

No. 11 (Lot No. 98) Chetwynd Way, Booragoon WA 6154
13 Aged and Dependent Persons Dwellings

Form 1 – Responsible Authority Report
 (Regulation 12)

DAP Name:	Metro Inner South JDAP	
Local Government Area:	City of Melville	
Applicant:	Mr Daniel Hollingworth, Lateral Planning	
Owner:	Adrian Min Yan Lee	
Value of Development:	\$3 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Melville	
Authorising Officer:	Steve Cope, Director Urban Planning	
LG Reference:	DAP-2022-2	
DAP File No:	DAP/22/02183	
Application Received Date:	4 February 2022	
Report Due Date:	19 August 2022	
Application Statutory Process Timeframe:	196 Days	
Attachment(s):	1. Applicants Planning Report 2. Original Development Plans Submitted 3. Development Plans 4. Landscape Concept Plan 5. Sustainable Design Strategy 6. Waste Management Plan 7. Design Review Panel Minutes (March 2022) 8. Design Review Panel Minutes (April 2022) 9. Design Review Panel Minutes (July 2022)	
Is the Responsible Authority Recommendation the same as the Officer Recommendation? To be completed following Ordinary Council Meeting on 16 August	<input type="checkbox"/> Yes <input type="checkbox"/> N/A	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

It is recommended that the Metro Inner-South JDAP resolves to:

1. **Approve** DAP Application reference DAP/2022/02183 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Melville Local Planning Scheme No. 6, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. 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.
4. At least one permanent occupant of the dwellings must be an aged or dependent person as defined in the Residential Design Codes, or the surviving spouse of such a person. A notification under Section 70A of the *Transfer of Land Act 1893* advising the owners and prospective purchasers of the land of the restriction relating to the occupation of the dwelling is to be registered on the Certificate of Title of the land at the applicant's cost prior to the initial occupation of the development.
5. All stormwater generated on site is to be retained on site in accordance with a plan approved in writing by the City.
6. Prior to the initial occupation of the development, the external surface of the retaining walls which are visible from the adjoining properties shall, as a minimum, be finished to a clean face brick standard, to the satisfaction of the City.
7. 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.
8. Prior to the initial occupation of the development, all unused crossovers shall be removed, and the kerbing and road verge reinstated at the owners cost to the satisfaction of the City.
9. Prior to the initial occupation of the development, all vehicle parking bays, manoeuvring areas and points of ingress and egress shall be provided in accordance with the approved plans and AS/NZS 2890.1:2004, to the satisfaction of the City and shall be retained for the life of the development.

10. Prior to the initial occupation of the development, 4 visitor car parking bays must be individually marked on site as 'Visitor Bays'. The visitor bays must be made available for use by visitors at all times.
11. Prior to commencement of construction a crossover application shall be submitted to and approved in writing by the City's Technical Services department. 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.

12. The street walls and fences (including the height of any retaining walls constructed within the primary street setback area) as highlighted in red on the approved plans, shall meet the requirements contained under clause 3 of Local Planning Policy *LPP3.1 Residential Development*, to the satisfaction of the City.
13. The infill panels to the front fence/wall as highlighted in yellow on the approved plans, shall comply with the definition of 'Visually Permeable' found in State Planning Policy 7.3 *Residential Design Codes Volume 1*, to the satisfaction of the City.
14. Where a driveway meets the street, walls or fencing within sight line areas are to meet the requirements contained under clause 5 of Local Planning Policy *LPP3.1 Residential Development*, to the satisfaction of the City.
15. Prior to the initial occupation of the development, the boundary wall/s shall, as a minimum, be finished to a clean face brick standard, to the satisfaction of the City.
16. Prior to the commencement of works, details of the exterior colours, materials and finishes are to be submitted and approved in writing, by the City. The development shall thereafter be constructed in accordance with those approved details.
17. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and/or the road verge(s) adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include proposed details of (but is not limited to):
 - (a) The location, number and type of proposed trees and shrubs including planter size and planting density.
 - (b) Any lawns to be established.
 - (c) Any existing vegetation and/or landscaped areas to be retained; and
 - (d) Any verge treatments.

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.

18. The development is to be constructed and operated in accordance with the approved Waste Management Plan prepared by Lateral Planning dated 21

June 2022 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.

19. A Construction Management Plan is to be prepared by the applicant and submitted to the City for approval at least 30 days prior to lodging a Building Application. 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 accredited personnel for the various phases of the construction, including any proposed road closures;
 - the parking arrangements for employees, 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);
 - the contact details of the site supervisor and details of the complaints handling process to be put in place; and
 - any other matters likely to impact upon the surrounding properties or road reserve.

The applicant should have regard to the provisions of Draft Local Planning Policy 1.22 Construction Management Plans to assist in preparing this document. Once approved, the development is to be constructed in accordance with the Construction Management Plan to the satisfaction of the City. The approved Construction Management Plan may be made publicly available on the City of Melville website.

20. Prior to commencement of the development, updated plans and supporting documentation shall be submitted to and approved in writing by the City to demonstrate all of the measures identified in the Sustainable Design Strategy prepared by CADDS Group dated 4 August 2022 have been incorporated design. Prior to occupation, evidence shall be provided from a suitably qualified consultant, confirming that the development has been constructed in accordance with the approved plans.
21. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place shall be protected throughout construction of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ shall be installed prior to commencement of development, in accordance with the following criteria:
- A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
 - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing shall be located the minimum distance from the approved works that is required to complete the works.

- Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
- The following actions shall not be undertaken within any TPZ:
 - Storage of materials, equipment, fuel, oil dumps or chemicals;
 - Servicing or refuelling of equipment or vehicles;
 - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches, or any other fixing device);
 - Open-cut trenching or excavation works (whether or not for laying of services);
 - Changes to the natural ground level of the verge;
 - Location of any temporary buildings including portable toilets; or
 - The parking of vehicles or machinery.

Advice Notes

1. The City is responsible for the allocation of street numbers in accordance with AS/NZS 4819:2011, Geographic Information – Rural and Urban Addressing. It is recommended that the Applicant contact the City prior to the completion of construction at which point the City will allocate new street addresses to the dwellings. The City will also notify Landgate, Australia Post, Alinta Gas, Western Power and the Water Corporation of the new address details.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Melville Local Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	Residential R40
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Residential (Aged or Dependent Persons Dwellings) – 'P' Use
Lot Size:	2675.00m ²
Existing Land Use:	Single House
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposed development includes the demolition of the existing single house and associated structures on-site and the construction of 13 aged and dependent persons dwellings. The proposed development comprises:

- 7 two storey dwellings and 6 single storey dwellings;
- The dwellings vary in configurations from 1 bedroom plus 1 study/guest bedroom to 2 bedrooms plus 1 study/guest bedroom;
- Each dwelling has an associated single car garage along with 4 visitor bays being provided (inclusive of one ACROD bay and associated shared space); and
- Common property area comprising a central communal open space and associated landscaping, along with vehicle circulation space.

Proposed Land Use	Aged or Dependent Persons Dwellings
Proposed Net Lettable Area	N/A
Proposed No. Storeys	1 and 2
Proposed No. Dwellings	13

Background:

11 Chetwynd Way, Booragoon (the site) is in a street block bounded by Marmion Street the north, Riseley Street to the east, Allerton Way to the south and Neesham Street to the west. Both Marmion and Riseley Streets are designated as District Distributor roads which service as a high frequency bus route. A pedestrian access way approximately 150m south of the site links Chetwynd Way with Riseley Street.

The site is located approximately 0.5km's south of Westfield Booragoon and the Booragoon Bus Station, 1.7km northwest of Bull Creek Station and is located within close proximity to Karoonda Reserve, Len Shearer Reserve and Wireless Hill Park.

The application site is located within a predominantly residential area. The built form surrounding the subject site generally comprises of one and two storey single houses and grouped dwellings.



Figure 1: Aerial Image of the subject site

The site and those to the east are zoned Residential R40 under the City of Melville's Local Planning Scheme No.6. As demonstrated in the figure below the sites to the west are also zoned residential however these have a density code of R25.

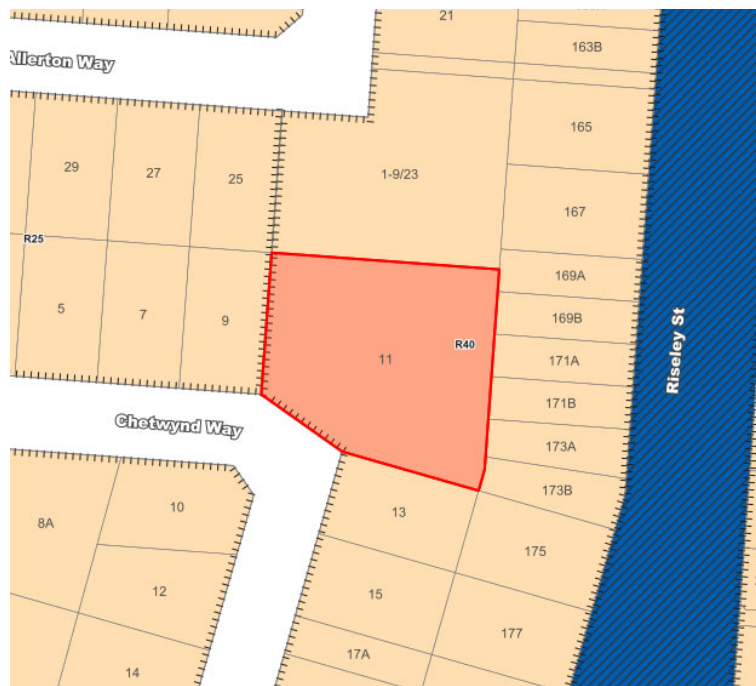


Figure 2: Zoning Map of the subject site.

Legislation and Policy:

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme (MRS)
- Planning & Development (Local Planning Schemes) Regulations 2015
- City of Melville Local Planning Scheme No. 6

State Government Policies

- SPP7.0: Design of the Built Environment
- SPP7.3: Residential Design Codes Volume 1

Local Planning Policies

- LPP1.1: Planning Process and Decision Making;
- LPP1.2: Design Review Panel;
- LPP1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments;
- LPP1.9: Height of Buildings;
- LPP 3.1 Residential Development

Consultation:

Public Consultation

In accordance with *Local Planning Policy 1.1 – Planning Process and Decision Making* (LPP 1.1), the application was advertised for a period of 21 days commencing 8 March 2022 and concluding 29 March 2022. Consultation was undertaken via written correspondence to the owners/occupiers of the adjoining properties, advertising sign on site and publication of the development plans and supporting documents on the City's online engagement portal 'Melville Talks'.

Comments were sought on the proposed development in relation to:

- The proposed boundary walls and total plot ratio which require a performance assessment against the Design Principles of the R-Codes. It should be noted that a variation to Site Works was advertised. However, upon receipt of updated plans, it was noted that a variation to this clause had not occurred.

A total of five submissions were received during the advertising period – four objecting to the proposal and one general comment.

A summary key issues raised in the four objections is provided, along with an officer's comments, is tabled below:

Issue Raised	Officer comments
<i>Traffic Concerns</i>	
The number of dwellings proposed will lead to increased levels of traffic on the quiet road and increased waiting times at the Riseley Street intersections of Allerton Way and Griffin Street.	Noted. The application was reviewed by officers from the City's Technical Services team who had no concerns that the development would create unacceptable traffic impacts on the immediate roads or broader road network.
<i>Parking Concerns</i>	
The number of parking bays proposed is not realistic for the number of dwellings proposed. This will lead to vehicles parking on the street and verges	Noted: The plans have been modified since the advertising period closed. The development now complies with the deemed-to-comply requirements of Clauses 5.3.3 Parking and 5.5.2 Aged and Dependent Persons Dwellings of the R-Codes
<i>Design Concerns</i>	
The scale and density of the development is out of keeping with the neighbourhood	Noted.
The western boundary of the proposed development is comprised of sections of parapet walls and colorbond fencing of varying heights and materials. This is considered unsightly with the preference being walls which are consistent in both colour, materials, and height	<p>The bulk impact of these walls has been discussed in detail within the 'Design' section of this report below</p> <p>In relation to colour and material treatment of the wall, this is a civil matter which is covered under the Dividing Fences Act.</p>
<i>Structural Concerns</i>	
The proposed parapet walls along the southern boundary may adversely affect the garden and land of the neighbouring property	<p>Noted.</p> <p>The bulk impact of these walls been discussed in detail within the 'Design' section of this report below</p> <p>Structural concerns are not a material planning matter. Should the application be approved, the development will need to comply with the relevant standards of the Building Act 2011 and National Construction Code Series/Building Code of Australia</p>

Waste Management Plan	
The plans advertised show that the bins will be placed along neighbours' verge	Noted. Following the application's submission, the City's Waste Services required that the applicant modify their waste management and provide a Waste Management Plan. This WMP will see the rubbish being collected on site by the City. Vermin control is not a material planning concern. The future residence will be required to function in accordance with the City's Health Local Law 1997 and is the responsibility of the future Strata Body.
Whether the number of bins provided will be sufficient for the number of dwellings	
What procedures are in place to ensure that vermin do not travel from the bin storage area into surrounding properties.	

Design Review Panel

The application was first presented to the City's Design Review Panel (DRP) in March 2022. Whilst the DRP was supportive of the proposed housing typology, the aesthetic approach and the retention of the existing mature tree, a number of concerns were raised relating to:

- Lack of internal and external streetscape activation;
- Dominance of garages;
- Internal footpaths lacking separation to from the units and garages, resulting in privacy and safety concerns;
- Access to the communal space is limited by the inclusion of the parking and reversing bays;
- Lack of Landscape and Sustainability Strategies;
- Constraints to aging in place due to the lack of a ground floor bedroom for the proposed two storey dwellings.

Amended plans were received and the application was presented to the DRP for a second review in April, however the above concerns on the development remained.

In July 2022, amended plans were presented to the DRP along with a landscape plan and sustainability strategy. The DRP were supportive of the proposal, notably the:

- High quality landscape design and ESD Report;
- Habitable rooms fronting the internal mews;
- Successful mews incorporating a mix of hard and soft surfaces which signal a pedestrian space over a vehicular road;
- Flexible garage space for Lots 2-6 with the capacity to adapt to a ground level bedroom and bathroom; and
- Car bays have either been relocated or removed at the communal area interface facilitating better resident access to the open space as well as enhanced access and legibility for the units that interface with the communal area.

The DRP recommended that further work be undertaken regarding the landscaping plan, the installation of plumbing to the adaptable areas of Lot 2 – 6, an increase in size of the guest bedrooms and in ensuring that bathrooms are accessible for all bedrooms. It is considered that the current development plans have appropriately addressed the DRP's requirements through the design choices, with improvements to landscaping to be achieved via the imposition of an appropriate condition of planning approval.

City of Melville Internal Referrals

The assessment process undertaken included referrals to several service areas for review of the technical information provided by the applicant. The City of Melville service areas have expressed that they are supportive of the development subject to the imposition of appropriate conditions.

Planning Assessment:

Development Requirement or Design Element	Deemed to Comply	Proposal	Officer Comment
<u>Building Design</u>			
Clause 1 Primary Street Setback of LPP 3.1	<p>C2.1(iii)</p> <p>2 metre minimum 4 metre average</p> <p>C2(v)</p> <p>setbacks are to be reduced to 3m or 2m to a porch, balcony, or the equivalent (figure 2e) where:</p> <ul style="list-style-type: none"> - a single house or grouped dwelling (where that grouped dwelling is not adjacent to the primary street), has its main frontage to a communal street, right-of-way or shared pedestrian or vehicle access way; 	<p>1 metre minimum to Lot 11, average of 5.48 metre</p> <p>Lots 1 – 8, lot 12 and 13, ranges from 0 metres - 3 metres</p>	<p>Supported</p> <p>The proposal is considered to meet the Design Principles of the R-Codes for the following reasons.</p> <p>The buildings are well articulated, incorporating a range of materials, roof forms, colour treatments and landscaping which will contribute positively to both the internal and the external streets.</p>
Clause 3 Fences and Street Wall of LPP 3.1 C 4.1 (i & iii) –	<p>C 4.1</p> <p>Fences within the primary street setback area are</p>	<p>The side returns of the front fence are not visually</p>	<p>Not Supported</p> <p>See planning assessment below</p>

	to be visually permeable above 1.2 metres Maximum 1.8 metres high to panels	permeable above 1.2 metres	under 'Building Design'
Clause 5 – Sightlines, Fences and Street Walls of LPP 3.1	C5.2/3.2 Pier to a maximum width of 350mm, wall height in the truncation area shall be a maximum 0.75 metres measured from verge height and fencing above shall be 80% permeable.	Pier within the truncation exceeds the 350mm maximum and the permeability of the infill panels cannot be accurately calculated based on the information provided.	Not Supported See planning assessment below under 'Building Design'
Clause 6 Boundary walls of LPP 3.1	C3.1 (i) In areas coded R20 and R25, walls not higher than 3.5 metres up to a maximum length of the greater of 9m or one-third the length (33%) of the balance of each lot boundary behind the front setback. C3.1(iv) In areas coded R30 and higher, walls not higher than 3.5m for two-thirds the length (66%) of the balance of each lot boundary behind the front setback.	<u>External boundary walls</u> Combined Western boundary wall length is 57% of the boundary Southern boundary wall length is 80% of the boundary <u>Internal boundary walls</u> Internal fronting boundary walls display heights of 3m – 6m for lengths exceeding 66% of the boundaries	Supported <u>External Boundary walls</u> See planning assessment below under 'Building Design' <u>Internal Boundary Walls</u> The proposal is considered to meet the Design Principles of the R-Codes for the following reasons. Then massing impact of these wall either are adjacent to garages or fall onto rooftops.
Clause 5.4 Visual Privacy	C1.1 Major openings to bedrooms and studies – 4.5m in	<u>Internal setback:</u> Master bedrooms for Lots 2-6 setback 1 metre from eastern units	Supported The proposal is considered to meet the Design Principles

	<p>in areas R50 or lower</p> <p>Unenclosed active habitable spaces – setback 7.5m in areas R50 or lower</p>	<p>and Lot 12 setback 3 metres from Lot 13</p> <p>Juliette balcony for proposed Lot 13 setback 6 metres from proposed Lots 2 and 3</p>	<p>of the R-Codes for the following reasons.</p> <p>Master bedrooms for Lot 2-6 and Lot 12</p> <p>The cone of vision from these windows falls onto blank walls and roof tops of the adjoining units within the development. In addition, any view from these windows to the uncovered outdoor spaces of the neighbour units will be oblique in nature due to the presence of these rooftops.</p> <p>There is no amenity impact caused to future occupiers of the development.</p> <p><u>Lot 13 Juliette Balcony</u></p> <p>The cone of vision primarily falls onto the common property accessway adjoining this unit. A small portion extends into the habitable spaces of Lots 2 and 3. The balcony is a secondary outdoor space for the occupants of Lot 13, with the primary outdoor living area located on the ground floor. This secondary nature, combined with its narrow width, should ensure that any adverse amenity impact is limited.</p>
Clause Aged	5.5.2 and	C2.1(i)	<p>Lot 2 – 6 109.6sqm, if adaptable floor</p> <p>Supported</p>

Independent Person Dwellings	maximum plot ratio of 100sqm for grouped dwellings;	plate is used these increase to- 149sqm Lot 10 - 115.4sqm Lot 12 and 13 107sqm	See assessment under 'Building Design' planning below
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Design

The site is zoned Residential with a density coding of R40. To the west, the site borders homes zoned Residential with a density coding of R25. The current streetscape comprises single and two storey single homes and grouped dwellings, varied in their age and design but all depicting a strong residential character. A range of development controls apply to the site, including State Planning Policy 7.3 Residential Design Codes Volume 1 (the R-Codes) and local planning policies such as *LPP 3.1 Residential Development*.

As part of the assessment process, advice was sought from the City's DRP in relation to the proposed built form. As detailed in the DRP comments above and in Attachment 7-9, the design review panellists commended the design approach, its alignment with *SPP 7.0 Design of the Built Environment* and its response to the bulk and scale impact on surrounding properties.

The elements of the R-Codes which do not meet the acceptable outcomes will be discussed in detail below:

Plot Ratio

By virtue of their size several of the lots display a plot ratio in excess of the 100sqm requirement stated in Clause 5.5.2 'Aged and Independent Person Dwellings' of the R-Codes. The applicant has designed the development in a manner which ensures that the bulk impact is minimised where it interfaces with existing adjoining properties and the wider streetscape. The seven (7) two storey dwellings are setback substantially from adjoining homes, alleviating any massing, shadow, and privacy impacts. Architectural features have been used on all elevations to provide visual interest and reduce adverse amenity impacts. These features include:

- Articulated walls;
- Differing materiality and finishing;
- High use of glazing; and
- Differing roof forms.

Landscaping has also been used throughout the development to further soften the massing effect of the development towards the external boundaries and within the development itself. A key design feature of this development is the retention of an existing mature tree (see Figure 3 below). The resultant landscaped area proposed around this tree will provide relief from the surrounding built form, whilst also providing space for future residents to gather.



Figure 3: Extract from Landscape Concept Plan showing location of existing mature tree on-site that is being retained (marked in red)

Boundary walls

Figure 4 below shows the development site in the context of the adjoining properties. As stated above, the development has been designed in a manner to reduce its impact to neighbouring properties by centrally locating its two-storey elements. To create a level grade for its future occupants, the development proposes a substantial level of cut along the eastern and southern boundaries. This level of cut, in particular to the south, reduces the bulk and shadow impacts of the development to this neighbour.

As shown in Figure 5, the major openings of the proposed southern dwellings are either orientated westward to the communal street and/or eastward towards the communal garden area. This aids in reducing the visual bulk to the adjoining southern property. In addition, the larger of the two southern boundary walls which adjoins the southern boundary at No. 13 Chetwynd Way abuts predominately utility areas (as shown in Figure 5 below), thus mitigating any bulk impact that might otherwise result.



Figure 4: Aerial overlay on site plan to show its context with surrounding properties. The boundary walls subject to this report are marked in red

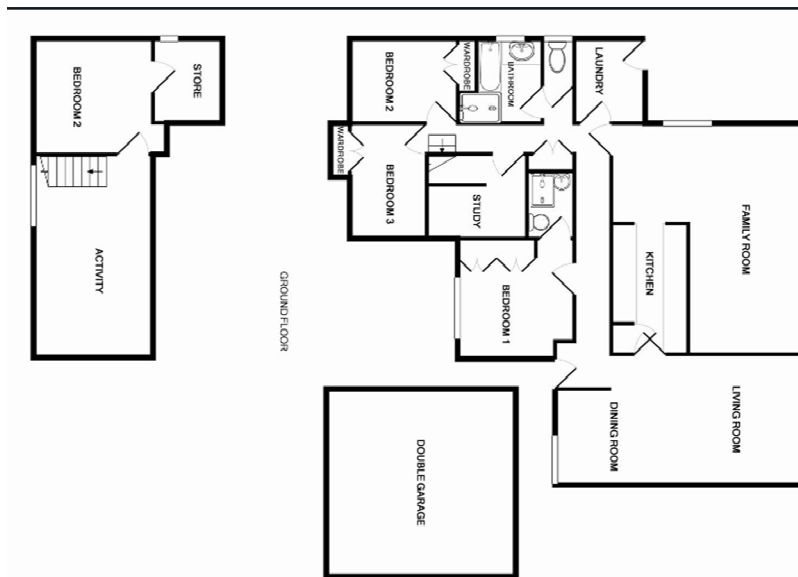


Figure 5: Floor Plans for No. 13 Chetwynd Way with portion abutting subject development site to the top of the image (Source: REIWA)

To the west, the home at No. 9 Chetwynd Way has been designed in a manner to maximise its northern aspect by having its primary living spaces open to the rear yard to the north. This alleviates the massing impact caused by the two parapet walls abutting this property as shown in Figure 5 below. In addition, solar access will not be impacted as the walls are located on the eastern boundary of that property.

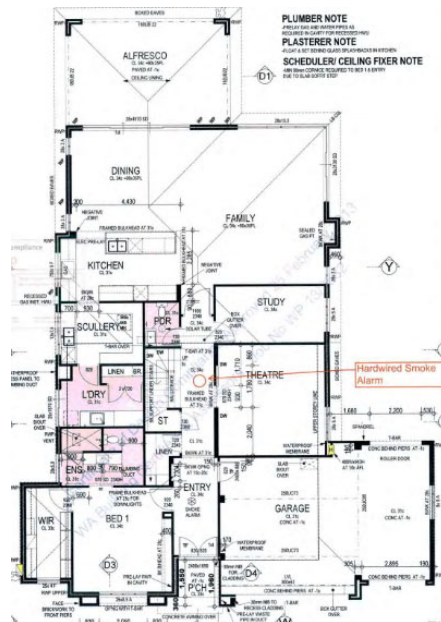


Figure 5: Ground floor plan of 9 Chetwynd Way

Fencing

The development proposes permeable fencing along the street frontage of Chetwynd Way which accords with clause 3 of LPP 3.1. However, the returns are proposed to be solid colorbond fencing. In addition, the permeability of the fencing and pillar within the truncation zone, does not accord with clause 5 of LPP 3.1. Conditions of approval are therefore recommended, requiring that the fencing be amended accordingly.

Landscape Concept Plan

The DRP were generally supportive of the Landscape Concept Plan (Attachment 4), however they requested it be refined further. Therefore, a condition has been recommended requiring that a more detailed and comprehensive landscaping and reticulation plan be submitted to and approved in writing by the City.

Conclusion:

For the reasons given above, the proposed development is supported by the City. It is considered that the development as proposed will make a positive contribution to the future planned outlook for the locality and will maintain desired levels of amenity for residents of adjoining properties. It is seen to be consistent with both State and Local Planning Policies and Strategy's which aim to deliver diversity and density. Accordingly, it is recommended that the Metro Inner South JDAP grant conditional planning approval to the proposed development.