

Assessment of relevant CBACP provisions relating to the M10 Zone in Q3

(Note: to avoid duplication, the following does not address provisions which defer to the R-Codes Vol. 2 as they have been assessed separately)

Element	Requirement	Compliance
1. Land Use	<p>Preferred Land Uses</p> <p>1.7 Q3 – Ground Floor Uses</p> <p>1.7.2 M10 Zone - Restaurant, Hotel, Shop, Fast Food Outlet, Consulting Rooms, Convenience Store</p> <p>1.8 Q3 – Uses for all Storeys other than Ground Floor</p> <p>1.8.2 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Consulting Rooms, Medical Centre, Home Occupation, Home Office, Recreation – Private, Convenience Store</p> <p>1.15 Dwelling Diversity</p> <p>In Q3, Q4 and Q5, development be designed in accordance with Residential Design Codes Vol. 2 Element 4.8 and 4.9 in respect to dwelling mix and universal design.</p> <p>1.16 Uses Not Listed</p> <p>Any use not listed in the relevant Clause pertaining to the relevant Quarter is not permitted unless the Council is satisfied that the use is consistent with the relevant Desired Outcomes for that Quarter.</p> <p>1.17 Mixed Use</p> <p>In Q3, Q4 and Q5, where mixed use development is proposed, buildings be designed in accordance with Residential Design Codes Vol. 2 Element 4.14</p>	<p>Complies in part; additional uses proposed. Refer to planning report, section 3.4.1.</p> <p>Complies in part; additional uses proposed.</p> <p>Refer to R-Codes Vol. 2.</p> <p>Refer to planning report, section 3.4.1.</p> <p>Refer to R-Codes Vol. 2.</p>
2. Form and Mass	<p>2.1 All development in M15 and M10 Zones shall provide a continuous urban edge to the street as per Figure 8. Any pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.</p> <p>2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.4 All development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p>

	<p>2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.</p> <p>2.6 Building depth in Q3, Q4 and Q5 designed in accordance with Residential Design Codes Vol. 2 Element 2.6.</p>	<p>Complies.</p> <p>Refer to R-Codes Vol. 2.</p>
3. Heights	<p>3.1 Maximum building heights shall be in accordance with Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones Plan, noting the minimum site area requirements of Clause 2.2 and 2.3.</p> <p>3.2 For buildings in the M15 Zone, notwithstanding the 15 storey height limit, no building shall exceed 48 metres above NGL. For buildings in the M10 Zone, notwithstanding the 10 storey height limit, no building shall exceed 32 metres above NGL.</p> <p>3.3 Podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p> <p>3.4 Nothing in Clause 3.2 precludes the consideration of a bonus height allowance as provided for in Element 21 and Element 22.</p> <p>3.6 Where the street has a change in NGL which would impact the height of one part of the building based on the NGL and maximum height at another part of the building, design shall respond to the fall of the land providing grade changes and varying building heights relevant to the overall building height at each point.</p>	<p>Complies; height bonus sought for west site.</p> <p>Complies in part; 33.5m above NGL. Refer to planning report, section 3.4.2.</p> <p>Complies.</p> <p>Refer to Elements 21 & 22.</p> <p>Complies.</p>
4. Street Setbacks	<p>4.1 All development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.</p> <p>4.4 Notwithstanding anything in Clause 4.2 and 4.3, all development in the M15 and M10 Zones in Q3, Q4 and Q5 adjacent to Canning Highway shall comprise a minimum 3 metre depth colonnade fronting Canning Highway at nil setback.</p> <p>4.7 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved.</p> <p>4.9 Where a street setback is required, the setback area shall be activated and/or landscaped.</p>	<p>Complies in part; east building setback 3m to Robert Street, west building balcony incursions.</p> <p>Complies in part; approx. 2m in lieu of 3m. Refer to planning report, section 3.4.4.2.</p> <p>Proposal includes a large at grade public space / plaza.</p> <p>Complies.</p>
5. Side and Rear Setbacks	<p>5.1 Any new podium level development in the M10 Zone of Q3, Q4 and Q5 shall achieve an average side setback of 4 metres unless the site has frontage to Canning Highway, in which case side and rear setbacks may be reduced to nil. Setbacks of podiums on sites without frontage to Canning Highway (in Q3, Q4 and Q5) shall give regard to how the</p>	<p>Complies.</p>

	<p>podium structure contributes to the interface between development, improves access to sunlight, ventilation and the retention of mature trees in accordance with the Desired Outcome and as per Clause 11.5.</p> <p>5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2.</p> <p>5.3 In Q3, Q4 and Q5, tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries and building separation distances to adjoining lot boundaries in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation.</p> <p>5.4 In Q3, Q4 and Q5, two or more towers within a single development site in the M15 or M10 Zone shall be setback from one another in accordance with Residential Design Codes Vol.2 Element 2.7 - Building Separation.</p> <p>5.8 Provisions of privacy and solar access and overshadowing do not apply within Q1 and Q2. In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 3.2 and 4.1 in respect to solar access, and 3.5 in respect to visual privacy.</p>	<p>Refer to Clause 9.2.</p> <p>Complies in part; balcony incursions within 4m rear setbacks for west site. Refer to R-Codes Vol. 2 for Building Separation.</p> <p>Refer to R-Codes Vol. 2.</p> <p>Refer to R-Codes Vol. 2.</p>
<p>6. Linking Pathways</p>	<p>6.1 Notwithstanding Clause 4.2 and 4.3, all streets identified as 'Linking Pathways' in Figure 1 Canning Bridge Activity Centre Plan, being those parts of Kintail Road, Moreau Mews, Kishorn Road, Cassey Street, Robert Street and Davilak Street which are not in Residential Zones, shall have a setback to the street frontage of Nil.</p> <p>6.2 Linking Pathways within the M15 and M10 Zones are to be provided with permanent weather protection over the footpath within the street verge as per Figure 11.</p> <p>6.3 Awnings are to be a minimum of 3 metres in depth and no structural columns are permitted. Greater depth will be supported where feasible in relation to the adjoining streetscapes.</p> <p>6.4 Awnings shall be a minimum of 3.5 metres in height from the footpath to the awning.</p> <p>6.5 Trading within these covered areas shall allow for continuous pedestrian movement, however, café seating and on street trade displays will be encouraged within a trading boundary.</p> <p>6.6 Sections of the frontage which are recessed or setback as per Clause 4.6 shall provide alternative opportunities for pedestrian shade and shelter such as planting of mature trees or provision of regular shelter structures or colonnades.</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p>
<p>7. Canning Highway</p>	<p>7.1 Canning Highway shall be provided with regular permanent weather protection over the footpath within the street verge as per Figure 11.</p>	<p>Complies; with provision for the MRS Reserve.</p>

	<p>7.2 Awnings are to provide a minimum of 3 metres in depth and no structural columns are permitted. Greater depth will be supported where feasible in relation to the adjacent streetscapes.</p> <p>7.3 Awnings shall be a minimum of 3.5 metres in height from the natural ground level to the awning.</p> <p>7.4 Café seating is not encouraged along the road verge, however, trade displays are acceptable within a trading boundary approved as part of a development application.</p> <p>7.5 Sections of the frontage which are recessed or setback as per Clause 4.6 are encouraged to provide an interesting façade to Canning Highway and shall provide alternative opportunities for pedestrian movement, shade and shelter such as planting of mature trees or provision of regular shelter structures or colonnades.</p> <p>7.6 Notwithstanding Clause 7.1, developers proposing built form adjacent to bus stops shall engage with the Public Transport Authority to ensure that awnings or colonnades do not impede appropriate and accessible movement to bus stops. Built form which integrates bus stop facilities is highly desirable.</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>N/A; no adjacent bus stops exist along Canning Highway.</p>
9. Facades	<p>9.1 In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.10.</p> <p>9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.4 Windows and balconies shall be incorporated into the design of developments above ground level. In Q3, Q4 and Q5, private open space and balconies designed in accordance with Residential Design Codes Vol.2 Element 4.4.</p> <p>9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.</p> <p>9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces.</p> <p>9.7 In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 3.6.</p>	<p>Refer to R-Codes Vol. 2.</p> <p>Complies.</p> <p>Complies. Also refer to R-Codes Vol. 2.</p> <p>Complies.</p> <p>Complies.</p> <p>Refer to R-Codes Vol. 2.</p>
10. Open Space and Landscaping	<p>10.1 Development may cover 100% of the site area for all development in M15 and M10 Zones subject to the setback Requirements of Element 4.</p> <p>10.2 Notwithstanding Clause 10.1, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.</p>	<p>Compliance; subject to minor incursions discussed in Element 4.</p> <p>Complies.</p>

	<p>10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m² or greater shall be included in this area calculation.</p> <p>10.6 Where development is not proposed to all boundaries of a site, landscaping design shall be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design shall be implemented for all landscaped areas. In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.12.</p> <p>10.7 In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 3.6.</p> <p>10.8 In Q3, Q4 and Q5, where communal open space is provided, the design be in accordance with Residential Design Codes Vol.2 Element 3.4.</p>	<p>Complies via public plaza and rooftop terraces.</p> <p>Complies. Also refer to R-Codes Vol. 2.</p> <p>Refer to R-Codes Vol. 2.</p> <p>Refer to R-Codes Vol. 2.</p>
11. Sustainability	<p>11.1 All non-residential development shall provide end of trip facilities comprising one change room per storey of each storey of the building which comprises non-residential land uses. Change rooms shall comprise lockers, towel drying racks and be located to enable privacy.</p> <p>11.2 All non-residential development shall provide end of trip facilities comprising one shower for every ten bicycle parking bays required under Clause 18.7, with a minimum provision of one shower facility in any one non-residential development.</p> <p>11.3 Where bicycle parking is provided in accordance with Clause 18.7 and consistent with Clause 11.1, a locker must be provided for every bicycle parking bay provided. Lockers shall be well ventilated and be of a sufficient size to allow the storage of cycle attire and equipment.</p> <p>11.4 All non-residential development shall provide bays for the exclusive use of charging electric cars at a rate of one bay in every 25 bays required in accordance with Clause 18.7. Electric charging bays shall be located near to stairwells or elevators to encourage greater use of sustainable transport types.</p> <p>11.5 All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to enable access to natural light and cross ventilation. At a minimum, all new development within the Cassey, Davilak and Mt Henry Quarters (that is the Quarters within the City of South Perth) shall achieve a 5-Star Green Star design... In Q3, Q4 and Q5, new development excludes development which would otherwise be exempted from assessment under the City of South Perth environmentally sustainable buildings policy. In the M10 and M15 areas, as evidence in support of compliance with the required rating. Applicants shall submit as part of their development application either a Green Star Design Review certificate</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies. Also refer to Sustainability Plan by Full Circle Design Services Pty Ltd at Appendix 11.</p>

	<p>or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p> <p>11.7 Additionally, in Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.15 and 4.16 in respect to energy efficiency and water management.</p>	Refer to R-Codes Vol. 2.
12. Acoustics	<p>12.1 All new development adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall be designed to achieve appropriate acoustic protection from noise generated by traffic including utilising double glazing or acoustically protected window frames, walls and ceilings.</p> <p>12.2 All residential development in buildings adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall have a notification applied to the title and any created strata title pursuant to section 70A of the Transfer of Land Act 1893, together with section 165 of the Planning and Development Act 2005 to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment.</p> <p>12.3 In addition to 12.1 and 12.2, in Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.7.</p>	<p>Complies. Also refer to SPP5.4 Noise Management Plan by Herring Storer Acoustics at Appendix 8.</p> <p>Complies; refer to Appendix 8.</p> <p>Refer to R-Codes Vol. 2.</p>
13. Adaptability	<p>13.1 Where a development is proposed to be staged, future development plans shall be submitted with the Development Application providing detail of the proposed timing and engineering certification of the ability of the designs to achieve the proposed future development.</p> <p>13.2 Buildings shall be designed to be adaptable to a variety of uses where the initial use is not a preferred use or would not fully achieve the Desired Outcomes of a particular site. Development plans submitted with the application shall provide details of the adaptability of the development and the proposed and future use of the development.</p> <p>13.3 In the case of Clause 13.2, where a development comprised an interim use and was later converted to the use indicated in the original planning application, no change of use application is required.</p>	<p>Complies; refer to staging plans (ar--0003) and planning report, section 2.2.</p> <p>Complies.</p> <p>Complies; refer to staging plans at ar--0003 and planning report, section 2.2.</p>
14. Street Edges	<p>14.1 Development adjacent to street edges shall ensure that adequate access is provided for pedestrian traffic. Alfresco dining areas shall provide unimpeded through access under awnings/colonnades to protect pedestrians from the elements. In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 3.7.</p> <p>14.2 Advertising signage shall be restrained and not superfluous to the needs of development. Signs above footpaths shall have a minimum clearance of 2.7 metres to the verge level as per Figure 14.</p>	<p>Complies. Also refer to R-Codes Vol. 2.</p> <p>Complies; only statutory signage proposed.</p>

15. Level Changes	<p>15.1 All proposed retaining walls shall be treated with a non-sacrificial anti-graffiti coating to discourage potential graffiti and/or be decorated in such a way as to reduce the effect of blank facades. Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls.</p> <p>15.2 All development shall provide universal access in accordance with relevant codes and standards. Innovative design features for ramps are encouraged to make universal access an integral part of design.</p>	Complies. Complies.												
16. Fencing	16.1 All proposed fencing which is visible from a public place shall be treated in the same way as required in Clause 15.1. Fencing shall be of a high quality on both sides.	Complies.												
17. Public Art	<p>17.1 Artwork associated with all proposed development is encouraged.</p> <p>17.2 All development which is greater than \$1 million in total capital cost of development shall contribute 1.0% of the total capital cost of development to a CBACP wide public art fund. The fund is to be used solely for the development of a strategy and acquisition of public art works to be displayed within the CBACP area. Alternatively, the developer may propose to provide on-site public art works which are integrated into the design of the development. Any public art proposed shall form part of the development application to be considered by the Design Advisory Group.</p> <p>17.3 Notwithstanding Clause 17.2, the total cost liability for contribution to the public art fund shall be capped at \$500,000.</p>	Complies. Complies; on-site works proposed. Refer to Public Art Masterplan at Appendix 17. N/A, delivery of on-site works proposed.												
18. Parking	<p>18.1 Basement car parking or parking sleaved by other uses is encouraged within the CBACP area. All parking areas shall be well lit and clearly signed. In the M10 and M15 Zones in Q3, Q4 and Q5, all parking areas other than for visitors or commercial deliveries shall preferably be provided in a basement, or if not, then shall be concealed within the building behind residential or non-residential floor space. In Q3, Q4 and Q5, vehicle access designed in accordance with Residential Design Codes Vol.2 Element 3.8.</p> <p>18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows;</p> <table border="1" data-bbox="400 1496 1161 1928"> <thead> <tr> <th>Dwelling Type</th> <th>Q3 Requirement</th> </tr> </thead> <tbody> <tr> <td>Studio or single bedroom dwellings</td> <td>Min: 0.75</td> </tr> <tr> <td>Two or three bedroom dwellings</td> <td>Min: 1.0</td> </tr> <tr> <td>Four or greater bedroom dwellings</td> <td>Min: 1.25</td> </tr> <tr> <td>Residential visitor</td> <td>1 bay per eight dwellings for developments greater than 12 dwellings.</td> </tr> <tr> <td>Motorcycle/Scooter parking</td> <td>1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings.</td> </tr> </tbody> </table> <p>Where residential visitor parking is provided, car parking areas not be located within the street setback and not be visually prominent from</p>	Dwelling Type	Q3 Requirement	Studio or single bedroom dwellings	Min: 0.75	Two or three bedroom dwellings	Min: 1.0	Four or greater bedroom dwellings	Min: 1.25	Residential visitor	1 bay per eight dwellings for developments greater than 12 dwellings.	Motorcycle/Scooter parking	1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings.	Complies. Also refer to R-Codes Vol. 2. Refer to planning report, section 3.4.6. Complies. Also
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	<p>the street. In Q3, Q4 and Q5, vehicle parking areas designed in accordance with Residential Design Codes Vol.2 Element 3.9.</p> <p>18.4 Car parking for non-residential development in Q3, Q4 and Q5 shall be not less than one bay per 50m² of net lettable area.</p> <p>18.5 Where an applicant proposes a development which is required to provide car parking bays in accordance with Clause 18.3 or 18.4, that person may, if so agreed by the determining authority, make a cash payment to the relevant Council in lieu of the provision of all or any of the required number of car parking spaces. The cash payment shall be in accordance with the relevant clause relating to cash-in-lieu in relevant operative local planning scheme in each City. For the purposes of this Clause, the relevant Planning Scheme is considered to be the current or any future planning scheme gazetted for the relevant Local Authority.</p> <p>18.6 Scooter or motorbike parking shall be provided for all non-residential land uses at a ratio of one bay for every five car parking bays required in Clause 18.4.</p> <p>18.7 Bicycle storage/parking shall be provided for all non-residential land uses at a ratio of one bay per 100m² of net lettable area.</p> <p>18.8 Bicycle storage/parking shall be provided for all residential development at a ratio of one bay for every dwelling within a development site, and can be comprised within storage areas required as per Clause 19.5 or in shared parking areas or both. Within Q3, Q4 and Q5, visitor bicycle parking provided at a ratio of 1 bay per 10 dwellings.</p> <p>18.9 Where at-grade car parking is proposed as an interim measure prior to full development of the CBACP area in accordance with the Requirements of Element 13, the use of landscaping or other methods of screening shall be provided. Also encouraged is the use of shade structures, which may integrate solar panels, shade trees, landscaping, screen panels or innovative screening such as artworks which will reduce the visibility of car parking areas from the street.</p> <p>18.10 Where basement or multi-level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens shall be used with a preference to sleeve car parking areas with active land uses as per Figure 15.</p>	<p>refer to R-Codes Vol. 2.</p> <p>Refer to planning report, section 3.4.6.</p> <p>N/A</p> <p>Refer to planning report, section 3.4.6.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies. Also refer to staging plans at ar--0003 and the planning report, section 2.2.</p> <p>Complies.</p>
19. Servicing and Functionality	<p>19.1 The design of service entrances and delivery docks shall be undertaken in conjunction with adjoining properties where possible. Loading areas at grade which are visible from public areas are not permitted.</p> <p>19.2 Large entry ways to loading areas will not be permitted along linking pathways as identified in Element 5.</p> <p>19.3 Developments within the M15, M10 and H8 Zones shall provide for all management of waste wholly within the development site, including the ability for service vehicles to circulate within the development. No on-street waste collection areas are permitted</p>	<p>Complies; limited to one per building and not visible from public areas.</p> <p>Complies.</p> <p>Complies; refer to Waste Management Plans by Cardno</p>

	<p>within the M15, M10 and H8 Zones. In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.17.</p> <p>19.4 Applicants within the M15, M10 and H8 Zones shall provide a Movement Summary in their written Statement of Support which provides the design intent behind the development of the site in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, loading areas and waste management.</p> <p>19.5 In Q3, Q4 and Q5, development designed in accordance with Residential Design Codes Vol.2 Element 4.6.</p>	<p>at Appendix 15. Also refer to R-Codes Vol. 2.</p> <p>Complies; refer to the Transport Impact Assessments by Cardno at Appendix 14.</p> <p>Refer to R-Codes Vol. 2.</p>
20. Safety	<p>20.1 Access to and through a development shall be safe and efficient. Entrances shall be positioned so that all pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances shall be adequately sign-posted with provision of good lighting to enable safe out of hours use.</p> <p>20.2 To maximise visibility and surveillance of the public environment, the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met.</p> <p>20.3 Development shall clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting shall not create concealed spaces near paths and lighting shall allow clear lines of visibility.</p> <p>20.4 Street furniture and lighting shall be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime.</p> <p>20.5 Lighting proposed for all development shall be designed so as to limit the possibility of dark shadows in adjacent private and public open spaces.</p> <p>20.6 In Q3, Q4 and Q5, development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.5.</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Refer to R-Codes Vol. 2.</p>
21. Development Bonus based on Design Considerations	<p>21.1 Exemplary design is proposed in the opinion of the Design Advisory Group and the relevant Desired Outcomes of all Elements are met or exceeded; and</p> <p>21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000 m².</p> <p>21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following:</p> <p style="padding-left: 40px;">21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into</p>	<p>Refer to planning report, section 3.4.3.</p> <p>Achieved.</p> <p>Achieved; refer to solar studies at sections 19.1-</p>

	<p>account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.</p> <p>21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth) or 5 Star Green Star design rating under the Green Building Council of Australia for the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant’s report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p> <p>21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre.</p> <p>21.4.4 The proposed development includes the provision of infrastructure which supports area wide resource efficiency, such as plant and equipment required to reduce the demand for either building or area wide service infrastructure.</p>	<p>19.3 of Appendix 5.</p> <p>Achieved; refer to Appendix 11.</p> <p>Achieved; refer to Appendix 14.</p> <p>Achieved; the proposal includes the following:</p> <ul style="list-style-type: none"> • Solar (PV) cells with 100kW capacity; • Drip irrigation and moisture sensors; • Embedded private metering network with monitoring system; and • Operable windows in common spaces. <p>Refer to Appendix 11 for additional initiatives.</p>
<p>22. Development Bonus based on Community Considerations</p>	<p>22.1 The proposed development, meeting all other requirements, provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following:</p>	<p>Complies; 8 of the 11 achieved.</p>

	<p>22.1.1 Design comprising high quality active street frontages, furniture and landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/or strata company of the building in perpetuity.</p> <p>22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as rooftop and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as rooftop cinema.</p> <p>22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.</p> <p>22.1.4 Affordable housing provided as part of an affordable housing scheme and ceded to the Department of Housing or relevant not-for-profit organisation.</p> <p>22.1.5 Improvement to pedestrian networks or the ceding, free of cost, of pedestrian linkages which contribute to the overall character and connectivity of the centre.</p> <p>22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.</p> <p>22.1.7 Provision of community, communal and/or commercial meeting facilities.</p> <p>22.1.8 The development comprises a hotel.</p> <p>22.1.9 The development comprises an aged care facility.</p> <p>22.1.10 Where the development includes a lot boundary that adjoins Canning Highway and where road widening is required adjoining Canning Highway; the applicant proposes to cede land adjoining Canning Highway free of charge to the State of Western Australia for the purposes of road widening. In such case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3 and/or Clause 21.2 and 21.3.</p> <p>22.1.11 The provision of car parking for public use beyond the users of the building, where such bays are ceded to the relevant Local Government free of charge or where such bays are unbundled from private ownership and are permanently made available to any user of the CBACP area by deed or agreement with the Local Government.</p>	<p>Achieved.</p> <p>Achieved.</p> <p>Achieved.</p> <p>Achieved; first floor of east building.</p> <p>Achieved; including 'shared zone' through east building.</p> <p>N/A.</p> <p>Achieved.</p> <p>N/A.</p> <p>N/A.</p> <p>Achieved; extensive road widening for Canning Highway and Cassey Street to be ceded free of cost.</p> <p>Achieved; two (2) drop-off / short-term spaces proposed at head of Robert Street cul-de-sac.</p>
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