

12.1/DS5 LOCAL PLANNING SCHEME NO.3 AMENDMENT NO.130 - NORTH BEACH URBAN RENEWAL PROJECT - INITIATION

Business Unit:	Development Services	Service: Schemes, Policies & Heritage
Ward:	Coastal	Location: North Beach Urban Renewal Project
Applicant:	Department of Communities c/o CLE Town Planning + Design	

Role

Legislative - *Making local laws, policies and planning instruments.*

Council Resolution

1223/008

Moved Councillor Proud, seconded Councillor Papparde

1. That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council ADOPTS (for the purpose of advertising) Scheme Amendment No.130 to Local Planning Scheme No.3 to rezone House Numbers 1-11 Sedgford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street, North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) from 'Residential' R30 to 'Residential' R60 and Additional requirements AR3 and amend Schedule 12 as shown in Attachment 1.
2. That pursuant to Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015, Council RESOLVES that, in its opinion, Local Planning Scheme No.3 Amendment No.130 is a Standard Amendment as it is:
 - a. An amendment that is consistent with a Local Planning Strategy for the scheme that has been endorsed by the Western Australian Planning Commission.

The motion was put and declared CARRIED (14/0) by exception resolution.

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Krsticevic, Lagan, Migdale, Olow, Papparde, Perkovic, Proud, Thornton and Mayor Irwin.

Against: Nil.

Committee Recommendation

1. That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council ADOPTS (for the purpose of advertising) Scheme Amendment No.130 to Local Planning Scheme No.3 to rezone House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street, North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) from 'Residential' R30 to 'Residential' R60 and Additional requirements AR3 and amend Schedule 12 as shown in Attachment 1.
2. That pursuant to Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015, Council RESOLVES that, in its opinion, Local Planning Scheme No.3 Amendment No.130 is a Standard Amendment as it is:
 - a. An amendment that is consistent with a Local Planning Strategy for the scheme that has been endorsed by the Western Australian Planning Commission.

Officer's Recommendation

1. That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council ADOPTS (for the purpose of advertising) Scheme Amendment No.130 to Local Planning Scheme No.3 to rezone House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street, North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) from 'Residential' R30 to 'Residential' R60 and Additional requirements AR3 and amend Schedule 12 as shown in Attachment 1.
2. That pursuant to Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015, Council RESOLVES that, in its opinion, Local Planning Scheme No.3 Amendment No.130 is a Standard Amendment as it is:
 - a. An amendment that is consistent with a Local Planning Strategy for the scheme that has been endorsed by the Commission.

Purpose

To consider adopting Scheme Amendment No.130 to Local Planning Scheme No.3 (LPS3) for the purpose of advertising. This amendment proposes the subject area be rezoned from 'Residential' R30 to 'Residential' R60 with an additional requirement that a Local Development Plan be prepared.

Details

On 9 October 2023, the City received an application to rezone House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street, North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) (the 'subject area') from 'Residential' R30 to 'Residential' R60 and amend Schedule 12 to include the requirement for an LDP to be prepared to address site specific requirements.

The intention of the proposal is to facilitate the redevelopment of the site to an R60 density. Should the Scheme Amendment be approved, the site will be subdivided and lots sold on the open market. Homes built on the site would range from two to four storeys in height, with predominantly a 2 storey building height facing Cromer Way, Sedgeford Road and Ellingham Street. Development of the site will include a mix of social, affordable and private market housing.

The subject site is located within the North Beach area. In 2018, the Department of Housing (the predecessor to the Department of Communities), in recognition of the need to redevelop the subject area due to aging housing stock, undertook a series of community engagement exercises to inform future redevelopment options for the area. The outcomes of these exercises are included in the applicant's submission in Attachment 2.

Until recently, the site contained a number of vacant houses owned by the Department of Communities that have now been demolished, and two private single residential dwellings. Surrounding land is zoned 'Residential R30' with a mix of single residential and grouped dwellings. Ellingham Sedgeford Reserve is located to the south of the site. The surrounding road network consists of local roads in Cromer Way, Mundford Street and Sedgeford Road with an east-west connection to North Beach Road and Reid Highway and north-south connection of Marmion Avenue.

The subject area also contains a number of significant trees which were preserved when the vacant houses were demolished. Early discussions with the Department of Communities has indicated a willingness by the landowner that as many of these trees as possible will be retained and incorporated in the future development of the site.

Current Zoning

MRS: Urban

LPS3: Residential R30

Proposed Zoning

LPS3: Residential R60

Size of Site

20,791m²

The purpose of the Amendment is to rezone the site to facilitate future development of a significant land parcel to allow for a mixture of housing diversity.

Comment

The City must consider whether the proposal is consistent with both the local and state planning framework. An assessment against the relevant strategic framework is contained below.

Perth and Peel @ 3.5million

The current State Government draft 'Perth and Peel @ 3.5million' strategy identifies a requirement for 47% of new housing provided in the Perth and Peel region to be developed in existing urban areas.

The Scheme Amendment is consistent with the aims and objectives of the 'Perth and Peel @ 3.5million' strategy as it will facilitate the redevelopment of the subject site for new housing in an existing urban area.

City of Stirling Local Planning Strategy

The City's Local Planning Strategy Key Issue 2.2 identifies that the existing housing stock will not cater for an ageing population or a decrease in average household size:

"Housing demand is shifting from single detached dwellings due to an ageing population and a decrease in average household size. This is not supported by the existing housing stock within the City."

An action item of the Strategy outlines the City will:

"Support the Department of Housing's provision of affordable dwellings in appropriate locations, including investigating the possible rezoning of significant sized land parcel as part of place based planning studies."

The Amendment is consistent with the City's Local Planning Strategy as the rezoning of the 20,791m² site allows the Department of Housing's initiative to provide a diverse range of dwellings within the North Beach area.

Applicant's Justification for Scheme Amendment

The applicant's Scheme Amendment report contained within Attachment 2 includes the following documents:

- Proposed Scheme Amendment;
- Applicant's Justification;
- Indicative Draft LDP;
- Community Engagement Storyboards;
- Bushfire Management Plan;
- Traffic Impact Statement; and
- Engineering Servicing Report.

The applicant's report states that the proposed Amendment from Residential R30 to Residential R60 will allow a diverse range of housing to enable choice for local families, small households and downsizers.

Furthermore, the applicant justifies that the preparation of a future LDP will:

- Concentrate taller buildings in the centre of the site (up to four storeys) enabling a height transition down to the street and respecting the area's existing character.
- Maintain compatible building heights on the periphery of the Amendment area in the interest of maintain the bulk and scale evident in the existing streetscape.
- Retain existing mature, healthy trees and provide deep root zones for new plantings.
- Provide legible, attractive pedestrian connections through the site, improving permeability and access internally and to external destinations.
- Provide high-quality, active and visible communal spaces that integrate with pedestrian connections through the site.
- Improve the safety and functionality of local streets by limiting the number of vehicular crossover.

Proposed Schedule 12 – Additional Site and Development Requirements

Schedule 1, Part 4 Clause 32 of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) provides the ability for a Planning Scheme to identify additional site and development requirements for areas covered by the Local Planning Scheme. The applicant proposes an amendment to Schedule 12 of LPS3, to include the requirement for a LDP to be prepared for the site. The LDP would set out development provisions for the following:

- Building height;
- Building locations;
- Vehicular access and parking; and
- Street interface.

Local Development Plan

The Regulations outline instances in which a LDP may be prepared in Schedule 2 Part 6 Clause 47. These instances include:

- (a) *the Commission has identified the preparation of a local development plan as a condition of approval of a plan of subdivision of the area; or*
- (b) *a local planning policy or structure plan requires a local development plan to be prepared for the area; or*
- (c) *another provision of this Scheme requires a local development plan to be prepared for the area; or*
- (d) *the Commission and the local government considers that a local development plan is required for the purposes of orderly an proper planning.*

The applicant has provided an indicative draft LDP with the Scheme Amendment application contained within Attachment 2. An assessment has not been undertaken as the LDP is draft at this stage and it does not form part of the Scheme Amendment.

Local Planning Scheme No.4

The City is currently preparing Local Planning Scheme No.4 (LPS4). Prior to lodgement of the Scheme Amendment, the City engaged with the Department of Communities. It is recognised that new housing supply is needed in Western Australia, and the proposed Scheme Amendment would assist in facilitating new housing stock within the City. Furthermore, the processing timeframes for a standard Scheme Amendment is intended to be shorter than that of LPS4.

Amendment Type

Clause 35 of the Regulations requires a resolution of a Local Government to prepare or adopt an Amendment to a Local Planning Scheme. The resolution must:

- ‘(a) *Specify whether, in the opinion of the local government, the Amendment is a complex Amendment, a standard Amendment or a basic Amendment; and*
- (b) *Include an explanation of the reason for the local government forming that opinion.’*

Clause 34 of the Regulations identifies the various Amendment types. The proposed Amendment No.130 is considered a Standard Amendment as it meets the following criteria:

(b) an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;

Recommended Action

It is recommended that Council adopt Scheme Amendment No.130 for the purpose of public advertising as the proposed Scheme Amendment is consistent with the City's Local Planning Strategy.

Financial Assessment and Implications

All costs associated with the processing of the Scheme Amendment will be covered by the application fee paid by the applicant.

Stakeholder Engagement

The applicant has undertaken community engagement on the North Beach Urban Renewal Project prior to lodging the Scheme Amendment with the City. The applicant has undertaken three separate community engagement sessions on this project since December 2017.

When Amendment No.130 to LPS3 is initiated, consultation will be required in accordance with the Regulations and the City's Local Planning Policy 6.18 Public Consultation.

There are two privately owned lots in the subject area. The City's officers have met with one of these owners to discuss the proposal and offered to meet with the other.

A report detailing the outcomes of advertising of the amendment will be presented to a future meeting of Council. It is anticipated this will be in the first half of 2024.

Relevant Policies, Legislation and Council Resolutions

The Scheme Amendment is to be processed in line with the requirements of the Regulations. An assessment against these requirements can be found in Attachment 3.

[Planning and Development \(Local Planning Schemes\) Regulations 2015](#)

[Local Government Act 1995](#)

Sustainable Stirling 2022-2032**Key Result Area:** Our leadership**Objective:** A well-governed City**Priority:** Provide local government sector leadership**Strategic Risk**

Strategic Risk	Risk Appetite
Purpose	The City will pursue community and sector leadership through forward thinking decision making, and alignment of its services and operations with its strategic objectives.
Reputation	The City will ensure that any decisions that may affect the City's reputation are made at the appropriate level with stakeholders remaining informed and engaged.

Relevant Documents and InformationAttachmentsAttachment 1 - Formal Documentation [↓](#)Attachment 2 - Amendment No. 130 - Applicant's Submission [↓](#)Attachment 3 - Legislation Requirements [↓](#)Available for viewing at meeting

Nil

Linked Documents

Nil.



CITY OF STIRLING

Local Planning Scheme No. 3

AMENDMENT NO.130

Proposed change of zoning to House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) from 'Residential' R30 to 'Residential' R60 and amend Schedule 12

INTRODUCTION

AMENDMENT PURPOSE

The purpose of the Scheme Amendment is for the subject area be rezoned from 'Residential' with a density coding of R30 to 'Residential' with a density coding of R60 and amendments to Schedule 12 enabling the preparation of a Local Development Plan (LDP).

BACKGROUND

On 9 October 2023, the City received an application to rezone House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) (the 'subject area') from 'Residential' R30 to 'Residential' R60 and amend Schedule 12 to include the requirement for a LDP to be prepared to address site specific requirements.

At its meeting on 5 December 2023, Council considered the proposed amendment and resolved (Council Resolution X):

1. *That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council ADOPTS (for the purpose of advertising) Scheme Amendment No.130 to Local Planning Scheme No.3 to rezone House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford Street, North Beach) from 'Residential' R30 to 'Residential' R60 and amend Schedule 12 as shown in Attachment 1.*
2. *That pursuant to Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015, Council RESOLVES that, in its opinion, Local Planning Scheme No.3 Amendment No.130 is a Standard Amendment as it is:*
 - a. *An amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission.*

PLANNING & DEVELOPMENT ACT 2005



CITY OF STIRLING

LOCAL PLANNING SCHEME NO 3 - AMENDMENT NO.130

Resolution to adopt Amendment to Local Planning Scheme No.3

The City of Stirling Council, under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005, hereby amends the above Town Planning Scheme by:

- Amend Schedule 12 – Additional Site and Development Requirements to include the following:

No.	Description of Land	Requirement
AR3	House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street North Beach	- Prior to development, a Local Development Plan shall be prepared and approved which sets out; Building Height Maximum building heights are to be in accordance with the Local Development Plan Building Locations The Local Development Plan shall generally identify building envelopes to coordinate the location of buildings across the site Vehicular Access and Parking The Local Development Plan shall generally coordinate vehicle access to, form and through the site and identify shared car park areas Street Interface The Local Development Plan shall identify measures to manage the street interface - Development is to be generally in accordance with an approved Local Development Plan.

- Amending the Scheme Map by rezoning House Numbers 1-11 Sedgeford Road, 12-42, 44, 46, 48 and 50 Cromer Way, 1-27, 29, 31, 33 and 35 Ellingham Street and 4, 6 and 8 Mundford Street North Beach (Lots 100 – 103 Cromer Way, Lots 108 – 110 Ellingham Way and Lots 1, 2, 104, 105 and 107 Mundford

Street, North Beach) (the 'subject area') from 'Residential' R30 to 'Residential' R60 and by applying Additional Site and Development Requirements 'AR3' as shown by the Amendment Map

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

1. *An amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission*

Dated this day of

CHIEF EXECUTIVE OFFICER

PLANNING & DEVELOPMENT ACT 2005

Local Planning Scheme No.3
Amendment No.130

7



CITY OF STIRLING

LOCAL PLANNING SCHEME NO 3 - AMENDMENT NO. 130

Adopted by resolution of the Council of the City of Stirling at the meeting
of the Council held on the _____ day of _____ 20__.

MAYOR

CHIEF EXECUTIVE OFFICER

Adopted for final approval by resolution of the City of Stirling at the Meeting
of the Council held on the _____ day of _____ 20__ and the Common Seal
of the City of Stirling was hereunto affixed by the authority of a resolution
of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for
Final Approval

Delegated under S.16 of PD Act 2005

Date _____

Final Approval granted

MINISTER FOR PLANNING;

Date _____

		CITY OF STIRLING Local Planning Scheme No. 3	AMENDMENT No. 130 North Beach Urban Renewal Precinct
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REZONING FROM 'RESIDENTIAL R30' TO 'RESIDENTIAL R60 AND ADDITIONAL REQUIREMENT AR3'

Existing Zoning	Proposed Zoning	LEGEND Subject Site ZONES Residential Additional Requirement LOCAL RESERVES Public Open Space and Local Authority Purposes METROPOLITAN REGION SCHEME Primary Regional Road Reserve Parks and Recreation Reserve
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ADOPTION [REGULATION 13 (1)] Adopted by resolution of the Council of the City of Stirling at the Meeting of the Council held on the _____ day of _____ 2023. Mayor _____ Chief Executive Officer _____ Date _____ Date _____	FINAL APPROVAL 1. Adopted by resolution of the Council of the City of Stirling at the Meeting of the Council held on the _____ day of _____ 2023 and the Seal of the Municipality was pursuant to that resolution hereunto affixed in the presence of:- Mayor _____ Recommended / Submitted for Final Approval _____ Delegated Under S.16 of the Planning & Development Act 2005 _____ Final Approval Granted _____ Minister for Planning _____ Chief Executive Officer _____ _____ _____ _____ _____
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Our Reference: 3195Ltr19
Enquiries: Alex Watson

9 October 2023

Mr Neil Maull
Coordinator Schemes, Policies and Heritage
Development Services
City of Stirling
25 Cedric Street
Stirling, WA, 6021

Dear Neil

**RE: NORTH BEACH URBAN RENEWAL PRECINCT
LPS 3 AMENDMENT REQUEST AND LOCAL DEVELOPMENT PLAN**

Further to our recent discussions and the extensive work completed in 2018-2020, please find enclosed a Local Planning Scheme amendment request and a related Local Development Plan relating to various lots on Cromer Way, Ellingham Way and Mundford Street in North Beach.

This amendment request and LDP are being lodged on behalf of our Client, the Department of Communities, to facilitate the redevelopment of the subject area. Briefly, the amendment proposes:

- That the subject area, which is zoned 'Residential', be upcoded from R30 to R60; and
- That an entry be made into Schedule 12 of the City's Local Planning Scheme No. 3 enabling the preparation of a Local Development Plan for the subject area.

An LDP has been prepared already and forms part of this documentation. We envisage that formal approval of the LDP will need to be preceded by approval of the related amendment by the Minister, however, we respectfully request that it be accepted for assessment and advertised in parallel with the amendment, which will greatly aid the public's understanding of the proposal overall.

Justification for the amendment request and the LDP is provided in full in the attached report, CLE Ref. 3195Rep7D_FinalDocument. Technical appendices covering traffic, bushfire and servicing are included with this report alongside documentation presented during the pre-lodgement community engagement process.

Please liaise with Mr Paxton Anfuso at the Department of Communities (email Paxton.Anfuso@communities.wa.gov.au; telephone 6414 1867) to arrange payment of the lodgement fees associated with the amendment request and LDP.

We trust that the attached documentation enables the City to accept the amendment request and LDP for assessment and advertising. Please do not hesitate to contact the undersigned should you require any clarification or further information.

Yours faithfully



**ALEX WATSON
ASSOCIATE PLANNER
CLE TOWN PLANNING + DESIGN**

Enc: Attachment 1 - Amendment request and LDP (CLE Ref. 3195Rep7D_FinalDocument)

CC: Mr Paxton Anfuso and Mr Ivahnn Randazzo – Department of Communities

Everett Bennett Pty Ltd
ATF The Everett Bennett Unit Trust
ABN 47 835 193 240
www.cleplan.com.au



CITY OF STIRLING LOCAL PLANNING SCHEME No.3

Amendment No.XXX

Recode Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach from R30 to R60 and establish a corresponding Additional Requirement listing in Schedule 12.

Prepared by:



CLE TOWN PLANNING + DESIGN
2 Abbotsford Street
West Leederville
Tel: 08 9382 1233
www.cleplan.com.au

3195Rep7D

July 2023

FORM 2A
Planning and Development Act 2005
RESOLUTION TO PREPARE AMENDMENT TO
LOCAL PLANNING SCHEME
CITY OF STIRLING
LOCAL PLANNING SCHEME NO. 3 - AMENDMENT NO. XX

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by:

1. Recoding Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach from R30 to R60 and amending the Scheme Map accordingly.
2. Inserting the following site and development requirements into Schedule 12: 'Additional Site and Development Requirements' and amending the Scheme Map accordingly:

NO.	Description of Land	Requirement
AR3	Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach.	1. Prior to development, a Local Development Plan shall be prepared and approved which sets out: (a) Building height Maximum building heights are to be in accordance with the Local Development Plan. (b) Building locations The Local Development Plan shall generally identify building envelopes to coordinate the location of buildings across the site. (c) Vehicular access and parking The Local Development Plan shall generally coordinate vehicle access to, from and through the site and identify shared car park areas. (d) Street interface The Local Development Plan shall identify measures to manage the street interface. 2. Development is to be generally in accordance with an approved Local Development Plan.

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

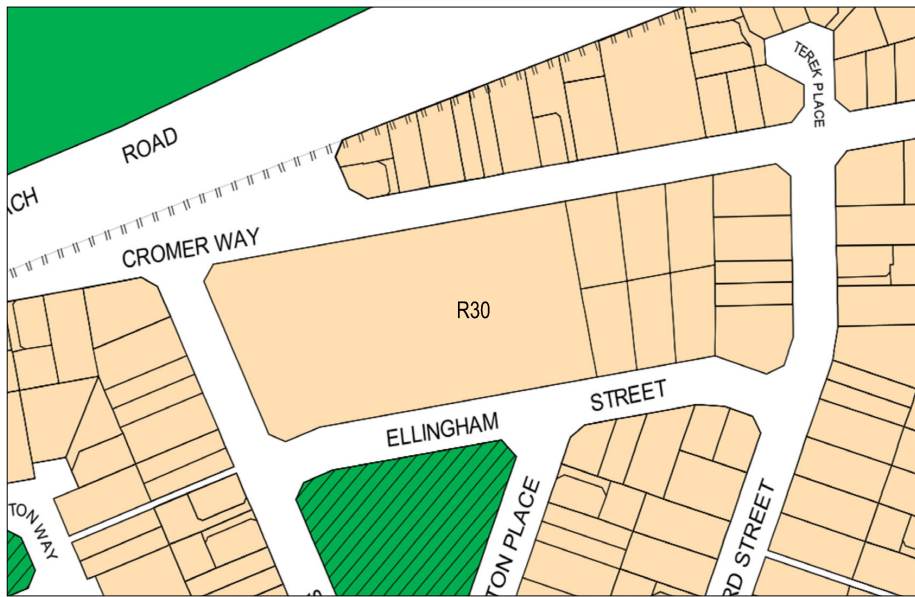
- (a) It proposes land use that is consistent with the applicable zone under the Metropolitan Region Scheme (the 'Urban' zone) and LPS 3 (the 'Residential' zone).
- (b) It is consistent with the draft City of Stirling Local Planning Strategy.
- (c) Development of the site will be coordinated by an overarching Local Development Plan.

Date of Council Resolution

.....
(Chief Executive Officer)

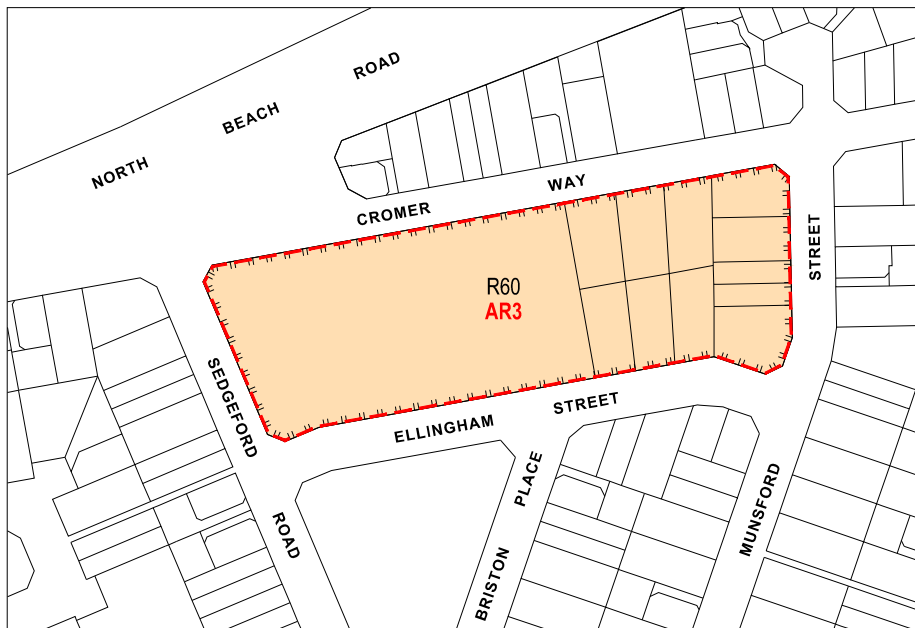
Dated this day of 20.....

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Source: WAPC

EXISTING SCHEME



PROPOSED SCHEME

LEGEND

REGION SCHEME RESERVES (MRS)

 Parks and Recreation

LOCAL SCHEME ZONES

 Residential

LOCAL SCHEME RESERVES

 Public Open Space and Local Authority Purposes

OTHER CATEGORIES

 R60 R Codes

 AR3

SCHEME AMENDMENT REPORT

LOCAL AUTHORITY:	City of Stirling
DESCRIPTION OF SCHEME:	Local Planning Scheme No. 3
TYPE OF SCHEME	Local Planning Scheme
SERIAL NO. OF AMENDMENT:	Amendment No. XXX
PROPOSAL:	Recode Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach from R30 to R60 and establish a corresponding Additional Requirement listing in Schedule 12.

Title: North Beach Urban Renewal Project
City of Stirling Local Planning Scheme No. 3

Prepared for: Department of Communities

CLE Reference: 3195Rep7D

Date: 6 July 2023

Status: Final

Review date: 6 July 2023

Prepared by: CLE Town Planning + Design

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CLE Town Planning + Design

AMENDMENT XXX

CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

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CLE Town Planning + Design**AMENDMENT XXX**

CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

1.0 Introduction

On behalf of the Department of Communities, CLE Town Planning + Design (CLE) seek the support of the City of Stirling to initiate and adopt an Amendment to City of Stirling Local Planning Scheme No. 3 ('LPS 3').

The Amendment proposes to:

- a. Recode Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach from R30 to R60; and
- b. Insert a new entry into Schedule 12: Additional Site and Development Requirements of LPS3 which requires the preparation and approval of a Local Development Plan over the Amendment area that addresses building height, building locations, vehicle access, parking and street interfaces.

The purpose of this Amendment is to facilitate redevelopment of the Amendment area to deliver an innovative, diverse range of housing through a design-led process. It will respond to a demand for alternative housing that differs from the detached single and grouped dwellings that predominate in North Beach and accommodate changing demographics. In particular, the Amendment will enable the provision of multiple dwellings (apartments), which are not permissible under the current R30 density code.

The Amendment area provides an exceptional opportunity for redevelopment at an R60 density code to deliver a range of housing options by virtue of its outstanding location and consolidated ownership. The City's draft Local Planning Strategy acknowledges the undesirable outcomes evident from blanket increases in density in suburban areas, including a lack of housing diversity, loss of tree canopy and piecemeal approach to redevelopment. Redevelopment of a consolidated site in accordance with a holistic plan that manages interfaces, site coverage, bulk, scale and design is a more appropriate, effective and contemporary approach to providing housing choice and making more efficient use of urban land. It is this approach that the Amendment seeks to facilitate. The Amendment area is capable of delivering an outstanding infill development outcome that can be used as an exemplar for other, similar sites.

The Amendment area is unique in that it is well-located relative to facilities, services and amenities and is surrounded on three sides by streets to assist in the management of interfaces. It is in consolidated ownership and being progressed by a landowner with the intent and ability to deliver the desired outcome. Whilst redevelopment of the Amendment area at the current R30 density is available as a 'business as usual' approach, this would considerably under-utilise the site, provide more housing of the type that already predominates in North Beach and diminish the potential for tree retention, as site coverage would likely increase from that proposed in the development concept.

A development concept that underpins this Amendment has been prepared by an experienced Architect, Gresley Abas, and been the subject of a thorough stakeholder engagement process. It represents a site-responsive design that delivers a range of dwelling types, including townhouse and apartments, undercroft parking and green spaces. The potential to develop the site in a holistic manner in accordance with the development concept arises from its consolidated ownership and scale which are a rarity in infill settings. Progression of this development will enable the Department of Communities to proceed with its strategic initiative of reducing its presence in North Beach and make funding available for new investments in other locations. It will significantly improve the aesthetics of the locality by replacing old, dated and in some cases dilapidated dwellings with new architecturally-designed buildings to meet the emerging needs of the community.

2.0 Site Description

2.1 Location and Context

The Amendment area is located in the eastern part of North Beach, adjacent to Marmion Avenue. It is ideally suited for medium-density residential development, being convenient to a wide range of facilities, services and amenities. It is approximately 13 kilometres north-west of central Perth and located in close proximity to destinations such as:

- The North Beach Neighbourhood Centre (1km to the west);
- The Karrinyup Secondary Centre (2km to the south-east); and
- Warwick railway station (3.5km to the north-east).

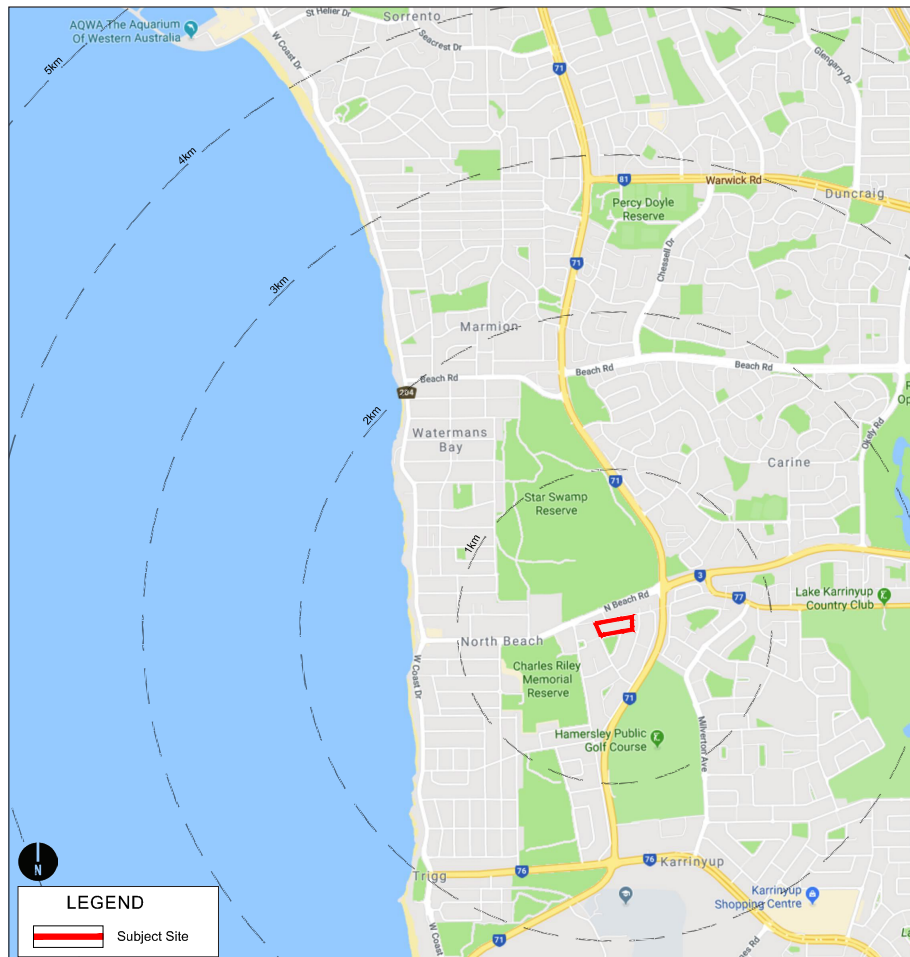


Figure 1: Location Plan

Source: Google Map

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The North Beach Neighbourhood Centre provides for the daily to weekly shopping needs of local residents and represents a focal point for the community. It is a convenient 15-minute walk from the Amendment area via the footpath and cycle path along North Beach Road. Higher-order shopping needs are met by the Karrinyup Secondary Centre, which is an established and significant commercial hub. Karrinyup is home to Myer and David Jones, Woolworths and BigW, as well as numerous specialty stores and services. Bus routes 424 and 425 provide direct links between the Amendment area and Karrinyup.

The Amendment area is also within 5km of the Balcatta light industrial area and has immediate access to a range of recreational opportunities including to Charles Riley Memorial Reserve, the Hamersley Public Golf Course and the Henderson Environmental Centre at Star Swamp Reserve. It is also approximately 1km from coastal destinations such as Mettams Pool, the Trigg dog beach and Watermans Bay.

The immediate surrounds of the Amendment area comprise predominantly medium-density residential development at an R30 density coding. The original housing stock dates to the mid-1960s and consists of relatively small, single-storey dwellings on 700-800sqm lots. Progressively, in accordance with the applicable R30 density code, these houses are being demolished and the lots subdivided either in a side-by-side or battleaxe configuration. This process of gentrification is altering the area's original suburban character.

The Department of Communities is highly represented in the local area, owning two large housing complexes (one of which is the subject of this Amendment) and numerous other grouped dwellings. Across the metropolitan region, the Department of Communities is in the process of reviewing its housing assets to identify opportunities to reduce the incidence of public housing, where appropriate, and optimise the value of assets being retained. The local part of North Beach has been identified as containing a high proportion of housing owned by the Department of Communities and the dwellings within the Amendment area presents a timely opportunity for redevelopment.

Ellingham Sedgeford Reserve is located directly south of the Amendment area and provides basic playground facilities and turfed areas for the local community. The south-western part of the Amendment area benefits from views across the park and the Department of Communities is progressing discussions with the City of Stirling for the potential upgrades of the Reserve in association with the proposed amendment.

2.2 Site Characteristics

The Amendment area covers approximately 2.1 hectares and has road frontage to Cromer Way, Mundford Street, Sedgefurd Road and Ellingham Street. The majority of the Amendment area (approximately 1.28 hectares) consists of Lot 100 Ellingham Street, which contains 36 strata-titled terrace houses grouped into five rectangular buildings. The buildings are arranged parallel to the street on long front setbacks and are inconsistent with the prevailing pattern of development. At the rear of the buildings, each lot has a fenced backyard overlooking a central, common property open space, in the Radburn style of urban design. This is developed to a basic standard comprising non-irrigated turf and various exotic trees, and appears to be less well-utilised than the private backyards that abut. In addition to this central space, the common property contains a narrow pedestrian access way linking Cromer Way and Ellingham Street. There is an opportunity to keep but improve this connection through redevelopment of the site.

East of Lot 100, and still within the Amendment area, is a group of eleven freehold lots, each containing a single house. All but two of these lots are all between 750sqm and 900sqm in area and contain mature trees. They are typical of the original character of North Beach in terms of built form and landscaping. One original lot on Mundford Street has been subdivided into two, in a side-by-side arrangement typical of the area in recent times.

Topographically, the Amendment area slopes from south to north, with a fall of approximately five metres between Ellingham Street and Cromer Way. This is advantageous in terms of site planning, presenting opportunities for managing building height and accommodating an undercroft car-park.



Figure 2: Site Plan
Source: SLIP & Nearmap

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2.3 Transport and Access

The Amendment area is well-located in terms of access to facilities, services and amenities. The established street network provides outstanding pedestrian, cyclist and vehicular access to local and regional destinations.

The Amendment area is bounded on all sides by local streets with 7m carriageways (Cromer Way, Mundford Street, Ellingham Street and Sedgeford Road). A Traffic Impact Statement ('TIS') has been prepared by traffic engineers GTA Consultants and concluded that the existing network of streets and intersections operate well below their capacity. All local streets are Access Streets capable of supporting 3000 vehicle movements per day, which is (as stated in the TIS) "well in excess of the current traffic flows, which are currently below 1000vpd and may well be closer to 500vpd."

Nearby intersections are priority-controlled, including the access to North Beach Road from Cromer Way. North Beach Road is a key east-west 'District Distributor B' road providing access westward to the coast and eastward to Marmion Avenue and Reid Highway. Its intersection with Cromer Way has been assessed and found to be operating at a Level of Service 'A' (the highest level) in both peak times and with a Degree of Saturation of 0.36 in the AM peak, which is highly satisfactory. Intervention in an intersection is generally only required once the Degree of Saturation reaches 0.8 to 1.0.

The TIS concludes that the North Beach Road/Cromer Way intersection could accommodate an additional 4,000 vehicles per day (300 vehicle movements in the AM peak). This equates to approximately 500 dwellings at the R30 density and 800 at R80, which is well in excess of the increase in dwellings likely to eventuate from this Amendment process.

Primary access to the Amendment area is from North Beach Road with access to Karrinyup Road available via Charles Riley Road to the south. This road network provides a good level of connectivity for the Amendment area, ensuring direct and efficient access to local amenities.

Public transport services consist of bus route no. 424, operated by Transperth between the Karrinyup Secondary Centre and Stirling Railway Station. Stops on this route convenient to the Amendment area are located on North Beach Road (within 200m) and to the south on Sedgeford Road (within 250m), within a 5-minute walk.

Footpaths are in place along one side of all abutting and nearby streets providing an excellent pedestrian environment. The proposed Amendment presents an opportunity to reduce the number of crossovers onto Ellingham Street, which would further improve the pedestrian environment.

Cycle paths are available on North Beach Road, Marmion Avenue and Charles Riley Road, complementing the footpath network. Amenities within easy cycling or walking distance include (aside from those listed above):

- Charles Riley Reserve (300m to the south-west);
- North Beach Primary School (400m to the north-west); and
- Star Swamp Reserve, which contains the Henderson Environmental Centre (200m to the north).

Collectively, the local movement network, comprising footpaths, cycle paths, bus routes and a permeable street layout, provides excellent connections to local and regional destinations.

3.0 Planning Framework

3.1 Metropolitan Region Scheme

The Amendment area is zoned 'Urban' under the Metropolitan Region Scheme ('MRS') in its entirety, as is all abutting land. In the vicinity of the Amendment area:

- Star Swamp Reserve is reserved for 'Parks and Recreation' and constitutes Bush Forever Area 204.
- Charles Riley Memorial Reserve is reserved for 'Parks and Recreation'.
- Marmion Avenue and Reid Highway are reserved for 'Primary Regional Roads'.

The continued use of the Amendment area for residential purposes is consistent with the intent of the MRS and will not affect any nearby reserves.

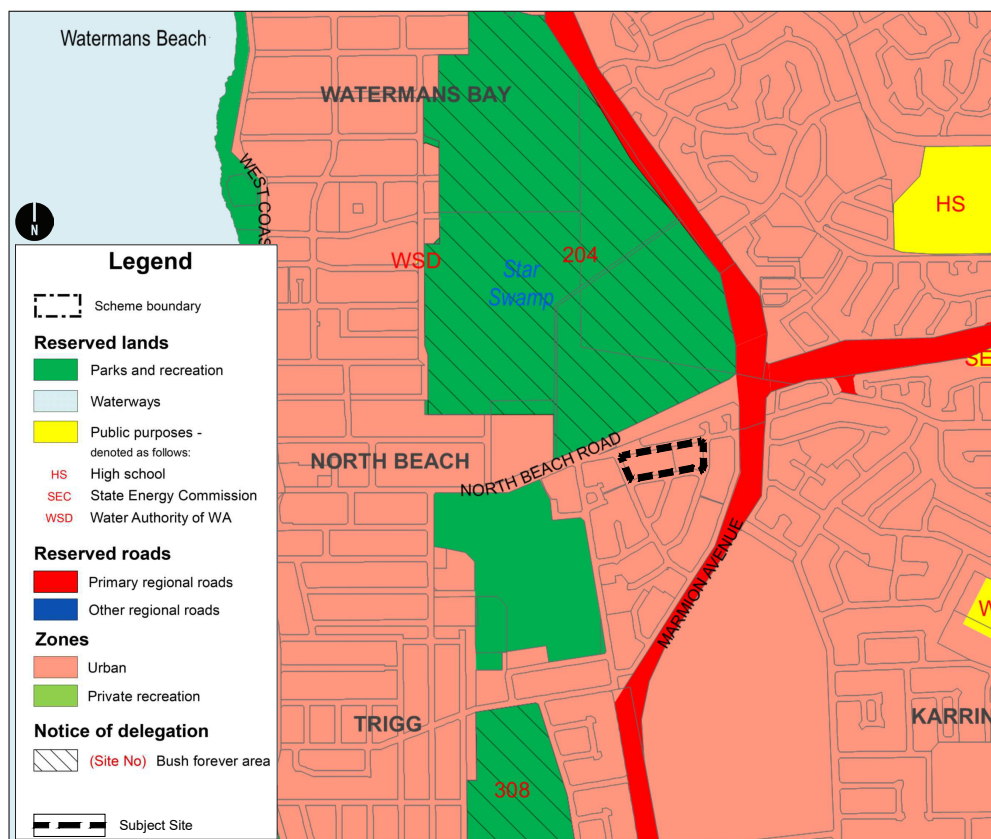


Figure 3: MRS Plan

Source: WAPC

3.2 City of Stirling Local Planning Scheme No. 3

The Amendment area is zoned 'Residential' with a density code of R30 under LPS 3, as is the surrounding land. Ellingham Sedgeford Reserve, opposite the Amendment area to the south, is reserved for Public Open Space.



Figure 4: Local Planning Scheme No.3

Source: WAPC

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3.3 Policies and Strategic Plans**3.3.1 Perth and Peel @ 3.5 million**

Perth and Peel @ 3.5 million is the strategic planning framework for the Perth and Peel region, providing guidance on land use, land supply, development, environmental protection and infrastructure up to 2050.

The document identifies four sub-regions, each of which is addressed by a Sub-regional Planning Framework, with the Amendment area located in the Central sub-region. Five types of urban consolidation precincts are identified for the Central sub-region; specifically, activity centres, urban corridors, station precincts, industrial centres and the green network. The purpose of these is to optimise the use of land in close proximity to activity nodes and transport networks, which is achieved by identifying focal points for infill and urban renewal.

The Amendment area is adjacent to several 'green network' components; namely, Star Swamp Reserve and Charles Riley Memorial Reserve. This ensures that the Amendment area enjoys convenient access to recreational spaces of an active, passive and conservational nature.

3.3.2 City of Stirling draft Local Planning Strategy

The City of Stirling's Local Planning Strategy was endorsed by the WAPC in October 2019. The Local Planning Strategy ('the Strategy') will provide the land use planning for the City of Stirling over the coming decade. It is organised around four Strategic Planning Objectives and nine Strategic Focus Areas. Of the Strategic Focus Areas, 'Population and Housing' and 'Urban Design and Heritage' are most relevant to the Amendment area. Key issues identified in the context of these Focus Areas include:

"2.1: Residential growth is happening in back-gardens and not in Activity Centres or along Activity Corridors."

This point responds to the proliferation of strata-titled housing that has occurred across large parts of the City of Stirling over recent decades as a consequence of blanket increases in density. It highlights the importance of holistic designs for consolidated density sites and of strong connections between housing, employment, transport and facilities.

"2.2: Housing demand is shifting away from single detached dwellings due to an ageing population and a decrease in average household size. This is not supported by the existing housing stock within the City."

Redevelopment of the site at the proposed R60 density code will deliver a range of housing types, including townhouses and two- to four-storey apartments. The local area was developed in a pattern of single detached dwellings and whilst the majority of lots in the vicinity of the Amendment area have now been subdivided, the resultant house types (side-by-side townhouses, detached dwellings on battleaxe blocks, and dwellings within small strata schemes) have resulted in only a modest increase in the range of available housing typologies. Development of the Amendment area as proposed would facilitate greater housing diversity by providing a range of dwelling sizes at various price points.

One of the Actions within Focus Area 2.2 is to *"Support the Department of Housing's provision of affordable dwellings in appropriate locations, including investigating the possible rezoning of significant-sized land parcels."*

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This Amendment is being proposed by the Department of Communities (formerly Housing) in the interest of redeveloping a parcel of land in single ownership. The Department's Cromer Way landholdings form a single development site that, with an appropriate design and density coding, is highly suited to redevelopment co-ordinated by discrete planning framework. This will enable development of the site in a manner that will improve the quality, affordability, diversity and amenity of local housing supply and create a vibrant, inclusive and liveable precinct.

The Strategy targets seventy-five percent of infill development within activity centres and activity corridors, with 25% (or some 15,000 dwellings) to be provided in other locations. The Amendment area's inclusion within the 25% of infill development in 'other locations' will contribute to addressing the lack of housing diversity identified in the Strategy as a challenge for the City of Stirling overall.

"7.1: Current redevelopment and residential infill is resulting in a loss of trees, reduction in private open space and poor design."

Similar to point 2.1 above, this consideration relates to piecemeal infill occurring under blanket density codes. This pattern of redevelopment is evident in the vicinity of the Amendment area, where subdivision on a lot-by-lot basis has occurred extensively. Side-by-side development, battleaxe development and small strata schemes are common, and whilst design outcomes are generally not as poor as in some other parts of the City, the resultant increase in site coverage has resulted in the loss of trees and reductions in private open space.

Initiatives such as the Local Development Plan that underpins this Amendment represent a master-planned, holistic design undertaken by an experienced architect, and are the preferred alternative to 'business as usual' approach which is accepted to achieve sub-optimal infill outcomes. The development concept facilitates tree retention and provides space for new trees and contains a significant component of private/communal open space. It is entirely consistent with the relevant Action within this Focus Area being:

"Undertake place-based planning to improve the design of development occurring in the City's suburbs... focus on greening public spaces, providing more tree cover (both private and public spaces) and improving the quality of places and streets".

Place-based planning is a coordinated design process that examines the context of a development site, assesses the aspirations of the community, designs in a manner that is respectful of local character, expresses ambition for the site and considers the post-development nature of the precinct. Planning regulations that are led by built form, rather than built form being regulated by generic planning criteria, is key to place-based planning. The Local Development Plan submitted with this Amendment request is the product of a place-based planning exercise as described and will ensure a high standard of built form for the Amendment area.

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[3.3.3 State Planning Policy 7.3: Residential Design Codes \(Volumes 1 and 2\)](#)

The Amendment area is currently coded R30 under LPS 3. For the Amendment area, this enables provision of single and grouped dwellings, but not multiple dwellings.

This Amendment proposes to recode the Amendment area to R60. Under the R60 code, by the time this Amendment is approved by the Minister, all dwellings (single, grouped or multiple) will be assessed under Volume 1 of SPP 7.3: Residential Design Codes and specifically, Part C, being the Medium-Density Code that commences in September 2023.

A Local Development Plan has been prepared to support this Amendment (refer Appendix 1) and provides an indication of the potential built form, interface treatments and access arrangements.

[3.3.4 City of Stirling Local Planning Policy 2.8: Multiple Dwellings](#)

The purpose of LPP 2.8 is to “*facilitate good quality, well-designed multiple dwelling developments that:*

- *Are well articulated and contribute positively to the streetscape;*
- *Are of a scale and bulk consistent with surrounding development;*
- *Demonstrate appropriate consideration toward the amenity of adjoining properties and future occupants of the proposed development.”*

LPP 2.8 was adopted before the commencement of SPP 7.3, Volume 2 and the scheduled commencement of the Medium-Density Code within Volume 1, and therefore refers to a part of the original Residential Design Codes that have been superseded.

[3.3.5 City of Stirling Local Planning Policy 6.6: Landscaping](#)

LPP 6.6 applies to, relevantly, “*multiple and grouped dwelling residential developments involving 5 or more units*”. It provides standards for landscaping design and rates of planting and requirements for street trees, existing vegetation, reticulation and mulching. LPP 6.6 will be addressed at the development application stage when landscaping concepts and construction drawings are finalised.

[3.3.6 City of Stirling Local Planning Policy 6.7: Parking and Access](#)

LPP 6.7 specifies car parking ratios for land uses across the City, the circumstances in which these may be varied, and various other parking-related design standards. For residential uses, LPP 6.7 defers to the R-Codes. In this regard:

- Section 5.3.3: Parking of SPP 7.3, Volume 1 will apply to any single or grouped dwelling components of the development concept. For the purposes of calculating car parking ratios, the Amendment area is understood to be in Location B.
- Section 3.9: Car and bicycle parking of SPP 7.3, Volume 2 will apply to any multiple dwelling components of the development concept. As is the case for single and grouped dwellings, Location B is understood to apply.

Information on the traffic and parking implications of this Amendment is provided at Section 4.4.4 of this report.

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[3.3.7 City of Stirling Local Planning Policy 6.11: Trees and Development](#)

LPP 6.11 was adopted by the City of Stirling in October 2017 in response to a recorded reduction in tree canopy cover on private landholdings. This has occurred largely as a consequence of infill development, which has resulted in high rates of site coverage and an increase in the proportion of verges occupied by crossovers and informal parking. Adoption of the LPP coincided with equivalent provisions in LPS 3 (Section 5.13: Trees and Development).

LPP 6.11 responds to the issue of canopy loss by enabling the City to impose conditions on development approvals requiring retention of significant trees and the planting of trees where no significant tree is present. Such a condition may be imposed in respect of the development site itself and the abutting verge. A 'deep root zone' around any retained or planted tree is required.

There are numerous mature trees within the Amendment area that future development will seek to retain. Detail in this regard is provided at Section 4.4.2 below.

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4.0 Proposed Amendment

4.1 Vision

This Amendment has been prepared to facilitate the implementation of a development concept designed specifically for the Amendment area. Preparation of the concept has undergone community engagement, site assessment and design review in order to identify an innovative and site-responsive built form outcome.

The development concept has been designed based on the following principles:

- Provide a diverse range of housing to enable choice for local families, small households and downsizers;
- Concentrate taller buildings in the centre of the site, enabling a height transition down to the street and respecting the area's existing character;
- Maintain compatible building heights on the periphery of the Amendment area in the interest of maintaining the bulk and scale evident in the existing streetscape;
- Retain existing mature, healthy trees and provide deep root zones for new plantings;
- Provide legible, attractive pedestrian connections through the site, improving permeability and access internally and to external destinations;
- Provide high-quality, active and visible communal spaces that integrate with pedestrian connections through the site; and
- Improve the safety and functionality of local streets by limiting the number of vehicular crossovers.

As discussed in Section 3.3.2 above, existing housing stock in North Beach (and surrounding suburbs) is dominated by detached single houses. To respond to changing household characteristics and demographics, it is important that a range of housing typologies are available at the local level. This Amendment will assist to achieve this objective by enabling the provision of apartments and townhouses co-ordinated by an overarching planning framework informed by an architectural design process.

4.2 Development Concept

The development concept that underpins the proposed Local Development Plan is shown in Appendix 2: Community Engagement Storyboards to this report. It envisaged a range of housing typologies including townhouses and two- to four-storey apartments. This is directly responsive to the Local Planning Strategy's observation that housing stock across the City does not provide appropriate choice for homebuyers, particularly those looking to downsize, because of the predominance of single detached dwellings.

4.3 Proposed Zone

Implementation of the Vision and Development Concept described at Sections 4.1 and 4.2 is reliant on the introduction of an R60 density code under LPS 3. Built form controls within this zone, in addition to the Residential Design Codes, will be implemented through an LDP prepared pursuant to the proposed entry to Schedule 12 (refer to Section 4.4 below).

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4.4 Proposed Provisions for Schedule 12

Schedule 12 was inserted to LPS 3 in July 2019 pursuant to Amendment 106. It is modelled on the table at Clause 33 of the Model Provisions within the *Planning and Development (Local Planning Schemes) Regulations 2015* and provides a statutory mechanism for the adoption and implementation of (relevantly) an LDP.

Based on the content introduced to Schedule 12 via Amendment 106 and discussions with the City's planning staff, provisions requiring the following are proposed for the Amendment area:

- A requirement for an LDP to be prepared and approved prior to development; and
- Requirement for the LDP to address design matters including building height, building locations, vehicle access and parking and the interface with adjoining properties.

The LDP will respond to these requirements and ensure that the built form principles expressed in the development concept are delivered as envisaged.

4.5 Local Development Plan

In accordance with the Schedule 12 provisions detailed in Section 4.4 above, a LDP has been prepared for the Amendment area and lodged simultaneously with this Amendment proposal. It has been prepared in accordance with Clause 48 of the Deemed Provisions within the *Planning and Development (Local Planning Schemes) Regulations 2015* and aims to facilitate implementation of the development concept, or a refinement thereof.

The LDP is a fundamental component of this Amendment. The Amendment is being proposed to facilitate the outcome of a holistic design process that uses a built form concept to inform planning controls. Introduction of an R60 density code without site-specific and design-led planning controls would not contribute to the delivery of the envisaged outcome. By contrast, controls in the Additional Site and Development Requirements table of LPS 3, combined with the LDP and the development concept, will ensure that development on the site is in keeping with the proposals discussed with the City to date and communicated to local residents through the engagement process.

The LDP contains provisions addressing:

- Building envelopes identifying the location of buildings comprising two, three or four storeys, with three and four storey elements concentrated toward the centre of the Amendment area and on interfaces facing non-residential development, and nothing more than two storeys facing residential development;
- An indicative, permeable internal vehicular movement network;
- A legible pedestrian link between Ellingham Street and Cromer Way, facilitating visual and practical public access between Ellingham Sedgeford Reserve and Star Swamp;
- Building setbacks, to be referenced in conjunction with the building envelopes, aimed at ensuring that the proposed development is respectful of the existing streetscape;

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- Significant trees that development plans will seek to protect and retain, and the location of key landscaping locations; and
- Potential for a future commercial component in either of the two north-westernmost buildings, such as a café or convenience store. It is likely that the initial use of this space would be for residential purposes, but the space will be adaptable and could be converted in future. A separate amendment to LPS 3 would be required in order to facilitate a commercial use in this location.

Collectively, the LDP provisions aim to ensure that development of the site is generally in accordance with the development concept that has been published and considered by the community.

4.6 Planning and Development Considerations**4.6.1 Public Consultation**

This Amendment has been preceded by an extensive program of community consultation. The Department of Communities held community expos in December 2017 and March 2018 and received feedback encompassing topics such as:

- The relaxed, coastal character of the area and its connection to natural landscapes;
- The opportunity for a higher standard of landscaping and facilities at Ellingham Sedgeford Reserve;
- The incidence of properties owned by the Department of Communities and the condition of some of these properties, especially within the Amendment area; and
- The need to co-ordinate the provision of street trees and footpaths through the area.

This feedback was incorporated into the development concept that underpins the Amendment proposal. The concept was presented at a third community event held in June 2019 at the Henderson Environment Centre. A set of 13 storyboards (refer Appendix 2) covering the outcomes of previous events, a vision for the Amendment area, opportunities and constraints, streetscape examples and concept plans were displayed. Representatives from the Department of Communities, project architect Gresley Abas and CLE facilitated the event, with a feedback form provided to attendees. Feedback from the June 2019 event indicated:

- Support for renewal of the buildings within the Amendment area and a reduction in the concentration of public housing in North Beach;
- Strong interest in parking and traffic being properly managed;
- A desire for high-quality street presentation and building heights that respect the surrounding area; and
- Moderate interest in initiatives to retain trees and provide space for new trees and landscaping.

The development concept responds to these points, which is consistent with feedback received from previous events, through features such as the two-storey interface. The progression of a holistic design by an experienced architect will ensure that any development presents appropriately to external public spaces and context-appropriate building heights.

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Some respondents expressed a preference for the Amendment area to be subdivided at the existing R30 density as this would ensure consistency with existing built form at the current density. Redevelopment under a 'business as usual' scenario is not proposed for the following reasons:

- It would not take advantage of the Amendment area's locational attributes, including its central metropolitan location, proximity to the beach, North Beach Local Centre and facilities at Charles Riley Reserve, and potential to catalyse improvements to public transport services;
- It would result in private garages with limited (if any) visitor parking giving rise for the potential proliferation of street parking;
- It would likely result in the proliferation of crossovers onto surrounding streets, limiting opportunities for street trees and creating a less safe and pleasant pedestrian environment;
- It would require significant site works in order to deliver level building sites thereby reducing the opportunities for tree retention. It would also require the importation of significant volumes of fill and alter the natural topography of the site;
- It would result in greater impermeable surface area with each dwelling having its own driveway and crossover;
- Result in higher proportion of site coverage by buildings as compared to a coordinated development approach that seeks to reduce building footprints by increasing heights;
- Could result in a lower standard of housing and landscaping, and a longer development timeframe, given lower returns from the development; and
- It would limit the ability for housing diversity and affordability by delivering the standard 4 x 2 product as currently exists.

Overall, approximately 70% of respondents indicated that they 'Strongly supported', 'Supported' or were 'Neutral' on the development concept, suggesting a relatively high degree of acceptance of an appropriate increase in density on the Amendment area.

The three community events held to date precede the formal advertising process that will be undertaken by the City of Stirling for the Amendment and LDP in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

4.6.2 Tree Retention

Through adoption of LPP 6.11 (discussed at Section 3.3.7 above), the City of Stirling has communicated the importance of urban tree canopy and outlined strategies to protect and provide trees on private land and verges. The proposed R60 coding presents opportunities for protection and provision of trees that are not available with a lower coding, because it enables greater height and therefore reduces reliance on site coverage. The City's Local Planning Strategy has identified the detrimental impact that piecemeal, 'back-garden' infill at the R30 and R40 densities has had on tree canopy across the City through high proportions of site coverage. Allowance for context-appropriate increases in height enables a lower proportion of site coverage and therefore greater scope for tree protection and provision.

There are few remnant native trees within the Amendment area, but numerous mature planted trees of both native and non-native origin. The value of some of these trees in terms of amenity and habitat is recognised, and their retention will be targeted as far as is practicable.

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Mature eucalypts are a prominent feature of the Cromer Way streetscape, and peppermints have been planted along the northern verge of Ellingham Street. Through the centre of the Amendment area is an assortment of mature trees, some of which have been incorporated into the development concept and may be suitable for retention. This will be confirmed in consultation with the City of Stirling at the development stage.

Existing trees being retained will be incorporated into landscape plans for the Amendment area to be prepared at the development stage. These plans will propose appropriate new tree plantings to accentuate the public spaces and interfaces, particularly where the Amendment area adjoins Ellingham Sedgford Reserve.

4.6.3 Bushfire Hazard Management

The north-western corner of the Amendment area is identified as bushfire-prone under the Department of Fire and Emergency Services Map of Bushfire Prone Areas. As such, State Planning Policy 3.7: Planning in Bushfire-Prone Areas is applicable to the Amendment process. A Bushfire Management Plan ('BMP') incorporating a Bushfire Hazard Level assessment (EcoLogical Australia, July 2019; refer Appendix 3) has been prepared to support this Amendment proposal and has confirmed that bushfire hazard management is not a constraint to redevelopment of the Amendment area.

The primary bushfire hazard affecting the Amendment area is Woodland and Scrub to the north, within the North Beach Road reserve and adjacent to the Star Swamp Reserve. This translates to BHLs of 'Moderate' over the north-western half of the Amendment area and 'Low' elsewhere. The BMP concludes that there is no impediment to compliance with SPP 3.7 being achieved at the development stage, noting that there will be adequate separation for the proposed development from bushfire-prone vegetation nearby. Consistent with SPP 3.7, BAL contours will be calculated at the development application stage for the area identified as having a 'Moderate' BHL and management measures implemented in accordance with SPP 3.7 and the relevant Australian Standard (AS 3959-2009).

4.6.4 Traffic and Access

A Traffic Impact Statement (TIS) has been prepared by GTA Consultants (refer Appendix 4) to accompany this Amendment. As stated in Section 2.3 above, the TIS demonstrates that all roads and intersections, in their current form, have capacity to support higher traffic volumes.

As part of the TIS, traffic counts were undertaken for existing roads and intersections in proximity of the Amendment area. These confirmed that approximately 1300 vehicles per day use Cromer Way and that its intersection with North Beach Road currently operates at the highest Level of Service rating ('A'). The TIS estimates that the North Beach Road/Cromer Way intersection can accommodate an additional 4,000 vehicles per day (300 vehicle movements in the AM peak). This equates to approximately 500 dwellings at the R30 density and 800 at R80, which is well in excess of the increase in dwellings likely to eventuate from this Amendment process.

To assess the potential impact of development of the Amendment area at the proposed R60 density coding, anticipated traffic volumes were added to the traffic counts and conclusions drawn about the increases in density that could be supported without upgrades to the road network. The proposed dwelling yield (approximately 150), would translate into total traffic volumes of approximately 2000 vehicles per day on Cromer Way, which is well within its capacity (3000 vehicles per day) and that of its intersection with North Beach Road.

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CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

Assuming progression of this Amendment and development in general accordance with the development concept by the year 2031, the North Beach Road/Cromer Way intersection is forecast to continue to perform at a Level of Service 'A'. Forecast Degrees of Saturation (0.42 in the AM peak and 0.31 in the PM peak) also do not warrant upgrades to the intersection.

Feedback received during the community consultation phase of the project indicates public interest in upgrades to the Cromer Way / North Beach Road intersection being undertaken, due to a perceived issue with peak-hour traffic. The traffic calculations discussed above do not suggest that there is, or will be, any issue with this intersection.

4.6.5 Ellingham Sedgeford Reserve

The Department of Communities is committed to working with the City of Stirling to facilitate improvements to Ellingham Sedgeford Reserve, in response to demand from the community.

The community engagement that has occurred in the lead-up to lodgement of this Amendment has confirmed local residents' keen interest in improvements being made to Ellingham Sedgeford Reserve. This local park currently contains basic playground facilities, turf and a mulched, landscaped area adjacent to Ellingham Street. Irrigation is not provided and plantings are generally sparse. There are numerous mature trees on the site worthy of retention, but there is scope for investment in other landscaping and equipment.

A meeting has been held with the City's Parks and Sustainability Business Unit to assess the extent of any likely investment and the City's preferred approach to the design process. The City has advised that a range of local-level park infrastructure may be acceptable in Ellingham Sedgeford Reserve, subject to approval of landscape plans and compliance with an agreed budget. The Department of Communities understands that in addition to equipment, the City is interested in ensuring the retention of healthy mature trees and provision of new, native plantings.

4.6.6 Servicing, Infrastructure and Drainage

Service infrastructure in the vicinity of the Amendment area has been comprehensively reviewed and summarised in an Engineering Servicing Report (Cossill and Webley, July 2019; refer Appendix 5). Based on a desktop review and preliminary discussions with servicing agencies, the Engineering Servicing Report concludes that there is sufficient capacity within existing infrastructure to accommodate the development concept. This applies to the local road network, drainage system, sewer system, water supply, electricity supply, gas supply and the communications network.

The topography of the site, described at Section 2.2 above, has been incorporated into the development concept and as such, earthworks across the Amendment area are expected to be minimal. On-site infiltration of the first 15mm of any rainfall event, as required by the City of Stirling, is anticipated to be readily accommodated, given the free-draining nature of the soils. This will be confirmed at the development application stage in accordance with standard practice.

The Engineering Servicing Report also notes that none of the landholdings within the Amendment area is listed on the Contaminated Sites Database maintained by the Department of Water and Environmental Regulation. The Amendment area has significant separation to groundwater (in the order of 23m) and not listed as having any known risk of acid sulphate soils disturbance.

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AMENDMENT XXX

CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

5.0 Summary

The Department of Communities' landholdings on Cromer Way in North Beach represent a unique and outstanding opportunity for a holistic, master-planned urban renewal project. The City's Local Planning Strategy has highlighted the importance of facilitating a diverse range of housing, recognising that evolving demographics demand a shift from the traditional predominance of large, detached family homes. To this end, the development concept prepared for the Amendment area includes a mix of townhouses and apartments that contribute significantly to providing better housing choice for local residents and new investors alike.

The Amendment area lends itself to this type of housing by virtue of its excellent location. The Amendment area is within a ten-minute walk of amenities and facilities such as the North Beach Neighbourhood Centre, the coast, Star Swamp Reserve and Charles Riley Reserve. Employment centres at Balcatta and Osborne Park are easily accessible and the Stirling railway station and Karrinyup shopping centre are accessible by bus.

Development in accordance with the proposed R60 code and LDP would be a superior outcome to a 'business as usual' approach involving subdivision at the existing R30 coding as it facilitates:

- Provision of a new range of housing types;
- Protection and provision of significant trees;
- Co-ordinated management of interfaces with existing residential development; and
- Efficient use of residential land, avoiding a fragmented approach.

The development concept has been presented at a community engagement event and received a significant degree of support, particularly for its principle of concentrating height near the centre of the site, management of interfaces, consolidated parking arrangements, design excellence and the potential to ensure redevelopment of an ageing housing complex.

Implementation of the development concept is proposed to be guided by a Local Development Plan facilitated through a new entry into the 'Additional Requirements' table of LPS 3 providing a relative degree of certainty regarding development outcomes.

The Amendment area presents an opportunity to be, on completion, an outstanding example of sensitive, site-responsive infill that demonstrates the potential of consolidated parcels redesigned in a holistic manner. The City's Local Planning Strategy makes specific reference to shifting away from 'back garden' infill and toward a more master-planned model, and to the desire to support the Department of Communities' initiatives to provide affordable, contemporary housing (both directly and financially through redevelopments and sales). This Amendment seeks to facilitate both, and represents a modern, tailored, responsible approach to the redevelopment of a well-located site.

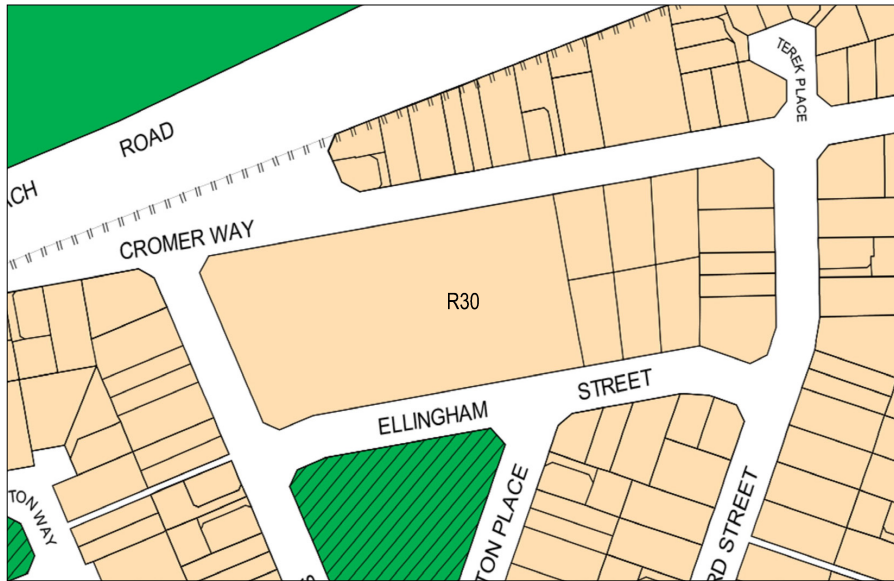
TEXT MODIFICATION PAGE
Planning and Development Act 2005
CITY OF STIRLING
LOCAL PLANNING SCHEME NO. 3 - AMENDMENT NO. XX

The City of Stirling under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Recoding Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach from R30 to R60 and amending the Scheme Map accordingly.
2. Inserting the following site and development requirements into Schedule 12: 'Additional Site and Development Requirements' and amending the Scheme Map accordingly:

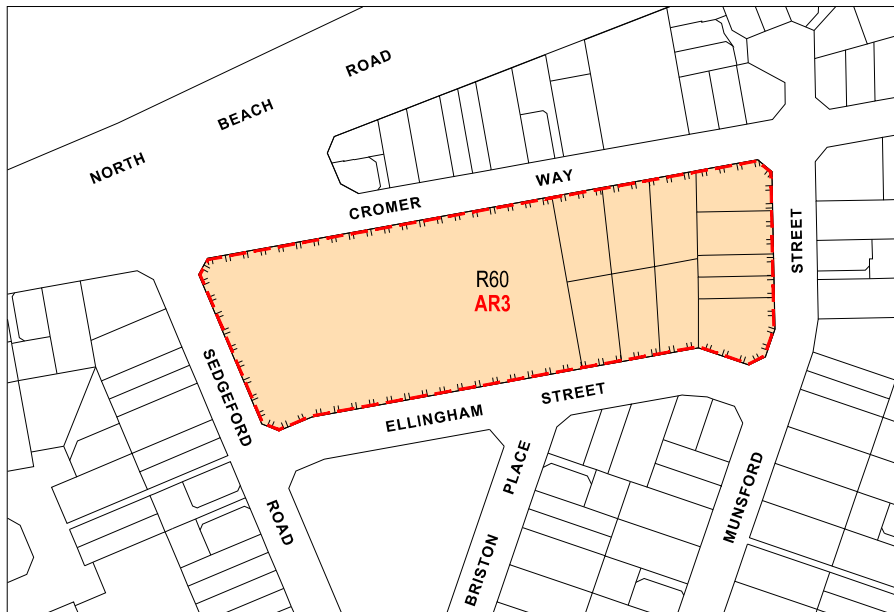
NO.	Description of Land	Requirement
AR3	Lots 100, 101, 102 and 103 Cromer Way, North Beach, Lots 108, 109 and 110 Ellingham Way, North Beach, and Lots 104, 105, 1, 2 and 107 Mundford Street, North Beach.	1. Prior to development, a Local Development Plan shall be prepared and approved which sets out: (a) Building height Maximum building heights are to be in accordance with the Local Development Plan. (b) Building locations The Local Development Plan shall generally identify building envelopes to coordinate the location of buildings across the site. (c) Vehicular access and parking The Local Development Plan shall generally coordinate vehicle access to, from and through the site and identify shared car park areas. (d) Street interface The Local Development Plan shall identify measures to manage the street interface. 2. Development is to be generally in accordance with an approved Local Development Plan.

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Source: WAPC

EXISTING SCHEME



PROPOSED SCHEME

LEGEND

REGION SCHEME RESERVES (MRS)

 Parks and Recreation

LOCAL SCHEME ZONES

 Residential

LOCAL SCHEME RESERVES

 Public Open Space and Local Authority Purposes

OTHER CATEGORIES

 R60 R Codes

 AR3

CLE Town Planning + Design**AMENDMENT XXX**

CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

Form 6B**COUNCIL ADOPTION**

This Standard Amendment was adopted by resolution of the Council of the City of Rockingham at the Ordinary Meeting of the Council held on the XXX day of XXXXX, 20XX

.....
MAYOR
.....**CHIEF EXECUTIVE OFFICER****COUNCIL RESOLUTION TO ADVERTISE**

By resolution of the Council of the City of Rockingham at the Ordinary Meeting of the Council held on the XX day of XXXX, 20XX proceed to advertise this amendment.

.....
MAYOR
.....

CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for support without modification by resolution of the City of Wanneroo at the Ordinary Meeting of the Council held on the XXX day of XXXXX, 20XX, and the Common Seal of the City of Wanneroo was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR
.....

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63).....
DELEGATED UNDER S.16 OF

PD ACT 2005

DATE

APPROVAL GRANTED**MINISTER FOR PLANNING, LANDS AND HERITAGE**

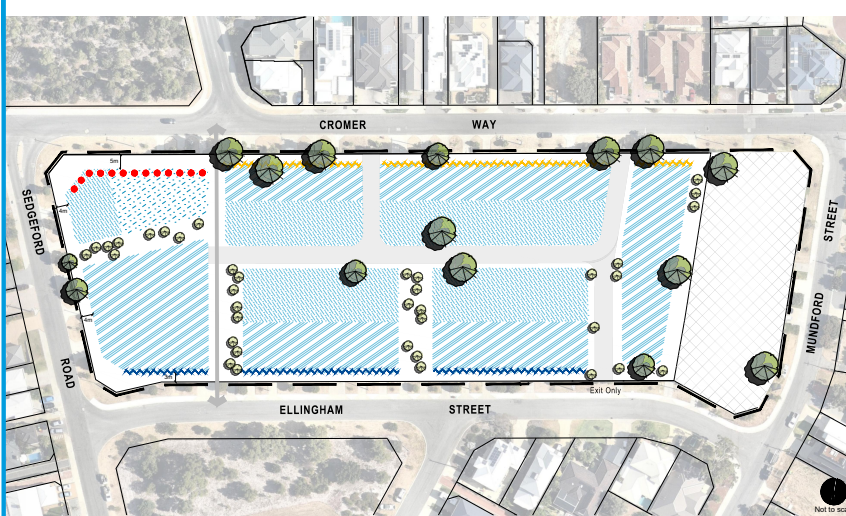
DATE

Appendices

- Appendix 1: Local Development Plan
- Appendix 2: Community Engagement Storyboards
- Appendix 3: Bushfire Management Plan (EcoLogical Australia)
- Appendix 4: Traffic Impact Statement (GTA Consultants)
- Appendix 5: Engineering Servicing Report (Cossill and Webley)

Appendix 1: Local Development Plan

CROMER WAY LOCAL DEVELOPMENT PLAN - NORTH BEACH



LEGEND

- | | |
|--|--|
| LDP boundary | Indicative pedestrian access |
| Two storey indicative building envelope | Ellingham Street Provisions apply |
| Three storey indicative building envelope | Cromer Way Provisions apply |
| Four storey indicative building envelope | Indicative location for a ground-floor adaptable space and active frontage |
| Indicative internal access road alignments | Existing trees targeted for retention |
| Development in accordance with the R-Codes | Indicative landscaping |

APPLICATION OF LOCAL DEVELOPMENT PLAN

Unless otherwise stated on this Local Development Plan (LDP), the provisions of the Residential Design Codes, Volume 1, Part C apply to all dwelling proposals. The provisions of this LDP prevail to the extent of any inconsistency with the R-Codes.

OBJECTIVES

This LDP is prepared to coordinate development of the site at an R60 density coding by spatially identifying the location of indicative building envelopes of varying heights. It seeks to maintain a consistent streetscape and ensure that building heights are compatible with adjoining properties.

DEVELOPMENT STANDARDS

Street setbacks

- Where dimensioned, minimum street setbacks shall be as indicated on the LDP.
- Notwithstanding any other provisions of this LDP, unenclosed balconies and shade structures over ground floor outdoor living areas shall be setback a minimum of 2 metres from a street boundary.

Ellingham Street Provisions

The following provisions apply to the indicative building envelopes fronting Ellingham Street specifically identified on the LDP:

- Buildings shall be setback a minimum of 3m from the Ellingham Street boundary.
- A minimum average street setback of 6m shall be maintained to the Ellingham Street boundary in order to achieve depth in the building facades and provide visual relief.
- Buildings fronting Ellingham Street shall have a maximum continuous facade of 25m as measured from the external walls of the building.
- Building facades shall be separated by a minimum distance of 4m.

Cromer Way Provisions

The following provisions apply to the indicative building envelopes fronting Cromer Way specifically identified on the LDP:

- Buildings shall be setback a minimum of 3m from the Cromer Way boundary.
- Buildings fronting Cromer Way shall have a maximum continuous facade of 20m as measured from the external walls of the building. This calculation excludes carport and/or garages.
- Building facades shall be separated by a minimum distance of 4m. The separation distance may include carports and/or garages.

Building Height

- Maximum building heights are to be in accordance with the indicative height designations depicted on the LDP.

Vehicle Access

- Consolidated vehicle access points to the street network and internal circulation areas shall be generally consistent with the LDP.
- Individual driveways/crossovers for dwellings fronting Cromer Way are permitted subject to a maximum width of 4.5 metres for each driveway/crossover.
- Car-parking is to be provided in accordance with the R-Codes and the City's Local Planning Scheme No. 3, as relevant and may be integrated into the buildings or at-grade.

Open Space

- A minimum of 40% open space is to be provided across the site at full buildout. As part of the staged development of the site, a consolidated open space assessment is to be provided with each development application demonstrating the total amount of open space. Whilst each stage does not need to provide 60% open space in its own right, it shall be demonstrated that cumulatively, the site is capable of achieving the minimum open space at full buildout.

Pedestrian Access

- Pedestrian access through the site is to be provided in the general location depicted on the LDP.

Ground Floor Adaptable Space

- A minimum of 60m² of gross floor area is to be provided as 'adaptable commercial space' on the ground floor of the frontage as marked identified on the LDP. The 'adaptable commercial space' may be used for residential purposes but shall be designed to accommodate a potential local store or cafe in the future. The 'adaptable commercial space' shall be designed to include:
 - Direct and dedicated pedestrian access to the street; and
 - An elevation comprising a minimum of 60% glazing.

Appendix 2: Community Engagement Storyboards



NORTH BEACH URBAN RENEWAL PRECINCT REVISITING THE VISION



"The North Beach Urban Renewal Precinct embodies the relaxed and coastal character of North Beach, it is a place that connects us with the natural landscape and enables us to evolve as a community"



NORTH BEACH URBAN RENEWAL PRECINCT DESIGN PRINCIPLES TO ACHIEVE THE VISION (1)

P1 – Connected and cohesive community

Improve opportunities for social interaction to foster community pride and ownership:

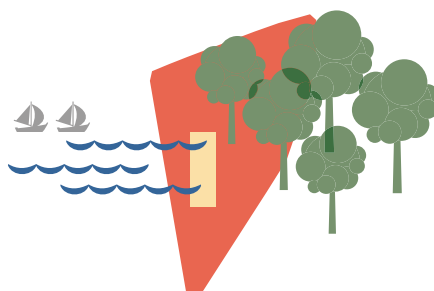
- + Provide meeting places to improve opportunities for social interaction
- + Enhance the quality of local parks
- + Improve the quality and safety of streetscapes to promote walking and get people on to the street



P2 – Connected to landscape

Celebrate connection to existing natural areas and use landscape to develop precinct character:

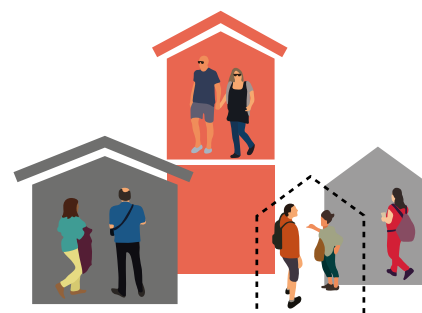
- + Preserve and enhance the existing landscape to create a natural and green precinct
- + Promote the retention and planting of trees
- + Improve physical connections between the North Beach Urban Renewal Precinct, Star Swamp Reserve and the coast



P3 – Design for diversity

Provide for a diversity of lifestyle and life stage opportunities:

- + Provide a diverse range of housing typologies in both form and price
- + Promote ageing in place
- + Provide flexibility to ensure that places are able to adapt and grow as needs of the community change



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HAMES
SHARLEY

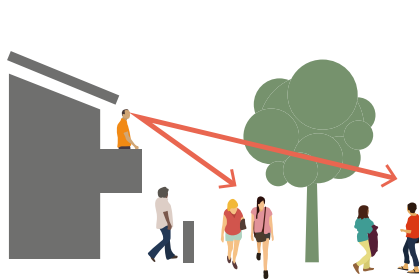
gresleyabas

NORTH BEACH URBAN RENEWAL PRECINCT DESIGN PRINCIPLES TO ACHIEVE THE VISION (2)

P4 – A safe and secure neighbourhood

Building and streetscape design enables residents to promote safety and security:

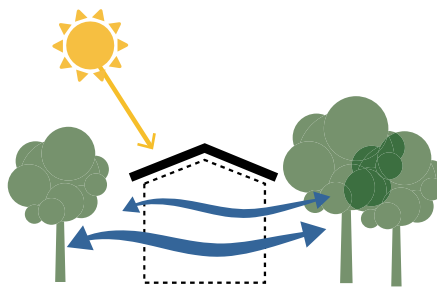
- + Provide buildings which overlook streetscapes and local parks (passive surveillance)
- + Provide pedestrian paths and parks that are well lit
- + Provide safe pedestrian crossings along key pedestrian routes



P5 – Climate responsive design

Buildings and public spaces (streets and parks) respond to the local microclimate:

- + Provide green canopies to reduce urban heat island effect
- + Reduce energy consumption by having consideration for solar and wind conditions, maximising access to natural light and ventilation



P6 – A healthy and active community

Encourage walking and cycling to and through the North Beach Urban Renewal Precinct:

- + Enhance streetscapes for walking and cycling by providing shade, safe pedestrian crossings and consistent footpaths
- + Improve pedestrian connections to local attractions and existing public transport infrastructure
- + Improve cyclist connections to existing Perth Bicycle Network infrastructure



NORTH BEACH URBAN RENEWAL PRECINCT REVISITING THE VISION

We listened and you told us

- + Maintain the character of North Beach.
- + Protect the natural environment
- + Sell the vacant land on Charles Riley Road.
- + Rejuvenate Ellingham Reserve
- + Reduce our presence further in the precinct, although be considerate of existing public housing tenants.
- + A coordinated approach to providing street trees and footpaths within the precinct.
- + Cromer Way properties should be redeveloped.

What we have progressed

- + Sold several properties within the precinct, including vacant lots on Charles Riley Road.
- + Intend to sell three Communities owned properties that front Mundford Street.
- + Continuing to assess other properties that may be suitable for sale.
- + Focusing on Cromer Way and the preparation of concepts for the site.
- + Preparing draft scheme amendment documentation.
- + Met with key government agencies.



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CROMER WAY SUB-PRECINCT RENEWAL FOCUS ON CROMER WAY

An Opportunity to Achieve Design Principles in the Short Term

- + Current zoning of Residential R30 within the broader precinct already allows for subdivision.
- + A further increase in zoning to the extent indicated in the previous concepts may have a negative impact on the look and feel of the suburb.
- + The Department of Planning, Lands and Heritage (DPLH) was unlikely to support the wholesale increase in density and the City of Stirling's draft Local Planning Strategy did not support this.
- + Contain the development to a single location.
- + Will allow a range of different types of homes to be provided such as catering to multi-generational families, ageing in place, town-housing, first home buyers etc.
- + Opportunity for community to stay and create "people, place, home".



CURRENTLY: Poor and unsafe pedestrian connections through site



CURRENTLY: Healthy mature existing trees - instant amenity and shade



CURRENTLY: Poor relationship of buildings to street



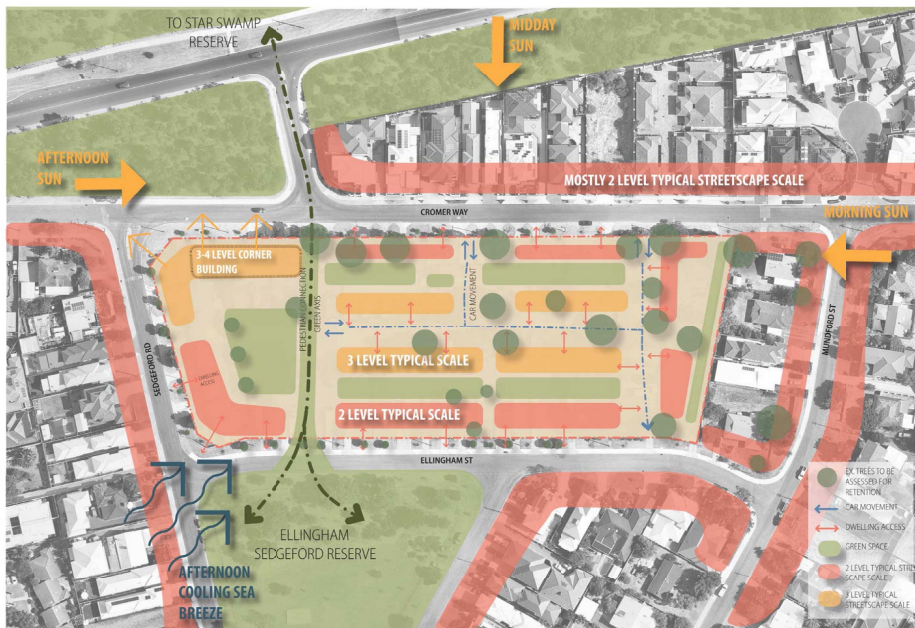
CURRENTLY: Poorly activated, underutilised and unsafe shared green space



CURRENTLY: Much larger verges than surrounding development. 2 storey houses typical throughout surrounding streets



CROMER WAY SUB-PRECINCT RENEWAL OPPORTUNITY AND CONSTRAINTS



Appropriate Scale

- + Maintain typically 2 storey street scape along all public roads.

Housing Choice

- + Create affordable and accessible homes.
- + Create new housing types to promote young families to enjoy North Beach - eg Ground level apartments with backyards.
- + Homes to age in place.
- + Homes for those moving out from parents house.
- + 1,2, + 3 bedroom apartments

Gardens and Greenery

- + Retain existing trees wherever possible
- + Introduce large amounts of private and communal garden spaces
- + Smart use of external spaces to provide amenity PLUS privacy

Integrate into Community

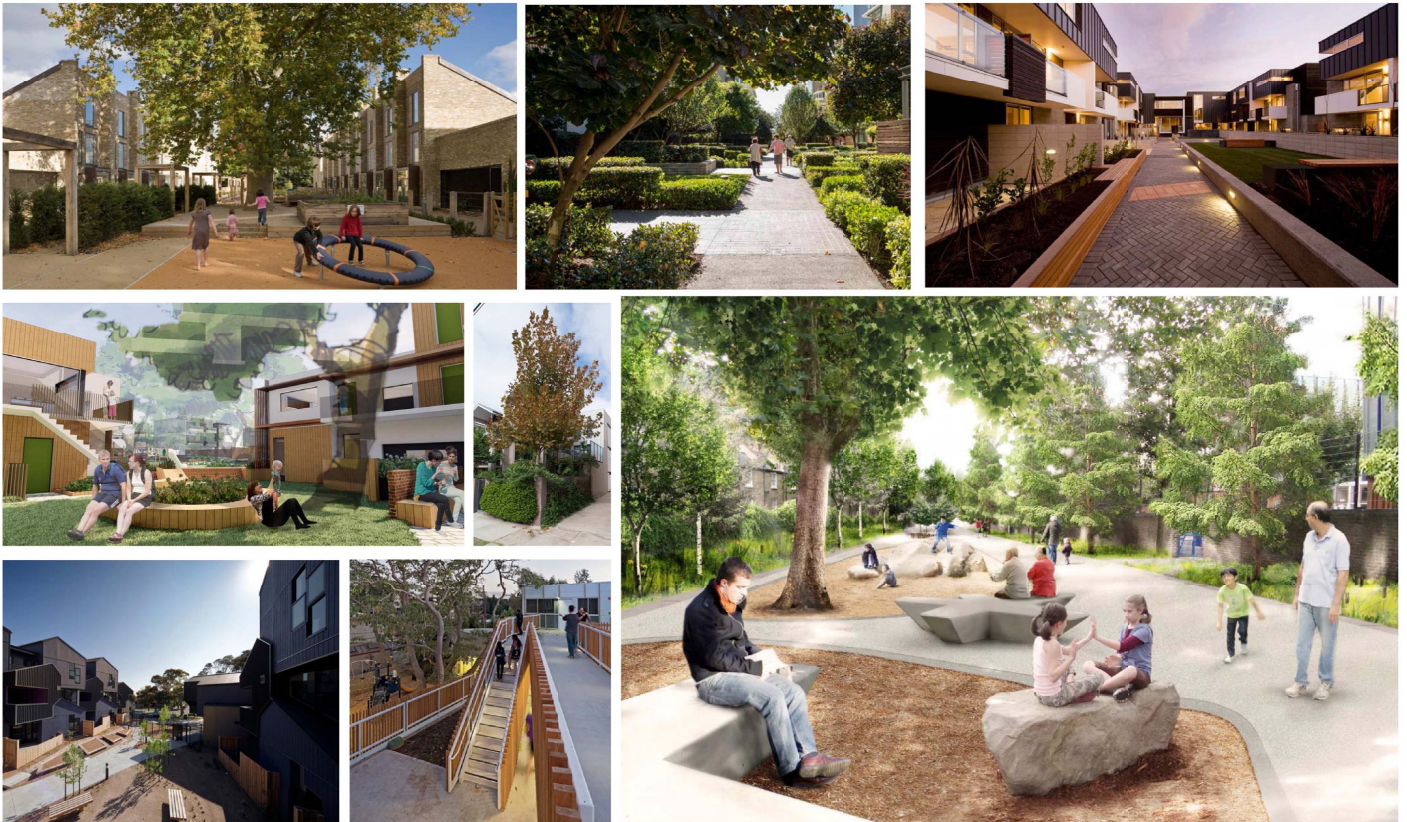
- + Integrate public communal spaces into adjacent parks



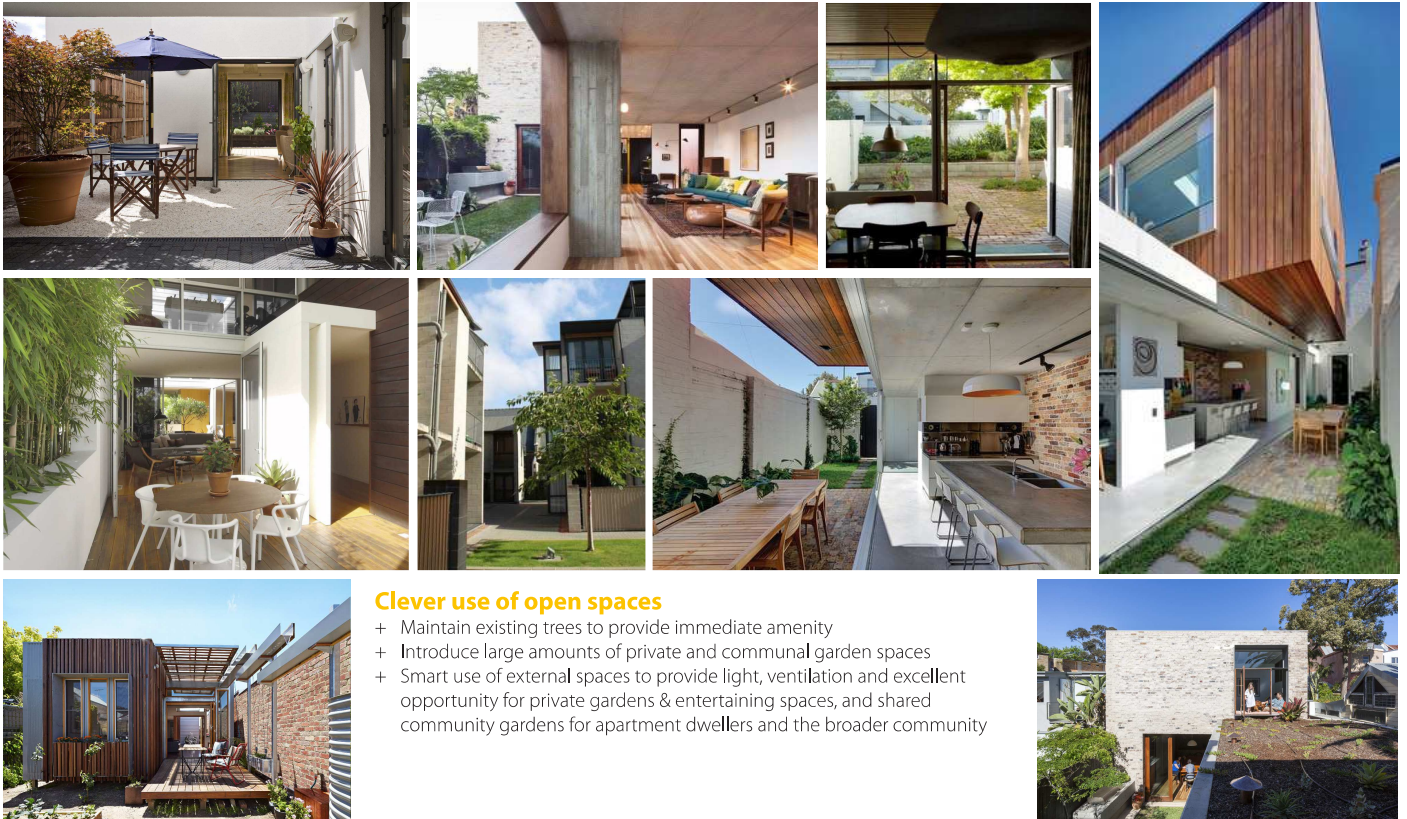
CROMER WAY SUB-PRECINCT RENEWAL SOME INSPIRATION - STREETSCAPES



CROMER WAY SUB-PRECINCT RENEWAL SOME INSPIRATION - OPEN GREEN SPACES



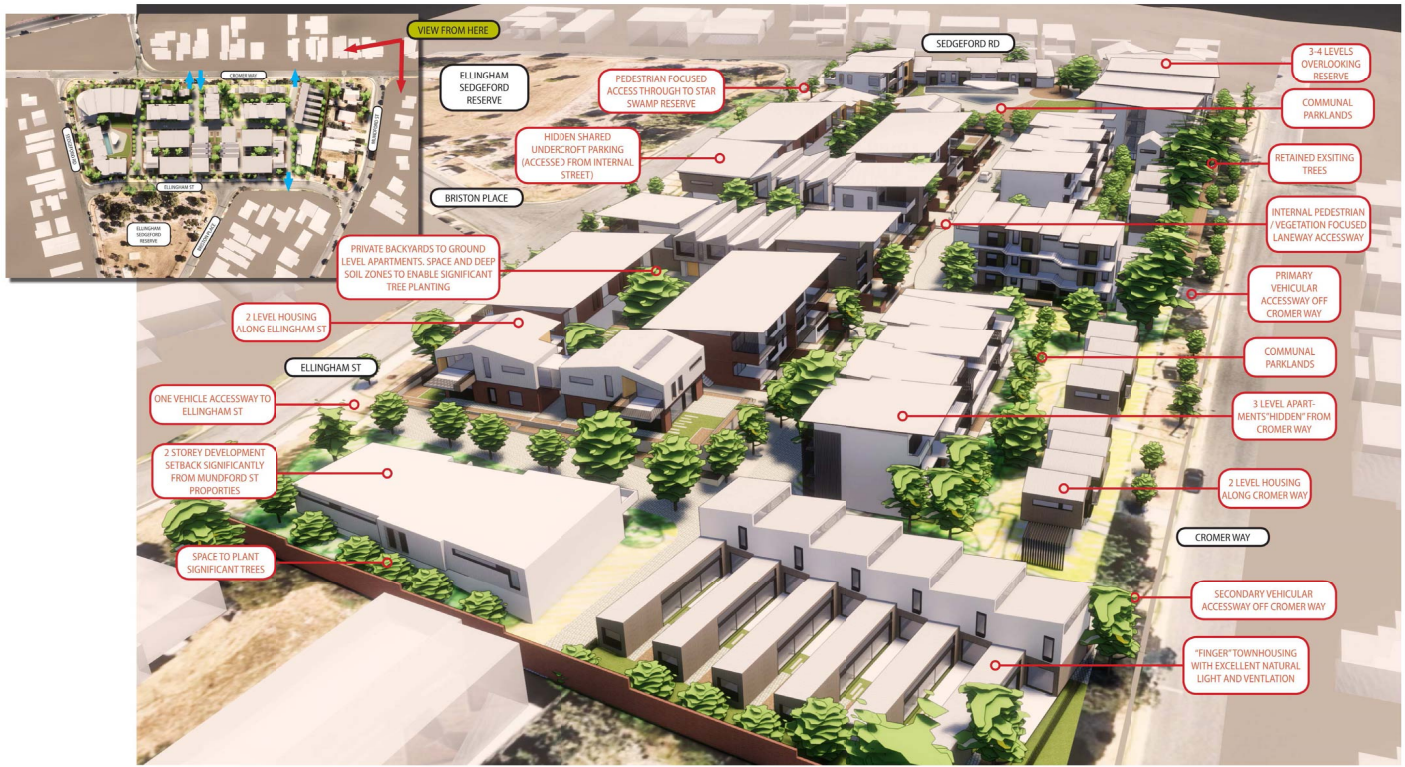
CROMER WAY SUB-PRECINCT RENEWAL SOME INSPIRATION - PRIVATE YARD SPACE



Clever use of open spaces

- + Maintain existing trees to provide immediate amenity
- + Introduce large amounts of private and communal garden spaces
- + Smart use of external spaces to provide light, ventilation and excellent opportunity for private gardens & entertaining spaces, and shared community gardens for apartment dwellers and the broader community

CROMER WAY SUB-PRECINCT RENEWAL WHAT IT MIGHT LOOK LIKE



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CROMER WAY SUB-PRECINCT RENEWAL WHAT IT MIGHT LOOK LIKE



CROMER WAY SUB-PRECINCT RENEWAL NEXT STEPS - WHERE TO FROM HERE?

Planning requirements

- + Review outcomes of community engagement and refine concept designs
- + Prepare and lodge scheme amendment application with the City of Stirling to rezone the site from R30 to R60
- + Prepare a Local Development Plan and lodge with City of Stirling to coordinate development of the site based on an endorsed concept design
- + City of Stirling Council to consider initiating scheme amendment



Appendix 3: Bushfire Management Plan (EcoLogical Australia)

Bushfire Management Plan:
Scheme Amendment: North Beach Urban Renewal
Project

Department of Communities

Bushfire Management Plan:
Scheme Amendment: North Beach Urban Renewal Project | Department of Communities

DOCUMENT TRACKING

Project Name	Bushfire Management Plan: Scheme Amendment: North Beach Urban Renewal Project
Project Number	19PER-12443
Project Manager	James Leonard
Prepared by	Ian Mullins
Reviewed by	Daniel Panickar (BPAD Level 2 - 37802)
Approved by	Daniel Panickar (BPAD Level 2 - 37802)
Status	Draft
Version Number	v1
Last saved on	18 July 2019

This report should be cited as 'Eco Logical Australia 2019. *Bushfire Management Plan: Scheme Amendment: North Beach Urban Renewal Project* . Prepared for the Department of Communities.'

ACKNOWLEDGEMENTS

This document has been prepared by Eco Logical Australia Pty Ltd with support from CLE Town Planning & Design.

Disclaimer

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Template 2.8.1

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Bushfire Management Plan:
Scheme Amendment: North Beach Urban Renewal Project | Department of Communities

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1. Introduction

1.1 Proposal details

Eco Logical Australia (ELA) was commissioned by the Department of Communities (DoC) to prepare a Bushfire Management Plan (BMP) to support an amendment to the City of Stirling's Local Planning Scheme No.3 to rezone the Cromer Way Sub-Precinct from its current R30 density coding to R60 (herein referred to as the subject site; Figure 1). The proposed amendment will allow for a range of housing typologies to be delivered on the site, providing innovative and affordable housing opportunities in North Beach. The subject site is within a designated bushfire prone area as per the Western Australia *State Map of Bush Fire Prone Areas* (DFES 2019; Figure 2), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC 2015) and reporting to accompany submission of the planning proposal in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.3* (the Guidelines; WAPC 2017).

This assessment has been prepared by ELA Bushfire Consultants Ian Mullins and James Leonard with quality assurance undertaken by Senior Bushfire Consultant, Daniel Panickar (FPAA BPAD Level 2 Certified Practitioner No. BPAD37802-L2).

1.2 Purpose and application of the plan

The primary purpose of this BMP is to act as a technical supporting document to inform planning assessment. This BMP is also designed to provide guidance on how to plan for and manage the bushfire risk to the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

1.3 Environmental considerations

Some bushfire prone areas also have high biodiversity values. SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

The subject site is located in an area with existing development in the form of residential dwellings and is absent of native vegetation. ELA is therefore not aware of any environmental approvals required for the development to proceed.

No revegetation is proposed within the development, however if this changes, it will be addressed in future BMPs.

Figure 1: Site Overview



Legend

- Subject site
- Assessment_100m
- Assessment_150m
- Distributor Road
- Access Road

0 100 200 400
Metres

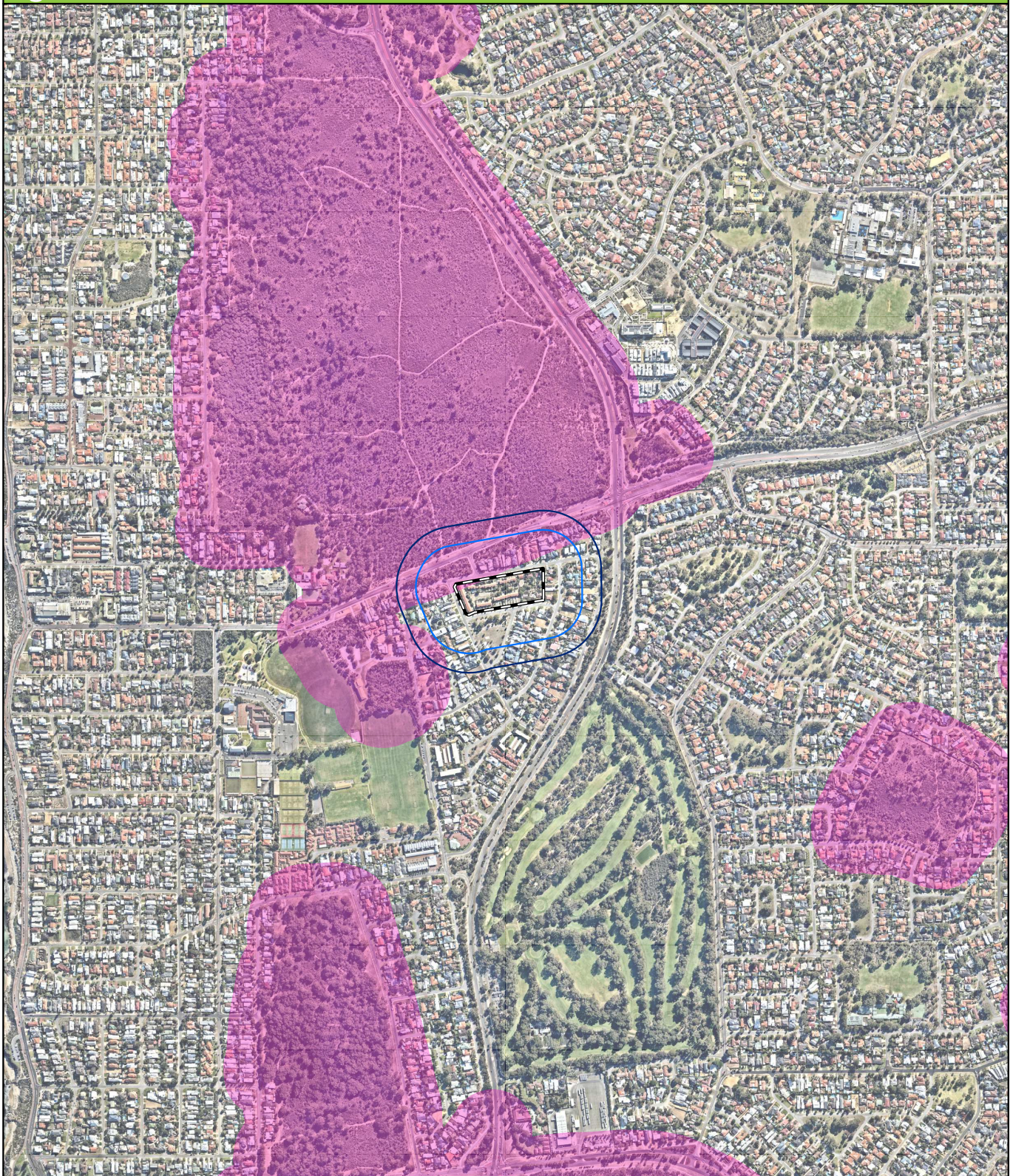
Datum/Projection:
GDA 1994 MGA Zone 50



eco
logical
AUSTRALIA
A TETRA TECH COMPANY

Prepared by: SM Date: 09/08/2019

Figure 2: Bushfire Prone Areas



Legend

-  Subject site
-  Assessment 100m
-  Assessment 150m
-  Bushfire Prone Mapping (DFES 2019)

0 100 200 400
Metres

Datum/Projection:
GDA 1994 MGA Zone 50



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Prepared by: SM Date: 09/08/2019

2. Bushfire assessment results

2.1 Bushfire assessment inputs

The following section is a consideration of spatial bushfire risk and has been used to inform the bushfire assessment in this report.

2.1.1 General

The subject site is located in the suburb of North Beach in the City of Stirling and is bound by:

- Cromer Way, native vegetation and residential development to the north;
- Mundford Street and native vegetation to the east;
- Ellingham Street, residential development and parkland to the south; and
- Sedgford Road and residential development to the west.

Visual assessment of the surrounding vegetation within the assessment area did not identify any recent fire scars and fire history was not able to be determined. Accumulation of vegetative matter over time, combined with the moderate to high risk of ignition associated with high levels of public access and proximity to urban areas would potentially facilitate a bushfire occurrence in this area.

2.1.2 Vegetation classification

Vegetation within the subject site and surrounding 150 m (the assessment area) was assessed in accordance with the Guidelines and AS 3959-2018 *Construction of Buildings in Bushfire Prone Areas* (SA 2018) with regard given to the *Visual guide for bushfire risk assessment in Western Australia* (DoP 2016). An initial site inspection was undertaken on 5 October 2017 and a more recent inspection was undertaken on 29 June 2019.

The following vegetation classes and exclusions were identified within the assessment area as depicted in Figure 3 and listed below:

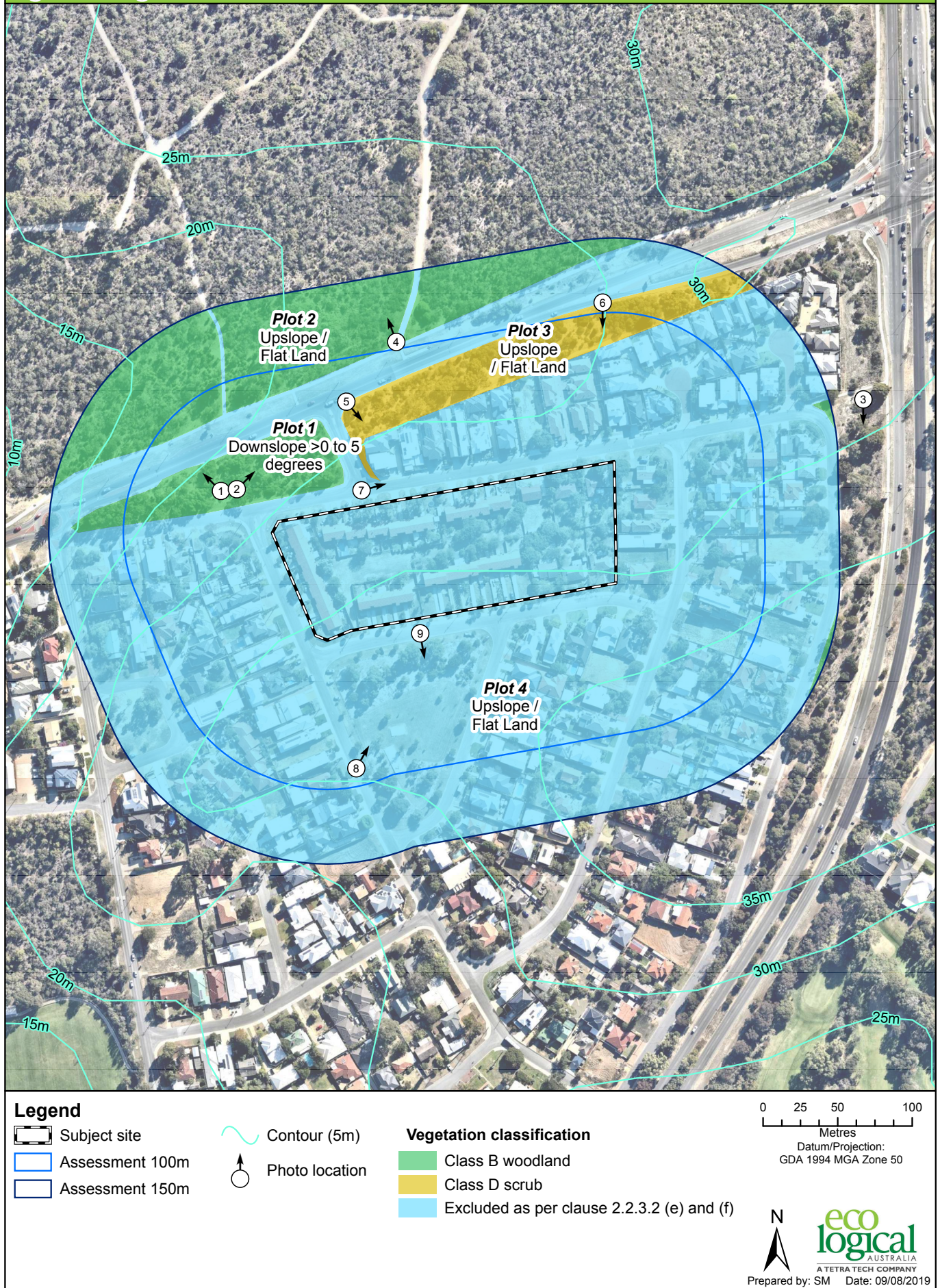
- Class B woodland;
- Class D scrub; and
- Exclusions as per clause 2.2.3.2 (e) and (f) (i.e. non-vegetated areas and low threat vegetation).

Photographs relating to each vegetation type are included in Appendix A.

2.1.3 Topography and slope under vegetation

Effective slope under vegetation was assessed for a distance of 150 m from the subject site in accordance with the Guidelines and AS 3959-2018 and is depicted in Figure 3. Slope under classified vegetation ranged from upslope/flat land to downslope 0 to 5 degrees.

Figure 3: Vegetation Classification



2.2 Bushfire assessment outputs

A Bushfire Hazard Level (BHL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines and the bushfire assessment inputs in Section 2.1.

2.2.1 Bushfire Hazard Level (BHL) assessment

BHLs have been assessed for the subject site in accordance with the methodology contained within the Guidelines and incorporates the following factors:

- Vegetation class; and
- Slope under classified vegetation.

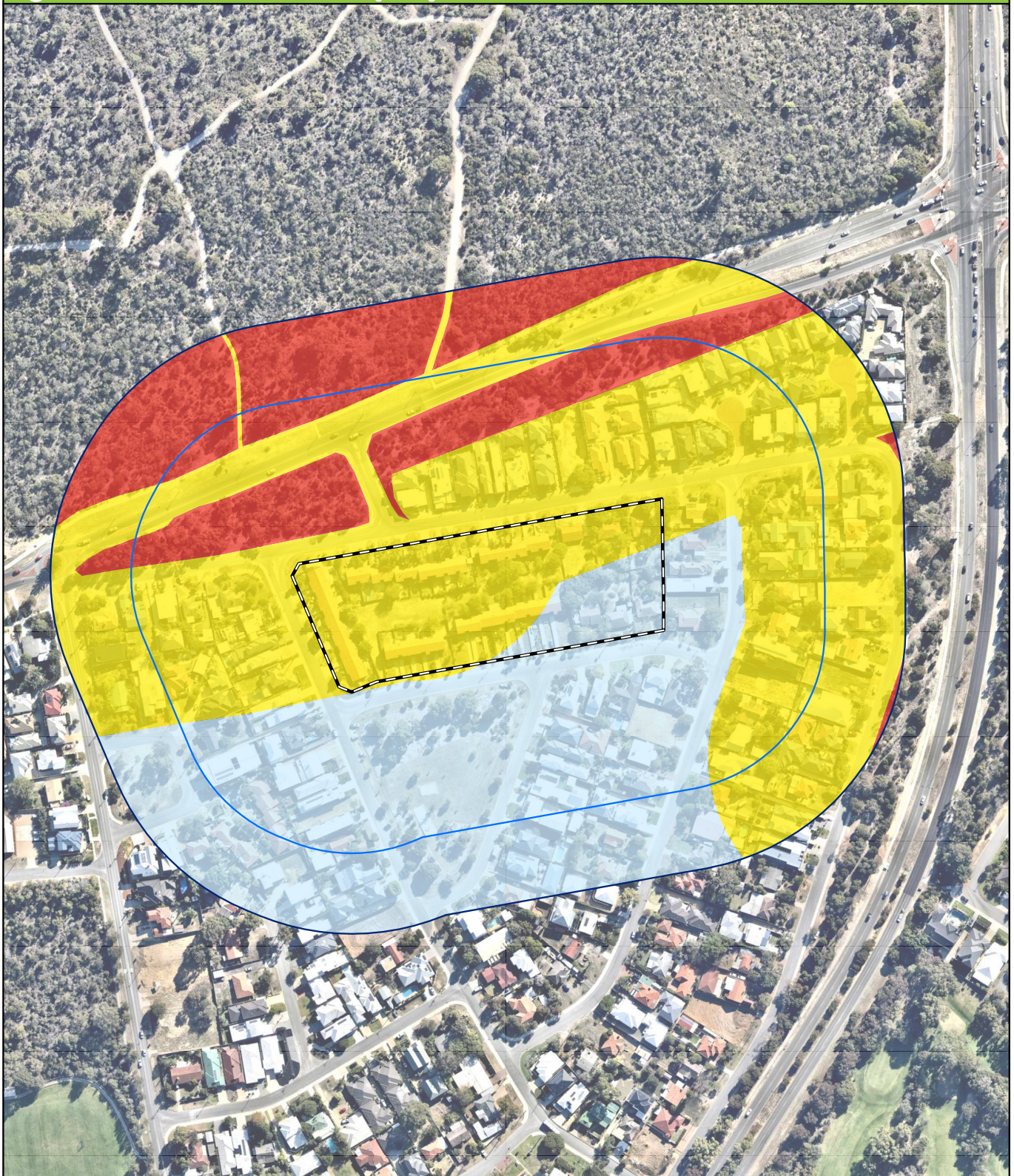
Table 1 contains a summary of the BHL assessment for each vegetation class or exclusion. All land within 100 m of Extreme and Moderate BHLs has also been mapped as a Moderate hazard as per the Guidelines, and the final result is depicted in Figure 4.

Table 1: Bushfire Hazard Level (BHL) assessment

Plot	Vegetation classification	Effective slope
1	Class B woodland	Downslope > 0 to 5 degrees
2	Class B woodland	Upslope/flat
3	Class D scrub	Upslope/flat
4	Excluded as per clause 2.2.3.2 (e) & (f)	N/A

No revegetation is proposed within the subject site, however if this changes, it will be addressed in future BMPs. Public open space areas will be landscaped in a low bushfire threat arrangement.

Figure 4: Bushfire Hazard Level (BHL) Assessment



Legend

- Subject site
- Assessment 100m
- Assessment 150m

Bushfire Hazard Level (BHL)

- Extreme
- Moderate
- Low

0 25 50 100
Metres

Datum/Projection:
GDA 1994 MGA Zone 50



eco
logical
AUSTRALIA
A TETRA TECH COMPANY

Prepared by: SM Date: 09/08/2019

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3. Identification of bushfire hazard issues

The subject site is located in an area with existing development in the form of residential dwellings. The subject site is absent of native vegetation and landscaping vegetation is managed in low threat state. No revegetation is proposed within the development. Therefore, for the purposes of strategic level planning, ELA does not consider the current or proposed on-site vegetation extent to be a bushfire hazard issue post-development. Adequate separation of future built assets from external classified vegetation and ongoing fuel management can be undertaken in and around the development.

On the basis of the above information, ELA considers that the bushfire hazards within and adjacent to the subject site and the associated bushfire risk is readily manageable through standard management responses and compliance with acceptable solutions outlined in the Guidelines and AS 3959-2018. These management measures will need to be factored into the development design as early as possible to ensure a suitable, compliant and effective bushfire management outcome is achieved to ensure protection of future life and property assets.

Demonstration of compliance with the relevant requirements of SPP 3.7, the Guidelines and AS 3959-2018 at future planning stages will also depend on the developer's ability to coordinate the development works within the subject site with the aim of avoiding bushfire impacts from external vegetation.

4. Assessment against the Bushfire Protection Criteria

4.1 Compliance

The proposed amendment to the City of Stirling's Local Planning Scheme No.3 is required to comply with policy measures 6.2 and 6.3 of SPP 3.7. Implementation of this BMP is expected to meet objectives 5.1 - 5.4 of SPP 3.7.

In response to the above requirements of SPP 3.7 and the Guidelines, bushfire management measures, as outlined, have been devised for the proposed development in accordance with Guideline acceptable solutions to meet compliance with bushfire protection criteria.

Table 2: Assessment against Bushfire Protection Criteria

Bushfire Protection Criteria	AS	PS	N/A	Comment
Element 1: Location				
A1.1 Development location	☒	☐	☐	The subject site is situated in areas subject to BHLs of moderate or low (Figure 4). BMPs at future stages of development will assess this element in further detail. The proposed development is able to achieve compliance with A1.1.
Element 2: Siting and design of development				
A2.1 Asset Protection Zone (APZ)	☒	☐	☐	As the lot layout is currently unconfirmed, APZs are unable to be prescribed at this level of planning. APZs will be defined in BMPs supporting future planning applications to ensure that all future buildings will be subject to a BAL rating of BAL-29 or lower. Figure 5 demonstrates that APZs are able to be accommodated within road reserves, maintained Public Open Space areas etc. All APZs will be managed in accordance with the requirements of 'Standards for Asset Protection Zones' (WAPC 2017; Appendix B) The proposed development is able to achieve compliance with A2.1.
Element 3: Vehicular access				
A3.1 Two access routes	☒	☐	☐	Existing access routes to/from the subject site will be available post development as indicated in the access layout in Figure 5. Two or more access points will be available to the development. Existing roads are deemed to comply with requirements outlined in the Guidelines (Appendix C). The proposed development is able to achieve compliance with A3.1.
Element 3: Vehicular access				
A3.2 Public road	☒	☐	☐	The internal roads within the subject site will ensure that access and egress by civilians and emergency services can be undertaken in a safe manner. All public roads will comply with vehicular access requirements (Appendix C). The proposed development is able to achieve compliance with A3.2.

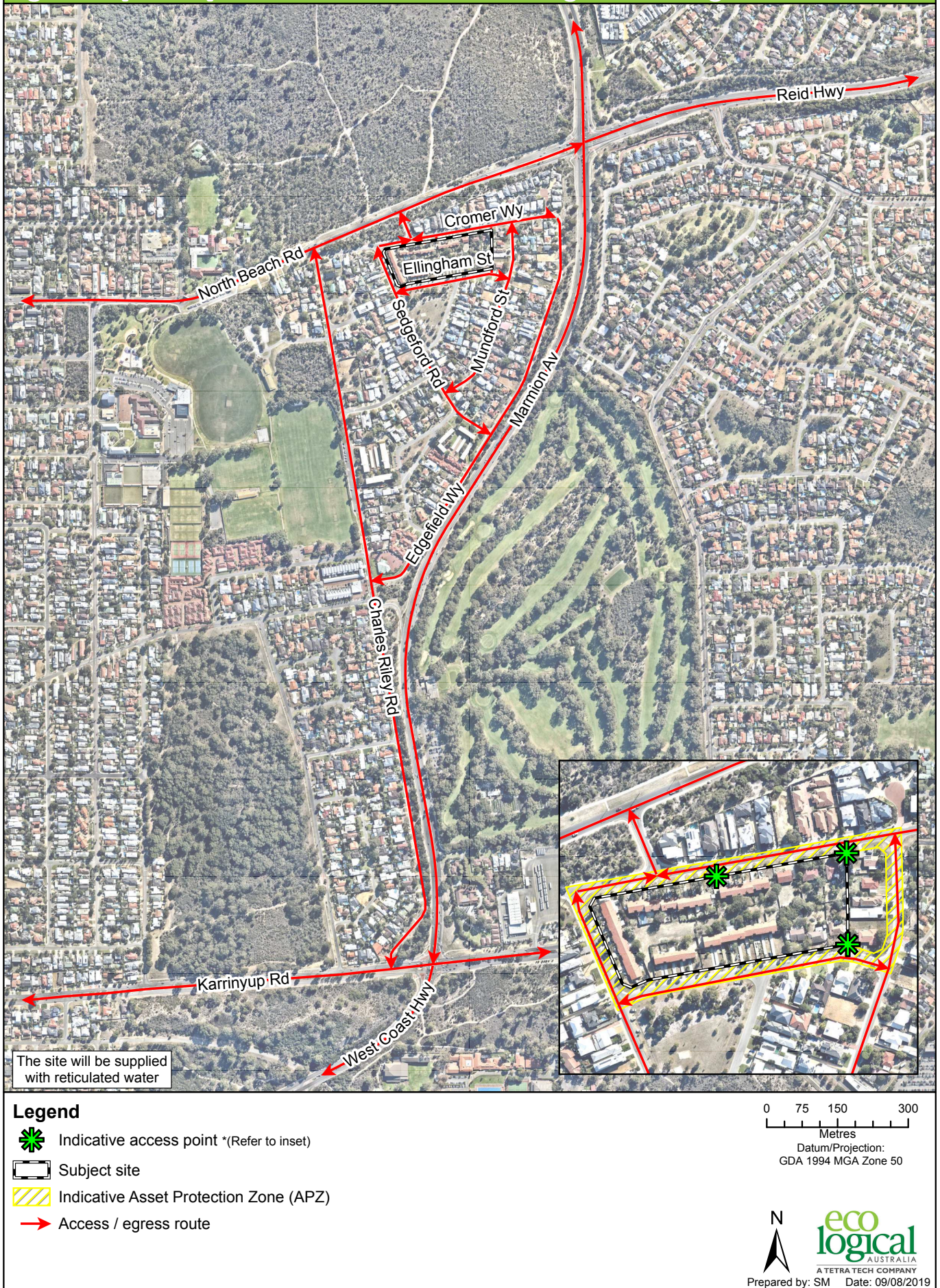
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Bushfire Protection Criteria	AS	PS	N/A	Comment
Element 3: Vehicular access A3.3 Cul-de-sac	☐	☐	☒	No cul-de-sacs are proposed as part of the development. Should detailed design change further along in the planning process then the proposed development will be designed to achieve compliance with A3.3.
Element 3: Vehicular access A3.4 Battle-axe	☐	☐	☒	No battle axe lots are proposed as part of the development. Should detailed design change further along in the planning process then the proposed development will be designed to achieve compliance with A3.4.
Element 3: Vehicular access A3.5 Private Driveway longer than 50 m	☒	☐	☐	As the lot layout is currently unconfirmed, there is potential that driveways longer than 50 m may be necessary for the proposed development. Any private driveways longer than 50 m will comply with vehicular access requirements (Appendix C). The proposed development is able to achieve compliance with A3.5.
Element 3: Vehicular access A3.6 Emergency Access way	☐	☐	☒	No emergency access way is proposed.
Element 3: Vehicular access A3.7 Fire-service access routes	☐	☐	☒	No fire service access routes are proposed.
Element 3: Vehicular access A3.8 Firebreak width	☐	☐	☒	None of the proposed lots are proposed to be greater than 0.2 hectares and therefore firebreaks are not required (CoS 2019). Should detailed design change further along in the planning process then the proposed development will be designed to achieve compliance with A3.8.
Element 4: Water A4.1 Reticulated areas	☒	☐	☐	The subject site has a reticulated water supply that will be extended to all proposed lots. The proposed development is able to achieve compliance with A4.1. A4.2 and A4.3 are not applicable to this proposed development. .

4.2 Additional management strategies

Future demonstration of compliance with the relevant requirements of SPP 3.7, the Guidelines and AS 3959-2018 will depend on the developer's ability to coordinate the development works within the subject site. Updated BMPs will be prepared to support subsequent planning applications where relevant and will contain re-assessments of bushfire risk including Bushfire Attack Level assessments etc.

Figure 5: Spatial representation of the bushfire management strategies



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5. Responsibilities for implementation and management of bushfire measures

Implementation of the BMP applies to Department of Communities, the City of Stirling and future landowners to ensure bushfire management measures are adopted and implemented on an ongoing basis. This BMP has been prepared as a strategic guide to demonstrate how development compliance will be delivered at future planning stages in accordance with the Guidelines. In this respect, management measures documented in Section 4, where applicable, will be incorporated into development design as early as possible and confirmed through detailed design. Therefore, aside from the revision of this BMP or preparation of a BMP addendum to accompany future development proposals, there are no further items to implement, enforce or review at this stage of the planning process.

The revised BMP or addendum to this BMP is required to meet the relevant commitments outlined in this strategic level BMP, address the relevant requirements of SPP 3.7 (i.e. Policy Measure 6.4) and demonstrate in detail how the proposed development will incorporate the relevant acceptable solutions to meet the performance requirements of the Guidelines.

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6. Conclusion

In the author's professional opinion, the bushfire protection requirements listed in this assessment provide an adequate standard of bushfire protection for the proposed development. As such, the proposed development is consistent with the aim and objectives of SPP 3.7 and associated guidelines and is recommended for approval.



Ian Mullins

Bushfire Consultant

**Bushfire Attack Level (BAL) Assessor Training Certificate
of Completion**

FPA Student ID: 48607



Daniel Panickar

State Manager and Bushfire Lead - WA

FPAA BPAD Certified Practitioner

No. BPAD37802-L2



7. References

City of Stirling (CoS). 2019. *Firebreak notice 2018-2019*. Available from:
<https://www.stirling.wa.gov.au/your-city/documents-and-publications/services-and-support/health-and-safety/bush-fires-act-firebreak-notice>

Department of Fire and Emergency Services (DFES). 2019. *Map of Bush Fire Prone Areas, [Online]*, Government of Western Australia, available from:
<http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx>

Department of Planning (DoP). 2016. *Visual guide for bushfire risk assessment in Western Australia*. DoP, Perth.

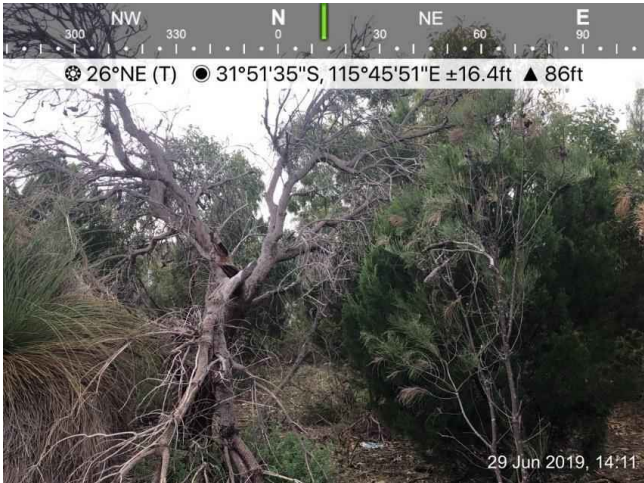
Standards Australia. 2018. *Construction of buildings in bushfire-prone areas, AS 3959-2018*. SAI Global, Sydney.

Western Australian Planning Commission (WAPC). 2015. *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. WAPC, Perth.

Western Australian Planning Commission (WAPC). 2017. *Guidelines for Planning in Bushfire Prone Areas Version 1.3 (including appendices)*. WAPC, Perth.

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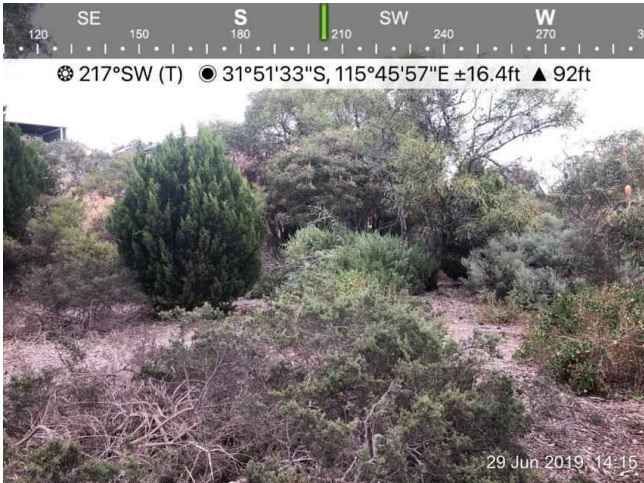
Appendix A – Plates

Plot	Photo ID	Photo and vegetation classification
1	1	 Class B woodland – downslope > 0 to 5 degrees
1	2	 Class B woodland – downslope > 0 to 5 degrees

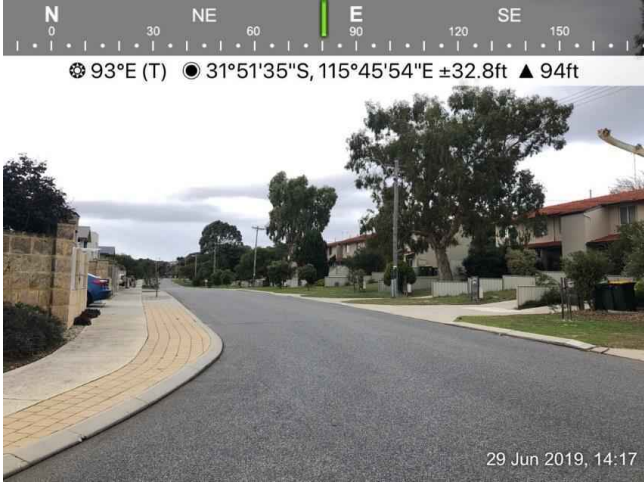
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Plot	Photo ID	Photo and vegetation classification
2	3	 Class B woodland – upslope/ flat land
2	4	 Class B woodland – upslope/ flat land

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Plot	Photo ID	Photo and vegetation classification
3	5	 Class D scrub – upslope/ flat land
3	6	 Class D scrub – upslope/ flat land

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Plot	Photo ID	Photo and vegetation classification
4	7	 Excluded under 2.2.3.2 (e) and (f) – this is an area of non-vegetated and low threat managed vegetation with reticulation
4	8	 Excluded under 2.2.3.2 (e) and (f) – this is an area of non-vegetated and low threat managed vegetation with reticulation

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Plot	Photo ID	Photo and vegetation classification
4	9	 Excluded under 2.2.3.2 (e) and (f) – this is an area non vegetated and low threat managed vegetation

Appendix B – Standards for Asset Protection Zones

The following standards have been extracted from the *Guidelines for Planning in Bushfire Prone Areas v 1.3* (WAPC 2017).

Every habitable building is to be surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements:

a. Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (BAL 29) in all circumstances.

b. Location: the APZ should be contained solely within the boundaries of the lot on which a building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity (see explanatory notes).

c. Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones' (below):

- Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used
- Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors
- Fine Fuel load: combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare
- Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy (Figure 6).

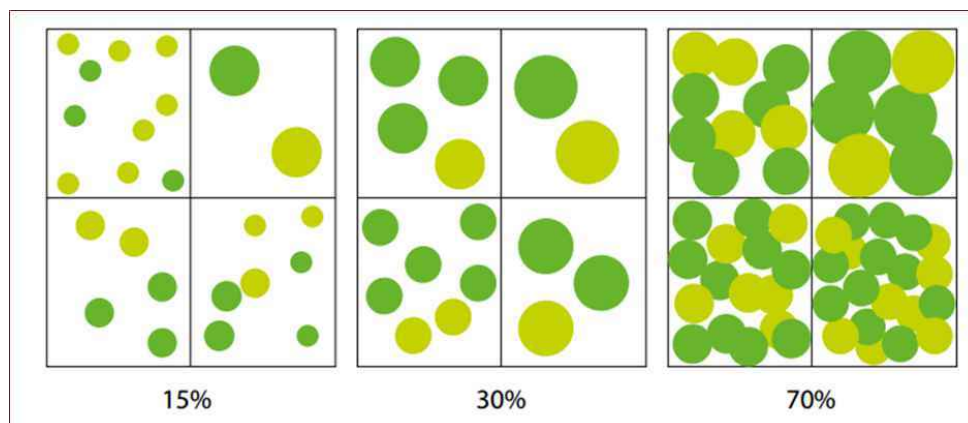


Figure 6: Illustrated tree canopy cover projection (WAPC 2017)

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- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Additional notes

The Asset Protection Zone (APZ) is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level. Hazard separation in the form of using subdivision design elements or excluded and low threat vegetation adjacent to the lot may be used to reduce the dimensions of the APZ within the lot.

The APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity. The APZ may include public roads, waterways, footpaths, buildings, rocky outcrops, golf courses, maintained parkland as well as cultivated gardens in an urban context, but does not include grassland or vegetation on a neighbouring rural lot, farmland, wetland reserves and unmanaged public reserves.

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Appendix C Vehicular access technical requirements (WAPC 2017)

Technical requirements	Public road	Cul-de-sac	Private driveway	Emergency access way	Fire service access route
Minimum trafficable surface (m)	6*	6	4	6*	6*
Horizontal distance (m)	6	6	6	6	6
Vertical clearance (m)	4.5	N/A	4.5	4.5	4.5
Maximum grade <50 m	1 in 10	1 in 10	1 in 10	1 in 10	1 in 10
Minimum weight capacity (t)	15	15	15	15	15
Maximum crossfall	1 in 33	1 in 33	1 in 33	1 in 33	1 in 33
Curves minimum inner radius	8.5	8.5	8.5	8.5	8.5
* Refer to E3.2 Public roads: Trafficable surface					



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Appendix 4: Traffic Impact Statement (GTA Consultants)

Cromer Way Sub-Precinct, North Beach

Lots 100, 101, 102 & 103 Cromer Way & Lots 108, 109, 110 Ellingham Street
Transport Impact Statement

Prepared by: GTA Consultants (WA) Pty Ltd for Department of Communities
on 27/09/19
Reference: W161370
Issue #: B-F

Cromer Way Sub-Precinct, North Beach

Lots 100, 101, 102 & 103 Cromer Way & Lots 108, 109, 110 Ellingham Street

Transport Impact Statement

Client: Department of Communities

on 27/09/19

Reference: W161370

Issue #: B-F

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	20/08/19	Draft	RD	AM/TM		
A-F	09/09/19	Final	RD	TJ	TJ	
B-F	27/09/19	Final	RD	TJ	TJ	

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This Transport Impact Assessment is prepared to support an amendment to the City of Stirling's Local Planning Scheme No.3 to rezone the Cromer Way Sub-Precinct from its current R30 density coding to R60. The proposed amendment will allow for a range of housing typologies to be delivered on the site, providing innovative and affordable housing opportunities in North Beach. This Report demonstrates that there is adequate capacity within the existing service infrastructure/roads and intersections network to accommodate development at an R60 density coding without substantial upgrades/modifications to roads/service infrastructure.

In the context of this proposal and the WAPC Guidelines, it is estimated there will be less than 100 trips generated in any given peak hour if applying 'typical' traffic generation rates. In this case, a Traffic Impact Statement (TIS) format for the WAPC is appropriate.

This TIS has determined:

Pedestrians

- Access to the site is presently via an existing footpath network towards bus stops on North Beach Road via the Cromer Way access road and towards North Beach Primary School via Cromer Way. Other streets generally have a footpath on at least one side of the carriageway. However, it is considered that the majority of attractors would be to the north, where a good footpath network is provided connecting to the bus stops on North Beach Road either side of Cromer Way access road.
- There may be an opportunity to provide a stronger connectivity through the site connecting Cromer Way to the Ellingham/Sedgeford Reserve south of the subject site.

Cyclists and Bicycle Parking

- There should be provision for approximately 50 bicycle parking to be parked/stored for residents, with a further 10 provided for visitors.

Traffic Impacts

- The proposed rezoning is expected to generate up to 60-75 and 750 to 800 vehicle movements in any peak hour and daily respectively, which is an increase of nett approximately +550 vehicle movements per day.
- The expected traffic flow increases are less than 100vph or 10% of the mid-block capacity of an urban arterial lane, in this case being Cromer Way and its intersection with North Beach Road.
- Current traffic flows on North Beach Road are approximately 11,275vpd. Traffic is currently increasing at a linear rate of approximately 1.5% per annum (or approximately an extra 170vpd per annum).
- Cromer Way traffic volumes are expected to be relatively stable with little to no traffic growth in the near future.
- The addition of this rezoning traffic to the current traffic flows on North Beach Road would increase the traffic flows on North Beach Road by approximately 535vpd to approximately 11,810vpd or approximately 4.7%.
- The assessed year was 2031.
- North Beach Road / Cromer Way intersection was assessed further, based on guidelines.
- In 2019 (existing traffic flows), the overall the intersection was found to operate at a Level of Service (LoS) A and both the AM and PM peaks with a Degree of Saturation (DoS) of 0.36 in the east bound direction of peak traffic flow on North Beach Road in the AM peak. The delays are quite minimal for peak flow periods and the DoS is significantly less than 0.80 to 1.00 which are levels at which intervention may be required.
- In 2031, with the expected increase in traffic flows on North Beach Road, the performance of this intersection is expected to be well within acceptable limits. Based on WAPC Guidelines, the delays for non-priority movements (left and right turns from Cromer Way and right turn from North Beach Road) were shown to be less than 35 seconds, this being the limits.

EXECUTIVE SUMMARY

- Provision is made for the proposed access arrangements to operate safely and efficiently into the modelled future year.

Road Safety

- There have been **no recorded crashes** at the North Beach Road / Cromer Way intersection in the five-year period to the end of 2018.
- North Beach Road (from Charles Riley Road to approximately 275m west of the intersection of Marmion Avenue) has shown there have been **no recorded crashes** in the five-year period to the end of 2018.
- Cromer Way (between Sedgeford Road and Mundford Street) has had two recorded crashes in the five-year period to the end of 2018. Both of these were located at driveways and both resulted in a minor property damage only.
- Coordinated development of the site as envisaged could allow the rationalisation of a number of current crossovers which will lead to an improved safety outcome

Future Reporting Required

- Any future development of the site would require a future transport assessment to assess the development as City of Stirling policy requires such an investigation where a development has more than 50 parking spaces.

INTRODUCTION

1. INTRODUCTION

1.1. Background

A Local Planning Scheme amendment and Local Development Plan is presently being developed for a proposed redevelopment of the Cromer Way Sub-Precinct in North Beach, namely Lot 100 (12-42 Cromer Way, 1-11 Sedgford Road, 1-27 Ellingham Street), Lot 101 (44), Lot 102 (46) and Lot 103 (48) Cromer Way and Lot 108 (33), Lot 109 (31) and Lot 110 (29) Ellingham Street in North Beach. The land is owned by Department of Communities, who propose the following land uses on the site. It is proposed to rezone the Cromer Way Sub-Precinct from its current R30 density coding to R60 and allow an intensification of residential development across the site.

GTA Consultants was commissioned by CLE Town Planning on behalf of the Department of Communities in October 2018 to undertake a transport assessment of the proposed rezoning.

1.2. Purpose of this Report

Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines) provide direction on the level of assessment which is necessary to be carried out with respect to the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a TIA. Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

In the context of this proposal, it is estimated there will be **less than 100 trips generated in any given peak hour** if applying 'typical' traffic generation rates. In this case a TIS format is considered appropriate. This TIS briefly outlines the transport aspects surrounding the proposed amendment. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the amendment and that it would not have an adverse transport impact on the surrounding area. Of particular relevance is the accessibility of the amendment by non-car modes, in accordance with Government's sustainable development objectives, and its integration with the surrounding area.

In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the site
- The adequacy of the proposed site layout
- The traffic generating characteristics of the proposed rezoning
- The anticipated impact of the proposed rezoning on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- City of Stirling Local Planning Scheme No. 3 (LPS 3)
- Liveable Neighbourhoods Guidelines
- WAPC Transport Assessment Guidelines for Development
- State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004

INTRODUCTION

- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- various technical data as referenced in this report
- an inspection of the site and its surrounds
- other documents as nominated.

PROPOSED REZONING

2. PROPOSED REZONING

2.1. Subject Site (Cromer Way Sub-Precinct)

The Cromer Way Sub-Precinct (hereafter referred to as the “subject site”) comprises of seven lots including Lot 100 (12-42 Cromer Way, 1-11 Sedgford Road, 1-27 Ellingham Street), Lot 101 (44), Lot 102 (46) and Lot 103 (48) Cromer Way and Lot 108 (33), Lot 109 (31) and Lot 110 (29) Ellingham Street in North Beach. The lots have a combined area of 17,716m² with frontages of approximately 230m to Cromer Way, 95m to Sedgford Road and 200m to Ellingham Street.

All lots are currently zoned “Residential” with a residential density code (R-Code) of R30. The surrounding properties are all Residential R30.

Lot 100 is currently housing for 37 semi-detached dwellings whilst the other 6 lots each have a single dwelling on them, for a total of 43 dwellings across the subject site. The proposal is for the seven lots to be amalgamated and rezoned at R60 to allow the provision of higher density development across the subject site. Access is proposed to be via two driveways accessed from Cromer Way with a single lane exit onto Ellingham Street for the majority of the on-site parking. Six (6) houses will have direct access onto Cromer Way. The current 42 crossovers across the current seven lots is proposed to be rationalised to become approximately 9 across the proposed single lot subject site.

The subject site is proposed to be rezoned as R60 to facilitate the overall development, with this process being undertaken separately by CLE as part of the Local Planning Scheme Amendment process.

The location of the subject site and the surrounding environs is shown in Figure 2.1, and the land zoning is shown in Figure 2.2.

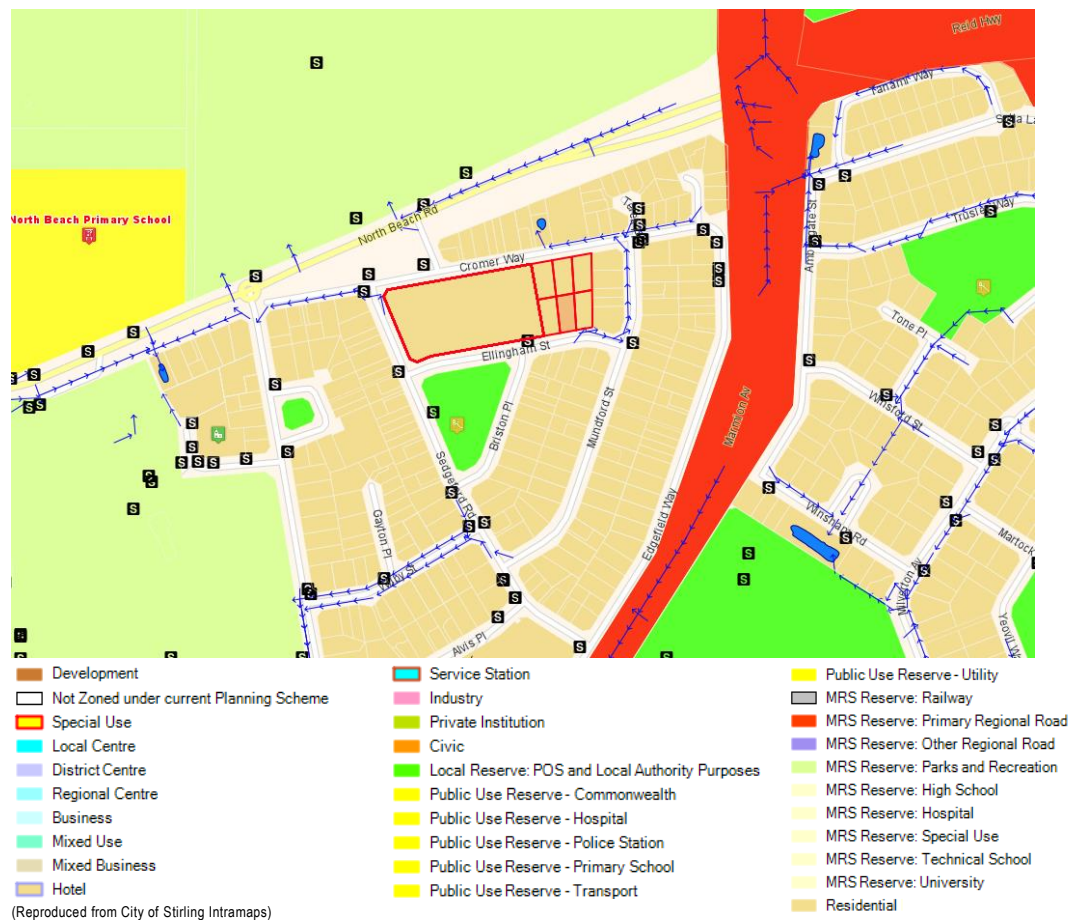
Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

PROPOSED REZONING

Figure 2.2: Land Zoning Map



VEHICULAR ACCESS AND PARKING

3. VEHICULAR ACCESS AND PARKING

3.1. Access Arrangement

The proposed rezoning of the subject site would possibly allow the construction of a total of approximately 150 dwellings comprising of apartments, townhouses and houses. Access to the subject site will be confirmed at the more detailed design stage but is expected to be via a combination of driveways to internal off-street parking areas and direct frontage for townhouses and/or houses.

In general terms and throughout this report for the purpose of assessing the potential traffic and parking implications of the proposed rezoning, a total of 150 dwellings has been assumed at full buildout.

3.2. Public, Private, Disabled Parking Set Down / Pick Up

Being an entirely residential zoning (proposed R60 type zoning), the required parking will be entirely residential in nature.

Under the current *Design WA* R-codes and the *City of Stirling Local Planning Scheme No 3* the following parking rates should apply:

- 1 bay per 1-bedroom unit
- 1.25 bay per 2+ bedroom unit
- 1 bay per 4 dwellings up to the first 12 dwellings and then 1 per 8 thereafter for visitors.

Based on the above rates and composition of the preliminary concept the following approximate parking is considered required:

- Approximately 170-180 bays for the residential units and townhouses/houses for residents
- Approximately 20 bays for visitors..

In total, based on the above **statutory rates there is expected to be approximately 190-200 parking bays provided** based on the R60 rezoning which could give rise to approximately 150 dwellings on the site.

Given the scale of the site and coordinated development approach, all required parking is considered capable of being accommodated on site. Further assessment of parking numbers will be required at the development application stage.

Based on an inhouse GTA Database, consisting of more than 30-years' worth of parking and traffic surveys across Australia, an apartment type dwelling has a peak parking demand of approximately 50% of visitor parking at approximately 11pm whilst in the AM and PM peaks this is approximately 0-13%. Based on the statutory required 15-20 visitor parking bays there is expected to be little demand for on-street parking either within the proposed new parking on Ellingham Street or more generally on the frontage streets in a more ad-hoc format.

There appears to be ample capability of the site to accommodate this expected provision of bike and motorcycle parking with the exact parking required to be confirmed at development application stage

SERVICE VEHICLES

4. SERVICE VEHICLES

4.1. Rubbish Collection and Emergency Vehicle Access

It is expected that bin storage areas will be provided within the subject site for units prior to these bins being emptied. The internal parking should be reviewed in any future development application to ensure there would be adequate room for Refuse Truck Service Vehicles to access the site and manoeuvre within and exit in forward gear.

The current expectation is that waste collection will occur out of commuter peak hours and will therefore not detrimentally impact on parking operations at the site. The waste would likely be collected from within the parking area of the property and not from the verge with the exception being for the houses which may Cromer Way or any other frontage road. This will be required to be confirmed with any future development application requiring Waste Management Consultants to develop a waste management plan to consider appropriate waste collection methods at the site.

TRAFFIC VOLUMES

5. TRAFFIC VOLUMES

5.1. Daily or Peak Hour Traffic Volumes

The proposed rezoning from R30 to R60 could give rise to approximately 150 dwellings across the site in a range of 1-bedroom, 2-bedroom and 3-bedroom formats (units, townhouses and houses).

Traffic generation rates applicable for these land uses are:

- 3 trips per day per 1-bedroom unit dwelling
- 4 trips per day per 2-bedroom/1-bathroom unit dwelling
- 5 trips per day per 2-bedroom/2-bathroom unit dwelling
- 6 trips per day per 3-bedroom semi/fully-detached dwelling.

The further distribution of these daily traffic flows would be 7.5% of the daily traffic flows occur in the AM peak (with 25% entering and 75% exiting) and 10% of the daily traffic flows occurring in the PM peak (with 67% entering and 33% exiting).

Based on the composition of the preliminary concept at the above generation rates the total expected traffic generation for the subject site is expected to be approximately 750 trips per day based on the generation rate for the number and type of dwellings

The current development on the subject site of 43 dwellings would currently generate in the order of 215 trips per day based on an average generation rate of 5 trips per dwelling.

In effect, the **proposed rezoning is expected to lead to a nett increase in traffic flows of approximately 535 (say 550) trips per day** over and above the current flows generated by the current development on the subject site.

These additional trips are all expected to utilise North Beach Road via the Cromer Way access road to and from the subject site. This daily traffic flow would result in approximately 60 vehicle trips in the AM peak and approximately 75 in the PM peak. Further, with directional splits mentioned previously, the traffic flow increases expected entirely on the Cromer Way access road are:

- AM Peak - 45vph northbound on Cromer Way, 15vph southbound on Cromer Way
- PM Peak - 25vph northbound on Cromer Way, 50vph southbound on Cromer Way.

The **expected traffic flow increases are less than 100vph or 10% of the mid-block capacity of an urban arterial lane** and thus there is expected to be little wider impact on the road network with the effects of the increased traffic flows from the rezoning limited to the immediate vicinity of the site, in this case being Cromer Way and its intersection with North Beach Road.

The current traffic flows on Cromer Way are approximately 1,300 trips per day, based on AM (104 vehicles per hour) and PM (119 vehicles per hour) peak hour turning traffic surveys and adjusted to daily traffic flows, refer to Appendix A. The addition of the proposed rezoning traffic will result in a total traffic flow of approximately 2,065 trips per day on Cromer Way. This total traffic flow is not expected to exceed the assessed daily capacity of Cromer Way of at least 3,000 vehicles per day, based on its current carriageway width of approximately 7.2m and factoring the allowance for on-street parking. However, this width of carriageway and with no direct access of property on the section of Cromer Way between North Beach Road and the east-west section of Cromer Way suggests a capacity is expected to be higher and may be closer to 5,000 to 7,000vpd.

Current traffic flows on **North Beach Road** are approximately 11,275vpd with approximately 1,100 vehicles in the AM peak and 980 vehicles in the PM peak. Based on the average growth rate of traffic from 2001/02 to 2018/19, traffic is currently **increasing at a linear rate of approximately 1.5% per annum** (or approximately an extra 170vpd per annum).

TRAFFIC VOLUMES

Based on the directional split of vehicles turning at the Cromer Way access road and North Beach Road intersection, it is expected that approximately 70% of the rezoning traffic will travel to and from the site via the east along North Beach Road, whilst 30% will travel to and from the rezoning area via the west.

Cromer Way traffic volumes are expected to be relatively stable with little to no traffic growth in the near future as development in the wider precinct of this area of North Beach is firmly established and stable.

The **addition of this rezoning traffic** to the current traffic flows on North Beach Road would increase the traffic flows on North Beach Road by approximately 535vpd to approximately 11,810vpd or **approximately 4.7%**.

Actual traffic flows on roads can vary from day to day either side of the longer-term average traffic flow and this can be anywhere up to 5-10% in some instances. With the expected increase in traffic flows on North Beach Road expected to be less than 5% the increase in traffic flow would be hardly discernible to motorists driving along North Beach Road.

Based on the current traffic flows on Cromer Way and the expected traffic flows for the rezoning there is no requirement to undertake a detailed assessment of the crossovers/driveways. Under these traffic flows, the crossovers are expected to operate at close to a level of service A with low degrees of saturation, see below. Traffic flows on Cromer Way are expected to be approximately 65-100 vehicles per hour with traffic flows on the crossover expected to be approximately 65vph in the busiest PM peak hour.

With regards to the intersections and crossover, Table 2.4 from the Austroads publication, *Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings* provides advice as to intersection and crossover performance in peak flow conditions about possible further analysis. This is summarised in Table 5.1. If the calculated expected traffic flows for this rezoning exceed those shown in Table 5.1 further assessment is typically required.

Table 5.1: Austroads Guidelines

Major Road Type	Major Road Flow (two-way, vph)	Minor Road Flow (two-way, vph)
Two-lane	400	250
	500	200
	650	100
Four-lane	1,000	100
	1,500	50
	2,000	25

The rezoning is expected to generate two-way traffic flows less than 65 vehicles per hour on the "Minor" road (the driveway/crossover) whilst traffic flows on Cromer Way (the "Major" road) are expected to be no more than approximately 65-100 in the PM peak.

The intersection of Cromer Way link to North Beach Road and the east-west section of Cromer Way is expected to have traffic flows of approximately 200vph on the "Minor" road and approximately 100vph on the "Major" road. Under this flow regime the intersection is expected to operate at Level of Service A and require no further assessment.

In terms of the intersection of **North Beach Road and Cromer Way**, in the busiest peak for this intersection, traffic flows on Cromer Way are expected to be approximately 200 vehicles per hour, whilst traffic flows on North Beach Road are expected to be approximately 1,100 vehicles per hour. In this case these flows exceed those shown in the above table and thus the **intersection should be assessed further**.

To undertake this further assessment, Sidra Intersection 8 was utilised. This is a computer-based program and widely used throughout Australia to assess the impacts of developments on individual intersections. Summaries of the results are shown in subsequent sections with detailed files used in the assessment available on request.

TRAFFIC VOLUMES

5.1.1. Intersection of North Beach Road/Cromer Way - Existing Operating Performance (2019)

The existing intersection performance was assessed utilising the current intersection geometry and sign controls unchanged. Traffic counts used for the assessment were from counts undertaken in December 2018 for the 7:30 to 8:30 AM peak and 4:00pm to 5:00pm PM peak, refer to Appendix A. The outcome of the assessment of the current intersection and flows is shown below in Table 5.2 and Table 5.3.

This assessment was based on the following geometrical inputs into Sidra:

- The Cromer Way approach was assessed as a single left/right turn movement lane
- The North Beach Road western approach to the intersection was assessed as a single lane approach incorporating through and right turn traffic
- The North Beach Road eastern approach to the intersection was assessed as a single lane approach incorporating through and left turn traffic

Table 5.2: Existing (2019) Operating Conditions in AM Peak

Approach	Performance Criteria		
	Lane	DoS	Non-Priority Ave. Delay (s) Intersection LoS*
Cromer Way (S)	Left/Right	0.10	5.1(L)/7.7(R) - 6.8(ALL)
North Beach Rd (E)	Left/Through	0.23	
North Beach Rd (W)	Through/Right	0.36#	0.1(T)/8.6(R) - 0.3(ALL)
Intersection	ALL	0.36	A

DoS – Degree of Saturation, # - Intersection DoS, LoS – Level of Service, * based on non-priority approach

Table 5.3: Existing (2019) Operating Conditions in PM Peak

Approach	Performance Criteria		
	Lane	DoS	Non-Priority Ave. Delay (s) Intersection LoS*
Cromer Way (S)	Left/Right	0.06	5.1(L)/6.2(R)/5.9(ALL)
North Beach Rd (E)	Left/Through	0.25#	
North Beach Rd (W)	Through/Right	0.22	0.3(T)/8.1(R)/0.7(ALL)
Intersection	ALL	0.25	A

Overall the intersection was found to operate at a LoS A and both the AM and PM peaks with a worst DoS of 0.36 in the east bound direction of peak traffic flow on North Beach Road in the AM peak. All of the above measures are both unsurprising and acceptable for an intersection of this type and nature, especially under peak traffic flows on North Beach Road. **The delays are quite minimal for peak flow periods and the DoS is significantly less than 0.80 to 1.00 which are levels at which intervention may be required.**

5.1.2. Intersection of North Beach Road/Cromer Way - Expected Operating Performance (2031)

The expected operation of the intersection performance was assessed utilising the same current intersection geometry and sign controls unchanged as is current. Traffic flows were based on current survey results with traffic flows increased on North Beach Road based on a 1.5% per annum increase based on the traffic flow increase observed from the count site on North Beach Road west of Marmion Avenue. The outcome of the assessment of the current intersection and flows is shown below in Table 5.4 and Table 5.5. The assessed year was 2031, assumed to be approximately 5-10 years after completion of the development of the site.

TRAFFIC VOLUMES

Table 5.4: Expected (2031) Conditions in AM Peak – with Zoning Development

Approach	Performance Criteria		
	Lane	DoS	Non-Priority Ave. Delay (s) Intersection LoS*
Cromer Way (S)	Left/Right	0.19	5.6(L)/9.5(R) - 8.2(ALL)
North Beach Rd (E)	Left/Through	0.28	
North Beach Rd (W)	Through/Right	0.42#	0.2(T)/9.9(R) - 0.5(ALL)
Intersection	ALL	0.42	A

Table 5.5: Expected (2031) Conditions in PM Peak – with Zoning Development

Approach	Performance Criteria		
	Lane	DoS	Non-Priority Ave. Delay (s) Intersection LoS*
Cromer Way (S)	Left/Right	0.10	5.6(L)/7.2(R) - 6.8(ALL)
North Beach Rd (E)	Left/Through	0.31#	
North Beach Rd (W)	Through/Right	0.28	0.6(T)/9.3(R) - 1.2(ALL)
Intersection	ALL	0.31	A

With the expected increase in traffic flow on North Beach Road, the performance of this intersection is expected to be well within acceptable limits. Based on WAPC Guidelines, the delays for non-priority movements (left and right turns from Cromer Way and right turn from North Beach Road) should be significantly less than 35 seconds. In this case the Cromer Way approach is expected to have average delays of approximately 8s in the AM peak and 7s in the PM peak whilst the right turn from North Beach Road is expected to experience delays of approximately 10s in the AM peak and 9s in the PM peak.

5.2. Types of Vehicles

The type of vehicles expected to access the site are mainly private motor vehicles with the occasional refuse trucks if so determined in any waste management plan developed. There is not expected to be a vehicle larger than that, apart from a small delivery van or similar, delivering to the site, but a vehicle of this size would be very close in size to the largest expected private motor vehicle, typically a B99 as defined in Australian Standards.

5.3. Traffic Impact of Rezoning on Local Area

Based on the above, the proposed rezoning could not be expected to have a detrimental impact on the surrounding roads and intersections in terms of capacity. Accordingly, the traffic impact of the proposed rezoning of the subject site is considered acceptable.

5.4. Level of Services Concepts

The level of service concept describes the quality of traffic service in terms of six levels, designated A to F, with level of service A (LOS A) representing the best operating condition (i.e. at or close to free flow), and level of service F (LOS F) the worst (i.e. forced flow). More specifically:

- LOS A: Primarily free flow operations at average travel speeds, usually about 90% of the FFS (free flow speed) for the given street class. Vehicles are completely unimpeded in their ability to manoeuvre within the traffic

TRAFFIC VOLUMES

stream. Control delay at signalised intersections is less than 10 seconds. At non-signalised movements at intersections the average control delay is less than 10 seconds;

- *LOS B:* Reasonably unimpeded operations at average travel speeds, usually about 70% of the FFS for the street class. The ability to manoeuvre within the traffic stream is only slightly restricted, and control delays at signalised intersections are between 10 and 20 seconds. At non-signalised movements at intersections the average control delay is between 10 and 15 seconds;
- *LOS C:* Stable operations; however, ability to manoeuvre and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the FFS for the street class. Signalised intersection delays are between 20 and 35 seconds. At non-signalised movements at intersections the average control delay is between 15 and 25 seconds;
- *LOS D:* A range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40% of FFS. Signalised intersection delays are between 35 and 55 seconds. At non-signalised movements at intersections the average control delay is between 25 and 35 seconds;
- *LOS E:* Characterised by significant delays and average travel speeds of 33% of the FFS or less. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections (between 55 and 80 seconds), and inappropriate signal timing. At non-signalised movements at intersections the average control delay is between 35 and 50 seconds; and,
- *LOS F:* Characterised by urban street flow at extremely low speeds, typically 25% to 33% of the FFS. Intersection congestion is likely at critical signalised locations, with high delays (in excess of 80 seconds), high volumes, and extensive queuing. At non-signalised movements at intersections the average control delay is greater than 50 seconds.

In addition to the above:

- Average Delay: is the average of all travel time delays for vehicles through the intersection
- Queue: is the queue length below which 95% of all observed queue lengths fall
- Degree of Saturation: Ratio of the traffic flow to the capacity for that particular lane/movement.

The above has been summarised below in Table 5.6.

Table 5.6: Sidra Performance Measures

LoS		Intersection Degree of Saturation (DoS, X)	
		Unsignalised Intersection	Signalised Intersection
A	Excellent	<=0.50	<=0.60
B	Very Good	0.50-0.70	0.60-0.75
C	Good	0.70-0.80	0.75-0.90
D	Acceptable	0.80-0.90	0.90-0.95
E	Poor	0.90-1.00	0.95-1.00
F	Very Poor	>=1.0	>=1.0

TRAFFIC MANAGEMENT ON FRONTAGE STREETS

6. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

6.1. North Beach Road

North Beach Road is a two-lane two-way single carriageway road (approximately 10.0m wide) under the control of the City of Stirling and is classified as a Distributor B road under the Functional Road Hierarchy. Traffic volumes sourced from the Main Roads website indicate that North Beach Road west of Marmion Avenue carried approximately 11,275 vehicles per day in 2018/19. Of this daily traffic flow, approximately 1,100 vehicles per hour occurs in the AM peak and approximately 980 vehicles per hour in the PM peak.

North Beach Road is speed zoned at 60km/h from midway between Charles Riley Road and Cromer Way and Marmion Avenue. There is a shared path on the north side of North Beach Road with footpaths on the south side connecting to bus stops either side of Cromer Way.

Crash data on North Beach Road from Charles Riley Road to approximately 275m west of the intersection of Marmion Avenue has shown there have been **no recorded crashes** in the five-year period to the end of 2018.

6.2. Cromer Way

Cromer Way is also a two-lane two-way single carriageway road under the control of the City of Stirling, classified as an Access Road under the Functional Road Hierarchy in this case. The carriageway is approximately 7.2m wide and there are footpaths on either side of the carriageway on the link from Cromer Way to North Beach Road. The east-west section of Cromer Way has a footpath located on its north side of the road. Traffic volumes sourced from hourly traffic flow surveys undertaken at its intersection with North Beach Road indicate approximately 104 vehicles per hour occurs in the AM peak and approximately 119 vehicles per hour in the PM peak. These peak hourly traffic flows indicate that Cromer Way carries in the order of 1,300 vehicles per day.

Cromer Way is subject to the general built up area speed limit of 50km/h along its entire length and the Cromer Way link to North Beach Road.

Crash data on Cromer Way (from Sedgeford Road to Munford Street) and Cromer Way link to North Beach Road has shown there have been 2 recorded crashes in the five-year period to the end of 2018, these both related to cars parking at driveway and both resulting in minor property damage only.

6.3. Sedgeford Road & Ellingham Street

Both of these roads are two-lane two-way single carriageway roads under the control of the City of Stirling and classified as Access Roads under the Functional Road Hierarchy in this case. Their carriageways are approximately 7.2m wide and there are footpaths on one side of the carriageway.

Both of these roads are subject to the general built up area speed limit of 50km/h along their entire lengths.

6.4. Intersection of North Beach Road/Cromer Way Access Road

This intersection is T-junction with North Beach Road the priority road and Cromer Way the terminating road. The Cromer Way approach has a 1.8m wide traffic island with pedestrian gap and there is no holding line at the intersection hold point on the Cromer Way approach. North Beach Road at this location has lanes of approximately 5.0m width and with a lane of

**TRAFFIC MANAGEMENT ON
FRONTAGE STREETS**

this width on the western approach to the intersection will allow car sized traffic to pass another car sized vehicle stopped to turn right into Cromer Way.

There have been **no recorded crashes** at this intersection in the five-year period to the end of 2018.

6.5. Intersection of Cromer Way Access Road/Cromer Way

Similar to the previous intersection this intersection is a T-junction with Cromer Way the priority road and Cromer Way access road the terminating road. The Cromer Way access road approach is not controlled by any holding line or signage, with traffic on the Cromer Way access road required to give way to traffic on Cromer Way in accordance with the *Road Traffic Code*.

There have been **no recorded crashes** at this intersection in the five-year period to the end of 2018.

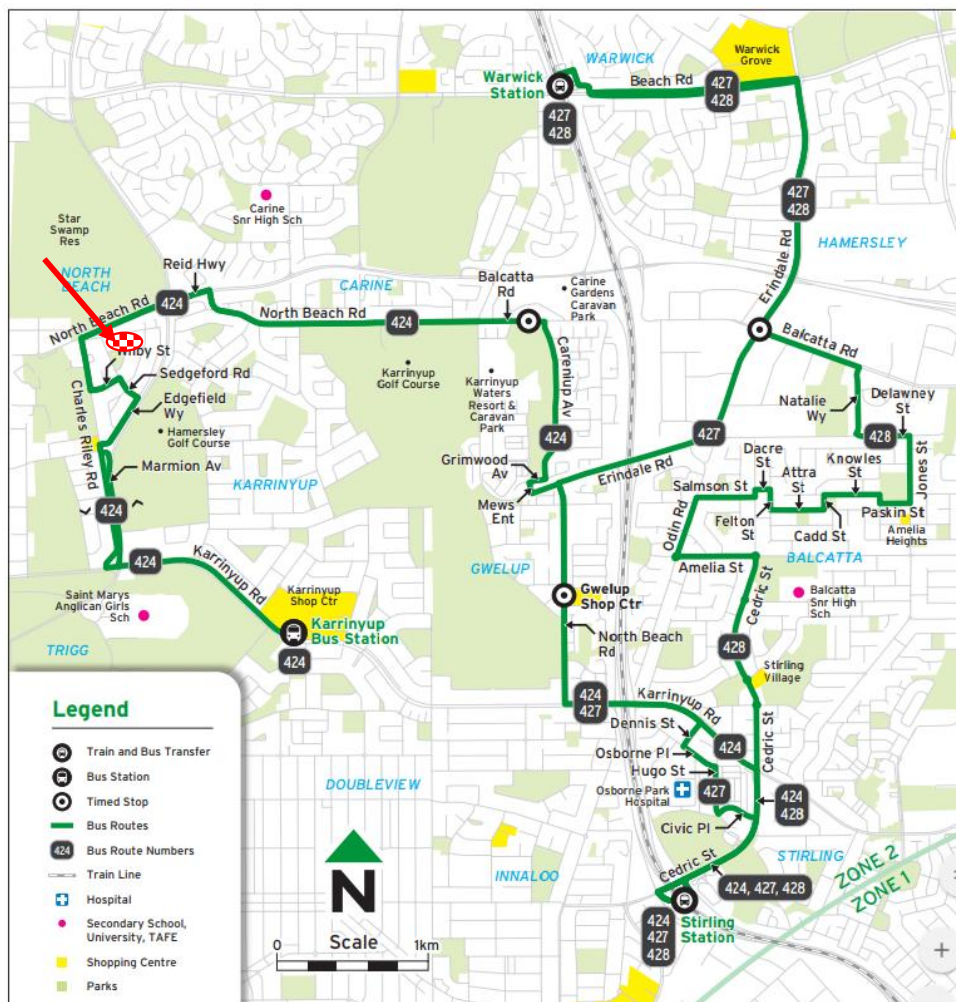
PUBLIC TRANSPORT ACCESS

7. PUBLIC TRANSPORT ACCESS

7.1. Nearest Bus/Train Routes and Stops

The subject site is within close proximity to public transport with two bus stops on North Beach Road, either side of its intersection with the Cromer Way access road. Bus 424 runs past the site between Karrinyup Bus Station and Stirling Train Station, via North Beach Road, with key stops including the Gwelup Shopping Centre and City of Stirling Civic Centre. Services are limited during off-peak with a service every hour whilst peak services run every 20 minutes or so Monday to Friday. Figure 7.1 details the route of Bus 424 whilst Figure 7.2 shows the location of bus stops (shown by blue icons) on North Beach Road either side of the Cromer Way access road.

Figure 7.1: Bus Route



(Excerpt courtesy of Transperth Timetable 61)

PUBLIC TRANSPORT ACCESS

Figure 7.2: North Beach Road Bus Stops



(Excerpt courtesy of Google Maps)

ACTIVE TRANSPORT

8. ACTIVE TRANSPORT

8.1. Pedestrian Access/Facilities

8.1.1. Existing Pedestrian Facilities Within the Rezoning Area

There are presently no existing pedestrian facilities within the development, apart from pedestrian use of driveway access to individual properties.

8.1.2. Proposed Pedestrian Facilities Within Rezoning Area

There is an opportunity to improve pedestrian access through the western section of the site, connecting the Cromer Way access road north of the site to the Ellingham/Sedgeford Reserve south of the site. This will provide a more direct link to and from the reserve and increase the pedestrian activity in the precinct. Any possible internal circulatory roads could also be used for residents to walk along as the traffic flows are expected to generally be in the order of 150 to 750vpd or 15 to 75vph in the busiest PM peak.

8.1.3. Existing Pedestrian Facilities on Surrounding Roads

Access to the site is presently via an existing footpath network towards bus stops on North Beach Road via the Cromer Way access road and towards North Beach Primary School via Cromer Way. Other streets generally have a footpath on at least one side of the carriageway. However, it is considered that the majority of attractors would be to the north, where a good footpath network is provided connecting to the bus stops on North Beach Road either side of Cromer Way access road.

8.1.4. Proposals to Improve Pedestrian Access

There are no plans or requirement to improve the adjacent on-street pedestrian access network as part of this rezoning. However, **footpaths are lacking on Cromer Way** between Sedgeford Road and the North Beach Road/Charles Riley Road roundabout and **should be considered for installation by the City of Stirling** to address the wider connectivity of this area of North Beach. As discussed above, there is an opportunity to provide a more direct connection from the Cromer Way link to the Ellingham/Sedgeford Reserve through the western portion of the subject site.

8.2. Cycle Access/Facilities

8.2.1. Existing Cycle Facilities Within the Rezoning Area

There are no existing cycle facilities at the subject site, as it is purely residential with a low-density code.

8.2.2. Proposed Cycle Facilities Within Rezoning Area

There are currently no cycling facilities proposed within the rezoning area. **It is recommended that bicycle parking and end of trip facilities are provided as part of a future development application.** For apartments and mixed-use developments including apartments, *Design WA* states that bicycle parking is required at a ratio of 0.5 spaces per dwelling for residents and 1 space per 10 dwellings for visitors. As such, there should be provision for approximately 70-80 bikes to be parked/stored for residents with a further 15-20 provided for visitors in for of easily accessible racks or similar distributed through the site, dependent on the final number of dwelling proposed within a future development of approximately 150 dwellings. Approximately Twenty to twenty five (20-25) motorcycle / scooter bays would required for a future development

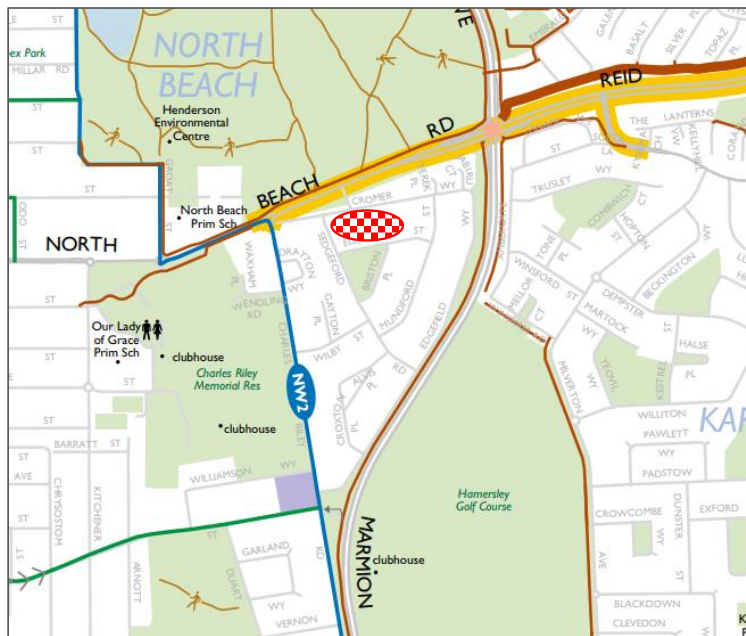
ACTIVE TRANSPORT

application of approximately 150 dwellings. There appears to be ample capability of the site to accommodate this expected provision of bike and motorcycle parking with the exact parking required to be confirmed at development application stage.

8.2.3. Existing Cycle Facilities on Surrounding Roads

Local roads carrying under 3,000vpd are generally suitable for cyclists to share with vehicles. All roads bordering the site currently have traffic flows well below this threshold and will remain this threshold with increased traffic flows due this proposed rezoning. As mentioned earlier, there is a reasonable network of footpaths on streets in this area of North Beach and these would allow for cycling. North Beach Road has wide sealed shoulders which can be used by cyclists and these connect further to the east to Reid Highway and then the Mitchell Freeway PSP network.

Figure 8.1: Current Cycling Network



(Excerpt courtesy of Department of Transport)

8.2.4. Proposed Cycle Facilities on Surrounding Roads

No upgrades to the cycling facilities in the neighbourhood are required as part of this rezoning.

On 27th April 2016, WA's laws were changed to allow cyclists of all ages to use footpaths, unless otherwise signed. The amendment to the *Road Traffic Code 2000* brought WA's bicycle laws into line with the rest of Australia, making it legal for parents to cycle alongside their children on footpaths, improving safety.

8.2.5. Proposals to Improve Cycle Access

There are no plans as part of this application to improve cycle access. However, the roads are sufficiently lower order (less than 3000vpd) which are conducive to mixed cycling which provides linkage to the existing cycle facilities in the vicinity of the site.

SITE SPECIFIC ISSUES

9. SITE SPECIFIC ISSUES

There are no site-specific issues for the proposed rezoning site which require special attention to resolve. Access to and from the site and the wider road network do not present any specific issues for the proposed rezoning site.

SAFETY ISSUES

10. SAFETY ISSUES

10.1. Identified Issues

Cromer Way between Sedgeford Road and Mundford Street has had two recorded crashes in the five-year period to the end of 2018. Both of these were located at driveways and both resulted in a minor property damage only.

With any future redevelopment of the site, the higher R60 zoning provided an opportunity to rationalise the current 43 crossovers around the site to more consolidated access and a significant fewer locations. The increase in traffic flows due to future redevelopment based on the higher density R60 zoning is also not expected to lead to an increase in crashes as the current number of crossovers are expected to be rationalised.

10.2. Remedial Measures

Based on the above, no remedial measures are proposed nor required.

CONCLUSION

11. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. Based on the proposed R60 rezoning, there appears ample space within the site to provide the required number of parking bays, which will be confirmed at the future development application stage
2. Provision of bike parking would need to be confirmed through the future development application stage, but there appears to be ample space within the site to accommodate the expected bike parking.
3. The provision of a formal loading area is not required being largely residential. Refuse collection arrangements will be addressed through a Waste Management Plan by others at subdivision stage.
4. The proposed rezoning and assumed number of dwellings is expected to generate up to 60-75 and 765 vehicle movements in any peak hour and daily respectively which is an increase of approximately 550 vehicle movements per day compared to the traffic generated by the current development on the subject site.
5. There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed rezoning.
6. Provision is made for the proposed access arrangements to operate safely and efficiently into the future (approximately least 5-10yrs after full development or 2031 or thereabouts).
7. There is expected to be no potential adverse traffic effects from the land use rezoning proposal on road safety.
8. Any future development of the site would require a future transport assessment to assess the development as City of Stirling policy requires such an investigation where a development has more than 50 parking spaces.

The required WAPC checklist for this transport impact statement is at **Appendix B**.

TRAFFIC SURVEY RESULTS

A. TRAFFIC SURVEY RESULTS

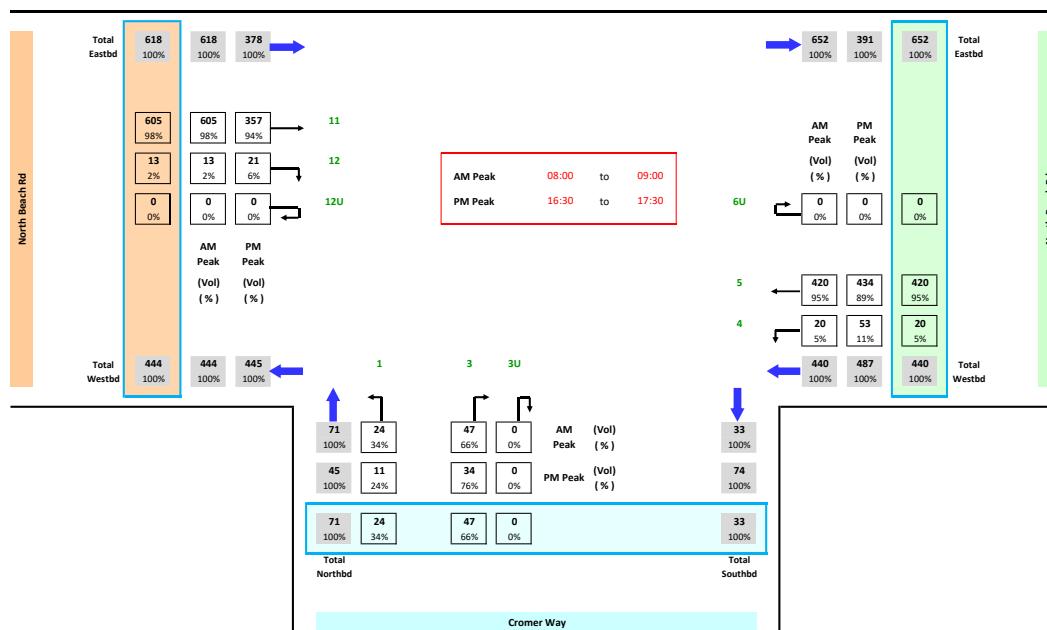


Job No. : W271
Client : GTA
Suburb : North Beach
Location : North Beach Rd / Cromer Way

Day/Date : 4 Dec 2018
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting Vehicle Type

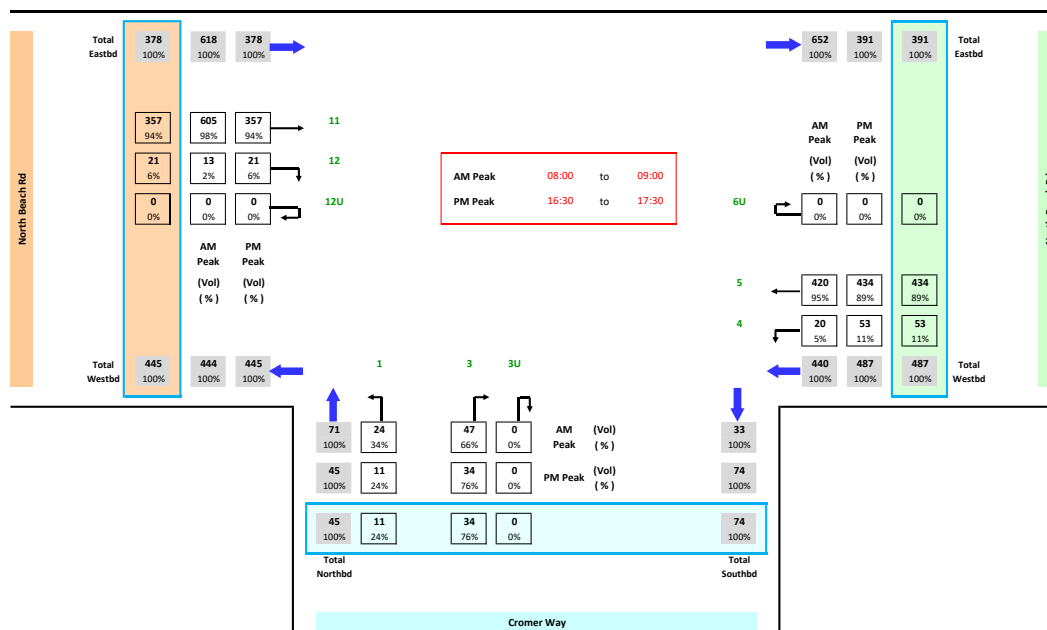


Job No. : W271
Client : GTA
Suburb : North Beach
Location : North Beach Rd / Cromer Way

Day/Date : 4 Dec 2018
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: [Dropdown]
Vehicle Type: [Dropdown]



WAPC GUIDELINES CHECKLIST

B. WAPC GUIDELINES CHECKLIST

B

WAPC GUIDELINES CHECKLIST

Item	Provided	Comments/Proposals
Proposed Development		
Existing Land Uses	Y	Section 3
Proposed Land Use	Y	Section 3
Context with Surrounds	Y	Section 3
Vehicular Access and Parking		
Access Arrangements	Y	Section 4
Public, Private, Disabled Parking Set Down/Pick Up	Y	Section 4
Service Vehicle (Non-Residential)		
Access Arrangements	NA	NA
On/Off-Site Loading Facilities	NA	NA
Service Vehicles (Residential)		
Rubbish Collection and Emergency Vehicle Access	Y	Section 5
Hours of Operation (Non-Residential Only)		
	Y	
Traffic Volumes		
Daily or Peak Hour Traffic Volumes	Y	Section 6
Type of Vehicles (E.G. Cars, Trucks)	Y	Section 6
Traffic Management on Frontage Streets		
	Y	Section 7
Public Transport Access		
Nearest Bus/Train Routes	Y	Section 8
Nearest Bus Stops/Train Stations	Y	Section 8
Pedestrian/Cycle Links to Bus Stops/Train Station	Y	Section 8
Pedestrian Access/Facilities		
Existing Pedestrian Facilities Within the Development (If Any)	Y	Section 9
Proposed Pedestrian Facilities Within Development	Y	Section 9
Existing Pedestrian Facilities on Surrounding Roads	Y	Section 9
Proposals to Improve Pedestrian Access	Y	Section 9
Cycle Access/Facilities		
Existing Cycle Facilities Within the Development (If Any)	Y	Section 9
Proposed Cycle Facilities Within Development	Y	Section 9
Existing Cycle Facilities on Surrounding Roads	Y	Section 9
Proposals to Improve Cycle Access	Y	Section 9

WAPC GUIDELINES CHECKLIST

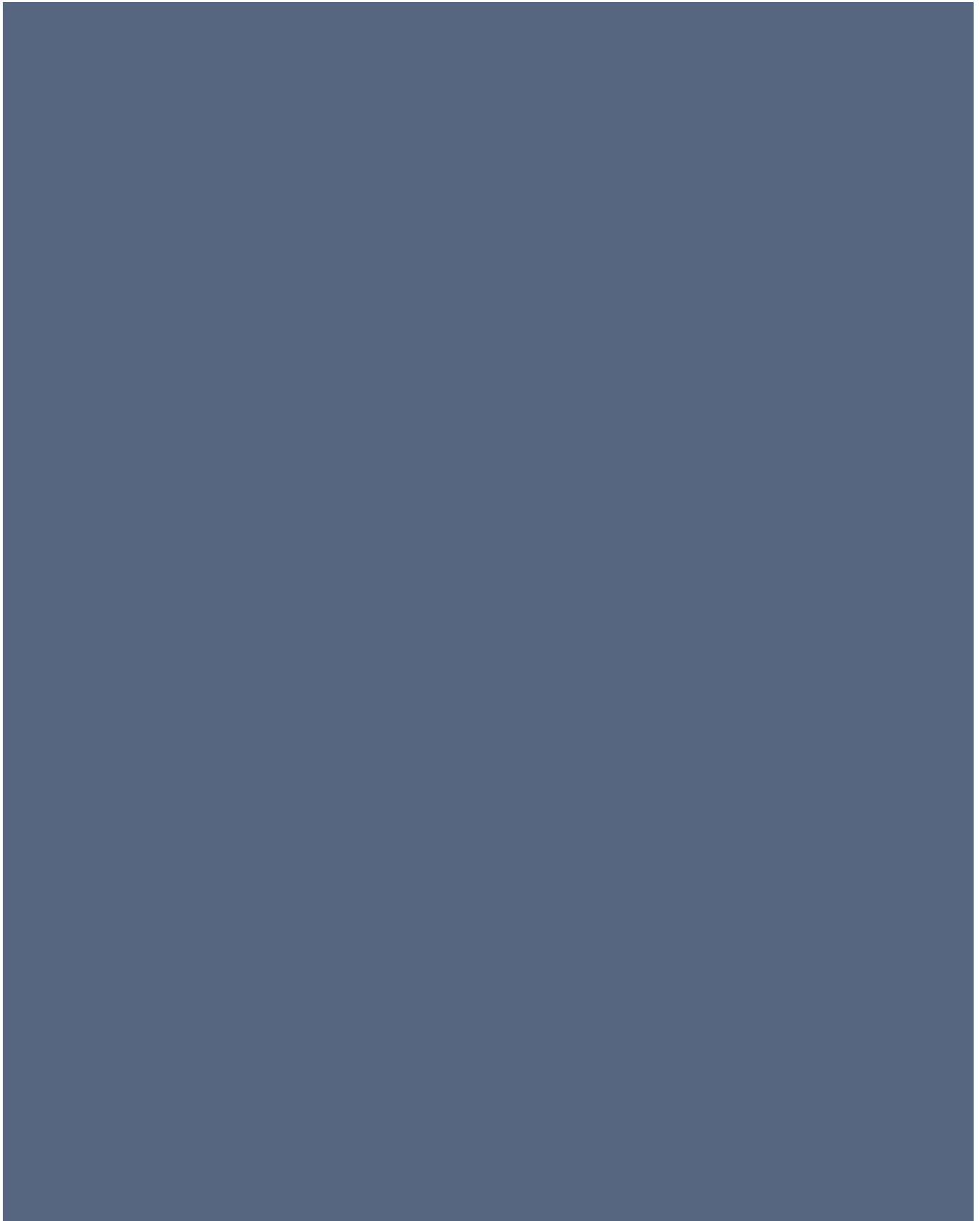
Item	Provided	Comments/Proposals
Site Specific Issues		
	Y	Section 10
Safety Issues		
Identify Issues	Y	Section 11
Remedial Measures	Y	Section 11

Proponent's Name: _____

Company: Department of Communities Date: _____

Transport Assessor's Name: Rodney Ding

Company: GTA Consultants Date: 09/09/19



Appendix 5: Engineering Servicing Report (Cossill and Webley)



Cromer Way, North Beach Engineering Servicing Report

Level 2, 431 Roberts Road,
Subiaco WA 6008.
PO Box 680 Subiaco, WA 6904

T (08) 9422 5800
E admin@cosweb.com.au
W cosweb.com.au



North Beach Engineering Servicing Report

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APPENDIX A – CLE SITE PLAN

APPENDIX B – WATER CORPORATION CORRESPONDENCE



Cromer Way, North Beach Engineering Servicing Report

1. EXECUTIVE SUMMARY

This Engineering Servicing Report is prepared to support an amendment to the City of Stirling's Local Planning Scheme No.3 to rezone the Cromer Way Sub-Precinct from its current R30 density coding to R60. The proposed amendment will allow for a range of housing typologies to be delivered on the site, providing innovative and affordable housing opportunities in North Beach.

This Servicing Report outlines the major infrastructure surrounding the Site and servicing strategies supporting the abovementioned rezoning. The investigation has found that there is sufficient capacity within the existing infrastructure to accommodate development at an R60 density coding without substantial upgrades to the infrastructure. The engineering review covers siteworks, roadworks, stormwater drainage, sewerage, water supply and utility services.

Access to the Site is unrestricted from any of the four existing surrounding roads, Cromer Way, Ellingham Street, Sedgeford Road and Mundford Street. These roads are of a reasonable standard and are not expected to require reconstruction as a result of the proposed rezoning of the Site.

Preliminary discussions with Water Corporation have indicated that there is sufficient capacity in the existing water and wastewater reticulation network surrounding the Site with the proposed rezoning. No infrastructure upgrades to the water or wastewater networks are required as a result of the rezoning.

The Site is surrounded by existing overhead power infrastructure with Low Voltage overheads along Cromer Way and both High and Low Voltage along Ellingham Street. Western Power as standard practice will require any overhead power directly adjacent the Site to be undergrounded. The High Voltage overhead power in the western verge of Sedgeford Road is not expected to be undergrounded as part of the development of the Site.

The power requirement of the redevelopment is sufficiently available within Western Power's forecasted remaining capacity in the medium term. Expected power infrastructure required to be installed within the development includes a series of transformer and switchgears, and anticipated no major offsite upgrades or extensions of feeder cables to the Site would be required.

Telecommunications are available from surrounding developments of the Site. We suspect there will be sufficient capacity in the existing network which can be confirmed with formal submissions upon development of the Site.

The investigations and preparation of this report are largely based on preliminary advice from the various service authorities. The information is current as of May 2020.



Cromer Way, North Beach Engineering Servicing Report

2. INTRODUCTION

This report has been prepared by Cossill & Webley Pty Ltd (C&W) for Housing Authority (HA) and summarises the engineering considerations of the Site. The land parcels assessed in this report are outlined in the corresponding Figure 1 and Figure 2 below and is herein referred to as the Site.

The Site is currently zoned with a Residential Design Code of R30 as indicated in Figure 1, and is proposed to be rezoned to R60 as per the City of Stirling's Local Planning Scheme No.3.

The Site includes the following existing titled lots in the suburb of North Beach and local of the City of Stirling as per Figure 2 with a copy of CLE Town Planning & Design's (CLE) Site Plan available in Appendix A.

- o Lots 100-104 Cromer Way North Beach,
- o Lots 1, 2 and 105 Mundford Street North Beach, and
- o Lots 107-110 Ellingham Street North Beach.

The investigations and preparation of this report are based on a desktop study and preliminary advice from the various service authorities and is current as of May 2020.

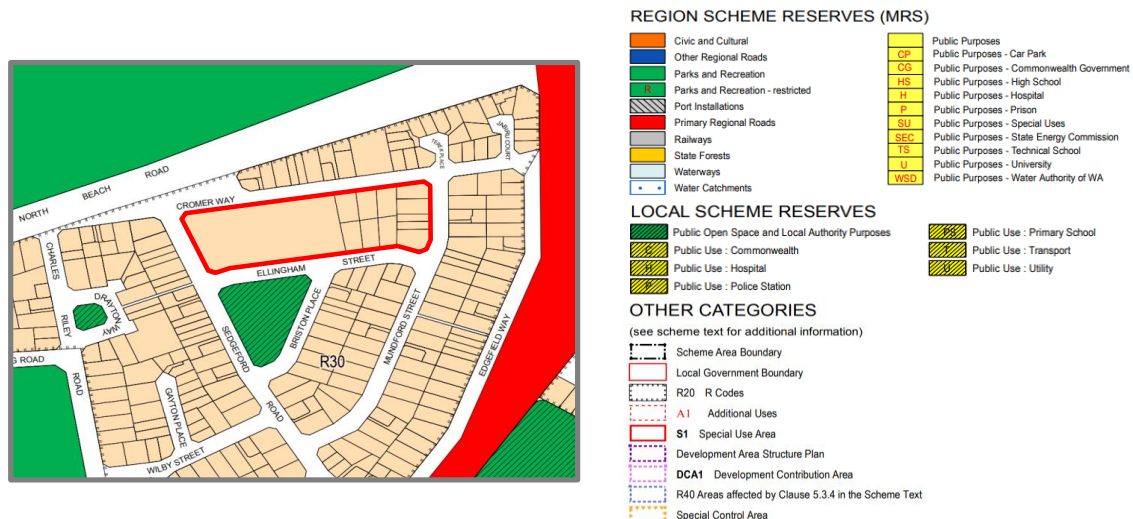
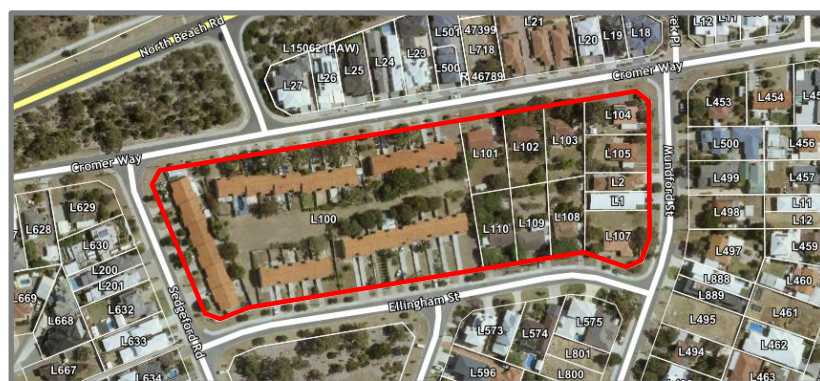


Figure 1: Local Planning Scheme (City of Stirling LPS No. 3 2020)





Cromer Way, North Beach Engineering Servicing Report

3. SITE DESCRIPTION

The Site is located 14km north-east of Perth CBD and is immediately west of the Reid Highway and Marmion Avenue intersection. The Site is bound by Cromer Way to the north, Ellingham Street to the south, Sedgeford Road to the west and Mundford Street to the east. The combined Site considered for rezoning is approximately 2.09 hectares in area.

The Site is currently used for residential purposes with numerous single and multi-unit dwellings across the Site. Following rezoning of the Site, redevelopment of the existing dwellings would take place.



Figure 3: Aerial Photography (MNG Maps 2020)



Cromer Way, North Beach Engineering Servicing Report

4. GEOTECHNICAL CONSIDERATIONS

4.1 Contamination Remediation

An internet search of the Contaminated Sites Database (<https://www.der.wa.gov.au/your-environment/contaminated-sites>) confirms no properties within the site are listed in the Contaminated Sites Database. An extract from the Contaminated Sites Database is shown below in Figure 4.

An Environmental Assessment is recommended to be carried out to ensure no unexpected contamination is present beneath the existing structures and improvements or from the previous land uses. It is also recommended that controlled demolition takes place over the site such that during the demolition process, hazardous building materials do not contaminate the Site.

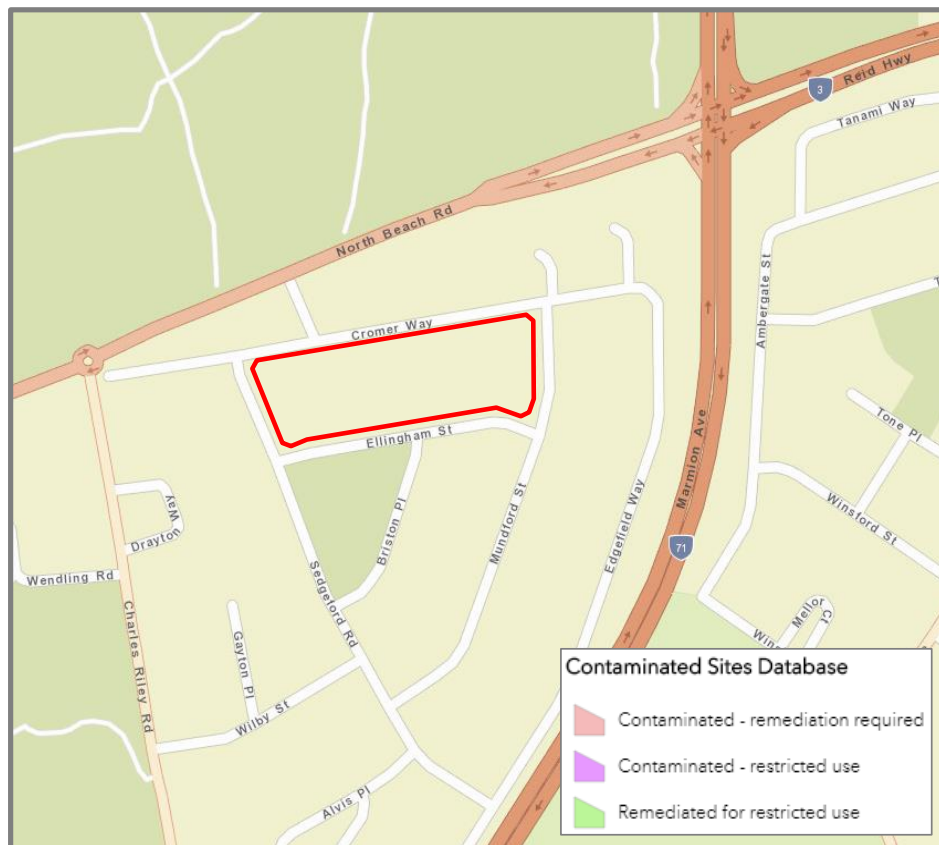


Figure 4: Contaminated Sites Database (Department of Water and Environmental Regulation 2020)



Cromer Way, North Beach Engineering Servicing Report

4.2 Geology

The Geological Survey of Western Australia's Perth Metropolitan Region Soils Maps indicates the Site is characterised by Limestone (LS₁) as indicated in Figure 5 below.

Development of residential property above limestone material is considered suitable for a "Class A" Site Classification under AS2870 'Residential Slabs and Footings'. Additional Geotechnical Site Investigations will be carried out prior to development to confirm if any areas of the Site require any remediation prior to development.

It is not expected that any significant remediation measures would be required, if any, following the geotechnical investigation.

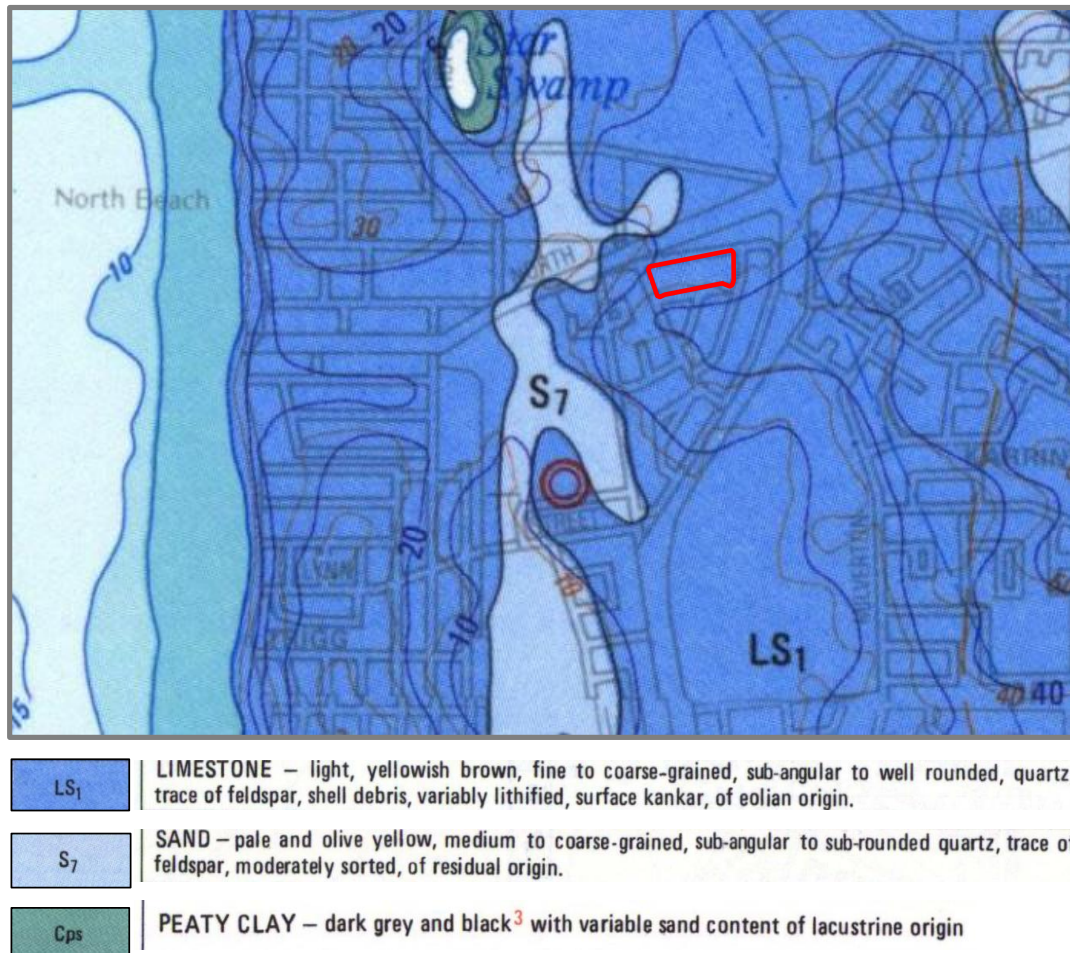


Figure 5: Geotechnical Information (Geological Survey of WA)



Cromer Way, North Beach Engineering Servicing Report

4.3 Topography

The site generally grades from the southern to the northern boundary of the Site with the lowest area of the Site in the north-west portion of the Site. Information from MNG Survey shows existing ground levels which grade consistently from RL31 m AHD on the southern boundary to RL25m AHD on the north-west boundary. Earthworks may be required on the Site to suit the new development however the extent of such earthworks would be minimal as Site levels are fixed by the existing surrounding roads. Any suitable designed grades should follow the existing topography as best as possible.

Existing ground levels are outlined below in Figure 6.



Figure 6: Natural Surface Contours (MNG Maps 2020)



Cromer Way, North Beach Engineering Servicing Report

4.4 Groundwater

A desktop review of the Groundwater Map shown in Figure 7 indicates the water table is approximately RL2m AHD through the Site grading west towards the Indian Ocean. Separation to groundwater is in excess of 23m across the Site and as such we do not consider groundwater to be an impediment to the development of the Site.



Figure 7: Groundwater Contours (MNG Maps 2020)



Cromer Way, North Beach Engineering Servicing Report

4.5 Acid Sulphate Soils

A desktop review of the Department of Water and Environmental Regulation's ASS Risk Map for the Central Metropolitan Region for the potential of Acid Sulphate Soils (ASS) indicates the Site is generally classified as having "no known risk of ASS occurring within 3m of the natural soil surface." An extract from the current Acid Sulphate Soil Risk Mapping is shown below in Figure 8. Acid Sulphate Soils are not expected to be encountered during the development of the Site.



Figure 8: Acid Sulphate Soils Risk Mapping (MNG Maps 2020)



Cromer Way, North Beach Engineering Servicing Report

5. SITEWORKS & EARTHWORKS

The Site is constrained by the four existing surrounding roads, Cromer Way, Ellingham Street, Sedgeford Road and Mundford Street which fix any earthworks levels for development through the Site.

Following demolition of existing buildings and remediation of the Site, it is expected only minimal earthworks will be required with any final grading of the site to be accommodated during development of the Site to suit the purpose development. The existing levels are suited to the current zoning and will be well suited to the proposed zoning of the Site.

6. DRAINAGE

The City of Stirling requires on site drainage for the first 15mm of rainfall prior to any overflow into the councils drainage system. The Site is located on good draining sand and there is expected to be no issues with onsite drainage as part of the rezoning of the Site.



Cromer Way, North Beach Engineering Servicing Report

7. ROADWORKS & FOOTPATHS

7.1 Existing Road Network

The Site is surrounded by existing Cromer Way, Ellingham Street, Sedgford Road and Mundford Street. These surrounding roads are seven metres wide and of a reasonable standard. It is not expected that these roads will require reconstruction as a result of the proposed rezoning of the Site. The surrounding residential streets are all un-posted 50 km/hr.

Figure 9 and Figure 10 below indicate the condition of the existing residential roads surrounding the Site. Access to the Site is unrestricted from any of the four surrounding roads.



Figure 9: Left: Cromer Way facing East. Right: Cromer Way facing West & Mundford Street south (Google Street view)



Figure 10: Left: Ellington St facing East & Sedgford Rd north. Right: Ellington St West & Mundford St north (Google Street view)

7.2 Footpaths

There are existing footpaths on the northern side of Cromer Way, eastern side of Sedgford Road, on the northern side of Ellingham Street and on the western side of Mundford Street as seen per Figure 9 and Figure 10. These footpaths are of a good standard and are not expected to require replacement due to the development of the Site.



Cromer Way, North Beach Engineering Servicing Report

8. WATER RETICULATION

The Site is located within Water Corporation's existing Water Reticulation network with water mains surrounding the Site. Existing DN100 RC is located in Cromer Way, Ellingham Street and Mundford Street with a DN150 RC located in Sedgeford Road. Water Corporation have confirmed that the rezoning of the Site will have minimal impact on the existing network at peak demand and as such there is sufficient capacity in the existing water reticulation network. A copy of the correspondence with Water Corporation is presented in Appendix B.

Figure 11 below shows the existing water reticulation surrounding the Site.

We anticipate standard Water Corporation water headworks fees will apply.

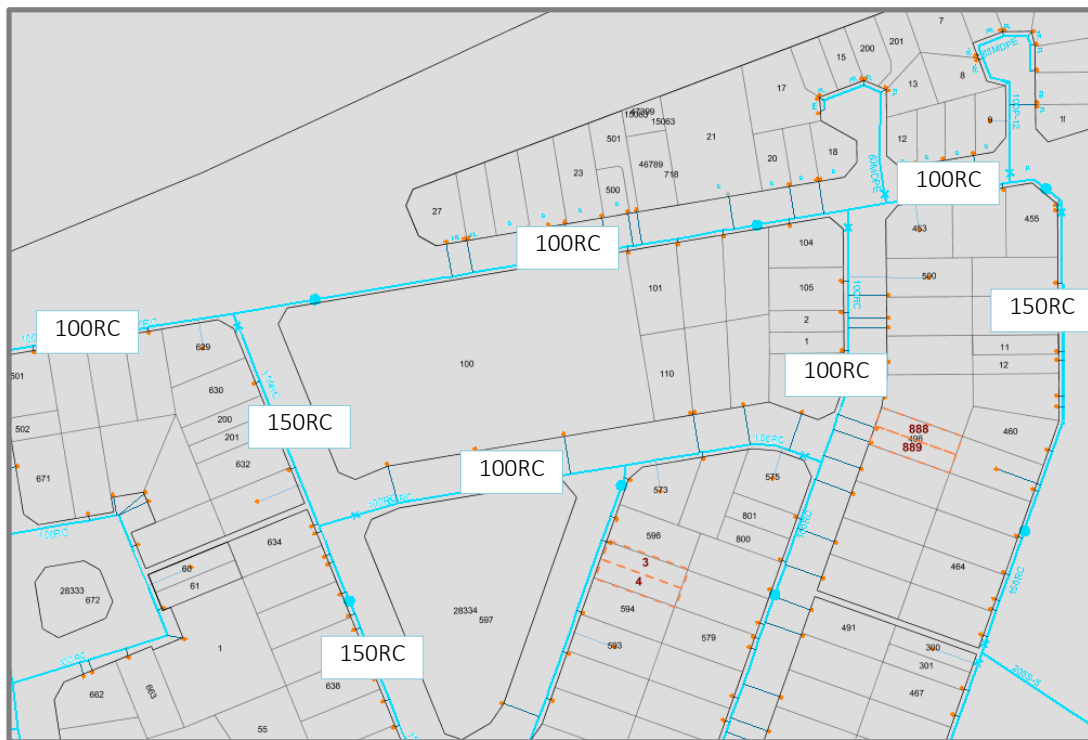


Figure 11: Existing Water Reticulation (Water Corporation 2020)



Cromer Way, North Beach Engineering Servicing Report

9. WASTEWATER RETICULATION

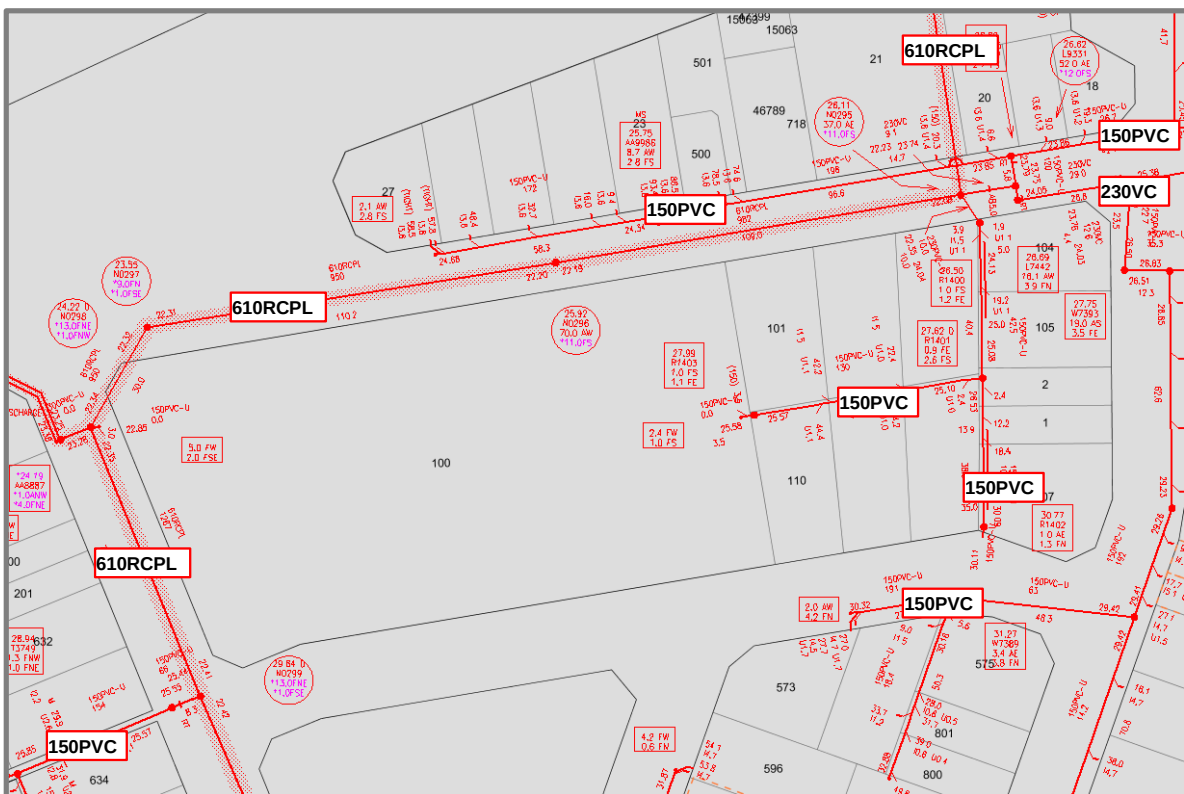
The Site is located within Water Corporation's wastewater scheme with the existing dwellings currently being serviced off a DN150 sewer from within the Site. The existing DN150 gravity sewer directly discharges into a DN610 branch sewer located in Cromer Way. Depending on the layout of the proposed redevelopment the existing DN150 reticulation sewer within the Site should be removed back to Cromer Way to avoid easement incumbrances within the Site. The existing sewer network is shown in

Figure 12 below.

Additionally a DN610 Sewer is located in Sedgeford Street with a stub connection located at the north-west of the Site which is the lowest point of the Site. This connection point may be the preferred location for the redeveloped site. At this location the existing DN610 sewer crosses the north-west truncation of the site and impedes the usage of the site. The sewer is located centrally within a five metre implied Water Corporation easement which restricts future development within the area of the easement. An extract from Water Corporation's mapping system is shown in Figure 13 outlining the extent of the sewer easement within the Site.

C&W have contacted Water Corporation to confirm the capacity of the existing network such that the increased density can be adequately serviced. Water Corporation have confirmed that the existing system has sufficient capacity for the proposed rezoning. A copy of the correspondence with Water Corporation is presented in Appendix B.

Standard Water Corporation sewerage headworks will apply.



P:\6307 North Beach - DoH\Correspondence\6307 - Cromer Way North Beach - Rev 3.docx



Cromer Way, North Beach Engineering Servicing Report

10. ELECTRICAL POWER SUPPLY

The Site is surrounded by existing overhead power infrastructure adjacent the Site with Low Voltage overheads along Cromer Way and both High and Low Voltage overheads along Ellingham Street. Western power as standard practice will require any overhead power directly adjacent the Site to be underground. There is also high Voltage overhead power in the western verge of Sedgeford Road and the eastern verge of Mundford Street however as these overheads are not directly adjacent the Site, it is not expected Western Power will require these to be underground as part of the development.

Western Power's Network Mapping Tool confirms there is 20-25MVA remaining capacity in 2020 for the surrounding power network, refer Figure 14. The available remaining capacity in 2031 according to the mapping tool is forecasted to remain at 20-25MVA and expanding by 2036 with a forecasted capacity of 25-30MVA. Based on a zoning of R60 with a power demand of 4.7kVa per dwelling, the estimated power requirement for residential development may be up to 1MVA depending on the dwelling configuration. This power requirement is sufficiently available within Western Power's forecasted remaining capacity. It will be expected power infrastructure will be required to be installed within the development including a series of transformer and switchgears, however it is not expected that major offsite upgrades or extension of feeder cables to the Site would be required.

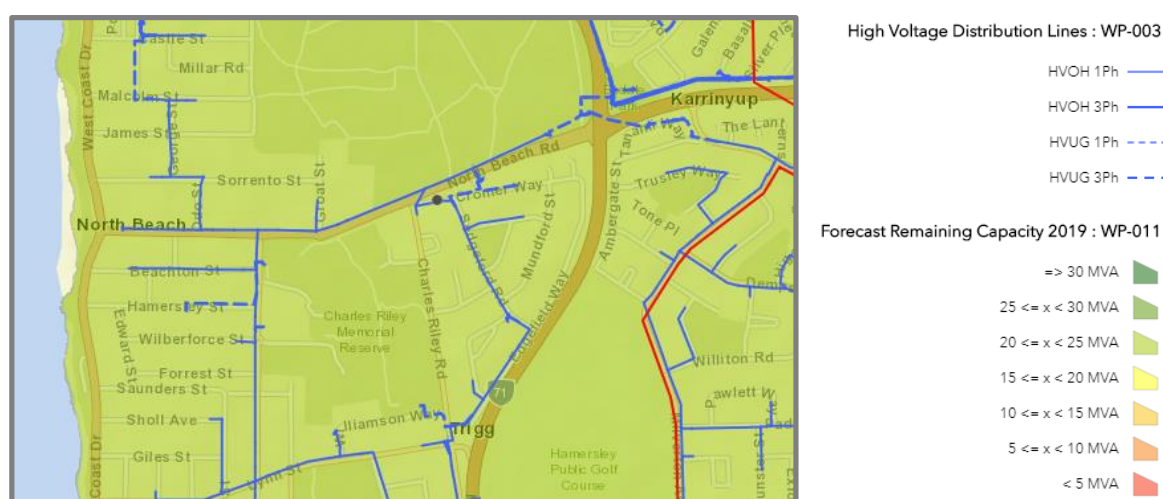


Figure 14: Western Power Network (Western Power Mapping Tool 2020)



Figure 15: Overhead High Voltage Distribution Lines surrounding the Site (Google Street view 2020)



Cromer Way, North Beach Engineering Servicing Report

11. GAS SUPPLY

There is an existing 150mm steel High Pressure gas main in the southern verge of Cromer Way adjacent the Site. There is also 50mm PVC Medium-Low Pressure gas mains surrounding the Site as outlined in Figure 16 below.

No significant infrastructure works to reinforce Atco Gas's network are anticipated to service the Site as a result of the rezoning of the Site.



Figure 16: Location of Existing Gas Infrastructure (ATCO Gas 2020)



Cromer Way, North Beach Engineering Servicing Report

12. TELECOMMUNICATIONS

The Site is within NBN's fixed-line footprint and can, therefore, be serviced under their scheme. NBN services exist in the surrounding area, including the existing dwellings on the Site as indicated on NBN's rollout map denoted in Figure 17.

Developers are responsible for contributing to the cost of delivering the NBN™ network in new developments. This includes contributing to part of the costs of the build (installing pit & pipe) as well as a deployment charge of \$600 per residential lot or \$400 per multi-dwelling lot.

It is worth noting that NBN Co is a broadband wholesaler who provides optic fibre to 100 Retail Service Providers offering services over the network. Alternative providers also exist should NBN not be selected for the Site. In any case, a pit and pipe infrastructure network that can accommodate a future high-speed broadband network is recommended.

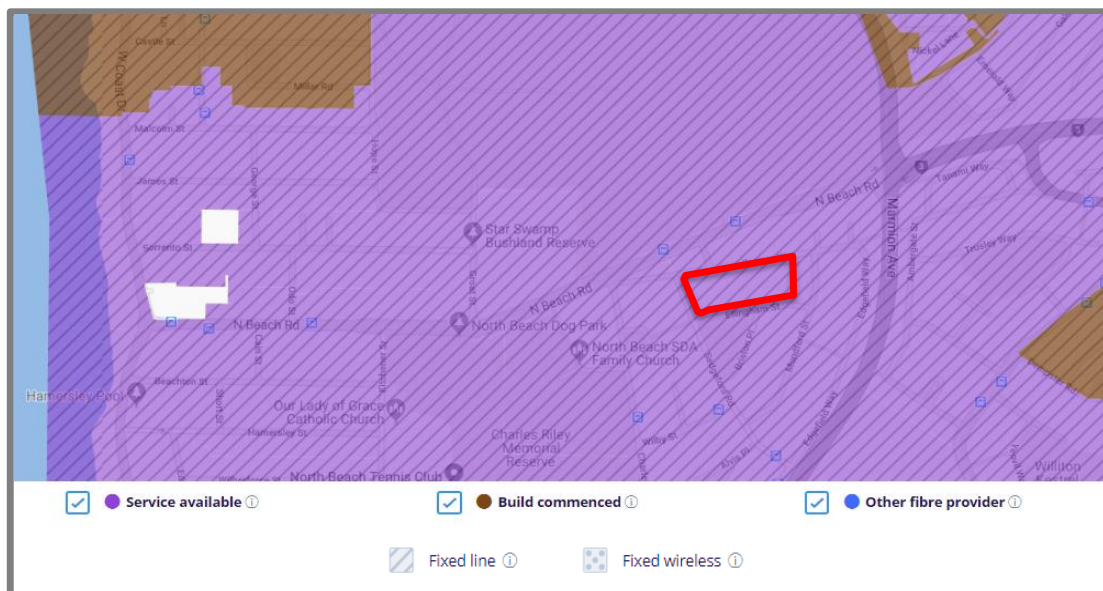


Figure 17: NBN Roll-out Map (NBN Co, 2020)

13. CONCLUSION

The Site is readily serviceable by existing infrastructure surrounding the Site in support of City of Stirling's Local Planning Scheme No.3 to rezone the Cromer Way Sub-Precinct from its current R30 density coding to R60.

The investigation has found that there is sufficient capacity within the existing infrastructure to accommodate development at an R60 density coding without substantial upgrades to the infrastructure. There are no engineering impediments to the development, although co-ordination and co-operation with the relevant Service Authorities will be required as the development progresses.



Cromer Way, North Beach Engineering Servicing Report

APPENDIX A

CLE SITE PLAN





Cromer Way, North Beach Engineering Servicing Report

APPENDIX B

WATER CORPORATION CORRESPONDENCE

Travis Luff

From: Charles Sabato <Charles.Sabato@watercorporation.com.au>
Sent: Thursday, 7 May 2020 1:34 PM
To: Travis Luff
Subject: RE: 6307-00 - Cromer Way North Beach

Hi Travis,

In regard to your enquiry,

Wastewater

In terms of the wastewater services, the zoning for the area increases to R160 in the model for the 239 dwellings. With this increase, there is still sufficient capacity in the existing wastewater system to serve the 239 dwellings.

The DN 600 downstream of the development (between N0295 to N0290) is at 78% full, at long term flows. Even though is this not within the design capacity, it is acceptable.

Water Supply

With regard to water supply, the redevelopment was modelled with 150 single residential and 100 multi residential dwellings.

Modelling indicates minor impact on the system.

Pressure at peak demand will reduce by about 1m and minimum pressure within the development will be about 34m.

Kind Regards,

Charles Sabato
Senior Planner - Land Planning
Development Services
Assets Planning and Development Group

E Charles.Sabato@watercorporation.com.au
T (08) 9420 2105



watercorporation.com.au

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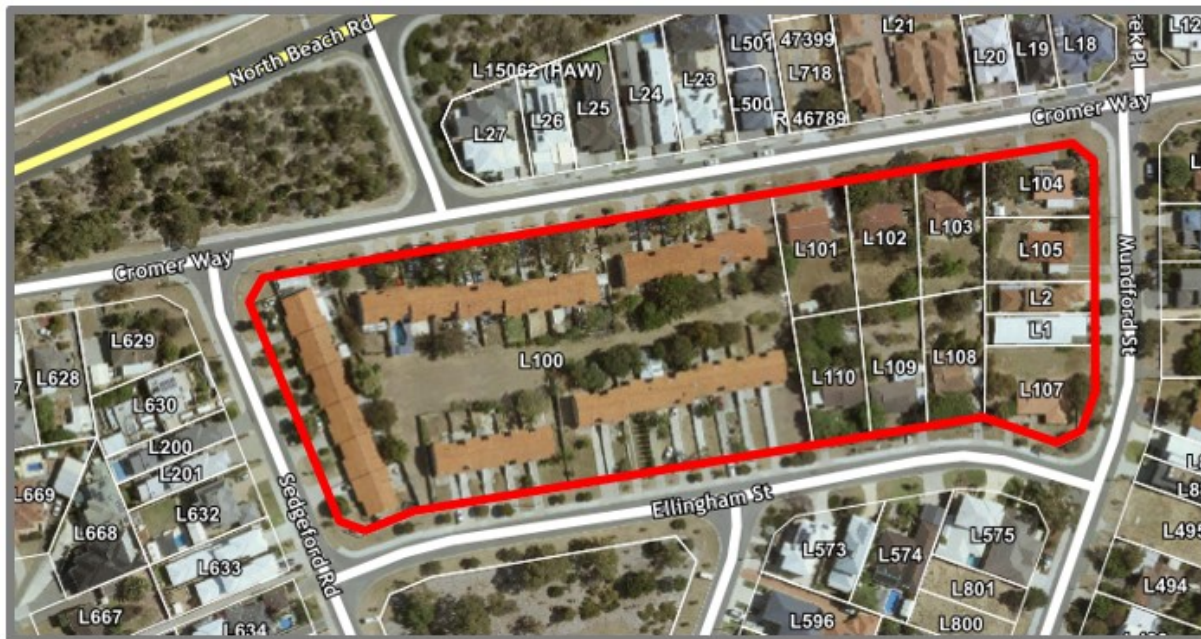


From: Travis Luff [mailto:travisl@cosweb.com.au]
Sent: Tuesday, 28 April 2020 12:06 PM
To: Charles Sabato
Subject: RE: 6307-00 - Cromer Way North Beach

Hi Charles,

Further to our previous correspondence our client has expanded the subject area for redevelopment to R60 at Cromer Way North Beach. The subject area now includes all lots within the cell of properties bound by Cromer Way, Sedgeford Road, Ellingham Street and Mundford Street. Previous advise on a proposed dwelling count of 149 indicated there was no capacity restraints for the site. We have been informed that under rezoning of the cell to R60 the potential property yield may vary between 139 and up to 239 dwellings based on either single or multiple dwelling types.

Given the anticipated water pressure drop and nearby sewer infrastructure we would expect the maximum lot yield still to be serviceable by Water Corporation's existing infrastructure.



Kind Regards,

Travis Luff
Project Engineer



CW Cossill & Webley
CONSULTING ENGINEERS

T (08) 9422 5800 | M 0417 371 821 | E travisl@cosweb.com.au

Street Address: B12, 431 Roberts Road, Subiaco WA 6008 | Mailing Address: PO Box 680, Subiaco WA 6904

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From: Charles Sabato <Charles.Sabato@watercorporation.com.au>

Sent: Thursday, 10 October 2019 1:02 PM

To: Travis Luff <travisl@cosweb.com.au>

Subject: RE: 6307-00 - Cromer Way North Beach

Hi Travis

In response to your previous email concerning DU increase at Cromer Way.

Water Supply

With regard to water supply, the additional dwellings will have minor impact on the system. Pressure at peak demand will reduce by only 0.3m and minimum pressure within the development will be about 35m.

Wastewater

With regards to the wastewater supply, the existing DN150 sewer and DN610 sewer has sufficient capacity to serve the 149 dwellings. With 149 dwellings, the zoning now changes to R100.

Kind Regards,

Charles Sabato
Snr Plnr - Land Planning
Development Services
Assets Planning and Development Group

E Charles.Sabato@watercorporation.com.au

T (08) 9420 2105



watercorporation.com.au

.....



From: Travis Luff [<mailto:travisl@cosweb.com.au>]
Sent: Thursday, 29 August 2019 10:20 AM
To: Charles Sabato
Subject: RE: 6307-00 - Cromer Way North Beach

Hi Charles,

I've left a message to discuss.

We have been advised the latest concept design has a proposed yield of 149 dwellings under the proposed rezoning to R60 instead of the approx. 100 dwellings CW previously advised. Based on the below information provided by Water Corporation we would expect the water and wastewater capacity to be able to manage this increase in lot yield. Are Water Corporation able to confirm?

Kind Regards,

Travis Luff
Project Engineer



T (08) 9422 5800 | M 0417 371 821 | E travisl@cosweb.com.au

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From: Charles Sabato [<mailto:Charles.Sabato@watercorporation.com.au>]

Sent: Tuesday, 9 July 2019 8:40 AM

To: Travis Luff

Subject: FW: 6307-00 - Cromer Way North Beach

Hi Travis

Quick turn around with this one....looks OK below.

Kind Regards,

Charles Sabato

Snr Plnr - Land Planning

Development Services

Assets Planning and Development Group

E Charles.Sabato@watercorporation.com.au

T (08) 9420 2105

M 0439 985 134



watercorporation.com.au

.....



From: Tina Zheng

Sent: Monday, 8 July 2019 4:24 PM

To: Charles Sabato

Cc: Carlo Di Prinzio

Subject: FW: 6307-00 - Cromer Way North Beach

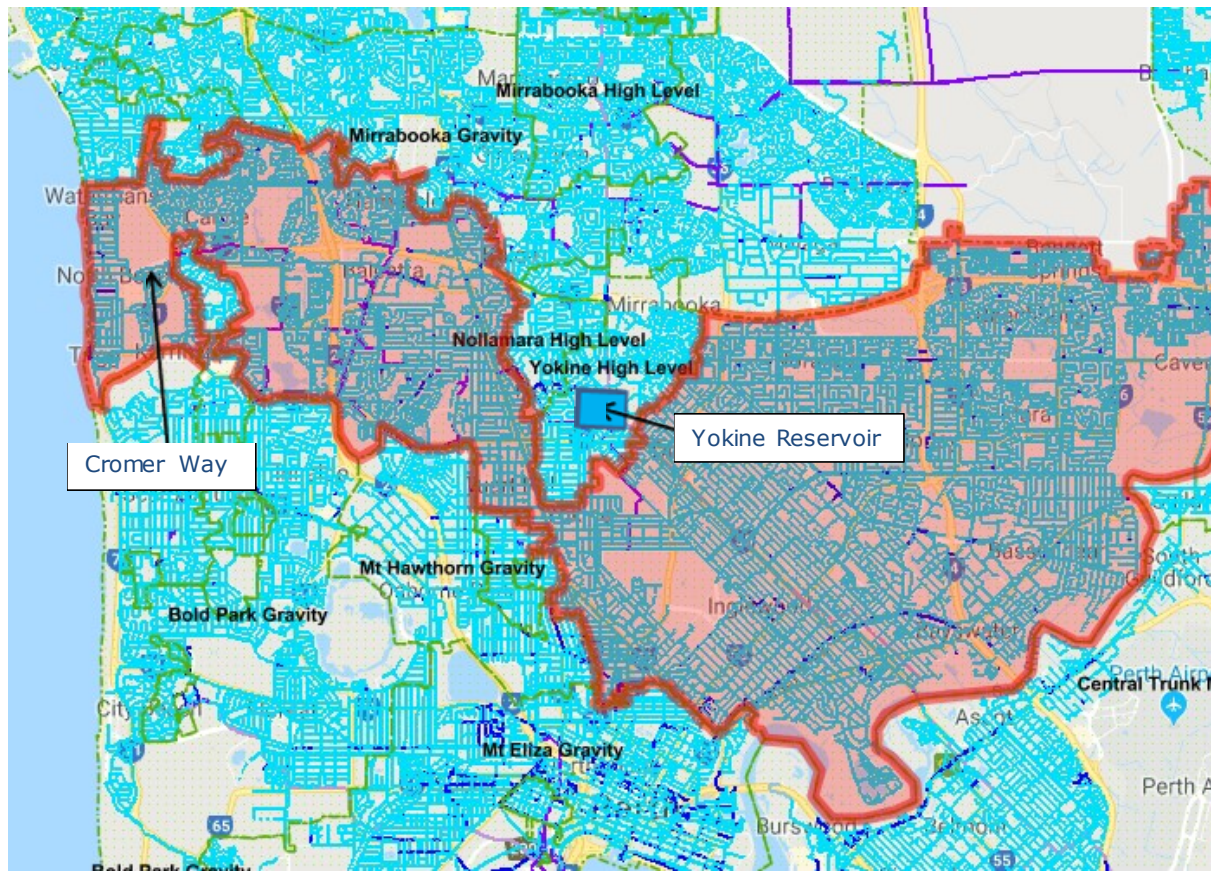
Hi Charles

Wastewater - the existing DN150 sewer connected to the DN610 sewer has sufficient capacity to serve additional 60 connections (due to zoning change from R30 to R60).

Water - The additional 60 multi residential dwellings will have minimal impact at peak demand.

Modelling at peak instant demand with the additional services indicates hydraulic level in the area drops from 63.7mAHD to 63.5mAHD (minimum pressure 35m).

As this area is near the western end of the Yokine Gravity system, the impact upstream will be even lower.



Regards,

Tina Zheng
TL - Customer Networks
Asset Investment Planning Metro

E Tina.Zheng@watercorporation.com.au
T (08) 9420 2306



watercorporation.com.au



From: John Van Den Hurk **On Behalf Of** Customer Networks Metro Inbox
Sent: Monday, 8 July 2019 12:57 PM
To: Tina Zheng
Subject: FW: 6307-00 - Cromer Way North Beach

Tina,

Can you please review and advise Charles on timing to respond

Thanks

John

From: Charles Sabato
Sent: Monday, 8 July 2019 9:07 AM
To: John Van Den Hurk
Subject: FW: 6307-00 - Cromer Way North Beach

Hi John,

Referring this enquiry if someone can have a look at potential impacts (if any) on water and wastewater systems as outlined by consulting engineers.

Kind Regards,

Charles Sabato
Snr Plnr - Land Planning
Development Services
Assets Planning and Development Group

E Charles.Sabato@watercorporation.com.au
T (08) 9420 2105
M 0439 985 134



watercorporation.com.au

.....



From: Travis Luff [<mailto:travisl@cosweb.com.au>]
Sent: Friday, 5 July 2019 5:28 PM
To: Charles Sabato
Subject: RE: 6307-00 - Cromer Way North Beach

Hi Charles,

There is currently 43 dwellings across the site under the current zoning and should expect approx. 100 dwellings under a rezoning to R60. The Site area is approx. 1.8ha.

Kind Regards,

Travis Luff
Project Engineer



CW Cossill & Webley
CONSULTING ENGINEERS

T (08) 9422 5800 | M 0417 371 821 | E travisl@cosweb.com.au
Street Address: B12, 431 Roberts Road, Subiaco WA 6008 | Mailing Address: PO Box 680, Subiaco WA 6904

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From: Charles Sabato [<mailto:Charles.Sabato@watercorporation.com.au>]
Sent: Thursday, 4 July 2019 8:32 AM
To: Travis Luff
Subject: RE: 6307-00 - Cromer Way North Beach

Hi Travis

In principle, I agree with your desktop analysis.

Given the area size and to be more certain, I can refer the enquiry to our asset planners where they can answer more definitively. They will need some details regarding yields (no of units/homes) if you can provide.

Their assessment will probably take a few weeks.

Kind Regards,

Charles Sabato
Snr Plnr - Land Planning
Development Services

E Charles.Sabato@watercorporation.com.au
T (08) 9420 2105
M 0439 985 134



watercorporation.com.au

.....



From: Travis Luff [<mailto:travisl@cosweb.com.au>]
Sent: Tuesday, 2 July 2019 10:53 AM
To: Land Planning
Cc: Caroline Brady
Subject: 6307-00 - Cromer Way North Beach

Hi,

We are currently investigating the rezoning of a site in North Beach, currently zoned R30 and proposed to be rezoned to R60. As part of the investigation we are reviewing the existing capacity of Water Corporation's surrounding infrastructure.

Water Corporation's website suggested for the infill project query is to be sent directly to Land Planning instead of lodging green title planning advice through the online system.

The Site is bound by Cromer Way and Ellingham Street in North Beach. The extent of the Site is shown on the attached Site Plan, including Lots 100-103 and 108-110.

We suspect the existing DN150 and DN100 water mains surrounding the Site should be sufficient to service the 2.6ha Site. Similarly there is an existing DN150 gravity sewer along the eastern boundary of the Site currently servicing the properties which feeds into a 610 dia gravity sewer in Cromer Way.

Can you please confirm if the existing infrastructure has sufficient capacity to cater for the proposed rezoning.

Kind Regards,

Travis Luff
Project Engineer



CW Cossill & Webley
CONSULTING ENGINEERS

T (08) 9422 5800 | M 0417 371 821 | E travisl@cosweb.com.au

Street Address: B12, 431 Roberts Road, Subiaco WA 6008 | Mailing Address: PO Box 680, Subiaco WA 6904

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The proposed Scheme Amendment will be processed in line with the requirements of the Planning and Development (Local Planning Scheme) Regulations 2015. Where a local government resolves to prepare an amendment, the following legislative requirements apply:

- The local government is to, in its resolution specify (in its opinion) the type of Amendment proposed (Basic, Standard or Complex);
- The local government is to (assuming Council resolve to prepare the Scheme Amendment) advertise the Amendment in the approved form;
- The local government is to consider all submissions received within 60 days of the end of the submission period; and
- The local government, within 21 days of passing a resolution, provide specified information to the Western Australian Planning Commission.