



Government of **Western Australia**
Department of **Planning**

Your ref: 5.2015.515.1
Our ref: DP/11/01779
Enquiries: Jane Maynard (08) 6551 9259
Jane.maynard@planning.wa.gov.au
Date: 11 December 2015

Amy Groom
City of Vincent
PO Box 82
Leederville
WA 6902

Dear Ms Groom

LOT 301 (NO. 471) BEAUFORT STREET, HIGHGATE - DEVELOPMENT

I refer to your letter dated 26th November 2015 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 10th June 2014, the following transport comments are provided by the Department of Planning.

Proposal

Lot 301 is currently undeveloped, as shown in **Figure 1**, and the proposal seeks development approval for a commercial use building consisting of a bar, dining, and alfresco area, as shown in **Figures 2** and **3**.

Land Requirements

Lot 301 abuts Beaufort St, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS), and a Category 2¹ ORR in WAPC Plan No. SP 694/3.

Lot 301 is affected by the ORR reservation for Beaufort St, as shown in **Figure 1**, and **Figure 3**. The reserve boundary is shown in the development plans, and all structures proposed within the reserved area (seating, planter boxes, BBQ, pergola, gate and paving) have been identified as removable.

In principle, the Department does not support development of a substantial nature within ORR reserved land. However, given the type and nature of the proposed development, the Department would be prepared to support the use of the reserved land on a temporary basis only and subject to the condition that the land owner enters into a deed of agreement with the WAPC that the presence of the development on the reserved land

¹ **ORR Categories:** WAPC Plan No. SP 694/2 uses the following ORR Categories; **Category 1:** Frontage access is not allowed (control of access). **Category 2:** Frontage access may be allowed subject to approval. **Category 3:** Road reservation not accurately defined or under review. http://www.planning.wa.gov.au/dop_pub_pdf/devwapca_2_2A0.pdf



shall not be taken into consideration in determining any land acquisition cost or compensation that may be payable by Council or the WAPC, and the land owner also agrees to remove the development on the reserved land at their own cost at the time the reserved land is required for the upgrading of Beaufort St. This agreement is to be notified on the Certificate of Title.

Access

Lot 301 abuts Beaufort St, Chattsworth St and a 3m wide Right of Way (RoW), as shown at **Figure 1**. The lot does not appear to have any constructed crossovers, but would be accessible for vehicles via the RoW. The proposal does not explicitly show where any crossovers would be located, however a car and delivery bay area is shown at the rear of the lot, abutting the RoW and Chattsworth St, as shown in **Figures 2 and 3**, and the configuration suggests access will be via the RoW.

Planning Bulletin no. 33: *Rights of Way in established areas guidelines*, (P.B.33) encourages the adoption of a coordinated long term approach to the use and upgrading of rights-of-way in areas undergoing redevelopment, to enable their eventual dedication as public roads, for which the minimum width is 6m (reducible to 5m in some instances), as long as effective area of 6m is achieved by setting the development back by 1m).

This is based upon the minimum space required to manoeuvre a car into or out of a garage, carport or parking space at right angles to the right-of-way. It allows sufficient width for vehicles to pass safely, whilst also allowing room for pedestrians or cyclists.

P.B.33 recommends that wherever a development gains access from a right-of-way less than 6 metres wide, the approval may require that the land required to widen the laneway to 6 metres (assuming equal widening on both sides of the right-of-way, where appropriate) will be given up free of cost to be dedicated to public use.

While this could leave the right-of-way at less than the desired width for much of its length until redevelopment occurred on the other adjacent properties, a long-term view needs to be taken. This reflects the increasing need for greater width (improved vehicle passing opportunities, etc) as the number of developments accessing the right-of-way grows.

The section of the proposed building which is closest to the boundary which abuts the RoW appears to be set back 1.5m from the lot boundary and the proposed car bays also appear to be set back at least 1.5m from the lot boundary.

By setting back all parts of the development 1.5, the proposal is contributing to the future widening of the RoW to 5-6m, however it is noted that the proposed bin store area appears to be encroaching into the 1.5m setback area, therefore it is strongly recommended that, the design be modified to clearly demonstrate that no part of the bin storage area (or any other part of the development) be located within the 1.5m setback.



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No crossovers are proposed onto the ORR as part of this application. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Conclusion

Lot 301 is affected by the ORR reservation for Beaufort St, and part of the proposed development is to be located within the reserve.

In principle, the Department does not support development of a substantial nature within the reserved land, however; given the type and nature of the proposed development, the Department would be prepared to support the use of the reserved land on a temporary basis only and subject to the condition that the land owner enters into a deed of agreement with the WAPC that the presence of the development on the reserved land shall not be taken into consideration in determining any land acquisition cost or compensation that may be payable by Council or the WAPC, and the land owner also agrees to remove the development on the reserved land at their own cost at the time the reserved land is required for the upgrading of Beaufort St.

This agreement will need to be notified on the Certificate of Title.

As vehicle access is to be provided via the existing 3m wide RoW, the Department strongly recommends the city adopt a coordinated and long term approach to the future upgrading of the RoW to 6m, (or 5m, with 0.5m wide setbacks on both sides), and that the City require no part of the proposed development, associated car bays, bin storage area, or other permanent structures to be located within 1.5m of the RoW boundary.

This is in accordance with the Commission's Planning Bulletin no. 33: *Rights of Way in established areas guidelines*.

The Department of Planning has no objection to the proposal in principal, subject to the above.

Sincerely

A handwritten signature in blue ink that reads "moshinmuttaqui".

Moshin Muttaqui
Planning Manager
Infrastructure & Land Use Coordination

Figure 1. Aerial map with MRS reservations



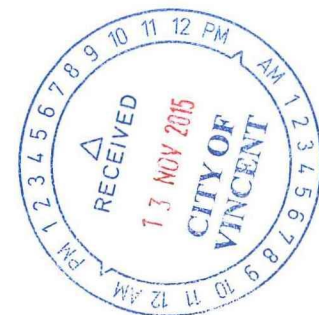
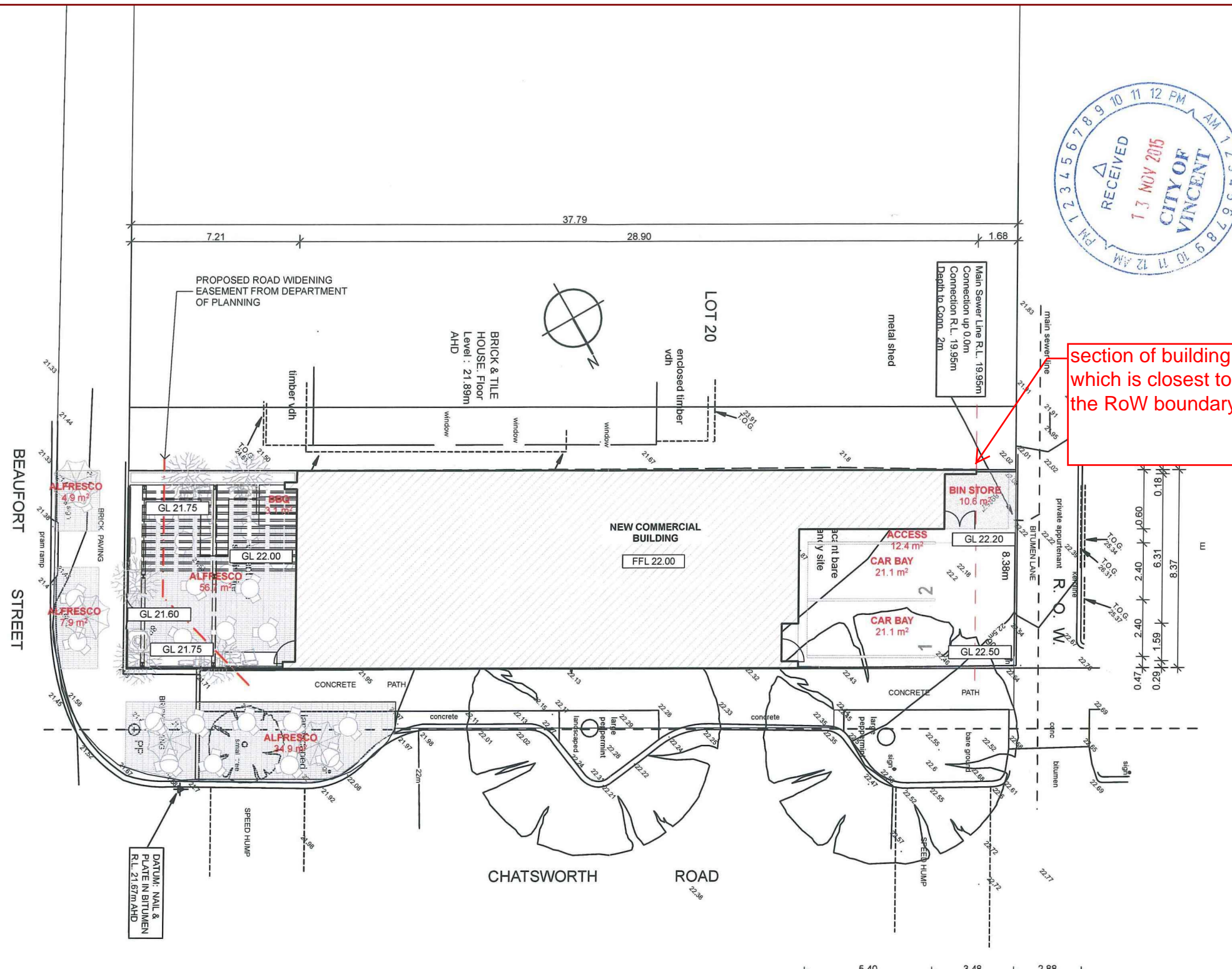
■ Other Regional Rd □ Subject area

Figure 2 - Proposed development

C451M007.01

SURVEY. CHECK ALL DIMENSIONS ON SITE PRIOR TO ANY SET OUT.
 EXISTING SERVICES POINTS TO BE VERIFIED ON-SITE - LOCATIONS SHOWN ON THESE PLANS ARE INDICATIVE ONLY
 BUILDER SHALL CHECK AND VERIFY ALL DIMENSIONS AND FITTINGS AND FIXTURES CONDITIONS, (BOTH NEW AND EXISTING TO BE REUSED). REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO ORDERING MATERIALS OR PROCEEDING WITH ANY PHASE OF THE WORK.
 DO NOT SCALE DIMENSIONS FROM DRAWINGS.
 NOTE:
 INSTALL BRICK EXPANSION JOINTS TO STRUCT. ENG DETAILS OR TO AS. ENSURE NO MOISTURE BRIDGING IN CAVITY

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section of building which is closest to the RoW boundary.

SITE LEGENDS	
	SITE BOUNDARY
	NEW BUILDING
	EXISTING STRUCTURE TO REMAIN
	EXISTING STRUCTURE TO BE DEMOLISHED
	NEW FENCE (COLORBOND)
	NEW FENCE (LOW BRICK WITH VISUALLY PERMEABLE SCREEN)
	NEW FENCE (BRICK WITH PIERS)
	EXISTING FENCE TO BE REMOVED
	EXISTING FENCE TO BE RETAINED
	NEW GATE (STEEL PROFILE)
	NEW GROUND LEVEL HEIGHT
	EXISTING GROUND LEVEL HEIGHT
	NEW TREE BY OTHERS
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO BE RETAINED
	ENTRANCE TO LOT
	ENTRANCE TO BUILDING
	NEW LAWN
	EXISTING PAVING
	NEW SLIP-RESISTANT AGGREGATE CONCRETE PAVING
	NEW BRICK PAVING

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GENERAL NOTES:
 - ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.
 - REFER ANY DISCREPANCIES TO ARCHITECT BEFORE PROCEEDING WITH THE WORK.
 - FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED MEASUREMENTS.
 - CHECK AND CONFIRM EXISTING LEVELS AND DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK.
 - THIS DRAWING IS PROTECTED BY AUSTRALIAN AND INTERNATIONAL COPYRIGHT LAW.
 - EXISTING PLAN HAS BEEN DRAWN FROM SURVEY INFORMATION PROVIDED.
 - EXISTING SERVICES POINTS TO BE VERIFIED ON-SITE - LOCATIONS SHOWN ON THESE PLANS ARE INDICATIVE ONLY
 - DO NOT SCALE DIMENSIONS FROM DRAWINGS.

REV	NOTE	DATE
A	DEVELOPMENT APPROVAL	09/11/15

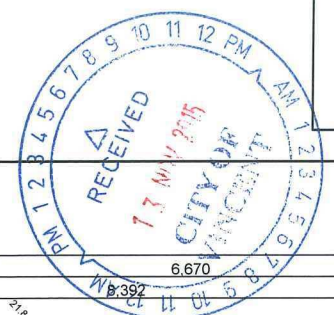
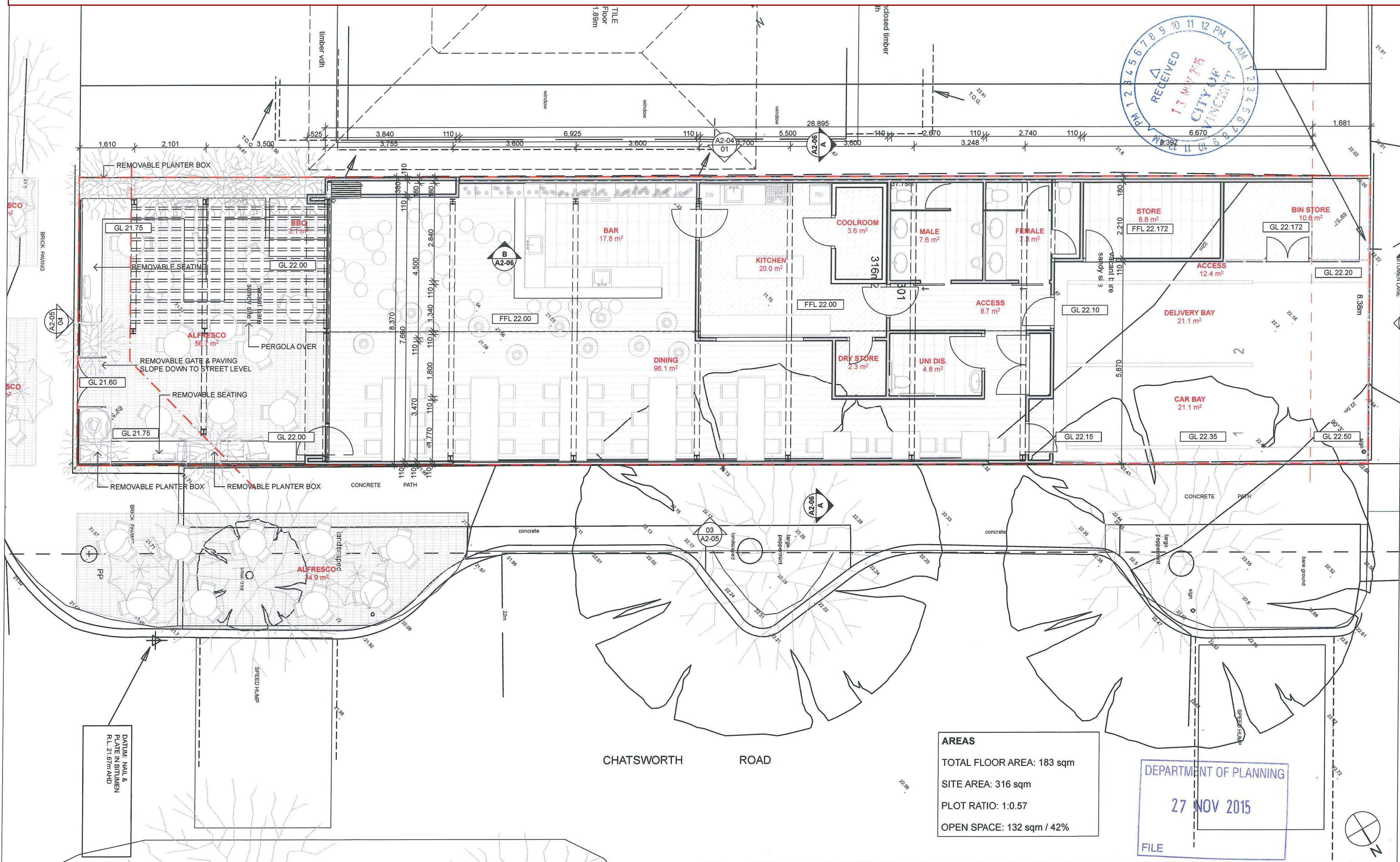
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 SITE PLAN
 PROJECT STATUS:
 DESIGN DEVELOPMENT
 SCALE:
 1:200 @ A3
 DRAWN BY:
 PH

PROJECT CLIENT:
 CARGO 471
 LOT 301, #471 BEAUFORT ST MT
 LAWLEY WA 6050
 VISIONMAX

PROJECT NO:
 0000-00
 DRAWING NO:
 A1-02

hubble
 design
 SHOP C2/190 SCARBOROUGH BEACH RD MT HAWTHORN WA
 6016 +61 8 9242 3167 OFFICE@HUBBLE.COM.AU

Figure 3 - Proposed development



AREAS
 TOTAL FLOOR AREA: 183 sqm
 SITE AREA: 316 sqm
 PLOT RATIO: 1:0.57
 OPEN SPACE: 132 sqm / 42%

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REV	NOTE	DATE
A	DEVELOPMENT APPROVAL	09/11/15
SK4	REVISED SKETCH	01/11/15
SK3	REVISED SKETCH	30/10/15
SK2	REVISED SKETCH	27/10/15
SK1	SKETCH ONLY	26/10/15

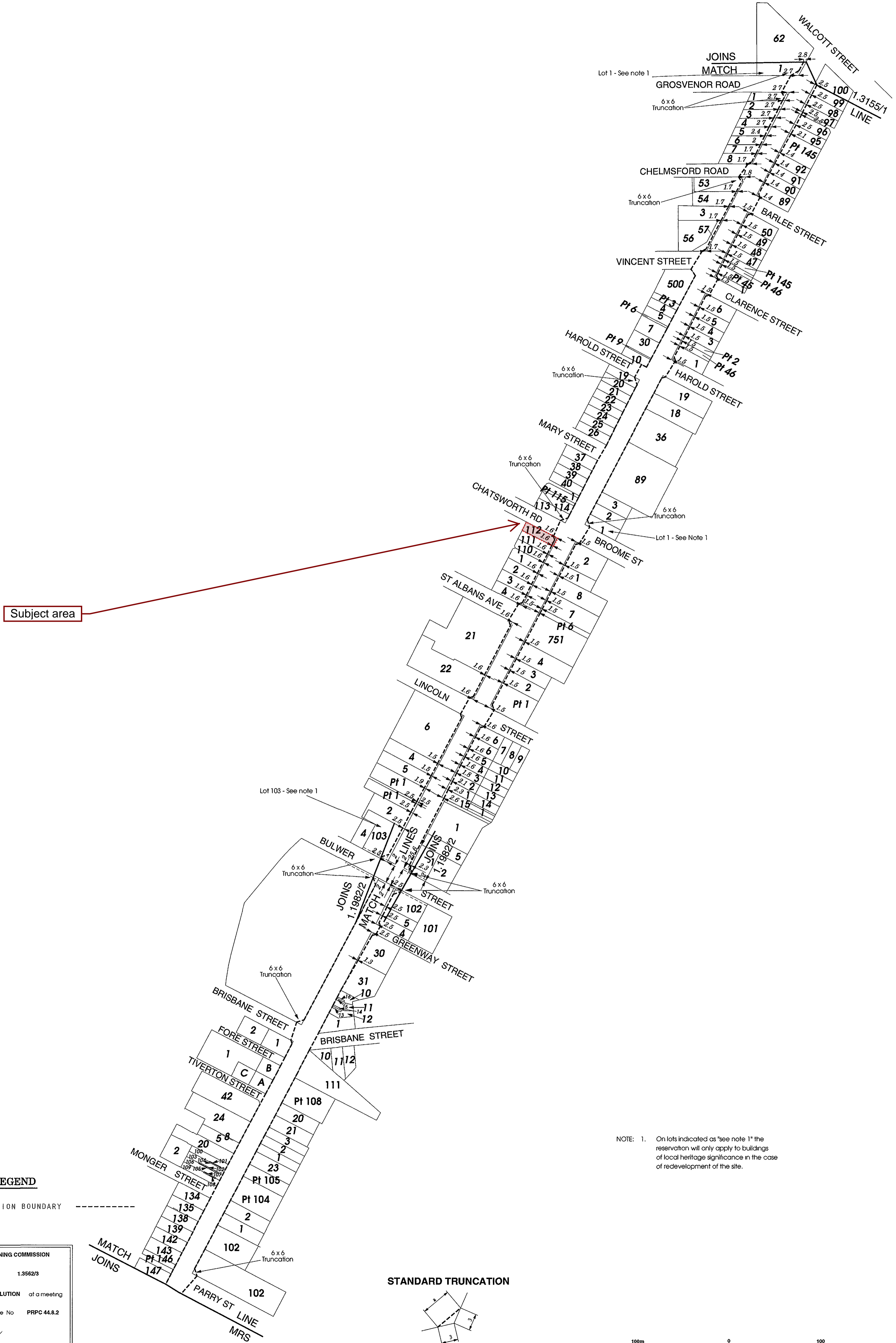
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 GROUND FLOOR PLAN
 PROJECT STATUS:
 DESIGN DEVELOPMENT
 SCALE:
 1:100 @ A3
 DRAWN BY:
 PH

PROJECT CLIENT:
 CARGO 471
 LOT 301, #471 BEAUFORT ST MT
 LAWLEY WA 6050
 VISIONMAX

PROJECT NO:
 0000-00
 DRAWING NO:
 A2-01

hubble
 design
 SHOP C2/180 SCARBOROUGH BEACH RD MT HAWTHORN WA
 6016 +61 8 9242 3167 OFFICE@HUBBLE.COM.AU

Figure 4 - WAPC Land Requirement Plan no. 1.3562/3



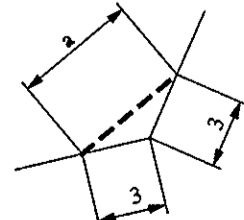
Subject area

NOTE: 1. On lots indicated as "see note 1" the reservation will only apply to buildings of local heritage significance in the case of redevelopment of the site.

LEGEND

PROPOSED RESERVATION BOUNDARY - - - - -

STANDARD TRUNCATION



NOTE: ALL TRUNCATIONS ARE STANDARD UNLESS OTHERWISE SHOWN



SUPERSEDES PLAN 1.3562/2

WESTERN AUSTRALIAN PLANNING COMMISSION

This is to certify that PLAN No. 1.3562/3

was APPROVED by RESOLUTION of a meeting held on 11/05/1999 Minute No. PRPC 44.8.2

Signed: *[Signature]* Authorised Officer

EFFECTIVE 24/11/00



BEAUFORT STREET - WALCOTT STREET TO PARRY STREET
OTHER REGIONAL ROADS - PROPOSED LAND REQUIREMENT

AUTHORISED: A.CLARE
DRAFTSPERSON: S.JAMES
EXAMINED:
REVISED
DATE:

NORTH
N
SCALE 1:2000

PLAN No
1.3562/3
2218

FILE REF: 809/2/153
PLAN REF: PERTH 13 25, 13 26, 14 26, 14 27
MRS 1 25000 SHEET 16, 1 3939, 1 3577/1

BAR CODE