5 and needs to be reduced to 1.
2. The side and rear setbacks do not comply.
3. Building height should be 4 storeys, is 5 storeys.
4. Inadequate screening by vegetation in planter boxes is not a long term reliable solution, especially on balconies.
5. Street parking concerns were not addressed.
6. The effect of shadowing to the east and west boundaries has not be addressed or mitigated.
7. The proposed development not being the in the Melville City Centre Activity Centre Plan, approval will encourage boundary creep.
8. The excessive bulk and scale by the application of setbacks adversely effects current street character of the area.

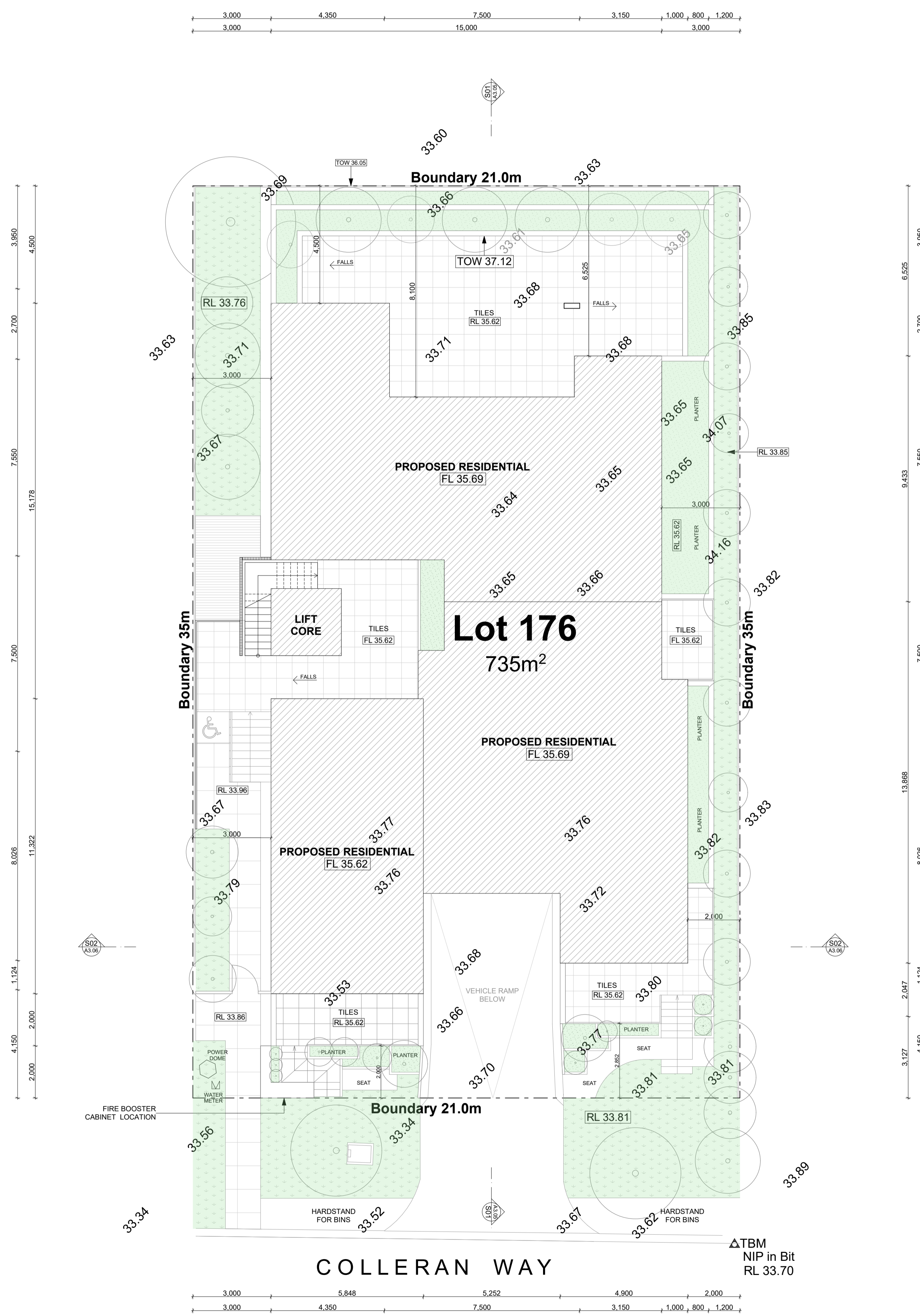
Conclusion:

For the reasons given above, it is concluded that the proposed development in its current form is supported by the City as Responsible Authority to the JDAP. It is considered that the development as proposed is consistent with both State and Local Planning Policy and Strategy which aims to deliver diversity and density. Accordingly, it is recommended that the Metro Central JDAP grant planning approval to the proposed development.

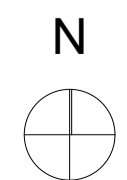
Addendum

In accordance with procedural requirements of the City Of Melville, the RAR for the subject development was referred to a Special meeting of Council on 18 June 2020. The applicant provided additional information in support of the DA, which was also received 18 June 2020. This package of information is provided to the JDAP as attachments to this RAR, and includes:

- A revised set of plans and drawings to reflect some changes that were requested by the final meeting of the DRP. These reflect minor internal and external changes and do not in any way prejudice the decision taken by the Council at its Special meeting of Council on 18 June 2020.
- Amended landscaping plans, and
- A Character and Context Study.



DEVELOPMENT INFO		
DEEP SOIL ZONE	181m ²	(24.6%)
BASEMENT PARKING	16 RESIDENTIAL BAYS	2 VISITOR BAY
TOTAL	19 BAYS	
1 OF APT. UNIT 1	3x2	124m ²
2 OF APT. UNIT 2 & 5	1x1	65m ²
3 OF APT. UNIT 3, 6 & 9	3x2	128m ²
2 OF APT. UNIT 4 & 7	3x2	117m ²
1 OF APT. UNIT 8	2x2	91m ²
1 OF APT. UNIT 10	3x2	140m ²
TOTAL APT. AREA	1103m²	
TOTAL APT. NO	10	
PLOT RATIO	1.50	



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Rev#	Comment	Date
15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20

REVISION HISTORY

DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
Site Plan (1)

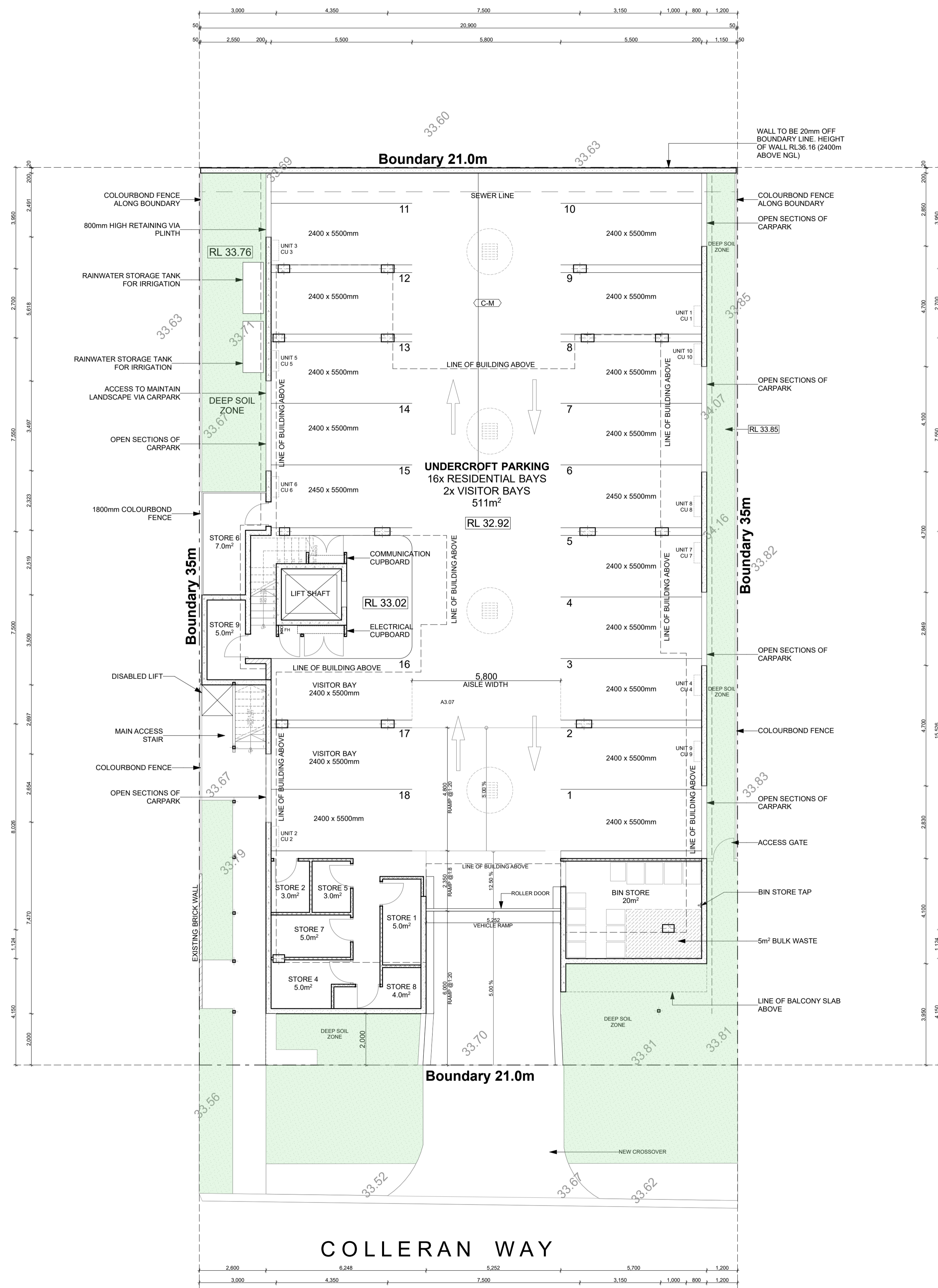
SCALE: 1:100 @ A1
STATUS: Preliminary Issue

Modified by
LBR

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DRAWING NO.	REVISION
A0.01	15

Date Issued: Wednesday, 17 June 2020



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DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

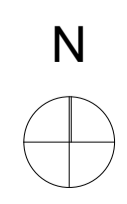
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SCALE: 1:100 @ A1
STATUS: Preliminary Issue

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PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
Ground Floor

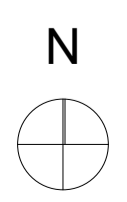
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PROJECT TITLE:
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ADDRESS:
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CLIENT:
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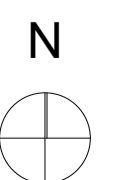
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SCALE: 1:100 @ A1
STATUS: Preliminary Issue

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14	DA Submission	22/05/20

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PROJECT TITLE:
COLLERAN

ADDRESS:
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CLIENT:
MP2

DRAWING TITLE:
Second Floor (1)

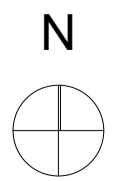
SCALE: 1:100 @ A1
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PROJECT TITLE:
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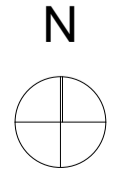
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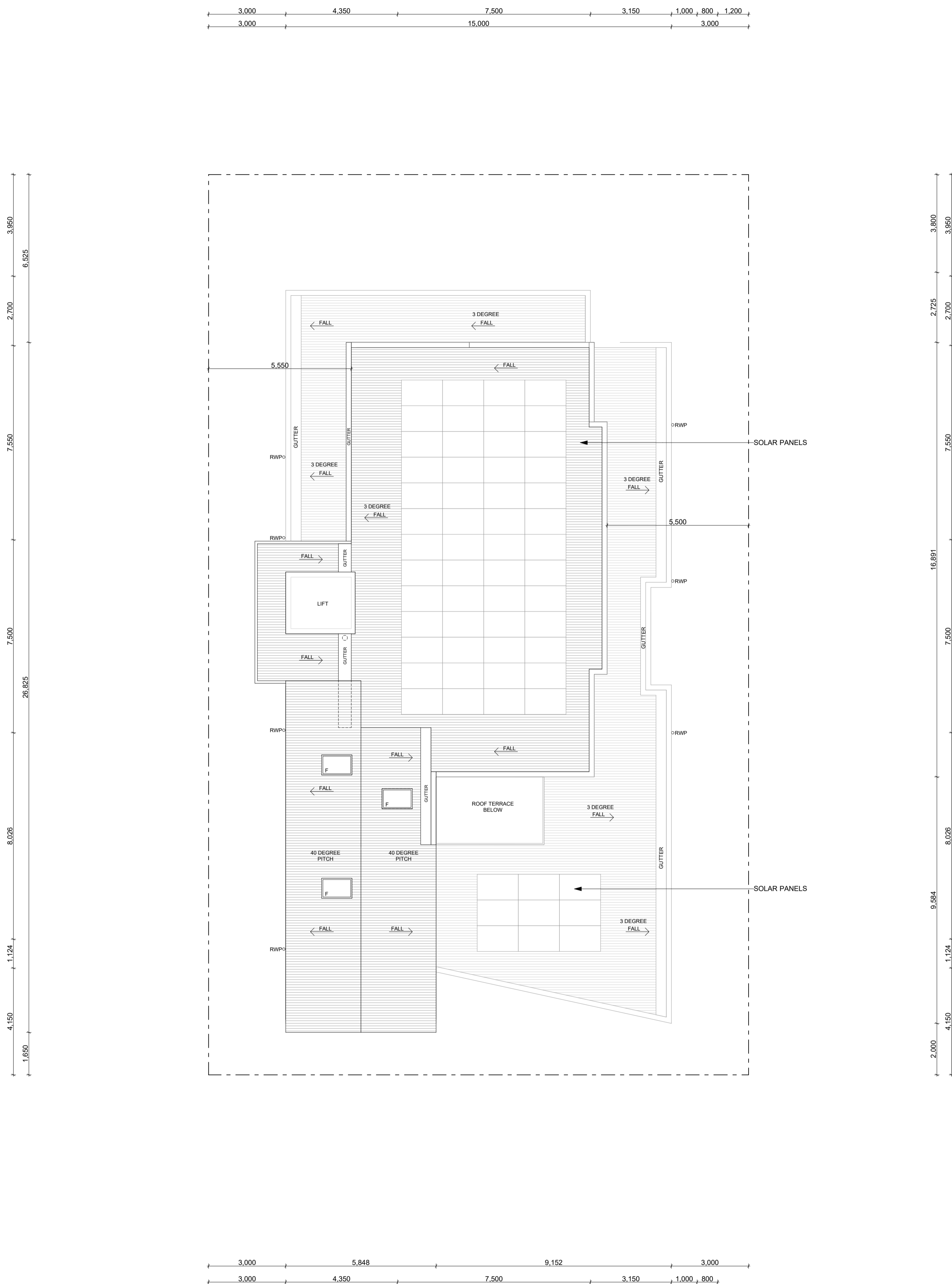
SCALE: 1:100 @ A1
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14	DA Submission	22/05/20
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PROJECT TITLE:
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CLIENT:
MP2

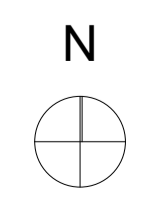
DRAWING TITLE:
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SCALE: 1:100 @ A1
STATUS: Preliminary Issue

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A1.06	15
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15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20

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PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
South Elevation

SCALE: 1:100 @ A1
STATUS: Preliminary Issue

Modified by: LBR
Checked by: JH

DRAWING NO.	REVISION
A3.01	15

Date Issued: Thursday, 11 June 2020



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RevID	Comment	Date
15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20

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PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
East Elevation

SCALE: 1:100 @ A1
STATUS: Preliminary Issue

Modified by: LBR
Checked by: JH

DRAWING NO.	REVISION
A3.02	15

Date Issued: Monday, 8 June 2020



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RevID	Comment	Date
15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20

REVISION HISTORY

DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
North Elevation

SCALE: 1:100 @ A1
STATUS: Preliminary Issue

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DRAWING NO.	REVISION
A3.03	15

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15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20
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DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

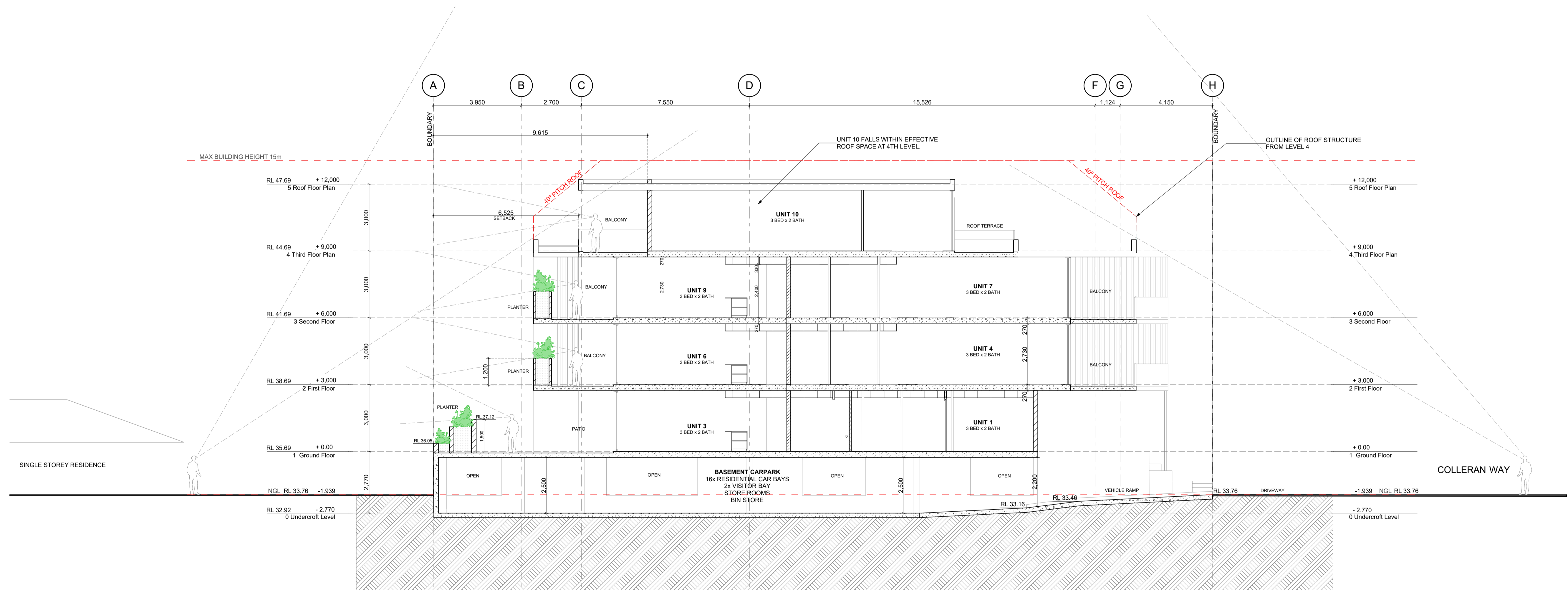
DRAWING TITLE:
West Elevation

SCALE: 1:100 @ A1
STATUS: Preliminary Issue

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A3.04	15
Date Issued: Wednesday, 17 June 2020	



S01 SECTION- S01
A1.02 Scale 1:100

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14	DA Submission	22/05/20
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REVISION HISTORY
DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
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Booragoon, WA

CLIENT:
MP2

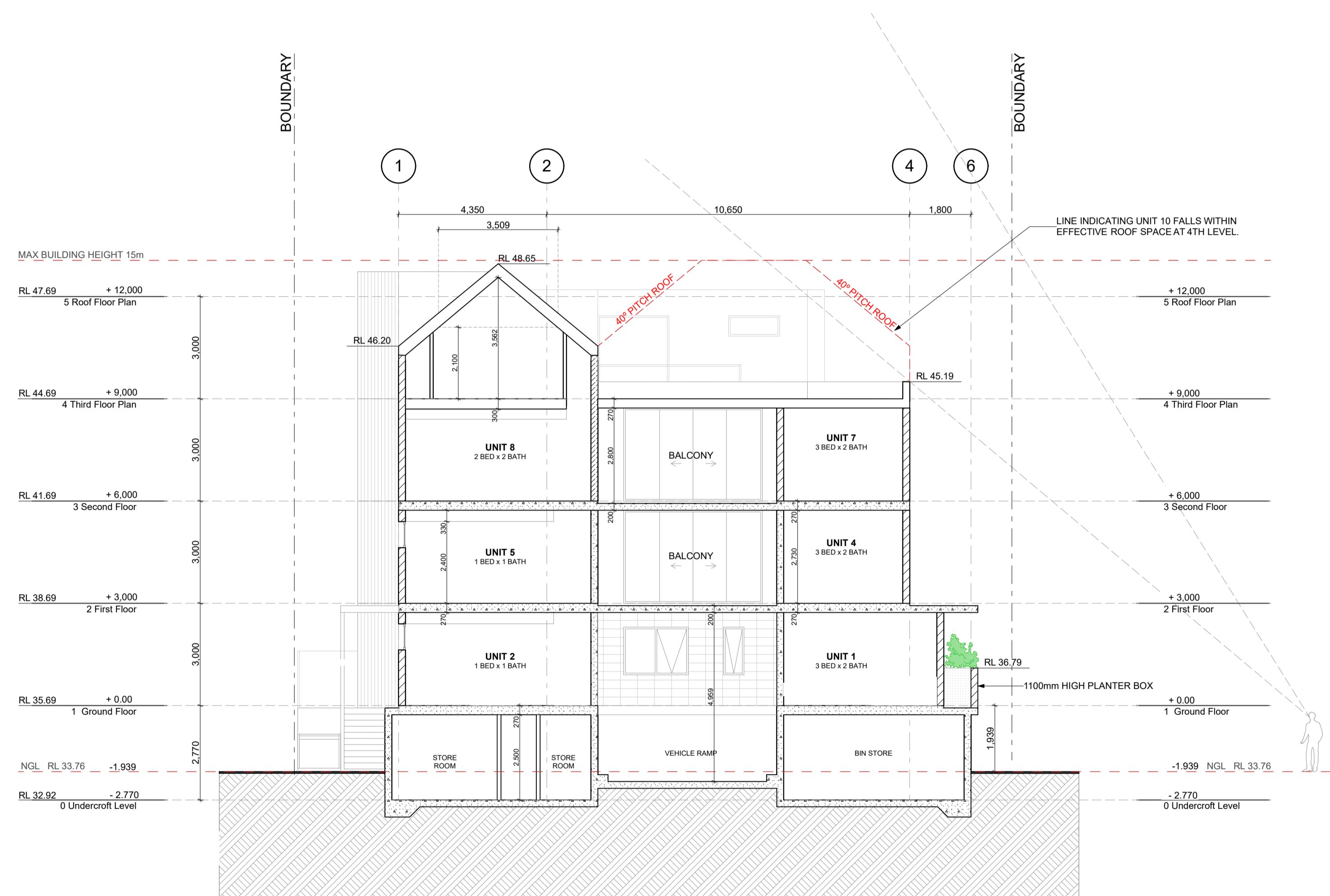
DRAWING TITLE:
S-01 Building Section

SCALE: 1:100 @ A1
STATUS: Preliminary Issue

Modified by
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A3.05	15
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S02 SECTION- S02
A1.02 Scale 1:100

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RevID	Comment	Date
15	DA Amendment 2	08/06/20
14	DA Submission	22/05/20

REVISION HISTORY

DA SUBMISSION

PROJECT TITLE:
COLLERAN

ADDRESS:
4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
Section S02

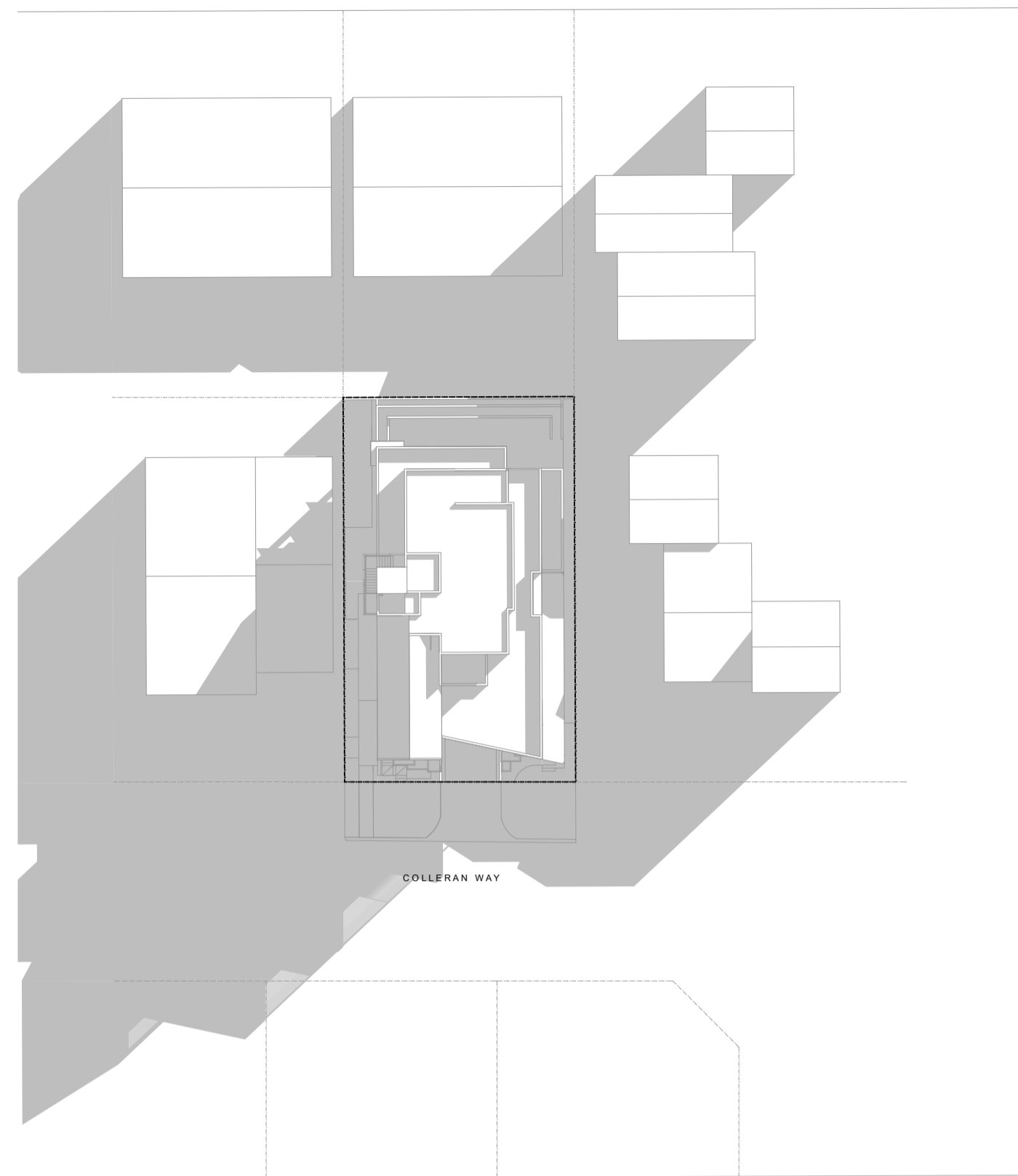
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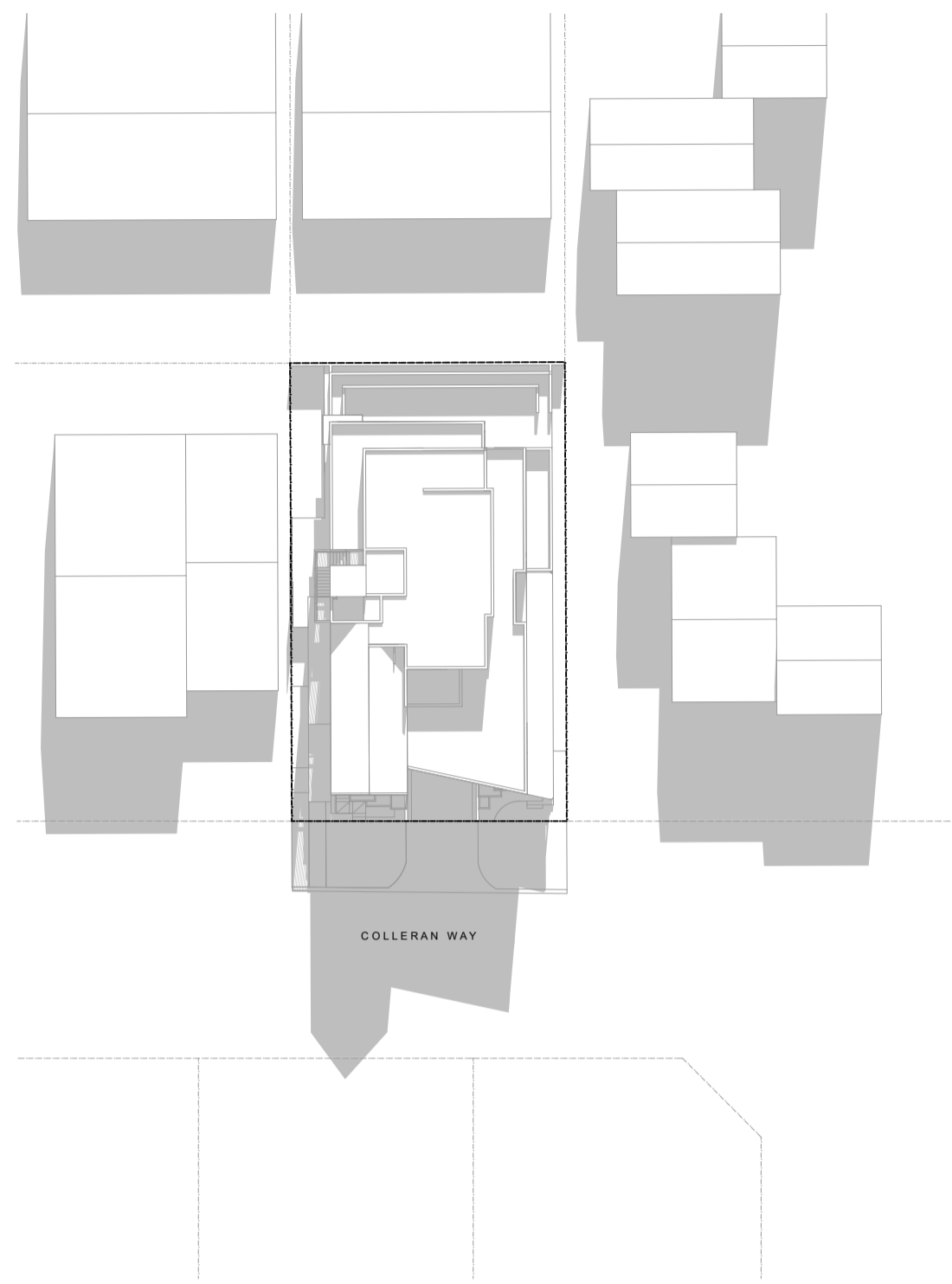
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A3.06	15

Date Issued: Monday, 8 June 2020



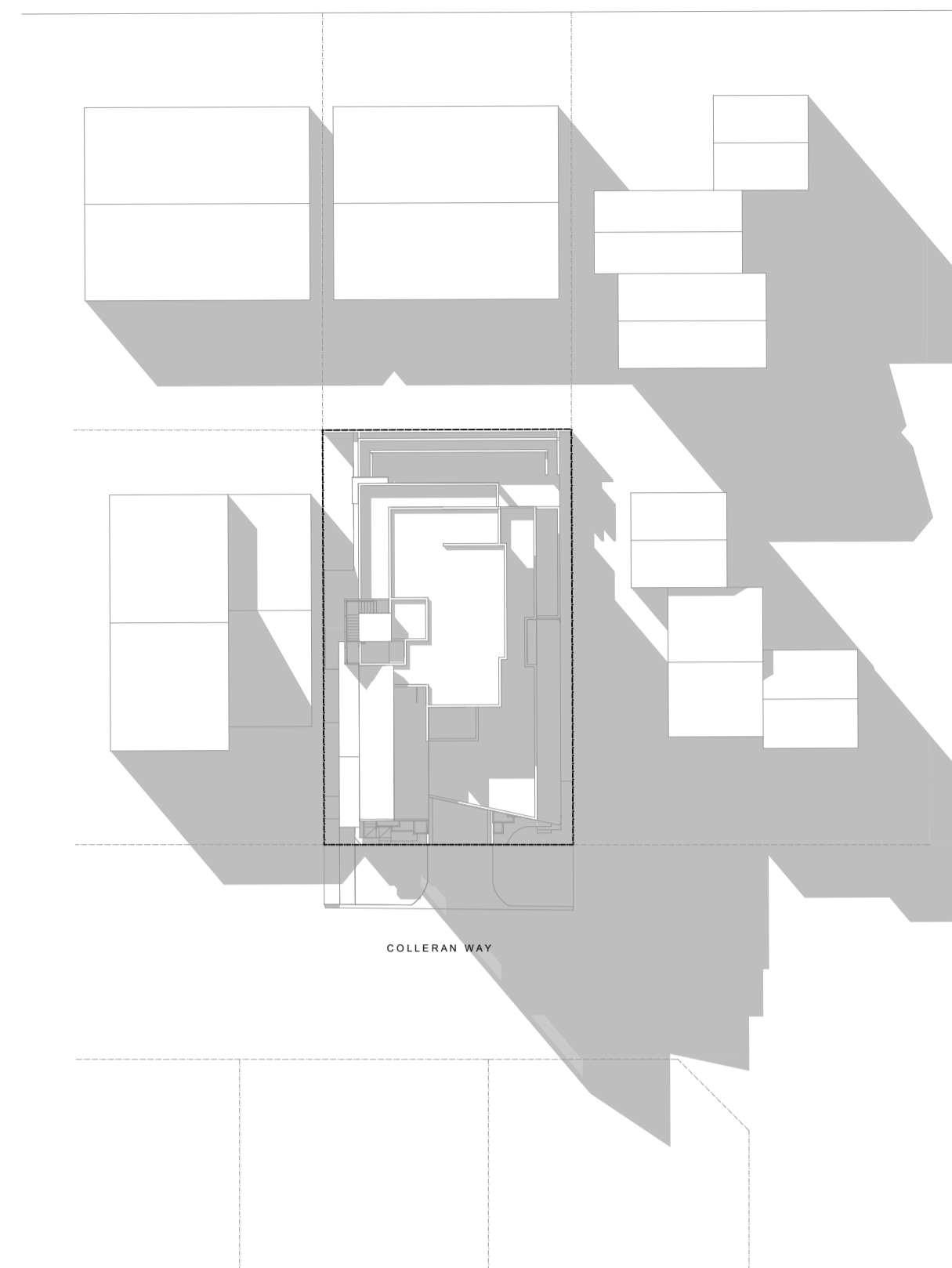
SHADOW DIAGRAM
WINTER SOLSTICE- JUN 21 (9am)

**CURRENT
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (9am)



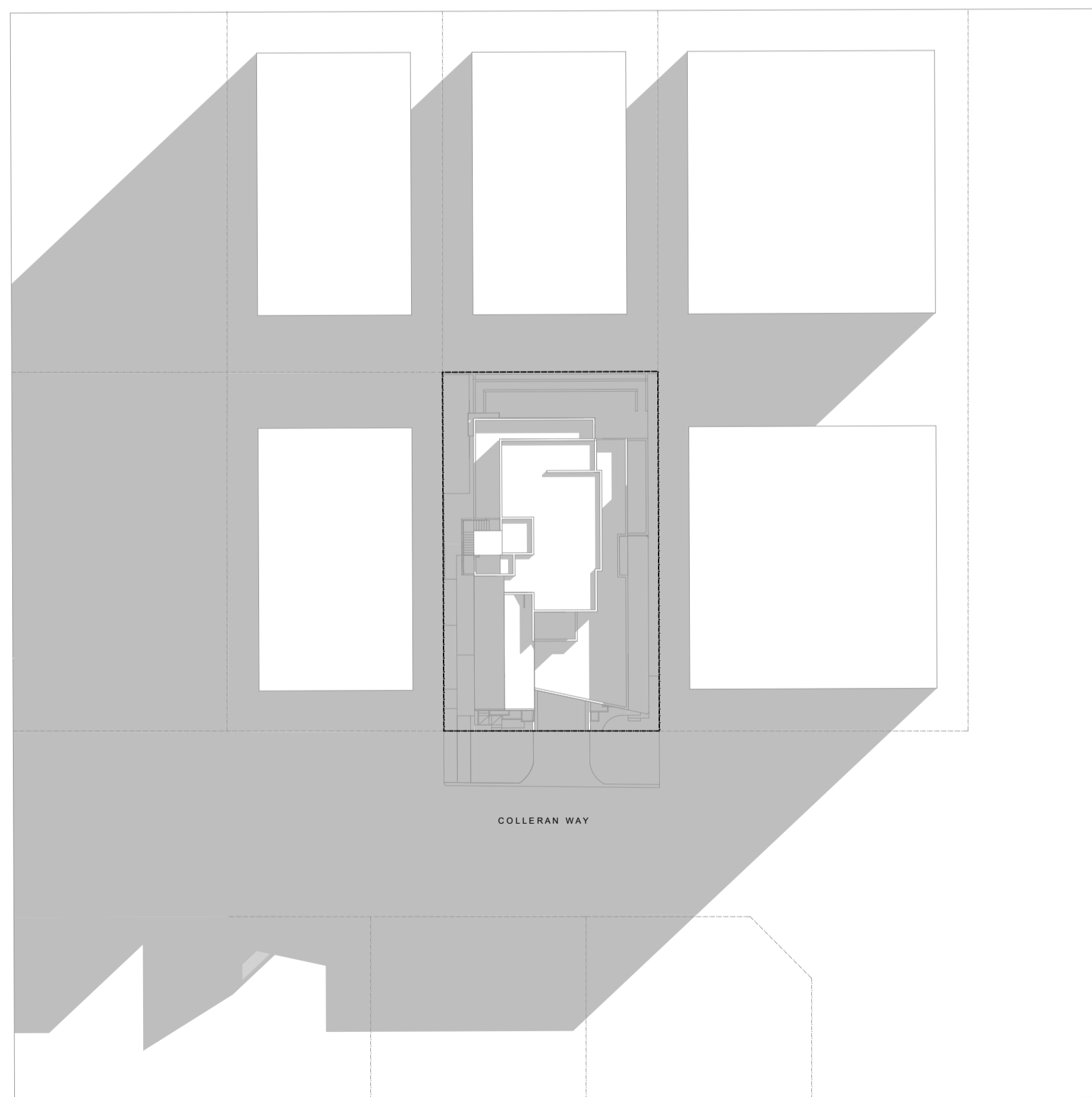
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**CURRENT
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (12pm)



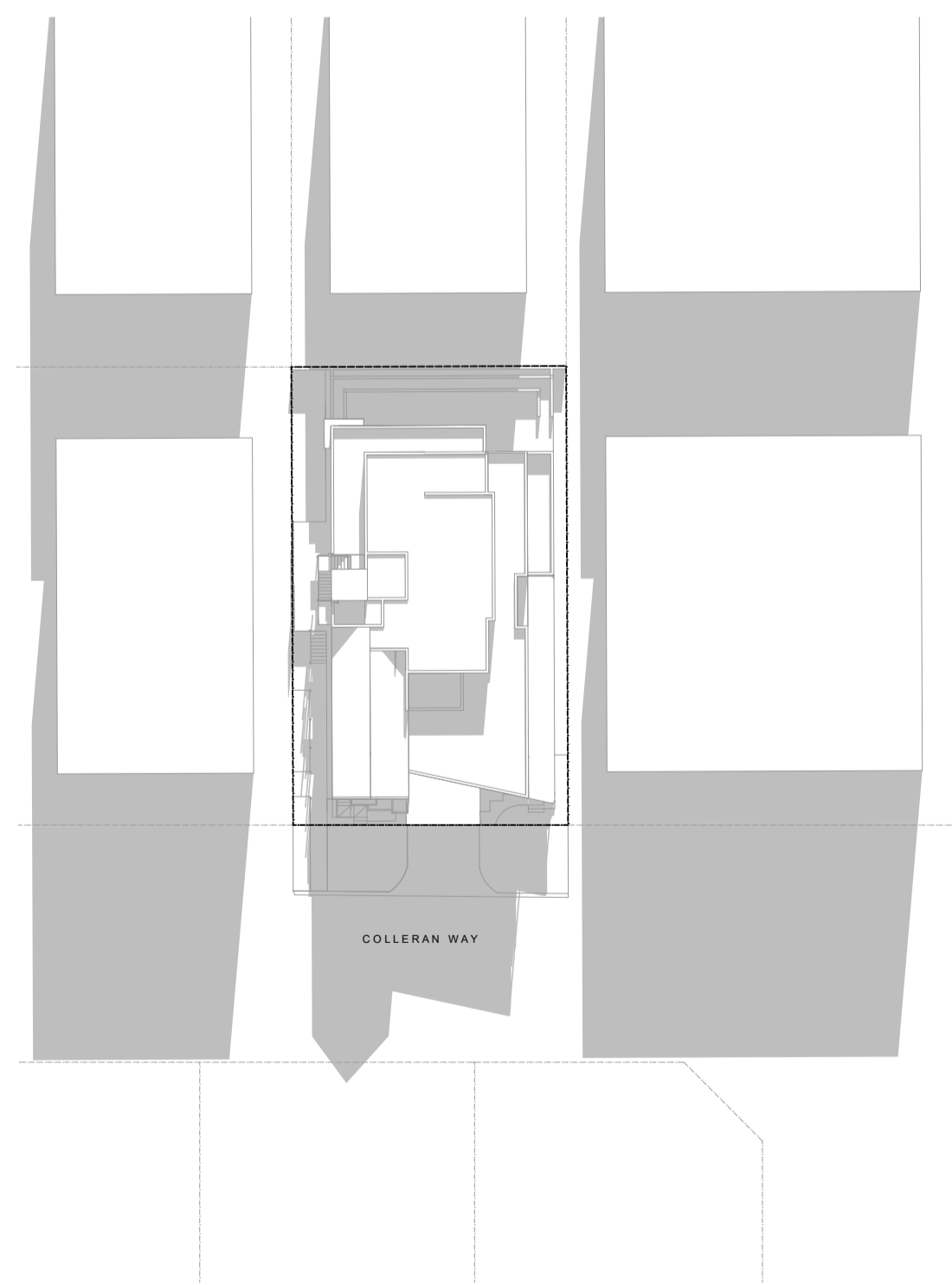
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**CURRENT
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (3pm)



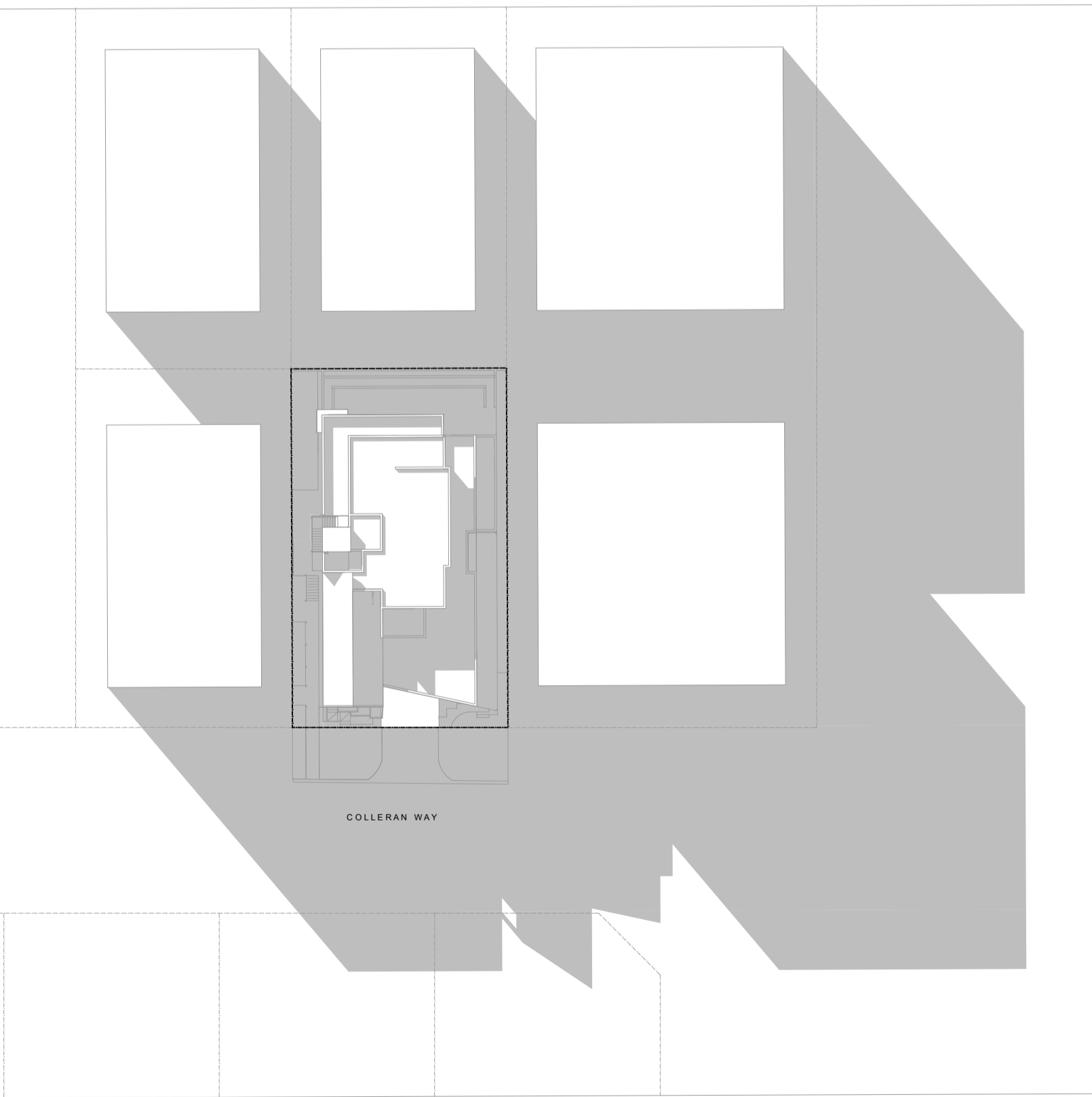
COLLERAN WAY

**FUTURE
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (9am)



COLLERAN WAY

**FUTURE
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (12pm)



COLLERAN WAY

**FUTURE
SHADOW DIAGRAM**
WINTER SOLSTICE- JUN 21 (3pm)

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4 Colleran Way
Booragoon, WA

CLIENT:
MP2

DRAWING TITLE:
**SHADOW DIAGRAM
WINTER SOLSTICE**

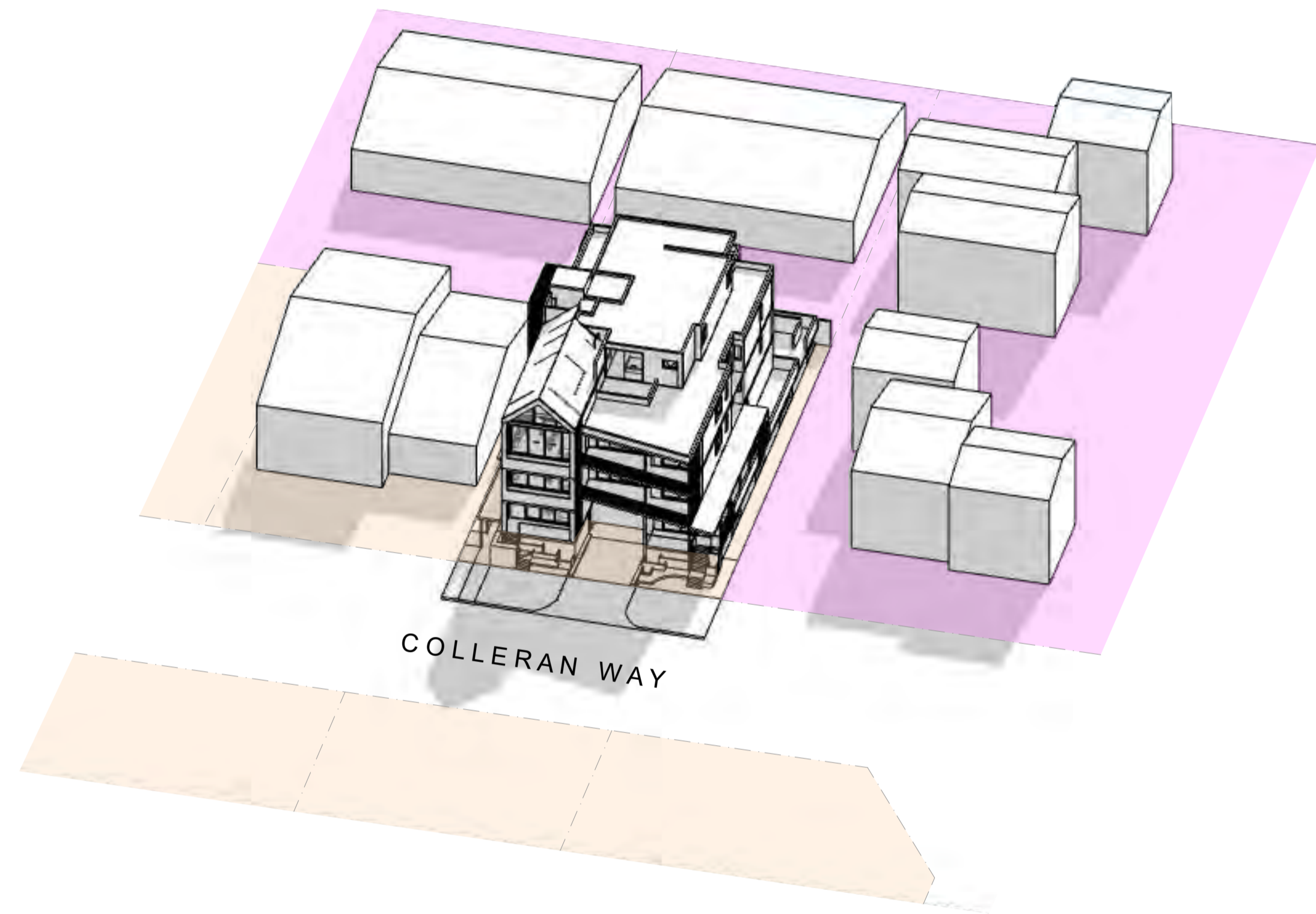
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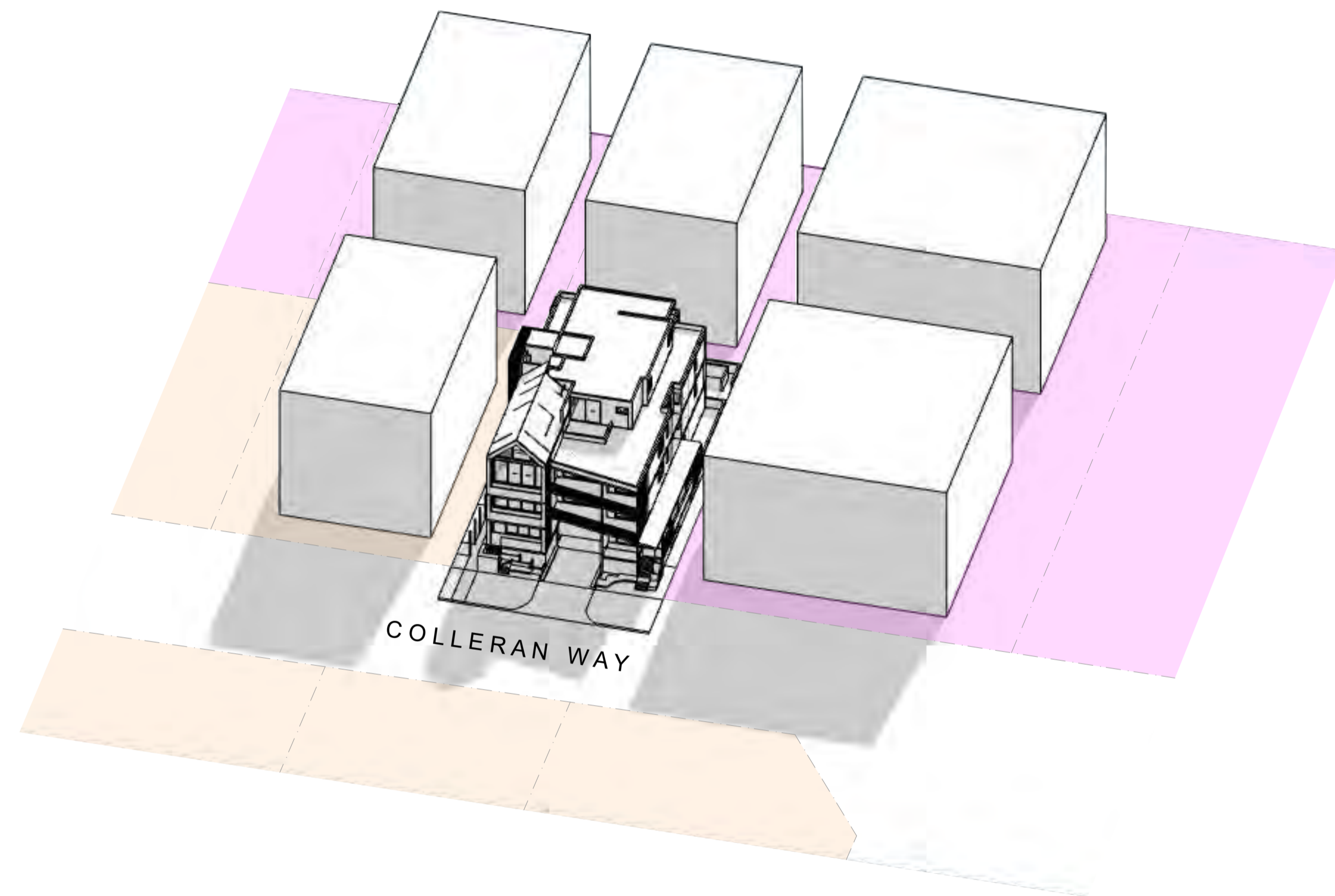
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R100
R80



CURRENT
CONTEXT DIAGRAM



FUTURE
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WINTER SOLSTICE @ 12PM

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4 Colleran Way
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<small>Date Issued: Monday, 8 June 2020</small>	



COLLERAN WAY STREETScape

EUCALYPTUS 'SNOW QUEEN' NATIVE TREE TO PROVIDE SHADE TO APARTMENTS. FAST GROWING 5-10m HIGH x 2-4m WIDE.

SIMONS POPLARS TO SCREEN AND COOL WESTERN SIDE OF APARTMENTS UNDERPLANTED WITH PITTOSOPRUM "MISS MUFFET"



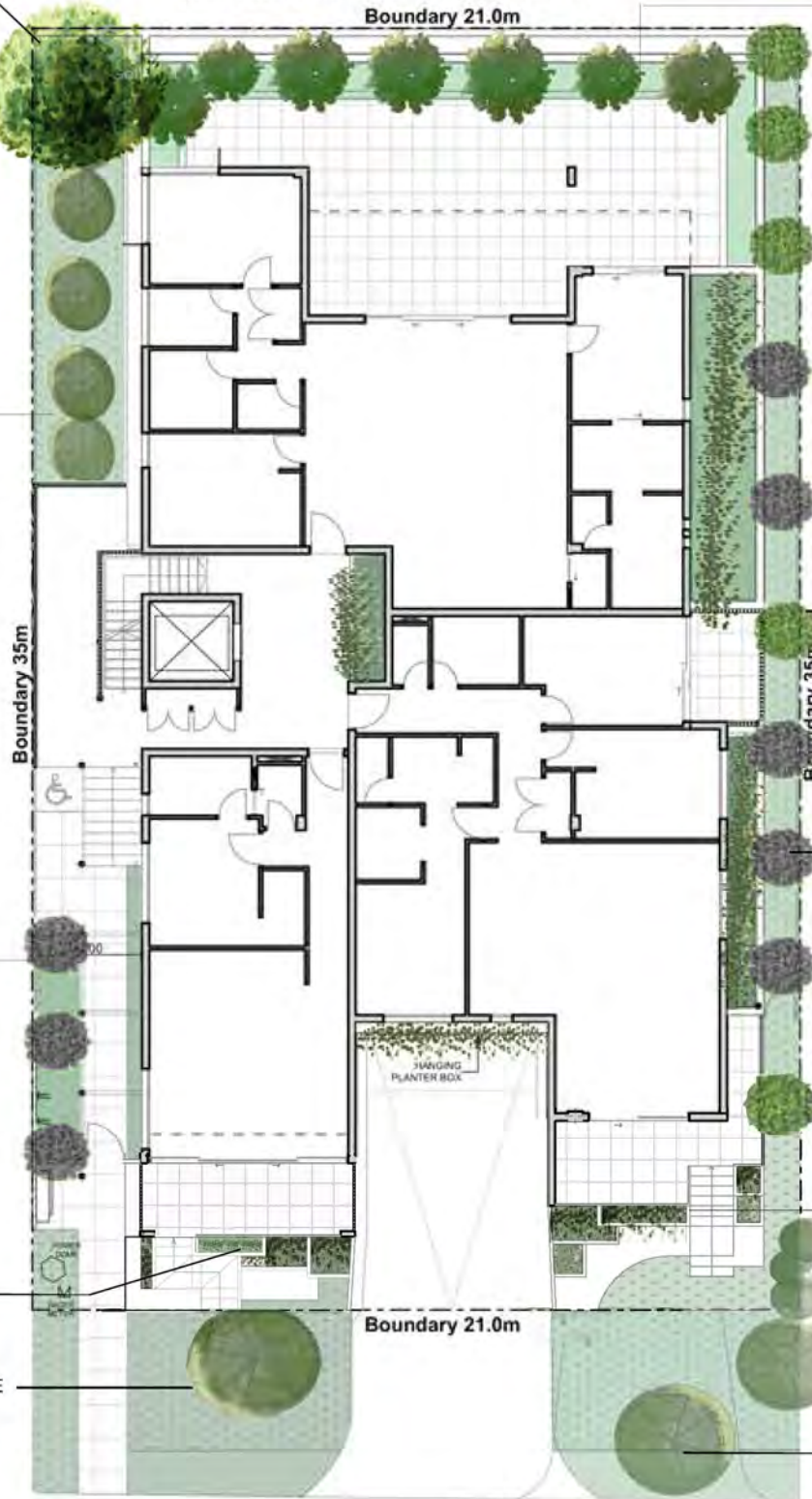
FICUS PUMILA "CREEPING FIG" GROW UP WESTERN MASONRY WALL AND SCREENS TO COOL AND SOFTEN GARDEN BED



COMBINATION OF NATIVE GRASSES WITH MASS PLANTED DICHONDRA SILVER FALLS



CHINESE PISTACHIO IN RETAINED PLANTERS WITH NATIVE LOMNADRO "LIME TUFF" GRASSES



MINI CITRUS GROVE SUCH AS PEACHED TAHITIAN LIME TREES FOR COMMUNAL PICKING IN CONTAINED PLANTERS

ARJUGA REPTENS MASS PLANTED GROUND COVER AROUND CITRUS PLANTERS



NATIVE AGONIS FLEXUOSA AFTER DARK TREES WITH CONTRASTING DARK FOLIAGE.



COMBINATION OF NATIVE GRASSES WITH MASS PLANTED DICHONDRA SILVER FALLS

ADVANCED AVOCADOS AND SIMONS POPLARS CLUMPED INFORMALLY WITH MASS PLANTED DWARF LIRIOPE GRASSES

WHITE JACARANDA VERGE TREES



DEEP SOIL	
NATURAL GROUND	142.3 SQM
DEEP PLANTER	16 SQM
TOTAL	158.3 SQM
SITE AREA	735 SQM
DEEP SOIL %	21.5%
TREE CANOPY COVERAGE	
APPROX	9.19%

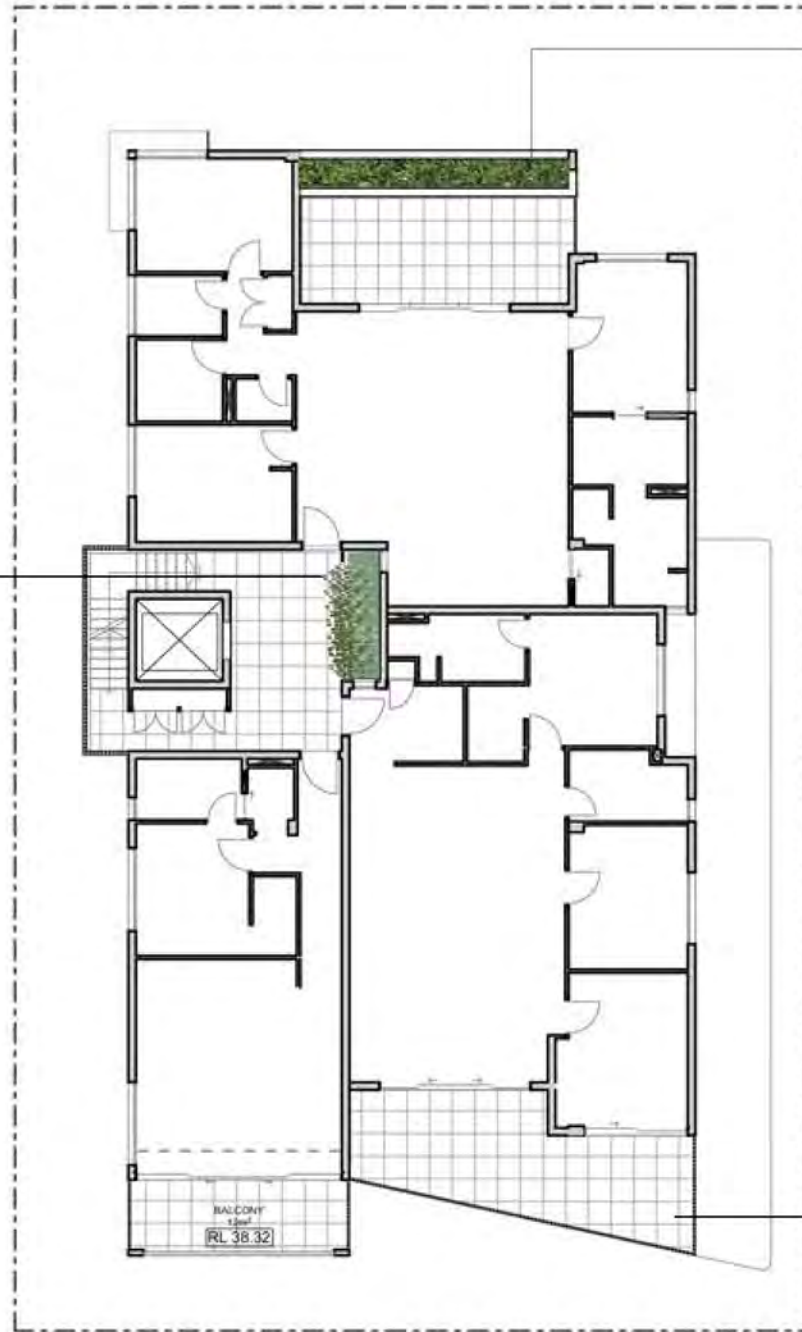
ΔTBM
NIP in Bit
RL 33.70

COLLERAN WAY





CLUMPS OF BLACK MONDO GRASS WITH DEVILS IVYAS GROUND COVER



KALANCHOE 'SILVER SPOONS' A COMPACT SHRUBBY SUCCULENT PLANT, GROWS UP TO 90cm.



CISSUS ANTARTICA "KANGAROO VINE" RECOMMENDED IN EASTERN PLANTERS ON BALCONYS AND BEHIND PRIVACY SCREENS

LEVEL 1 AND 2

TRAFFIC ENGINEERING REPORT

4 Colleran Way

Booragoon

March 2020

Rev A

The logo for Kcett features the word "Kcett" in a bold, dark red, sans-serif font. The letter "K" is stylized with three parallel diagonal lines above its top left stroke. The letters "c" and "t" are lowercase, while "e" and "t" are lowercase. The logo is positioned in the lower half of the page, above a solid orange horizontal bar that spans the entire width of the page.

Kcett

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	23.03.2020	M Kleyweg	M Kleyweg	23.03.2020	Issued for Review

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Revision	Date of issue	Quantity	Issued to
Rev A	23.03.2020	1 (PDF)	Petar Mrdja (Urbanista Town Planning)

Document Printed	24/03/2020 12:30 PM		
File Name	C:\Users\Korisnik\Box Sync\KCTT Projects\KC00000 Current Projects\KC01149.000 4 Colleran Way, Booragoon\Outgoing\Report\200319 Rev A\KC01149.000 4 Colleran Way, Booragoon.docx		
Author of the Report	Ana Marijanovic		
Project Team			
Project Director / Project Manager	Marina Kleyweg		
Name of Project	KC01149.000 4 Colleran Way, Booragoon		
Name of the Document	KC01149.000 4 Colleran Way, Booragoon - Traffic Engineering Report		
Document Version	KC01149.000_R01_ Rev A		



Quality
ISO 9001



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Appendices

Appendix 1 - The layout of the proposed development

Appendix 2 - Vehicle Turning Circle Plans

1. Executive Summary

The subject site is located at 4 Colleran Way, Booragoon. The subject site is currently occupied by a single residential dwelling. Proposed development is a residential building comprising of multiple dwellings.

Colleran Way is an Access Road with a speed limit of 50km/h. Estimated traffic volumes of 234 vehicular trips per day and 7 vehicular trips in the peak hour can be considered low (far below the statutory capacity of 3,000 vpd). Additionally, there were no recorded crashes in the last 5 years in the vicinity of the subject site.

KCTT have conducted a review of the proposed carparking and access arrangements to the proposed development. Design and navigability of the proposed carparking have been checked, and no issues have been found.

KCTT findings are presented on the following pages. For plans of the proposed development and vehicle swept path analysis, please refer to:

- Appendix 1 - The Layout of the Proposed Development
- Appendix 2 - Vehicle Turning Circle Plan

2. Traffic Engineering Report

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2.1 Location

Street Number	4
Road Name	Colleran Way
Suburb	Booragoon
Description of Site	The subject site is currently a single residential dwelling with a proposed multiple dwellings building.

2.2 Land Uses

Are there any existing Land Uses	YES
<i>If YES, Nominate:</i>	Single residential dwelling

Proposed Land Uses

How many types of land uses are proposed?	One
Nominate land use type and yield	Residential – 10 multiple dwelling units

2.3 Local Road Network Information

How many roads front the subject site?	1
--	---

Name of Roads Fronting Subject Site / Road Classification and Description:

Road 1

Road Name	Colleran Way
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	approximately 18m
Road Pavement Width	approximately 7m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	NO

2.4 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	<i>If older than 3 years multiply with a growth rate</i>
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
Marmion Street	West of Riseley Street	14,378	11:15 – 1,221		15:00 – 1,293		N/A	2018/2019	–
Riseley Street	South of Marmion Street	22,056	08:00 – 2,035		14:45 – 2,127		N/A	2018/2019	–
Colleran Way	<p><i>Since there are no available traffic counts for Colleran Way, KCTT have estimated the expected traffic by calculating the number of lots with direct access to the street. Colleran Way is a small residential Access Road, therefore significant volume of passing traffic is not expected.</i></p> <p><i>Since 26 lots have direct vehicular access to Colleran Way (from Allerton Way to Kruger Place) daily traffic is expected to be 234 vehicular trips per day while peak hour traffic is expected to be 7 vehicular trips per hour (using a standard rate of 9 VPD and 0.8 VPH per dwelling).</i></p>								

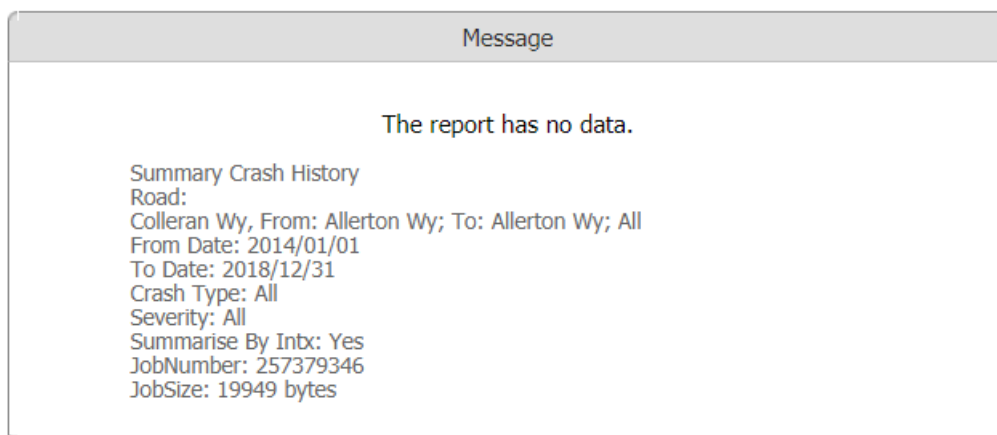
2.5 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? NO

If YES, nominate important survey locations:

Location 1 Colleran Way SLK [0.00-0.53] – no crashes

Period of crash data collection 01/01/2014 - 31/12/2018



2.6 Carparking design review

Proposed development User Class Class 1A

AS2890.1:2004 Off-street car parking						
AS2890.6 Off-street parking for people with disabilities						
Parking Bay Type	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
Parking bays at 90°	5.4m	5.5m	2.4m	2.4m	5.8m	5.8m
Other requirements	Required			Compliance		
Driveway width	5.5m			√		
Single-sided aisles	increase by 300 mm			√		
Blind aisle	extend by a minimum of 1 m			√		
Headroom	2300mm			√		

Swept Path Analysis

Access driveway width is 5.5m while the width of the access ramp is 5.252m.

The navigability of the basement level of the proposed development has been checked with a B99 Passenger Vehicle (5.2m).

As shown on drawings S20-S23b vehicles will be able to pass by on the ramp as well as navigate the proposed parking bays.

The proposed vehicle ramp is designed to accommodate 6m at a 1:20 (5%) grade with a proposed transition of 2m at a 1:8 (12.5%) grade.

KCTT have checked the ramp vertical clearance as per AS2890.1 using Australian Standard Vertical Clearance B99 Passenger Vehicle (5.2m).

As show on drawing S24 in Appendix 2, vehicles will be able to use the proposed ramp without bottom scraping.

WASTE MANAGEMENT PLAN

Multi-Unit Residential Development



4 Colleran Way, Booragoon

March 2020



**DALLYWATER
CONSULTING**

Prepared by Dallywater Consulting
For Maitha Property 2 Pty Ltd

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1 EXECUTIVE SUMMARY

Kastle, on behalf of their client (Maitha Property 2 Pty Ltd) is applying to the City of Melville (the “City”) to develop a property at 4 Colleran Way, Booragoon. The development is proposed to consist of 10 residential apartments.

As part of the Development Approval process, the developer is required to submit a Waste Management Plan (WMP) for the development to the City. Kastle enlisted the services of waste management specialists Dallywater Consulting to investigate the City’s requirements in this regards and to develop this WMP.

Based on the City’s requirements, it is proposed that the following initiatives will be implemented for the waste servicing at 4 Colleran Way, Booragoon;

- Use of 240 litre receptacles for waste and FOGO material;
- Use of 360 litre bins for recycling material; and
- Weekly collections of the FOGO material and alternating fortnightly collections of the waste and recycling material.

These initiatives will result in the following requirements for receptacles;

- FOGO – two 240 litre bins collected weekly;
- Waste – six 240 litre bins collected fortnightly; and
- Recycling – three 360 litre bins collected fortnightly.

Bins will be presented to the verge for collection by the City’s collection services. A bin pad will be provided at the kerbside for the placement of up to eight bins for collection.

Review

All of the above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the waste and recycling material generated by all aspects of the facility are in place and are maintained.

DEFINITIONS

240: A 240 litre waste or recycling receptacle.

360: A 360 litre waste or recycling receptacle.

FOGO: Food Organics Garden Organics

FOGO Bin: A wheeled receptacle used by domestic residences within a local government municipality to deposit food and garden organic materials for emptying by the local government or a collection contractor.

Mobile Garbage Bin (MGB): A wheeled receptacle used by domestic residences and commercial premises within a local government municipality to deposit waste materials for emptying by the local government or a collection contractor.

Mobile Recycling Bin (MRB): A wheeled receptacle used by domestic residences and commercial premises within a local government municipality to deposit recycling materials for emptying by the local government or a collection contractor.

Recycling: Any material accepted by the local government's recycling collection contract.

Strata Management: For the purposes of this document, the selected legal entity charged with managing the soft services of the built structure (i.e. waste management, cleaning, landscaping, security and other similar human-sourced services) on behalf of the owners and tenants of the building.

Waste: Any recyclable and non-recyclable discarded solid, semi-solid, liquid or contained gaseous materials not accepted by the local government's recycling collection contract.

Waste Minimisation: A process to minimise the amount of waste requiring disposal via hierarchical activities such as behaviour and product modification, waste avoidance, reduction, reuse and recycling.

Total Waste Stream: The combined waste, recyclables and compostables.

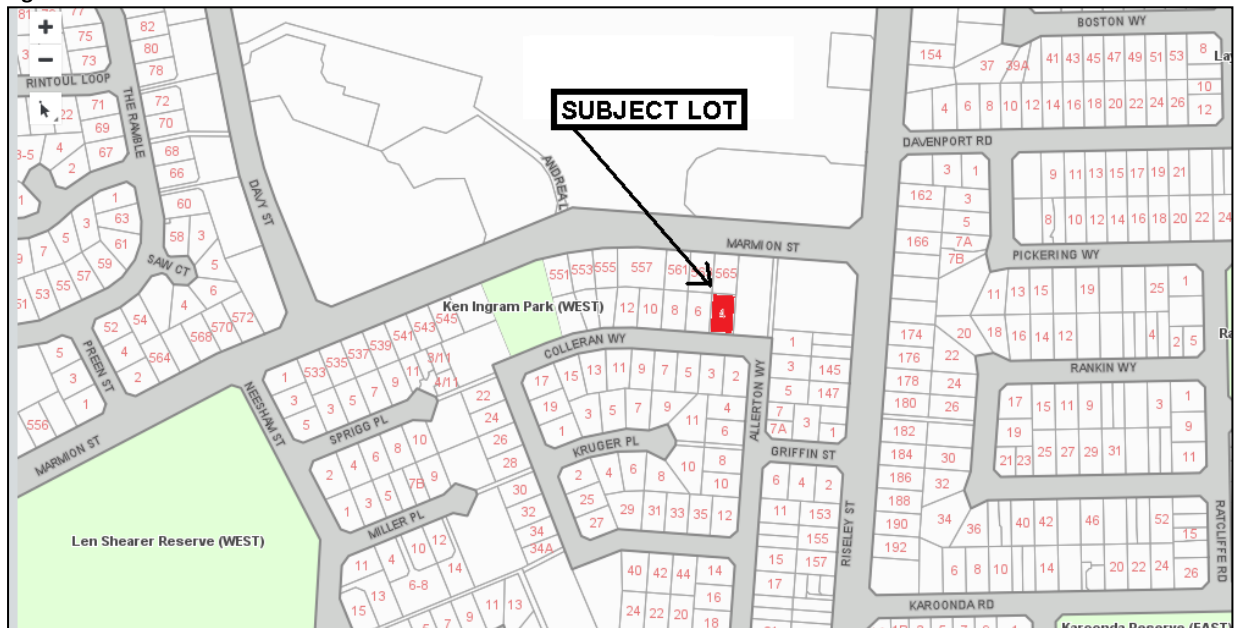
2 INTRODUCTION

2.1 The Development

Kastle, on behalf of their client (Maitha Property 2 Pty Ltd) is applying to the City of Melville (the “City”) to develop a property at 4 Colleran Way, Booragoon. The development is proposed to consist of 10 residential apartments.

As part of the Development Approval process, the developer is required to submit a Waste Management Plan (WMP) for the development to the City. Kastle enlisted the services of waste management specialists Dallywater Consulting to investigate the City’s requirements in this regards and to develop this WMP.

Figure 1: Location Plan

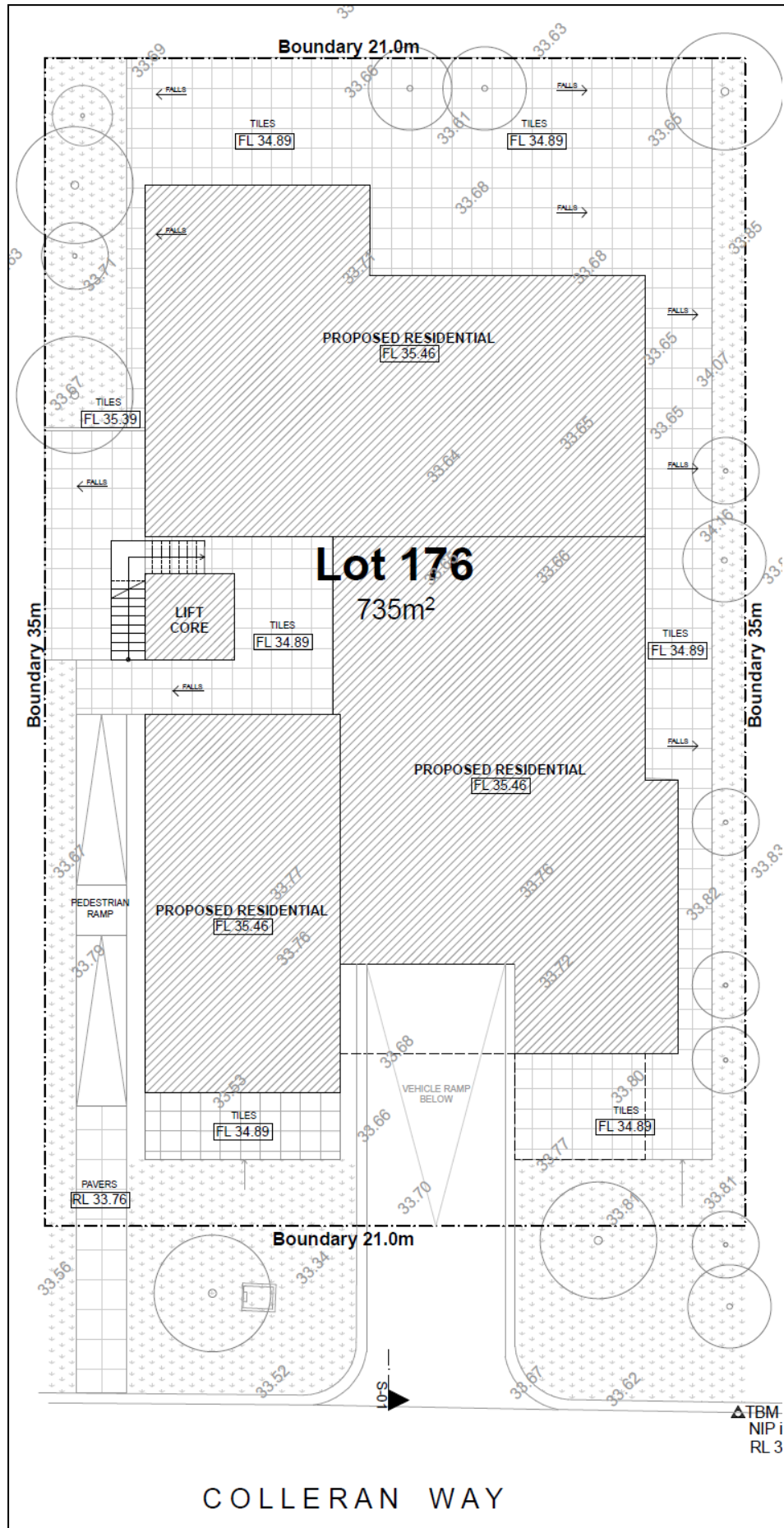


The following table details the number of residential apartments proposed for the development.

Table 1: Number and Type of Residential Apartments

UNIT TYPE	Number
RESIDENTIAL APARTMENTS	
1 Bed	3
3 Bed	7
Total	10

Figure 2: Site Plan



2.2 Onsite Waste Management

The following provisions have been made for the management of FOGO, waste and recycling on the site:

- **Residential Townhouses**
 - The residents will take their FOGO, waste and recycling material to the basement and dispose of those materials into the Residential Bin Store located at the front of the basement area.
 - Residents will access the bin store via a lift to the basement.
- **Hardwaste/Bulky Items**
 - Generally, residents will be required to organise their own immediate disposal of large or bulky items not suitable for disposal to the bins. Some temporary storage for these items (5m²) prior to their collection is made available in the Bin Store with the approval of the onsite waste personnel or Strata Management.
- **Greenwaste**
 - Generally, greenwaste will be removed offsite by gardening contractors employed to manage the common garden areas around the development but some garden organics may be placed in the FOGO bins if capacity is available.
- **Waste Collection**
 - The development is required to use the City's residential waste collection service.
 - The City provides various services for the collection of waste and recycling bins.
 - The City sets the specifications for acceptable collection parameters (e.g. number of bins, frequency of collections, maximum bin weights, etc).

3 LOCAL GOVERNMENT WASTE MANAGEMENT REQUIREMENTS

3.1 Waste Management Guidelines

The following provisions have been sourced from the Coordinator Resource Recovery and Waste and the City's Local Planning Policy No. LPP 1.3 *Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments*.

3.2 Waste Generation

The Coordinator Resource Recovery and Waste advised that the City's solid waste management requirements for this development are as follows:

- FOGO and waste is to be collected from 240 litre bins;
- Recycling is to be collected in 360 litre bins;
- FOGO material is collected weekly and waste and recycling is collected fortnightly on alternate weeks; and
- Waste and recycling receptacles are to be provided in sufficient numbers to cater for the waste generation requirements detailed in the following table.

3.2.1 Residential Apartments

Based on the above-mentioned guidelines and the existing collection services, the waste generation rates for the development are as follows.

Table 2: Waste Generation Rates

Residential Apartments	Number	Weekly FOGO per Apartment (m ³)	Weekly Waste per Apartment (m ³)	Fortnightly Recycling per Apartment (m ³)
Apartments	10	0.028	0.065	0.04

3.3 Bin Stores

- Bin stores should be provided adequate to house all bins.
- Stores should have sufficient area to manoeuvre the bins to ensure that residents have access at all times to part or completely empty waste and recycling bins.
- Bin stores are to be provided with a permanent water supply and drainage facility for washdown.

3.4 Bin Presentation

- The City has advised that 240 and 360 litre bins are to be used for this development.
- Those bins would be presented to the kerbside for servicing prior to the arrival of the side-arm collection vehicle.
- A flat area of sufficient size to contain all of the waste, organic and recycling bins on collection day is required to be accessible within the verge. This may be required to be in the form of a concrete bin pad.

3.5 Waste Capacity

Based on the above requirements, the weekly storage capacity required by the City for waste and recycling from the proposed development is detailed in the following tables. Note that where applicable, figures have been rounded up.

Table 3: Estimated Weekly Volumes

No. of Apts.	FOGO Generation Rate per Unit (m ³ /week)	Waste Generation Rate per Unit (m ³ /week)	Recycling Generation Rate per Unit (m ³ /fortnight)	FOGO/Week (m ³)	Waste/Fortnight (m ³)	Recycling/Fortnight (m ³)
10	0.028	0.065	0.04	0.65	0.56	0.8
Total				0.65	0.56	0.8

3.6 Number of Bins

The City's preference is for the use of 240 litre receptacles for waste and FOGO and 360 litre receptacles for recycling. Based on the above volumes, the number of receptacles required to cater for the weekly FOGO and fortnightly waste and recycling volumes for this development are detailed in the following table.

Table 4: Required Bin Capacity – FOGO, Waste and Recycling

RECEPTACLES	240 litre FOGO Bins per Week	240 litre Waste Bins per fortnight	360 litre Recycling Bins per fortnight
Generation	0.56m2	0.65m2	0.8m2
No. of receptacles	1.17 (2)	5.42 (6)	2.22 (3)

3.7 Summary

Based on Table 4 above and on weekly FOGO and fortnightly waste and recycling collections, two 240 litre FOGO bins, six 240 litre waste bins and three 360 litre recycling bins would be required for the residential material.

4 REQUIRED CAPACITY

Considering the preceding tables and the space which has been provided for residential bin storage, it is evident that sufficient capacity exists for the requisite number of receptacles at the City's usual collection frequencies.

In addition, 5m² of space has been provided in the bin store to accommodate the occasional bulky item before its disposal.

4.1 Summation

It is proposed that the following initiatives will be implemented for the waste servicing at 4 Colleran Way, Booragoon;

- Use of 240 litre receptacles for waste and FOGO material;
- Use of 360 litre bins for recycling material; and
- Weekly collections of the FOGO material and fortnightly collections of the waste and recycling material.

These initiatives will result in the following requirements for receptacles;

- FOGO – two 240 litre bins collected weekly;
- Waste – six 240 litre bins collected fortnightly; and
- Recycling – three 360 litre bins collected fortnightly.

Bins will be presented to the verge for collection by the City's collection services. A bin pad will be provided at the kerbside for the placement of up to eight bins for collection.

Review

All of the above-mentioned waste servicing arrangements will be reviewed as a matter of course on an ongoing basis to ensure that the most efficient arrangements to manage the waste and recycling material generated by all aspects of the facility are in place and are maintained.

5 BIN STORAGE AND MANAGEMENT

5.1 Bin Store

There is one bin store within the facility to house the residential material. The store is located in the basement carpark immediately adjacent to the ramp leading to the street. A plan showing the location of the area is included below.

The bin store is accessible from the street and the carpark area. Based on the use of 240 and 360 litre receptacles, the store has sufficient capacity for the required number of bins.

While residents will be required to organise their own immediate disposal of larger hard or bulky items (e.g. fridges, furniture etc) and would present their bulk waste to the verge for the annual collections, there is also area within the store (5m²) to temporarily house individual items (with approval from the Management) prior to their removal or collection.

Figure 3: Residential Bin Storage

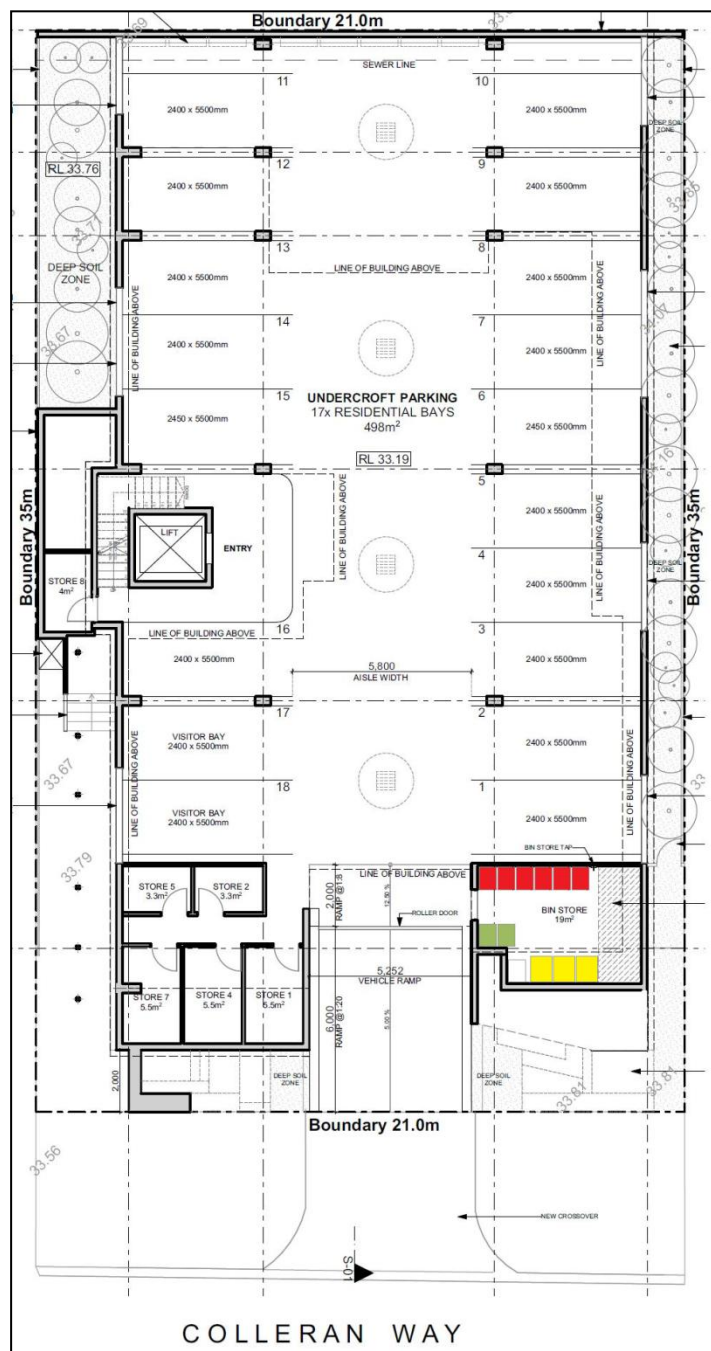
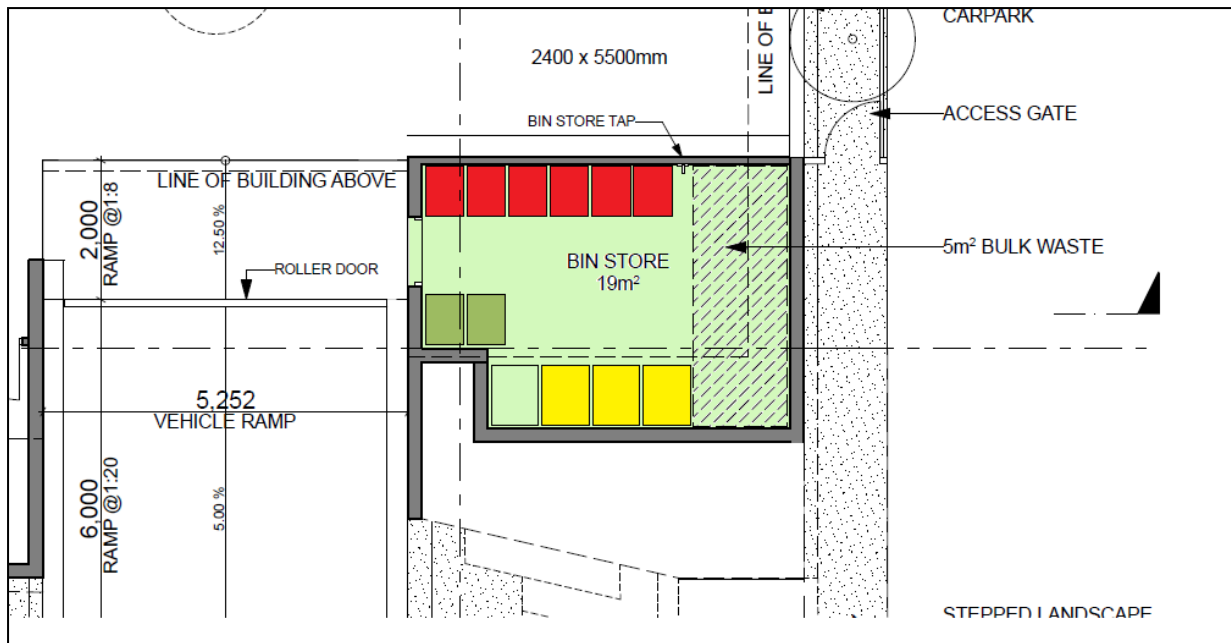


Figure 4: Bin Store Floor Plan



5.2 Bin Store Specifications

The bin compound has been designed to meet or exceed the following specifications:

- Provided with a tap and connected to an adequate supply of water. The tap is to be located in a position so that it will not be susceptible to being damaged by the bins being removed for collection;
- Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
- Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate;
- Access point for collection is to be of suitable size for the size of the bins used and the collection method proposed;
- Containing a smooth and impervious floor of not less than 75 millimetres in thickness, and provided with an adequate liquid refuse disposal system;
- Where located within a building, the bin compound is to be ventilated in accordance with Australian Standard 1668.2: *The Use of Ventilation and Air Conditioning in Buildings* (as amended);
- Conveniently located for disposal of waste, organics and recyclables by residents/tenants;
- Not readily accessible by the public; and
- To have no gradients or steps from the bin store to the bin service area.

5.3 Bin Store Purpose

The purpose of the store is as follows.

- Storage of residential waste and recycling and FOGO material;
- Storage of waste and recycling and FOGO receptacles;
- Some storage of other segregated recyclables (e.g. E-waste, printer cartridges, paper, fluorescent tubes etc); and
- Temporary storage of hard and bulky waste items awaiting collection or disposal by residents or their contractors.

5.4 Bin Store Amenity

The store has been designed so that it;

- Is well ventilated;
- Can be kept thoroughly clean and disinfected and will prevent access to vermin and limit noise egress;
- Will prevent the escape of any nuisance noise from the management of the store including operation of the compactor; and
- Is consistent with the overall aesthetics of the development.

5.5 Bin Management

The management of the bins will be coordinated by the Strata Management and written into the strata management arrangements. A cleaner or similar personnel is likely to be either employed or contracted directly by the Strata Management to manage waste throughout the facility and as such, will be made aware of the expectations regarding use of the bins and stores.

Those personnel will be responsible for all bins in the residential bin store and rotating full bins with empty ones as required. They will also be responsible for ensuring that bins are presented to the kerbside on collection days.

Unless other arrangements are made with the Strata Management, it is anticipated that residents will bring their own waste and recycling material to the store each day.

5.6 Bin Presentation and Bulk Waste Collection

Collection of bins will be undertaken at the kerbside. A flat area of sufficient size to contain all of the waste, organic and recycling bins on collection day is required to be accessible within the verge. This may be required to be in the form of a concrete bin pad.

In addition;

- The bins are to be lined up adjacent to the kerb and suitable space between for servicing.
- The location of the bin collection point is to take into account all of the following:
 - Proximity to cross-overs and intersections to ensure that there are no vehicle obstructions or line of sight impairments;
 - Location of footpaths to ensure pedestrian access along the street will not be impacted;
 - Location of existing street trees;
 - Location of any on-street public car parking bays; and
 - Location of any street signs and other street furniture.

It is noted that there is a slight gradient to the kerbside from the basement (i.e. 1 in 20). This is well inside the industry accepted maximum transfer grade of 1 in 14 for the movement of these sized bins.

5.7 Signage

Signage complying with the City's policy (or as per Sustainability Victoria's *Better Practice Guide for Waste Management and Recycling in Multi unit Developments*) will be installed to the bin store area.

6 WASTE MANAGEMENT RESPONSIBILITIES

6.1 Strata Management

The Strata Management body will have responsibility for ensuring that the residential waste management activities are appropriately conducted and that residents meet their waste management responsibilities. The strata management will allocate responsibility for all waste management activities to either a Building Caretaker or Cleaner (Waste Personnel). This position will be responsible for the management of waste throughout the complex and they will be trained in all facets of the role.

6.2 Building Caretaker/Cleaner

At a minimum, the waste personnel will undertake the following bin servicing and waste management functions;

- Regular inspection and rotation of bins in the bin store to ensure that a an empty or part empty bin is always available to residents;
- Regular cleaning of bins and bin store;
- Presentation of the bins to the kerbside for collection;
- Ensuring bins have been returned to the bin store after collection;
- Coordination of bulk and hard waste management; and
- Assistance with bin movement for operators (if required or negotiated).

In addition, the education of existing and new residents will be a priority for these staff.

In the future, with the initial assistance of waste management experts, training of staff to implement a Waste Minimisation Plan for the development may be explored. The plan could provide recommendations on, and include specific actions for;

- the segregation of specific recycling materials from the comingled stream; and
- implementation of additional waste reduction initiatives such as eWaste recycling, worm farms or composting etc.

6.3 Residents

All residents would be instructed via the Strata Management of the various waste requirements. This would include direction on the use of the bin facility and expectations of the managing body with regards to any recycling or waste diversion.

In the absence of any other individual arrangement with the waste personnel, residents (and their contractors) would be responsible for the immediate removal and disposal off-site of any waste unsuitable for placement in the bins. This would include large bulky waste and electronic items and waste from any building maintenance activities.

It is envisaged that the development of a Waste Minimisation Plan mentioned above would include the production of educational literature suitable for residents (including for inductions) and recommendations for signage relevant to the internal function of the bin store and other waste management facilities.

7 REFERENCES

- City of Melville: Local Planning Policy No. LPP 1.3 *Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments (v.2020)*
- Sustainability Victoria: *Better Practice Guide for Waste Management and Recycling in Multi unit Developments (2018)*

28 May 2020

Beryl Foster
City of Melville
10 Almondbury Road
BOORAGOON, W.A. 6154

Dear Ms. Foster,

4 COLLERAN WAY, BOORAGOON RESPONSE TO REQUEST FOR FURTHER INFORMATION

Urbanista Town Planning have been engaged to address and provide response to a letter of Request for Additional Information in relation to the property at 4 Colleran Way Booragoon. The information requested by the City has been duly provided in this letter which demonstrates how the proposal achieves the objectives and principles of the planning framework and is wholly supportable in planning approval.

Proposal

The proposal is for ten grouped apartments comprising of a mixture of three-bedroom, two-bedroom, and single-bedroom apartments just a stone's throw from Garden City Booragoon Shopping Centre and associated businesses and services at that location.

Property Description

The subject site is located at No. 4 Colleran Way, Booragoon and has a total land area of 735sqm with a frontage of 21.0m and a depth of 35.0m. The City of Melville Local Planning Scheme No. 6 (LPS No. 6) is a statutory Scheme that provides guidance for the development and use of land and buildings in the City. The lot is zoned "Residential" under LPS No. 6, with a density of R80.

PLANNING JUSTIFICATION

A justification of the proposal with respect to the element objectives has been prepared and provided in the tables below for Building Height, Side and Rear Setbacks, Plot Ratio, and Façade Design for the proposed apartments at 4 Colleran Way Booragoon.

2.2 Building Height

Element Objectives <i>Development is to achieve the following Element Objectives</i>		Justification and Comment
02.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The height of the development is consistent with the desired future scale of Colleran Street, given the zoning of the City and the development intent set-out and permitted as a result. It is noted that there are no heritage listed or properties worthy of a heritage listing in the immediate local area. This is unlikely to change, and the character of the local area is anticipated to evolve given the transitional nature of the area following the recent up-zoning of density. The design is harmonious with the desired future scale of the area as set-out by the planning framework.	✓
02.2.2 – The height of buildings within a development responds to changes in topography.	The topography rises by less than 0.5m from east to west. As demonstrated on the feature survey plan, the topography of the site is quite consistent and flat. The development responds to the change in levels by proposing minimal cut and fill works and retaining and is considered to achieve the element objective.	✓
02.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	The design proposes an articulated roof design that comprises of a gable loft design to the street facing western side and concealed roof to the eastern side of the street frontage, as demonstrated on the submitted elevation plans. The design also varies the proposed roofing materials to help complement this proposal. Roof-top communal open space is not proposed.	✓
02.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	The extent of maximum shadow cast at 12pm on the winter solstice is cast largely onto the Colleran Way road reserve. (shadow is cast onto the road, and the impact is negligible). The design steps back the upper floor away from the southern boundary to allow for improved solar access outcomes. The impact of the proposal with respect to loss of solar access is negligible considering the overall performance of the building.	✓
Acceptable Outcomes <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>		
Building height (storeys)	4 Storeys	5 Storeys (as per definition of storey).
<p>The following considerations should be noted:</p> <ul style="list-style-type: none"> The development is under 15m overall height, which is prescribed as the acceptable maximum building height for Residential R60 development sites in the R-Codes. Given the under-croft floor is not more than 50% below the Natural Ground Level, it is considered to be an additional storey. This marginal height increase beyond the Acceptable Outcome would not have been present should the building be lowered by less than 0.6m into the ground. As discussed previously with the City, the further lowering of the undercroft into the ground will reduce the car parking capacity by 4 bays (not able to meet Australian Standards / NCC), which is not a tenable solution, and will result in a poorer design outcome overall. This has been discussed extensively with the traffic and engineering sub-consultants. The upper most floor appears as a “loft” (and is a loft) to the street. Given the pitched roof design and does not present with the bulk or scale of an additional floor. This additional portion improves street interface and presentation. This loft takes up only about 28% of the street frontage The portion of the upper floor which is assessable as the “fifth storey” is setback over 15.2m from the street. The nett benefit of reducing the height is negligible on the design overall. 		

- SPP 7.3 Vol. 2 is a performance-based policy. Acceptable Outcomes are not a “be-all and end-all” measure. Acceptable Outcomes help inform (in-part) if an Element Objective has been met and should be considered only as part of a holistic performance-based assessment.
- The apartment’s designer provided the following comment:

We have taken on board Mark’s earlier comments about the visibility of the 5th storey, bulk, visual privacy, setbacks and the front façade and have made appropriate changes. Ultimately, the building will be under 15m in height and has a semi-basement car park so we do not think that building height should therefore be a problem, particularly with the improvements made to the layout of the upper floor apartment which increase its side setback to the rear and eastern neighbour.



Street elevation showing minimal impact of upper floor and sunken undercroft lower floor.

2.4 Side and Rear Setback

Element Objectives <i>Development is to achieve the following Element Objectives</i>		Justification and Comment												
02.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.		<p>The proposed setbacks are largely consistent with the applicable Acceptable Outcomes. The proposed building setbacks are considered to be ample due to the colours, materials and articulation proposed in the elevations, which assists to limit any perceived bulk and scale impact on adjoining properties. The materials and colours are illustrated in the amended plans and information submitted to the City for assessment.</p> <p>The future streetscape will include a large number of multiple dwelling style developments. The proposed setbacks are considered to provide an appropriate degree of separation between each property and their neighbours. It is noted that as per the Acceptable Outcomes Nil setback boundary walls are permissible to one lot boundary, for up to two storeys. No lot boundary walls have been proposed.</p>												
02.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.		<p>The proposed design is consistent with the desired and permitted streetscape character encouraged by the City of Melville’s local planning framework. The proposal is considered to respect and respond to the future streetscape character intent set-out by this framework.</p> <p>The streetscape perspectives provided to the City assist to demonstrate that the building will be good addition to the streetscape and the multiple dwelling character that will emerge in the future.</p>												
02.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.		<p>The proposed setbacks allow for the planting of trees throughout the site and which reinforce the green aesthetic that is proposed. The development proposes deep soil areas which are greater than Acceptable Outcome A3.3.5 set out in design element 3.3.</p> <p>It is noted that the existing trees and vegetation on the site are primarily small ornamental plants or trees within the street frontage area which have little value for retention.</p>												
02.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.		<p>The zoning of the site to the west is also Residential R80, while both the sites to the north and the east are zoned at a higher density of R100 within a Mixed Use zone, as shown in the scheme Map for LPS No. 6.</p> <p>Noting the higher density of surrounding properties, the bulk, scale, and appearance of the proposed apartments are considered to provide an appropriate transition and response to the planning framework and desired future character.</p>												
Acceptable Outcomes <i>Acceptable Outcome pathway may not be applicable where a performance solution is provided</i>														
Boundary wall height (storeys)	2	<p>1 storey boundary wall proposed to two boundaries in lieu of on boundary (undercroft stores to west and undercroft rear car parking)</p> <ul style="list-style-type: none"> Supportable given this relates to a half-height semi-basement storey, and is only 1 storey in lieu of 2. 												
Minimum side setbacks	3m	<table border="1"> <thead> <tr> <th>Floor</th> <th>West</th> <th>East</th> </tr> </thead> <tbody> <tr> <td>Undercroft</td> <td>2.6m</td> <td>1.2m</td> </tr> <tr> <td>Ground</td> <td>3.0m</td> <td>1.2m</td> </tr> <tr> <td>First, Second, Third</td> <td>1.8m (mostly 3.0m except small portion associated with lift lobby)</td> <td>3.0m</td> </tr> </tbody> </table>	Floor	West	East	Undercroft	2.6m	1.2m	Ground	3.0m	1.2m	First, Second, Third	1.8m (mostly 3.0m except small portion associated with lift lobby)	3.0m
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Minimum rear setback	3m	At least 4.5m or greater except boundary walls, easily exceeding the 3.0m Acceptable Outcome.															
Average side setback where building length exceeds 16m	3.5m	<table border="1"> <thead> <tr> <th>Floor</th> <th>West</th> <th>East</th> </tr> </thead> <tbody> <tr> <td>Undercroft</td> <td>1.94m</td> <td>1.67m</td> </tr> <tr> <td>Ground</td> <td>3.21m</td> <td>3.14m</td> </tr> <tr> <td>First, Second</td> <td>2.77m (mostly 3.0m except small portion associated with lift lobby)</td> <td>3.33m</td> </tr> <tr> <td>Third</td> <td>5.49m</td> <td>7.0m</td> </tr> </tbody> </table>	Floor	West	East	Undercroft	1.94m	1.67m	Ground	3.21m	3.14m	First, Second	2.77m (mostly 3.0m except small portion associated with lift lobby)	3.33m	Third	5.49m	7.0m
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Third	5.49m	7.0m															
<ul style="list-style-type: none"> Upper floor associated with the additional height meets and exceeds the Side and Rear setback Acceptable Outcomes. 																	

2.5 Plot Ratio

Element Objectives <i>Development is to achieve the following Element Objectives</i>	Justification and Comment
<p>02.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.</p>	<p>The proposed development is consistent with the planned and permissible future character and scale of the local area. The Plot Ratio Acceptable Outcome is 1:1.0 (resulting in a plot ratio area of 735sqm), with the proposed plot ratio being ~1:1.5 with a plot ratio area of 1,103sqm. It is noted that surrounding the site is land zoned at a higher R100 density, which have a plot ratio Acceptable Outcome of 1:1.3.</p> <p>It is considered that the proposed plot ratio is supportable for the following reasons:</p> <ul style="list-style-type: none"> Plot ratio alone does not result context in a development being sympathetic with the existing and character of an area. The general appearance of size and scale is more important in the context of the perceptions of neighbours and residents, than the numerical plot ratio value. Plot ratio is one of several performance-based measures. There is no increased perception of bulk or scale from the street or public domain compared with a built form which meets the acceptable outcomes. The design includes several measures to reduce the appearance of bulk and scale to the street. These include a varied façade and materials palette choices, as well as indentation, articulation, built form and height stepping. <ul style="list-style-type: none"> A concealed roof loft design presents to the street. The proposed landscaping solution complements the built form and softens the appearance of the apartments to the street. The proposed plot ratio is not considered to adversely affect the immediate local area with respect to its appearance of bulk and scale. The building height is consistent with the permitted height set out in design element 2.2. The upper floor is stepped back away from the street which has the effect of reducing the appearance of bulk to the street. The subject site adjoins property which is zoned at a higher density of R100 to the immediate north and east. The future character of the area will be one comprised of predominantly multiple dwellings of a similar scale. The design has reduced the impact of bulk and scale through the stepping back of the upper floor away from the street, the use of

	<p>articulation, as-well as setting back the façade of the upper floors through the use of balconies.</p> <ul style="list-style-type: none"> • Similar properties, for example at 16 Colleran Way, were approved with comparable plot ratios. The plot ratio of the approved ten multiple dwelling development at 16 Colleran Way was 1:1.36 with the development standard being 1:1.0 at that time. The proposed plot ratio for 4 Colleran Way does not result in a significant departure from this. • A standard 10 apartment design would be supportable (based on an average of 72sqm per apartment) and wholly accommodatable within the plot ratio Acceptable Outcome limits. A 10 apartment design does not deviate from the Acceptable Outcome limits. <p>Given the Acceptable Outcomes of Design Element 4.3, a plot ratio area of 855sqm is required for the proposed 10 apartment design.</p> <p>The additional 248sqm difference (as shown in the table below), is attributable to an improved design which favours apartment amenity and hopes to create high-quality homes for the future residents of 4 Colleran Way Booragaon. This additional 248sqm does not serve to increase the number of apartments from a “basic” design which would otherwise be possible on this site. The additional plot ratio area is entirely attributable to design improvements to improve the functionality and usability of the individual apartments which are proposed.</p> <p>The proposed bulk and scale of the apartment complex building is considered to be appropriate with respect to the proposed plot ratio, and it is considered that the Element Objective O2.5.1 for plot ratio has been achieved.</p>	
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Unit #	Floor Area	Bedrooms	Bathrooms / WC	4.3 Size & Layout of Dwellings A. Outcome
Unit 1 (Ground)	124sqm	3 bed	2 bath + 1 WC	98sqm
Unit 2 (Ground)	65sqm	1 bed	1 bath + 1 WC	50sqm
Unit 3 (Ground)	128sqm	3 bed	2 bath + 1 WC	98sqm
Unit 4 (First)	117sqm	3 bed	2 bath	95sqm
Unit 5 (First)	65sqm	1 bed	1 bath + 1 WC	50sqm
Unit 6 (First)	128sqm	3 bed	2 bath + 1 WC	98sqm
Unit 7 (Second)	117sqm	3 bed	2 bath	95sqm
Unit 8 (Second / Third)	91sqm	2 bed	2 bath + 1 WC	75sqm
Unit 9 (Second)	128sqm	3 bed	2 bath + 1 WC	98sqm
Unit 10 (Third)	140sqm	3 bed	2 bath + 1 WC	98sqm
Plot Ratio Total	1,103sqm			855sqm

Acceptable Outcomes

Acceptable Outcome pathway may not be applicable where a performance solution is provided

Plot ratio	1.0 :1	1.5 :1 (1,103sqm on 735sqm site)
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4.10 Façade Design

Element Objectives <i>Development is to achieve the following Element Objectives</i>	Justification and Comment	
<p>04.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.</p>	<p>The building has undergone several design revisions. The building façade design includes a mixture of contrasting rendering, contemporary metallic balustrading, glass panelling, timber elements, concrete blockwork, and curved architectural breeze blocks which provide a contrast to contemporary feel and give the building an earthy and relatable appearance.</p> <p>The neutral colours and materials palette reduces the appearance of bulk and scale and responds to the rhythm of the street, streetscape, and desired future character.</p> <p>The façade also includes articulation and scaling elements to improve its appearance to the street. The face brick and blockwork adds character and a sense of age to the design and references existing buildings and residential development in the local area. The design also includes landscaping to the street frontage which will complement and soften the design and its appearance to the street.</p> <p>The proposed design achieves the acceptable outcomes as it provides a façade treatment that includes:</p> <ul style="list-style-type: none"> • a site responsive mixed materials and colours palette. • building articulation and scaling. • clearly defined and legible building entries. • vertical design elements; and • concealed building services. 	<p>✓</p>
<p>04.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.</p>	<p>The proposed design provides a variety of responsive materials, colours, and other design elements to the building façade. As discussed previously, this includes face brick, wood, metal, glass, and contrasting render in combination with an articulated façade design. Together this façade treatment provides visual interest for the development when viewed from the street. The building façade provides a clear hierarchy and expression of the building’s function and purpose as residential apartments.</p>	<p>✓</p>



Streetscape perspective.

Acceptable Outcomes

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.10.1 – Façade design includes:

- scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm
- rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.

Acceptable Outcome Achieved

A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.

Acceptable Outcome Achieved

A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.

Acceptable Outcome Achieved

A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.

Acceptable Outcome Achieved, to be conditioned as standard condition of planning approval.

A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that:

- define and provide weather protection to entries
- are integrated into the façade design
- are consistent with the streetscape character.

Not applicable, setback more than 1.0m.

A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.

Not applicable, no signage proposed.

CONCLUSION

Based on the information presented in this submission Urbanista Town Planning respectfully requests that the City support the proposed development of ten multiple dwellings at 4 Colleran Way Booragoon.

Should you have any question in relation to the details provided in this submission, please contact Petar Mrdja on [6444 9171](tel:64449171) or petar@urbanistaplanning.com.au.

Yours Sincerely,

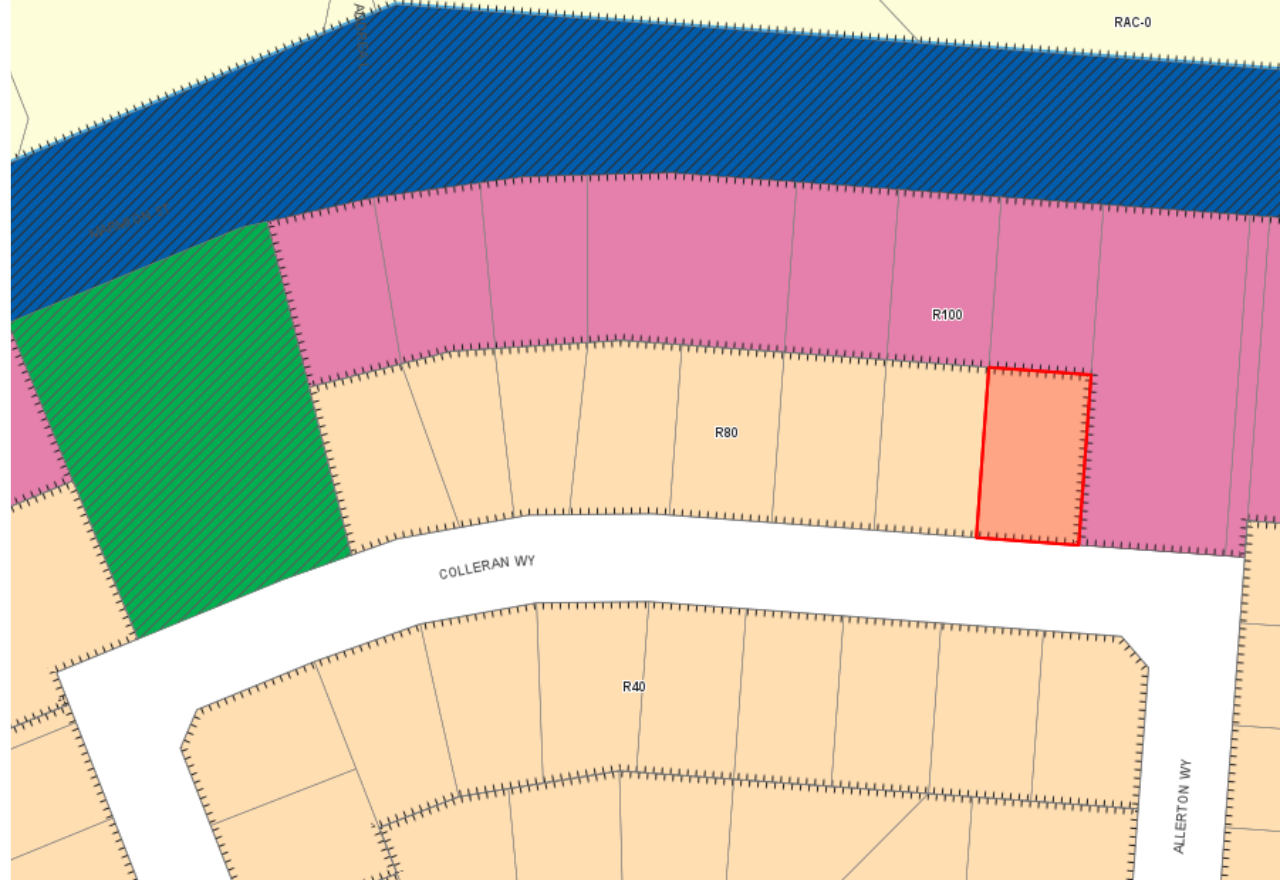


Petar Mrdja

Director | Urbanista Town Planning

Character and Context Study

4 Colleran Way, Booragoon



Aerial and zoning map of area showing current context and Residential R100, R80 and R40 areas



Mixed development form in the locality



Landscaped Streetscape



Pitched roofs are a consistent building element

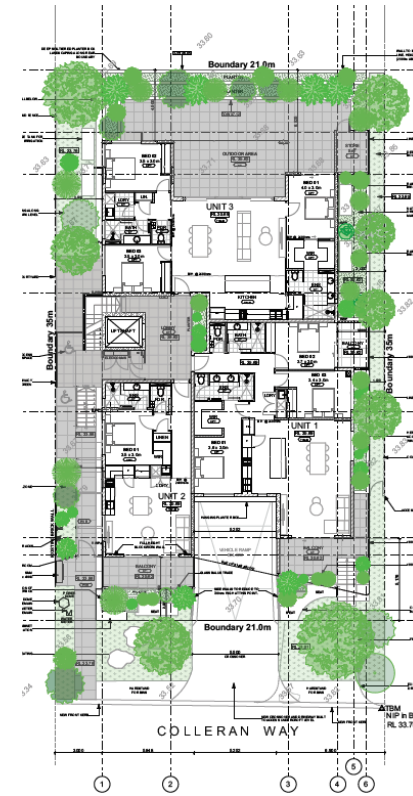


Solid walls are common



Building height outcome is appropriate to intended future scale of development

COLLERAN WAY STREETSCAPE



Site is heavily landscaped



Roof form and materiality appropriate