

Technical Report			
Application No:	PA17/958 – DR 131 OF 2018		
Lodgement Date:	19/10/2017	DAU Date:	
Address:	Lot 2, 206 Firns Road,Serpentine		
Proposal:	Dams		
Land Use:	Rural Use	Permissibility:	‘AA’
Owner:	Sara Band Investments PTY LTD		
Applicant:	Sara Band Investments PTY LTD		
Zoning:	‘Rural ‘	Density Code:	
Delegation Type:	11.1.1	Officer:	A Nair
Site Inspection:		Yes	
Advertising:		Yes	
Outstanding Internal Referrals:		Yes	
No			
External Referrals:		Yes – (DWER & DPIRD)	
Within a Bushfire Prone Area:		Yes	

Introduction

The purpose of this report is for Council to consider a development application for the construction of a three-storey (ground floor, level 1 and level 2) serviced apartment building located at Lot 4 (829) South Western Highway, Byford. The application comprises of on-site car parking and 14 self-contained apartments varying in size between 20-27m².

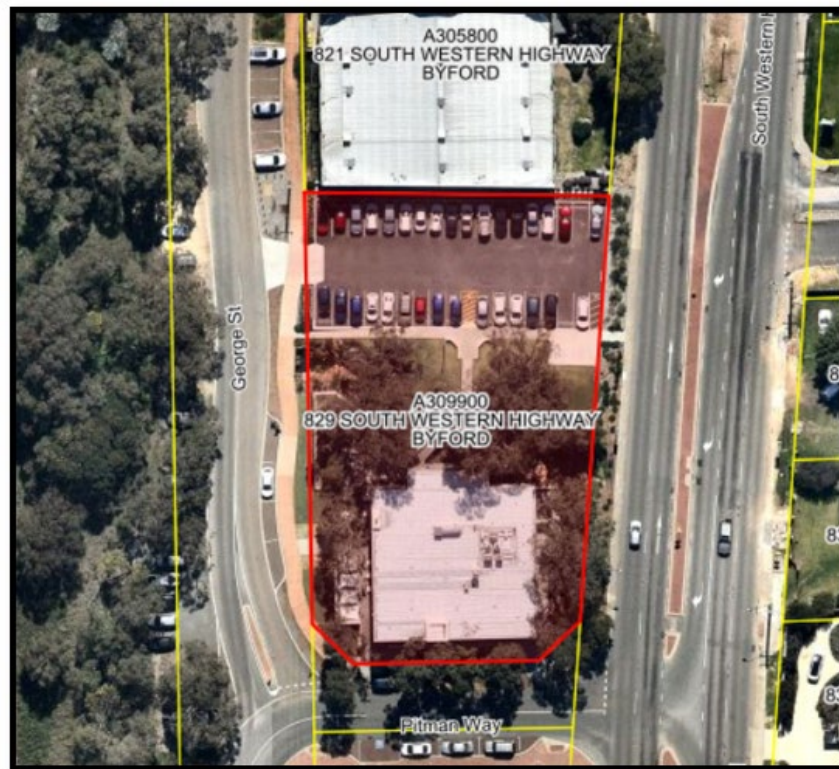
A portion of the site is currently developed as a restaurant and associated car parking (Dome Café). The proposal seeks to utilise the northern portion of the site. The subject site forms a strategic land parcel within the Byford Town Centre, surrounded by George Street, South Western Highway and in close proximity to Abernethy Road to the south and Thomas Road to the north.

The proposal is considered to reflect the objectives of the 'Urban Development' zone, Structure Plan and policy framework, and presents a compatible short stay tourism use which strategically contributes to the intended mix of uses for the Byford Town Centre. Conditions are recommended to address on-site parking shortfall (additional on-street George Street parking) and minor external design adjustments. While important, these issues are considered incidental elements of the proposal, which subject to conditions enable support based on the planning merits of the application.

Background

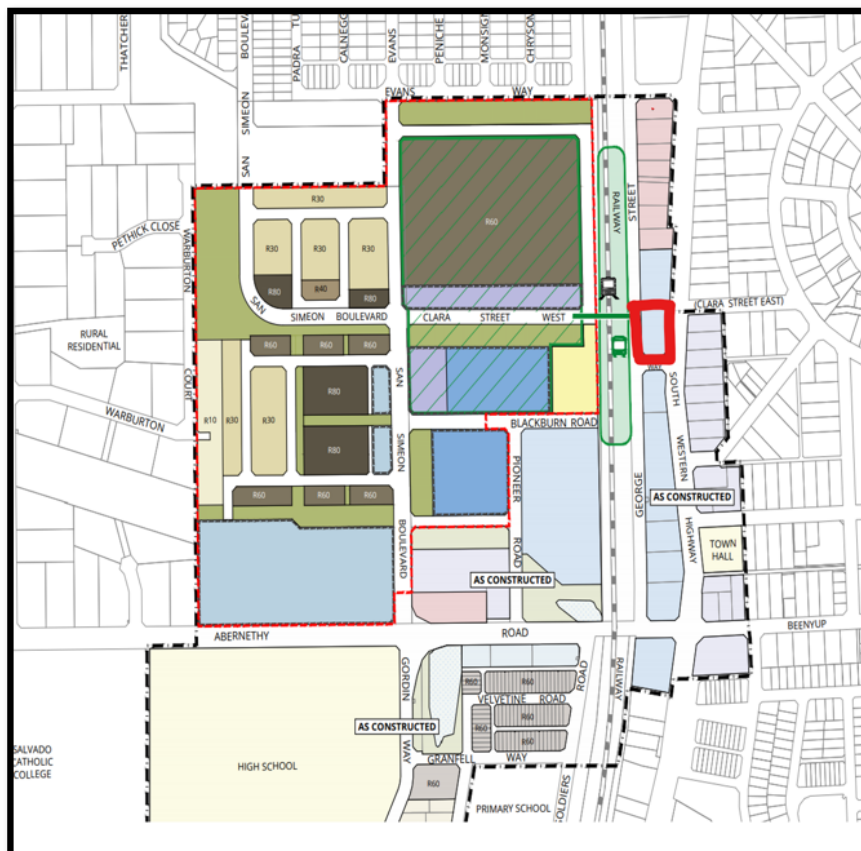
The subject site is zoned 'Urban Development' under TPS 2. It is designated 'District Centre' under the Byford District Structure Plan and 'Town Centre' - (Retail Core) under the Byford Town Centre Local Structure Plan (BTCLSP).

It has an area of 2,935m² and is bound by South Western Highway to the east, George Street to the west and Pitman Way to the south. Existing development on site comprises of a restaurant (Dome Café) which was approved in 2016 and associated on site car parking bays. Refer below to aerial image of site:



Aerial Image: 829 South Western Highway

In terms of the general locality, it comprises of existing residential dwellings to the immediate east and commercial development to the south and north. The site is located slightly east and adjacent to the Byford Train Station, as generally shown below:



Location Plan showing subject land

Proposed Development

The development seeks approval for a three-storey serviced apartment building located on the north portion of the site. The building will build over the existing 18 car parking bays on the northern most boundary, and will comprise of the following:

- 9.8 metre high serviced apartment building;
-
- 14 self-contained units [seven on the first floor and seven on the second floor];
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- The units on the first floor are 20.62m² in area;
-
- The units on the second floor are slightly larger at 27.22m²;
-
- Ground floor comprises of a lobby (33.4m²), 14 car parking and storage space (10.2m²);
-
- Each of the units are designed with various size balconies (5.06m² to 5.06m²).

The building will be mainly constructed of concrete tilt up panels. Timber detailing is proposed throughout to be used to elevate the rural characteristics of the Shire. The colour palette has not been confirmed as yet however, it has been indicated that it will reflect a palette that ensures compatibility with surrounding development and align with the Shire's rural landscape. Site plan and an artist's perspective of the development is pictured below:



Site Plan



Perspective

Community/Stakeholder Consultation

The application was advertised to surrounding landowners for a period of 21 days, between 14 October 2020 to 2 November 2020 within a radius of 200m of the site, in accordance with Local Planning policy 1.4 - Public Consultation for Planning Matters. The application was also advertised on the Shire's website, and the Examiner Newspaper.

At the conclusion of the community consultation, two (2) submissions were received raising concerns regarding parking, proposed parking bays and congestion along George Street. The

concerns relate to traffic and congestion which are discussed under the relevant headings of the report.

Comments were also received from Main Roads Western Australia and the Department of Water Environment Regulation as follows:

Department of Water Environment Regulation

The application was referred to DWER where no objections were received against the proposal. DWER requires the proponent to demonstrate that the design of the proposal can manage peak flow rates within the limitations of existing drainage infrastructure within the Byford Town Centre Local Water Management Strategy.

Main Roads Western Australia

The application was referred to MRWA as the site abuts South Western Highway, which is a Primary Region Road under the Metropolitan Regional Scheme. MRWA raised no objections to the proposal and recommended conditions relating to noise, earthworks and the management of stormwater.

Department Fire Emergency Services (DFES)

The application was deferred to the Department of Fire Emergency Services for comment whom advised in accordance with *State Planning Policy 3.7 Planning in Bushfire Prone Areas* that they require a Bushfire Management Plan (BMP) be submitted prior to a determination being made.

Planning Assessment

Land Use Permissibility

The proposal falls within the following land use definition of TPS2 as follows:

'Motel':

"Means land and buildings used or intended to be used to accommodate patrons in a manner similar to a Hotel or Boarding House but in which special provision is made for the accommodation of patrons with motor vehicles":

Officers are satisfied that the proposed development falls within this definition as defined as it seeks to provide an option for short stay tourist accommodation to visitors of the Shire.

Under the Zoning Table of TPS2, the 'Motel' land use is an 'AA' land use within the 'Town Centre' designation under the BTCLSP which means it a discretionary land use after an assessment against the planning framework has been undertaken.

Town Planning Scheme No.2

The subject site is zoned 'Urban Development' under the Shire's TPS 2. Clause 5.18 of TPS2 sets out the objectives of the 'Urban Development' zone, as *"to provide for the orderly planning of large areas of land in a locally integrated manner and within a regional context, whilst retaining flexibility to review planning with changing circumstances"*. This objective is facilitated through the Structure Plan, which guides land use permissibility and development.

The subject site lies within the Byford District Structure Plan (BDSP) and the Byford Town Centre Local Structure Plan (BTCLSP) which provides the relevant land use permissibility and indicative zoning applicable to the site. Pursuant to the BDSP and the LSP, the subject site is identified as 'District Centre' and 'Town Centre - Retail Core' respectively.

In terms of the framework, the BDSP provides a district level framework to guide more detailed planning for Byford. The BTCLSP has been prepared to provide the level of detailed planning required to facilitate subdivision and development within the BDSP area.

In this regard, the intent of the 'Town Centre - Retail Core' as stated within clause 1.12.1 of the BTCLSP states *'the Retail Core area will be the priority area for retail and commercial development complimentary residential development, in the form of a mix-use development, is encouraged to assist with surveillance and after hours activation'*.

Officers consider that the development is consistent with the intent of the designation under the BTCLSP. The proposal incorporates commercial development that is compatible with surrounding land uses and provides for a mixed-use development on a site. Furthermore, the proposal assists with the surveillance and after-hours activation due to the nature of the operations. The proposal also supports compatible use of the adjoining Dome café to attract a greater range of events like weddings and conferences, which would benefit from having on-site accommodation options.

Local Planning Scheme No. 3

Clause 67(b) of the Deemed Provisions requires a Local Government to consider the principles of orderly and proper planning including any proposed Local Planning Scheme.

Under the Shire's Draft Local Planning Scheme No. 3 (LPS 3), the proposed land use would fall under 'Serviced Apartment which is defined as *'a group of units or apartments providing; (a) self-contained short stay accommodation for guests; and (b) any associated reception or recreational facilities*. Within the District Centre zone, Serviced Apartments is a discretionary ('D') land use and therefore capable of approval.

The objectives of the 'District Centre' zone under LPS 3 promote a variety of commercial land uses and development that generates employment and diversity within the Centre. It seeks to ensure a vibrant and active area which acts as a focal point for the community to meet. Officers consider the development generally meets the objectives of the 'District Centre' zone as it provides a range of commercial facilities that are considered compatible within the surrounding locality.

Byford District Structure Plan

The purpose of this Structure Plan is to provide a 'broad-district' level planning framework for development" which provides the basis for the subsequent preparation of Local Structure Plans.

The subject site is designated as 'District Centre' under the Byford District Structure Plan. As mentioned above, the objectives of the 'District Centre' seek to ensure a vibrant and diverse centre which generates employment, diverse range of commercial land uses attracting residents and visitors to the area.

The proposed land use meets the objectives of the 'District Centre' designation.

Byford Town Centre Local Structure Plan

The subject site is designated as 'Town Centre - Retail Core' under the BTCLSP. The land use provisions to the LSP relating to the designation state that mixed-use developments are encouraged to assist with surveillance and after-hours activation.

The land use is capable of approval and considered compatible with the zone and designation under the LSP.

Byford Townsite Detailed Area Plan (Consistent)

The subject site lies within Character Area H - Highway Commercial of the DAP with the intention of accommodating a range of commercial uses. The DAP also sets out the aspirations of the future built form of the character area to which the proposal is generally consistent with, these are discussed further under the Built Form section of the report.

Car parking (Consistent)

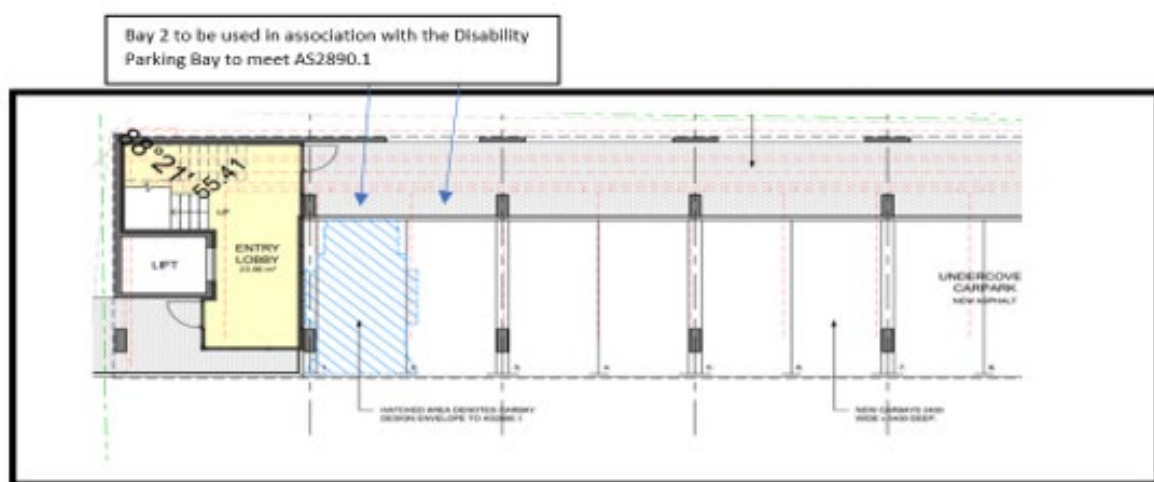
Table V of TPS2 sets out parking requirements for specific land uses. The minimum number of car parking bays for a 'Motel' is '*1 space per unit plus 1 space per 10 square metres dining room area*'. Under TPS 2, the proposal will require 14 car parking bays on site to service the development. This based on 14 units being proposed and no dining area.

There is also parking requirements for non-residential uses within the Town Centre designation as set out under section 1.20 of the BTCLSP. This states '*the minimum parking requirement for non-residential uses within LSP is one bay for every 20m² gross leasable area (GLA), less any on street parking adjoining the site*'. Accordingly, as the proposal comprises of 631.89 square metres, a minimum of 32 parking bays would need to be provided.

Officers consider that the TPS2 parking requirement is a more accurate representation of the apartment operations and is the most appropriate out of the two requirements. The parking under the BTCLSP reflects a general parking ratio typical of town centres. It allows buildings within the town centre to be used interchangeably across various permitted commercial uses (typically shops and offices) without the requirement of obtaining planning approval. Ensuring the buildings within the town centre are adaptive to the changing needs of the community and ultimately future proofing the town centre. To this end, as the proposed development is quite specific and the operations associated is unique, there is limited opportunity for the building to be used or adapted for another purpose interchangeably. Therefore, it is considered that the 14 bays are required under TPS 2 is sufficient to service the development.

In relation to the existing development on site, it is noted that the restaurant when approved, required a total of 24 parking bays. The parking requirements for this development are still required to be met. Therefore, in considering the existing parking requirements and the 14 on site required as part of the current application, a total of 38 on-site parking bays are required to be provided on site to service both developments.

The proposal initially sought to provide a total of 31 on-site parking bays to service both the existing restaurant and the serviced apartments and relied upon the use of eight nearby on street parking bays along George Street.



Bay 2 used to meet AS2890.1

After assessment, Officers advised that there had not been adequate justification to warrant the proposed number of bays and the use of the eight on street parking bays along George Street. In terms of the George Street bays, they are already being utilised to capacity during peak period times, therefore, cannot be relied upon to be used as an overflow supply for this development.

Officers considered that a shortfall of overall parking bays and the reliance of already utilised on street parking would lead to an unacceptable impact on local amenity by creating unsafe traffic and car parking congestion in the town centre environment along George Street. As such, subsequent to discussions with the applicant, they have proposed to construct a further eight bays on George Street, taking account of the future connection of Clara Street (West) meeting the intersection of George Street. These bays will need to be located to the north and west, replicating a similar run of bays already provided on the eastern verge of George Street. This is generally shown following. The final location will be confirmed based on the advice also received from the Metronet project and its design implementation for Clara Street (West) intersection with George Street.

The location of the eight bays along George Street is depicted below:



Indicative Location of 7 Additional George Street Parking Bays

In relation to this, it is noted that the TPS 2 requires parking to be provided on site. This would require the 38 parking bays to be constructed on site. However, under Local Planning Policy 3.7: George Street Design Guidelines (LPP 3.7), provisions allow for developers to construct parking bays along George Street to ensure developers parking obligations under TPS 2 are being met.

This head of power requires if parking is to be constructed on George Street, the streetscape must be maintained along George Street to Pitman Way and to Larsen Road. The area identified above falls within this area. The construction of the additional parking bays is consistent with the established George Street streetscape and consistent with the pattern of

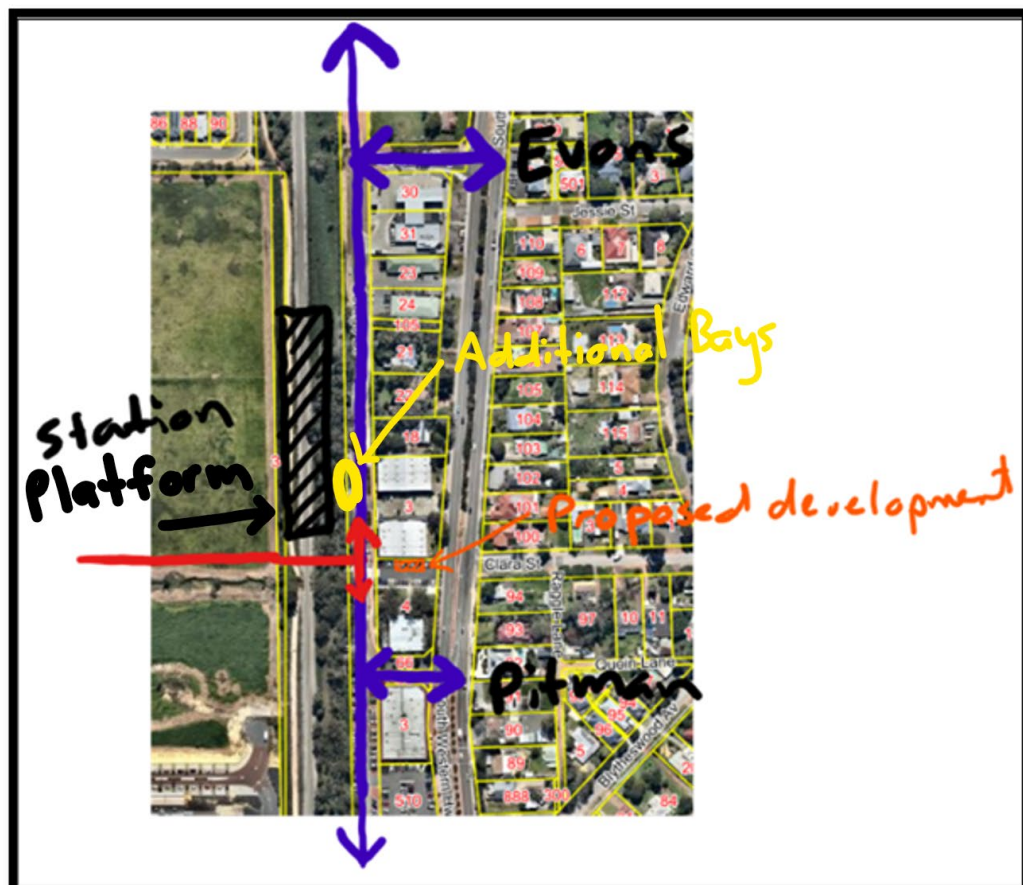
already constructed on street parking within the area both east and west of George Street. Officers recommend a condition requiring a total of 38 bays being constructed, 30 onsite and eight parking bays located on George Street consistent with TPS 2 and LPP 3.7. Detailed designs will also be required to be submitted and approved by the Shire prior to any works occurring. Designs will need to include pedestrian connectivity to the subject site providing a distinct relationship between the on-street bays and the development as per the LPP 3.7 requirements.

Access and Traffic

Access to the site is taken by an existing cross over from George Street. No access to the site is proposed to be taken from South Western Highway. This is also a Main Roads WA requirement.

The Traffic volume generated by this development is not considered to impact upon the overall performance of the local road network. The development itself it not considered to generate a significant volume of traffic, as it only supplies 14 smaller sizes rooms. It will most likely attract single car patrons on a short visit or business trip. Additionally, occupancy rates are not considered to be at 100% at all times. Despite this, even in the instance occupancy is at 100%, this would trigger an additional 28 movements (14 to the to the site and 14 leaving) a day. This is not considered a significant amount of additional trips to impact upon the local network.

In terms of the local network, George Street is built north and south of the site up to Larsen Road and Abernethy Road. The north south options will ensure that traffic can appropriately be filtered in both directions reducing the possibility of congestion at the Pitman Way George Street intersection. Despite this, as mentioned above, the additional trips even at full occupancy is not considered to pose an impost on the overall capacity of the local road network.



Traffic access and permeability

Built Form and Amenity

The Byford Town Centre Design Guidelines have been prepared as Local Planning Policy 3.8 - Byford Town Centre Built Form Guidelines (LPP 3.8). The guidelines seek to facilitate and coordinate desired built form and development outcomes within the Byford Town Centre LSP area. Under the guidelines of the Policy, the subject site is located within the Town Centre East Precinct. The Table Below provides an assessment of the Policy:

Provision	Policy Requirement	Proposal	Officer Comment
Land Use	The following land-uses are encouraged: Retail, Office, café, Civic Facilities, Showrooms and Residential	The development is to provide for short stay accommodation within the town centre. This use will complement existing uses within the area. It will provide an alternative type of accommodation for business trips and possibly passing passengers traveling from the south.	Compliant Although the development is not specifically a use 'encouraged' by the Policy, it is a use that can be considered within the Town centre zone as aforementioned. Importantly, the land use meets the overarching objectives of the zone in that it will provide for an active centre providing for employment active after-hours surveillance.
Building Height	The preferred building height is 1-2 storeys	The proposal comprises of 3-storey development, ground, first and second floor. A total height of 9.8 metres	Non-Compliant. Discussed below
Setbacks	A maximum setback of 5 metres to South Western Highway and not to be used as laydown or parking areas	900mm to the SWH boundary.	Non-Compliant. Discussed below.
Architectural character	Achieve a high standard of architectural designs that responds innovatively to Byford's rural atmosphere whilst contributing to an attractive streetscape	The development mainly is a rectangular building comprising of timber battens throughout and the inclusion of a large vertical window on the western elevation. Balconies are proposed for each of the apartments facing south.	Compliant. Although compliant, minor modifications have also been proposed to further enhance the aesthetics of the development when viewed from both George street and South Western Highway.

Provision	Policy Requirement	Proposal	Officer Comment
Building articulation and materials	<p>Provide built form of architectural quality and visual interest.</p> <p>Promote buildings of articulated design and massing with building facades that contribute to the character of the street and public domain</p>	<p>The development proposes timber battens throughout and a large vertical window on the western elevation.</p> <p>There has been no detail provided relating to the colour scheme proposed as part of the building. This will be conditioned as part of an approval.</p>	<p>Compliant.</p> <p>Although compliant, minor modifications have also been proposed to further enhance the aesthetics of the development when viewed from both George street and South Western Highway.</p> <p>A colour and materials scheduled will also be required to be submitted and approved by the Shire prior o works commencing.</p>
Building orientation	<p>Ensure that buildings make a positive contribution to the streetscape and public areas.</p> <p>Design and plan street edges to enhance the public domain and promote pedestrian movement</p>	<p>The development is orientated in east to west direction on the site (George Street to South Western Highway). Timber batten screens have been proposed on the east and west elevations.</p> <p>A large vertical window is proposed on the western elevation and access to the lobby for check in etc is via George street.</p>	<p>Compliant.</p> <p>Although compliant, minor modifications have also been proposed to further enhance the aesthetics of the development when viewed from both George street and South Western Highway.</p>
Landscaping	<p>Retain and protect existing remnant vegetation to achieve a strong sense of place.</p> <p>Provision of landscaped areas, which complement the surrounding developments.</p>	<p>No landscaping proposed.</p>	<p>On site vegetation already is sufficient.</p>
Crime Prevention	<p>Create an environment which is safe and secure for residents and visitors. Provide for surveillance (actual and perceived) between individual developments and the public domain and minimise opportunities for</p>	<p>The proposal abuts the northern boundary removing the issue of 'blind corners'.</p> <p>The parking areas are visually permeable from east to west removing any further possible areas for</p>	<p>Compliant.</p>

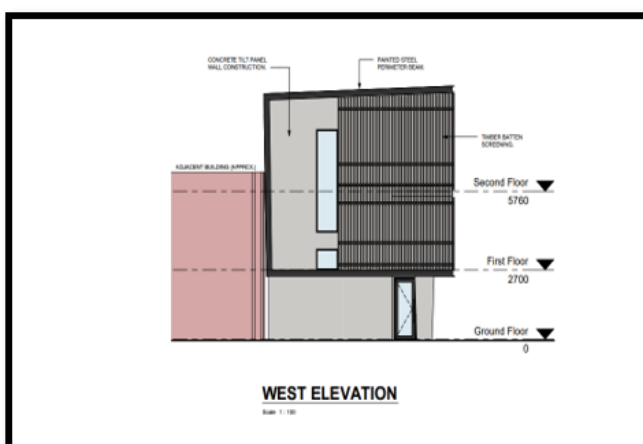
Provision	Policy Requirement	Proposal	Officer Comment
	concealment and entrapment.	antisocial behaviour to manifest itself.	
Parking and Access	<p>All developments should have access from George Street to spread the traffic load.</p> <p>No vehicle access to or from South Western Highway will be permitted other than that shown on the existing South Western Highway Vehicle Access Strategy.</p> <p>Onsite car parking spaces shall be provided for all new developments at the rates set out in the Byford Town Centre LSP</p>	<p>Development to be accessed from George Street.</p> <p>No vehicle access is proposed from South Western Highway.</p> <p>The development proposes both on site and off street to meet parking requirements.</p>	<p>Compliant.</p> <p>Compliant.</p> <p>Compliant.</p> <p>A condition will be required recommending a minimum parking requirement of 38 parking bays. Seven of which will be constructed on the George Street Reserve.</p>
Signage	Provision of signage which is informative and contributes positively to the overall streetscape and is not excessive or obtrusive.	No signage proposed.	Officers will recommend a condition requiring a signage plan to be submitted to the Shire to ensure compliance with the relevant policies.
Visual and acoustic privacy	Design and site buildings to minimise noise impact	Windows and balconies orientated away from South Western Highway.	An acoustic assessment will be required to be submitted prior to works commencing which will be required to demonstrate compliance with the <i>Environmental Protection Noise Regulations 1997</i> .
Weather protection	Provide weather shelter where buildings abut a street sidewalk to encourage pedestrian amenity	No awnings proposed over the sidewalk	Not applicable
Stormwater management	Ensure the implementation of best practice stormwater management principles.	The application does not include a stormwater management plan, but does not propose greater impervious area than already exists. Accordingly, drainage will be	Compliant

Provision	Policy Requirement	Proposal	Officer Comment
		managed as per current provisions.	

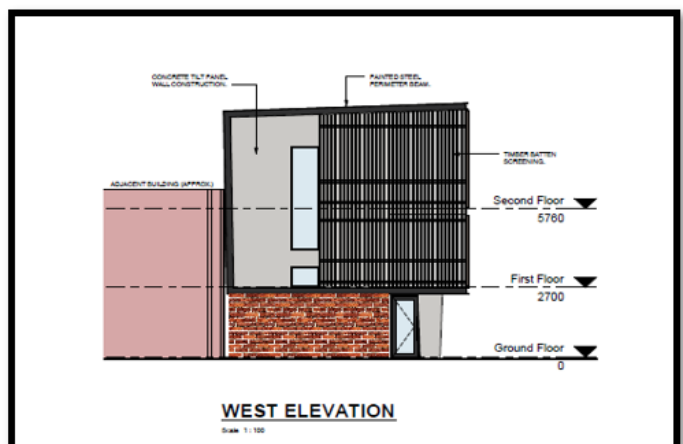
The proposal generally complies with LPP 3.8 in that it is a development which has an interesting built form that incorporates materials which reinforce the Shire's rural character. It is noted however that the height of the building is a total of three storeys, above the 1-2 preferred by LPP 3.8. Although slightly higher than the 'preferred' height of LPP 3.8, the increased height is considered befitting within a town centre. The height and scale is also similar to the adjoining Dome building, and assists in screening the untreated edge that exists to the north in the form of the rear wall to the existing showroom development. The image of a town centre is still reflected in a range of building heights, provided such are organised in a consistent way to face the street or areas of civic focus like open spaces and the like. The development will therefore command a visual presence when viewed from South Western Highway and George Street, engaging both pedestrians and passing traffic.

Officers further consider that the size of the development is ultimately moderated by the east to west orientation of the building, reducing its visual presence and importantly providing for a more harmonious interaction with the public domain and the existing building on site. Officers support the proposed three-storey development.

The Policy also seeks to establish a relationship between the private space and public domain. In this regard, the east and west elevations are important. The west elevation, adjoining George Street forms the access to the entrance of the lobby and comprises of a large vertical window adjoining the elevator shaft and timber battens. There have been some efforts through the proposal to ensure the development provides for an engaging interface with the public area within George Street, however, Officers consider that there is an opportunity here to further enhance this by creating a more active elevation. This can be achieved by bringing the entrance to the building closer to George Street, replacing the current access (single door) with a larger framed window which edges towards the south elevation which also provides access to the site. The internal layout can then be modified so that the administration (check-in) activities can be located directly adjoining the window which will also provide passive street surveillance. This will improve the elevation aesthetically and work to ground the development to a pedestrian level providing for a more engaging interface. Furthermore, Officers consider that the use of recycled bricks should be included on this elevation (as depicted below) to elevate the rural characteristics of the Shire which the policy encourages. These improvements can be conditioned appropriately.

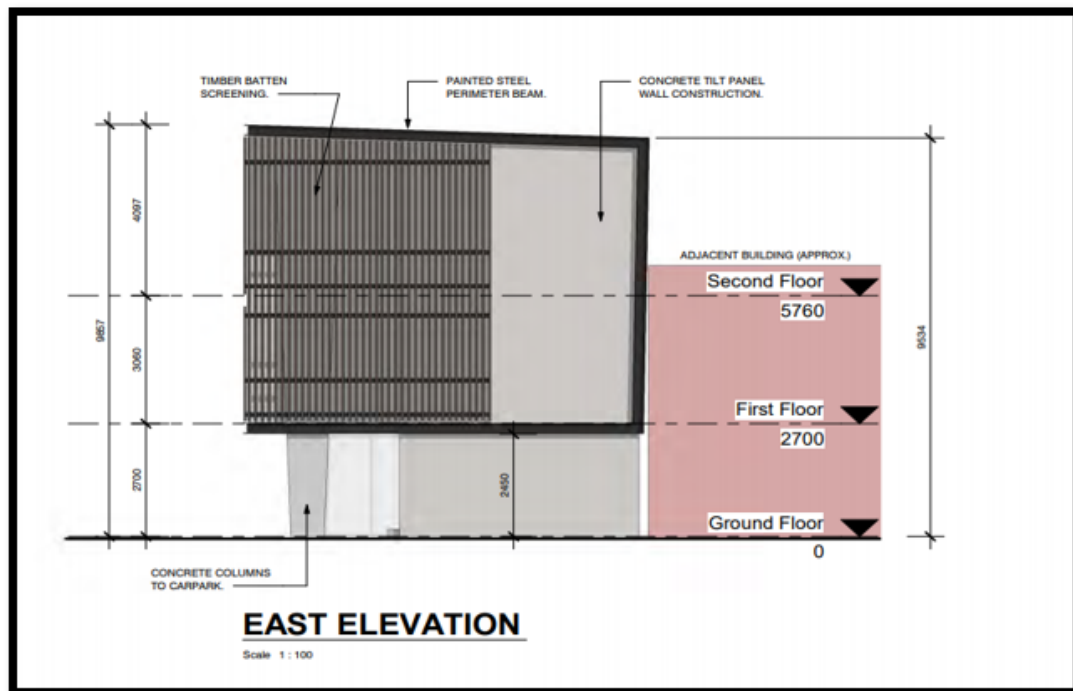


Existing Elevation without Recycled Face Brick

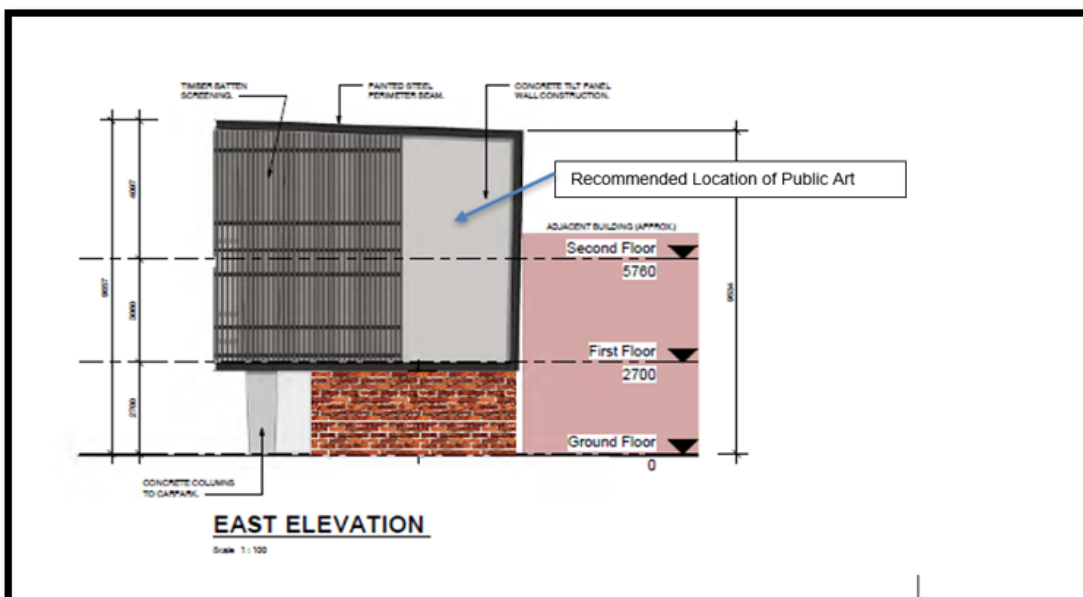


Recommended Elevation with Recycled Face Brick

In relation to the east elevation, the building is setback approximately 900mm from the South Western Highway boundary. The elevation mainly comprises of timber battens and also a portion of the elevation which has been left blank. Officers, through the permit for art process as later discussed, support for this wall to be used for the delivery of public art triggered by this development is appropriate. Officers recommend that this elevation include recycled face brick (as depicted below) to improve the elevation and provide for a more pleasing interface with the adjoining public space and nearby residential development. This is in line with the policy requirements. Furthermore, to encourage pedestrian movement, noting the adjoining footpath network forms part of a greater network connecting the older suburbs of Byford to the town centre, an awning the length of the elevation will be recommended through a condition of approval. All the proposed improvements will form a condition of approval.

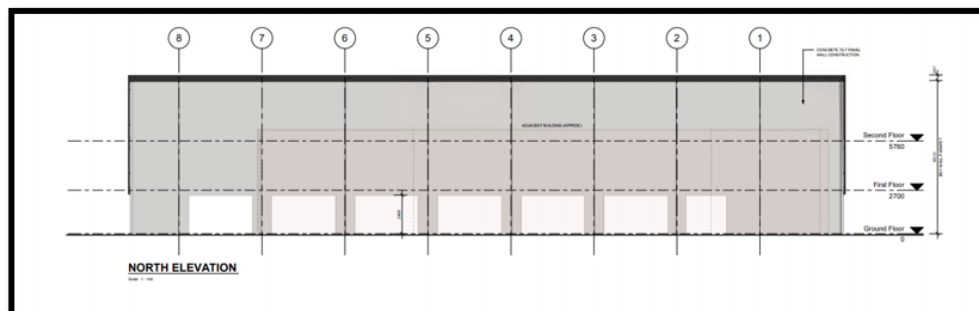


Existing Elevation without Recycled Face Brick

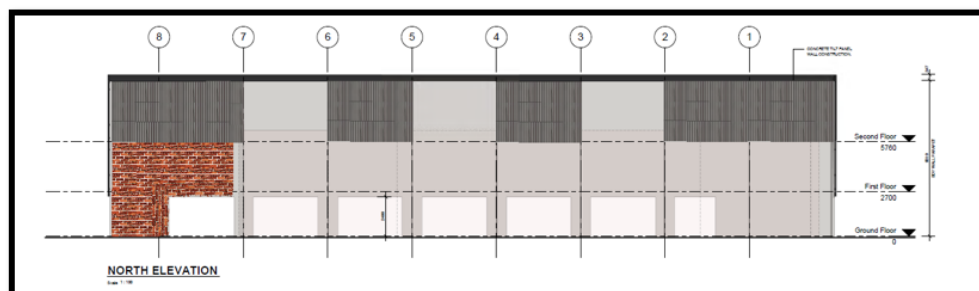


Recommended Elevation with recycled Face Brick and Location of Public Art

In respect to the north elevation, the elevation, in most part, is proposed to directly abut the adjoining development at 821 South Western Highway which is located on the boundary. There are however portions of the proposed serviced apartment building which project above the building line of the adjoining development and approximately nine (9) metres of building which projects eastwards towards South Western Highway beyond the building line which will expose the concrete tilt up panels. Although it is envisaged these will be painted (colour yet to be determined), the blank walls are considered to visually impact upon the streetscape as it will be clearly visible by southbound traffic, pedestrians and patrons of the adjoining building. As such, this needs to be considered as part of the overall design improvements for the proposal. In this regard, Officers consider that the continuation of timber battens and recycled brick as depicted below will significantly improve the appearance of the building, also ensuring consistency with the design requirements of the policy.



Proposed North Elevation



Recommended North Elevation with Timber Battens and Recycled Face Brick

The recommended design changes impacting the north elevation will be conditioned accordingly.

In terms of landscaping, Officers note that no landscaping has been proposed on site due to the requirements of car parking and manoeuvring of vehicles in and out of the bays. The current provision of landscape associated with the creekline environment is appropriate in this regard.

Noise

The indoor noise levels of the development are likely to be impacted upon by traffic noise from South Western Highway and rail noise from the nearby rail corridor. In this regard, Officers have recommended that the applicant adopt quiet house design principles in order to moderate the impact of noise on the internal amenity of the building. The development itself, will also need to ensure it does not generate noise impacts that affect the amenity of current sensitive development in the area. Both these issues can be addressed by way of and appropriate condition.

Local Planning Policy 1.6 - (LPP 1.6) - Public Art for Major Developments

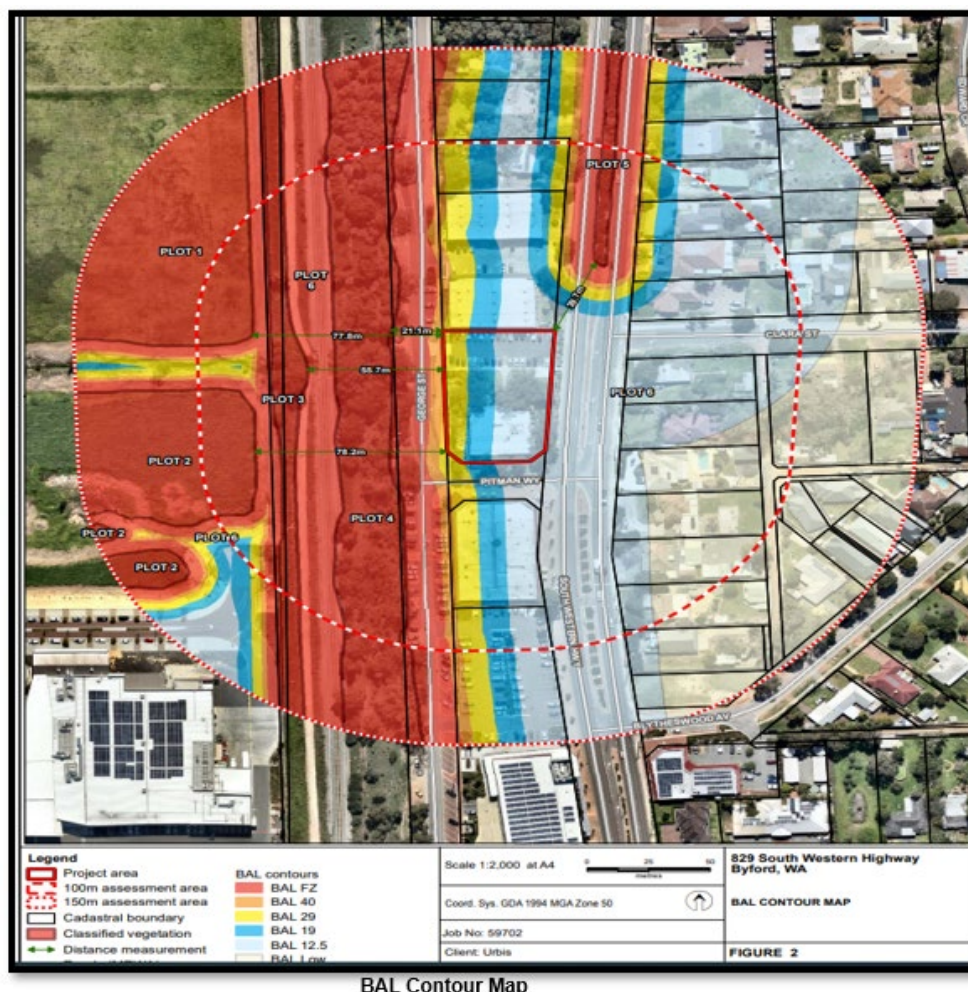
The objective of LPP 1.6 is to facilitate public art to enhance public enjoyment, engagement and understanding of places through the integration of percent for art. The policy sets out the requirements for physical and financial contributions for public art for any development valued at \$1 million or greater.

As detailed above, the Shire policy expectation to enhance the interest of the building and to engage pedestrians within the public domain is for elevations of the development to be used for public art. As such, the recommendation includes conditions of approval for the provision of percent for art. This will ensure general consistency with the overall planning framework for the site.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas

State Planning Policy 3.7 Planning in Bushfire Prone Area (SPP 3.7) applies to all land which has been designated as bushfire prone. It ultimately seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all development applications located in designated bushfire prone areas.

The applicants have submitted a Bushfire Attack Level (BAL) assessment as part of the application which has assessed the risk of bushfire threat from vegetation complex within 150m of the site. The assessment has determined that a large amount of the vegetation has been classified as having a BAL-Low, however, there is a small portion which is between BAL-12 and 29. The below images show the areas of vegetation assessed (Plot 1-4) within the 150 metres of the site and the associated risk rating.



BAL Contour Map

Method 1 BAL determination				
Plot	Vegetation classification	Effective slope	Separation (m)	BAL
1	Class G Grassland	Flat/upslope (0°)	77.8	BAL-Low
2	Class G Grassland	Flat/upslope (0°)	78.2	BAL-Low
3	Class G Grassland	Flat/upslope (0°)	55.7	BAL-Low
4	Class A Forest	Flat/upslope (0°)	21.1	BAL-29
5	Class D Scrub	Flat/upslope (0°)	39.7	BAL-12.5
6	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	N/A	N/A

Vegetation Risk Classification

As seen above, plots 3 and 4 pose a minor risk. In this regard, the development reflects the risk based principles contained within SPP 3.7.

It is noted that DFES have requested a Bushfire Management Plan be submitted. This is supported by officers, in order to both document and manage the low risk threat that has been determined.

Conclusion

The application seeks approval for a three storey short stay serviced apartment development, comprising of 14 rooms. It is considered that the proposal is aligned with the objectives of the zone it is located within, and will add a necessary element of further secondary use for the town centre. The development is recommended for approval, subject to appropriate conditions

Deemed Provisions – Cl 67 Matters to be considered by local Government

Land Use:

a) The aims and provisions of this Scheme and any other local planning scheme operating within the area	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment			
b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting of approving	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Complies with draft Local Planning Scheme No.03			
c) any approved State planning policy	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			

e) any policy of the Commission	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			

f) any policy of the State	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			

g) any local planning policy for the Scheme area	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Refer to technical assessment for full assessment against planning framework			

h) any structure plan, activity centre plan or local development plan that relates to the development	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment:			

i) any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			

j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment: the site is not reserved under TPS2 or LPS3.			

Development:

k) the built heritage conservation of any place that is of cultural significance	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
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Comment:

l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
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Comment:

m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
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Development considered compatible
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n) the amenity of the locality including the following – I. Environmental impacts of the development II. The character of the locality III. Social impacts of the development	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
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Development has not been assessed as not resulting in adverse impacts to the above components.

o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
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No impact to water resource and environment resulting from this development. The proposal will be subject to a stormwater management plan and has been assessed as not impacting the existing creek line traversing the site .

p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
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Existing landscaping considered adequate as detailed within the assessment

q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
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Bushfire Management Plan required as part of condition of approval.
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r) the suitability of the land for the development taking into account the possible risk to human health or safety	YES <input checked="" type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
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Condition requiring acoustic assessment forms part of a condition of approval will address this.

s) the adequacy of –	YES	NO	N/A
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I. The proposed means of access to and egress from the site; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. Arrangements for the loading, unloading, manoeuvring and parking of vehicles			
Access and egress complies.			

t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
The traffic likely to be generated has been assessed and deemed to have a negligible impact.			

u) the availability and adequacy for the development of the following –	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
I. Public transport services			
II. Public utility services			
III. Storage, management and collection of waste			
IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities)			
V. Access by older people and people with disability			
Most of the above facilities exist and the development will be required to be made available for all patrons. No shower or end of trip facilities proposed due to the nature of the development.			

v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
no loss of community service envisaged as part of this proposal			

w) the history of the site where the development is to be located	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
No impacts envisaged as part of this development, adequate separation from sensitive receptors (dwellings)			

y) any submissions received on the application	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
refer to consultation section of assessment.			

Za) the comments or submissions received from any authority consulted under clause 66	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
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refer to consultation section of assessment.

Zb) any other planning consideration the local government considers appropriate	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>