Government of **Western Australia**
Development Assessment Panels

Regional Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 29 June 2022; 9:00am
Meeting Number: RJDAP/59
Meeting Venue: Electronic Means

To connect to the meeting via your computer - https://us06web.zoom.us/j/88018379381

To connect to the meeting via teleconference dial the following phone number - +61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 880 1837 9381

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Ray Haeren (Presiding Member)
Mr Gene Koltasz (A/Deputy Presiding Member)
Mr Jason Hick (A/Third Specialist Member)
Cr Paul Carter (Local Government Member, City of Busselton)
Cr Phill Cronin (Local Government Member, City of Busselton)

Officers in attendance

Mr Andrew Watts (City of Busselton)
Mr Paul Needham (City of Busselton)

Minute Secretary

Ms Samantha Hansen (DAP Secretariat)
Ms Zoe Hendry (DAP Secretariat)

Applicants and Submitters

Mr Paul Kotsoglo (Planning Solutions)
Mr Jonathan Cohen (Planning Solutions)
Mr Ross Underwood (Planning Solutions)
Mr Brendan Foley (Thomson Geer Lawyers)
Mr William Hames (Hames Sharley)
Mr Tim Boekhoorn (Hames Sharley)
Mr Vlad Baltic (Transcore)
Mr Rob Connelly (Lloyd George Acoustics)
Mr Colin Lofts (DCSC)
Ms Kate Cox
Mr Jeff Forrest
Mr David Read (elementwa)
Mr Tony Sharp
Ms Sue Riccelli
Mr Mark Webster
Mr Peter Kyle
Mr Brad Russell-Lane

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

In accordance with regulation 27(3A) of the *Planning and Development (Development Assessment Panel) Regulations 2011*, Mr Ray Haeren has been appointed as Presiding Member for this meeting.

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Mr Paul Kotsoglo (Presiding Member)
Ms Kanella Hope (Deputy Presiding Member)
Mr Justin Page (Third Specialist Member)
Mayor Grant Henley (Local Government Member, City of Busselton)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Member	Item	Nature of Interest
Mr Paul Kotsoglo	10.1	Direct Pecuniary Interest – Mr Kotsoglo is the Managing Director of Planning Solutions, the town planning consultancy engaged by the proprietor (DCSC Pty Ltd) to prepare the development application under consideration.

7. Deputations and Presentations

7.1 Ms Kate Cox presenting against the recommendation for the application at Item 10.1. The presentation will address the modified plans for Lot 108 and Lot 109 Cyrellian Way.

7.2 Mr Jeff Forrest presenting against the recommendation for the application at Item 10.1. The presentation will address element objective O2.2.1, which is as follows: "The height of development responds to the desired future scale and character of the street and local areas, including existing buildings that are unlikely to change"..

7.3 Mr David Read (elementwa) presenting against the recommendation for the application at Item 10.1. The presentation is on behalf of the Eldorado Pty Ltd, as owners and developers of Lots 1 and 2 (No.61 and 59) Dunn Bay Road, Dunsborough.

7.4 Mr Tony Sharp presenting against the recommendation for the application at Item 10.1. The presentation will address why the revised development is not a significant improvement on the previously rejected development and therefore should not be approved.

7.5 Ms Sue Riccelli presenting against the recommendation for the application at Item 10.1. The presentation will demonstrate that this revised application does not satisfy the relevant Element Objectives, is not congruent with the context of SPP7.3 and does not respond adequately to the concerns that deemed refusal last time.

7.6 Mr Mark Webster presenting against the recommendation for the application at Item 10.1. The presentation will address that the proposed development doesn't meet elemental objectives of the R-Codes.

7.7 Mr Peter Kyle presenting against the recommendation for the application at Item 10.1 The presentation will address Element Objective 2.2.1 of R Codes Vol 2.

7.8 Mr Brad Russell-Lane presenting against the recommendation for the application at Item 10.1. The presentation will provide a summary of the consistent feedback from the local community in relation to whether any analogues exist for such a development in WA planning decisions and a comparison of this development to the previous like development applications that have been rejected by recent JDAP meetings.

7.9 Mr Brendan Foley (Thomson Geer Lawyers) presenting in support of the recommendation for the application at Item 10.1. The presentation will address support of the officer's recommendation and legal commentary in respect of relevant/irrelevant considerations.

Written submissions were received in relation to the application at Item 10.1. 152 submissions were against the development and 2 submission were for the proposed development.

The City of Busselton may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

10.1 Lot 108 (No.57) Dunn Bay Rd and Lot 109 (No.6) Cyrillean Way, Dunsborough

Development Description:	Mixed use development (office, shops, restaurant/café, liquor store – small & 35 multiple dwellings
Summary of Modifications:	• Building fronting Dunn Bay Road reduced from 4 down to 3 storeys; • Building fronting Cyrillean Way reduced from 6 down to 5 storeys; • Apartment numbers reduced from 41 to 35; • Car parking bays reduced from 166 to 133; • Reduction of commercial NLA from 3,689m^2 to 2,042m^2; • Architectural design of Dunn Bay Road façade modified to better reflect building styles within the Dunsborough Town Centre; • Boundary wall to western boundary reduced in height from three storeys to two storeys, reduced in total length and broken into two sections; and • Provision of additional crossover to Cyrillean Way to provide separate access for service vehicles and residents/tenants
Applicant:	Planning Solutions
Owner:	DCSC Pty Ltd
Responsible Authority:	City of Busselton
DAP File No:	DAP/21/02102

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DP/14/00039 DR 65/2020	Shire of York	Lots 4869 (2256), 5931, 9926 (2948) and 26934 Great Southern Highway, St Ronans	Construction and Use of Allawuna Farm for the purposes of a Class II Landfill	28 July 2020
DAP/21/02063 DR241/2021	Shire of Dardanup	Lot 2 Banksia Road, Crooked Brook	Cleanaway Dardanup Landfill Facility	5 November 2021
DAP/21/02120 DR49/2022	City of Busselton	Lot 400 (No.24) Dunn Bay Road, Dunsborough	Proposed six storey mixed use (Restaurant/Cafe and Multiple Dwellings) Development	23 March 2022
DAP/21/02138 DR67/2022	City of Busselton	Lot 9556 Napoleon Promenade, Vasse	Shop (Fresh Food retailer) with select advertisements	14 April 2022

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

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Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Kate Cox
Company (if applicable)	Councillor City of Busselton
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	RJDAP
Meeting Date	Wednesday 29 June 2022
DAP Application Number	RJDAP/59
Property Location	Lot 108 & 109 Cyrellian Way Dunsborough
Agenda Item Number	7. Presentations

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Presentation against modified plans for Lot 108 & Lot 109 Cyrellian Way.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

RJDAP Lot 108 & 109 Cyrellian Way

Thank you to the panel members for allowing me to present to you today. My name is Kate Cox and I am a Councillor with the City of Busselton.

Lot 108 & 109 Cyrellian Way is back for reconsideration with modified plans. We are all obviously aware of what these modifications include. Dunn Bay Road frontage 4 storeys down to 3. Cyrellian Frontage 6 storeys down to 5. Apartment numbers reduced by 6 apartments. 30 less carparking bays, a reduction in the commercial footprint of 1647m2. Boundary wall reduced from 3 storeys to 2 storeys and the provision of an additional crossover. Some welcome concessions YES - are they substantial enough – NO they are not.

Over 700 submissions were received from the community against the original development application. The most key concern? **Not** that a six-Astorey height of development was considered to be excessive. It was that anything **over** a height of **4** storeys would be deemed to be excessive and would be inconsistent with the desired future character of the town.

There was no community consultation in 2019 when changes to the R-codes were introduced by the State Government altering the R-AC3 coding to allow a building height of up to 6 storeys. Hence the door was opened for the submission of large-scale, multi-storey developments in the Town Centre of Dunsborough and sure enough in they have flowed.

Suddenly the City has been faced with a number of development applications of between 4-6 storeys. The reaction to these applications from the community has not been favourable. The Dunsborough community has rallied their troops to express their dissention. Hundreds of objections have been received during community consultation periods, Councillors have been lobbied with hundreds of e-mails. A number of Committee's have been formed, petitions have been signed, presentations to the RJDAP undertaken. It is this call to action that has – in part – precipitated the fast-tracked drafting of a Dunsborough Precinct Structure Plan with the fundamental aim of implementing specific development controls to ensure that the Town Centre of Dunsborough maintains its small town, coastal character.

At its ordinary Council meeting of 25th May 2022, the Busselton City Council resolved to adopt a Draft Dunsborough Precinct Structure Plan for advertising. Council also resolved to commence the preparation of Amendment 52 to City of Busselton Local Planning Scheme 21. The Draft PSP contains a proposed zoning for the CBD of R-AC4 (maximum height limit of 3 storeys in the town centre). The RAR states that the amendments specified in the PSP are not sufficiently advanced to a stage where they can have a significant impact on the outcome of this decision-making process, as they have not yet been advertised and as such cannot be given due regard in the determination of this application. ***Legislatively*** this may be the case, however I would ***strongly*** urge the panel to please pay due regard to the community sentiment

underpinning the recent Council decision.

This development is completely incongruous with the rest of the Dunsborough Town Centre. How will this development look from Cyrellian Way?? It will loom ominously over the Coles carpark. There are no other surrounding buildings to buffer or soften its immense bulk. If Dunsborough was a town inundated by 4 storey developments it would be more prudent to justify further height because it would become inconspicuous in the urban design. However, at this point in time anything over 4 storeys is completely incongruous with the character of the CBD of Dunsborough. I would challenge you to find another regional town in WA of a comparable population size to Dunsborough that has buildings higher than 4 storeys?? Northam, Collie, Margaret River, Esperance, Australind, Broome??? Dunsborough is not a metropolitan suburb of Perth – and developers forget that. We are not Claremont. We are not Nedlands. We are not South Perth. We are a small regional town, with a population of just ten thousand residents.

Once these large-scale developments are done – they cannot be undone – they are here to stay. We need to be cautious and cognisant of allowing these bulky, large-scale developments. It is setting a dangerous precedent for the Town Centre of Dunsborough. The Dunsborough community have expressed their concerns with regard to building heights over 3 storeys in the town centre over and over again. As a Councillor it is my responsibility to show the community that we are listening. The onus is on us as decision makers to be proactive and work collaboratively to make good decisions that allow for growth but preserve character. I would therefore, again urge panel members to take into account the ***intent*** of the PSP when making a decision on this development and in doing so respect the future aspirations of the local community and the manner in which they want their town to evolve.

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Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Presenter Details

Name	Jeff Forrest
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Regional
Meeting Date	29th June 2022
DAP Application Number	DAP/21/02102
Property Location	Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough
Agenda Item Number	10.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES ☒**
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT ☐** **AGAINST ☒**
Is the presentation in support of or against the proposed development?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☐** **NO ☒** **If yes, please attach**

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Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Element Objective O2.2.1, which is as follows - "The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change."

In accordance with Clause 3.5.2 of the *DAP Standing Orders,* your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

This second application for a mixed use development does not meet the key Element Objective in this of O2.2.1, which is as follows - "The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change."

Dunsborough is characterised by

- Low rise buildings.

The original buildings that still exist in are single storey. The Dunsborough bakery is comparable to the Rottnest bakery as an iconic focal point of the original village. The Dunsborough Park shopping centre is all single storey and opens out onto to a wide open landscaped park. The café strip in Hannay lane backing on to Dugalup Brook is single storey and enjoys green open space all around it. Naturaliste Tce between Clark Street and Dunn bay road is single storey on the northern side and two storey on the southern side and is a wide open area with buildings well setback from the road. The Coles complex is at least 90% single storey with a small two storey area. The Dunsborough tavern and shopping centre is single storey and setback from the roadway substantially. The new building currently under construction on the two lots adjoining the site immediately to the west are only two storey. There are only two 3 storey commercial buildings in the CBD. These are;

1. 27 Dunn Bay Rd and it's has a 45 metre front boundary of which 6 metres of the ground floor is on the front boundary and the rest of the ground floor is setback above which the first floor is further setback 4 metres with the top floor built into the pitched roof space
2. 26 Dunn bay Rd and its 2 storey component is setback and its 3 storey accommodation is well setback 25 metres with very substantial landscaping to the front

- Open space.

Dunsborough village centre is very open and green. The Lions Park at the centre crossroads is a major centre of community activity. There is open green landscaping all around the central roundabout and extending in all directions from there be it street trees, landscaped verges carpark landscaping, natural vegetation along Dugalup Brook There are numerous commercial buildings that have been set back from the front boundaries a with landscaping in the setback areas.

- Seaside holiday atmosphere.

Its barefoot surfers, board shorts, bikinis, thongs, wild hair, sandy feet, relaxed smiley faces, all sorts of people from all walks of life, locals, tourists. Very mixed fashions just like the very mixed and individual architecture of its buildings. That's character!

- Low bulk buildings.

This proposal for one building being constructed over two lots creates extra bulk that could not exist if they were developed separately. It enables the removal of the required setbacks from their shared common side boundaries. It enables one large building of a particular flavour to dominate the whole of the street frontage along Cyrillean Way. This long building frontage in combination with 5 storey creates a building of disproportionately large bulk in comparison to any existing buildings and in direct conflict with the character of the town.
The City of Busselton's planning officer's assertion in the RAR that Dunsborough has no character is entirely incorrect.
To say Dunsborough has no character is likened to saying Perth has no character There is no defining type or period of architecture prevalent in Perth City but it's still got character. Same for Dunsborough but in the context of a much lesser height, bulk and scale.
The proposed building is way out of scale to the existing buildings and does no align with the most strongly expressed belief of those who live or visit Dunsborough, to be the type of building seen as suitable to be in keeping with the current character.
This building sets an undesirable precedent for future proposals to also justify being much larger than that desired by the community, our visitors and the City of Busselton. Buildings of this scale will not retain and enhance the desired openness and casualness of a village inspired centre. We need to be encouraging building design compatible to the existing scale, height and bulk.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

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Presenter Details

Name	David Read
Company (if applicable)	element
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Regional JDAP
Meeting Date	29 June 2022
DAP Application Number	DAP/21/02102
Property Location	Lot 108 (No.57) Dunn Bay Road and Lot 109 (No.6) Cyrillean Way, Dunsborough
Agenda Item Number	10.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES ☒**
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT ☐** **AGAINST ☒**
Is the presentation in support of or against the proposed development?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☐** **NO ☒** **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* On behalf of the Eldorado Pty Ltd, as owners and developers of Lots 1 and 2 (No.61 and 59) Dunn Bay Road, Dunsborough, David will present against the City of Busselton officer recommendation and against the proposed development.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

On behalf of Eldorado Pty Ltd as owners and developers of Lots 1 and 2 (No.61 and 59) Dunn Bay Road, Dunsborough, we object to the City of Busselton officer recommendation and are against the proposed development for the following reasons:

- The proposed development has been put back to the JDAP in a rushed manner due to the imminent advertising of a local planning scheme amendment which would render the proposed height and scale of the development non-compliant. On this basis, key planning processes have been omitted and should be undertaken prior to a determination by the JDAP. These processes include but are not limited to public advertising and design review, especially given the extent of change. The revised plans present new issues that could be capable of resolution by appropriately considered plans.
- The revised Dunn Bay Road frontage of the proposed development has not resolved the fundamental issues identified by submitters and the JDAP during the refusal of this application.
- The western boundary wall has been modified, but without any real impact to improve the interface with the development to the west which is currently under construction. Simple setback modifications can be made to this interface to improve the built outcome to allow for landscaping and softening of the 9m high mass of this wall. This was a reason for refusal and has still not been adequately addressed.
- Due to the lack of public advertising, the impact on recently approved modifications to Eldorado's project to the west have not been considered. For example, Eldorado has amended its plans to ensure the retention of two 'Peppermint Trees' (Possum habitat) on the boundary of the site which are likely to be destroyed by the proposed basement and boundary wall. Refer to attached imagery. Such trees do not form part of the Arborist Report and no time has been provided for Eldorado to gain its own advice.
- The safety of shared crossover on Dunn Bay Road has not been adequately addressed in the applicant's submission. This requires customer vehicles from the Eldorado site to mix with trucks from the proposed development site with potentially limited visibility. This may require visually permeable wall or mirrors to ensure the safe egress of vehicles.

Based on the above, it is requested that the JDAP as a minimum defer the matter to allow for an orderly and proper planning process or again refuse this development application, as the reasons for refusal issued by the JDAP in January 2022 have not been adequately addressed.

Following advertising and modification of the issues identified above, if the proposal is reconsidered by the JDAP, the following matters should be explicitly required by conditions.

- The approved uses should be clearly listed in conditions, especially including it being a 'Restaurant' and not a 'Tavern'.
- The opening hours and number of patrons should be specified in the same manner as the Eldorado approval and not simply reference to an acoustic report that can be readily varied by a Form 2 without consideration of amenity impacts other than noise.
- Given the scale and extent of bar and outdoor area a Venue Management Plan should be required to address matters such as management of patrons leaving the site, anti-social behaviour, complaints and conflict resolution, vandalism, litter, waste removal etc.
- A certified traffic safety audit be required to review the safety of vehicle ingress and egress at the crossover on Dunn Bay Road and any required modifications or additions to be undertaken at the cost of the owner of the proposal site, in consultation with Eldorado to the satisfaction of the City.
- In addition to the noise management plan, following construction, all acoustic measurements should actually be implemented by an appropriately worded condition.



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Presenter Details

Name	Tony Sharp
Company (if applicable)	Dunsborough Progress Association
Please identify if you have any special requirements:	**YES** □ **NO X** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	RJDAP
Meeting Date	June 29, 2022
DAP Application Number	DAP/21/02102
Property Location	LOT 108 (NO.57) DUNN BAY RD, DUNSBOROUGH
Agenda Item Number	59

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	Yes **x**
Is the presentation in support of or against the <u>report recommendation</u>)? *(contained within the Agenda)*	**SUPPORT** □**AGAINST X**
Is the presentation in support of or against the <u>proposed development</u>?	**SUPPORT** □**AGAINST X**
Will the presentation require power-point facilities?	**YES** □ **NO X** **If yes, please attach**

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Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Why the revised development is not a significant improvement on the previously rejected development and therefore should not be approved.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

PDF file is attached. If required the presentation will be shortened to meet the 5 minute deadline. Thank you.

Submission in regard to:
LOT 108 (NO.57) DUNN BAY RD AND LOT 109 (NO.6) CYRILLEAN WAY DUNSBOROUGH DAP/21/02102

Tony Sharp (on behalf of the Dunsborough Progress Assn.)
June 24, 2022

Summary of Issues raised at previous RJDAP

Issues: Raised by RJDAP	Previous	Current	Status
Height	23m	21m	Maximum allowed
Plot Ratio	2.01 (3.10)	1.18 (2.19)	Improvement
Building Separation	Three storey boundary wall. Limited or no setbacks	Boundary wall reduced by 1 storey, increased setbacks	Still flush with west property line No setback Dunn Bay Rd
Compatibility with desired future	Not compatible	Not compatible	Unchanged
Relationship with other properties/ developments	Poor	Poor	Unchanged
Ceiling Heights	Res 2.7 or 3.1m	Res.2.7 or 3.1m	Unchanged
Lift lobbies	Too small	Too small	Unchanged
Parking	Insufficient commercial?	Apartments/ offices reduced	Still problems with # of diners requiring parking (20 deficit), spaces reduced by 33
Location/screening AC	Not clear	Not clear	Unchanged
Decked parking-C Way	Not clear	Not clear	Unchanged
Stormwater	Lacking info	Lacking Info	Unchanged
Loading/Unloading	1 Crossover	2 Crossovers	1 problem solved, 1 created
Traffic Impact	Based on winter stats. Very questionable	Based on winter stats. Very questionable	Report is highly questionable with errors and contradictions
Other Issues:			
Dunn Bay Rd Interface	Little activation	Little activation	Unchanged
Dugalup Brook Interface	Not clear	Not clear	City requiring “open style” fencing??

As the Dugalup development was rejected at the last RJDAP meeting, unanimously, it needs to be proven that the new proposal is significantly better than the old one. At a minimum it needs to respond to the concerns raised at the previous hearing. As the above list shows, clearly it does not address most of the raised issues. The development is not a significant improvement and in one important instance it is a step back. On that basis the development and the RAR should be rejected

It is unfortunate the RAR seems to focus most of its attention on the legal justification for approving the development rather than looking at the development itself. It seems to tie itself in knots by saying the development issues haven't changed with the new plans, and therefore no public consultation is required and then says the modifications are sufficient to allow the development to proceed. It also says a new Design Review Consultation is not warranted even though the design has changed enough to deserve approval.

In regard to the specifics:

Height, bulk and Scale. The developers appear to have done a reverse magic trick, they reduced the building by one floor and yet they are still at the maximum allowed height of 21m. And now the building will be topped in black making it stand out even more throughout the town. Who builds with black roofs today? The NSW government is introducing regulations to ban them on residential housing. This is definitely a step in the wrong direction, both aesthetically and environmentally.



Big and hot

Twenty one meters, the height of the complex is the height of the large tree on the block, a tree that can be seen throughout Dunsborough.



21m tree on site



Tree seen from Caves Road

There have been some improvements in setback and lowering the western wall, but it is still out of proportion to the town today and in its future desired form. The RAR spends considerable space downplaying the Council amendment to limit future growth to three floors. Unfortunately it cannot legally be seen as “seriously entertained”, but it is a strong indication of the desired future for Dunsborough and was definitely seriously entertained by the councillors when they voted.

I don’t have enough time to go though most of the other issues but quickly, not enough attention has been given to the **Dunn Bay Rd streetscape**. This is our Main Street. Pedestrian shelter had been required but is not offered “due to lack of entrances to the southern retail premises” A self-fulfilling prophecy. Walking up you will pass a fire exit, around 30m of window looking into a convenience store, another fire exit, an understated apartment entrance, a transformer maintenance door and a truck exit and then perhaps a two way truck access. . This is really not good enough for our main street .

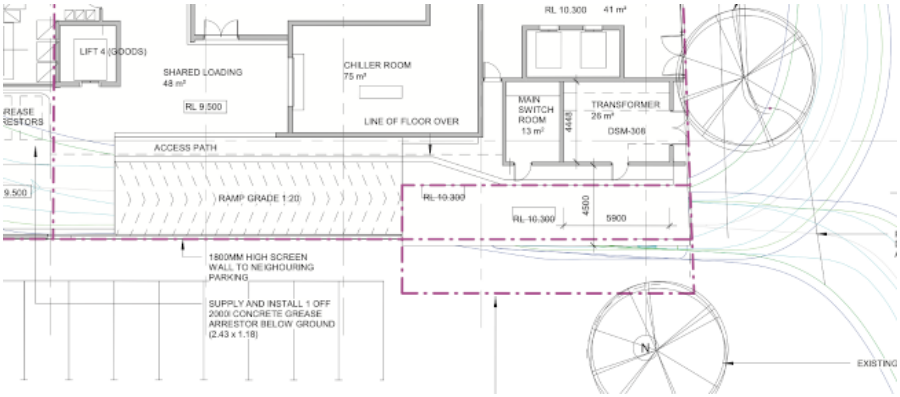
Dunn Bay Road Streetscape



The Traffic Impact Assessment again needs to be totally rejected. It is based on winter statistics and in places it makes no sense. It states that traffic in Cyrillean is 20vpd less in 2021 than 2018, This may be a Covid blip, but given the high rate of population growth it should not be used for planning purposes. Amazingly it also does not calculate for any growth in Cyrillean Way traffic. It says the city is already planning a roundabout at the Cyrillean/Dunn Bay Rd intersection. No, it isn’t. This development should not proceed until it has a credible traffic report.

One specially confusing point is the Dunn Bay Rd exit(s). According to Planning Solutions there will be two crossovers, one exit only and one, shared with the neighbour, which will be two way, both service vehicle only, Pg 21 PS DA . However the Traffic Impact Report says (page 8) there is only one Dunn Bay Rd Crossover-egress only and “ A portion of adjacent lot to the immediate west is proposed to be utilised/shared by the proposed development in order to provide for additional space required to facilitate the egress of larger vehicles via Dunn Bay Road crossover.”

The plans just show one exit and given the development is flush with the neighbouring property it is hard to see where the other exit/entrance will be.



Parking: The RAR see a surplus for 21 bays. This is based the SPP7.3. requirement of .75 for a single bedroom. and 1 for double. This is fine for urban Perth, but not Dunsborough. How may people in Dunsborough do you know who don't have a car? You need to allocate at least one space per apartment so that is at least 35 bays. That leaves 15 surplus. According to the LPS, commercial space requires 76, which leaves 4 surplus. Or a total of 19 surplus. However it does not take into account the al fresco and terrace dining areas, which is 78 seats. Assuming two to a car, that is 39 cars or a total 20 bay deficit. On top of this the developer is also asking for a reduction of three visitor parking bays. No doubt some will walk and the restaurant will not always be full, but it will have an impact on the other parking spaces in town. Some clients will probably prefer to park in an adjacent parking lot, again putting pressures on town parking which will also be suffering from the loss of the previously vacant block-used for Coles spillover parking.

Dugalup Brook. Again there has been little focus on the brook and its interface with the development. More detail should be required as to how the development and the brook will co-exist. The RAR requires "open style" fencing between the brook and the development. This may or may not be a positive development depending on what is envisioned. This area needs further specification before approval should be given.

Given the development is close to the boundary of an Aboriginal heritage place it is unfortunate the RAR is not requiring the developer to follow the DPLH recommendation and its Aboriginal Heritage Due Diligence Guidelines I hope you will make this a condition if you grant approval.

Again the developers get the only remaining tree wrong. It is not a Marri. This sloppiness, after having being pointed out numerous times at the previous hearing, is indicative.

In summary, it is human nature to want to reward someone for compromise, but is this really a compromise? As shown, there has been little movement on most of the objections raised. The previous RAR said that to meet the Element Objectives and to be consistent with the desired future scale and character of the local area the height would have to be reduced to "three or perhaps four storeys". I'm not sure if "perhaps" is a planning term, but it is not good enough for Dunsborough. Especially when the building stays at the maximum height allowed. Again, we ask you please do not allow a building of such scale in our town. Please save our town from being permanently blighted.



Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Sue Riccelli (Councillor for City of Busselton)
Company (if applicable)	Individual
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	RJDAP/59
Meeting Date	June 29, 2022
DAP Application Number	DAP/21/02102
Property Location	Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough
Agenda Item Number	Presentations Item 7

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Refusal for this Development at the last RJDAP was largely reflective of the matters of concern raised in public submissions. Those concerns were: • Six storey or 21M height of development considered excessive and not in context with the desired future scale and character of the town. • The Design did not respond to the existing buildings or respect the small, coastal village feel of Dunsborough Character and Design ultimately appear to be the most significant concerns requiring consideration. For this revised Development to be successful, it must not only respond to the concerns that led to the refusal, but it must satisfy them. My presentation will demonstrate that this revised Application does not satisfy the relevant Element Objectives, is not congruent with the context of SPP7.3 and does not respond adequately to the concerns that deemed refusal last time.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

See separate attachment

Refusal for this Development at the last JDAP was largely reflective of the matters of concern raised in public submissions.

Those concerns were:

- Six storey or 21M height of development considered excessive and not in context with the desired future scale and character of the town.
- The Design did not respond to the existing buildings or respect the small, coastal village feel of Dunsborough

Character and Design ultimately appear to be the most significant concerns requiring consideration. For this revised Development to be successful, it must not only **respond** to the concerns that led to the refusal, but it must **satisfy** them.

I fully understand that your decision needs to be based on the planning framework and SPP7.3 is most important when considering this. However, it must be remembered that this is now a performance-based policy, and development approval needs to demonstrate that the relevant 'Element Objectives' are achieved.

When considering Character and Design, let's start with the Design Principles on page 17 of SPP 7.3 Good design;

- Responds to and enhances the distinctive characteristics of a local area contributing to a sense of place

- Good design ensures that the massing and height of development is appropriate to its setting, negotiates between existing built form and the intended future character of the local area, and responds and contributes to the context and character of the area.

Two key words there – **context and character.**

Context – as quoted in the SPP, states that the **existing** context of a locality is a **significant consideration** in determining what developments are required and where they should be located.

Context is further outlined in objective 2.2.1 which states that the height of development should respond to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.

The **existing** buildings, most of which **are** unlikely to change, are mostly 1-2 storeys with a couple of set back 3 storeys. The **existing** main street in Dunsborough poses a serious risk of overshadowing if buildings are too high and we must consider streetscape v tree line v sky line.

The second part of Element Objective 2.2.1 refers to the desired future scale. The community, as you know, have spoken **very** loudly about the desired future scale!

We, as a Council have spoken very loudly about the desired future scale and recently voted 6-2 in favour of amending our LPS to compliment our upcoming PSP to reflect RAC-4 throughout the town - no more than 3 storeys.

Finally, let's move on to **Character** – The SPP (State Planning Policy) quotes that understanding character is **essential** to define an appropriate style, scale and form for new development that retains and enhances character in an existing area. Essential – not important, not beneficial, but essential!

Page 25 states that the apparent **height** of the new development shall be appropriate to the streetscape and desired character of the area and shall not **adversely** impact the amenity of adjoining properties.

How has lowering the building by one floor, yet still allowing a height of 21M, compatible with mostly 1-2 storey surrounding buildings? Yes, there have been some improvements in setback and lowering of the western wall, but it is still out of proportion to the town today and its future desired scale. The main street in the town Centre, being Dunn Bay Rd, offers you two fire exits, a convenience store, maintenance door and truck exit. Those walking alongside the picturesque Dugalup Brook are going to see a towering interface. How exactly is all of this appropriate to the setting or not adversely affecting the amenity?

So what is the character of Dunsborough. Apparently, if you read the RAR, Dunsborough has no distinct character? Well I strongly disagree with this! Apart from some obvious features such as low scale buildings, a pristine bay, green spaces and pitched building rooves – what else is it?

The NSW and Victorian Planning Websites quote that:
Character is what makes a town distinctive, is the identity of the place and encompasses the way a place looks and feels. It is common for some areas to be described as having little or no character but these sorts of descriptions confuse character with attractiveness. **All** areas have a character in the same way that all people have a personality.

Character in small towns can be broken into key points.

- Small and intimate –can be covered on foot
- Unique – has atmosphere and a sense of place, with community landmarks
- Designed for social interaction – i.e. ample public and green space
- Locally driven and locally responsive – i.e. residents are involved in managing the life of the town, and there is a long term vision that residents support.

Dunsborough is oozing with character, why do you think it is so attractive to visit, why do you think people love nothing more than wandering around its town centre, popping into its many unique shops, sitting outside a café enjoying the ambience, wandering down to the bay to go for a dip, or enjoying the beautiful green spaces such as Diljit Mia.

We don't need 5 storey Developments in Dunsborough. You ***can*** get return on investment for low rise DA's – just look at the site being built next door. They will not provide Affordable Housing and we definitely do not need more office space as most people are working from home, including myself?

This revised DA has not satisfied the relevant Element Objectives, is not congruent with the context of SPP7.3 and certainly does not respond adequately to the concerns that deemed refusal last time. I urge you to consider what I have raised and once again refuse this application.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Mark Webster
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	**YES ☐** **NO ☒** If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Mixed use development (office, shops, restaurant/café, liquor store & 42 multiple dwellings
Meeting Date	29th June 2022
DAP Application Number	DAP/21/02102
Property Location	Lot 108 Dunn Bay Road & Lot 109 Cyrillean Way, Dunsborough
Agenda Item Number	DA21/0815

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES ☒**
Is the presentation in support of or against the <u>report recommendation</u>)? *(contained within the Agenda)*	**SUPPORT ☐** **AGAINST ☒**
Is the presentation in support of or against the <u>proposed development</u>?	**SUPPORT ☐** **AGAINST ☒**
Will the presentation require power-point facilities?	**YES ☐** **NO ☒** **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The proposed development doesn't meet elemental objectives of the R-codes

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

I'm a local Dunsborough resident. I've raised my children here, and I'm a member of the Dunsborough Progress Association, Dunsborough 2030 and the Dunsborough Reference Group.

I'm opposed the amended design. I believe it still stands in contrast to the desired future form and scale for Dunsborough and should be rejected.

The previous design was rejected principally because the character and design of the building including its height and scale were considered to be out of character with the rest of the town centre. The newly proposed design has done some window dressing, but not nearly enough to match the character and scale of Dunsborough.

The amended plans have dropped a story here and there but with this the building remains 21m tall, which is the maximum allowed under R-AC3 coding – so while they have dropped a storey, thy have done nothing to reduce the scale and bulk of the development.

The principal argument that the proposed development does not meet with the elemental objectives of 2.2.1 of the R Codes still apply. The proposed development does not respond to the desired future scale or character or the local area, in particular, the existing buildings in the streetscape that are unlikely to change. Id like to direct you to a streetscape elevation by way of illustration of this, but the architects are very careful not to provide this kind of damning evidence.

The fact of the matter is that the decision by the planning department to allow a R-AC3 zoning for Dunsborough was a monumental cock-up which Dunsborough has been paying the price for ever since. It was always meant to be tempered by means of a precinct structure plan. We now have a draft PSP and amendment 52 which seek to limit building heights in the town centre to 3 stories – under the treeline so we can maintain a coastal village character and not an urban skyline.

Now the RAR may seek to downplay the weight given to this PSP, but I'd like to encourage the members of the JDAP to form their own opinions on that matter. But there is no doubting the fact that the desired future character and scale of the area is for 2-3 story development, and there is no arguing the fact that the existing buildings in the streetscape that are unlikely to change are all 1-2 stories. The elemental objectives of the R-codes still apply

You can have mixed use development with a healthy mix of commercial and residential with all the activation and passive surveillance that comes with it – and you can achieve all this at 3 stories. You only have to look to the adjoining site and the new Woolworths development across the road to see how its done.

There is no case for a 5-story luxury apartment block in the centre of Dunsborough. I think its telling that the amended design saw 1646m2 of commercial space sacrificed, but only 5 apartments. This is not the recipe for a healthy town centre, and it's certainly not going to reduce pressure on social housing in the area or help curtail urban sprawl. These apartments are designed and built for the

purpose of short stay accommodation, and the RAR's advice to the applicant provides information on applying to the City for short stay accommodation status.

Traffic and parking are also among the concerns raised about the development. We are looking at needing two new roundabouts at either end of Cyrillean Way just to try to cope with the extra traffic generated. And while the new PSP has adopted a policy limiting the number of vehicular crossovers, this development has gone from one to now having two crossovers within 25m of each other

Id like you all to take a step back for a moment and look again at what we are considering here. This is Dunsborough. Its not Hong Kong, or Cottesloe, or even Busselton. Dunsborough is a small coastal tourist town. It trades on its character and charm to keep the tourists coming, and tourism businesses thriving. Look at this tower. Is there any part of this development that calls out to you that it belongs in a relaxed little coastal tourist town.

And please don't think that its been knocked back once and they have made some small concessions, so lets let it through and it will all be OK. It really wont be OK. No matter what anyone says it will form a precedent, it will become the new standard, and it will jeopardise the future planning for the rest of the town. Dunsborough's character will slowly be lost, and that would be a shame.

Id like you to really reflect on your decision today and not approve the amended plans. A lot is riding on this decision not least of which Dunsborough's future.

Thankyou

Government of **Western Australia**
Development Assessment Panels

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Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Peter Kyle
Company (if applicable)	Dunsborough2030
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	RJDAP
Meeting Date	29 June 2022
DAP Application Number	RJDAP/59
Property Location	Lot 108 Dunn Bay Road and 109 Cyrillian Way Dunsborough
Agenda Item Number	10

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Element Objective 2.2.1 of R Codes Vol 2

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

SUBMISSION TO RJDAP

The amended application for development approval does not satisfy the requirements of Element Objective 2.2.1 of the R-Codes volume 2. The proposed height of the development still does not respond to the desired future scale or character of the streets or the local area or, in particular , to the existing buildings in the streets that are unlikely to change.

The proponent simply alleges that “the proposed development is consistent with the desired future scale and character of the area”. Its assessor’s comment says that the character of the area, while currently mostly consisting of 1-2 storey buildings, is in transition and the proposed building is “not necessarily inconsistent with current development scale”.

The RAR simply says that “the Dunsborough Town Centre does not have a particularly coherent or consistent urban form and appears to be going through a period of substantial change - with significant developments either approved or proposed on four significant sites at present.” (see page 15 of the report). The report notably does not otherwise describe or define the scale or character of the existing buildings.

The fact is that every existing building on the opposite side of Dunn Bay Road to the proposed development and in Cyrillian Way is single storey and the only other existing building in the vicinity, the Centrepoint Shopping Centre, is only two storeys. There is no evidence or even any suggestion, that any of those buildings are likely to change. They are all relatively modern buildings occupied by thriving commercial or professional businesses. The two approved buildings in the vicinity, one currently under construction and the other being a Woolworths shopping centre, will be only two storeys.

To suggest that any existing buildings are likely to change would need to be supported by cogent evidence and none has been advanced.

The recent decision of the SAT in **BHY ALEXANDER UNIT TRUST and CITY OF NEDLANDS [2021] WASAT 41** demonstrates in graphic detail what would be required to satisfy the requirements of Element Objective 2.2.1 and what evidence is necessary to consider the question of “the existing buildings that are unlikely to change”. (See paras 47-60 of the decision). Notable is the perspective shown in para 53 of the decision, strikingly similar to the perspectives produced by members of the community at the original meeting of the RJDAP in this case. While the character of the area is

obviously different to the current matter the principle is identical.

The point is that the decision demonstrates what detailed evidence the RJDAP would need to consider in regard to the scale and character of the street and local area in order to approve the application, and the inadequacy of the submissions by the Applicant and the RAR on this issue in this matter.

If the RJDAP again rejected the application and the matter went back to the SAT for decision, the Applicant would need to support its case with evidence of the detail received in the case referred to above. It is clearly insufficient for the Applicant to make this application without such evidence and, indeed, for the RAR to make observations about the scale and character of the street and local area without detailing the existing buildings. The DAP should reject the amended application so that, if it is to proceed ,the parties will have been obliged to advance evidence to allow the SAT to determine the matter properly.

The objective evidence regarding the current scale and character of the local area strongly suggests that the proposed development is out of character and there is every reason to believe that that the current scale and character is unlikely to significantly change in the foreseeable future. To demonstrate otherwise would require cogent evidence.

Government of **Western Australia**
Development Assessment Panels

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Presenter Details

Name	Brad Russell-Lane
Company (if applicable)	N/a
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	RJDAP 59
Meeting Date	29 June 2022
DAP Application Number	DAP/21/02102 LG DA21/0815
Property Location	Lot 108 Dunn Bay Rd and Lot 109 Cyrillean Way Dunsborough
Agenda Item Number	1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☐ **AGAINST** ☒
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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Brief sentence summary for inclusion on the Agenda	*The presentation will address:* A summary of the consistent feedback from the local community in relation to this development, a presentation of facts in relation to whether any analogs exist for such a development in WA planning decisions and a comparison or this development to the previous like development applications that have been rejected by recent JDAP meetings.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

See attached powerpoint presentation

RJDAP/59
DAP Application DAP21/02102/DA21/0815
29 June 2022
Lot 108 (No 57) Dunn Bay Rd
Lot 109 (No 6) Cyrillean Way
Dunsborough

Presentation by: *Brad Russell-Lane*
City of Busselton Ratepayer and Dunsborough Resident

The Voice of the Local People – Your Customers

Why are the City Officers in recommending approval not hearing what the people of Dunsborough are saying?



PUBLIC SUBMISSIONS **AGAINST**

1) JDAP48 – Seymour Blvd **97%**
637 public submissions

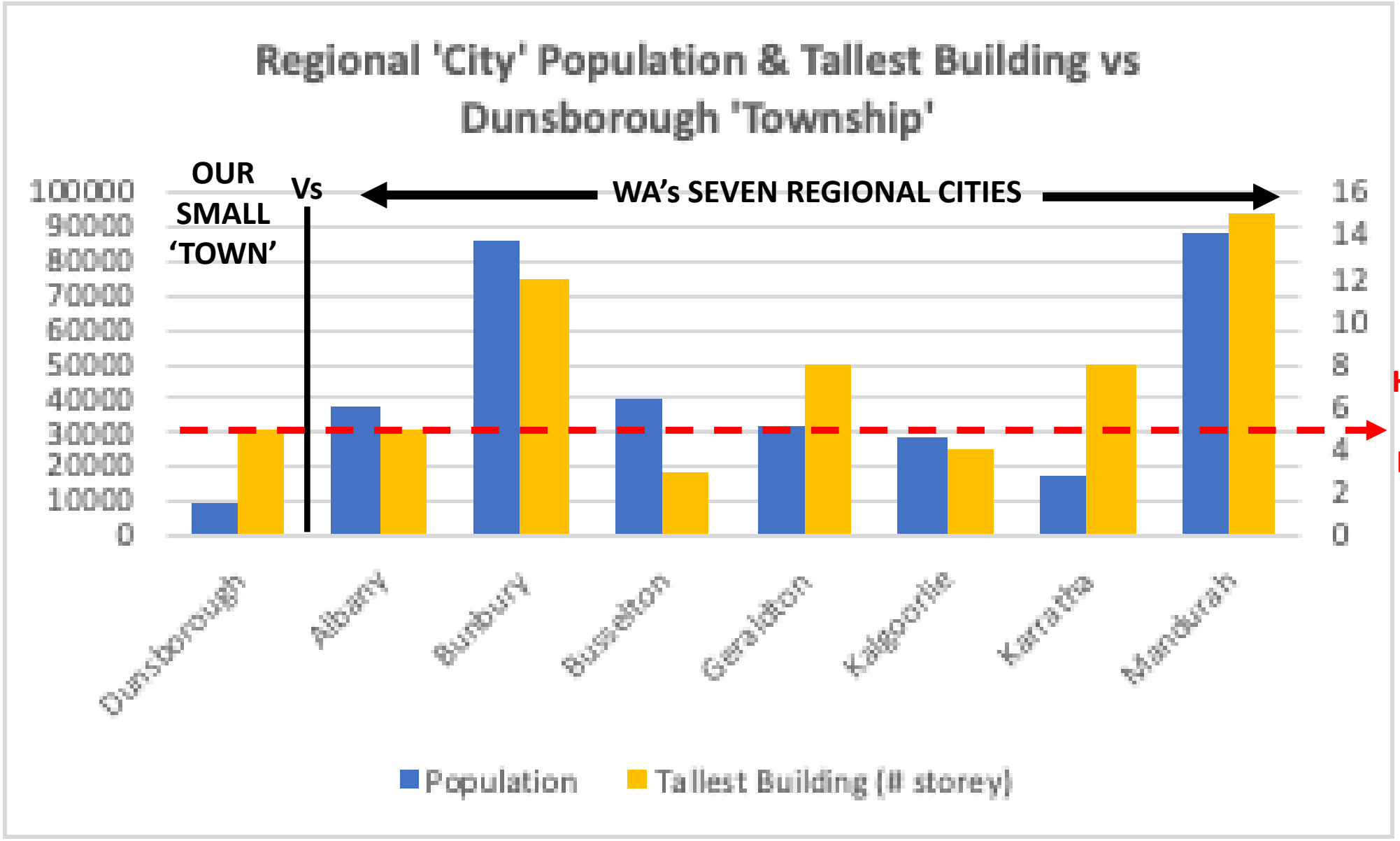
2) JDAP59 – this one AGAIN at Cyrillean Way **97%**
783 public submissions

What is the local community who live and work in Dunsborough happy with?

- **Keep the existing coastal village feel**
- **No more than 3 storey developments**
- **No high rise**
- **No Gold Coast**

There are no Analogs anywhere in Western Australia

This development application vs building heights in WA's seven Regional Cities



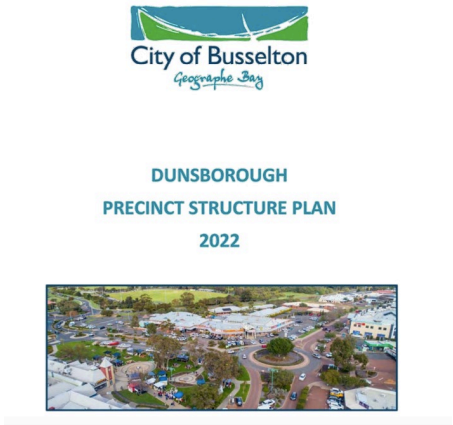
All recent RJDAP decisions have rejected 5 and 6 storey development proposals in Dunsborough

The arguments against developments higher than 3 storeys have been accepted by RJDAP in previous applications

			RJDAP DECISION
1.	DAP Application DA21/0815	10 January 2022	**41 - REFUSED**
2.	DAP Application DA21/0892	10 March 2022	**48 - REFUSED**
3.	DAP Application DA21/02102	29 June 2022	***59 - ?***

and irresponsible to act when the strategy (PSP) is close to completion





Quote: Ms Francesca Lefante
Presiding member
JDAP48 10 March Seymour Blvd

"…the application does need consideration of the future vision of the town…"

A Comparison - The last RJDAP decision vs this revised application?

The last development application for a 5 storey development was rejected by RJDAP and this one is significantly larger!

RDAP48 10 March 2022 Minute of Meeting

"Refused …. as the height and bulk of the proposed development is considered to be excessive and inconsistent with the desired future scale and character of the local area and the immediate context of the site"

So how does this revised development proposal for Cyrillian Way compare to the last one refused?

	THIS PROPOSED DEVELOPMENT	vs	SEYMOUR BLVD **REFUSED**
SITE AREA	**310% larger**		1750m2
# STOREY's	**Same height**		5
# APARTMENTS	**40% larger**		25
CARPARKS	**380% larger**		35
COMMERCIAL	**800% larger**		250m2

RJDAP must AGAIN make the right decision and REJECT this application

Your job as the decision makers is to do what is right, not what is easy like the City Officers in their draft recommendation



Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Brendan Foley
Company (if applicable)	Thomson Geer Lawyers
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Regional JDAP
Meeting Date	Wednesday, 29 June 2022
DAP Application Number	DAP/21/02102
Property Location	57 Dunn Bay Road and 6 Cyrillean Way, Dunsborough
Agenda Item Number	10.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☒ **AGAINST** ☐
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☐ **NO** ☒ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* Submission in support of the officer's recommendation and legal commentary in respect of relevant/irrelevant considerations.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

See attached letter.

Please also note that the following persons will be in attendance on behalf of the landowner/applicant to address any questions that the RJDAP may have in respect of the revised proposed development:

- **Architecture:**
  - **William Hames - Hames Sharley**
  - **Tim Boekhoorn - Hames Sharley**
- **Planning**
  - **Paul Kotsoglo - Planning Solutions**
  - **Ross Underwood - Planning Solutions**
  - **Jonathan Cohen – Planning Solutions**
- **Traffic:**
  - **Vlad Baltic - Transcore**
- **Acoustics**
  - **Rob Connelly- Lloyd George Acoustics**
- **Landowner:**
  - **Colin Lofts – DCSC**

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Our ref BRF:5009486

24 June 2022

Mr Ray Haeren
Presiding Member
Regional Joint Development Assessment Panel
By Email: daps@dplh.wa.gov.au

Dear Mr Haeren

DAP/21/02102 - Reconsideration of proposed mixed use development at 57 Dun Bay Road and 6 Cyrillean Way, Dunsborough

1 I act for the landowner in respect of the above matter, which is due to be considered by the Regional Joint Development Assessment Panel (**JDAP**) at its meeting on Wednesday 29 June 2022.

2 This submission is provided in support of the Responsible Authority Report (**RAR**) prepared by officers of the City of Busselton (**City**).

3 As noted at page 9 of the RAR, the revised plans and comprehensive supporting documentation have been prepared following two rounds of mediation in the SAT in order to address every concern raised by the JDAP during its previous consideration of development on this site.

4 A correct and brief summary of the major changes to the proposal are outlined at page 9 and 10 of the RAR. There are many minor/technical amendendments which have also been made in refinement of the proposal.

Comment on proposed conditions

5 I confirm that the proposed conditions set out in the Responsible Authority Recommendation are all acceptable to the landowner.

Comment on likely public submissions

6 The landowner is well aware of and has been privy to various misleading claims being circulated by some anti-development activists who are encouraging template/pro-forma submissions to be submitted without direction or review of what is actually proposed.

7 Importantly, decision makers must consider community concerns objectively and with proper discernment, particularly when presented with petitions or pro-forma submissions. For example:

(a) In ***Tempora Pty Ltd v Shire of Kalamunda*** (1994) 10 SR(WA) 296 at [303] it was observed:

"It is of concern that the views of those coming forward could not be typical and a proper survey might reveal a different cumulative view.

It is possible that opinions have been distorted by an emotional issue … or the most vocal residents are more sensitive to their environment and the process of choosing the neighbourhood champions is self-selecting.

There are other factors that give the Tribunal cause for concern, such as the unarticulated social pressure of neighbours, ignorance of the full implications of the use, and unwarranted fears arising from a repugnance to the particular use because it might promote socially unacceptable behaviour."

(b) As also stated in ***Knott v City of St Kilda*** (1986) 20 APA 222 at [223]:

"There is no indication as to what information was given to the signatory which induced the signing of the petition. One may assume that the person soliciting the signature presented the case with strong bias and possibly inaccurately described what was involved."

(c) Further, in ***Woolworths Ltd and City of Joondalup*** [2009] WASAT 41 at [76] and [77] the Tribunal said in respect of public submissions:

"While we can appreciate the concern expressed by the resident objectors on these matters, in any assessment of the amenity impacts of this proposal, a distinction must be drawn between what people perceive the impacts of this use will be, and the reality of those impacts.

It is perfectly reasonable for the residents to hold the fears that they do, but from the Tribunal's perspective we must be satisfied that there is a factual or realistic basis to those fears in order for us to conclude that this use will result in the amenity impacts alleged by the residents.'

In the present case, the Tribunal is not on the evidence before it able to conclude that there is a factual or realistic basis to the fears of the residents."

8 In response to the matters likely to be raised, based on observed anti-development material circulating, the following is relevant:

(a) As correctly noted at page 18 – 23 of the RAR, while both the draft PSP and proposed A52 were the subject of a Council resolution on 25 May 2022:

(i) Proposed A52 is not a relevant planning consideration, as it has not been the subject of statutory advertising. The JDAP is not permitted to have regard to this proposal in determination of this matter; and

(ii) Draft PSP should be given little to no weight, as it has not been the subject of statutory advertising, and approval in its final form is neither certain or imminent. It also has no force unless proposed A52 is gazetted.

(b) Height has been considered and assessed against Element Objectives of the R-Codes (Vol 2) at page 14 to 16 of the RAR. The RAR correctly concludes that the Element Objectives in relation to "character and design" have been met through this revised proposal.

(c) Parking availability has been considered and assessed against the City's Car Parking Local Planning Policy 2.1 at page 16 and 17 of the RAR. The RAR correctly concludes that the level of on site parking provided is adequate to meet the demands of the revised proposal.

(d) Likely traffic impacts have been considered and assessed against relevant AUSTROADS standards and summarised at pages 17 and 18 of the RAR. The RAR correctly concludes that the likely traffic impacts of the development are acceptable.

(e) Further, the recommended contribution towards upgrading of the intersection of Dunn Bay Road and Cyrillean Way of $100,000 is conservative in the City's favour, given the

revised proposal will account for approximately 14% of vehicle numbers using the intersection. This condition is acceptable to the landowner, as it is certain and final.

(f) The quality of trees on site has been considered and assessed by a qualified arborist, whose report is contained at attachment 11 of the RAR. The tree on the northern portion of the site identified as worthy of retention is proposed to be retained, and a comprehensive landscaping and management plan has been prepared and will be refined further to the City's satisfaction. This is reflected in proposed conditions 3.9 and 3.10, which are acceptable to the landowner.

(g) Whether there might be a "better proposal" in the eyes of activists is not a relevant planning consideration. The job of the JDAP is to determine the application before it, not second guess what could otherwise be achieved. This position was confirmed in ***SPB (Australia) Pty Ltd v Town of Claremont*** [2003] WATPAT 138, and cited positively in many subsequent cases.

(h) Whether the development might compete with other developments in the locality is not a relevant planning consideration. This was made clear in the High Court decision of ***Kentucky Fried Chicken Pty Ltd v Gantidis*** (1979) 140 CLR 675.

(i) The morality or fear of people who reside in apartments is not a relevant planning consideration: see eg commentary on fears of objectors in ***Self Help Addiction Resource Centre Inc v Glen Eira City Council*** (2005) 145 LGERA 124 at [56].

If you have any questions in relation to the amended proposal, please ask, as we will have many consultants from our team available to address any queries you may have.

Yours sincerely



Brendan Foley
Special Counsel
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E bfoley@tglaw.com.au

From: [redacted]
To: Development Assessment Panels
Subject: Corner of Cyrillian Way and Dunn Bay Road
Date: Thursday, 23 June 2022 11:36:18 AM

Please be advised I am against this plan for the following reasons

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

From: [redacted]
To: Development Assessment Panels
Subject: Development of the Old Puma Site in Dunsborough, re DAP/21/02102
Date: Thursday, 23 June 2022 9:40:19 AM

Dear DAP members

I write to express my opinion against the latest plans submitted by the developers of the old Puma site in Dunsborough.
The latest plans do not address the reasons for rejecting the initial design, ie:

The building remains too tall and too bulky for the site.
The building is out of scale with the surrounding buildings, both existing and in the process of being built.
The previous building was rejected by the overwhelming majority of respondents and the design elements have not changed.
The Busselton City Council recently passed a motion restricting the height of buildings in the Dunsborough CBD to 3 stories.
The proposed building will not improve the availability of accommodation in the CBD other than for the very wealthy, a situation exacerbated by the demolition of the backpacker wing of the Dunsborough motel.
The traffic congestion at the Cyrillion / Dunn Bay Road intersection will be compounded by the increased traffic interacting with those trying to enter or exit the Coles car park.

I trust that the members of the DAP will, once again, reject the application for this wholly unsuitable plan.

Your faithfully
Albert Haak
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: reference numbers: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 1:35:36 PM

Hello,

I am writing to you in regard to the proposed 6 storey building application for the corner of Cyrillian Way and Dunn Bay Road, otherwise known as the Old Puma Site.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit.

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised as short term accommodation.

Please consider the community's concerns.
Thank you for your time.

Alex

From: [redacted]
To: Development Assessment Panels
Subject: Re: DAP/21/02102 and LA: DA21/0815 - Corrected for typos!
Date: Thursday, 23 June 2022 4:24:58 PM

Hello -

I refer to the above item on the RJDAP/59 agenda, due for consideration on 29 June 2022.

I acknowledge that the applicants have made considerable changes to the proposed development since their first application was rejected by RJDAP, but the current proposal still exceeds by quite some margin what should be considered a reasonable development in Dunsborough. The very minimum requirements that should be met by any development on this site are as set out on page 15 of the Council of Busselton Planning Department opinion, viz.:

In considering the previous development, that was refused, officer comment considered the changes that would be required to meet the Element Objectives and to be consistent with the desired character future scale and character of the local area and the immediate context of the site. These were –

- *Reduce the Dunn Bay Rd fronting element to 2 storeys, with portions of the building higher than that stepped back from Dunn Bay Road, and to a maximum height of 3 or perhaps 4 storeys (with appropriate setbacks, materials, design etc. to ameliorate perceived visual bulk) in proximity to Dunn Bay Road;*
- *Reduce the Cyrillean Way fronting element to 3 storeys, and with portions of the building higher than that stepped back from Cyrillean Way, and to a maximum height of 4 or perhaps 5 storeys (with appropriate setbacks, materials, design etc. to ameliorate perceived visual bulk) in proximity to Cyrillean Way;*
- *Step back the Dugalup Brook fronting element above the 3rd storey; and*
- *Reduce the boundary wall height to the site to the west to a maximum of 2 storeys, and with portions of the building higher than that stepped back from the western boundary.*

The proposed development neither meets these guidelines, nor, indeed, the Element Objective 2.2.1. Specifically, the first 2 bullet points have not been met:

- The Dunn Bay Rd fronting element has a maximum height of 3 storeys; and
- The higher building elements of the Cyrillean Way fronting element have only been minimally set back, doing very little to ameliorate perceived visual bulk.

Given this, and in light of the fact that the City of Busselton recently resolved to limit the height of developments in Dunsborough to three storeys, it is difficult, if not impossible to understand how the Council Officers have reached the conclusion that this development should be approved. This position is inconsistent with:

- The Council's recent resolution on building heights;
- The Planning Officer's clear statement of what would be required in order for the development to be supported; and
- The overwhelming view of the local community that 3 storeys should be an absolute limit, and to the extent reasonably possible, buildings should be kept below the treeline, so as to limit visibility from the bay and the ridgeline.

Additionally, Dunsborough already has traffic problems, many centred on this precise

location, and the proposed development offers no solution to relieving or eradicating these. The issues will only get worse.

In summary, in considering the revised application, I would ask that the Panel:

- for the reasons above, disregard the Officer comment; and
- give due weight to the frequently and clearly expressed views of the widest possible Dunsborough community (expressed in the previous consideration of this application, and elsewhere) that this scale of development is simply inappropriate.

Thank you.

- Andrew Cohen

From: [redacted]
To: Development Assessment Panels
Subject: reference numbers: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:50:52 AM

Dunsborough is a small coastal town. This design and height DOESN'T:

- **Fit with the town and its ethos**
- **Provide more affordable housing as the penthouse will be way out of the range of most people and probably become holiday rentals.**
- **Help the parking and traffic issues, in fact will increase the problem. Ride/walk into town doesn't work for elderly people or if you are taking your shopping home.**

Community consultation has been token at best, just to be able to tick the box. 2 working days to have a voice, is not acceptable and almost is devious. I fail to understand why the COB Town Planners are so keen to override the community wishes when even the councillor now support the 3-storey limit.

Brett Pescod
Resident of Dunsborough

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:53:55 AM

Thi, this revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.
• These apartments aren't going to solve the housing crisis.
• What is stopping these apartments from being utilised as short-term holiday accommodation?

Regards,

Cameron McEvoy

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Reference: DAP/21/02102 and LA:DA21/0815
Date: Thursday, 23 June 2022 1:57:52 PM

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP. The City of Busselton Planning Department is not listening to the elected Councillors who represent the ratepayers.
- The Council recently voted to limit the height to three storeys – this building is still too tall! The height of the development needs to respond to the **desired** future scale and character of the street and local area, including **existing** buildings that are unlikely to change
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of the Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- No setback on Cyrillean Way, a narrow road which will take all the traffic from that side of town. The city plans to shut Naturaliste Tce which means more traffic using Cyrillean Way.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?
- With temperatures set to increase, why black roofs, and treed sidewalks should be mandatory.

Fred & Christine Van Ranzow
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: CBD overweight building
Date: Wednesday, 22 June 2022 3:09:24 PM

Dear Sir

- I see that the revised height or the building Dunn Bay rd and Cyrillian Way still exceeds the height limit that was agreed to under Element Objective 2.2.1.
- The Council recently voted to limit the height to three storeys – this building is still too tall and it would seem that the city is not listening to either the citizens of Dunsborough or the council.
- This is a small country town with great tourist appeal, why are you approving this plan?

Regards

Gerald Hutton

From:	[redacted]
To:	Development Assessment Panels
Subject:	Objection to the 5 storey building in the centre of Dunsborough Reference: DAP/21/02102 and LA: DA21/0815
Date:	Thursday, 23 June 2022 9:43:18 AM

Good Morning
With reference to DAP/21/02102 and LA DA21/0815, this email to highlight few points:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

Thank you for your attention and
Best regards
Gianfranco Anderle

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 5 story development central Dunsborough.
Date: Thursday, 23 June 2022 2:33:31 PM

The Council recent decision to limit future development , in Dunsborough, to NO more than 3 stories

should be upheld by the Regional joint development assessment panel, despite any support from the City of Busselton planning department , who should be listening to what the ratepayers support rather than acting independent to the views of ratepayers and elected councillors.

Please ensure development is sympathetic to the current nature of Dunsborough as it currently exists preserving its appeal to residents and visitors alike.

The town centre has difficulty managing vehicular , and foot, traffic as it is , limiting the size of the proposed development is vital to preserve the fabric of the Dunsborough township.

Kind Regards

Dr Ian Morrison.

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: To big
Date: Thursday, 23 June 2022 7:19:45 AM

The proposed 5 storey building is to big for Dunsborough please dont allow it .

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 5 storey development for Dunsborough
Date: Thursday, 23 June 2022 3:06:01 PM

Re the proposed building application for the corner of Cyrillian Way and Dunn Bay Road Dunsborough

-

To JDAP panellists

I wish to register my concern regarding the above proposed development. I thought this had been recently settled by the City of Busselton i.e. no buildings more than 3 stories but here we go again with a 5 story building application being lodged and back into planning consideration. When will these developers get the message, that the vast majority of Dunsborough and Yallingup residents do not want buildings exceeding 3 stories in Dunsborough.
Trusting your committee will reject this application and the developers will finally get the message.

Regards
Joe & June McEncroe
Yallingup
[redacted]

Reasons to reject the application are listed below

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough
Date: Wednesday, 22 June 2022 4:14:04 PM

To whom it may concern

I am neither a member of any lobby group nor an interested party. Merely a resident of Dunsborough And the ratepayer to the City of Busselton.

And I know you have seen these points before, but as a household , we endorse this stance.

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

Thank you.

John Lethlean
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: ref DAP/21/02102 and LA DA21/0815
Date: Thursday, 23 June 2022 3:32:17 PM

To whom it may concern

I am most frustrated to hear after much discussion that the City of Busselton is not representing the community or the council in its report to the RJDAP.
This building they are planning to build to a height of 5 storeys is far to big to the centre of Dunsborough. Our town is a small coastal town and this design does not fit.
We have a gorgeous town that is visited by so many from all over the world, but the reason we who live here and those who visit is due to the smallness of our town and to enjoy all the surrounding area has to offer, people do not come to find a city here this will spoil our town.

There are beautiful trees on this site that should be preserved . These apartments aren't going to help solve the housing crisis, as it is likely they will be utilised for short term accommodation.
Please listen to those of us who want to look after this special town of ours and not have these massive buildings. We the people will embrace growth of 3 storey height limit but not more.
Please hear and listen to what our community is wanting to protect and do.
Regards
Sue Agh

From: [redacted]
To: Development Assessment Panels
Subject: Fwd: DAP21/02102 and LA:DA21/0815 Mixed use development Dunsborough
Date: Thursday, 23 June 2022 1:44:42 PM

To RJDAP

I write to oppose the above Development Application.

Dunsborough is a beautiful costal town and considering what is being proposed is a disgrace. You don't have to be a local to see what is proposed is going to be an eyesore, considering the current buildings being one and two storeys and the two building currently being built – Brewery and Woolworths being two storeys. Theses are not going to change. We need development that is sympathetic to a relaxed lifestyle not a multistorey building that would be more at home in a large town or city. The building is too big for the our town and the revised plan does not meet the Element Objective 2.2.1 with regard to height.

The City of Busselton Planners RAR does not represent the community. In fact they have blatantly disregarded the community and councillors. Councillors recently voted to limit the height of the buildings to three storeys.

I ask please consider Dunsborough and the people who love the laidback village atmosphere that will be forever ruined by allowing high rise

Yours sincerely

Mark Mettam

[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA:DA21/0815
Date: Thursday, 23 June 2022 1:59:24 PM

Dear Sir or Madam

I am writing to express my concern at the development application referenced above. The revised plan put forward by the developer does not meet Element Objective 2.2.2 in regards to height of buildings in Dunsborough town site. At the behest of the Community, the Council recently voted to limit the height of new developments within the Dunsborough townsite to 3 storeys. This proposed development is too tall and too bulky. It will occupy the whole site and there is no setback on Cyrillean Way, which is a narrow road that is already quite congested and will become more so .

It appears that the City of Busselton Planning Department, in supporting this application is not listening to the voices of the community or our elected representatives. The design of the building is totally out of place with our small coastal town.

The development will require the destruction of some beautiful trees, which also provide habitat for the endangered Western Ringtail Possum.
We can't see this development helping to address the housing shortage for local workers as they will most likely join the large pool of short term accommodation.

In short, I feel this development will not be an asset to Dunsborough. It will spoil the small town/village atmosphere of the place and turn us into another suburban resort like Mandurah or Scarborough!

Please give due consideration to the views of long term residents of this beautiful seaside village.

Yours sincerely
Paul and Angela Corrigan

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Cyrillian and Dunn Bay road Dunsborough Proposed Development DAP/21/02102 and LA:DA21/0815
Date: Thursday, 23 June 2022 7:03:58 AM

Good morning
I write to express my concerns about a 5 storey development on this site

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Regards
Paul Dwyer

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough development DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:56:14 AM

Hi those who are in charge, just a quick email to show my utter disgust (again!) at the idea of the proposed building on Dunn bay road/Cyrillean way. I dont know how many times I am going to have to email but I will continue to do so until the design is more appropriate for the town. The new brewery next to it for example looks fine.

Just a couple of prompts that I am not quite so capable of producing but wholeheartedly agree with:

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
· The City of Busselton is not representing the community or the council in its report to the RJDAP.
· The Council recently voted to limit the height to three storeys – this building is still too tall!
· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
· This building is too big for the centre of Dunsborough.
· Dunsborough is a small coastal town, and this design does not fit!
· There are beautiful trees on this site that should be preserved.
· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Hoping you will listen to the will of the people.

Yours, Paul Jordan

From: [redacted]
To: Development Assessment Panels
Cc: [redacted]
Subject: 5 storey development in Dunsborough
Date: Wednesday, 22 June 2022 8:31:58 PM

Good evening
I note that a recent 6-storey development planned for Dunn Bay Rd, Dunsborough, has now been resubmitted as a 5 storey proposal.
This is not in keeping with a small coastal holiday town that is Dunsborough, and would change the face of our town forever.
The development at this height is not wanted by locals and will only again profit few. It will create further traffic chaos and should not be considered in it's current form. In fact, Dunsborough residents don't want anything above 3 storeys.
We'd appreciate you take into account our wishes as a community.
Thanks
Paul Richardson
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: CNR Cyrillian Way and Dunn Bay Road: Proposed Plan Dunsborough.
Date: Wednesday, 22 June 2022 5:09:36 PM

Dear Planning Department City of Busselton
Our family is thoroughly astounded and not in a good way, that you are not listening to what the community wants in Dunsborough in regard to this and future similar matters.
In actual fact it is hard to believe that you are determined not to change your habits despite clear and obvious responses from our ratepaying community. (The people who pay your wages to do your job)

We repeat: -

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

Peter and Philippa D'arcy
Ratepayers and long term residents Dunsborough

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DA - Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough
Date: Wednesday, 22 June 2022 5:04:45 PM

Development Assessment Panels Secretariat

I write in opposition to the revised DA submitted for the old "Puma" site on the corner of Cyrillian Way and Dunn Bay Road, Dunsborough.

As you are aware, this site has been at the centre of considerable discussion and controversy for some years. A 6-story development was rejected unanimously by a JDAP meeting on 10th January as being too big and not in keeping with the general amenity of the central Dunsborough area. I was present at that meeting.

At its 25th May meeting the City of Busselton voted to limit the height of future developments within the central area of Dunsborough to 3 stories. This resolution is entirely consistent with the vast majority of Dunsborough and surrounds residents, and in so voting the Council was accurately reflecting the wishes of the community.

The proponents for the development have revised their plans and now propose a 5 story building. Whilst this is a reduction from the previous submission, it is still clearly at odds with the wishes of the community, and for the same reasons as articulated on 10th January, this proposal is still too big and not in keeping with amenity of the area.

I am not opposed to a sensible development on the site. However a large mixed use/commercial development will not only be out of character with its surroundings, it will add an unmanageable level of traffic and congestion to an already busy intersection; arguably already the trickiest in the centre of Dunsborough. I already avoid that intersection not just for the congestion but for the danger it presents, and a large-scale development will only add to that potential danger. Given that we are a tourist town, and many visitors to the area are not familiar with traffic flows and are probably otherwise distracted, I fear that an unobservant visitor or their child will be injured or worse if uncontrolled traffic growth is allowed.

Please pass my objections on to the assessment panel.

Yours sincerely

Peter Campbell.

==========

[redacted]

From: [redacted]
To: Development Assessment Panels
Date: Thursday, 23 June 2022 11:03:56 AM

It'll look terrible. . Way to big for a small coastal town

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: Proposed height change for Cyrillian and Dunn Bay Road
Date: Thursday, 23 June 2022 1:54:37 PM

Hello

I'm writing to express my opposition to the amended height change for the building on the corner of Cyrillian and Dunn Bay Road, Dunsborough.

As locals for the past 20 years, I feel we have a right to fight for the amenity of our town so that it does not develop "ad hoc" into a mini suburb of Perth.

One might say a storey does not make much difference, however I and many other residents would completely disagree.

Please try to keep the uniqueness of our beautiful seaside town as unspoilt as possible….we have no objections to progress but do not want it ruined by gross multi-storey buildings that do little for the ambience of our community.

Kind regards
Adele Trantham
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 LA : DA21/0815
Date: Thursday, 23 June 2022 7:44:45 AM

I am writing to object to the recent application of building height of five storied building in Dunsborough.
I submit that this revised plan does not meet Element Objective 2.2.1 in regards to height.
The City of Busselton is NOT representing the community or the council in it's report to the RJDAP.
Three stories is more than adequate for the townsite of Dunsborough and more in keeping with this town's historic streetscape.
As to the developers claiming the apartments would go some way to help or solve the rental crisis, this is a ruse as these would most likely be used primarily as short term holiday rentals.
Thank you for your time.
Kind Regards,
Allison Pivac
[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 2:27:10 PM

Dear Members of the City of Busselton,

I am compelled to write to you because I have grave concern about the negative impact of a five storey building, destined for Dunsborough, which has appeared to have gained your support despite Councillors voting (only weeks ago) to keep Dunsborough to three storeys or less, as per the new draft Precinct Structure Plan.

I've just bought a house in Dunsborough because of its low-density and because it has a precedence low height buildings. It's a town which appears to serve the environment, not the other way around.

This revised plan, to which you've given your support, does not meet Element Objective 2.2.1 in regards to its height, making it stand out above the tree line and coastal ridge- an unwelcome visual eyesore that will detract from the aesthetics and country-side coastal appeal of Dunsborough. Surely you intend to preserve this natural aspect of this breathtaking town as the jewel that it is for tourists, and I'm sure for revenue (work, etc) and not turn it into 'just another suburb' by the beach.

In supporting these developers, you are not representing the community or the council in its report to the RJDAP, and surely that is the purpose of the City of Busselton?

At five storeys, this building exceeds the limit set down by the Councillors, and that is going to be a blot against the natural landscape.

As mentioned previously, Dunsborough and the Region has always fought to keep buildings below the tree line so that they are not visible from the Bay or Ridge. As Dunsborough is a small country coastal town, this building is too big for Dunsborough and doesn't meet the aesthetics of this town. The trees on the site should be preserved as there aren't many left in the town centre. The apartments most likely will be used for short term accommodation, so any mention that they'll address the housing crisis is moot, and they will probably be outside the range of affordability for young first home owners.

It would be really great, as I embark on my new life here, that the people's voice was listened to, and that the elected Councillors in the City of Busselton achieved collaboration with the people and came up with a plan that served the innate beauty and feel of Dunsborough. Considering it's a place that resonates with so many Western Australians, it's vital to keep the flavour of this small town on the coast in order to maintain what it is that constitutes its uniqueness for all time. It would be easy to just give in and lose this very special and iconic town forever.

Kind regards,

Anita Jurat

From: [redacted]
To: Development Assessment Panels
Subject: 5 story development Dunsborough
Date: Thursday, 23 June 2022 8:45:31 AM

Hi

Local residents strongly support a 3 story limit in Dunsborough. If this is allowed we will become Subiaco by the sea.

Please don't reck Dunsborough

Cheers

Ann Willis
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:04:28 AM

Regarding the proposed building application for the corner of Cyrillian Way and Dunn Bay Rd

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term

Yours faithfully
Annie Palmer
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP21/02102 and LA:DA21/0815 Mixed use development Dunsborough
Date: Thursday, 23 June 2022 11:53:05 AM

To RJDAP

I write to oppose the above Development Application which will go before the Panel on June 29 2022.

Dunsborough is a much loved coastal town where people live and visit because of its unique laidback character. It has a mixture of single, two and some three storey buildings. The recent two approved new developments – Woolworths and the Brewery will only be two storeys and are in keeping with the relaxed character of the town. To propose a high rise developments in this town is very out of touch with why people love to come here. This was demonstrated with the 750 submissions with 98% against the previous plans for a six storey building and a further 700+ submissions majority against for the 6 storey building on corner of Dunn Bay Rd and Seymore Blvd. As well, the Councillors who have listened to the community concerns and have voted to amend heights in Dunsborough to a maximum storeys only.

The current revised 5 storey plan does not meet the Element Objective 2.2.1 in regards to height. The height of the development needs to respond to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change, as mentioned the two new buildings currently under construction are only 2 storeys. The desired future scale has been documented by submissions to previous DA's and JDAP's and the existing buildings are one and two storeys.

On a personal note my son lives in Brooklyn NY where the buildings are kept at 3 storeys to maintain the connectivity to the street and add a vibrant street character with trees dominating rather than buildings. I have travelled a fair bit of the world and the places that are most appealing are those towns that have chosen to keep their laid back character and quirky quaintness. Please don't destroy Dunsborough by approving this application.

Yours sincerely
Bev Stone
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Proposed building application for the corner of Cyrillian Way and Dunn Bay Road, Dunsborough
Date: Wednesday, 22 June 2022 2:47:14 PM

A few weeks ago, the City of Busselton Councillors voted to keep Dunsborough to three storeys or less in the new draft Precinct Structure Plan, which sets the rules for development for the next 50 years in town.
The town of Dunsborough, as a whole, does not wish to have structures any larger than this yet we are now advised that the previous 6 storey building proposal has been revised and is now 5 storeys. This is still not in keeping with the seaside town of Dunsborough:

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

We encourage you to uphold your previous decision that the proposed DA is NOT appropriate for Dunsborough.

Thankyou for your consideration

Bronwyn Watt

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:16:48 AM

It has recently been brought to the community's attention that the City of Busselton is once again ignoring the voice of Dunsborough residents. This email is in regards to the development on the corner of Cyrillian and Dunn Bay Road. I whole heartedly agree with the following points.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design DOES NOT FIT!!!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

I am not anti-development I just would like for once the powers that be listen to the community not to developers looking to make some money. The space has fantastic potential let's just not make it a giant monstrosity that forever changes the reason we have all chosen to live and holiday in Dunsborough.

Regards
Dunsborough Resident

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough high rise
Date: Wednesday, 22 June 2022 2:20:34 PM

Hello,

I am a local resident of Dunsborough and a rate payer for City of Busselton. I am not supportive of a 5 story building in or around dunsborough.

The revised plan doesn't meet element objective 2.2.1 in regards to height
this new plan isn't representing the communities desires - we want to keep buildings below tree lines - especially in the centre of town. There is already too much traffic in an area which doesn't have sufficient parking for weekend and holidays.
This building is too tall, the council recently voted to limit the height to three stories….
this suggests 5!

Best,
Chanel Bowen

From: [redacted]
To: Development Assessment Panels
Subject: reference numbers: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 2:24:45 PM

To whom it may Concern,
As a long term resident of Dunsborough I wish to voice my objection to the proposed development - reference numbers: DAP/21/02102 and LA: DA21/0815.
Whilst we do not resist development in the Dunsborough area we would like very much to see height restriction on buildings e.g. 3 storey not 5.
Visitors/tourists/home buyers come to Dunsborough because it is a special place and this needs to be maintained and not development at all costs.
This is why we require height restrictions. Development needs to be in context with the character of Dunsborough and environmentally for the whole region.
If you wish to speak to me further regarding this please do not hesitate to contact me.
Yours faithfully,

Claire MacKinnon
[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: RE: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 1:12:37 PM
Attachments: [redacted]

This revised plan does not meet Element Objective 2.2.1 in regards to height.

· Why is the City of Busselton not representing the community or the council in its report to the RJDAP?
· Councillors, representing the community (just a few weeks ago) **voted to keep Dunsborough to three storeys or less,** in the new draft **Precinct Structure Plan** which sets the rules for development for the next 50 years in town and this is 5 storeys and still too tall, big and bulky!
· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
· This building is too big for the centre of Dunsborough which was shown quite clearly at the previous DAP in January 2022.
· Dunsborough is a small coastal town, and this design does not fit!
· There are beautiful trees on this site that should be preserved.
· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Kind regards
Colleen Shanhun

From: Cheryl Toovey <Cheryl.Toovey@busselton.wa.gov.au>
Sent: Monday, 20 June 2022 1:31 PM
To: Cheryl Toovey <Cheryl.Toovey@busselton.wa.gov.au>
Cc: Andrew Watts <Andrew.Watts@busselton.wa.gov.au>
Subject: JDAP Meeting Advice - DA21/0815 - Mixed Use Development for Lot 108 Dunn Bay Road & Lot 109 Cyrillean Way Dunsborough

Dear Submitter,

The RJDAP/59 Agenda for the following meeting is now available on the DAP website (20220629 - Agenda - No 59 - City of Busselton (dplh.wa.gov.au)); and the City of Busselton's website – **Development Assessment Panels** (please click on the link provided).
Please Note : JDAP Agendas are regularly updated prior to JDAP meetings, please check the DPLH website for the most current version.

Date: 29 June 2022
Time: 9:00am
Venue: Via Zoom

To connect to the meeting via teleconference dial the following phone number - 61 8 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 880 1837 9381

To connect to the meeting via your computer - https://us06web.zoom.us/j/88018379381

This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.

The following applications will be determined at this meeting:

REF NOS.	FORM TYPE	LOCAL GOVERNMENT	PROPERTY LOCATION	APPLICATION DESCRIPTION	APPLICANT	OWNER	RESPONSIBLE AUTHORITY
DAP/21/02102	SAT	City of	Lot 108	Mixed Use	Planning	DCSC	LG

LG: DA21/0815		Busselton	(No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough	Development (Office, Shops, Restaurant/Cafe, Liquor Store – Small & 42 Multiple Dwellings)	Solutions	Pty Ltd	

As a Submitter, if you wish to make a Presentation at the abovementioned Meeting, you will be required to contact the JDAP Secretariat. Please click on the link provided below for the relevant form and email address details to place your Presentation Request :

Presentation Requests

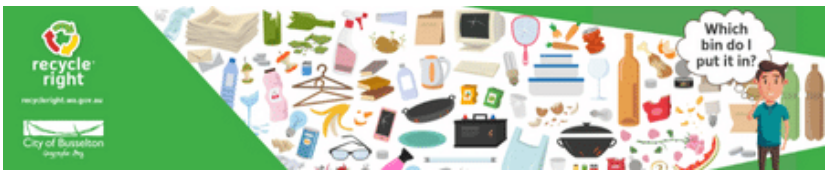
- To make a presentation to the DAP, please complete the attached Presentation Request Template and email it to the DAP Secretariat.
- The request is to be submitted at least 3 days prior to the DAP meeting.

Kind regards,

Cheryl Toovey
Planning Administration Officer
p: (08) 9781 0454
Cheryl.Toovey@busselton.wa.gov.au

City of Busselton
2 Southern Drive, Busselton WA 6280
Locked Bag 1, Busselton WA 6280
p: (08) 9781 0444
www.busselton.wa.gov.au

"Where environment, lifestyle and opportunity meet"



From: [redacted]
To: Development Assessment Panels
Subject: Development - cnr Cyrillian Way & Dunn Bay Road
Date: Thursday, 23 June 2022 8:00:21 AM

Dear Councillors ,

I refer to the above property and recently submitted building application DAP/21/02102 and LA: DA21/0815.

I understand the developer has revealed revised plans for a 5 storey building for this site. I also understand the application is garnering support from the City of Busselton Planning Department. This is despite despite Councillors recently voting to keep Dunsborough to 3 storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years in town.

Why is the Planning Department NOT listening or taking instruction from you the Councillors who are our elected community representatives?

I note / reiterate:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Regards,

Connie Fierro

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102. LA:DA21/0815
Date: Thursday, 23 June 2022 9:35:43 AM

With regard to the above building application on the Corner of Cyrillian Way + Dunn Bay Road, Dunsborough I have to express my upmost concern and object most strenuously.

This cannot be allowed to happen in the centre of our town to such an extent .
Our town is already struggling under the burden of increased development and excessive holiday makers.

We just do not have the infrastructure to handle this development at this site. Already during the summer and holiday periods the traffic through this area is under severe strain and at times coming to a halt due to increased traffic and layout of road and parking. It can be downright dangerous.

Parking is another huge problem here.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

I hope you will give this due consideration to my objections and listen to the people of Dunsborough and our local council.

I am not against development but this is just too big for this spot causing, I believe, a potential hazard.

Corrine Naisbitt
[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Objection to development application Ref. No's DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:35:32 AM

We wish to object to the proposals above.

As you know the 6-storey development was knocked back by the Development Assessment Panel in January because it was considered too big, too bulky and not in keeping with character of a coastal town.

The developer has revealed revised plans. and we are still facing a 5 storey building in the centre of town. The COB Planning Department have come out in support of the new design! They are recommending the DA be approved by the DAP despite Councillors (just a few weeks ago) voting to keep Dunsborough to three storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years in town!!!!!!

This means, therefore, the COB Planning Department is NOT listening or taking instruction from the Councillors who are our elected community representatives. Community sentiment should be at the forefront of any planning decisions and policy making which in this case, they are not.

We need the RJDAP to hear and understand the concerns of the local community.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful very very old trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

· reference numbers: DAP/21/02102 and LA: DA21/0815

Thank you once again for your ongoing considering our concerns.

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough development
Date: Thursday, 23 June 2022 11:37:30 AM

Dear board members,
As a resident of the Dunsborough area for over 14 years I would like to state that I object to the five story proposed building for Dunn Bay Road. The keeping with the three story height limit of buildings is definitely my preferred option.
I also have two sons and their families that live in Dunsborough and as a family would like to see Dunsborough keep its small town appearance. The extremely large footprint of the revised plan for the Dunn Bay Road site is not in keeping with the envisaged future of Dunsborough.

Yours Sincerely
Mrs Dellice Larcombe and family.

Dellice Larcombe
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: High rise in Dunsborough
Date: Thursday, 23 June 2022 11:03:22 AM

We don't want high rise in Dunsborough as it will ruin the village atmosphere which is why people come here. We don't want another ugly Gold Coast.
Elaine Graham
Local resident

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Regarding the corner of Dunn bay road and Cyrillian way
Date: Wednesday, 22 June 2022 2:07:01 PM

To whom it may concern,

As a resident and ratepayer of Dunsborough I am disgusted that you are considering these plans that aren't in keeping with our town. Despite local residents and our council who object to over three stories, it seems to not matter.
You are ruining this town with high rises and are setting a precedent for what will happen further. We don't want this, if we did we would live in the city.

Other points to note.

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

Please reconsider!

Regards

Liz manson

From:	[redacted]
To:	Development Assessment Panels
Subject:	Objection to the 5 storey building in the centre of Dunsborough Reference: DAP/21/02102 and LA: DA21/0815
Date:	Thursday, 23 June 2022 9:39:18 AM

Good Morning
With reference to DAP/21/02102 and LA DA21/0815, this email to highlight few points:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

Thank you for your attention and
Best Regards
Francesca Marcuzzo

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: It's too high
Date: Thursday, 23 June 2022 7:50:20 AM

I'm writing to submit my objection to the proposed 6, amended to 5, preferred 3 storey building in the centre of Dunsborough.

This is not what our town is about - or needs. I was under the impression that a maximum height level of 3 stories had been agreed upon? Have the greedy developers raised their ugly hands again?!

Surely if this town was known as a 3 storey limit town that any incoming developers would consider this when taking into account their profits and if not viable - go elsewhere- like Busselton. Yes, we want our town to grow and thrive but it should be allowed to keep it's current country feel, we don't need to become a city with high rise buildings and traffic congestion.

The proposed accommodation will more than likely not assist the housing shortage either as these apartments will be particularly attractive to short stay providers with owners more than likely from out of town, not caring. With the brewery next door it could become a noisy weekend stay over spot for over zealous patrons able to just walk or stagger to their beds.

The already busy intersection will become a nightmare too - even with a 3 storey building!

Please give some thought to the thousands it will affect not just the pockets of a few.

Kind regards
Gayl Smythe

From: [redacted]
To: Development Assessment Panels
Subject: Ref. DAP/21/02102. LA:DA21/0815
Date: Thursday, 23 June 2022 10:54:07 AM

This building is still too high for Dunsborough townsite. Our council has always fought hard to keep buildings below the tree line so that they can't be seen from the bay or the ridge. Three stories as stated by our elected council is the only acceptable limit. Glenda Fuller

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:43:01 AM

COB Planning Department is NOT listening or taking instruction from the Councillors who are our elected community representatives. Community sentiment should be at the forefront of any development and I oppose the revised 5 storey and should be halted to 2 storey.
This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for rentals.

Thank you once again for your ongoing support.
--
Warm Regards, Helene Fuller

From: [redacted]
To: Development Assessment Panels
Subject: Ref DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:13:15 AM

To whom it may concern,
The proposed DA (DAP/21/02102 and LA: DA21/0815) is NOT appropriate for Dunsborough.

• This revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough. The building should not be allowed to exceed the height of the coles building.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.

The COB Planning Department is NOT listening or taking instruction from the Councillors who are my elected community representatives. It is my rates that pay the wages of the COB Planning Department and they therefore work for me, not the WAPC or for developers. Community sentiment should be at the forefront of any planning decisions and policy making.

Regards, Holly Morrow
[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/01202 LA:DA21/0815
Date: Thursday, 23 June 2022 8:47:33 AM

I have lived in Dunsborough for the past 17 years, and I am writing to oppose the proposed building in Dunsborough. I think any 5 storey building in Dunsborough would be totally wrong, we have a lovely coastal town and certainly dont need such a large building.
It is against the current building limits. Please stop these money making developers ruining our town.

Jan Quinn
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Proposed building application for the corner of Cyrillian Way and Dunn Bay Road, Dunsborough
Date: Thursday, 23 June 2022 8:53:28 AM

To the JDAP Panellists,

I am writing to you for your support in keeping Dunsborough building development to three storeys or less according to the new draft Precinct Structure Plan, which sets the rules for development for the next 50 years in town.

The City of Busselton councillors heard loud and clear, residents' pleas to keep buildings below the tree line and not visible from the Bay or the Ridge. This revised plan does not meet Element Objective 2.2.1 in regards to height. The City of Busselton Planning Department is not representing the community or the council in its report to the RJDAP.

This building is simply too big for the centre of Dunsborough, which is a small coastal town, and this design does not fit! The site already has too much traffic without more shops, supply trucks, and apartments - which apartments will not solve the current housing crisis as they will undoubtedly be out of the financial reach of those most in need of housing. Indeed, what is stopping these apartments from being utilised as short-term holiday accommodation?

There are beautiful trees on this site that should not be cleared.

The development currently under construction adjacent to this proposal is barely acceptable - whilst it may meet the height requirement, the fact is that it is so close to the road, with hardly any setback, and is consequently far too imposing for the site. The development currently under construction on the corner of Dunn Bay Road and Geographe Bay Road, at four storeys, is a blot on the landscape and should never have been allowed to go ahead at that height. Once again, it looms over the streetscape with no thought or consideration to the surroundings and its position across the road from the beach.

I truly hope that you will once again consider community sentiment in this case.

Yours sincerely

Jane Emory

From: [redacted]
To: Development Assessment Panels
Subject: 6 story build DA in Dunsborough
Date: Thursday, 23 June 2022 8:35:37 AM

To whom it may concern,

Re: DAP/21/02102 and LA: DA21/0815

Please do not approve the build height if 6 stories on the DA in the middle of Dunsbourough- it will not fit with the amenity if the village, will not improve housing issues as it will be holiday housing, does not meet the the latest council voting - hugely supported by residents of Dunsbourough Community to limit height if builds to 3 story's!

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

To be honest the current planning in Dunsbourough leaves a lot to be desired- these constant grabs at tall buildings and then tiny blocks of land for residential homes to be built on- we are slowly - by design being scorched to be turned into a ghetto of crowded living like an inner city suburb!! This is not the life and village we chose please be mindful that there is a beautiful country coastal community not looking to be like a city!!!

We hope you all come to the sensible and correct decision to not approve buildings of this colossal height on small coastal country villages! It's ridiculous!

Thank you
Regards
Janine Pearce
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 5 storey building Dunsborough DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:59:31 AM

This proposal is not suitable for Dunsborough and goes against the vote of the community and Councillors. Please note:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

DAP/21/02102 and LA: DA21/0815

Jean Nicoll

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: 5 story Building Dunsborough.
Date: Thursday, 23 June 2022 7:16:02 AM

To Whom it may concern

Im astounded that once again a building of that height is trying to make it in a Coastal Village not a city.
Only a few weeks ago the City of Busselton Council agreed to limit the height to 3 storeys ! How is this fair ? As we know Money talks rather than Community wants .
I moved here 9 years ago because there were no big Buildings as I didn't want to live in a place with Multi level Buildings.
I really feel there are a few small groups of people that want to turn Dunsborough into something its not! Put the Big Buildings in the City of Busselton.
If you look back on a lot of proposals for Big Buildings The Community who lives here DON'T Want them and have fought to say No .
Again there has just been approval to cap ALL new Buildings at 3 storeys.
Why are they pushing for 5 it doesn't make sense ,however as I said earlier Money talks.
PLEASE LISTEN TO THE COMMUNITY.

Thanks Jess

From: [redacted]
To: Development Assessment Panels
Subject: Subject: Re: DAP/21/02102andLA: DA21/0815
Date: Thursday, 23 June 2022 2:07:38 PM

As a Dunsborough resident and one who cares about our seaside village I am asking you to again reject the construction of this building as it is still too high at 5 stories, too big against the surrounding buildings and in our very small CBD more residential with 42 units thus creating problems with servicing them from narrow Cyrillean Way, a very narrow Street!
Recently the Busselton City passed a motion voted 6 to 2 to keep the building height in Dunsbrough at 3 Stories.
Dunsborough is still a village with traffic problems now let alone bring more traffic so please help it stay that way.
Many Thanks,

Jill Moyes

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 2:03:34 PM

Good Afternoon

I wish to strongly object to the development proposal reference DAP/21/02102 and LA: DA21/0815 for the reasons stated below:

It is common sense to expect that new developments should be in keeping with the area in which they are to be developed especially in a regional town. A 5 storey development does not meet this criteria.

At a recent City of Busselton council meeting it was agreed to limit development to 3 stories in Dunsborough due to community concerns regarding height & density of new development proposals. Nobody is objecting to development but it must be appropriate to the area. This proposal is for 5 stories which would negatively impact the skyline & is too big for the Dunsborough townsite.

The centre of Dunsborough is often gridlocked with traffic – this development can only exacerbate the problem.

Trees on the site are to be cleared -in view of climate change & other environmental issues this should not be happening. Critically endangered Western Ringtail Possums live on the site, they are territorial & cannot be successfully moved to a different site.

This development will not help solve the current housing crisis.

The residents of Dunsborough & the surrounding areas live here because of what Dunsborough has to offer – this proposal does not meet the wishes of the community.

Thank you

Julia Clarke

From: [redacted]
To: Development Assessment Panels
Subject: Ref-DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:55:13 AM

To Whom It May Concern

The reason we bought in Dunsborough was because of its laid back & quirky appeal . Introducing a 5/6 level building of any type will take that away !
Whilst we believe In change , as you need change to progress as a community , we also feel that it also needs to me done in keeping with the current surroundings & environment. We are not sure that this is being done in this case , it's blatantly obvious that this is all about the money .
We ask you to please listen to the community & residents who live in the area & who pay there rates for that privilege, thanks

Regards

Karen & Robert Peters

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Cyrillian Way /Dunn Bay rd development
Date: Thursday, 23 June 2022 9:06:05 AM

In response to the height of the proposed building for this sight, I wish to express my utmost rejection for this approval and furthermore that the City of Busselton has chosen to ignore & over ride the decision made by the Development Assessment Panel.

Its quite shocking that the sentiment of the residents (which largely impacts these decisions) has been dismissed. The developer must be playing the councillors in their favor which is a gross misrepresentation for Dunsborough & screams dishonesty as well as some form of foul play.

No to more than 3 stories.

Regards
Kylie Duffau

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Comments on DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 7:07:59 AM

Dear Decision Makers,

I am extremely concerned about the new application being supported by the City of Busselton Planning Dept, especially as the elected Councillors have voted against this and have voted to keep all buildings in Dunsborough at a maximum of 3 storeys or less for the next 50 years. The community is extremely disappointed that the City isn't listening to its constituents, and we are hoping you can please listen to us, listen to our Councillors and save the day.

I'm a local mum of four, working in Dunsborough, with plans to stick around for a very long time. I left the city nearly 11 years ago to escape the concrete jungle, to bring my kids up in wide open spaces, to allow them to grow up in the country. With the proposed changes, it will be a catalyst in turning the much loved, charming coastal town of Dunsborough into the next Mandurah or Bunbury. The lot they're wanting to build this on is right next to a massive brand new construction (3 storeys), across from Dunsborough Centrepoint and across from other concret tilt up buildings. If this one goes ahead, it will clear the last remaining lot of beautiful old trees, the last space that keeps that end of town feeling like a town still.

Please see the following points highlighting our community concerns:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for luxury short term accommodation.

Thank you for taking the time to consider the long term impact of allowing something like this to go ahead and change the town forever.

Please make the choice the community is asking for.

Kind regards,

Lee

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 6 storey building application for the corner of Cyrillian Way and Dunn Bay Road, Dunsborough
Date: Thursday, 23 June 2022 7:46:24 AM

To Whom It May Concern

In reference to DAP/21/02102 and LA: DA21/0815

This revised plan does not meet Element Objective 2.2.1 in regards to height, with CoB Councillors recently voting to keep Dunsborough to three storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years.

Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge. The proposed development is not in keeping with the character of a coastal town and is too big for the centre of Dunsborough.

Another concern I have is the beautiful trees on this site that should be preserved. Dunsborough has always had a natural, Australian bush look. This development would be completely out of place here, and goes against the larger community wishes.

The City of Busselton Planning Department does NOT represent the Dunsborough community (and goes against their own Councillors) and should have no sway in the final decision. They should leave their building monstrosities to the Busselton foreshore!

Leigh Sly
Dunsborough WA

From: [redacted]
To: Development Assessment Panels
Subject: Reference numbers: DAP/21/02102 and LA: DA21/0815- Dunsborough
Date: Thursday, 23 June 2022 1:20:55 PM

Dear Sir/ Madam

I am very concerned by the height of this proposed building for a country town of Dunsborough. Three stores is fine…..5 is not.The COB Planning Department is NOT listening or taking instruction from the Councillors who are our elected community representatives. And let's be clear here, it is our rates that pay the wages of the COB Planning Department and they therefore work for us, not the WAPC or for developers. Community sentiment should be at the forefront of any planning decisions and policy making which in this case, they are not.

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.It is a dangerous corner and, personally I do not use Cryelliun way for that reason
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation? They need to be owner occupier only

Thank you for your kind consideration the local community in this matter.

- Reference numbers: DAP/21/02102 and LA: DA21/0815

Sincerely
Maggie Anson
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Revised plans for 5 story apartment in the centre of town
Date: Thursday, 23 June 2022 12:27:33 PM

Hi,

I'm writing to convey my dismay over the revised plans of the 5 story apartment block planned in the centre of town. As one of many in the community I've followed this closely and am concerned for the future development of our town. I am Opposed to 5 storeys, below is some points outlined by the Dunsborough 2030 group, that I agree with.

• This revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.
• These apartments aren't going to solve the housing crisis.
• What is stopping these apartments from being utilised as short-term holiday accommodation?
• Don't forget to reference numbers: DAP/21/02102 and LA: DA21/0815

Kind regards,

Marika Brock

From: [redacted]
To: Development Assessment Panels
Subject: Puma site
Date: Wednesday, 22 June 2022 6:48:48 PM

Good evening,
I cannot believe we have to keep fighting against this development! As the council has already voted to limit the height to three stories.
This building is way to big for the centre of Dunsborough. Dunsborough is a small coastal town and the design does not fit.
Always happy to see progress but not to the extent of a 5 story building!!!
Kind regards
Meredith and Rob Thorn

From: [redacted]
To: Development Assessment Panels
Subject: Re: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 11:16:15 AM

Greetings from Dunsborough.
We are permanent residents of the town who are writing in regard to the proposed development at the corner of Dunn Bay Rd and Cyrillean Way .
We understand the proposal to be of 5 stories and wish to record our strong objection to that height.
Given the Busselton Councillors' recent decision to limit to 3 storeys new buildings in central Dunsborough we do not understand how this could be considered compliant. The scale is inappropriate to the surroundings and the artists rendition of the façade is incompatible with the buildings nearby and would further undermine the streetscape.
We believe that no building in the town centre should go beyond the tree canopy and urge rejection of the proposal.
Yours faithfully,
Jonathon & Peta Muligan

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 LA:DA21/0815
Date: Thursday, 23 June 2022 7:15:36 AM

To whom it may concern
I have been a long term resident of this town and it is such a shame it is getting spoiled beyond recognition. I feel that there is no thought going into any of the developments and just how poorly the town flows. I understand there needs to be development but it is just being done with no rhyme or reason. Buildings are just being built and not taking into consideration the beauty of this environment we live in. We might as well be in the middle of a city.
Below are some more reasons why this building should not go ahead.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Kind regards
Samantha Chandler

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 8:02:22 AM

I am very dissatisfied to see this has even been submitted after so much pressure from the local community to see no more than 3 storey building in Dunsborough.

Never mind the impact this will have on the trees and critically endangered western ringtail possums that live in them.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.
· The City of Busselton is not representing the community or the council in its report to the RJDAP.
· The Council recently voted to limit the height to three storeys – this building is still too tall!
· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
· This building is too big for the centre of Dunsborough.
· Dunsborough is a small coastal town, and this design does not fit!
· There are beautiful trees on this site that should be preserved.
· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 10:09:28 AM

Keep Dunsborough to three storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years in town.

Pay someone who has any training in ecologically sustainable development and understand 5 storeys obliterates the human scale and sense of place of DUNSBOROUGH.

• This revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.
• These apartments aren't going to solve the housing crisis.
• What is stopping these apartments from being utilised as short-term holiday accommodation?

Sasha North
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Strongest Objection to Greater than 3 Storey Buildings in Dunsborough
Date: Thursday, 23 June 2022 12:24:03 PM

Hi,

I would like to register the strongest objection possible to any buildings greater than 3 stories in Dunsborough, now and in the future.

Specifically with regards the development / proposed building application for the corner of Cyrillian Way and Dunn Bay Road.

This revised plan does not meet Element Objective 2.2.1 in regards to height.

The City of Busselton is not representing the community or the council in its report to the RJDAP.

The Council recently voted to limit the height to three storeys – this building is still too tall!

Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

This building is too big for the centre of Dunsborough.

Dunsborough is a small coastal town, and this design does not fit!

This site already has too much traffic without more shops, supply trucks, and apartments.

There are beautiful trees on this site that should not be cleared.

These apartments aren't going to solve the housing crisis.

What is stopping these apartments from being utilised as short-term holiday accommodation?

Please acknowledge receipt of this email and my objection by COB 30/6/22, and advise the outcome and actions you will be taking.

Thank you,
Shan

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102
Date: Thursday, 23 June 2022 9:01:24 AM

To whom it may concern

This email is in regards to DAP/21/02102 and LA: DA21/0815

I am completely outraged to hear the news that a new 5 storey development has not only been proposed by the developer but that it is actually being supported by the COB planning department.

If it wasn't clear last time around, the residents of Dunsborough wish buildings to be limited to 3 storeys, not 5, not 6, not 4 (as clearly the developer struggles with math and may deem it appropriate to try again in the future...) but 3. 3 storeys is plenty.

This is to maintain the authenticity of this beautiful coastal town and not sell its soul to big building developers who DO NOT CARE. They want money and profit, and I will not see our town be destroyed in the process.

This revised plan does not meet Element Objective 2.2.1 in regards to height. It does not suit the vibe of the town. It will go absolutely nowhere in helping to alleviate the crippling housing shortages in the area, and the consequential staffing shortages, it will only exacerbate this issue.

I am very disappointed that the COB could support a cause that is so clearly not wanted in the community. They are currently not supporting the community or the council in their reports to the RJDAP. The council recently voted to limit the height to three storeys - are we really going to go round in circles until the developers get what they want? The community have spoken, the council have spoken. End of story.

Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge. I'm not sure if you have ever had the pleasure of seeing our beautiful town from the water, but it is characterised by dunes and bush land, not high rise buildings and beach front dive bars. This is how we want it to stay.

This building would be the gateway into a total transformation of our town, should it be approved. Please don't allow this to happen. Please.

Kind regards
Stacey

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102
Date: Thursday, 23 June 2022 9:59:58 AM

LA:DA21/0815

As permanent resident of Dunsborough I would like to have my opinion heard. We elect a council to look after the affairs of our town. Recently they decided on a 3 story limit for buildings in Dunsborough, how can a developer get them to change their minds?

I sincerely hope that your department and advisers will take public opinion into consideration.

The position of the proposed development is a very busy area in winter, in summer it is chaos. There is no need for a 5 story building with associated infrastructure to improve an already busy area.

Yours as a rate payer,

Sue Robertson

[redacted]

From:	[redacted]
To:	Development Assessment Panels
Subject:	Proposed building at corner of Cyrillian Way and Dunn Bay Road, Dunsborough - DAP/21/02102 and LA: DA21/0815
Date:	Thursday, 23 June 2022 11:46:00 AM

Dear Sirs/Madams

I am a long term home owner and resident of Dunsborough and I love this Town.

I am unhappy about the revised plan. This revised plan does not meet Element Objective 2.2.1 in regards to height.

The Council recently voted to limit the height to three storeys – this building is still too tall!

Dunsborough is a small coastal town, and this design does not fit!

Please reconsider.

Kind Regards

Clementina (Tina) Masini

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:10:26 AM

To Whom it may concern

As a resident of Dunsborough with this email I record my objection to the revised plan for the corner of Cyrillian Way and Dunn Bay Road, Dunsborough (reference DAP/21/02102 and LA: DA21/0815)

· This revised plan does not meet Element Objective 2.2.1 in regards to height.
· The City of Busselton is not representing the community or the council in its report to the RJDAP.
· The Council recently voted to limit the height to three storeys – this building is still too tall!
· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
· This building is too big for the centre of Dunsborough.
· Dunsborough is a small coastal town, and this design does not fit!
· There are beautiful trees on this site that should be preserved.
· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Yours sincerely
Wendy Hutchison
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 5:59:14 PM

To whom it may concern

I can't believe we are here yet again !! How much are these developers paying the COB ??? Why is the COB planning department not listening to the community who are paying there wages ? This is a joke !! Maybe the community should get together and find out how much the developers are paying off the COB so we (the community) can beat it $$
This is a clear abuse of power and a total disregard for what has been voiced to them repeatedly by the Dunsborough community! I am disgusted!
Anyway here are all the reasons YET AGAIN WHY THIS NEW PROPOSAL CAN NOT GO AHEAD!!!

• This revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.
• These apartments aren't going to solve the housing crisis.
• What is stopping these apartments from being utilised as short-term holiday accommodation?

I sincerely hope this is the last time this issue ever needs to be raided again . ENOUGH !

Regards
Resident
Aeron Paterson
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Objection to Proposed Building on Dunn Bay Rd and Cyrillean Way Dunsborough
Date: Thursday, 23 June 2022 8:59:36 PM

Re: DAP/21/02102 and LA21/0815

We can not understand why developers seem hell bent on completely altering the laid-back, low-key character of Dunsborough, which has for many decades been attracting new residents and tourists to this beautiful part of the world. None of us want our delightful small town to be transformed into a mini city. People come here to get away from the big city. Too much development will kill the goose that lays the golden egg.

Busselton has a democratically elected council, so when it votes against a development proposal it is quite wrong for government bureaucracies, like City of Busselton Planning Department, to forge ahead with development approvals which run counter to the wishes of the people our councillors represent.

Dunsborough town site is absolutely unsuitable for large building development, as available space is just too limited. The roads in the centre of town are small and parking is already a nightmare. The idea of shutting off Naturalist Terrace and directing that traffic down narrow little Cyrillean Way is plain silly, and dangerous, considering there is already a cluster of busy restaurants separated from that road by a narrow pavement. Many patrons of those restaurants , Including many seniors, have to park in the Coles car park and walk across that road. Recipe for disaster!

We just do not need or want increasingly multi story buildings in this little town, as they will be a blot on the landscape and add to traffic congestion, parking problems etc.

If the City of Busselton wants a little city development, they should design one fit for purpose in another location.

Development in Dunsborough has been piecemeal and a mess. There is certainly room for improvement, with eventual replacement of old commercial buildings with new ones at a scale suited to the limited site. Perhaps traffic could be diverted around the centre instead of smack through the middle, as it is now, with its traffic circle being the central feature of the town. Perhaps some peripheral parking garages and central pedestrian precinct with small boutique stores, restaurants and cafes, but please, no five story building on Dunn Bay Road/ Cyrillean Way!

Yours sincerely,

Charles and Jennifer Townsend
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Cyrillian Way and Dunn Bay rd site
Date: Thursday, 23 June 2022 9:44:39 PM

Hello,

I am writing in support of development in Dunsborough, but pleading that it is done with the highest level of design integrity that this incredible pocket of the world deserves.

PLEASE RETHINK THIS TERRIBLE 5 STORY “WA CLASSIC DEVELOPMENT”.

I have spent many years of my life travelling to Coastal towns around the world. A very small amount have got it right. 3 stories or roughly 10 meters can tick all the boxes (including for developers too). But only with good design, thoughtful use of the space, being aesthetically pleasing, well tied to nature and the vernacular of the region.

Any developer can create another Mandurah. Let’s set a new standard of development in Dunsborough and Busselton that makes our children inspired and proud of what we have created. As well as building spaces that make us and our visitors feel good to be around.

Kind regards

Franz knapp (15 year Dunsborough resident and lover of the Bay/Capes region)
Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: Development Dunsborough
Date: Thursday, 23 June 2022 2:37:29 PM

Hi
I am writing to voice my opposition to the proposed development of Cyrillian way and Dunn Bay rd corner property
The new proposal of 5 stories goes against the Busselton City scheme of 3 stories max for development in town
You need to listen to the people the residents of Dunsborough are extremely concerned that our views and councillors vote are being over ridden .
This is a small coastal town that doesn't want high rise development

Garth Mullumby

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Friday, 24 June 2022 10:39:15 AM

Hi [redacted],

I would like to submit my disapproval of this development in Dunsborough.

Dunsborough is a holiday tourist destination that does not need a 5 or 6 story build to destroy the feel of this beautiful country town.

I live in Dunsborough and have two business as well, [redacted]

Thanks for your time,

Kind Regards,

Jake Paterson

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DA/21/02102 LA:DA21/0815
Date: Thursday, 23 June 2022 7:19:24 PM

To whom it may concern,
We really sick and tired of writing emails to the CoB on this subject - what on earth is it that you don't understand about "we don't want this type of building in our town centre"???
We are sick of saying the same things, so we have copied and pasted the comments below, because we seriously have better things to do than wasting our time continuously repeating ourselves over and over again.

You need to remember that you work for us…….

• This revised plan does not meet Element Objective 2.2.1 in regards to height.
• The City of Busselton is not representing the community or the council in its report to the RJDAP.
• The Council recently voted to limit the height to three storeys – this building is still too tall!
• Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
• This building is too big for the centre of Dunsborough.
• Dunsborough is a small coastal town, and this design does not fit!
• This site already has too much traffic without more shops, supply trucks, and apartments.
• There are beautiful trees on this site that should not be cleared.
• These apartments aren't going to solve the housing crisis.
• What is stopping these apartments from being utilised as short-term holiday accommodation?
• And apart from anything else, this proposed building is as ugly as sin. Whoever designed it needs to go back to design school or leave it to a group of pre-schoolers who could more than likely do a much better job!

Regards
John Carrico
Julia Carrico

Sent from my iPad

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 6:27:39 PM

Hi,

I'm writing in regards to the project reference DAP/21/02102 and LA: DA21/0815

Dunsborough is a small coastal town, and this design still does not fit! It is too big for the centre of Dunsborough.

Also, the Council recently voted to limit the height to three storeys – this building is still too tall and therefore does not meet Element Objective 2.2.1 in regards to height.

Regards,

Sebastien Gradisen

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Date: Friday, 24 June 2022 8:45:18 AM

To Whom it may concern,
I have been a resident of Dunsborough for the past 43 years . The COB,s decision to limit further development in Dunsborough to 3 storeys, was and is good for Dunsborough. I do not then understand why the City is considering allowing, a proposed 5 storey development to Proceed. What is the point of having counselers make decisions if the planners do not listen. I am strongly opposed to any development over 3 storeys in Dunsborough.
Yours sincerely
Trevor Mackinnon

From: [redacted]
To: Development Assessment Panels
Subject: Submission DAP/21/02102 and LA:DA21/0815
Date: Thursday, 23 June 2022 6:50:35 PM

Dear DAP members,

RE: DAP/21/02102 and LA:DA21/0815

I am extremely disappointed at how this development has and is being handled.

The insistence by the developers that the City not divulge the new plans to the public was strange, particularly as over 700 people had made the effort to send in a submission against the first draft. The new attempt was eventually submitted with just over a week for the community to comment. It is so disheartening that the City of Busselton Planning Department has approved the latest architectural attempt without discussion with the councillors, knowing that many of the issues raised in the first submission remain.

Some of the proponents of this development have lived in Dunsborough longer than I have (37 yrs); they know that the adhoc development in our village has meant that despite many attempts to improve traffic flow, and severe parking issues, the problems remain. and will now be exacerbated by this ill planned building. The building demonstrates that the developers have no feeling for the Dunsborough hamlet. They have not attempted to marry the building with what is there already, they have not dealt with the traffic flow issues, and are clearly not concerned for the ambience of our small coastal town long term. They know that the City has ensured that the built environment is not visible from our coastline. The 4 story building that has been passed on our foreshore is a blight on our landscape.

The apartments will not solve the accommodation problems in our town.

Surely all architects and planners are avoiding black roofs in this warming climate.

Why design this building with no setback on Cyrillean Way which is a very narrow road? No parking spaces for drop offs, no space for trees which one would think is a prerequisite in our new world. Traffic on this road is going to increase as the City plans to shut off Naturaliste Tce and the cars will be directed down this road.

The new Woolworths Building and the Brewery are building 2 story developments in keeping with our town, it further hi- lights the fact that this development has no place in our village.

I hope that you will consider my submission and not allow this proposal to proceed.

Yours sincerely,

Bridget Haak

[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Why are you not listening to our elected counselors?
Date: Thursday, 23 June 2022 8:22:33 PM

Who is accountable for this? Please let us know. Do not ignore us -we pay high rates and also have to spend time trying to protect our town. Who is accountable ?
Cate Edwards
--
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 6:23:14 PM

Hi,

I'm writing in regards to the project reference DAP/21/02102 and LA: DA21/0815

Dunsborough is a small coastal town, and this design still does not fit! It is too big for the centre of Dunsborough.

Also, the Council recently voted to limit the height to three storeys – this building is still too tall and therefore does not meet Element Objective 2.2.1 in regards to height.

Regards,

Emmanuelle Kaempf

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102
Date: Friday, 24 June 2022 4:15:14 AM

I am writing regarding the application for the corner of Cyrillian Way and Dunn Bay Road, Dunsborough 6281.

As you know the 6-storey development was knocked back by the Development Assessment Panel in January because it was considered too big, too bulky and not in keeping with character of a coastal town.

The developer has revealed revised plans with a 5 storey building in the centre of town.

I am not sure if correct but we have been told the COB Planning Department have come out in support of the new design. They are recommending the DA be approved by the DAP despite Councillors (just a few weeks ago) voting to keep Dunsborough to three storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years in town.
If this is true we are not sure why the COB Planning Department is NOT listening or taking instruction from the Councillors who are our elected community representatives!

As I stated in my last email to COB, [redacted] I own 5 commercial properties in Dunsborough all within this zoning area. We STRONGLY believe a 3 storey height limit should be set for the town of Dunsborough. Anything above this height is ugly and will ruin our coastal tourist town. All our commercial properties are one storey.

The Council recently voted to limit the height to three storeys – this revised plan is 5 storeys and is too tall and big for Dunsborough.

Dunsborough is a small coastal town, and this design does fit.

These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

Please feel free to contact us regarding this on [redacted].

Regards
Gabrielle Ahern-Malloy

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 5:12:16 PM

To whom it may concern,

In regards to the above subject header proposed plans:

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

We do not want this in our town not now not ever.

We have a voice !

What should be addressed is the housing rental situation for locals that have lived here all their lives and children raised here and you want more holiday accommodation, NO JUST NO.

Jacqueline Thorn

From: [redacted]
To: Development Assessment Panels
Subject: Email submission - DAP/21/02102 LG: DA21/0815
Date: Friday, 24 June 2022 7:09:10 AM

Dear JDAP members

Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough Mixed Use Development (Office, Shops, Restaurant/Cafe, Liquor Store – Small & 42 Multiple Dwellings)

With reference to the above development application and the decision by the City of Busselton Planners to support the current proposal, I wish to put forward my frustration at what is being allowed to happen in Dunsborough with these types of huge, 5 storey monstrous buildings that are not in keeping with Dunsborough.

I feel that this development does not meet Element Objective 2.2.1 in regards to height. This building is far too big to be in the centre of Dunsborough. We are not part of the City of Perth or Claremont or Subiaco or Nedlands. The town of Dunsborough does not want or need buildings above 3 storeys.

Please keep Dunsborough as a low rise, low density, relaxed place to be by keeping this development low rise (no higher than 3 storeys).

I appreciate your time and hope you can hear our voice as I'm sure you will be receiving many more emails just like mine.

Thank you
Jane Huxley

From: [redacted]
To: Development Assessment Panels
Subject: Future development in Dunsborough
Date: Thursday, 23 June 2022 4:53:21 PM

It is my understanding that the issue of planning in Dunsborough, specifically applications for 5 and 6 storey buildings to be built in the township, is still progressing. This is happening despite the fact that the City of Busselton consulted with Dunsborough residents With the majority of respondents objecting to the height of these planned developments. The Council then agreed that height limits should in future be limited to three storeys in the town.

As a resident for 10 over years I have seen what was a charming seaside village change markedly with a fast growing permanent population together with increased visitor numbers. The resulting traffic and parking issues will only be made worse by these large developments. Given that both proposed high rise building sites are regularly used as car parks is an indication of the shortage of parking in the town. I noted that one of the developers noted that parking bays would be available for their shortfall on the street. Which street??!! I understand that parking surveys were carried out - mid-week and in the winter. Hardly a good indicator.

An indication of how out of kilter the approvals are is shown in the attached photograph - and the building has not yet reached its full height as this photo was taken in May. This is what happens when "town blocks" immediately adjoin residential blocks with no buffer area such as a road in between.

What is most disappointing is that following community consultation and an overwhelming response from residents opposing these large developments, the City of Busselton planners have ignored the consultation outcomes and wish to see the developments proceed. Who are they representing?

It is hoped that future considerations will take account of public comment.


MERCEDES

From: [redacted]
To: Development Assessment Panels
Subject: Please listen!
Date: Thursday, 23 June 2022 9:15:44 PM

To all JDAP panelists regarding the proposed building on the corner of Dunn Bay Rd & Cryillian Way, Dunsborough.

Please uphold your previous decision that the proposed DA is NOT appropriate for Dunsborough.

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

With kindest regards,
Liz Wise-Miller

Sent from my iPad

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:49:22 PM

Ref: DAP/21/02102 and LA: DA21/0815

As a local resident of Dunsborough of 13 years I am strongly not in support of the development proposal DAP/21/02102 and LA: DA21/0815 on the following grounds.

1. **This revised plan does not meet Element Objective 2.2.1 in regards to height.**
2. **The City of Busselton is not representing the community or the council in its report to the RJDAP.**
3. **The Council recently voted to limit the height to three storeys and therefore the height of this building does not fit with the wishes of the council or community.**
4. **The iconic, mis-identified, old growth *Eucalyptus patens* (Yarri) to the north of the Site is a species found on moist loamy soils and as such is heavily linked to sub surface moisture**. The impact of sub surface hydrological change from dewatering, disturbance, compaction, and loss of infiltration, both during and in implementation of the development have not been considered in this proposal.
5. **A subjective tree health assessment:** The tree health assessment was conducted in late summer when trees are often showing signs of decline due to reduced access to groundwater and increased drying from summer winds. The tree health scale used is inferred and subjective with no parameters noted for assignment of each condition rating.
6. **A threatened species habitat assessment has not been undertaken for Black Cockatoos and Western Ringtail Possums** as would be appropriate under the *Biodiversity Conservation Act (2016)* and *Commonwealth Environmental Protection (EPBC) Act (1999).* An appropriate fauna assessment should be undertaken to ensure the large Eucalyptus patens tree is not a Black Cockatoo roosting/nesting tree or contain a hollow being utilised by a Western Ringtail Possum.
7. **The proposal does not comply with *State Planning Policy 2.9 - Water,* Section 7.4** as it does not adhere to stormwater and groundwater management requirements of the Guideline. The proposal fails to meet requirements of Section 7.4, points (f) design and construction, (g) treatment of groundwater discharges and (h) incorporation of water sensitive design in the early stages of the planning process.

   The proposal in fact does not address stormwater management at all. With significant volumes of water expected from the proposed impenetrable surfaces on the site, the where, how and quality of this water needs to be addressed to protect values of the Dugulup Brook.

5. **The proposal does not implement a sufficient buffer distance for Dugulup Brook from the development.**

   It appears an assessment of adequate buffer distance of the development from the waterway has not been undertaken and should be implemented as per DWER (Department of Water Environment and Regulation) Operational Policy 4.3 (a risk based biophysical assessment) to provide sufficient buffer for the waterway from the development.
8. **The landscaping plan contains a range of weedy Australian native and exotic species and does not reflect locally endemic species.** The plan suggests use of a known weed species, *Billardiera heterophylla* 'alba' and other species including *Pittosporum* and *Liriope* that are known to be environmental weeds and pose a serious weed risk to the biodiversity values of Dugulup Brook, a stream which is highly valued by locals, nearby businesses and local indigenous groups for its amenity and biodiversity values.

Kind regards

Lorraine Duffy
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Corner of Cyrillian Way and Dunn Bay Road DAP/21/02102 | RJDAP/59 | 29 June 2022 | City of Busselton
Date: Thursday, 23 June 2022 7:38:08 PM

Please be advised I am against this plan for the following reasons

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

Megan Brown

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There is no warranty that this email is error or virus free.

This notice should not be removed.

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 5 storey building Dunn bay Rd, Dunsborough
Date: Thursday, 23 June 2022 7:56:06 PM

Good evening

Dunsborough people have already made their feelings known in recent times in regard to this site. We do not want a building that exceeds three story's in town, this building will not meet design criteria favoured by our community. Our elected councillors have indicated that a three storey limit is appropriate however the planners seem to be not following this decision.
Dunsborough does not want a building that exceeds tree lines and can be viewed from the ocean, it will simply be out of place and not reflect the community sentiment, no one wants to see a Gold Coast style development appearing next to the new brewery and the shopping centre.

Why do the planners appear to not follow the councils recommendations or the wishes of many Dunsborough residents clearly already stated?
How can developers ignore the community's desire to keep the building heights to 3 storeys?

Kind regards
Sheryl mott
[redacted]

Sent from my iPad

From: [redacted]
To: Development Assessment Panels
Subject: Proposed building application Corner Cyrillian Way and DunBay Road Dunsborough
Date: Thursday, 23 June 2022 5:57:00 PM

My name is Shirley Dennett. I have been a resident of Dunsborough for the last 22 years and a visitor for many years previous to 2000.
Dunsborough is a lovely country town where residents have been very receptive to sharing its small town ambience, stunning beaches and interesting surrounding developments with the wider State community, especially in school holidays.
I wish to register my VERY STRONG objections to the possibility of a proposed very large building being approved for construction on the site defined above. The building as shown in proposal details available is not attractive and does not blend with any of the other Dunsborough buildings.
PLEASE consider -
the City of Busselton (COB) has recently voted on AND RULED that future buildings in Dunsborough WILL NOT exceed a 3 story height restriction. I understand the COB Planning department had disregarded this ruling in its recommendation to you. HOW CAN THE COUNCIL RULES BASED ON THE WISHES OF ITS COMMUNITY REPRESENTATIVES BE DISREGARDED??

I PLEAD WITH YOU NOT TO SUCCUMB TO GREEDY DEVELOPERS BUT TO HEED THE WISHES OF COMMUNITY RESIDENTS SO THAT OUR TOWN CAN SURVIVE AND CONTINUE TO HAVE THE SAME COUNTRY COMMUNITY VALUES.

As an suggestion - what the community needs for that site is casual/relaxed lawned areas with seating under the beautiful existing trees where families can shop in the existing shopping facilities and food outlets then have somewhere to enjoy their purchases.

I look forward to sense prevailing!!!

Shirley Dennett

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: Precinct structure plan Dunsborough
Date: Friday, 24 June 2022 1:04:03 AM

To whom it may concern,
I am writing to express my concerns regarding the precinct structure plan for Dunsborough. Over the last few years, there has been a push by developers for other structures in the town. Speaking from a personal experience, we were looking at property to purchase in the community. The decisions made by developers and the Shire have made us reconsider moving.

As Dunsborough is a small coastal town, it is saddening to see a push for even a 3, let alone the proposed 5-storey building. Already in town, regularly the town is busy. I cannot imagine during peak tourist season the eyesore of a multiple-storey building in town adding to the pressure in that area even just for parking and not to mention from an ecological perspective the destruction to wildlife if this building is erected.

Dunsborough is known for its natural beauty and coastal appeal. We regularly visited the town 6/7 x a year, hence our eagerness to move to the area. It is incredibly disappointing to see such decisions being allowed. Such a large building that is not in the theme of the town will undoubtedly ruin the aesthetics of the town, and the removal of the trees in the area that will detract from the beauty and charm of the town.

Reference: DAP/21/02102 and LA: DA21/0815

From my understanding, the plans do not meet objective 2.2.1 regarding its height, but I would certainly add that even a 3-storey building is an eyesore for an area with low-lying buildings. It seems no vision, but a carbon copy of Mandurah and Bunbury, which reduces the charm and appeal of Dunsborough.

I certainly do not feel that the City of Busselton represents the community not the developers. I'm very concerned for the future of the town.

Thank you for your time.
Regards,

Stefania Whittington
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP 21/02102 and LA DA21/0815
Date: Thursday, 23 June 2022 7:44:34 PM

I'm an emailing in regards to the above proposal in Dunsborough. To have the proposal rejected at 6 stories to then have it only reduced by one level and get possible approval is ridiculous.
Dunsborough town folk are constantly fighting these proposals that will dominate the town and skyline. I would like it noted that the 4 members of our household are completely against the proposal and hope that you consider the amount of people that are against it for all the same reasons that were previously given.

Kind regards
Tracey Barnard
[redacted]

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: reference numbers: DAP/21/02102 and LA: DA21/0815
Date: Thursday, 23 June 2022 9:59:23 PM

Dear Madam/Sir,

I write in reference to the proposed plan land on the corner of Dunn Bay Road and Cyrillean Way, Dunsborough. Reference number DAP/21/02102 and LA:DA21/0815

Firstly,
The elected Councillors recently voted in the new draft Precinct Structure Plan to limit the height of buildings to three storeys yet the City of Busselton Planning Department have supported the altered application.
The City of Busselton is not representing the community or the council in its report to the RJDAP.

The height of the development needs to respond to the **desired** future scale and character of the street and local area, including **existing** buildings that are unlikely to change.

No setback on Cyrillean Way, a narrow road which will take all the traffic from that side of town. The city plans to shut Naturaliste Tce which means more traffic using Cyrillean Way.
There will be increased traffic servicing apartments, trucks and cars on a small roadway.

Dunsborough is a small coastal town with a large seasonal influx of tourists, but for the families and other locals who live here permanently, there needs to be smart considered and forward looking planning catering for everyone.
I look forward to hearing a positive and sensible decision has been made.

Yours Sincerely,

Veronica Millard

Ronnie

From: [redacted]
To: Development Assessment Panels
Cc: [redacted]
Subject: Amended DAP for Lot 108 (N0.57) Dunn Bay Road and Lot 109 (No.6) Cyrillean Way, Dunsborough.
Date: Thursday, 23 June 2022 10:44:16 PM

Dear Panel Members

I oppose the Amended DAP for the proposed development at Lot 108 (N0.57) Dunn Bay Road and Lot 109 (No.6) Cyrillean Way, Dunsborough.

'Acceptable Outcomes' for a development set out in SPP7.3 include Objective Element 2.2.1 (Building Height) which states "*The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change*". The Dunsborough community has overwhelmingly made clear its desired future scale and this has been supported by the City of Busselton Council. It appears that City of Busselton Officers and some individual councillors are out of step with this vision for Dunsborough.

In my view the bulk and height of the amended proposal are still inappropriate; a maximum three stories is appropriate. A practical demonstration of the inappropriateness of a development of this bulk and height (and previous planning decisions) is seen at the development under construction on Geographe Bay road, near the corner of Dunn Bay Road; a travesty of good planning.

The ongoing process considering DAPs for developments in Dunsborough feels like a war of attrition aimed at wearing down the community to give up the fight. However, this is an important matter.

Reiterating points made in previous submissions:

- Dunsborough is a small coastal town that wishes to retain a coastal village feel for the benefit of residents, visitors and local businesses.
- Consistent with this village feel the community has fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big and too tall for the centre of Dunsborough or anywhere else in Dunsborough.
- The Council recently voted to limit the height of such developments to three storeys
- The City of Busselton is not representing the community or the council in its report to the RJDAP.

I also take exception to the findings of the SMEC traffic and parking report. The analysis in the report indicates that parking is not an issue and in fact there will be an over supply for years ahead. This conclusion cannot be supported by empirical evidence; at times parking is an issue "out of season" and is always an issue during holiday periods and long weekends. The shortfall in parking results in traffic banking up in parking areas and at roundabouts. This development will only contribute to these problems.

Thank you for considering my submission.

Ian Smith
[redacted]

From: [redacted]
To: Development Assessment Panels
Cc: [redacted]
Subject: Objection
Date: Friday, 24 June 2022 1:09:13 PM

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reference numbers: DAP/21/02102 and LA: DA21/0815

I am lucky to call Dunsborough my home town. A town that was once a village.
We are the custodians of this wonderful place.
We are proud.
We implore you to assist us to keep
It what is today - a costal seaside town.

The Council recently voted to limit the height of buildings to three storeys. This is 5! We need to keep buildings below the tree line and not visible from the Bay.

Why are the city of Busselton supporting this proposal? They are not representing the community. One has to wonder if money has changed hands?

Best wishes
Dr Paula Jenkins

From: [redacted]
To: Development Assessment Panels
Subject: FW: RJDAP Meeting 9.00am 29th June
Date: Sunday, 26 June 2022 11:28:56 AM

From: [redacted]
Sent: Sunday, 26 June 2022 11:28 AM
To [redacted]
Cc: [redacted]
[redacted]
Subject: RJDAP Meeting 9.00am 29th June

Hi I would like to make comment on the following item listed on the agenda for consideration

LOT 108 (NO.57) DUNN BAY RD AND LOT 109 (NO.6) CYRILLEAN WAY DUNSBOROUGH – MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE – SMALL & 35 MULTIPLE DWELLINGS)

The City of Busselton recently (Council Decision C2205/112 25th May 2022) resolved to restrict the height of buildings in the town centre of Dunsborough to a maximum of 3 storeys

I would like the RJDAP to consider this when making a determination on this planning application

The number of public submissions received supporting this height restriction is indicative of the opposition of large scale buildings within the Dunsborough CBD and surrounding area

I also believe that traffic and pedestrian access to the area will be dangerous and a nightmare with the current proposal. Cyrillean Way is very narrow and there is already issues with vehicle accessing and leaving the Dunsborough Centrepoint carpark.
Coupled with the amount of street parking already existing along Cyrillean Way it can and is at times very dangerous.

Note: Vehicles are currently parking on this proposed building site because of the limited number of carparking bays in the immediate vicinity.

I support development but keep it to a maximum of 3 Storeys as supported by the residents and the City of Busselton.

Also a detailed review of proposed traffic flows during and post build needs to be undertaken. Alterations to road layout maybe required as is being undertaken with the Woolworths development with new road access coming of Caves Road.

Allen Cooper
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA:DA21/0815
Date: Friday, 24 June 2022 3:15:46 PM

I draw your attention to the revised development plan in which a 5-storey building is envisaged for the centre of Dunsborough.
In January, the original 6-storey plan was resoundingly rejected by the DAP, following widespread community agitation against it.
City of Busselton councillors recently voted to keep to three storeys or less in the new draft Precinct Structure Plan, but this appears to have been ignored by both the developer and the COB Planning Department.
As a resident, I have fought to keep development of buildings to below the tree line and not visible from the Bay. This proposal does not meet these criteria and I therefore strongly object to it. The three-storey limit MUST be observed.
G B Siddall
24/6/2022

[redacted]

From: [redacted]
To: Development Assessment Panels
Date: Sunday, 26 June 2022 9:47:54 AM

DAP/21/02102
LA:DA21/0815

After 20 years of living in Dunsborough we now find it far more pleasant to go to Vasse to do our weekly shopping from where we can pop up to Bunnings/Aldi/Kmart/
taking in a coffee shop
or restaurant along the way.

Our preference now when meeting friends /celebrating family occasions or we have visitors staying we choose to go outside the town area.

Dunsborough town needs something to give it a feeling of SPACE and this proposed building will only add to what is already a cluttered, no other word for it "mess."

Please use the land for public open space where small music events could be held/Xmas Carol's could be held among many other special occasions/a playground for children /some pop up eateries etc

LET DUNSBOROUGH TOWN
BREATHE

Regards
Brian & Ruth Buttsworth

From: [redacted]
To: Development Assessment Panels
Subject: Proposed revision of height in Dunsborough
Date: Saturday, 25 June 2022 9:35:55 AM

Hi RJDAP

I'm really very disappointed in these developers not listening to the people of Dunsborough about the height of their proposed building.

I have been coming down from Perth to Dunsborough since the 70's and have lived here since 2006 and much prefer to have the town as it is, without tall buildings which completely change the landscape. In particular:

This revised plan does not meet Element Objective 2.2.1 in regards to height.
The City of Busselton is not representing the community or the council in its report to the RJDAP.
The Council recently voted to limit the height to three storeys – this building is still too tall!
Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
This building is too big for the centre of Dunsborough.
Dunsborough is a small coastal town, and this design does not fit!
This site already has too much traffic without more shops, supply trucks, and apartments.
There are beautiful trees on this site that should not be cleared.
These apartments aren't going to solve the housing crisis.

I strongly disagree with the proposed 5 story building, and would be happy with a 3 story development.

Best regards

Chris Burton

From: [redacted]
To: Development Assessment Panels
Subject: Development on Corner of Cyrillian Way and Dunn Bay Road
Date: Sunday, 26 June 2022 8:47:17 PM

Dear Sir / Madam,

I am writing on behalf of my wife and I to articulate our serious concerns and objections to the fact that the council planning department seems to be in support of an amended revised plan for the planning application at the above address in Dunsborough. We are led to believe that the revised planning application is still 5 stories high. As we, and many other local residents have articulated before, we highlight the following common objections to the the revised plan now before the council:

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- There are beautiful trees on this site that should not be cleared.
- These apartments aren't going to solve the housing crisis.
- What is stopping these apartments from being utilised as short-term holiday accommodation?

We hope the council remains consistent with recent height limits they themselves have approved in relation to this revised planning application.

Regards
David & Karina Buckingham
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Friday, 24 June 2022 10:32:16 PM

To Whom It May Concern

This email is in response to a revised development proposal in Dunsborough (DAP/21/02102, LA: DA21/0815)

I attended the JDAP meeting, held at the council offices, for the original proposal and was astounded at how inappropriate the original design was due to:

- Size
- Scale,
- Design,
- Street activation,
- Plot ratio,
- Access and vehicle design,
- Street dominance etc etc.

The JDAP panel at that meeting rejected the proposal.

Since them importantly this project, and others, has highlighted a serious flaws in the local planning scheme allowing buildings up to 5/6 storeys. This has been somewhat addressed by the council recently approving changes to the Precinct Structure Plan that limits buildings to 3 storey's.

It seems from recent reports all that is changed with the revised proposal is that minor variations to height and form have occurred. The major issues as noted above have not been addressed.

If JDAP approval anything that doesn't adhere to the clear principles of 3 storey's within the Dunsborough town precinct you will be contravening the recent Precinct Structure Plan changes and approvals but will be clearly allowing a development that is completely inappropriate for its location in regards size and scale.

Dunsborough has clear town planning issues and there are many reasons for this. Approving a 5 storey development in this location is not the appropriate solution for the site or the future of the town.

I trust the JDAP board will make the correct decision and reject this proposal for the future of Dunsborough.

Regards

DAVID MITCHELL

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: 5 storey amendment to 6 storey proposal
Date: Friday, 24 June 2022 6:32:05 PM

Council staff should support the council.
The council is elected to represent the community.
The community doesn't want more than 3 storeys.
Given the council planners proposed 5 and 4 storeys for Dunsborough, their support for this amendment is simply saying we dont care what the council or public says. The planners know this will set a president that will destroy the coastal village character of Dunsborough.
This proposal is really no better than their previous one and should be similarly rejected.
Please listen to the people and the council, not the planners.

--
Regards, Don Edwards
I aim to live forever - or die in the attempt. So far so good!
Perth Western Australia

From: [redacted]
To: Development Assessment Panels
Subject: Proposed 5 Storey building on Cyrillean Way and Dunn Bay Rd Dunsborough
Date: Friday, 24 June 2022 8:48:27 PM

To whom it may concern

I am writing to strongly object to the proposed plan for a five storey building mentioned above. I understood that the COB recently voted that the limit on buildings in Dunsborough was to be 3 storeys. This proposed building is too tall for Dunsborough town centre. I understand that the COB councillors voted a few weeks ago for a limit of 3 storeys , yet the COB Planning Department are recommending the DA for this building be approved by DAP. The planning department are not listening to the councillors who are representing us, the members of the community.
This whole building height matter has been pushed by the developers on other proposed plans in the Dunsborough town centre and is a matter of contention which has been addressed. That has resulted in an overwhelming vote from the community that the height limit for our town is 3 storeys. The council voted on that.
The town as it is planned is not going to be able to function well with increased amounts of traffic, shops. supply trucks, as well as apartments, and that site on the corner of Cyrilean Way and Dunn Bay Rd will naturally cause more congestion than is already happening when the town is busy with visitors.
Visitors come here in ever increasing numbers because it is a small coastal town which has those very qualities for which it is renowned and loved. Its character and attraction has to be maintained and respected, and always enjoyed by everyone, including the people who live here. So there has to be certain limits which must be adhered to in order to maintain this, and one of them is building height.

I am asking JDAP to consider this and not allow the proposed plan of a 5 storey building to go ahead and that the height limit of any building in Dunsborough be 3 storeys maximum.

Yours sincerely

Douglas Kirsop

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Huge Dunsborough development
Date: Sunday, 26 June 2022 3:21:58 PM

Dear JDAP members,

I urge you to reject the development on Cyrillian Way.

- It is far too big, no more than 3 stories please.
- It is against the wishes of the community & councillors
- Dunsborough has expanded too fast, too quickly. This will make traffic worse.
- It will permanently spoil the visual amenity of the whole area.

Regards, Duncan Gardner

From: [redacted]
To: Development Assessment Panels
Subject: Over height buildings
Date: Sunday, 26 June 2022 9:57:03 PM

I just feel out sides from Perth have moved into Dunsborough and can see some easy money to be made don't live here couldn't care less what happens to Dunsborough and spoil it for the people who live here.
Dunsborough is a lovely country town which is its charm take that away and it will just be like a another suburb of Perth .
So please take notice what the ELECTED councils voted for ie Three stories high.
You have one chance to get Dunsborough buildings right their has been enough building stuff ups already please get this one right.G Forman. A Dunsborough resident .

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Sunday, 26 June 2022 5:06:49 PM

Hello,

We are long term residents of Dunsborough, and like many others, are dismayed at the direction in which our once small and peaceful town is heading. Despite a recent council meeting agreeing that 3 stories should be the maximum height in Dunsborough, this new revised plan still does not concur with this. This revised plan does not meet Element Objective 2.2.1 in regards to height. It seems that the City Of Busselton planning department are a law unto themselves. They apparently do not take directives from our elected representatives or the community in general. They would do well to remember that the rate payers pay their wages!!

Therefore, we would like you to take the following in to account when making your decision.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

We hope that you will give this new proposal the attention it deserves, and acknowledge the feelings of the majority of rate payers by refusing to pass it.

Kind regards

Gary and Vicki Ebert

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and. LA:DA21/0815
Date: Saturday, 25 June 2022 8:11:42 PM

To whom it may concern,
I am writing to register my very deeply held concern that developers, planners and the City of Busselton are holding the wishes of the residents of Dunsborough in contempt.

Our community has already very clearly stated our opposition to totally inappropriate building developments in the town.

We are NOT opposed to developments per se, but a height in excess of three stories is not in keeping with the look and feel that Dunsborough deserves. There are plenty of opportunities to develop this site and others way more sympathetically than the current application.

Little by little, developers and the CoB seem intent on turning the town into another Gold Coast in the misguided belief that it's an improvement. It is not.

As a permanent resident, I am asking you to listen to what the people are saying. Three stories is the limit.

Regards,
Geoff Fysh
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Saturday, 25 June 2022 4:23:56 AM

Dear Councillors,

I have just heard that you have accepted plans for a 5 story building in Dunn Bay Road. Am wondering why this is so as I was of the understanding that the level was set at 3 stories.

Eg;-
The Council recently voted to limit the height to three storeys – this building is still too tall! The height of the development needs to respond to the **desired** future scale and character of the street and local area, including **existing** buildings that are unlikely to change

Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

This building is too big for the centre of the Dunsborough.

This site already has too much traffic …..without more shops, supply trucks, and apartments.

No setback on Cyrillean Way, a narrow road which will take all the traffic from that side of town. The city plans to shut Naturaliste Tce which means more traffic using Cyrillean Way.

There are beautiful trees on this site that should not be cleared.

These apartments aren't going to solve the housing crisis.

Would really appreciate you taking the community's wishes to heart and revising your decision.

Yours sincerely,

Glen Knight
Peter Knight

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Sunday, 26 June 2022 4:57:10 PM

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23 June 2022

Ref: DAP/21/02102 and LA: DA21/0815

As a local Dunsborough Community Group, representing over 100 members, we are not in support of the development proposal DAP/21/02102 and LA: DA21/0815 on the following grounds.

1. **This revised plan does not meet Element Objective 2.2.1 regarding height.**
2. **The City of Busselton is not representing the community or the council in its report to the RJDAP.**
3. **The Council recently voted to limit the height to three storeys,** therefore the height of this building does not fit with the wishes of the council or community.
4. **This proposal will dramatically increase traffic flow onto an already busy intersection,** making pedestrian access dangerous and less desirable to young families and youth**.**
5. **The iconic, mis-identified, old growth *Eucalyptus patens* (Yarri) to the north of the Site is a species found on moist loamy soils and as such is heavily linked to sub surface moisture**. The impact of sub surface hydrological change from dewatering, disturbance, compaction, and loss of infiltration, both during and in implementation of the development have not been considered in this proposal.
6. **A subjective tree health assessment:** The tree health assessment was conducted in late summer when trees are often showing signs of decline due to reduced access to groundwater and increased drying from summer winds. The tree health scale used is inferred and subjective with no parameters noted for assignment of each condition rating.
7. **A threatened species habitat assessment has not been undertaken for Black Cockatoos and Western Ringtail Possums** as would be appropriate under the *Biodiversity Conservation Act (2016)* and *Commonwealth Environmental Protection (EPBC) Act (1999).* An appropriate fauna assessment should be undertaken to ensure the large Eucalyptus patens tree is not a Black Cockatoo roosting/nesting tree or contain a hollow being utilised by a Western Ringtail Possum.
8. **The proposal does not comply with *State Planning Policy 2.9 - Water,* Section 7.4** as it does not adhere to stormwater and groundwater management requirements of the Guideline. The proposal fails to meet requirements of Section 7.4, points (f) design and construction, (g) treatment of groundwater discharges and (h) incorporation of water sensitive design in the early stages of the planning process.
   The proposal in fact does not address stormwater management at all. With significant volumes of water expected from the proposed impenetrable surfaces on the site, the where, how and quality of this water needs to be addressed to protect values of the Dugulup Brook.
9. **The proposal does not implement a sufficient buffer distance for Dugulup Brook from the development.**
   It appears an assessment of adequate buffer distance of the development from the waterway has not been undertaken and should be implemented as per DWER (Department of Water Environment and Regulation) Operational Policy 4.3 (a risk based biophysical assessment) to provide sufficient buffer for the waterway from the development.
10. **The landscaping plan contains a range of weedy Australian native and exotic species**

and does not reflect locally endemic species. The plan suggests use of a known weed species, *Billardiera heterophylla* 'alba' and other species including *Pittosporum* and *Liriope* that are known to be environmental weeds and pose a serious weed risk to the biodiversity values of Dugulup Brook, a stream which is highly valued by locals, nearby businesses and local indigenous groups for its amenity and biodiversity values.

Kind regards

Helena Nicholson

Helena Nicholson

President

Dunsborough Coast and Land Care

From: [redacted]
To: Development Assessment Panels
Subject: Proposed building application for the corner of Cyrillian Way and Dunn Bay Road
Date: Sunday, 26 June 2022 8:28:55 AM

Hi guys,

I'm sure you'll hear all the arguments, but here's my two cents worth.

The key issue – do not destroy a coastal village by building totally inappropriate structures that do not pass the community standards test. The CoB councilors have passed measures that limit structures to 3 stories. The timing of the rules don't matter as much as these are the latest rules. They represent the desires of the vast majority of the community. I understand the economics, but it's too bad if the developers can't make bucket loads of profit on a three story building. Pretty sure the rest of the community should matter more than a bunch of already rich developers and land owners.

Don't put any weight on the recommendation from the CoB planner. He's on his way out soon.

Thanks/Jim

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough town centre.
Date: Sunday, 26 June 2022 10:01:19 AM

To the RJDAP

I am writing to express my disappointment at the City of Busselton planning department has approved a 5 storey development in Dunsborough.

This five storey development does not meet the Element Objective in regards to height and is not supported by the current councillors of the City of Busselton. They recently voted to reduce the height of developments with the Dunsborough town centre to three stories. Even though the COB planning department has approved this development they are not representing the wishes of the community.

A five story development within The Dunsborough Town centre is not in line with the City of Busselton Strategic Community Plan 2021 - 2031.
The plan aims to provide town centres that represent a relaxed country lifestyle. A five storey development will make the town centre feel like a high rise cityscape. Dunsborough and the region, has fought hard to keep buildings below the tree line and not visible from the Bay or the Ridge. Simply put, this building is too high.

This development has the potential to change the atmosphere of Dunsborough and hugely impact on how locals and visitors feel about the town.

We currently have three developments providing extra accommodation in Dunn Bay Road we do not need any more. These apartments are not going to stop any housing shortage. For what they are, they are too expensive for people who need to access accommodation.

Traffic on and around this site is also a real concern. Development brings a traffic burden and high rise developments merely exacerbates the problem.

Please use your powers to respect the wishes of the community and not allow this development to become a blight on our town.

Best regards
Matthew Johnson

From: [redacted]
To: Development Assessment Panels
Subject: Application for 5 storey building in Dunsborough Town Centre
Date: Friday, 24 June 2022 3:58:52 PM
Importance: High

Hi

I understand that a proposal is being considered relating to a building application for the corner of Cyrillian Way and Dunn Bay Road and I wish to express my concern that what is being proposed is NOT in line with what was voted on at a recent City of Busselton meeting and is NOT in line with community wishes.

The City of Busselton recently voted in favour of a 3-story limit on developments within the Dunsborough Town Centre, and yet revised plans have been submitted by the developer for a 5-storey building. Not only has the 3-storey limit been ignored by the developer, but the City of Busselton Planning Department (who work for the City of Busselton and indirectly us, the ratepayers) have chosen to recommend the 5-storey development to the RJDAP meeting.

I would like to point out that:

- This revised plan does not meet Element Objective 2.2.1 with regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall!
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- These apartments aren't going to solve the existing housing crisis.
- What is to stop these apartments from being utilised as short-term holiday accommodation?

I ask that you consider the wishes of the ratepayers and the direction of the City of Busselton councillors who voted on a 3-storey limit to the Town Centre and reject this latest development submission.

Regards

Michael Howes

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102
Date: Saturday, 25 June 2022 7:15:16 PM

This is the most significant decision the panel will make in respect of the Dunsborough Town Centre and it's future development.

It is critical the panel members visit Dunsborough before making a decision, particularly in light of the construction of surrounding developments that have commenced since the last decision on this proposal. Do not rely on the perspectives in the DA.

In my opinion the main issue to be considered is whether the height of this building is consistent with the " amenity " of the Town Centre.

Unfortunately there is no specific direction in the town planning scheme as to the meaning of "amenity" in respect of the zoning of the Dunsborough Town Centre. However in the Local Planning Policy No 3.8 for the Busselton Town Centre Urban Design Provisions :-

Amenity means all of those factors which combine to form the character of an area and includes the present and likely future amenity. An area of high amenity could be described as a comfortable and pleasant immediate environment, located within agreeable surroundings.

Applying this policy to the Dunsborough Town Centre this proposal does not comply.

1. All surrounding buildings and those under construction are 2 stories. The Woolworths development now under construction is complementary to the Dunsborough Central building which is owned by the applicant in this application.

2. The building now under construction on the corner of Cape Naturaliste Rd and Dunn Bay Road which adjoins this proposal is 2 stories.

3. The proposed building is significantly higher than the tree line in the immediate area.

In short this proposal is not in keeping with the amenity of the area. It might comply with the density and other issues such as parking, access, etc but the panel must consider the broader issue.

Mike Bibby

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA:DA21/0815 Mixed use development Dunsborough
Date: Friday, 24 June 2022 3:36:11 PM

To RJDAP

I write to OPPOSE the above Development Application which will go before the Panel on June 29 2022.

Dunsborough is a much loved coastal town where people live and visit because of its unique laid back character. It has a mixture of single, two and some three storey buildings. The recent two approved new developments – Woolworths and the Brewery will only be two storeys and are in keeping with the relaxed character of the town. To propose a high rise developments in this town is very out of touch with why people love to come here. This was demonstrated with the 750 submissions with 98% against the previous plans for a six storey building and a further 700+ submissions majority against for the 6 storey building on corner of Dunn Bay Rd and Seymore Blvd. As well, the Councillors who have listened to the community concerns and have voted to amend heights in Dunsborough to a maximum 3 storeys only.
The head of Planning at the City of Busselton, Mr Paul Needham, is not representing the community or the the Councillors in his report to the RJDAP i:e his views DO NOT reflect those of the Councillors at the City of Busselton nor the community of Dunsborough.

The current revised 5 storey plan does not meet the Element Objective 2.2.1 in regards to height. The height of the development needs to respond to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change, as mentioned the two new buildings currently under construction are only 2 storeys. The desired future scale has been documented by submissions to previous DA's and JDAP's and the existing buildings are one and two storeys.

I have traveled a fair bit of the world and the places that are most appealing are those towns that have chosen to keep their laid back character and quirky quaintness.
Please don't destroy Dunsborough, OUR HOME and one of the state of Western Australia's favourite holiday spots by approving this application. Dunsborough is NOT the place for high rise like the city - We are a holiday village!!

Yours sincerely

Neil Wallington
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Duguluo development on the corner of Dunn Bay Road/Cyrillean Way Dunsborough
Date: Sunday, 26 June 2022 5:55:00 PM

Madam, Sir

I wish to point out that this proposed development still does not meet the overwhelming concerns of the local community, which attracted well over 700 submissions against and a mere couple of dozen in favour.

Neither the Planning Department in Busselton in their RAR, which has totally ignored the wishes of the community, nor the developer, have headed the concerns of the community expressed in the consultancy process. This does not pass the 'Pub' test and undermines the community's confidence in due process.

The building is still massive, it overwhelms the neighbouring Coles Shopping Mall across the street (Cyrillean Way) at almost double the height and will dominate the new Woolworths development across the road (Dunn Bay Road), both of which have abided by the letter and the spirit of the expected revised planning regulations. The new building development immediately adjacent on the corner of Dunn Bay Road and Naturaliste Road will be swamped. The Dugulup proposal is a clear overdevelopment of the site.

The Council of the City of Busselton has recently voted to limit the height of all buildings in the centre of Dunsborough to 3 storeys, which the Coles shopping complex, the proposed Woolworths development and the current development immediately adjacent have all abided by. How come this developer has special development privileges?

Dunsborough is not Metropolitan Perth, it is a small holiday town that is not even the main seat of government for the locality, which is in Busselton 25 kilometers away.

The junction between Dunn Bay Road and Cyrillean Way is already very congested, this proposal exacerbates the situation such that gridlock issues are bound to occur.

The opaque nature of the planning process appears to be devoid of common sense, more intent on pushing the envelope way beyond what is possible.

Peter de Cuyper
[redacted]

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From: [redacted]
To: Development Assessment Panels
Subject: Horrible
Date: Saturday, 25 June 2022 11:34:25 AM

This building is the beginning of the end of Dunsborough sure outside the town somewhere inconspicuous have your 5 stories but please just stop now before it's too late
Peter McCormick

From: [redacted]
To: Development Assessment Panels
Cc: [redacted]
Subject: DAP/21/02102 and LA: DA21/0815
Date: Sunday, 26 June 2022 6:50:40 PM

Hi, I'd like to register my concern about these proposed developments in Dunsborough.

I feel that the City of Busselton is not representing the community or the Council in its report to the RJDAP as the Council recently voted to limit the height in Dunsborough to three storeys – yet this building is still too tall!

The people of Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge and this building is far too big for the centre of Dunsborough.

Dunsborough is a small coastal town, with a village like atmosphere and this design does not fit in or suit the unique small village that Dunsborough is.

I urge you to please take the views and thoughts of the people of Dunsborough and the region seriously in your deliberations, the council, like the state government should be reflecting the wishes of the people who elected them.

Peter Rowswell
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough - Proposed building application Cyrillian Way - Dunn Bay Road.
Date: Sunday, 26 June 2022 4:26:09 PM

As a permanent resident of Dunsborough I refer to the revised proposed 5 storey building at the corner the corner of Cyrillian Way and Dunn Bay Road and advise as follows:

- In the CoB Strategic community Plan –June 2021 it states " Seek to conserve our environment and maintain a sense of local identity and character. (Snapshot page 5). The latest proposal does not conform to this objective and is in direct conflict with this objective.
- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building at 5 storeys does not meet this height criteria.

For your further consideration please.
Regards
Peter

.

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: FW: Application for 5 storey construction, Dunsborough
Date: Sunday, 26 June 2022 6:19:38 PM

From: [redacted]
Sent: Sunday, 26 June 2022 6:01 PM
To: [redacted]
Subject: Application for 5 storey construction, Dunsborough

To Whom it May Concern,

It saddens me that once again the residents of the sea-side hamlet of Dunsborough are having to protest against a large project on the corner of Cyrillian Way and Dunn Bay Road, this time a five storey one.
This flies in the face of a decision by the Busselton City Council to support the adoption of a three storey height limit for the next fifty years.

My age is 80 years, I have lived in the City of Busselton since 1972, my children are 5th generation and over the generations my family have been farmers, timber millers, small business owners, horse breeders and an integral part of the community and its progress.

I object on the following grounds:

- The construction is on a very busy corner.
- It will involve the destruction of old trees that residents treasure.
- The height is totally inappropriate for a small sea-side village.
- It will be an eyesore. The construction on the corner of Dunn Bay Road and Geographe Bay Road is already a blot on the landscape and it is not even finished yet.
- It will completely dominate the sensitively designed construction going up next to it.
- The congestion in the village is already very bad at all holiday times – long weekends, school holidays et al.

I ask you to reflect the values of a democracy and do not approve a project that flies in the face of the residents and the City of Busselton Council which represents us.

Thank you,

Robin Reilly
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Five Story Development on Dunn Bay Road
Date: Sunday, 26 June 2022 10:40:16 AM

To the RJDAP

The five story building application on the Dunn Bay site is not appropriate for the Dunsborough town centre and I am hoping that you will not support this development.
The City of Busselton Strategic Plan 2021 -2030 recognises the need to maintain town centres which are reflective of the community wishes. We want a country, coastal intimate town centre where the buildings are not visible from the shore or the ridge line. This is something the community has fought hard to maintain. We value open spaces and trees which again is reflected in the desires of the community within the sections of the strategic plan.

The development does not meet the Element Objective 2.2.1 and is simply too tall. The City of Busselton Councilors recently voted to restrict the height of any development within the town centre to three stories a decision which was welcomed by the Dunsborough Community.

The site is already heavily congested with traffic and while development is inevitable high rise concentrated development will only add to the traffic problems and should be avoided at all cost.

We are a small coastal town and this development does not fit within the expectations of the community or the visitors to Dunsborough.

Please do not allow this development to proceed within our community.

Yours sincerely
Rod Winchcombe

From: [redacted]
To: Development Assessment Panels
Subject: RJDAP
Date: Sunday, 26 June 2022 2:26:22 PM

To the RJDAP

I am writing to ask that the RJDAP to not approve the five story development on Dunn Bay road. This development is not in keeping with the wishes of the community or the City of Busselton Councillors. The Councillors recently voted to restrict the height of development within the Dunsborough Town Centre to three stories. They responded to the fact that the community does not want high story developments within its town centre and they noted the consequences should Dunsborough loose its small town coastal feel.

The COB has also engaged heavily with the community to develop a strategic plan for 2021 - 2030. This plan discusses the wishes of the community to retain town centres with a country, laid back coastal feel. A five storey development is miles away from this position.

High rise development has no place in the town centre of Dunsborough. Even though the COB planning department has approved this development, they are not representing the wishes of the community. This five-story development does not meet the element objective in regards to height and is not supported by the current councillors at the City of Busselton.

A five-story development within The Dunsborough Town centre is not in line with the City of Busselton City of Busselton Strategic Community Plan 2021 - 2031. The plan aims to provide town centres that represent a relaxed country lifestyle. A five-storey development will make the town centre feel like a high-rise cityscape. Dunsborough and the region has fought hard to keep buildings below the tree height and not visible from the Bay or the Ridge. Simply this building is too high.
The COB engaged extensively on many levels with the community members to gauge what they wanted for the future of their town centre and community generally.

This development has the potential to change to atmosphere of the town and impact hugely on how locals and visitors will view Dunsborough. I doubt anyone is going to say "Gee, what a good idea to put a five story high rise development on that site:!

Currently there are three developments providing extra accommodation in Dunn Bay Road, we do not need any more. These apartments are not going to really help with any housing shortfall. They will be expensive to buy and will quickly become short term accommodation.

Traffic is also a concern. Currently traffic in the town regularly comes to a standstill. High rise developments will merely increase the traffic issues. Developments which are smaller in physical size also means less people requiring access the site.

I ask respectfully ask that you listen to and respect the wishes of the community and do not support this development.

Kind regards

Ryan Johnson

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough Development
Date: Sunday, 26 June 2022 9:52:16 PM

I am writing regarding the oproposed development in central Dunsborough.

I understand that this development has been opposed by a majority of councillors, so must question why it is going ahead.

- This revised plan does not meet Element Objective 2.2.1 in regards to height.
- The City of Busselton is not representing the community or the council in its report to the RJDAP.
- The Council recently voted to limit the height to three storeys – this building is still too tall! The height of the development needs to respond to the **desired** future scale and character of the street and local area, including **existing** buildings that are unlikely to change
- Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.
- This building is too big for the centre of the Dunsborough.
- Dunsborough is a small coastal town, and this design does not fit!
- This site already has too much traffic without more shops, supply trucks, and apartments.
- No setback on Cyrillean Way, a narrow road which will take all the traffic from that side of town. The city plans to shut Naturaliste Tce which means more traffic using Cyrillean Way.

Yours faithfully

J.G Taylor

From: [redacted]
To: Development Assessment Panels
Subject: JDAP - DA21/0815 Mixed Use Development for Lot 108 Dunn Bay Road & Lot 109 Cyrillean Way, Dunsborough
Date: Friday, 24 June 2022 3:59:22 PM

I am writing to oppose the above development application.

I cannot believe that the City of Busselton Planning Dept have come out in support of the revised 5 storey building, when only a few weeks ago, the City of Busselton Councillors voted to keep Dunsborough to 3 storeys or less in the new draft Precinct Structure Plan. We have been waiting for this precinct structure plan for a long time, but it clearly hasn't been a priority for the City of Busselton planning department and now we find ourselves, the local Dunsborough community, fighting developers trying to push through a totally unacceptable plan.

The Dunsborough community were overwhelming in their opposition to the original proposal (as was JDAP) and 5 storeys is still too high, especially as 2 new builds, one next door (old Peko Peko site) and the other across the road (Woolworths) have managed to keep their buildings within acceptable limits.

Dunsborough is a small coastal town and having a building of this size in the centre of town is going to cause further traffic chaos during peak times. One of the reasons people choose to live in Dunsborough is the relaxed atmosphere surrounded by natural beauty and we would expect developers to appreciate that fact and come up with designs that blend with the environment.

I am disgusted at the total disregard for the sentiments of the community by both the City of Busselton planners and the greedy developers.

Please consider the local community in your decision making next week. Thank you.

Regards,
Alison Butler
Local resident and rate payer.

From: [redacted]
To: Development Assessment Panels
Subject: FW: PROPOSED 5 STOREY BUILDING DUNN BAY ROAD/CYRILLEAN WAY REF DAP 21/02102
Date: Sunday, 26 June 2022 2:17:57 PM
Importance: High

Sent from my Galaxy

-------- Original message --------
From: [redacted]
Date: 26/6/22 1:41 pm (GMT+08:00)
To:
Cc: [redacted]
Subject: PROPOSED 5 STOREY BUILDING DUNN BAY ROAD/CYRILLEAN WAY REF DAP 21/02102

LA.:DA/21/0815

TO WHOM IT MAY CONCERN

This building , of which we have just been made aware, contravenes City of Busselton's own vision for the future of Dunsborough in the following manner.
Height of building is more than recommended 3 stories which is in the new proposed plan for Dunsborough outlined for the next 50 years. Element objective 2.2.1.
Why is the City of Busselton PLANNING DEPARTMENT not consulting or taking note of proposed City Plan....we are Busselton ratepayers who,.after all pay wages of City of Busselton employees , and therefor should have a say!
Why has this plan been put through in such an underhand way and not been put out for PUBLIC COMMENT??
This Building will have enormous impact on the town centre...it will create a traffic nightmare and detrimentally impact the local lifestyle...
There is a critical shortage of affordable long term housing in Dunsborough and this building does not appear to address this problem...it has the potential to be used as short term holiday rental....once again not benefitting the average population.
Please consider what an impact this building will have .... if allowed it will create a future precedent to totally change the character of our town.
Yours very sincerely
Avril Elkerbout

From: [redacted]
To: Development Assessment Panels
Subject: project reference DAP/21/02102 and LA: DA21/0815
Date: Friday, 24 June 2022 9:48:10 AM

> Hi,
>
> I'm writing in regards to the project reference DAP/21/02102 and LA: DA21/0815
>
> Dunsborough is a small coastal town, and this design still does not fit! It is too big for the centre of Dunsborough.
>
> There are beautiful trees on this site that should be preserved.
>
> Also, the Council recently voted to limit the height to three storeys – this building is still too tall and therefore does not meet Element Objective 2.2.1 in regards to height.
>
> Regards,

> Brigitte and Anthony Gradisen

> Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 LA:DA 21/0815
Date: Friday, 24 June 2022 4:08:42 PM

Dear Sir or Madam

I wish to register my condemnation and disapproval yet again for the the proposed 5 storey site corner of Cyrillian way Dunsborough.

The council voted to conserve the maximum height to 3 storey recently , why is this again being considered as a 5 storey site ?
The City of Busselton is not representing its rate payers and this will not solve the housing crisis
This must not be granted approval , Dunsborough will be changed forever
Please ensure the long term prospects of Dunsborough are upheld, and use your custodian duty to do what is best for the Dunsborough community as a whole

Your Sincerely

Carherine Woylfe

Sent from my iPhone

From: [redacted]
To: Development Assessment Panels
Subject: Propose building application
Date: Saturday, 25 June 2022 7:23:28 PM

The 6 storey building proposed for the site on Cyrillian Way/ Dunn Bay Road , Dunsborough was refused by the DAP as being too big, too bulky and not in keeping with the character of a coastal town.
The developers have now revised the plan so now only 5 storeys! The same criteria should certainly still apply. It does not meet Element Objective 2.2.1 in regards to height.
The City of Busselton council recently voted to limit the height of buildings within Dunsborough to 3 storeys or less in the new Precinct Structure.
The CoB planning dept is not listening or taking instruction from our elected representatives in supporting this. In my view this is outrageous.
The views of the community should be the priority of any planning decisions and policies which is obviously not the case in this instance.
Please uphold your previous decision that this proposed DA is not appropriate for Dunsborough and that any further application is limited height once and for all.

D.Perkin
Resident and ratepayer

Sent from my iPad

From: [redacted]
To: Development Assessment Panels
Subject: Proposed Building in the Town of Dunsborough
Date: Saturday, 25 June 2022 4:37:30 PM
Importance: High

Dear Panel Members

Ref DAP/21/02102 and LA:DA21/0815

As residents of Dunsborough we express deep concern at recent news that the City of Busselton Planning Department have supported the development of a proposed 5 storey building in the centre of Dunsborough. This is despite the Busselton City Council recently voting in favour of keeping Dunsborough buildings to 3 storeys or less in its new draft Precinct Structure Plan. The Planning Department's recommendation, for your consideration, is not only contrary to the decision of the elected Councillors, but also clearly contrary to the wishes of Dunsborough residents, who oppose such a structure for a number of reasons.

Such a building would be out of place in this location both from an aesthetic and a practical view point. Such a height in this busy part of town would look out of place and would conflict with the general structure and appearance of Dunsborough as a small coastal town. The area is already very busy with traffic, and an additional building of this size with additional shops, supply vehicles and residential apartments, would seriously add problems to traffic congestion.

We appeal to your panel to consider the wishes of the residents of Dunsborough, and the decision of the elected City Councillors, by not allowing this development to proceed in the proposed form, as it is in direct conflict with the previous decision of the Regional Joint Development Assessment Panel, and would have seriously negative community consequences for Dunsborough.

Thank you for your consideration.
Yours sincerely
Diane and Gary Bowler

From: [redacted]
To: Development Assessment Panels
Subject: Puma heights 5 story proposal
Date: Sunday, 26 June 2022 12:44:13 PM

To the RJDAP

It is extremely disappointing that the planning department at the City of Busselton would think that a five story building is anymore acceptable to the community than a 6 story building on Dunn Bay Road within the town centre.

I am asking that the RJDAP reconsider the ramifications for the town centre and community of Dunsborough.

In the 2021 - 2031 City of Busselton Strategic Community Plan it indentifies the community expectations as,

LIFESTYLE - A place that is relaxed, safe and friendly, with services and facilities that support healthy lifestyles and wellbeing.

It states what has changed from our 2017 strategic community plan that

Key Themes and Community Aspirations is -

'A place that is relaxed, safe, and friendly with services and facilities that support healthy lifestyles and wellbeing'!.

This development is not in keeping with the sentiment of the City of Busselton Strategic Community Plan 2021 - 2031, the wishes of the current community that lives and visits the town of Dunsborough nor the wishes of our current voted councillors.

While the development was accepted by the planning department at the COB when it is in contrary to its own Strategic Plan simply makes a mockery of engaging with the community. This development does not represent the wishes of the community.

The revised plan for this site does not meet Element 2.2.1 in regards to the height of buildings on this site and it does not meet the views of the current councillors. They recently voted to restrict developments within the town centre to three stories.

Traffic is also a consideration for this site. A threes storey or less development will mean

less traffic. Concentrated high rise developments brings with it increased traffic issues.

The Dunsborough community and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge. We do not want high buildings within our town centre. We want a relaxed coastal country feeling town centre. We are not against development and welcome sensible restrained development.

The apartments within the community will be used for short term accommodation but we already have three other developments in Dunn Bay road with short term accommodation. I can see no need for another one.

I hope you will hear the community and not support this high rise development which will ruin our town centre for ever.

Kind regards
Emma Johnson

Get Outlook for Android

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815 Dugulup Centre, Dunsborough
Date: Sunday, 26 June 2022 4:48:27 PM

I do not support this proposal as it does not meet Element Objective 2.2.1 regarding the height, and it will dominate our town and disrupt the harmony of our built form.

Despite what the RAR claims, if the R-codes are performance based and the Element Objectives take precedence over the Planning Framework then the zoning tables are not relevant to the decision. (Neither the existing RAC3 zoning nor the proposed amendment to the PSP of RAC4 zoning).

The height of the development needs to respond to the **desired** future scale and character of the street and local area, **including** existing buildings that are unlikely to change. This proposal fails to do this.

The desired future scale has been documented by submissions to previous DA's and JDAP's by the community requesting 'low scale', not five stories. The existing buildings in the street are one and two storeys. The microbrewery development at 61 Dunn Bay Road, presently under construction, is two stories – this is unlikely to change. The Shell garage and adjacent buildings is one story – this is unlikely to change. The one storey Empire/Cellars etc buildings across the road are unlikely to change. The single storey Coles 'annex' such as Dome etc, and the two story Centrepoint shopping centre are unlikely to change. The new proposed Woolworths complex is two stories and is about to commence construction, this is unlikely to change. The Yarri/Blue Manna Building in Cyrillean Way is one storey with a two storey component which has recently been built so is unlikely to change. Hence the future scale and character of the west end of Dunn Bay Road is single and two storey and it is unlikely this will change.

I believe the Dugulup Centre proposal should be refused as it does not respond to the existing scale and character of Dunn Bay Rd, nor the desired future scale and character of Dunn Bay Rd.

Regards

Ingrid Spelman
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Ref DAP/21/02102 and LA:DA21/0815
Date: Saturday, 25 June 2022 1:57:17 PM

Sent from my iPad
I am writing concerning the new proposed development on the corner of Dunn Bay Road and Seymour Blvd.
It seems now in our town we are having to constantly fight to keep development at some kind of level that doesn't impact negatively on our local population. Do we only consider the people who want to make money out of our home and the people who flood in here for their holidays? Soon it won't be that seaside town anymore but an overbuilt copy of destroyed towns everywhere.
The COB should be representing us before developers. What happened to the Council recently voting to keeping to a 3 storey limit. This revised plan does not meet the the Elements objective 2.2.1 in regards to height.
We already have massive problems with parking and traffic jams and this corner is one of the worst with the roundabout and cars backing out and waiting for a car park.
The shire also has very strict rules on protecting possum habitats but doesn't seem to be too concerned about this issue when it comes to development. We need our shire to care about our home and take a look into the future to think about what you are now creating for us.

Regards
Bob and Jenny Monkman

From: [redacted]
To: Development Assessment Panels
Subject: REVISED PLANS FOR DUNSBOROUGH
Date: Friday, 24 June 2022 4:39:09 PM

To whom it may concern :-

It has been brought to our attention that the new building that is being erected on the corner of CYRILLIAN WAY &DUNN BAY ROAD is being reconsidered to be 5 storey instead of the agreed 3 storey ?????

WHY !!! This is really not acceptable, WHY do we have to do all this again....& WHY do we need to keep a continuous eye on what the developers keep trying to change
when everything has been agreed & sorted ??!!!

As we have all stated many times....Dunsborough is a small, beautiful coastal town, it needs to be kept that way....that is what people & tourists like, want & have come to expect...quite simple really.

Whiles't we do except progress & changes, we do want to keep our lovely little town without 5 or 6 storey high rise buildings.
The town is already gridlocked at high peak holiday times, making it pretty unpleasant for us as locals, but we are aware that so many local businesses benefit from these times.
More shops on this site plus apartments is going to bring more traffic to this area on a daily basis, making it harder for us as locals to get around.
There are also beautiful, big old trees on the site that need to stay to try & maintain our lovely little town .

Our councillors voted to keep new buildings in Dunsborough to 3 storeys or less in the new draft Precinct Structure Plan, apparently this decision is being totally ignored....again WHY ?

Our voices need to be heard !!!

Jennifer Marshall & Rod Adnams.... [redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Proposed building development in Dunsborough
Date: Saturday, 25 June 2022 8:06:19 PM

To Whom It May Concern,

This email refers to the following : DAP / 21/0212 and LA: DA/0815

I am writing in regard to the proposed 6 storey building application for the corner of Cyrillian Way and Dunn Bay Road, in Dunsborough.

Community sentiment should be at the **forefront of any planning decisions and policy making.** In this case, they are not.

This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments are unlikely to ease the housing shortage as they will probably be utilised for short term accommodation.

The development occurring on the corner of Dunn Bay and Geographe Bay Road is visible as you walk along the beach and the Bay road. It is effectively 4 stories high and creates a large dark shadow over the surrounding area. I would go so far as to say it is over- bearing in its presence and will spoil the ambience of the town. This reminds me of the high-rise ruin of the Gold Coast in Queensland.

On weekends, Dunsborough is busy and becomes congested. Further development is only going to add to this. Frustration arises with parking problems, and traffic banking up at round-abouts and car parks.

Solutions lie NOT in developing the area as is currently in the pipe-line. Busselton is a larger town that could possibly cope with this development. Furthermore, Busselton is referred to as the gate-way to the South-West, so offering more in the way of affordable accommodation and other attractive features surely would be wiser, rather than in Dunsborough.

Most people make a long considered deliberate decision to live in this region. This is for its beauty, pace of life, peace and quiet, bush and semi-rural environment, and to move away from the busy-ness of larger towns and cities. This development, along with other development occurring in Dunsborough, will have a huge negative impact on the town.

I reiterate and wish to express my disappointment and frustration at what appears to be decisions being made without due regard to the people that call this town home. Additionally, I express the same disappointment and regret that some councillors are not supporting the wishes of the majority of people in the region that elected them.

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA:DA21/0815 Mixed use development Dunsborough
Date: Friday, 24 June 2022 3:33:34 PM

To RJDAP

I write to OPPOSE the above Development Application which will go before the Panel on June 29 2022.

Dunsborough is a much loved coastal town where people live and visit because of its unique laid back character. It has a mixture of single, two and some three storey buildings. The recent two approved new developments – Woolworths and the Brewery will only be two storeys and are in keeping with the relaxed character of the town. To propose a high rise developments in this town is very out of touch with why people love to come here. This was demonstrated with the 750 submissions with 98% against the previous plans for a six storey building and a further 700+ submissions majority against for the 6 storey building on corner of Dunn Bay Rd and Seymore Blvd. As well, the Councillors who have listened to the community concerns and have voted to amend heights in Dunsborough to a maximum 3 storeys only.
The head of Planning at the City of Busselton, Mr Paul Needham, is not representing the community or the the Councillors in his report to the RJDAP i:e his views DO NOT reflect those of the Councillors at the City of Busselton nor the community of Dunsborough.

The current revised 5 storey plan does not meet the Element Objective 2.2.1 in regards to height. The height of the development needs to respond to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change, as mentioned the two new buildings currently under construction are only 2 storeys. The desired future scale has been documented by submissions to previous DA's and JDAP's and the existing buildings are one and two storeys.

I have traveled a fair bit of the world and the places that are most appealing are those towns that have chosen to keep their laid back character and quirky quaintness.
Please don't destroy Dunsborough, OUR HOME and one of the state of Western Australia's favourite holiday spots by approving this application. Dunsborough is NOT the place for high rise like the city - We are a holiday village!!

Yours sincerely

Jo-Ann Wallington

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: 5 storey development in centre of Dunsborough
Date: Sunday, 26 June 2022 11:21:19 AM

Dear Sir/Madam,

I am writing to you as a ratepayer of the Busselton/Dunsborough Shire to strongly protest the 5 storey development proposed for the centre of town.

It seems to smack of corruption if the strong sentiment of the community and their elected representatives is to be ignored and a development which will totally alter the character of our seaside town should be allowed to proceed. The commitment by the community and rate payers to keep any building below the tree line must not be ignored nor the inability of the town centre to cope with larger amounts of traffic. We as ratepayers pay the salaries of the people making these decisions and our voices should be listened to!

Deeply concerned,

Joanna Taylor

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Sunday, 26 June 2022 4:37:27 PM

Good afternoon Members of JDAP.
I am a long time resident of Dunsborough. I write to you to express my concern that any development, and in particular on this occasion the one on Cyrillean Way, should be allowed to be developed to a level or 5, or 6 stories. There is no place in our Village for such overpowering buildings and our desire is to go no higher than the treeline.

The residents of Dunsborough Village have long expressed their desire to limit height of buildings to 3 levels only, and the City of Busselton Council is currently proceeding with the necessary bylaws to express this. I understand that the COB Planning department has come out in support of high rise in this case. The Planning department are employed by us the residents and they are not listening to us!

The proposed building is TOO BIG for the centre of town and would overshadow any current or future building in its path. Its placement on Cyrillean way offers NO SETBACK. At busy times currently the traffic coming and going down Cyrillean Way its too congested - a building of this size in this location would add to that in a negative way. There is a housing crisis in Dunsborough where ordinary people with jobs to support our town cannot find accommodation - this building of luxury expensive apartments will not solve that problem..

I would like to draw your attention to the magnificent trees on this particular block, part of the history of our town and much loved by the residents.

I urge you to again consider the wishes of the people and Dunsborough by not allowing such an out of place development to go ahead.

Yours Sincerely

Joy Watling
[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: RE: Dunsborough Development
Date: Saturday, 25 June 2022 1:58:52 PM

Hi,
In reference to the proposed development
DAP/21/02102 LA:DA21/0715
I would like to share my concerns about the impact that this development will have on the Dunsborough township.
This development is too big and the design does not fit.
The revised plan does not meet the Elements Objective 2.2.1 in regards th height.
The City of Busselton Council has recently voted to limit the height of development to three storeys. Why is this not considered?
A development of this size will have an major impact on the gridlock at peak season and peak times.
A development of this height and size will have a devastating impact on the endangered species and flora within this community.

I truely hope that the decision to maintain a three storey limit in Dunsborough is supported by the DAPS

Regards,
Judy Nuttman

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough development
Date: Sunday, 26 June 2022 3:40:59 PM

Dear JDap members

Please reject this five storey development. The whole atmosphere and ambiance of Dunsborough is being slowly destroyed. Anyone who has seen the monstrosity that's going up at the beach end will agree. Why do we vote in Councillors who also object when the City of Busselton say yes.

Julie Williamson

From: [redacted]
To: Development Assessment Panels
Subject: Response to Over Height Development in Dunsborough
Date: Sunday, 26 June 2022 10:27:39 AM

To the RJDAP

I am appalled to think that the planning department at the City of Busselton would think that a 5 story building is anymore acceptable to the community than a 6 story building on the site of Dunn Bay Road and Cyrillean Way.

A five story building on this site is not in keeping with the sentiment of the City of Busselton Strategic Community Plan 2021 - 2031, the wishes of the current community that lives and visits the town of Dunsborough nor the wishes of our current voted councillors.

The community has time and time again made it clear that it does not want tall buildings in the town site of Dunsborough. The City of Busselton council recently voted to restrict building heights to 3 storeys. The revised plan does not meet Element 2.2.1 in regards to the height of buildings on this site.

In the 2021 - 2031 City of Busselton Strategic Community Plan it indentifies the community expectations as, on Page 10 as - LIFESTYLE - A place that is relaxed, safe and friendly, with services and facilities that **support healthy lifestyles and wellbeing.**
On Page 11,it states……What has changed from our 2017 strategic community plan.
THIS PLAN indentifies Key Themes and Community Aspirations as - A place that is **relaxed**, safe, and friendly with services and facilities that **support healthy lifestyles and wellbeing**.
Then again on Page 20, it Lists Key themes - Lifestyle, as **A place that is relaxed**, safe and friendly, with services and facilities that support healthy lifestyles and wellbeing.
The plan encourages a **A City that retains its relaxed seaside and country lifestyle** and it states that it aims for Development that is well managed and preserves our green corridors, **country feel** and public open spaces.

In 2011 a vision for the Dunsborough Town Centre was adopted in the City's Local Commercial Planning Strategy, which included:

- District centre/ village atmosphere
- Interaction with coastal/ seaside location
- Cohesive seaside design theme, improved aesthetics
- Tourist friendly, pedestrian friendly
- Informal, 'laid back'
- A green and landscaped streetscape, linked to natural areas
- A place to shop where diverse and quality products are available

I believe this vision for the Dunsborough Town Centre is still current today for the local community members, visitors and tourists to the region.

In 2018 community forums and workshops identified the strengths and attributes of the Dunsborough Town Centre as being unique and special with a laid back

atmosphere and connection to coast. It highlighted the experiences that people wanted to have when visiting the town and the family friendly spaces within the town centre.

The new development application will

- be totally out of proportion to the existing shops which have a small town feel,
- it will dominate the whole townscape and take away the village like atmosphere of Dunsborough,
- it will not provide a connection to coast or be in keeping with the aesthetics of seaside Dunsborough,
- and it will not create a laid back feel to the town centre.

As part of the 2018 Dunsborough 'Have Your Say' forums and Workshops identified Growth as a threat. That broad scale development would be at the cost of the character of the town. If the RJDAP approves this development it will be at the cost of Dunsborough as a small country town and at the cost of its uniqueness within the whole region.

The proposed extra accommodation as part of this development application will not make any real difference to the where and how people live or stay in Dunsborough. We currently also have two other developments proceeding that include extra accommodation in the town centre.

The City of Busselton has invested heavily and openly with the Dunsborough Community to develop strategic plans and a vision for the Town Centre this development does not match those plans or that vision. If anything it smacks in the face of such sentiments, therefore I ask you not approve the development.

This site is already heavily congested with traffic and while development is expected high rise concentrated development will only add to the traffic problems and should be avoided if at all possible.

Please do not allow this development to proceed as it will destroy our relaxed coastal feel and Dunsborough will no longer have any appeal as a tourist destination. We will be left with a scar on our community for eternity.

Kind regards

Karen Johnson

From: [redacted]
To: Development Assessment Panels
Subject: DAP21/02102 and LA:DA 21/0815 Dunn bay Rd Dunsborough
Date: Saturday, 25 June 2022 3:35:53 PM

I am a permanent resident of Dunsborough. I was present when submissions were made to oppose the initial 6 storey development.
It was made abundantly clear that 3 storeys to fit in with the existing streetscape would only be appropriate and acceptable to the Dunsborough community.
Since that meeting it has been accepted by the City of Busselton that 3 storeys was to be the going forward height limit for Dunsborough.
The proposed changes to the initial plan for this site is 5 storeys, far higher than any building currently near it or ever likely to be. If allowed to proceed it will tower over the town and be an eyesore.
This development is unsightly and does nothing to improve Dunsborough. The proposed accommodation does nothing to improve housing availability. Those currently looking for long term accommodation can not afford high end short stay which this undoubtedly will be.
The trees on this site are the highest in Dunsborough. The highest is a Yarri not a degraded Marri as apparently previously described and should be protected.
Dunsborough is a pretty seaside town on the edge of a superb pristine natural coastal environment. It is not Mandurah! It's values must be protected.
Please do not allow our town to be permanently spoilt just for the financial gain of the developers, landowners and extra rates for the City of Busselton.
This proposal is totally unacceptable. 'Three storeys and we'll have it' is a reasonable development in keeping with the landscape and the town of Dunsborough.
Thank you.
Yours sincerely

Kate Fysh
[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Dunsborough building height limits. Reference numbers: DAP/21/02102 and LA: DA21/0815
Date: Saturday, 25 June 2022 1:11:32 PM

Hi
I am writing regarding the proposed five storey building application for the corner of Cyrillian Way and Dunn Bay Road. This revised plan does not meet Element Objective 2.2.1 in regards to height.

The altered plan to five storeys will still be too big, too bulky and not in keeping with character of our coastal town. Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

This building is too big for the centre of Dunsborough. A five storey building will impose on the current building which is being undertaken and has considered the beautiful trees which are on their block. They have kept the character of the area and this new brewery will fit our town. The new proposal needs to be altered to three storeys and to retain the beautiful trees on this block too. It will look totally out of character to the whole town and be an eyesore. Any additional apartments are not going to help our current housing crisis either and probably only exacerbate it.

The City of Busselton Council has recently voted to keep Dunsborough to three storeys or less, in the new draft Precinct Structure Plan which sets the rules for development for the next 50 years in town. This is what the vast majority of the community wants and has lobbied for and should be respected and adhered to by all concerned with planning. I understand that some development needs to occur but the reason people choose to live here and move here is because we don't have overdevelopment.
The City of Busselton is not representing the community or the council in its report to the RJDAP.

Please listen to the people who actually live in the town and want only what is best for it. We are different to other places and that is what makes us so special. If people want high rise living there are many places around WA and Australia that they can go. Please keep us special!!

Regards
Kathleen Wilson

[redacted]

[redacted]

Thank you once again for your ongoing support.

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Old Puma site
Date: Sunday, 26 June 2022 11:09:53 AM

My name is Kellie Lemon and have a resided in the Dunsborough area for over 30 years now.
I'm just bewildered that once again the planning of this site is still too tall as the 3 story requirement that was passed.
Please Dunsborough is just ruined now, parking a night mare and developments ugly. The geographe Bay Rd and dunnbay road development is ugly and not in tune with our town.
Please can we not go through this again.
Not 5 story it was abashed last time at council meeting

From: [redacted]
To: Development Assessment Panels
Subject: Building Height DUNSBOROUGH.
Date: Friday, 24 June 2022 2:52:08 PM

I am writing this submission in relation
To the proposed development on the corner
Of Dunn Bay Road and Cyrillean Way, Dunsborough.

I remain resolute in my opposition to this development.

My objections are :

The height and bulk of this building do not suit the
Village atmosphere that is so attractive to tourists and
Local residents.

The impact it will have traffic wise to that area is
Of great concern.

I believe we can have expansion and new development
Without high-rise buildings more than 3 stories.

Please consider my view when considering this matter.

Regards
Kerry Fraser

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA:DA21/0815
Date: Saturday, 25 June 2022 2:54:24 PM

Concerning the 5 storey building application in the middle of Dunsborough cnr Dunn Bay rd & Cyrillean way.

I have worked in an office very close the this T junction for the last 20 years.

· This revised plan does not meet Element Objective 2.2.1 in regards to height.

· The City of Busselton is not representing the community or the council in its report to the RJDAP.

· The Council recently voted to limit the height to three storeys – this building is still too tall!

· Dunsborough and the Region has always fought to keep buildings below the tree line and not visible from the Bay or the Ridge.

· This building is too big for the centre of Dunsborough.

· Dunsborough is a small coastal town, and this design does not fit!

· There are beautiful trees on this site that should be preserved.

· These apartments aren't going to help solve the housing crisis as it is likely they will be utilised for short term accommodation.

· DAP/21/02102 and LA: DA21/0815

Marcelle Campbell
Ratepayer and long term Resident (since 1996)

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815 concern
Date: Sunday, 26 June 2022 9:31:02 PM

To whom it may concern

In regards to the proposed site corner Cyrillian Way and Dunn Bay Rd Dunsborough, I wish to voice by concerns as a resident of the town. For a number of reasons I disagree with the proposal of a 5 storey development on this site
It is my belief that the City of Busselton is not representing the community or the council in its report to the RJDAP.

This revised plan does not meet Element Objective 2.2.1 in regards to height. Making this exception will effect the town's future building height. We do not have the infrastructure to cater for such developments in our town centre.

Recently our Council voted to limit the height to three storeys, this development considerably taller. We are a small coastal town and this development is not suitable and is too big for the centre of Dunsborough.

The COB Planning has acted negligently on a number of planning matters in recent times, acting favourably on a number of large scale investments in the shire while causing undo stress and difficult conditions for the humble local resident looking to build a home. This is yet another example of inequality. The residents are frustrated and lack faith in the COB planning department. DO NOT allow this decision to be passed, local residents have had enough.

Please do not hesitate to contact me should you wish to discuss this further.

Kind regards

Marianne blythe

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Friday, 24 June 2022 7:44:55 PM

To DAPS

I am infuriated to hear there is still a possibility that the Dunsborough town centre could have a 5 story building allowance.
Dunsborough is a coastal town and does not suit high rise development.
Five story building limits will contribute to killing the reason why tourists flock to our beautiful seaside town.
The Busselton Council recently voted to keep our building limits to three stories - five stories is too high.
5 story concrete monstrosities are not welcome and never will be welcome in Dunsborough.

Regards

Melissa Kent

From: [redacted]
To: Development Assessment Panels
Subject: 5 storey in dunsborough
Date: Sunday, 26 June 2022 2:58:54 PM

Hello,

I am writing in regards to my concerns at the proposal of a 5 storey building in Dunsborough.

I feel that our voices, as a community are not being heard. This type of building is unnessary and not in keeping with the area and and small country town that Dunsborough is.

The height and size of the building does not suit a small country town, and is too big for the centre of our little village, the height being more than 3 stories above all other existing buildings. These apartments will not help to reduce the housing crisis in the area and as a longterm retail tenant in an always congested traffic area, a building of this size and what it proposes to bring to the area, is not warranted and of very little benefit to the majority of locals. Having just returned from an east coast work trip, it is apparent that the planning department and COB are completely out of touch with what is suitable and necessary for a small coastal village.

Towns that may be considered to be our “equal” on the east coast, generally, do not have building over 2 storeys, sometimes 3.
As a community I feel that the financial gains in situations like this are beneficial only for a small minority while the voices of the majority are continuously being ignore.

I strongly oppose the size height and style of this building.

Regards

Nicole Cartledge

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Submission to JDAP meeting on 29 June 2022
Date: Sunday, 26 June 2022 5:30:53 PM

Attention: JDAP panellists

The revised plan for the development does not meet the requirements in regards to height. The City of Busselton recently voted to limit the height of all buildings in Dunsborough to 3 storeys and therefore the proposed new building is too high as well as being too big for the centre of town.

The traffic through the town is already very busy especially during summer and school holidays and the proposed new building will only intensify this.

Thank you for listening to the community views when reviewing the development plans.

Penny de Cuyper
A resident of Dunsborough

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: Five Story development in Dunsborough
Date: Sunday, 26 June 2022 10:31:04 AM

To the RJDAP

I am asking you not to support the five storey development on Dunn Bay Road.

This development is not supported by the CoB Strategic Plan 2021 - 2030. To approve a development which does not match the fundamental principles of the plan is absurd. The plan uses language like coastal county town, not high rise concentrated development. We value open spaces and trees which again is reflected in the desires of the community within the sections of the strategic plan.

It does not meet the Element Objective 2.2.1 and is simply too tall. The City of Busselton Councillors recently voted to restrict the height of any development with in the town centre to three stories a decision which was welcomed by the Dunsborough Community. We have fought hard to keep the development sky line not visible from the bay or the Ridge.

The site is already heavily congested with traffic and while development is inevitable high rise concentrated development will only add to the traffic problems and should be avoided at all costs.

No housing issues within the community are going to be solved by a few short term accommodation units. Currently we have another three developments on Dunn Bay road that will be providing extra accommodation. I doubt we need another one.

We are a small coastal town that is valued because we are unique and like a small village this development simply does not fit within the expectations of the community of the visitors to the Dunsborough.

Kind regards

Mrs Phyllis Winchcombe

From: [redacted]
To: Development Assessment Panels
Subject: Development 5 storey proposal - Cnr Cyrillian Way and Dunn Bay Road, Dunsborough
Date: Saturday, 25 June 2022 11:38:16 AM

To Whom It May Concern,

I write as a concerned resident of the Dunsborough-Yallingup area regarding the above development proposal.

It is my understanding that the City of Busselton Councillors voted at a recent meeting to restrict all future developments in Dunsborough to 3 storeys, as outlined in the new draft Precinct Structure Plan which sets the guidelines for development in our town for the next 50 years.

Despite this resolution, it seems the COB Planning Department is supporting the developer's submission for the above 5 storey project.

I struggle to understand how there can be such a conflict in the decision-making process of our local governing body and how this can impact so dramatically on the future of Dunsborough. The Councillors' decision was made after consultation with the local community - the people who voted them as their representatives. And so I firmly believe that a 3 storey limit should be adopted for the above development based on that decision and maintained until such time as community opinion shifts. That time is not now.

I trust your assessment of and decision on the developer's 5 storey proposal will honour the wishes of the vast proportion of the Dunsborough-Yallingup community, and that is to allow sensible development which retains as much of our seaside village integrity as possible. This current 5 storey proposal definitely does not belong in this setting and thus it should be rejected.

Thank you for your time.
Best wishes,
Shelley Guy

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 and LA: DA21/0815
Date: Sunday, 26 June 2022 4:57:10 PM

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23 June 2022

Ref: DAP/21/02102 and LA: DA21/0815

As a local Dunsborough Community Group, representing over 100 members, we are not in support of the development proposal DAP/21/02102 and LA: DA21/0815 on the following grounds.

1. **This revised plan does not meet Element Objective 2.2.1 regarding height.**
2. **The City of Busselton is not representing the community or the council in its report to the RJDAP.**
3. **The Council recently voted to limit the height to three storeys,** therefore the height of this building does not fit with the wishes of the council or community.
4. **This proposal will dramatically increase traffic flow onto an already busy intersection,** making pedestrian access dangerous and less desirable to young families and youth**.**
5. **The iconic, mis-identified, old growth *Eucalyptus patens* (Yarri) to the north of the Site is a species found on moist loamy soils and as such is heavily linked to sub surface moisture**. The impact of sub surface hydrological change from dewatering, disturbance, compaction, and loss of infiltration, both during and in implementation of the development have not been considered in this proposal.
6. **A subjective tree health assessment:** The tree health assessment was conducted in late summer when trees are often showing signs of decline due to reduced access to groundwater and increased drying from summer winds. The tree health scale used is inferred and subjective with no parameters noted for assignment of each condition rating.
7. **A threatened species habitat assessment has not been undertaken for Black Cockatoos and Western Ringtail Possums** as would be appropriate under the *Biodiversity Conservation Act (2016)* and *Commonwealth Environmental Protection (EPBC) Act (1999).* An appropriate fauna assessment should be undertaken to ensure the large Eucalyptus patens tree is not a Black Cockatoo roosting/nesting tree or contain a hollow being utilised by a Western Ringtail Possum.
8. **The proposal does not comply with *State Planning Policy 2.9 - Water,* Section 7.4** as it does not adhere to stormwater and groundwater management requirements of the Guideline. The proposal fails to meet requirements of Section 7.4, points (f) design and construction, (g) treatment of groundwater discharges and (h) incorporation of water sensitive design in the early stages of the planning process.
   The proposal in fact does not address stormwater management at all. With significant volumes of water expected from the proposed impenetrable surfaces on the site, the where, how and quality of this water needs to be addressed to protect values of the Dugulup Brook.
9. **The proposal does not implement a sufficient buffer distance for Dugulup Brook from the development.**
   It appears an assessment of adequate buffer distance of the development from the waterway has not been undertaken and should be implemented as per DWER (Department of Water Environment and Regulation) Operational Policy 4.3 (a risk based biophysical assessment) to provide sufficient buffer for the waterway from the development.
10. **The landscaping plan contains a range of weedy Australian native and exotic species**

and does not reflect locally endemic species. The plan suggests use of a known weed species, *Billardiera heterophylla* 'alba' and other species including *Pittosporum* and *Liriope* that are known to be environmental weeds and pose a serious weed risk to the biodiversity values of Dugulup Brook, a stream which is highly valued by locals, nearby businesses and local indigenous groups for its amenity and biodiversity values.

Kind regards

Helena Nicholson

Helena Nicholson

President

Dunsborough Coast and Land Care

From: [redacted]
To: Development Assessment Panels
Subject: Development in Dunsborough
Date: Monday, 27 June 2022 10:50:47 AM

Sirs
It has come to our attention that the Busselton City Planning Dept. Is not listening to or taking instructions from the councillors elected by us, the ratepayers in respect to a proposed 5 storey building in the centre of Dunsborough.
We object most strongly to the decision of the Planning Dept. and would hope that you would listen to the ratepayers and revise this decision.
Richard and Alison Phillips

Sent from my Galaxy

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 | RJDAP/59
Date: Monday, 27 June 2022 2:31:10 PM

To whom it may concern at RJDAP

In reference to the above proposal for the site on the cnr Dunn bay rd and Cyrillian way.
Firstly have you been to dunsborough?? Anyone A decision to ruin a town surely should have some site meetings to certify with your own eyes the town and the landscape not of paper from a developer who wants to make more money.
Secondly iam not sure it is your area but the data the developers use for foot Traffic and car movement is old so old in fact there are not any shops on cyrillian back then plus the survey was done in June and when everyone use to head up north. Not anymore though

The revised plans do not take into consideration any of the previous declarations when it got turned back last time.
It's huge, creates a wind tunnel, shadows all other buildings around it Dosent add anything of value to the town.
Currently we have vacant offices for lease on the commercial side and it dosent help the housing shortage as it's holiday units again. So what is it's purpose ? Again developer and money Not what the town needs or wants

More points to consider
- revised plan dosent meet element objective 2.2.1 in regards to height
- the Busselton is not representing us the community or the council in its report to you . (do you really get The whole truth??)
- the council voted on 3 stories only so why a 5?
- the concept plan have always tried to maintain a height of buildings from the ridge and down to be below tree line and not visible from bay (well that went out the window when you approved the massive big thing down the foreshore front which Dosent contribute jack to the community , but it dosent mean you should make the same mistake again)
- building again is too too big for the site and area.
- traffic area is huge you can't move their at Easter and winter
- do we want to become like Byron ??? No the community needs structure to be reflective of this coastal town that is rapidly growing with poor planning and regulation. It's like dogs breakfast in it's planning and traffic management .
- don't get me started in parking and how properties can buy out of parking spaces for their clientele- simple fact we have none - you allowed for the brewery to go ahead with a venue of 1000 with 22

cars parks (go figure)
- the site is large and has unique trees someone with passion and a good design can make that place shine.
- what's stopping them from becoming short term holiday.

Thank you
Kind regards
Veronica lepidi

From: [redacted]
To: Development Assessment Panels
Subject: lot 108 [no 57]Dunn Bay road Dunsborough
Date: Wednesday, 22 June 2022 4:52:41 PM

Dear Sir/Madam
I own a business in Dunsborough we are in full support of the proposed development 57 Dunn Bay Road.
Develpment is important to keep this town moving in the right direction of a tourist town that caters for tourists.
At the moment accommodation restaurants commercial attractions are needed .
There is a movement or group of people that say no to everything proposed.Over the last 21 years of running our business in town we have seen projects being shut down then to find the group who did not want them leave and move somewhere else.
The population has grown in the last few years with families moving in to the area, projects like these create employment for the coming generation and all prosper.Please don't listen to a small group who say no to every idea and do not add any excitement for the future tourist and residents
Thank you for your time.

Regards
Craig McConville

[redacted]

[redacted]

From: [redacted]
To: Development Assessment Panels
Subject: DAP/21/02102 - LOT 108 (NO.57) DUNN BAY RD AND LOT 109 (NO.6) CYRILLEAN WAY
Date: Wednesday, 22 June 2022 2:42:55 PM
Attachments: [redacted]

Dear Panel Members,

I write this email in support of this application with absolutely no vested interests in the proposal whatsoever.

I am greatly concerned that a VERY vocal minority of local agitators are misrepresenting the overall communities position in regards to this development and development in the area as a whole.

As it currently stands there is almost no housing available to buy or rent in the surrounding area, and certainly not of the type proposed by this development i.e. units. For any older people looking to downsize to something more manageable, or a lock up and leave situation for retirees there is basically nothing.

The site on which it is proposed is within a few meters of what is Australia's busiest Coles at some times of the year, and a large new Woolworths currently under construction. Dunsborough is not a small country town, and despite the endeavours of the deceptively named "Progress Association" people will continue to choose to move to this attractive area, meaning additional housing stock is desperately needed.

What better location for units than on the main street adjoining a large carpark, no overlooking of residential neighbours to consider etc.

The addition of this housing stock has to make a difference to the housing crisis, how could additional supply not. The lack of logic in the progress associations arguments knows no bounds.

Thank you for your time in reading.

Kind Regards,

Kristian Moore [redacted]

Government of **Western Australia**
Development Assessment Panels

LOT 108 (NO.57) DUNN BAY RD AND LOT 109 (NO.6) CYRILLEAN WAY DUNSBOROUGH – MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE – SMALL & 35 MULTIPLE DWELLINGS)

State Administrative Tribunal Reconsideration –
Responsible Authority Report
(Regulation 12)

DAP Name:	Regional
Local Government Area:	City of Busselton
Summary of Modifications:	• Building fronting Dunn Bay Road reduced from 4 down to 3 storeys; • Building fronting Cyrillean Way reduced from 6 down to 5 storeys; • Apartment numbers reduced from 41 to 35; • Car parking bays reduced from 166 to 133; • Reduction of commercial NLA from 3,689m^2 to 2,042m^2; • Architectural design of Dunn Bay Road façade modified to better reflect building styles within the Dunsborough Town Centre; • Boundary wall to western boundary reduced in height from three storeys to two storeys, reduced in total length and broken into two sections; and • Provision of additional crossover to Cyrillean Way to provide separate access for service vehicles and residents/tenants.
Applicant:	Planning Solutions
Owner:	DCSC Pty Ltd
Value of Development:	$22 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)
Responsible Authority:	City of Busselton
Authorising Officer:	Paul Needham, Director Planning and Development Services
LG Reference:	DA21/0815
DAP File No:	DAP/21/02102
SAT File No (DR reference):	DR11/ 2022
Date of Decision under Review:	10 January 2022
Application for Review Lodgement Date:	19 January 2022
Attachment(s):	1. Location Plan 2. Development Plans (revised) 3. Artist Perspectives (revised) 4. Feature Survey 5. Applicant Planning Report (revised)

	6. Concept Landscape Plans (revised) 7. Public Art Capability Statement 8. Transport Impact Assessment (revised) 9. Environmental Noise Report (revised) 10. Transport Noise Assessment Report (revised) 11. Arborist Report 12. Waste Management Plan (revised) 13. Sustainable Design Assessment Report (revised) 14. R-Codes Assessment (revised) 15. Independent Design Review 16. Previous Determination Notice - RJDAP/41 – 10 January 2022 17. Development Plans previously considered by RJDAP (Refused10 January 2022) 18. Original application Development Plans 19. Schedule of Submissions 19.1. Dunsborough 2030 submission 19.2. Element submission (on behalf of Eldorado Pty Ltd) 19.3. Thomas Burbidge submission 19.4. Albert Haak submission 19.5. Peter Kyle submission 19.6. Sarah Gautrey submission 19.7. Leah Hawkesford submission 19.8. Geoff Davies submission 19.9. Dunsborough Progress Association submission 19.10. Comments DWER 19.11. Comments DPLH	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Regional Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 11 of 2022, resolves to:

RECONSIDER its decision dated 10 January 2022 and **SET ASIDE the decision and substitute a new** decision for DAP Application reference DAP/21/02102 and amended plans (DA050 Rev M, DA130 Rev B, DA150 Rev F, DA200 Rev K, DA201 Rev M, DA202 Rev L, DA203 Rev L, DA204 Rev K, DA205 Rev K, DA206 Rev H, DA400 Rev G (Colour version), DA400 Rev G (Grayscale version), DA401 Rev G (Colour version), DA401 Rev G (Grayscale version), DA500 Rev F, DA501 Rev G and DA602 Rev D) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Busselton Local Planning Scheme No. 21, subject to the following conditions:

1. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. The development hereby approved shall be undertaken in accordance with the signed and stamped, Approved Development Plans, and except as may be modified by the following conditions.

PRIOR TO COMMENCEMENT OF ANY WORKS CONDITIONS

3. The development hereby approved, or any works required to implement the development, shall not commence until the following plans or details have been submitted to the City and have been approved in writing –

    3.1 Drainage Management Plan, the details of which shall incorporate Water Sensitive Urban Design principles as set out in the Western Australian Planning Commission's *Better Urban Water Management* guidelines and should ensure that surface water will be contained within the development site with no direct, unfiltered discharge to the Dugalup Brook.

    3.2 A Noise Management Plan which shall include (but not be limited to) all recommendations specified in the Environmental Noise Assessment Rev E and Transportation Noise Assessment Rev C, each dated 13 May 2022, prepared by Lloyd George Acoustics in order to reduce noise disturbance to neighbours and an Acoustic Report which demonstrates that all mechanical services associated with the proposed development, and any other noise source, including noise emanating from Licensed Premises, will comply with the *Environmental Protection (Noise) Regulations 1997*.

    3.3 Lighting Plan which shall include all awnings, parking areas, footpaths and areas accessible to the public and be consistent with the requirements of Australian Standard *AS 4282—2019*, *Control of the obtrusive effects of outdoor lighting*.

    3.4 Car Parking Management Plan, which shall demonstrate that sufficient parking will be available for customers of commercial premises.

3.5 A schedule of the final materials, finishes and colours, which shall be generally consistent with the approved plans. The schedule shall include details of the type of materials proposed to be used, including their colour and texture.

3.6 Details of the treatment of the external surface of the boundary wall abutting the adjoining lot to the west, such as to provide a suitable aesthetic appearance to the satisfaction of the City. Details should include materials to be used, textures, colours and artwork.

3.7 A Signage Strategy which shall identify the location of signage to provide reasonable opportunity for recognition of businesses and residences within the development. The Signage Strategy should include but not be limited to the location, design, materials and levels of illumination (where applicable) of any proposed signage.

3.8 Detailed plans of the required modifications to street verges, vehicle crossing points, roadside drainage, street furniture, footpaths, lighting and servicing infrastructure to provide vehicular and pedestrian access to the site.

3.9 A final Landscaping Plan (LP). The LP shall include the following:

a. the location, number, size and species of existing and proposed trees and shrubs, including calculations for the landscaping area;
b. any lawns to be established;
c. any existing trees to be retained;
d. those areas to be reticulated or irrigated;
e. open style fencing to the northern site boundary to provide definition to the Dugalup Brook Recreation Reserve (R42673);
f. verge treatments, including hard and soft landscaping treatments; and
g. consideration of Designing Out Crime principles.

3.10 A Tree Protection Plan (TPP) for the trees to be retained on the site and adjoining road reserves and for vegetation within the adjoining Recreation Reserve – R42673 (Dugalup Brook). The approved TPP shall be implemented before any of the substantive development is commenced and shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site. Within any areas identified to be fenced, nothing shall be stored or placed, and the ground levels shall not be altered.

3.11 A Construction Management Plan (CMP). The CMP shall address the following:

a. public safety and amenity;
b. site security;
c. contact details of essential site personnel, construction period and operating hours;
d. community information, consultation and complaints management;
e. traffic, access and parking management;
f. waste management;
g. sanitary facilities;

h. stormwater and sediment control; and
i. any other matter deemed relevant by the City.

3.12 Details of the proposed bicycle parking and end of trip facilities, designed in accordance with the Australian Standard for Parking facilities – Bicycle parking (AS2890.3-2015) and accommodating a minimum of 42 bicycles. The details shall include, as a minimum, the location, design and materials to be used in their construction.

3.13 Arrangements to provide public art works within the development site. This entails compliance with the Percent for Art provisions of the City's Development Contribution Policy via appropriate works up to a minimum value of 1% of the Estimated Cost of Development ("ECD").

3.14 Revised plans showing deletion of proposed on street parking bays along Cyrillean Way.

3.15 Revised plans showing provision of a door into the Shop floorspace at the corner of Dunn Bay Road and Cyrillean Way.

4. The development hereby approved, or any works required to implement the development, shall not commence until the following contributions have been paid to the City:

4.1 A contribution of $115,325.00 towards community facilities in the Dunsborough and Quindalup precinct.

4.2 A contribution of $100,000.00 towards the upgrading by the City of the Dunn Bay Road/Cyrillean Way intersection.

PRIOR TO OCCUPATION/USE OF THE DEVELOPMENT CONDITIONS

5. The development hereby approved shall not be occupied, or used, until all plans, details or works required by Conditions 2, 3 & 4 have been implemented; and the following conditions have been complied with to the satisfaction of the City –

5.1 Crossovers are located and constructed to the City’s specifications.

5.2 Arrangements being made with the City for an easement in accordance with sections 195 and 196 of the *Land Administration Act 1997* for the benefit of the City of Busselton and the public at large to be shown on the Deposited Plan to be registered on the Certificate of Title over a 3m wide by 13m deep section of the southwest access way (to Dunn Bay Road).

5.3 All vehicle parking, access ways, footpaths and external lighting shall be constructed to a minimum standard in accordance with the Australian Standard for Parking Facilities - Off-Street Car Parking (AS 2890.1) and shall be developed in the form and layout depicted on the approved plans to the satisfaction of the City.

5.4 Accessible car parking and access shall be provided and designed in accordance with the Australian Standard for Parking Facilities - Off-Street Car Parking for people with disabilities (AS 2890.6).

ONGOING CONDITIONS

6. The works and other measures undertaken to satisfy Conditions 2, 3 & 5 shall be subsequently maintained for the life of the development, and the following conditions must be complied with to the satisfaction of the City –

    6.1 No roller doors or screens are permitted to be installed to the frontages of any of the ground floor commercial tenancies.

    6.2 All glazing to the ground floor commercial tenancies are to be clear, non-tinted glazing and shall not be subsequently obscured by alternative window treatments, substantial signage or internal shelves, to the satisfaction of the City.

    6.3 All services and service related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.

    6.4 Clothes drying shall not occur on open balconies at any time unless behind purpose built screening approved as part of the development.

ADVICE TO APPLICANT

1. If the applicant and/or owner are aggrieved by this decision there is a right of review under the provisions of Part 14 of the *Planning and Development Act 2005*. A review must be lodged with the State Administrative Tribunal, and must be lodged within 28 days of the decision.

2. This Decision Notice grants Development Approval to the development the subject of this application. It cannot be construed as granting Development Approval for any other structure shown on the approved plans which was not specifically included in this application.

3. Please note it is the responsibility of the applicant / owner to ensure that, in relation to Condition 1, this Development Approval remains current and does not lapse. The City of Busselton does not send reminder notices in this regard. The term "substantially commenced" has the meaning given to it in the *Planning and Development (Local Planning Schemes) Regulations 2015* as amended from time to time.

4. In accordance with the provisions of the *Building Act 2011*, and *Building Regulations 2*012, an application for a building permit must be submitted to, and approval granted by the City, prior to the commencement of the development hereby permitted.

5. Prospective purchasers of multiple dwellings should be advised by the developer that use of a residence for the purposes of short stay accommodation will require City Development Approval for a change of use to 'Holiday Home – Grouped/multiple dwelling'. Advice should be obtained from a suitably qualified person in respect to the ability of any multiple dwelling to comply with accessibility requirements of the *National Construction Code* that may apply to short stay accommodation.

6. Contribution fee/s are adjusted in line with the 'Local Government Cost Index' on 30 June each year. Prior to payment of contributions please contact the City's Planning Services in writing (city@busselton.wa.gov.au), quoting the relevant approval reference number to arrange for a request for payment for the current contribution fee/s. The contribution amount will be determined at the time payment is received and may therefore vary from the quoted figure in the condition of approval.

7. The payment towards community facilities in the Dunsborough precinct is required as a result of the City of Busselton Local Planning Scheme No. 21 - Development Contribution Special Control Area provisions and is calculated on the basis of $3,295.00 for every additional accommodation unit approved in the Dunsborough & Quindalup precinct. The contribution will be retained within a separate fund to be used solely for the upgrading, improving and provision of the City's community facilities consistent with a community facility plan for the precinct.

8. No signage should be installed that is inconsistent with the approved Signage Strategy without the further written approval of the City.

9. You are advised Agonis *flexuosa* (WA Peppermint Trees) provide key habitat for the "critically endangered" *Pseudocheirus occidentalis* (Western Ringtail Possum). The Western Ringtail Possum are awarded protection under the *Biodiversity Conservation Act 2016* and you may face penalties for taking or disturbing (including intentionally disturbing, trapping/relocating or causing harm/death) a Western Ringtail Possum. A Section 40 Ministerial authorisation to take or disturb threatened fauna under the *Biodiversity Conservation Act 2016* is to be obtained prior to clearing occurring. A fauna handler is required to be onsite prior to and during any clearing operations and is required to hold a Section 40 Ministerial Authorisation. The fauna handler is to provide a post clearing report to DBCA swlanduseplanning@dbca.wa.gov.au that includes the numbers of adult or juvenile western ringtail possums observed, taken or disturbed, any injuries or fatalities, and the location of the fauna after clearing has occurred.

10. The proponent shall refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works". Link: https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines

11. In accordance with the requirements of the *Local Government (Uniform Local Provisions) Regulations 1996*, you are hereby notified that any vehicle access from the land to a road or other public thoroughfare must be in accordance with the City's adopted Crossover Policy and Vehicle Crossovers Technical Specification.

12. Food handling, preparation and storage areas to be designed and constructed in accordance with the *Food Act 2008*, *Food Regulations 2009* and the *Australian and New Zealand Food Authority (ANZFA) Food Safety Standards.*

13. All public access areas (dining areas, etc) are to comply with the provisions of the *Health (Miscellaneous Provisions) Act 1911*, related regulations and guidelines and in particular Part VI – Public Buildings.

Details: outline of development application

Region Scheme	N/A
Region Scheme Zone/Reserve	N/A
Local Planning Scheme	City of Busselton Local Planning Scheme No.21
Local Planning Scheme Zone/Reserve	Zone - Centre
Structure Plan/Precinct Plan	See discussion within body of report on Draft Dunsborough Precinct Structure Plan
Structure Plan/Precinct Plan Land Use Designation	As above
Use Class (proposed) and permissibility:	Office ("P" use) Shop ("P" use) Restaurant/Café ("P" use) Liquor Store – Small ("P" use) Multiple Dwellings ("D" use)
Lot Size:	Lot 108 – 1,802 m² Lot 109 – 3,633m² Total site area – 5,435m²
Net Lettable Area (NLA):	2042m^2
Number of Dwellings:	35
Existing Land Use:	Lot 108 – Vacant Lot 109 – Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☒ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Development approval is sought for a proposed Mixed Use Development (Office, Shop, Restaurant/Café, Liquor Store – Small and Multiple Dwellings) at Lot 108 (No.57) Dunn Bay Rd and Lot 109 (No.6) Cyrillean Way Dunsborough ('the Site').

The development comprises:

- A Shop on ground floor intended to be utilised as a 'specialist grocer' with approximately 714m² net lettable area (NLA).
- Four retail shop tenancies across ground and first floor with areas of between 58m^2 and 95m^2 NLA.

- Two Restaurant/Café tenancies of 35m^2 and 528m² and associated 91m² alfresco area.
- Six Office tenancies on the first floor with a cumulative NLA of approx. 506m².
- 35 multiple dwelling units (mix of 1, 2 and 3 bedroom) on the second, third and fourth floors (storeys 3 to 5);
- Car parking – total of 133 on-site car parking bays comprising –
    - 50 residential bays;
    - 3 visitor parking bays;
    - 80 commercial bays (including three universally accessible bays);
- Five motorcycle/scooter bays for residents.
- Shared commercial loading area.
- 42 staff and visitor bicycle racks

Proposed Land Use	Office ("P" use) Shop ("P" use) Restaurant/Café ("P" use) Liquor Store – Small ("P" use) Multiple Dwellings ("D" use)
Proposed Net Lettable Area	2042m²
Proposed No. Storeys	Five
Proposed No. Dwellings	35

Background:

History of Application

DAP application DAP/21/02102 was refused by the Regional Joint Development Assessment Panel at its meeting of 10 January 2022. A copy of the Determination Notice with reasons for refusal and refused Development Plans are included at Attachments 16 and 17.

The Site is zoned 'Centre' under the City's *Local Planning Scheme No. 21* ('Scheme') and has an associated residential density coding of 'R-AC3'. The Site is also located within the Developer Contribution Area (No. 1) and Drive-Through Facility Special Control Areas. The Site is located within the Dunsborough Town Centre on the western corner of Dunn Bay Road and Cyrillean Way, with Dunn Bay Road being the primary east-west link through town. The frontages to Dunn Bay Road and Cyrillean Way run along the southern and eastern edges of the site (respectively).

The Site is currently vacant.

Dugalup Brook recreation reserve is located to the north of the Site and includes a pedestrian path along the southern side of the Brook adjacent to the Site.

The Dunsborough Centrepoint Shopping Centre is located to the east of the site on the opposite side of Cyrillean Way. That centre comprises a Coles supermarket and a number of specialty retail and food and beverage tenancies. Car parking for that centre is accessed from Cyrillean Way and is sleeved to Dunn Bay Road by a series of shops.

A range of commercial tenancies and associated parking areas are located on the opposite side of Dunn Bay Road to the south of the Site.

Development approval was granted over the two lots adjoining the Site to the west by the City in May 2021. The approval was for a Mixed Use Development consisting of Brewery, Tavern, Restaurant/Cafe, Shop and Tourist Accommodation, with construction having commenced in November 2021.

Application to the State Administrative Tribunal

On 19 January 2022 an application was lodged with the State Administrative Tribunal for Review of the decision of the Regional Joint Development Assessment Panel to refuse the DA21/02102

Mediation between the parties took place on 21 March 2022 and 6 April 2022. Subsequently the State Administrative Tribunal (SAT) has made orders inviting the decision-maker, under Section 31 of the *State Administrative Tribunal Act 2004* (SAT Act) to reconsider its decision.

The decision-maker may:

- affirm the previous decision,
- vary the decision, or
- set aside the decision and substitute a new decision.

Consistent with the SAT Orders the applicant has provided an amended development application.

The modified plans (Attachment 2) included in the revised development application involve the following key changes to the proposal –

- Building fronting Dunn Bay Road reduced from 4 down to 3 storeys;
- Building fronting Cyrillean Way reduced from 6 down to 5 storeys;
- Apartment numbers reduced from 41 to 35;
- Car parking bays reduced from 166 to 133;
- Reduction of commercial NLA from 3,689m^2 to 2,042m^2;
- Architectural design of Dunn Bay Road façade and some other elements of the proposal modified;
- Boundary wall to western boundary reduced in height from three storeys to two storeys, reduced in total length and broken into two sections; and
- Provision of additional crossover to Cyrillean Way to provide separate crossovers for service vehicles and residents/tenants.

In addition to the modified plans, the applicant has provided the following additional information –

- Applicants Planning Report, which includes description of the changes made through the modified plans, (Attachment 5);
- Revised Concept Landscaping Plan (Attachment 6);
- Revised Transport Impact Assessment (Attachment 8);
- Revised Waste Management Plan; (Attachment 9);
- Revised Transportation Noise Assessment v2 (Attachment 11);
- Revised Environmental Noise Assessment (Attachment 12); and
- Revised Sustainable Design Assessment Report. (Attachment 13)

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015* ('Regulations')
- *City of Busselton Local Planning Scheme No. 21* ('Scheme')
    - Clause 3.2 Zone Objectives – Centre Zone
    - Table 1 – Zoning Table
    - Clause 4.3.2 Modification of R-Codes
    - Clause 4.8 Height of Buildings
    - Clause 4.20 Consolidation and Fragmentation of Land in the Regional Centre, Centre and Local Centre Zone
    - Clause 4.21 Development in the Regional Centre and Centre Zones
    - Clause 4.22 Service Access in the Regional Centre, Centre, Local Centre and Service Commercial Zones
    - Clause 4.23 Service Courts in the Regional Centre, Centre, Local Centre and Service Commercial Zones
    - Clause 4.24 Parking in the Regional Centre, Centre, Local Centre and Service Commercial Zones
    - Clause 5.12 Development Contribution Areas

City of Busselton Local Planning Strategy

8.0 Theme 2 Activity Centres and Economy

9.0 Theme 3 Transport and Infrastructure

10.0 Theme 4 Environment, Landscape and Heritage

State Government Policies

- *State Planning Policy 5.4 – Road and Rail Noise*
- *State Planning Policy 7.0 – Design of the Built Environment*
- *State Planning Policy 7.3 – Residential Design Codes Vol.2 – Apartments* (SPP7.3)

Local Policies

- *Local Planning Policy 1.1 Lots Adjoining Public Open Space*
- *Local Planning Policy 2.1 Car Parking*
- *Local Planning Policy 4.4 Percent for Art*
- *Local Planning Policy 4.12 Advertisements and Advertising Signs*

Local Planning Policy 6.1 Stormwater Management

Consultation:

Public Consultation

Consultation on the original development proposal was undertaken as a 'complex application' for a period of 28 days in the following manner:

- Letters sent to surrounding landowners and occupiers within 200m of the Site;
- Three signs erected on the Site adjacent to Dunn Bay Road and Cyrillean Way;
- Notification placed in the local paper; and
- Development plans and information provided by the applicant were made available for public viewing on the City's website via 'Your Say'.

Consultation on the proposal concluded on 3 December 2021 with 783 public submissions received (from 725 individuals). Of these submissions 28 indicated support and 755 were opposed to the development.

The key concerns raised in the submissions were:

- Six storey height of development considered excessive and is inconsistent with the desired future scale and character for development in the town.
- Design does not respond to the existing buildings or respect the 'small town' feel of Dunsborough;
- The development will add to existing traffic congestion;
- Traffic safety and access to/from the site;
- Insufficient on-site parking for the proposed land uses;
- Pedestrian safety (Dunn Bay Road and Cyrillean Way);
- Removal of existing native, tall or historic trees; and
- Impact on adjoining Dugalup Brook.

The amended development proposal endeavours to address the reasons for the original development approval being refused by the RJDAP. The reasons for refusal of the original development proposal were largely reflective of the matters of concern raised in public submissions. The issues significant to determination of the application are addressed in the planning assessment below and the schedule of submissions

provided at Attachment 19. Written submissions, including material in addition to that set out in Attachment 19, are provided in full as Attachments 19.1 to 19.11.

Notwithstanding the changes to the proposal, on the basis of the earlier consultation and other consultation / engagement undertaken by the City in recent times, it would be reasonable to suggest a continued high level of community concern with the proposal. The previous consultation was very effective in identifying the issues that the RJDAP needs to consider in determining the application and it is not considered that these issues have changed. For this reason along with the timeframes allowed, the amended application has not been subject of further public consultation.

Referrals/consultation with Government/Service Agencies

In addition to the above mentioned community consultation, referral responses on the original application were received from the following State Government agencies:

- Department of Water and Environmental Regulation (DWER) [Water and Noise branches]; and
- Department of Planning, Lands and heritage (Aboriginal Heritage);

No particular issues of significance were raised in submissions from DWER, or Aboriginal Heritage and it is not considered that the revised proposal necessitated further agency referral.

Design Review Panel Advice

The City does not currently have a Design Review Panel (DRP) process in place. In lieu of a formal DRP assessment, the City engaged Cameron Chisolm Nicol Architects to undertake a design assessment based on the design principles established in SPP 7.0 in accordance with the State Design Review Panel procedure.

The review highlighted areas for consideration of design improvements.

Further design review has not been undertaken for the revised proposal.

Planning Assessment:

Despite the revised proposal not being advertised to the public, consultation / engagement undertaken by the City in recent times would suggest there is a continued high level of community concern with the proposal. The previous consultation was very effective in identifying the issues that the RJDAP needs to consider in determining the application and it is not considered that the issues have changed to any significant degree. The proposal has, however, been modified and a process to change elements of the relevant planning framework has also commenced.

The revised proposal has been assessed against all of the relevant provisions of the Scheme, and State and Local Planning Policies outlined in the Legislation and Policy Section of this report. The key issues requiring consideration generally fall into four broad classes –

- Zoning and land use;

- Character and design (including building height and bulk);
- Parking;
- Traffic; and
- Council adoption of Draft Dunsborough Precinct Structure Plan and Amendment 52.

Zoning and land use

The Site is zoned 'Centre', and has an associated residential density coding of 'R-AC3'.

The objectives of the Centre zone are:

a. *To provide a genuine centre of community life, socially, culturally and economically.*
b. *To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*
c. *To ensure that development provides for activation of the street and public spaces, high quality design and a variety of land uses.*
d. *To provide for medium to high density residential development.*

The proposed land uses, being Office ("P" use), Shop ("P" use), Restaurant/Café ("P" use), Liquor Store – Small ("P" use) and Multiple Dwellings ("D" use) are considered to be consistent with the objectives of the zone.

Character and design

This appears to be the most significant issue requiring consideration. An assessment of the issue in the context of the current planning framework is set out below. It is noted that proposals to modify the planning framework have recently been advanced by the Council of the City of Busselton. As set out in the section below entitled 'Council adoption of Draft Dunsborough Precinct Structure Plan and Amendment 52', however, those proposals are not considered to have advanced to a stage where they can have any significant impact on determining the ultimate development assessment outcome.

A number of submissions raised concerns that the proposed development is not in keeping with the existing or desired future character of Dunsborough. The Dunsborough Town Centre is not considered to have a clearly defined architectural character, rather it includes a fairly eclectic mix of development including single-storey shopfronts, a big box supermarket and mall, commercial development wrapped with at grade car parking, contemporary mixed use development up to three storeys in height, tourism development and a mix of dwelling types.

The 'style' of the town centre is 'relaxed rather than corporate' and community consultation sessions undertaken in 2020 by Urbis to inform the Dunsborough Urban Design Assessment (UDA) identified that the main sense of character in the town centre relates more to the public green spaces and sense of openness, rather than particular built form. The UDA was commissioned as an informing document for a proposed Precinct Structure Plan for the Dunsborough Town Centre, which is being developed by the City.

Relevant to this proposal, the Urban Design Strategy contained within the UDA identifies the Site as being located within 'Urban Focus Area - West' precinct and contains a number of key recommendations, including (inter alia):

- Focus main street type uses on Dunn Bay Road between Cyrillean Way and Naturaliste Terrace;
- Land uses to address and engage with Dunn Bay Road as the primary frontage;
- Increase intensity of development to support town centre uses;
- Locate larger parking lots internally to blocks; and
- Improve interface with Dugalup Brook and utilise as a secondary movement system.

The proposed development is broadly consistent with those recommendations.

Whilst the UDA does provide some context, however, it needs to be noted that it does not form part of the planning framework. Assessment of the proposal from a design perspective involves assessment against SPP7.3, clause 4.21 of the Scheme and relevant matters identified at clause 67(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015.* Of those, SPP7.3 is most important, and the proposal does appear to meet most, if not all, of the relevant 'Acceptable Outcomes' set out in SPP7.3.

SPP7.3, however, is a performance-based policy, and applications for development approval need to demonstrate the relevant 'Element Objectives' are achieved. Whilst the 'Acceptable Outcomes' can provide some guidance, they are not a 'deemed-to-comply pathway'. This has been confirmed in several recent SAT decisions, including *WASAT 115* (*Kemstone Investments Pty Ltd and City of Joondalup*), where in his decision, the member stated –

> *"Planners and designers need to discard the language of 'compliance' when they are dealing with Volume 2 of the R-Codes.*
>
> *The R-Codes are primarily focused on whether the Element Objectives are achieved or demonstrated. The answer to that question, regardless of what the acceptable outcomes may provide, is always an assessment of the proposed development in its context".*

Given the above, notwithstanding that the proposal appears to meet most of the relevant 'Acceptable Outcomes' set out in SPP7.3, the proposal can and indeed must be primarily assessed against and meet the relevant Element Objectives. It is to be noted, that it was considered that there are important Element Objectives that the development proposal did not meet, most significantly the following -

- O2.2.1 (Building Height) – "The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change";

Consideration of the proposal against Element Objective O2.2.1 requires the prior identification of the existing, planned and future character. Submissions can assist in identifying that character, as can the urban design Assessment, and so can some of the relevant planning and development history.

The R-AC3 coding was applied to land in the Dunsborough Town Centre through the gazettal of LPS21 Scheme Amendment No.1 in 2017, with the version of the R-codes

in place at the time allowing for a wall height to 18m (4-5 storeys) as a 'deemed-to–comply' provision. Changes to the R-Codes introduced in 2019 by the State Government via SPP7.3 mean that in R-AC3 coded areas a building height of 6 storeys is now identified as an 'Acceptable Outcome', which is indicatively an overall building height of approximately 21m – but as noted above, the primary assessment is against the relevant Element Objectives.

The information provided to the community at the time of advertising of Amendment No. 1 indicated that the R-AC3 code would allow for a maximum of 4-5 storeys. The subsequent change in the R-codes resulting in an increase in the height control to 6 storeys was not anticipated by either the City or the Dunsborough community. Whilst there were community concerns raised in submissions at the time that coding was applied, the Council and ultimately the Minister decided to proceed with the introduction of the R-AC3 coding. Development as high 6 storeys, however, was not contemplated at the time.

SPP7.3 does not allow for the simple replacement of current controls with the 'deemed-to-comply' provisions of now redundant aspects of the planning framework (i.e. the earlier version of the R-Codes), and does still require an understanding of the development in its context. That is made somewhat more difficult by the fact that Dunsborough Town Centre does not have a particularly coherent or consistent urban form, and appears to be going through a period of substantial change – with significant developments either approved or proposed on four significant sites at present.

In considering the previous development, that was refused, officer comment considered the changes that would be required to meet the Element Objectives and to be consistent with the desired character future scale and character of the local area and the immediate context of the site. These were –

- Reduce the Dunn Bay Rd fronting element to 2 storeys, with portions of the building higher than that stepped back from Dunn Bay Road, and to a maximum height of 3 or perhaps 4 storeys (with appropriate setbacks, materials, design etc. to ameliorate perceived visual bulk) in proximity to Dunn Bay Road;
- Reduce the Cyrillean Way fronting element to 3 storeys, and with portions of the building higher than that stepped back from Cyrillean Way, and to a maximum height of 4 or perhaps 5 storeys (with appropriate setbacks, materials, design etc. to ameliorate perceived visual bulk) in proximity to Cyrillean Way;
- Step back the Dugalup Brook fronting element above the 3rd storey; and
- Reduce the boundary wall height to the site to the west to a maximum of 2 storeys, and with portions of the building higher than that stepped back from the western boundary.

The revised development plans have responded to the above in that –

- The Dunn Bay Rd fronting element has been reduced to a maximum of 3 storeys;
- The Cyrillean Way fronting element at nil setback has been reduced to 2 storeys, with higher building portions stepped back from Cyrillean Way and reduced to a maximum of 5 storeys;

- The Dugalup Brook fronting element above the 3rd storey is stepped back and is setback approximately 8m from the boundary with the Dugalup Brook Reserve; and
- The boundary wall height to the site to the west has been reduced to a maximum of 2 storeys, broken up into two sections and portions of the building higher than that are stepped back from the western boundary.

Whilst it is understood that there is still significant section of the community that would like to see the development of the site with a two storey frontage to Dunn Bay Road and/or an overall maximum height of three storeys, it is considered that in the context of the current planning framework, the revised development plans, by reducing the height of the development and increasing setbacks, which also results in a reduction of plot ratio, the development as now proposed meets the Element Objectives of SPP7.3 relevant to 'character and design'.

Parking

The proposal provides a total of 133 car parking bays on the site comprising 50 residential bays, 3 visitor parking bays and 80 commercial bays (of which three are universally accessible bays). The applicant's written submission also includes proposals for an additional two on street embayment parking bays within the Cyrillean Way road reserve. It is, however, considered that these bays may not be ideal from the perspective of facilitating the best pedestrian access in this area, there is the potential that these bays will not be developed and as they are off site it is not entirely reasonable to include them in the total bay count.

The City's 'Car Parking' Local Planning Policy 2.1 (LPP2.1) specifies that all new non-residential development within the Dunsborough town centre (the Centre zone) should provide car parking at a rate of 4 bays per 100m^2 of net lettable area (NLA) for all land uses at ground level. For first floor level or above, office use only, the parking requirement may be reduced to 2.5 bays per 100m^2 NLA. Car parking for Residential use is required to be provided in accordance with the Residential Design Codes (R Codes) and shall be additional to any parking required for commercial/retail use on the same site.

LPP 2.1, first adopted with fairly similar substantive content in 1994, was last reviewed in 2007 and the standards and provisions contained within the LPP are not statutory requirements; they provide guidance, but do not necessarily determine what is an appropriate outcome on their own. While a review of this LPP is planned it has been deferred awaiting: the Western Australian Local Government Association 'Local Government Car Parking Guidelines' which were released in November 2020; and changes to the Regulations relating to parking expected fairly shortly.

The 'Acceptable Outcomes' in respect to parking rates for the residential component of mixed use development are set out in SPP7.3. For the proposed development being located within an identified activity centre the parking rate is 0.75 bays per dwelling for 1 bedroom dwelling and 1 bay per dwelling for 2+ bedroom dwellings.

Based on the NLA provisions for commercial and office uses identified within LPP2.1 and residential accommodation rates within SPP7.3, the proposed development generates a requirement for 112 car bays (76 for non- residential, 36 for residential). The proposal will provide a total of 133 car bays on site (80 non-residential, 50 Residential and 3 visitor bays).

Local Planning Policies are prepared to guide development and provide direction to applicants on how discretion is likely to be exercised in respect to local government planning matters and therefore LPP 2.1 should be given due regard when considering the parking proposed to be provided for development.

It is to be noted that the figures for provision of parking for commercial development are based on NLA the definition of which is –

> *net lettable area or nla means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas —*
>
> *(a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;*
> *(b) lobbies between lifts facing other lifts serving the same floor;*
> *(c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
> *(d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building;*

The proposed restaurant component of the development includes a large (91m^2) alfresco dining area, providing for 48 seats and an additional terrace area which the development plans indicatively show a further 30 seats. As the alfresco area and terrace areas are not within permanent walls it is not considered to be NLA. It is clear, however, that provision for 78 additional patrons will have a flow on effect to parking needs of the development. An additional 91m^2 of seating area if internal NLA would require an additional 4 parking spaces, which is consistent with the surplus in commercial parking bays that the development application proposes. It is therefore considered that the level of parking provided is adequate to meet the demands of the proposed development.

Traffic

A Traffic Impact Assessment (TIA), prepared by Transcore, was provided as part of the original development application package. The TIA was peer reviewed by Cardno on behalf of the City and a number of revisions, including additional modelling of all intersections in the vicinity of the Site, were requested. A revised TIA was subsequently provided and again reviewed by City officers and Cardno. The TIA has been further revised as part of the amended development application.

Notable modifications to the development application which may result in some change, although minor, to the overall traffic impact are a reduction in the number of apartments from 41 down to 35, reduction in the of commercial NLA from 3,689m^2 to 2,042m^2 and changes to access arrangements to separate service vehicles from those of residents/tenants.

The applicant's TIA identifies that the development addresses the impacts of the proposed development, and that the proposal, will not result in unacceptable impacts on the surrounding road network, with average and worst levels of service generally maintained at A (free flow) or B (reasonably free flow) operating conditions through to at least 2033. Peer review has previously suggested that the levels of service would be C (stable flow), however this is within the threshold of acceptable operation. The

revised TIA has not been subject to peer review, however significant changes are not anticipated from previous outcomes.

Ordinarily, where a development proposal includes a connection to a local road/s under the City's control, the need and nexus as it relates to the direct impact of the development is considered to determine the reasonable extent of works that should be undertaken by the applicant. It is considered that the proposed development will result in additional impacts on the traffic network in the vicinity and in particular on the intersections at each end of Cyrillean Way. The City has budgeted for and committed to the construction of a new roundabout at the intersection of Cyrillean Way and Naturaliste Terrace during 2022. With the added traffic generated by the proposed development it is anticipated that a roundabout at intersection of Cyrillean Way and Dunn Bay Road will also be warranted to ensure suitable traffic flow is maintained.

Given that, should the proposed development be approved, the City is proposing that the applicants be required to make a more significant contribution towards the upgrade of one particular intersection, partly in-lieu of making smaller contributions to upgrade a significant number of roads/intersections, the costs of which will then be met by the City itself and/or from other sources.

Specifically it is recommended that the applicants be required to contribute to the cost of upgrading the Dunn Bay Road/Cyrillean Way intersection, most likely to a roundabout. That would make right turn movements out of Cyrillean Way in particular more efficient, reducing congestion on Cyrillean Way, whilst encouraging use of Cyrillean Way and drawing traffic away from Dunn Bay Road – which is a busier road and more important as a pedestrian street than Cyrillean Way.The overall of cost of such a roundabout is in excess of $500,000, which is an element of broader upgrades in the Dunsborough town centre that will cost upwards of $2 million. A $100,000 contribution only, as proposed, represents a reasonable but fairly conservative contribution given the scale of the development and its likely traffic impact. More detailed analysis could result in justification for a different figure, but there is not seen to be a compelling reason to undertake such analysis in the context.

<u>Council adoption of Draft Dunsborough Precinct Structure Plan and Amendment 52</u>

At its ordinary meeting of 25 May 2022, the Council of the City of Busselton adopted a Draft Dunsborough Precinct Structure Plan (PSP) for advertising. The Council also resolved to prepare (i.e. 'initiated') Amendment 52 (A52) to the *City of Busselton Local Planning Scheme No. 21* (LPS21). The PSP sets out proposed planning direction for the Dunsborough Town Centre (DTC), including the land subject of this application. A52 proposes inclusion in LPS21 of most of the proposed planning direction set out in the PSP. It is proposed advertising of the PSP and A52 will occur in parallel.

Key further steps and timeframes in the progression of the PSP and A52 are –

1. Completion of PSP document (noting that a draft document was presented for the Council's consideration, but the Council required a range of changes prior to advertising) and preparation of A52 documents by mid-June (these steps are expected to have been completed prior to RJDAP consideration of this report);
2. Referral of A52 to the Environmental Protection Authority (EPA) by mid-/late June (again, this is expected to have been completed prior to RJDAP consideration of this report);

3. Subject to the EPA determining to not assess A52, advertising would commence mid-August and close late September;
4. Further consideration by the Council late 2022 – at which stage the Council would be asked to make a recommendation to the Western Australian Planning Commission (WAPC) regarding the PSP, and a recommendation to the WAPC and Minister for Planning regarding A52;
5. Consideration of the PSP and A52 by the WAPC – at which stage the WAPC would make a recommendation to the Minister regarding A52 (note that whilst the WAPC is the decision-making authority on the PSP, given the closely interrelated nature of the two matters, the WAPC may defer its final consideration of the PSP pending a Ministerial decision on A52); and
6. Consideration of A52 by the Minister – the Minister could approve A52 with or without modifications, refuse A52, or require modifications and further advertising before making a final decision on A52.

It is somewhat difficult for the City to identify when the WAPC and Minister may make their decisions, but on the basis of experience of other matters and in the current environment, it is estimated that a final Ministerial decision would most likely be made in mid- or late 2023.

Significantly, for the purposes of this application, both the PSP and A52 propose a change in the Residential Density Coding of all land in the DTC currently coded R-AC3 to R-AC4; and that includes the subject site. That re-coding to R-AC4 would change the primary controls applicable to the land through *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments* (SPP7.3). The three most significant changes to primary controls would be as follows –

1. Building height – control reduced from 6 to 3 storeys;
2. Boundary wall height – control reduced from 3 to 2 storeys; and
3. Plot ratio – control reduced from 2.0 to 1.2 (also note discussion below regarding the current plot ratio control – which actually comes from LPS21 rather than SPP7.3).

A52 would also amend LPS21 so that clause 4.21 of LPS21, which currently relates to land in the Regional Centre and Centre Zones (noting the subject site is in the latter), would instead apply only to the Regional Centre Zone. A new clause 4.22, though, is also proposed, and would apply to the District Centre Zone, noting that A52 also proposes the renaming of the Centre Zone to District Centre Zone, meaning the subject land would be in the District Centre Zone.

Both that proposed zoning change and the proposed coding change described above would mean that the plot ratio controls set out at clause 4.21 (p) of LPS21 would no longer apply to the land. That would result in the effective plot ratio control that applies to the proposed development being reduced from 3.0 currently, to 1.2, as per the R-AC4 primary controls set out in SPP7.3.

Given the above, consideration is required as to whether the PSP and/or A52, in particular the proposed changes to the primary controls, as well as some other elements of the PSP, should be considered in determining the application and, if so, what weight should be given to the PSP and/or A52, and then importantly what impact should that have on the actual development assessment outcome, at this stage of the

PSP and A52 processes? Some aspects of that consideration are relatively simple, specifically –

- Since the introduction of the *Planning and Development (Local Planning Scheme) Regulations 2015* (Regulations), it has been clear that a town planning scheme amendment, such as A52, should be given 'due regard' once it has been advertised, but not before, as set out in clause 67 (2) (b) of Schedule 2 of the Regulations (referred to as the 'Deemed Provisions') – as such, as A52 has not yet been advertised, it should not be considered in determining the application; and
- As a result of changes to the proposed development since it was previously considered by the RJDAP, it is now consistent with the boundary wall height and plot ratio primary controls applicable to the R-AC4 coding – as such, there is no need to further consider those aspects of the development in relation to the PSP.

Addressing whether and how other elements of the PSP, most significantly the proposed change in building height controls, should impact on the actual development assessment outcome, however, is not so simple. There are a range of reasons for that, most obviously that the proposed development involves building height greater than 3 storeys. Specifically, portion of the development in proximity to Cyrillean Way and facing Dugalup Brook involves building height of 5 storeys.

Unlike the situation with a town planning scheme amendment, however, the planning legislation does not provide any specific guidance regarding whether a draft structure plan, such as the PSP, should be given consideration in the determination of applications for development approval. Because of the nature and significance of the changes to WA planning legislation in 2015 with the introduction of the Regulations in 2015, Court or Tribunal decisions from prior to that time, whilst they may set out broad principles to assist with consideration of this issue, they do not provide particularly direct or clear guidance.

Fortunately, there have been several Tribunal decisions since 2015 which do provide guidance. One of those is *WASAT 24* (*Radha Soami Satsang Beas Australia Pty Ltd and City of Swan).* Consideration of this question seems to largely turn on interpretation of an aspect of clause 67 (2) (b) of Schedule 2 of the Regulations, and which reads as follows -

> *"(2) In considering an application for development approval the local government is to have due regard to the following matters…any other proposed planning instrument that the local government is seriously considering adopting or approving."*

Whilst the context was somewhat different, the decision in the *Radha* case and several others arguably point towards a draft structure plan that has been adopted by a local government for advertising being a seriously entertained planning instrument – although there appears to be some uncertainty around that, as a structure plan can only be finally adopted by the WAPC, and cannot be finally adopted by the local government. In the decision in the *Radha* case, which did not relate to a structure plan, the member stated that -

> *"In my view, if a planning proposal…is a 'seriously entertained' planning proposal…it is likely that orderly and proper planning would require regard to be had to that planning proposal, with the weight to be given dependant on all of the circumstances…".*

Given the above, it is arguable that the PSP should be considered in the determination of the application. That means it is also arguable that consideration is then required as to what weight should be given to the PSP, and then what impact the PSP should have on the actual development assessment outcome. Note that the same consideration may not be appropriate with a structure plan that had been submitted by a landowner, as when such a plan has been adopted for advertising, it has not been 'adopted' by the local government in the same way.

Having established that the PSP should be considered, one factor then requiring consideration (and which has been addressed elsewhere in this report too) in relation to the impact of the PSP is recognising that SPP7.3 is a performance-based and not an inflexible or prescriptive policy, and applications for development approval need to demonstrate the relevant 'Element Objectives' are achieved. Whilst the 'Acceptable Outcomes', which reference the primary controls, can provide some guidance, they are not a 'deemed-to-comply pathway'. This has been confirmed in several recent SAT decisions, including *WASAT 115* (*Kemstone Investments Pty Ltd and City of Joondalup*), where in his decision, the member stated –

> *"Planners and designers need to discard the language of 'compliance' when they are dealing with Volume 2 of the R-Codes. The R-Codes are primarily focused on whether the Element Objectives are achieved or demonstrated. The answer to that question, regardless of what the acceptable outcomes may provide, is always an assessment of the proposed development in its context".*

This means that development that is consistent with the primary controls does not 'automatically' get approved – and is a key reason why the previous RJDAP report on this matter recommended refusal on the basis of building height, despite the fact that the proposal did not involve height in excess of the applicable primary control. It also means, however, that an application should not 'automatically' be refused because it is inconsistent with the relevant primary controls. A qualitative assessment against the relevant Element Objectives is required – those Objectives are returned to later in this section of the report.

Another factor to consider is the weight that would be given to the PSP, if and when it is finally adopted. Noting that a precinct structure plan is a particular form of structure plan, Clause 27 of the Deemed Provisions sets out the effect of a structure plan in the determination of an application for development approval, establishing that –

> *"A decision-maker for an application for development approval…that has been approved by the (WAPC) is to have due regard to, but is not bound by, the structure plan when deciding the application."*

Clause 27, combined with the fact that a structure plan is a document adopted pursuant to a town planning scheme, means that a structure plan provision has less weight than a control or provision directly set out in a town planning scheme such as LPS21. SPP7.3 and the R-AC3 coding currently applicable to the land are set out in LPS21 and, as such, would have more weight than would be the case even with provisions set out in a PSP that had been finally adopted by the WAPC. It is also noteworthy that a structure plan would more usually apply to an area of land that is Zoned Urban Development or Industrial Development, where things like residential density codings, or land-use permissibilities are not set out in the scheme itself, but only in the structure plan – and where the prospect of such clear inconsistency between a planning scheme and a structure plan to be adopted pursuant to that scheme is therefore far less likely.

A number of Tribunal decisions, including the *Radha* case cited above, have also set out what principles should be applied in determining the weight to be given to draft planning instruments when determining applications for development approval. Those cases, including *Radha*, have generally pointed to the continuing validity of principles set out in *WASAT 40 (Nicholls and Western Australian Planning Commission)*. Those principles are as follows, and should be applied in determining the weight that should be given to the PSP -

1. The degree to which the draft addresses the specific application.
2. The degree to which the draft is based on sound town planning principles.
3. The degree to which its ultimate approval could be regarded as "certain".
4. The degree to which its ultimate approval could be regarded as "imminent".

The following sets out a brief assessment of the PSP against each of the *Nicholls* principles –

1. *The degree to which the draft addresses the specific application* – This is understood to be a reference to whether a proposed instrument is broad, generic or large-scale, or more targeted or focused on particular issues or particular areas/locations. As the PSP specifically relates to the Dunsborough Town Centre, it is considered to address the specific application.
2. *The degree to which the draft is based on sound town planning principles* – There is neither the space nor the need to set out in any detail what those principles may be. It is considered, however, that the PSP in a broad sense is based on sound town planning principles.
3. *The degree to which its ultimate approval could be regarded as "certain"* – Whilst ultimate approval of a Dunsborough Precinct Structure Plan is considered highly likely, ultimate approval in exactly the form adopted by the Council for advertising is less certain. The important consideration in this context, though, is not whether a Dunsborough Precinct Structure Plan will be ultimately approved *per se*, but whether the proposed changes to the building height primary controls as currently proposed will receive ultimate approval. That is rather less certain. Whilst it is clear that there is a significant level of community support for the PSP's proposed building height primary controls, it is also clear that some stakeholders, including some potentially affected landowners, are unlikely to support the proposed controls. Given that, as well as given a broader understanding of the strategic context and planning direction at a State level, ultimate approval of the proposed changes to the building height primary controls as currently proposed is not especially certain.
4. *The degree to which its ultimate approval could be regarded as "imminent"* – As ultimate approval is unlikely to occur within the next 9 months, and may not occur within the next 12 months, it is not considered that ultimate approval is imminent.

Given the above, it is considered that the PSP should be given some weight, but not a significant level of weight, as approval is not imminent, and approval of the proposed changes to the building height primary controls as currently proposed is not especially certain. Given the conflict between existing provisions of the LPS21 and the PSP, the *relative* weight to be given to the PSP also requires consideration.

As already noted, as a structure plan, even once finally adopted by the WAPC, is a due regard document and is adopted pursuant to a town planning scheme, a structure

plan provision clearly has less weight than a control or provision directly set out within a planning scheme. Given that, as well as the fact that the PSP has not been finally adopted, its relative weight in comparison with LPS21 is not considered very significant. In effect, the primary controls against which the proposal should be assessed to all intents and purposes remain the controls applicable to land subject of the R-AC3 coding. That situation may, however, change once A52 has been advertised.

There is, however, a further step to determining what impact the PSP should have on the actual development assessment outcome. As noted above, the primary controls relate to the Acceptable Outcomes set out in SPP7.3. Compliance with the Acceptable Outcomes alone, however, is not sufficient to justify approval. A qualitative assessment against the relevant Element Objectives is also required. The key Element Objective in this case is O2.2.1, which is as follows -

> *"The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change."*

It is clear that the intent of the PSP and A52 is to adjust downwards how the planning framework describes what height of development best; "responds to the desired future scale and character of the street and local area". As A52 does not have any weight currently and the weight to be given to the PSP is considered to be insignificant, though, it is considered that, at this stage of their respective assessment processes, neither would result in any change to the outcome of an assessment against the Element Objectives, and therefore the actual development assessment outcome.

Conclusion:

Subject to the inclusion of relevant conditions, the proposal is considered appropriate to support and it is accordingly recommended for approval.

Alternatives

In accordance with clause 17(4) of the Regulations, the DAP may determine an application by either approving the application with or without conditions or refusing the application.

As a result, the DAP can choose to approve the development with or without additional or different conditions or refuse the proposal, setting out the reasons for doing.

Should the DAP resolve to refuse or approve the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the Regulations and as set out in the *Development Assessment Panel Practice Notes: Making Good Planning Decisions.*

However, as outlined in the Planning Assessment and Officer Comments sections above, the City considers that the development in its current form meets the relevant provisions and/or objectives of the applicable planning framework and the application is therefore recommended for approval.

If the applicant is aggrieved by the decision or any aspect of the decision, the applicant has a right of review in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005.*

Attachment 1 - Location Plan



City of Busselton
Geographe Bay

Disclaimer: Every effort has been made to make the information displayed here as accurate as possible. This process is ongoing and the information is therefore ever changing and cannot be disseminated as accurate. Care must be taken not to use this information as correct or legally binding. To verify information contact the City of Busselton office.

Proposed Mixed Use Development - Lot 108 (No.57) Dunn Bay Rd and Lot 109 (No.6 Cyrillean Way Dunsborough

10/12/2021

1:4000 @ A3L

N

DUGALUP CENTRE DUNSBOROUGH



IMAGERY FOR ILLUSTRATIVE PURPOSES ONLY

Sheet List 1

Sheet Number		Current Revision	Current Revision Date
DA050	Cover	M	18/05/2022
DA130	Location Plan	B	18/05/2022
DA150	Site Plan	F	18/05/2022
DA200	Basement	K	18/05/2022
DA201	Ground Floor	M	18/05/2022
DA202	Level 1	L	18/05/2022
DA203	Level 2	L	18/05/2022
DA204	Level 3	K	18/05/2022
DA205	Level 4	K	18/05/2022
DA206	Level 5 ROOF PLAN	H	18/05/2022
DA400	Elevations	G	18/05/2022
DA401	Elevations	G	18/05/2022
DA500	Section	F	18/05/2022
DA501	Section	G	18/05/2022
DA602	Cross Ventilation	D	18/05/2022
DA603	PERSPECTIVES	A	18/05/2022
DA604	PERSPECTIVES	A	18/05/2022
DA605	PERSPECTIVES	A	18/05/2022

NATURALLY VENTILATED APARTMENTS
COMPLIANCE ACHEIVED SPP7.3/ A4.2
Level 2 - 10
Level 3 - 7
Level 4 - 4

TOTAL 21/35 = 60%

SOLAR ACCESS APARTMENTS
COMPLIANCE ACHEIVED SPP7.3/ A4.1
Level 2 - 11
Level 3 - 8
Level 4 - 8

TOTAL 27/35 = 77%

Overall Area Schedule

Area	Occupancy
GROUND FLOOR	
748 m²	GROCERY
130 m²	RETAIL
484 m²	SERVICES
1362 m²	
LEVEL 1	
355 m²	OFFICE
1592 m²	PARKING
152 m²	RESIDENTIAL
528 m²	RESTAURANT
288 m²	RETAIL
36 m²	SERVICES
138 m²	STORE
3090 m²	
LEVEL 2	
1668 m²	RESIDENTIAL
33 m²	SERVICES
27 m²	STORE
1729 m²	
LEVEL 3	
1006 m²	RESIDENTIAL
99 m²	SERVICES
1104 m²	
LEVEL 4	
1003 m²	RESIDENTIAL
1003 m²	
8287 m²	

Apartment Mix

Comments	Count	Name	Area
1x1	6	APT A.1	337 m²
1x1	2	APT A.1A	122 m²
1x1	1	APT A.1a	61 m²
1x1	3	APT A.1b	192 m²
1x1	3	APT A.3	194 m²
1x1	3	APT A.4	195 m²
2x1	1	APT A.5	79 m²
2x1	1	APT A.6	76 m²
1x1	1	APT A.8	56 m²
1x1	1	APT A.10	53 m²
2X2	1	APT A.11	92 m²
2X2	3	APT B.1	270 m²
2X2	3	APT B.5	256 m²
3x2	3	APT C.1	393 m²
3x2	3	APT C.2	324 m²
Grand total: 35			2701 m²

Apartment Area and Type Schedule

Level	Occupancy	Name	Area	Comments	Count
LEVEL 2	RESIDENTIAL	APT A.11	92 m²	2X2	1
LEVEL 2	RESIDENTIAL	APT A.8	56 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.10	53 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.5	79 m²	2x1	1
LEVEL 2	RESIDENTIAL	APT A.6	76 m²	2x1	1
LEVEL 2	RESIDENTIAL	APT A.4	65 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.3	65 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.1a	61 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT C.2	108 m²	3x2	1
LEVEL 2	RESIDENTIAL	APT B.1	90 m²	2X2	1
LEVEL 2	RESIDENTIAL	APT C.1	131 m²	3x2	1
LEVEL 2	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT B.5	85 m²	2X2	1
LEVEL 2	RESIDENTIAL	APT A.1b	64 m²	1x1	1
LEVEL 2: 15			1139 m²		
LEVEL 3	RESIDENTIAL	APT A.4	65 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT A.3	65 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT B.5	85 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.2	108 m²	3x2	1
LEVEL 3	RESIDENTIAL	APT B.1	90 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.1	131 m²	3x2	1
LEVEL 3	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT A.1A	61 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT A.1b	64 m²	1x1	1
LEVEL 3: 10			781 m²		
LEVEL 4	RESIDENTIAL	APT A.4	65 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.3	65 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT C.2	108 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT B.1	90 m²	2X2	1
LEVEL 4	RESIDENTIAL	APT C.1	131 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1	56 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT B.5	85 m²	2X2	1
LEVEL 4	RESIDENTIAL	APT A.1A	61 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1b	64 m²	1x1	1
LEVEL 4: 10			781 m²		
Grand total: 35			2701 m²		

NLA SCHEDULE

Area	Name	Level
75 m²	CHILLER ROOM	GROUND FLOOR
65 m²	DRY STORAGE	GROUND FLOOR
35 m²	CAFE	GROUND FLOOR
31 m²	KITCHEN	GROUND FLOOR
58 m²	RETAIL 2	GROUND FLOOR
72 m²	RETAIL 1	GROUND FLOOR
543 m²	GROCER (TRADING AREA)	GROUND FLOOR
878 m²		
449 m²	RESTAURANT	LEVEL 1
1592 m²	RESIDENTIAL CARPARKING	LEVEL 1
15 m²	COOL ROOM	LEVEL 1
11 m²	OFFICE	LEVEL 1
59 m²	FISH SHOP	LEVEL 1
8 m²	FREEZER	LEVEL 1
18 m²	COOLER	LEVEL 1
92 m²	PREP KITCHEN	LEVEL 1
91 m²	WINTER DINING	LEVEL 1
66 m²	OFFICE	LEVEL 1
95 m²	LIQUOR STORE	LEVEL 1
112 m²	OFFICE	LEVEL 1
86 m²	OFFICE	LEVEL 1
76 m²	OFFICE	LEVEL 1
152 m²	OFFICE	LEVEL 1
2923 m²		
92 m²	APT A.11	LEVEL 2
56 m²	APT A.8	LEVEL 2
53 m²	APT A.10	LEVEL 2
79 m²	APT A.5	LEVEL 2
76 m²	APT A.6	LEVEL 2
65 m²	APT A.4	LEVEL 2
65 m²	APT A.3	LEVEL 2
56 m²	APT A.1	LEVEL 2
61 m²	APT A.1a	LEVEL 2
108 m²	APT C.2	LEVEL 2
90 m²	APT B.1	LEVEL 2
131 m²	APT C.1	LEVEL 2
56 m²	APT A.1	LEVEL 2
85 m²	APT B.5	LEVEL 2
64 m²	APT A.1b	LEVEL 2
1139 m²		
65 m²	APT A.4	LEVEL 3
65 m²	APT A.3	LEVEL 3
85 m²	APT B.5	LEVEL 3
108 m²	APT C.2	LEVEL 3
90 m²	APT B.1	LEVEL 3
131 m²	APT C.1	LEVEL 3
56 m²	APT A.1	LEVEL 3
56 m²	APT A.1	LEVEL 3
61 m²	APT A.1A	LEVEL 3
64 m²	APT A.1b	LEVEL 3
781 m²		
65 m²	APT A.4	LEVEL 4
65 m²	APT A.3	LEVEL 4
108 m²	APT C.2	LEVEL 4
90 m²	APT B.1	LEVEL 4
131 m²	APT C.1	LEVEL 4
56 m²	APT A.1	LEVEL 4
56 m²	APT A.1	LEVEL 4
85 m²	APT B.5	LEVEL 4
61 m²	APT A.1A	LEVEL 4
64 m²	APT A.1b	LEVEL 4
781 m²		
6502 m²		

Store Count

Level	Area	Count
LEVEL 1	4 m²	12
LEVEL 1	5 m²	14
LEVEL 1	6 m²	3
LEVEL 1	7 m²	1
LEVEL 2	4 m²	2
LEVEL 2	6 m²	2
LEVEL 2	7 m²	1
Grand total: 35		

Overall Area Total

Area	Occupancy
748 m²	GROCERY
355 m²	OFFICE
1592 m²	PARKING
3828 m²	RESIDENTIAL
528 m²	RESTAURANT
418 m²	RETAIL
652 m²	SERVICES
165 m²	STORE
8287 m²	

Parking Schedule

USE	Count	Level
Commercial/Retail/Restaurant	41	BASEMENT
New On Street	2	GROUND FLOOR
ACROD	3	UPPER GROUND
Commercial/Retail/Restaurant	36	UPPER GROUND
Residential Visitor	3	UPPER GROUND
Private Residential	50	LEVEL 1
Residential Scooter	5	LEVEL 1
Grand total: 140		

Bike Schedule

USE	Count	Level
PRIVATE	24	GROUND FLOOR
PUBLIC	18	GROUND FLOOR
Grand total: 42		

Apartment Type and Count

Name	Count
APT A.1	6
APT A.1A	2
APT A.1a	1
APT A.1b	3
APT A.3	3
APT A.4	3
APT A.5	1
APT A.6	1
APT A.8	1
APT A.10	1
APT A.11	1
APT B.1	3
APT B.5	3
APT C.1	3
APT C.2	3
Grand total: 35	

Cover
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

Status: ISSUE FOR DA
Path: C:\Users\t.boekhoorn\OneDrive - Hames Sharley\Documents\44369 - Dunsborough Central_T.WongPWSWZ_t.boekhoorn@hamessharley.com.au.rvt

Scale: NTS

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Project Number: 44369
Drawing Number: DA050
Revision: M
Date: 18.05.2022

Hames Sharley



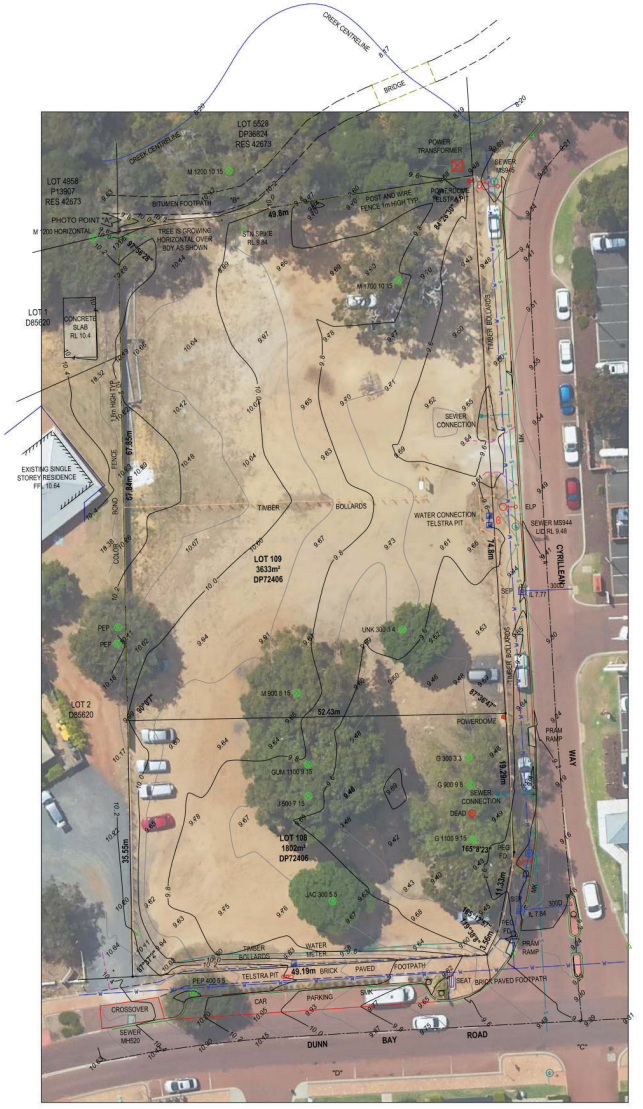

PHOTO 1. TREE LEANING OVER BOUNDARY CORNER AT "A".



PHOTO 2. TAKEN AT "B" FACING SOUTH



PHOTO 3. TAKEN AT "C" FACING NORTH



PHOTO 4. TAKEN AT "D" FACING NORTH



NOTES:
1. Limited boundary marks found. Boundary resurvey recommended if building on or close to boundary.
2. Datum is AHD etablished from Sewer MH 520 lid RL 10.51.
3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. Soil type_sand.

Rev.	Description	By	Date	Checked
A	INITIAL ISSUE	AR	25/01/2021	AR

Scale: 1 : 250 A1 ORIG.

Surveyor: AR
Survey date: 25/01/2021
Proof/Cad: N/A

The contents of this plan are date stated within the revision panel. All consultants and persons, wishing to utilise this data should satisfy themselves of this plans currency by contacting Surveon.

The boundaries depicted on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Surveon advises that new or extended boundaries is recommended for any proposed works on or near existing boundaries.

FEATURE AND CONTOUR SURVEY
LOTS 108 AND 109 ON DP 72406,
57 DUNN BAY ROAD AND
6 CYRILLEAN WAY DUNSBOROUGH.

Client: **DCSC PTY. LTD.**

Surveon Surveying Services
PO Box 365
Dunsborough
WA 6281
Australia
Tel: (08) 9756 7719
Fax: (08) 9756 8000
mail@surveon.com.au
www.surveon.com.au

PROJ WGS | Michael Rodda | DATUM | AHD

8406 - SS - A

Location Plan
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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North:

Project Number: 44369
Drawing Number: DA130
Revision: B
Date: 18.05.2022

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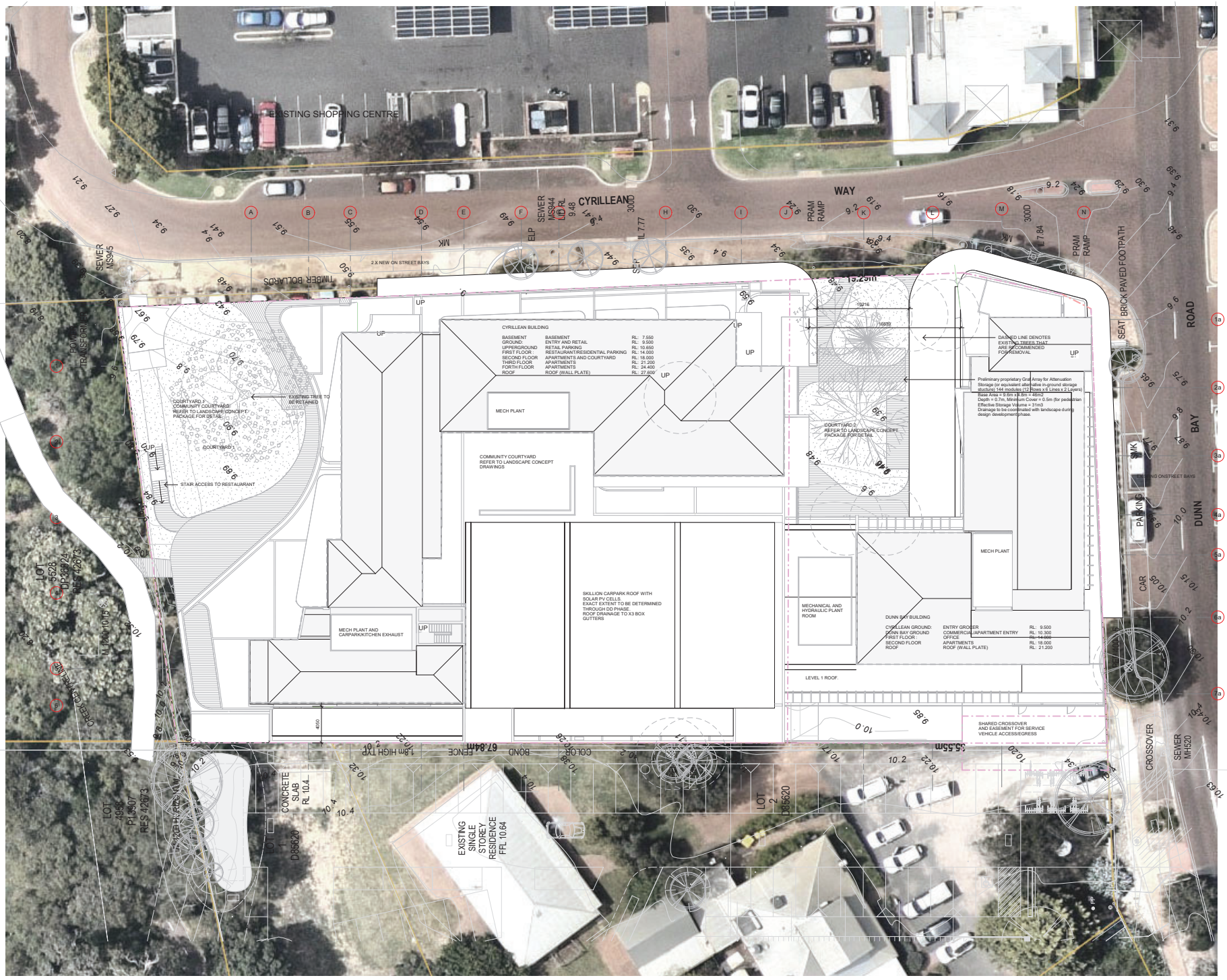

Site Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Project Number: 44369
Drawing Number: DA150
Revision: F
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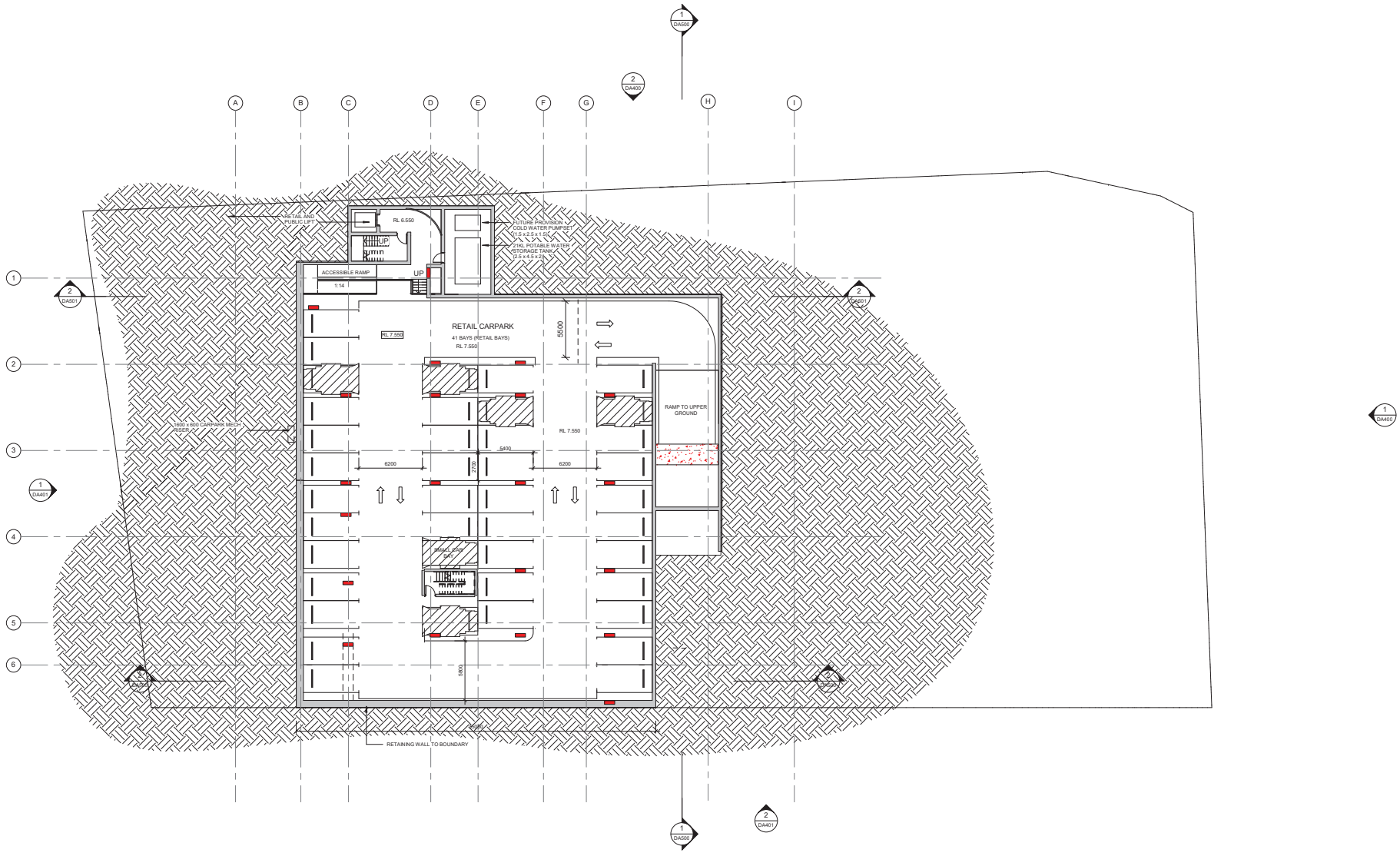

Basement

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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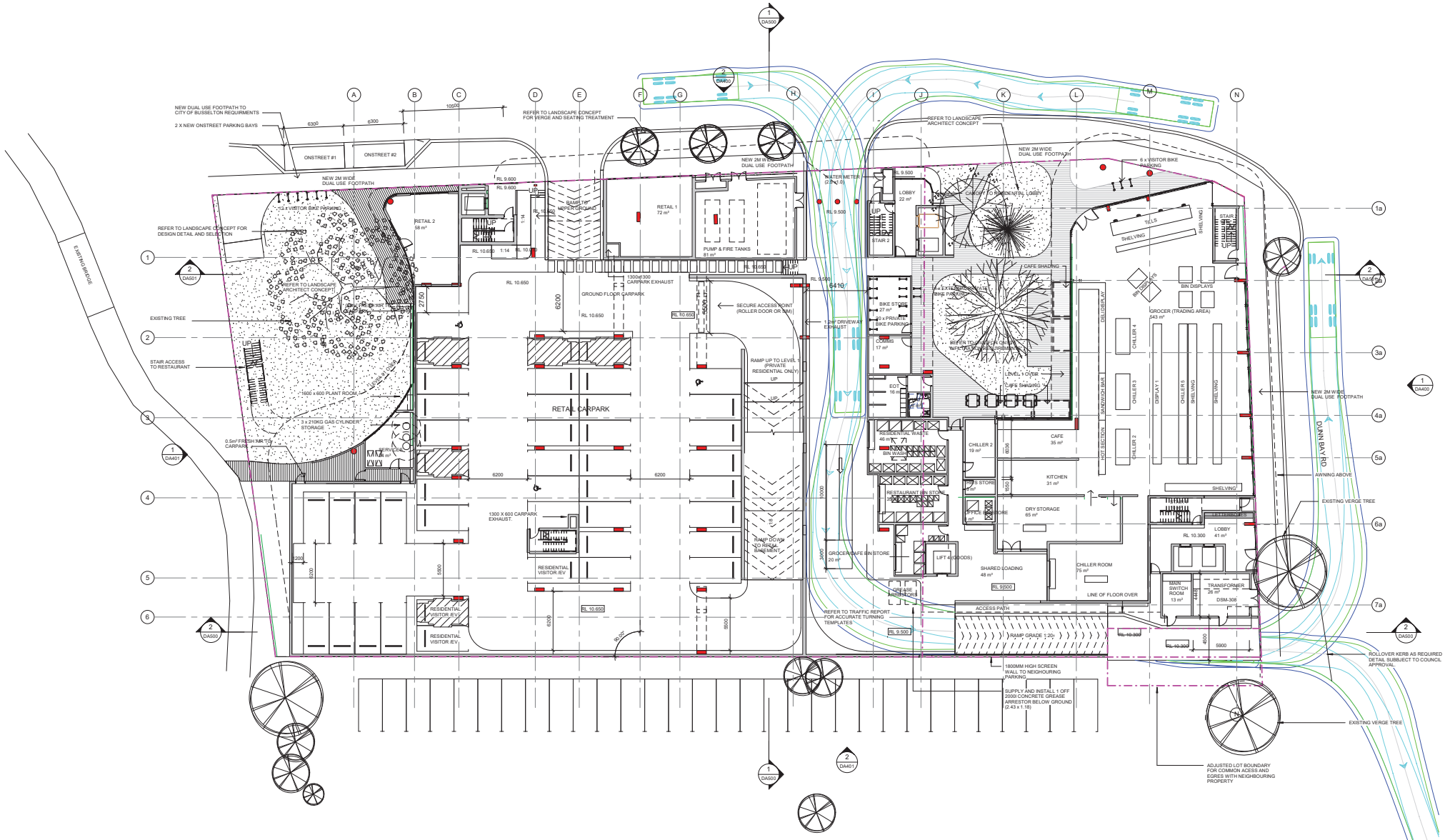

Ground Floor

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA201
Revision: M
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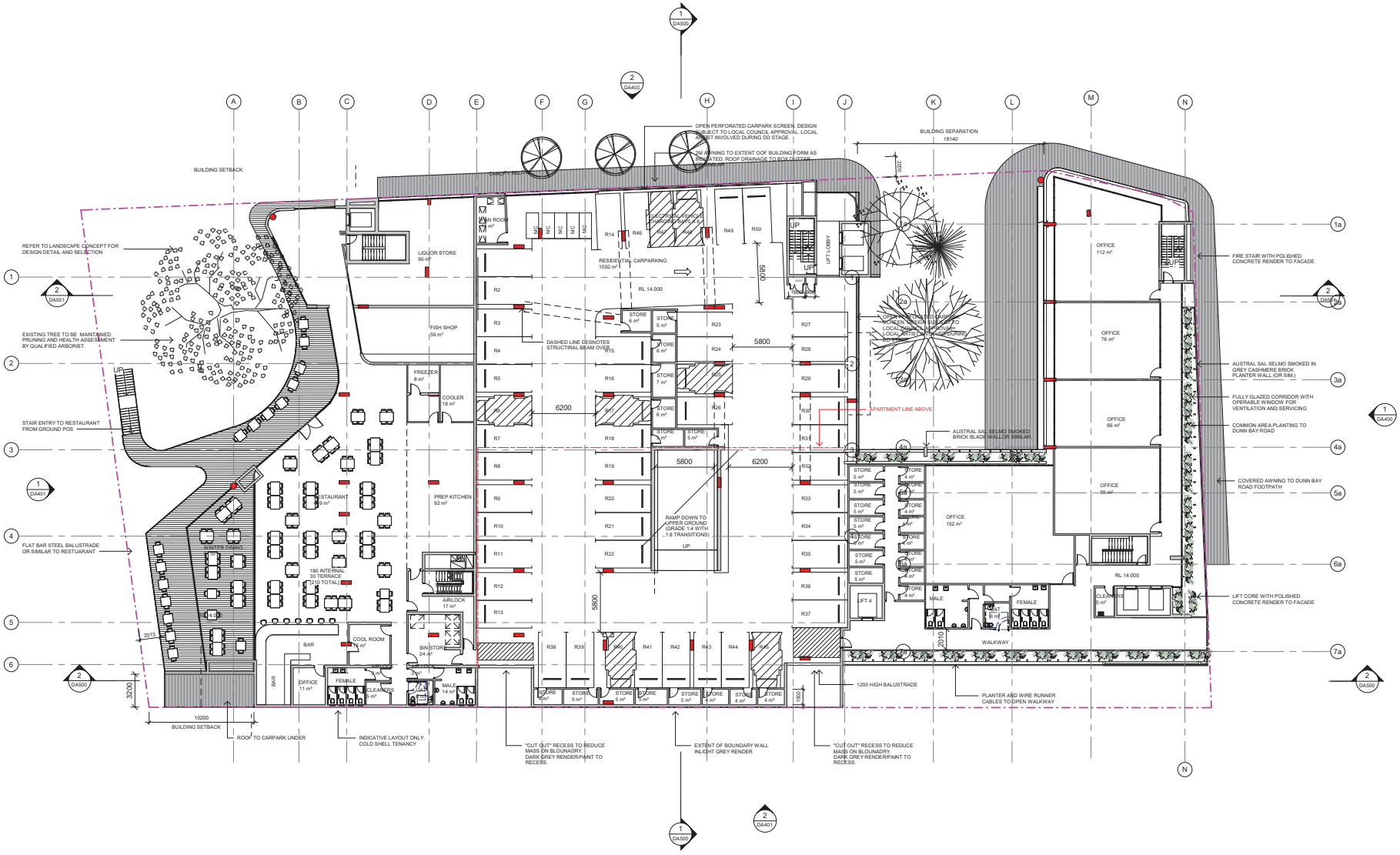

Level 1

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Project Number:	44369
Drawing Number:	DA202
Revision:	L
Date:	18.05.2022

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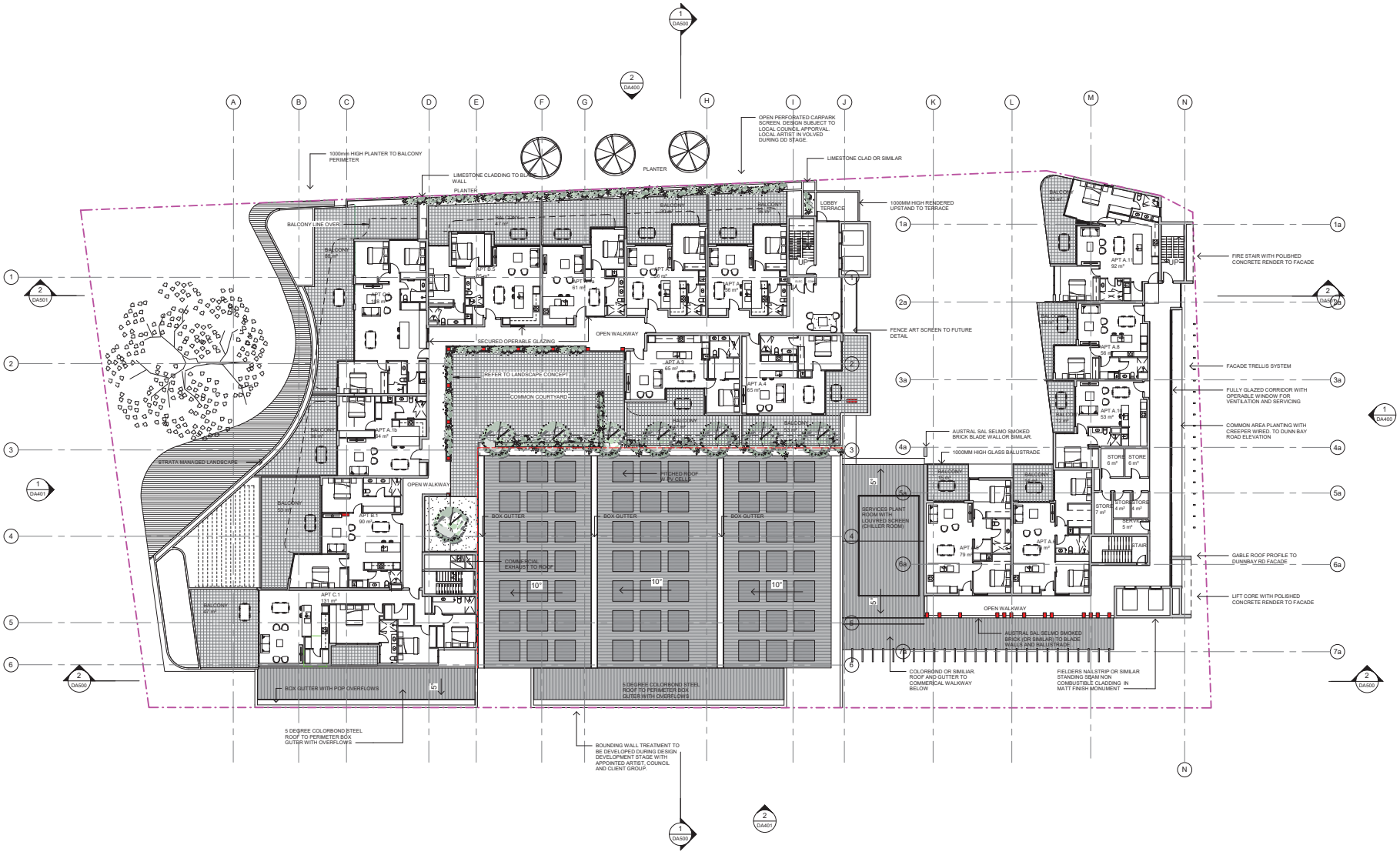

Level 2

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA203
Revision: L
Date: 18.05.2022

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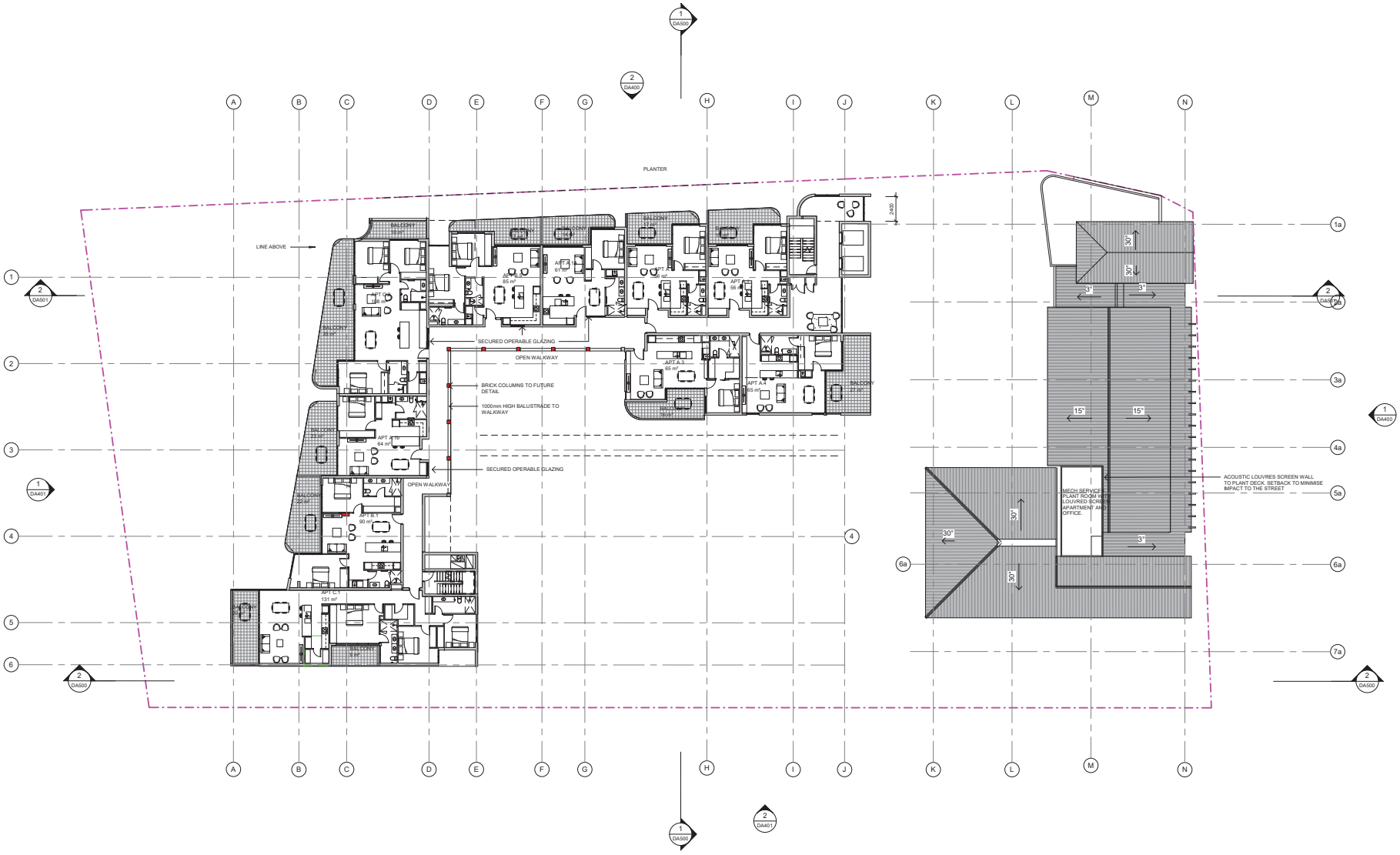

Level 3

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Revision: K
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Level 4

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Drawing Number: DA205
Revision: K
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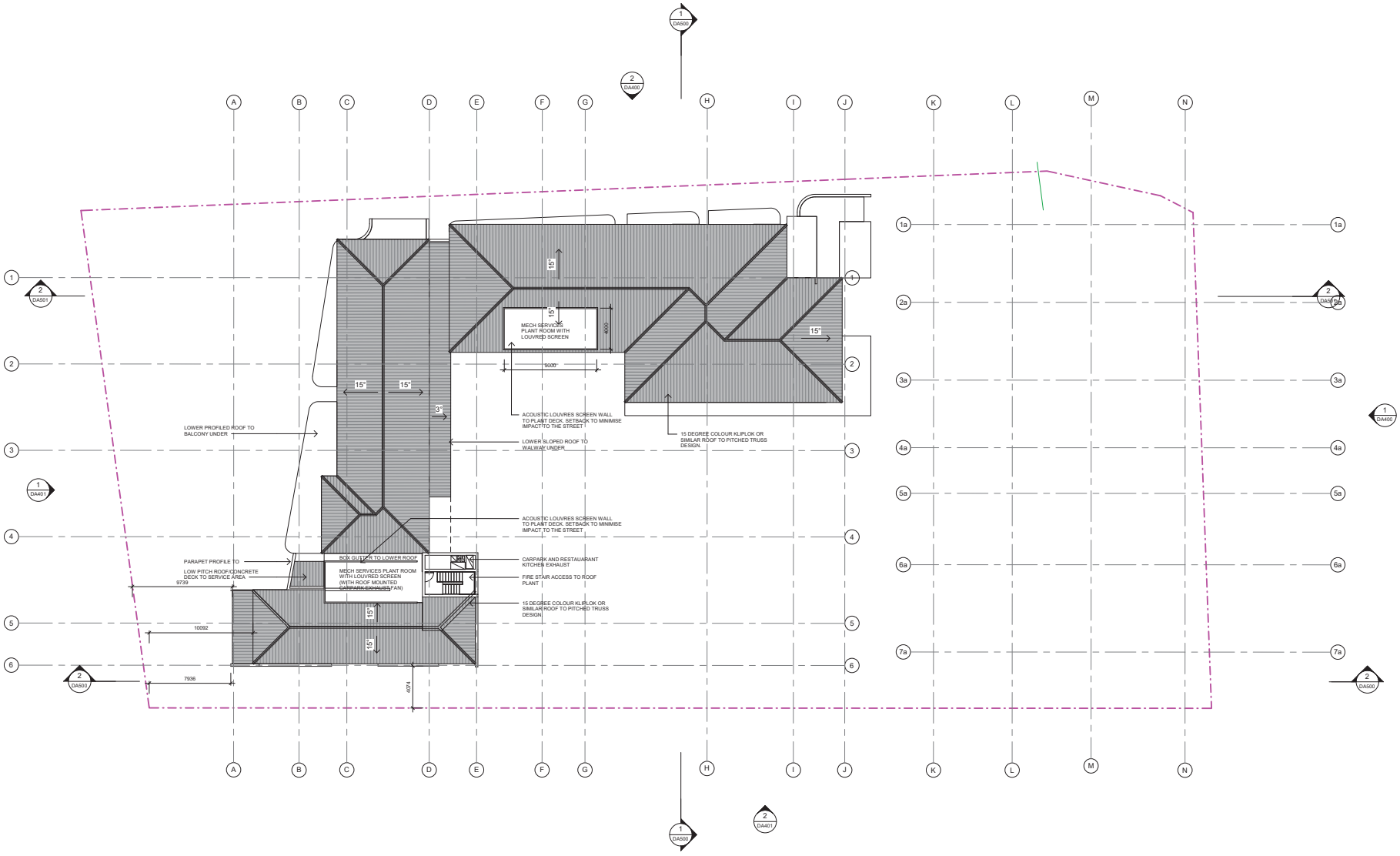

Level 5 ROOF PLAN

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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SOUTH ELEVATION



EAST ELEVATION

Elevations

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Drawing Number: DA400
Revision: G
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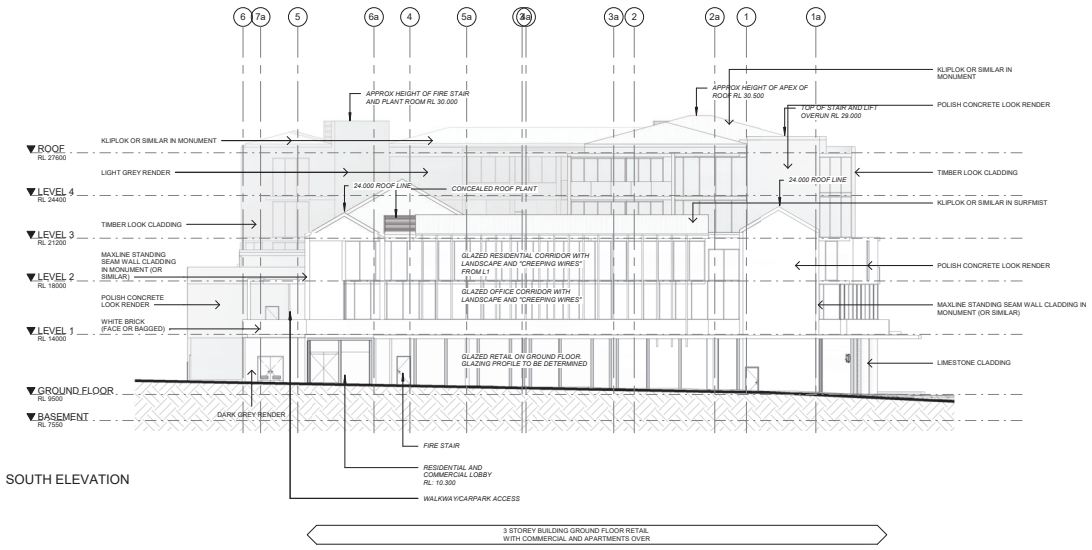
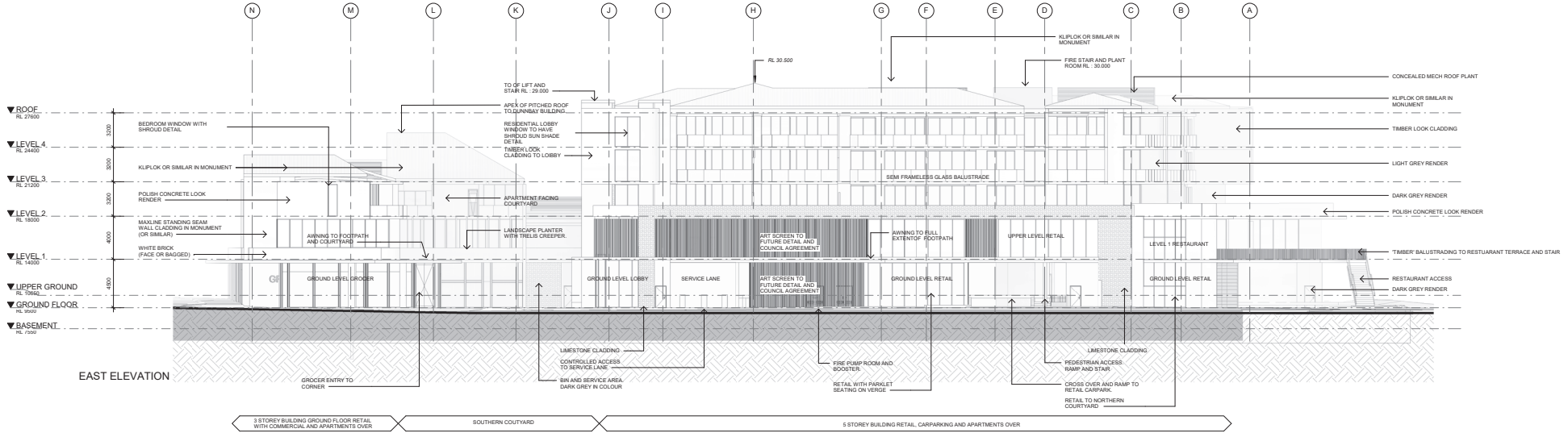


SOUTH ELEVATION



EAST ELEVATION

Elevations

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NORTH ELEVATION

5 STOREY BUILDING RESTAURANT LEVEL 1 WITH APARTMENTS OVER



WEST ELEVATION

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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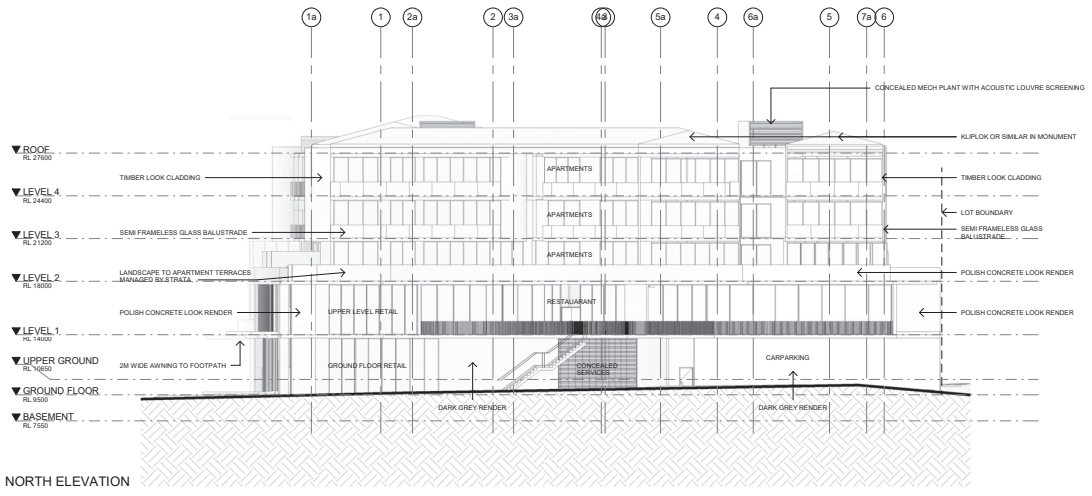
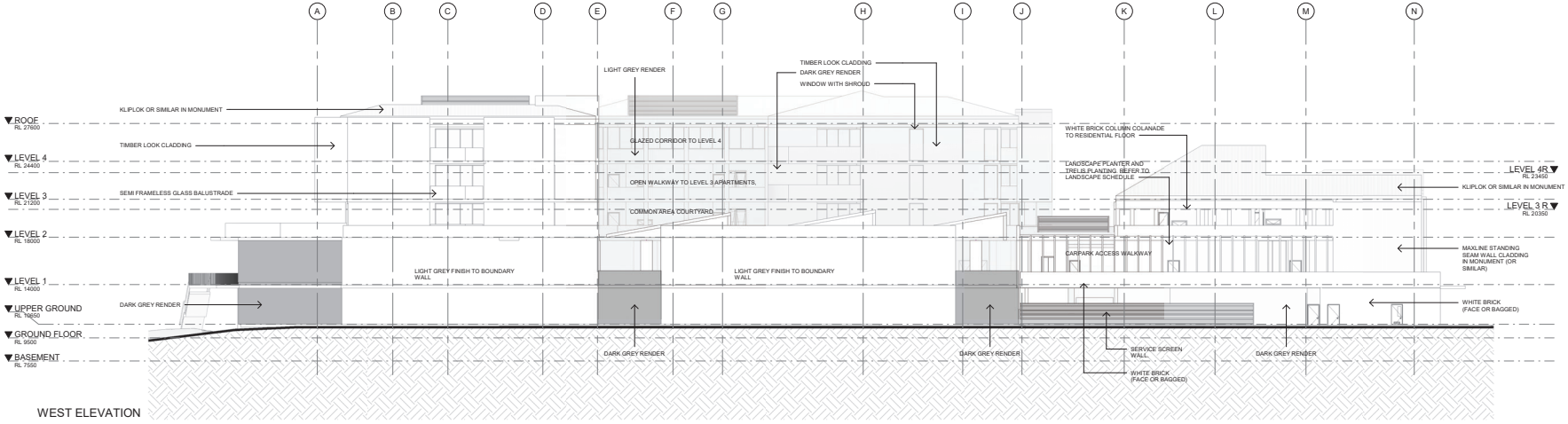


NORTH ELEVATION

5 STOREY BUILDING RESTAURANT LEVEL 1 WITH APARTMENTS OVER



WEST ELEVATION

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA401
Revision: G
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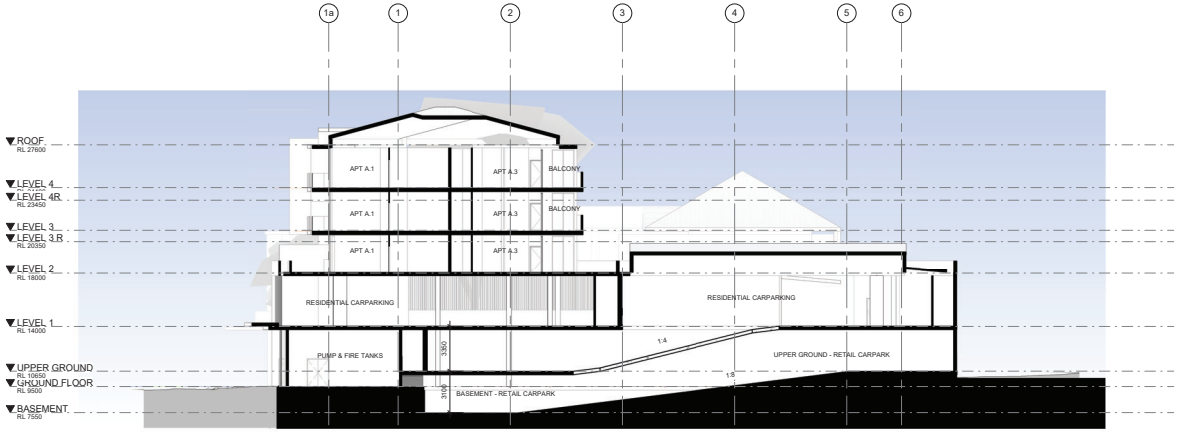

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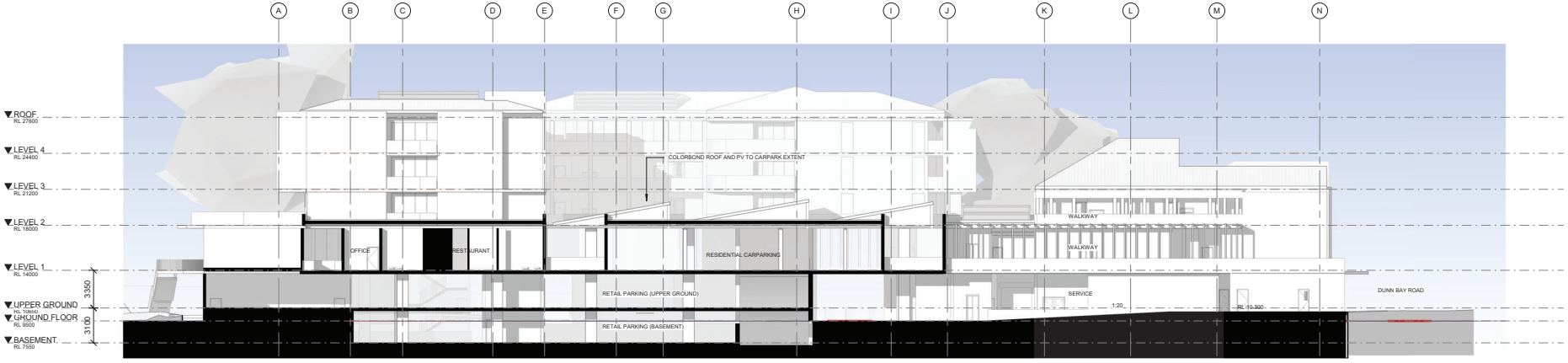

2 Section 2
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Section
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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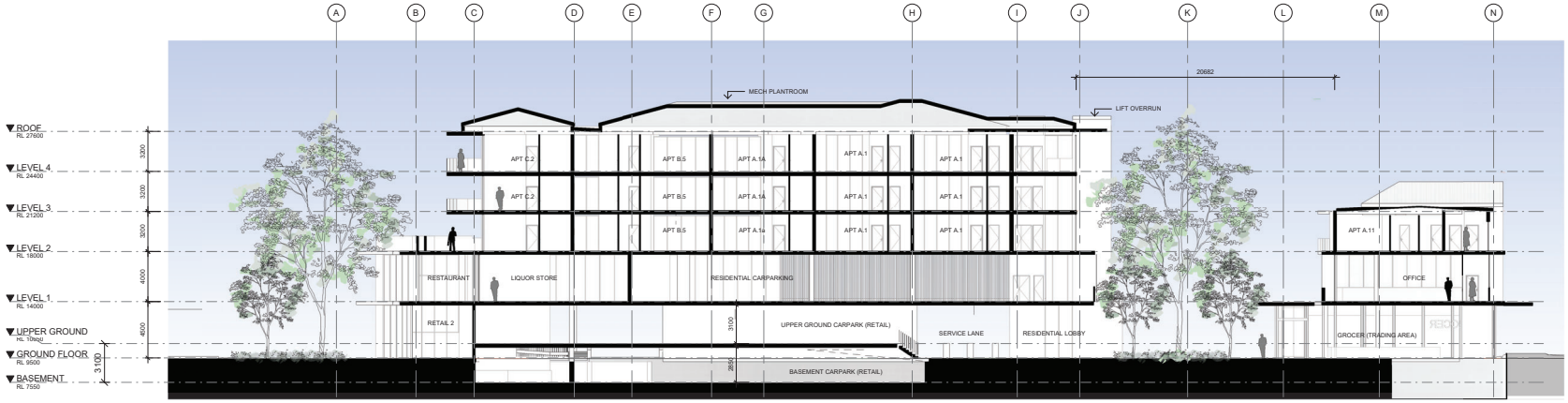

2 DA200 Section 4 (Pedestrian B Access)
1 : 200

Section
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA501
Revision: G
Date: 18.05.2022

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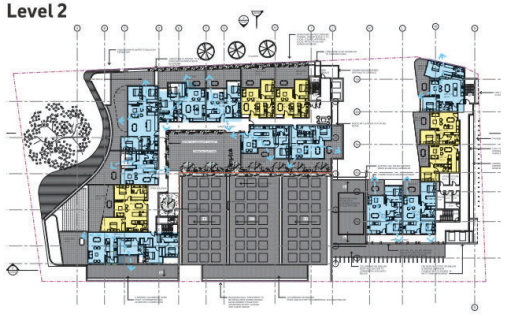
Level 2



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	10/15	0/6	5/15
Percentage Compliant	66.6%	0%	33.3%
Total Ventilation **Achieved**	**66.6% (10/15)**		
Total Cross Ventilation required under 4.2	60%		

* All apartments are designed to be shallow to ensure good access to light and ventilation. All aprtment depths are within 3x ceiling height apart from some small anomolies. Apartments shown in light blue hatch do not adhere to 4.2.2 (A) but comply with 4.2.2(B2) and their living/dining room depths are indicated for reference.

DEFINITIONS

4.2.2 (A) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

Single aspect apartments included within the 60 per cent minimum at (a) above must have

4.2.2(B1). ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction (summer) and

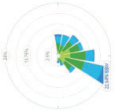
4.2.2(B2). room depth no greater than 3 × ceiling height

NORTH

APARTMENTS THAT **COMPLY** WITH 4.2.2 (A) 4.2.2 (B1) 4.2.2 (B2)

APARTMENTS THAT **COMPLY** WITH 4.2.2 (B1) 4.2.2 (B2)

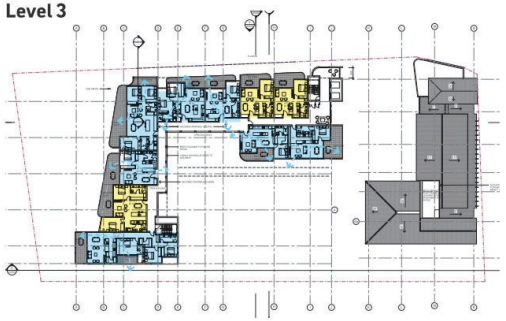
APARTMENTS THAT **COMPLY ONLY** WITH ROOM DEPTH REQUIRED AS PER 4.2.2(B2)



Note: cross ventilation reliant on summer breezes. Wind rose & prevailing wind direction taken from mid-summer in dunsborough.

dunsborough
Solar Analysis

Level 3



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	7/10	0/15	3/10*
Percentage Compliant	70.0%	0%	30%
Total Ventilation **Achieved**	**70.0% (7/10)**		
Total Cross Ventilation required under 4.2	60%		

* All apartments are designed to be shallow to ensure good access to light and ventilation. All aprtment depths are within 3x ceiling height apart from some small anomolies. Apartments shown in light blue hatch do not adhere to 4.2.2 (A) but comply with 4.2.2(B2) and their living/dining room depths are indicated for reference.

DEFINITIONS

4.2.2 (A) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

Single aspect apartments included within the 60 per cent minimum at (a) above must have

4.2.2(B1). ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction (summer) and

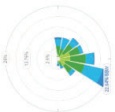
4.2.2(B2). room depth no greater than 3 × ceiling height

NORTH

APARTMENTS THAT **COMPLY** WITH 4.2.2 (A) 4.2.2 (B1) 4.2.2 (B2)

APARTMENTS THAT **COMPLY** WITH 4.2.2 (B1) 4.2.2 (B2)

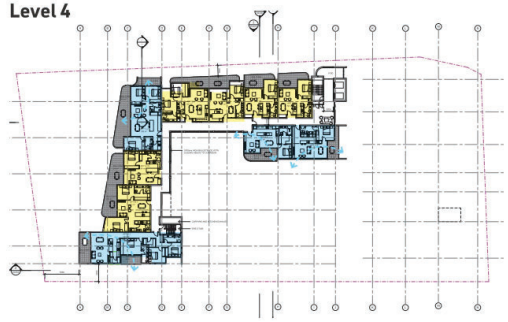
APARTMENTS THAT **COMPLY ONLY** WITH ROOM DEPTH REQUIRED AS PER 4.2.2(B2)



Note: cross ventilation reliant on summer breezes. Wind rose & prevailing wind direction taken from mid-summer in dunsborough.

dunsborough
Solar Analysis

Level 4



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	4/10	0/10	6/10*
Percentage Compliant	40.0%	0.0%	60.0%
Total Ventilation **Achieved**	**40% (4/10)**		
Total Cross Ventilation required under 4.2	60%		

* All apartments are designed to be shallow to ensure good access to light and ventilation. All aprtment depths are within 3x ceiling height apart from some small anomolies. Apartments shown in light blue hatch do not adhere to 4.2.2 (A) but comply with 4.2.2(B2) and their living/dining room depths are indicated for reference.

DEFINITIONS

4.2.2 (A) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

Single aspect apartments included within the 60 per cent minimum at (a) above must have

4.2.2(B1). ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction (summer) and

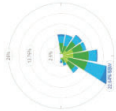
4.2.2(B2). room depth no greater than 3 × ceiling height

NORTH

APARTMENTS THAT **COMPLY** WITH 4.2.2 (A) 4.2.2 (B1) 4.2.2 (B2)

APARTMENTS THAT **COMPLY** WITH 4.2.2 (B1) 4.2.2 (B2)

APARTMENTS THAT **COMPLY ONLY** WITH ROOM DEPTH REQUIRED AS PER 4.2.2(B2)



Note: cross ventilation reliant on summer breezes. Wind rose & prevailing wind direction taken from mid-summer in dunsborough.

dunsborough
Solar Analysis

DUNSBOROUGH WIND ROSE: RETRIEVED
https://wind.willyweather.com.au/wa/south-west/dunsborough.html

VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	21/35	0/35	14/35
Percentage Compliant	60.0%	0.0%	40.0%
Total Ventilation **Achieved**	**60% (21/35)**		
Total Cross Ventilation required under 4.2	60%		

Cross Ventilation
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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0 16
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Project Number: 44369
Drawing Number: DA602
Revision: D
Date: 18.05.2022

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CYRILLEAN WAY PERSPECTIVE - LOOKING FROM NORTH EAST

PERSPECTIVES

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA603
Revision: A
Date: 18.05.2022

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DUNN BAY ELEVATION - SOUTH WEST VIEW FROM SHARED ACCESS



DUNN BAY ELEVATION - SOUTH EAST VIEW FROM INTERESECTION

PERSPECTIVES

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

Status: ISSUE FOR DA

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Drawing Number:	**DA604**
Revision:	A
Date:	18.05.2022

Hames Sharley



CYRILLEAN WAY PERSPECTIVE OF SOUTH COURTYARD



VIEW FROM NEIGHOUR'S CARPARK

PERSPECTIVES

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Revision: A
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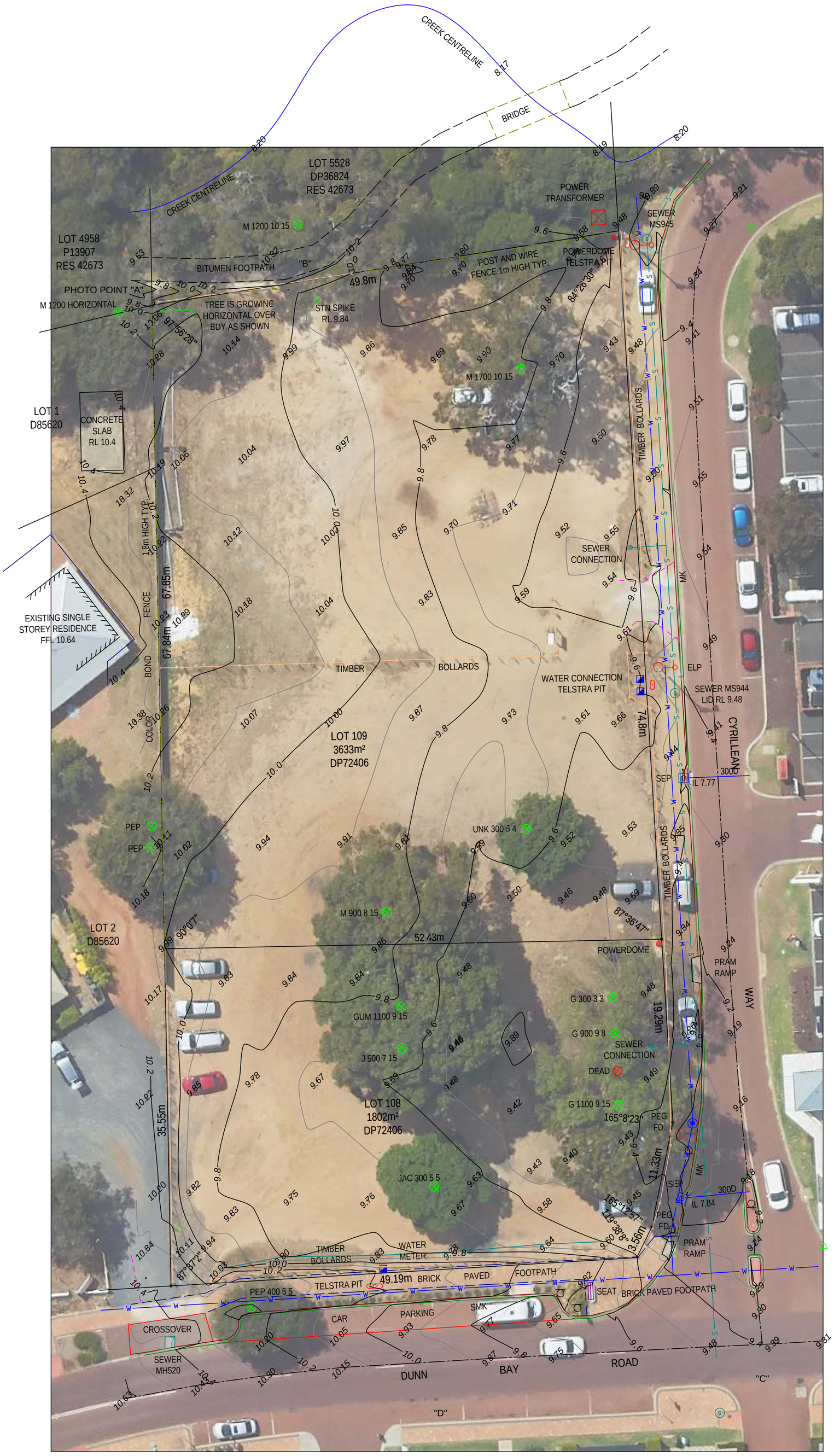

TREE ANNOTATION DETAIL

J = JARRAH JAC = JACARANDA
PEP = PEPPERMINT GUM = GUM
M = MARRI UNK = UNKNOWN

M 300 5 3
M: RED GUM/ MARRI
300: TRUNK 0.3m RADIUS
5: CANOPY 5m
3: ESTIMATED HEIGHT 3m



CANOPY NOT TO SCALE



PHOTO 1. TREE LEANING OVER BOUNDARY CORNER AT "A".



PHOTO 2. TAKEN AT "B" FACING SOUTH



PHOTO 3. TAKEN AT "C" FACING NORTH



PHOTO 4. TAKEN AT "D" FACING NORTH

LEGEND

- DRAINAGE GULLEY
- SIDE ENTRY PIT
- JUNCTION PIT SQUARE
- JUNCTION PIT ROUND
- WATER HYDRANT
- WATER VALVE
- WATER METER
- WATER TAP
- SEWER MANHOLE
- TREE
- GRASS TREE
- 11.81 EXISTING SURFACE HEIGHT
- TELSTRA/ ELECTRICAL PIT
- POWER METER/ BOX
- + SWA STAY WIRE ANCHOR
- PP POWER POLE
- POWER DOME
- BOUNDARY
- ROAD CENTRELINE
- KERB FACE
- KERB TOP
- EDGE OF SEAL
- ROOF EAVE/ GUTTER
- FACE OF BUILDING
- RETAINING WALL
- FENCE
- CONCRETE EDGE
- BANK BOTTOM
- BANK TOP
- GAS MAIN
- E UNDERGROUND ELECTRICAL LINE
- OVERHEAD POWER LINE
- W WATER MAIN
- S SEWER MAIN

NOTES:

1. Limited boundary marks found. Boundary resurvey recommended if building on or close to boundary.
2. Datum is AHD established from Sewer MH 520 lid RL 10.51.
3. Above ground services located by survey. Underground services plotted from plans supplied by the relevant authorities. No liability is accepted for errors in underground service locations. All services to be located on site prior to any work being done.
4. Soil type_sand.

Rev.	Description	Drawn	Date	Checked
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Surveyor: MR
Survey date: 25/01/2021
Precal/Cad: N/A

The contents of this plan are date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting Survcon.

The boundaries depicted on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

N

FEATURE AND CONTOUR SURVEY
LOTS 108 AND 109 ON DP 72406,
57 DUNN BAY ROAD AND
6 CYRILLEAN WAY DUNSBOROUGH.

Client: **DCSC PTY. LTD.**

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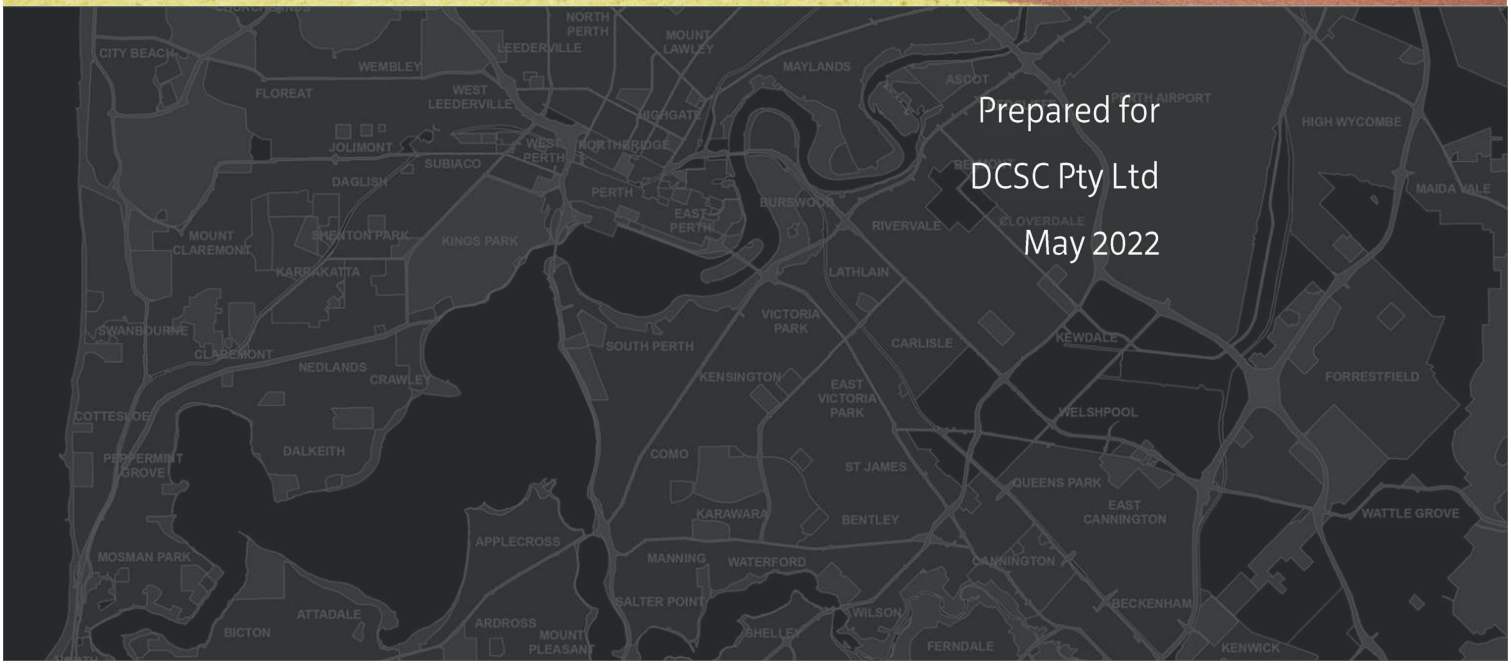
Development Application Report

Dugalup Mixed Use Development

Lot 108 (57) Dunn Bay Road and Lot 109 (6) Cyrillean Way
Dunsborough

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS





Prepared for
DCSC Pty Ltd
May 2022

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Client	DCSC Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Drafting and Design Traffic Engineering Landscaping Plan Acoustic Waste Management	Planning Solutions Hames Sharley Transcore Plan E Lloyd George Acoustics Encycle Consulting

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of DCSC Pty Ltd (**DCSC**), the registered proprietor of Lot 108 (57) Dunn Bay Road and Lot 109 (6) Cyrillean Way, Dunsborough (**subject site**) and the proponent of a proposed development on the subject site. DCSC Pty Ltd has been an integrated part of the community and has been developing within the City of Busselton (**City**) for many years. DCSC is committed to producing a positive development that will have a net benefit to the local and wider community.

Planning Solutions has prepared the following report in support of an Application for Development Approval for a mixed use development on the subject site, reflecting the revised proposal submitted to the City for approval in May 2022. For the avoidance of doubt, this report has been updated and replaces earlier versions of this report that had been prepared for previous iterations of this proposal in 2021.

This report will discuss various matters pertaining to the proposal, including:

- Background.
- Site analysis.
- Proposed development.
- Town Planning assessment.
- Design statements, assessing performance against the design principles of *State Planning Policy 7: Design of the Built Environment* and element objectives of the *State Planning Policy 7.3: Residential Design Codes (Volume 2)*.

The proposed mixed use development comprises 35 multiple dwellings including a diverse range of 1, 2 and 3 bedroom apartments, 13 commercial tenancies comprising a grocer, specialty retail, restaurant and commercial office as well as associated parking, access, and landscaping on the subject site.

The mid-rise development has been designed in a contextual manner sympathetic to its surroundings, responding to both the historic and emerging contemporary character of the area. This is emphasised by a built form and materiality that responds to the prominent corner lot and acts as a key landmark in the Dunsborough Town Centre.

The development is suitably located within the growing Dunsborough Town Centre and will provide additional housing options within an area close to public amenities, a plethora of food and beverage options, the Indian Ocean, and the Dunsborough Town Centre. Importantly, the proposed development will contribute towards diversifying the overall residential, retail, commercial and food and beverage offerings with the Town Centre. This is anticipated to enhance and contribute towards future proofing the Town Centre as the heart of Dunsborough and the economic, social and cultural hub of the region.

Accordingly, it is respectfully requested that the Regional Joint Development Assessment Panel (**DAP**) consider the application on its merits, and to set aside its previous decision made in January 2022 by approving the revised development.

2 BACKGROUND

2.1 Pre-Lodgement Consultation with the City of Busselton

On 21 December 2020 and 20 May 2021, representatives from Hames Sharley, the proponent and Planning Solutions met with the City's senior planning officers to provide an overview of the proposed development, the design intent, establish the level of reporting required, confirm the applicable planning process and receive feedback on the proposed built form response and future character of the town centre. The following matters were discussed with respect to the proposal:

- The proposed development and its consistency with the City's aspirations for the town in terms of land use and density. The application for development approval will need to demonstrate the proposed development will not impede and/or be detrimental to the immediate or surrounding locality in the context of the planning scheme for the locality.
- The building height and design of the built form at the street frontages, specifically, how the proposed Dunn Bay Road built form has been designed to contribute positively to the adjoining streetscape.
- The application for development approval will need to be supported by a transport impact assessment, environmental noise assessment, an arborist report and a waste management plan.
- The City's officers had no 'in principle' objection to the proposed development.

The feedback received during public consultation was, for the most part, positive and has been welcomed and taken on board wherever possible. This feedback has informed and guided the preparation of the proposed development.

2.2 Design Review 1

The proposed development was presented to the City's Design Review Consultant (**DRC**) on Wednesday, 13 July 2021. Through the process, a number of suggestions to enhance the quality of the development were made. The suggested modifications have been incorporated into the refined design, which forms the plan package lodged as part of the development application.

The DRC considered, overall, the proposed development to be a good scheme with several areas to positively respond to and enhance the character of the town centre. In no particular order, the DRC commended the following 'strengths' of the proposal:

- Engagement with the Design Review process prior to lodgement of the development application.
- Built form has been successfully arranged around two community-focused spaces and broken down into discrete volumes that seek to mediate and distribute the presentation of bulk and scale.
- Ground plane streetscape activation to Dunn Bay Road and Cyrillean Way incorporating legible entries and retail shopfronts present in an active and engaging way and provide passive surveillance to the public realm.
- Upper-level streetscape engagement, passive surveillance and activation including a restaurant and office space with an outdoor terrace overlooking the northern pocket park and upper-level apartments and access corridors overlooking Cyrillean Way and Dunn Bay Road.

- Car parking is largely sleeved from the ground floor public domain with a proportion of parking located underground and remote from the ground plane.
- The mix of uses including a grocer, specialty retail, restaurant and commercial office and a diverse range of 1, 2 and 3 bedroom apartments will provide activity and amenity to the local and broader community.
- The apartments are generally functional and well arranged with generous outdoor living spaces and high levels of solar access with no solely southern-facing apartments being proposed.
- The apartment lift lobbies and corridors have access to natural light and ventilation.
- The proposed resident amenity at Level 3.
- Both courtyards, to the north and south, have the capacity to provide important amenities to occupants and the broader community by way of generous deep soil planting and landscape, a retained mature tree and outdoor alfresco seating.
- The proposed sharing of the Dunn Bay Road cross-over with the adjoining site minimises the impact of crosscvers on the public domain and provides for efficient service vehicle access and egress from the site in forward gear.
- The proposed installation of solar panels.
- Materials selection, including natural limestone and timber-look cladding, acknowledge context and have the capacity to create a quality façade response.

The DRC also provided a number of recommendations that were incorporated into the proposed design. A copy of the DRC comments (13 July 2021) is contained in **Appendix 1**.

2.3 Original development application

In September 2021 a development application was lodged with the City for approval of a six-storey mixed use destination development comprising:

- Basement car park
- Specialty supermarket, retail tenancy, art gallery, parking, public courtyards and services at ground level
- Offices, restaurant and parking at Level 1
- Offices and parking at Level 2
- 16 apartments and common courtyard at Level 3
- 16 apartments at Level 4
- 10 apartments at Level 4 (total of 42 apartments)
- A total of 182 car parking bays (50 residential bays, 132 commercial bays)
- Access to on-site parking from Cyrillean Way
- Service vehicle access (exit only) to Dunn Bay Road
- A mix of materials and finishes including stone cladding, render, timber look cladding, feature glazing, cascading planting and decorative screens to the car parking areas.
- Retention of mature tree at the northern end of the site

2.4 Design Review 2

On 12 November 2021 the development application was considered by the City's DRC. The DRC supported the proposal on most of the design principles, concluding:

> *This review is generally supportive of the design proposal. However, further consideration of the functional characteristics and amenity associated with the Dunn Bay Road office and apartment entrance is recommended.*
>
> *The entry, in its current configuration, is neither generous nor capable of operating in a functional capacity. The entry door configuration serves to constrict pedestrian movement and requires careful reconsideration to achieve a legible and adequate entry experience for both residents and commercial office tenants.*
>
> *That said, the project has the capacity to set a benchmark for high-quality mixed-use commercial, hospitality, retail and residential design in an evolving precinct subject to addressing review commentary above.*

A copy of the DRC comments (12 November 2021) is contained in **Appendix 1**.

2.5 Modifications made to the plans

In December 2021 the proponent was advised of the outcome of public consultation, which generated over 700 submissions on the proposal. The proponent gave detailed consideration to the comments that had been received, and on 15 December 2021 submitted modified plans which made a series of changes to the submitted plans including:

- Reducing the height of the development from six storeys to five storeys.
- Reducing the number of apartments from 42 to 41.
- Reducing the number of car parking bays from 174 to 166.
- Improving entry to the commercial components.
- Various incidental modifications.

2.6 DAP decision

The City's officers finalised their responsible authority report on 20 December 2021, recommending refusal to the development. The report largely referred to the proposal as it has been originally submitted, rather than the modified plans which were submitted to the City for consideration on 15 December 2022 in order to address matters raised during public advertising.

The DAP considered the proposal at its meeting held on 10 January 2022 and resolved to refuse the development.

2.7 Application for review

The proponent submitted an application for review of the DAP's decision with the State Administrative Tribunal (**SAT**).

Following mediation between the parties, the SAT required the proponent to submit revised plans and information to the City, and invited the DAP to reconsider its original decision.

This planning assessment report and accompanying plans and information has been updated to comply with the SAT's requirements.

3 SITE DETAILS

3.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1- Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
108	72406	2871	828	1,802
109	72406	2871	829	3,633
Total				5,435

The site is not subject to any limitations, interests, encumbrances and/or notifications materially relevant to the proposed development.

Refer to **Appendix 2** for a copy of the Certificates of Title, Plan and Registrar's Caveat.

3.2 Site Context

The subject site is located within the municipality of the City of Busselton and is situated within the suburb of Dunsborough. The subject site is located within the western end of the Dunsborough Town Centre and is located approximately 0.7 kilometres west of the Indian Ocean. Other regional towns within the wider regional context include Busselton approximately 23km to the east and Margaret River approximately 38km to the south. The subject site is located in close proximity to Cape Naturaliste Road to the west connecting the site to the Cape Naturaliste peninsula. The subject site is also located within close proximity to Caves Road, providing access to the wider Leeuwin-Naturaliste sub-region.

The subject site has a frontage to Cyrillean Way to the east and Dunn Bay Road to the south with an existing access point to Cyrillean Way. The subject site adjoins a 'Recreation' reserve (Dugalup Brook) to the northern boundary and a restaurant and vacant lots to the western boundary separating the site from Cape Naturaliste Road.

The subject site is situated within the Dunsborough Town Centre, characterised by a broad range of commercial, retail, tourist, recreational and hospitality uses. The Dunsborough Centrepoint Shopping Centre and Naturaliste Forum are located to the east and southeast of the development area respectively.

The built form of the existing Dunsborough Town Centre is not characterised by a single dominant architectural style. Notwithstanding, the large footprint shopping centre developments surrounding the subject site are characterised as single storey commercial developments with active shop fronts, outdoor dining experiences and landscaping addressing the street frontages.

3.3 Land Use and Topography

The development area is of a rectangular shape, with a frontage of 49.19m to Dunn Bay Road and 105m to Cyrillean Way. Presently, the land is mostly cleared, with the exception of several trees of which have been extensively investigated for retention during the initial planning stages of the project. Where possible and appropriate, trees have been retained and are identified on the development plans.



Figure 1: Aerial Photograph depicting the subject site and surroundings

The subject site is largely flat with a gentle upwards slope from east to west from approximately 9.5m ADH to 10.4m ADH culminating in a mound near the north of the eastern boundary. The land is capable of being serviced by all necessary utility infrastructure, including underground power and wastewater. Refer above for **Figure 1**, aerial photograph depicting the subject site and surrounds.

4 PROPOSED DEVELOPMENT

This application seeks approval for the development of a five-storey mixed use destination development comprising basement car (and other vehicle) parking, a variety of office commercial, speciality retail and hospitality uses on the ground and first floor and a mix of residential dwellings, communal spaces and storage above. The proposed development is distributed around two community-focused and landscaped public spaces with the building being arranged into discrete volumes to mediate and distribute the presentation of bulk and scale.

A summary of the specific components of both buildings is provided in Section 4.1 below.



Figure 2: Perspective drawing of the proposed development, as viewed from Dunn Bay Road to the northwest.

4.1 Development Summary

The proposed development will provide for a range of residential and commercial activities. The proposal is intended to ensure the Dunsborough Town Centre continues to grow as a vibrant, functional and attractive centre for the local community by providing a development that contributes a high level of services and experiences for residents and visitors.

A summary of the proposed development detailing the key elements floor by floor is provided in **Table 2** below.

Table 2 – Development summary

Floor	Proposed Development (mixed use)
Basement	• 41 commercial car parking bays. • Services including lifts and staircases.

Floor	Proposed Development (mixed use)

Ground	• A speciality grocer store with associated kitchen, dry storage, chiller room, deli and kitchen with approximately 714m² of net lettable area (NLA).
	• A café with associated alfresco seating within the winter garden with an NLA of approximately 35m².
	• A retail tenancy with direct access to Cyrillean Way with an NLA of approximately 72m².
	• A retail tenancy with access to Cyrillean Way and the northern community-focused open space and an NLA of approximately 58m².
	• A commercial service lane with ingress via Cyrillean Way and egress via Dunn Bay Road.
	• Fully enclosed and separate bin storage areas comprising a 46m² residential bins store, 35m² restaurant bins store, 20m² grocer/café bin storage and 8m² office bin storage.
	• Two community focused public open spaces / pocket parks these include:
	  ○ A southern winter garden with alfresco seating, new trees, garden bed planning, feature timber decking, turfed area and feature artwork entry piece.
	  ○ A northern pocket park connecting to Dugalup Brook with alfresco seating, new and retained mature trees, garden bed planning, feature timber decking and a central water feature.
	• 42 bicycle parking facilities comprising 24 private and 18 public racks.
	• 44 car parking bays including:
	  ○ 36 commercial bays.
	  ○ 3 universally accessible bays.
	  ○ 3 residential/visitor electric vehicle bays.
	  ○ 2 new on street bays.

One	• A restaurant to accommodate 180 internal seats and 30 external seats with an outdoor alfresco dining area and seating with an approximate NLA of 503m². • Six office tenancies with associated toilet facilities comprising a total NLA of approximately 506m². • A liquor store with an NLA of approximately 95m². • A fish shop with an NLA of approximately 59m². • 50 dedicated residential car parking bays include 6 bays capable of electric vehicle charging. • Five dedicated residential motorcycle bays.

Two	• 15 residential apartments comprising:
	  ○ 8 one bedroom, one bathroom apartments.
	  ○ 2 two bedroom, one bathroom apartments.
	  ○ 3 two bedroom, two bathroom apartments.
	  ○ 2 three bedroom, three bathroom apartments.
	• A communal courtyard landscaped with feature timber decking, new trees, raised planter beds with seating opportunities.

Three	• 10 residential apartments comprising:
	  ○ 6 one bedroom, one bathroom apartments.
	  ○ 2 two bedroom, two bathroom apartments.
	  ○ 2 three bedroom, two bathroom apartments.

Four	• 10 residential apartments comprising:
	  ○ 6 one bedroom, one bathroom apartments.
	  ○ 2 two bedroom, two bathroom apartments.
	  ○ 2 three bedroom, two bathroom apartments.

Refer to **Appendix 3** for a copy of the development plans and perspective drawings of the proposed development.

The application is accompanied and supported by the following expert technical reports:

- Concept Landscaping Plan, prepared by Plan E (**Appendix 4**).
- Transport Impact Assessment (**TIA**), prepared by Transcore (**Appendix 5**)
- Environmental Acoustic Assessment prepared by Lloyd George Acoustics (**Appendix 6**)

- Waste Management Plan (**WMP**) prepared by Encycle Consultants (**Appendix 7**)
- Arborist Report, prepared by Total Horticultural Services (**Appendix 8**).
- Sustainable Design Assessment Report, prepared by Cundall (**Appendix 9**).

4.1.1 Operation and Staff

At this stage in the development, the specific operating hours of the various commercial land uses have not been confirmed. However, the grocer and retail component of the proposed development seeks approval to trade during typical hours provided for under the *Retail Trading Hours Act 1987* and/or in accordance with other specialist permits required (e.g. liquor licences). The grocer may operate with staff up to 24 hours per day to allow for operations such as replenishment of stock on shelves, price label changes, cleaning, baking, and fresh food preparation.

Table 3 below details the indicative hours of operation for the various tenancies and outlines the anticipated hours of operation.

Table 3 – Staff numbers and operating hours.

Land Use	Staff Numbers	Hours of Operation
Ground Floor		
Restaurant / Café	*20*	6am – 6pm
Shop/Grocer		6am – 6pm
Retail (northern)	*3*	9am – 5pm
Retail (western)	*5*	9am – 5pm
First Floor		
Office	*15*	9am – 5pm
Liquor store	*14*	12pm – 8pm
Fish Shop		12pm – 8pm
Restaurant		12pm – 10pm

`The restaurant/café and shop/grocer will share approximately 20 employees between them. Whilst the land uses are separate, the two tenancies will be run by the same operator.

Similarly, the liquor store, fish shop and restaurant will share approximately 14 employees between the three uses. Whilst the three land uses are separated, they will run by the same operator.

4.2 Landscaping and Residential Amenities Deck

The theme of the landscaping takes inspiration and reference from the Dunsborough streams and surroundings are located within the wider area and immediately adjoining the site via the interface with Dugalup Brook. Dugalup Brook and the Dunsborough waterways are of significance and provide a diversity of habitat and a source of food for the native fauna. The proposed development provides a substantial amount of soft and hard landscaping elements throughout the proposed development. The landscaping treatment will incorporate native flora species which are resilient and waterwise, consistent with typical types of planting found in the southwest region.

The landscaping response includes a total of 7.3% deep soil areas well in excess of the minimum requirements. This is divided between two community-focused open spaces/pocket parks to the north and southeast of the subject site that create intimate public spaces, for multipurpose use by residents, tenants, visitors and the wider community. The northernmost pocket park retains the 20m high Corymbia Calophylla (**Marri**) native tree as it provides significant shade and amenity to the area. The northern pocket park ensures a green landscaped edge serves as an attractive interface to Dugalup Brook and provides a street-level landscaped buffer between the brook and the proposed development.

The on structure landscaping includes northern facing outdoor areas with timber decking, raised garden beds with seating opportunities and cascading planting that are fluid in form and reflect the shapes and movements of Dunsborough's streams. Level 2 contains a common courtyard allowing residents to interact and relax within a specialised communal area.

Refer to **Figure 3-4** below for indicative landscaping treatments, reflective of the Dunsborough streams.

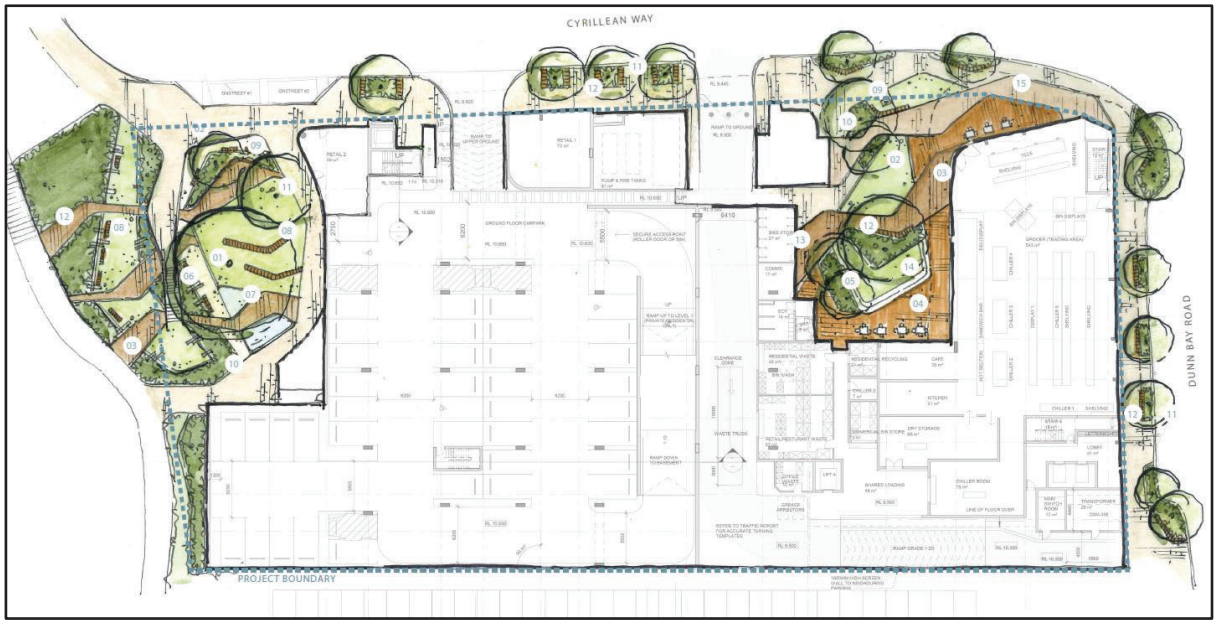

Figure 3: Perspectives of the indicative ground floor landscaping treatment.

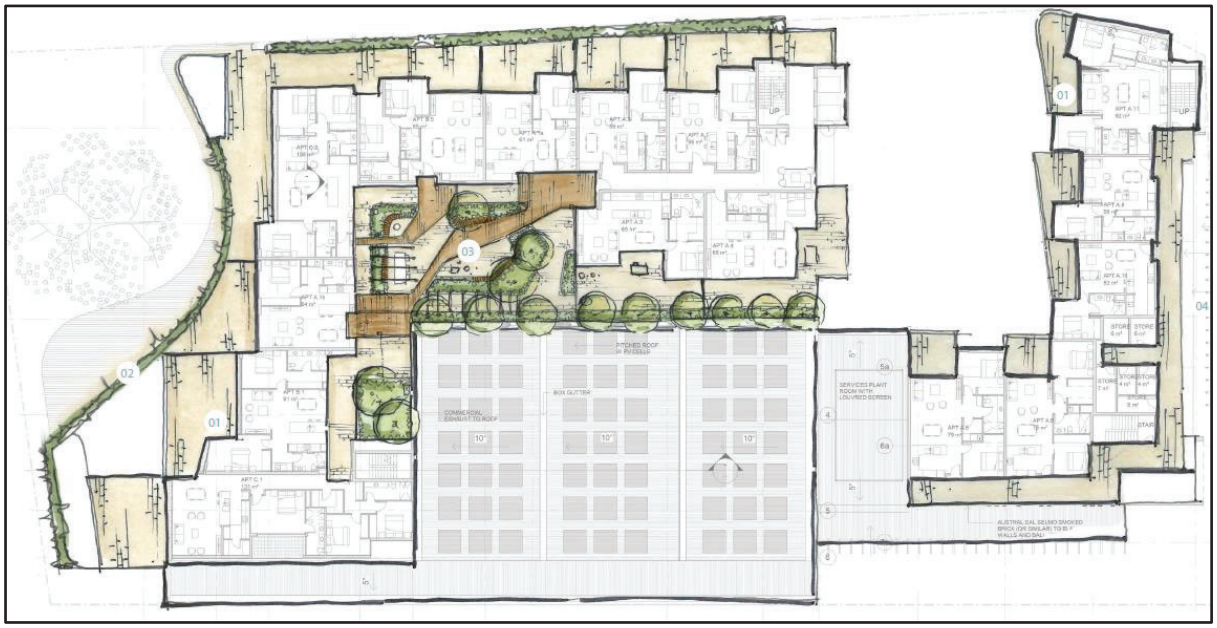

Figure 4: Perspectives of the indicative second floor landscaping treatment within the tenants' common courtyard.

4.3 Transport, Access and Parking

The proposed development has been designed in a manner that maximises the safe and efficient ingress and egress of vehicles to the site, as well as overall manoeuvrability within the subject site and internal parking areas. Vehicles are proposed to access the proposed development via a full movement crossover from Cyrillean Way allowing ingress and egress to the subject site. Additionally, a commercial loading area with ingress via Cyrillean Way and egress via Dunn Bay Road is proposed.

The proposed development has been subject to detailed traffic analysis, in the form of a TIA prepared by Transcore. The TIA has been prepared to consider the capacity of the surrounding road network, the proposed access to the site and the provision of car parking on the subject site. Overall, the TIA demonstrates the proposal's suitability from a traffic and access perspective.

4.3.1 Traffic Assessment

Based on this analysis, the proposed development was found to generate approximately 1,660 total daily trips on Saturday (the busiest day), with approximately 158 trips during the Saturday peak midday period. The traffic analysis undertaken in the TIA demonstrates the proposed development will not have an adverse impact on the operation of the local road network.

4.3.2 Access

In terms of access, the proposed development comprises one full-movement crossover to Cyrillean Way, one ingress-only crossover to Cyrillean Way and one egress-only crossover on Dunn Bay Road. The Cyrillean Way crossover is proposed to serve the residents, tenants and visitors as well as provide an entry point for service vehicles. The Dunn Bay Road egress-only crossover is proposed to provide egress for service, delivery and waste vehicles only.

4.3.3 Car parking

The provision of car parking will be fully accommodated on-site across four levels (basement, ground, first and second level), totalling 135 car bays and 5 motorcycle/scooter parking bays. All bays are provided in form of single bays (i.e., no tandem bays or stackers). Each of the car parking levels are internally connected by a system of 5.8m wide, two-way ramps. The total 135 car parking bays comprise:

- 41 commercial bays within the basement.
- 42 commercial bays (including three universally accessible bays and three Residential/Visitor bays with electric vehicle charging facilities) located in the upper ground floor parking on the portion of the building adjoining the commercial tenancies.
- 50 residential bays, including 6 bays with electric vehicle charging facilities, located on level 1, underneath the apartments and near the residential access lift.
- 2 new on-street bays.

Furthermore, five motorcycle/scooter bays are dedicated for use by residents on level 1 at the eastern end of the resident car parking area.

The proposed development contains a 20 secured bicycle storage room and 4 external private bicycle bays (totalling 24 bays) on the ground floor to the north of the southernmost pocket park. A further 18 public bays are provided for use by the general public.

In addition to on-site parking provision, on-street embayed parallel parking bays are placed along both sides of Dunn Bay Road.

4.3.4 Servicing

The proposed development contains a dedicated service/loading zone located on the ground level of the commercial car parking area. All service vehicles will enter the site via a Cyrillean Way crossover to access the designated loading zone. The loading zone is surrounded by security bollards that will be lowered at the time of servicing to ensure the area is not accessed by the general public.

When the servicing operations have been completed, the servicing vehicles will continue to travel in forward gear and exit the car park via Dunn Bay Road crossover. Once the vehicle has cleared the site the security bollards will be re-erected to prevent cars from leaving the site via service vehicle crossover.

The TIA contains a turn path assessment using a 10.0m long rigid truck template to demonstrate the subject site can be effectively and adequately serviced.

Refer to **Appendix 5** for the TIA prepared by Transcore.

4.4 Signage

Dedicated signage areas will be integrated above the awning for each commercial tenancy, with the signage incorporated into the overall building design. Future signage will be of a uniform shape and size for each tenancy. Notwithstanding, at this stage of the project the specifics of the signage has not been confirmed and will change subject to confirmation of the prospective tenants.

4.5 Noise Management

An Environmental Noise Assessment has been conducted by a suitably qualified acoustic consultant (Lloyd George Acoustics) in support of the proposal.

The assessment considers the noise impacts/sources associated with the commercial tenancies including the night time events in the restaurant/bar and alfresco area, truck delivery movements, car doors closing in the car parks and concluded that the proposal can comply with the *Environmental Protection (Noise) Regulations 1997* at all times.

The noise emissions from these items were assessed against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997* by way of noise modelling. A 3-dimensional noise model was established using dedicated software SoundPLAN 8.2, to predict the noise emissions from the commercial elements of this development to neighbouring residences and commercial units.

4.5.1 Mechanical Plants

At this stage of the project the finalised mechanical plant locations, design or equipment selections have not been confirmed. As such, once the air-conditioning and the mechanical plant has been designed and selected by the mechanical consultant/contractor, noise levels will be assessed with regard to the nearest residences and commercial units and will be assessed against the relevant provisions within the *Environmental Protection (Noise) Regulations 1997*. It is unlikely exceedances would occur, but in the event they are calculated to be possible, noise mitigation recommendations will be provided by Lloyd George Acoustics.

4.5.2 Recommended Noise Management Practices

The assessment demonstrates the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* during the respective periods. Subject to the following being reviewed at the detailed design to ensure compliance, the following best practice measures should be adhered to:

General management practices:

- Waste collection shall be during normal daytime hours or under an approved noise management plan.
- Audible 'beeper' reversing alarms shall be discouraged. Where a safe workplace can be provided, it may be possible to turn off audible alarms by using spotters. Alternatively, audible reversing alarms are to be the broadband type.
- Delivery and waste collection trucks should be fitted with broadband reversing alarms, or 'self-adjustable alarms, to minimise adverse impacts to receivers.
- Bin servicing shall occur between 7am and 7pm Mondays to Saturdays
- Access grates shall be firmly seated in position and fitted with rubber gaskets to avoid excess noise.

Restaurant Specific management practices:

- Bottle emptying shall not be done during the night (10pm and 7am Mondays to Saturdays and through to 9am on Sundays and public holidays).
- Deliveries shall ideally not take place between 10pm and 7am Mondays to Saturdays and through to 9am on Sundays and public holidays.
- All vehicles shall not be left to idle during loading/unloading.
- Delivery truck should not stop outside the Dunn Bay access, as restarting of their engines may cause a disturbance to the nearby development units.
- Music and television noise to be inaudible at residences.
- Subwoofers are not to be installed in the venue.
- Noise complaints are to be handled by the approved manager at the time and investigated immediately. Complaints are to be entered in the complaint log file.
- Outside the venue will be patrolled by venue personnel. Patrons exiting the venue will, where necessary, be politely asked to consider neighbours and leave quietly.

Refer to **Appendix 6** for a copy of the Environmental Noise Assessment prepared by Lloyd George Acoustics.

4.6 Waste Management

A Waste Management Plan (**WMP**) has been prepared by a suitably qualified waste consultant (Encycle) in support of the proposal.

The proposed development seeks approval for five dedicated bin storage areas. These comprise the following:

1. 8m^2 bin storage area for dedicated use by the office tenancies.
2. 35m^2 restaurant waste storage area.

3. 46m² residential waste storage area.
4. 20m² Grocer/Café bin storage area.
5. 24m² temporary storage area for the restaurant waste on Level 1.

The waste storage areas for residents, offices, ground floor retailers and first floor restaurant are located at the ground car park level, adjacent to the driveway connecting to Dunn Bay Road crossover for easy access and servicing. A turn path assessment using an 10m long truck (typical size waste collection vehicle) was undertaken to confirm the suitability of the proposed waste collection strategy.

A private service provider will service both the residential general waste and recycling bins and the commercial waste and recycling collections. On collection days rear-lift vehicles for general waste and recycling will enter the site at ground level from Cyrillean Way. The vehicles will drive in a forward motion and park adjacent to the bin stores. The operatives will enter the bin stores to retrieve and service the relevant bins for each service. The vehicles will continue in a forward motion through the site and exit on to Dunn Bay Road.

The WMP confirms the proposal provides sufficiently sized bin stores for storage of refuse and recyclables, based on the estimated waste generations and suitable configuration of bins. The design ensures the efficient collection of both refuse and recyclables.

Refer to **Appendix 7** for a copy of the Waste Management Plan.

4.7 Tree retention and removal

The majority of the subject site is currently cleared with little remaining vegetation, however, the site contains a total of ten trees. Total Horticultural Services have undertaken an Arboricultural Survey considering the trees on the subject site. The Arboricultural Survey provides a risk assessment and hazard rating to determine if any of the existing trees can suitably be retained or if the trees could potentially pose harm to occupants of the subject site in the future.

Appendix 8 of this report contains the Arboricultural Report carried out by Total Horticultural Services, which demonstrates:

- Out of the 10 trees that have been assessed, only one of the trees is classified as a "Significant Specimen", the remaining nine trees have been classified as "Not significant". This tress is classified as a significant tree due to its height, width, condition, diameter at breast height and evidence of natural hollows, bees and bird nests.
- The large Corymbia calophylla (Marri) tree located in the northeast corner of the subject site is identified as a Significant Specimen for this site and surrounds and is recommended for retention.
- The remaining tree's limbs and branches are "epicormic", meaning they are weakly attached to main scaffold limbs and have an increased likelihood of limb failure (i.e. falling from the tree).

In order to ensure the continued health and value of the tree the following recommendations will be undertaken:

1. Undertake deadwood removal and crown thinning, to reduce risk of limb drop and crown collapse
2. Crown weight reduction to reduce of limb drop on to proposed public pathways and open space areas.
3. Tree requires require protection during any construction. No storage of materials, no dumping of waste or debris, no parking of vehicles and equipment, no refuelling.
4. Annual assessment of the tree's structural integrity and safety.

5. All Tree surgery work to be undertaken by trained and qualified tree workers
6. Soil supplement and treatment programs should set up and undertaken.

It is noted that the development proposal seeks to compensate the removal of these trees with a number of native trees and planting which will be in structurally sound condition and will contribute towards retaining the green and vegetated aesthetics of the locality. Refer to **Appendix 4** containing the Concept Landscaping plans detailing the planting of trees to compensate for any tree removal.

4.8 Sustainability

The proposed development has been subject to a sustainable design assessment (**Sustainability Report**), prepared by Cundall. The sustainability report has been prepared to outlines the Ecological Sustainable Design (ESD) strategy for the proposed development. The proposed development is designed to fulfil the applicable requirement in terms of sustainable design and is aiming to achieve the following:

- 4-star Green Star Equivalency, Design & As-Built v1.3 tool; and
- Minimum 5.5-star and average 7-star NatHERS rating for the residential components of the development.

Refer to **Appendix 9** for a copy of the Sustainable Design Assessment Report.

5 PLANNING ASSESSMENT

5.1 State Planning Policies

5.1.1 State Planning Policy 3.7 Planning in Bushfire Prone Areas

State Planning Policy 3.7 Planning in Bushfire Prone Areas (**SPP3.7**) applies only to land in designated bushfire prone areas. The subject site is not in a designated bushfire prone area pursuant to an order made under section 18P of the *Fire and Emergency Services Act 1998*. Accordingly, the provisions of SPP3.7 do not apply to this proposal.

5.1.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (**SPP7.0**) became operational on 24 May 2019. It is the lead policy that elevates the importance of design quality and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7.0 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. Refer to **Section 6.1** of this report for an assessment of the proposed development against the ten design principles of SPP7.0.

5.1.3 State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments

State Planning Policy 7.3: R-Codes Volume 2 Apartments (**R-Codes Vol.2**) also became operational on 24 May 2019. The policy places a focus on improving design outcomes for apartments and applies to apartments in areas coded R40, in mixed use developments and activity centres.

As a 'performance-based' policy, applications for development approval should demonstrate that the design achieves the 'Element Objectives' listed for each design element contained within Parts 2, 3 and 4 of the policy. There is no 'deemed-to-comply' pathway, and as such, the 'Acceptable Outcomes' listed in the policy should be treated as examples only, and not strictly applied as a compliance test. Refer to **Section 6.1** for an assessment against the R-Codes Volume 2 element objectives.

5.2 City of Busselton Local Planning Strategy

The City's Local Planning Strategy 2019 (**Planning Strategy**) provides a strategic direction to inform the future statutory decision making within the City.

The Dunsborough Town Centre (including the subject site) is identified as an area of 'Urban Consolidation'. The Planning Strategy states the Dunsborough Town Centre should continue to develop into an economically, socially and culturally vibrant and vital place with increased retail floorspace. Furthermore, clause 7.2(f) established the vision for increased permissibility for residential density in areas close to the Dunsborough Town Centre.

The proposed development satisfies the vision of the Planning Strategy in providing a range of commercial services and residential dwellings that will contribute to enhancing the vibrancy and activity within the Dunsborough Town Centre.

5.3 City of Busselton Local Planning Scheme No. 21

The City of Busselton Local Planning Scheme No. 21 (**LPS21**) applies to the subject site. LPS21 is supplemented by the Deemed Provisions in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2021*. Where a deemed provision and a provision of LPS21 are in conflict, the deemed provision prevails to the extent of the inconsistency.

5.3.1 Zoning

The subject site is zoned 'Centre' with an applicable residential density coding of R-AC3 under LPS21.

Refer to **Figure 5**, Zoning Map below depicting the zoning of the subject site under the provisions of LPS21.

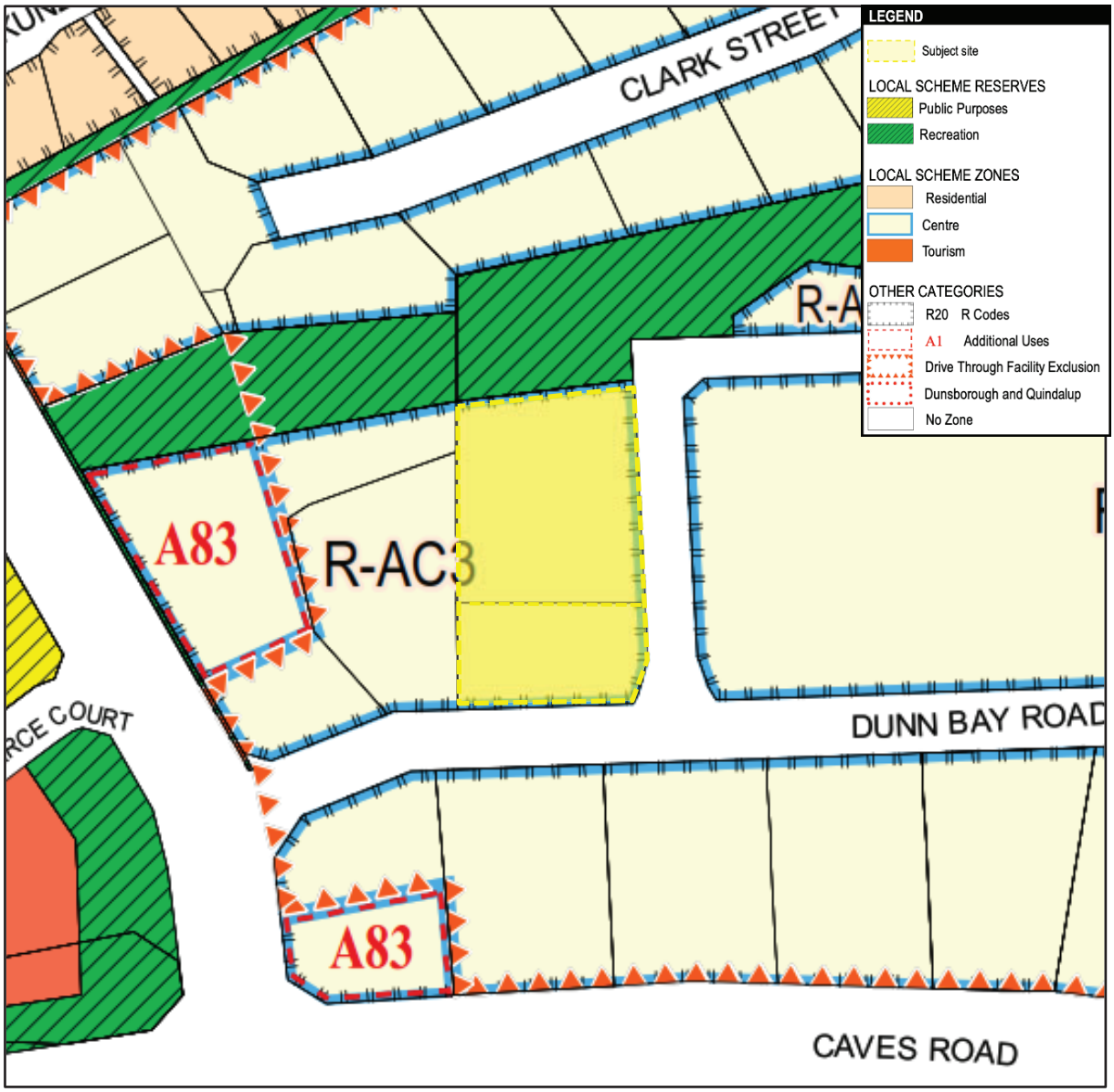

Figure 5: Zoning Map

Pursuant to clause 3.2 of LPS21, the objectives of the 'Centre' zone are:

a) *To provide a genuine centre of community life, socially, culturally and economically.*

b) *To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*

c) *To ensure that development provides for activation of the street and public spaces, high quality design and a variety of land uses.*

d) *To provide for medium to high density residential development.*

As detailed throughout this report, the proposed development is considered to appropriately address the objectives of the 'Centre' zone for the following reasons:

1. The proposed development will provide an improved community-focused facility which will contribute to meeting the high-density residential development demand, weekly and convenience shopping demand and growing needs of the local and wider community.
2. The design generally provides for high levels of ground and upper-level streetscape activation and engagement that responds and contributes to the site's unique context and the context for the wider Dunsborough Town Centre.
3. The proposed development is located in close proximity to a number of commercial activities contributing to the notable agglomeration of similar commercial facilities within the Dunsborough Town Centre.
4. The proposed development features sound access arrangements which are supported by a traffic report, demonstrating the facility will integrate with the surrounding road network.
5. The proposed development is supported by an acoustic assessment which demonstrates the proposed residential components can co-exist harmoniously with the surrounding uses in accordance with statutory requirements.
6. The proposed development responds to the commercial character of the locality through the use of an attractive and articulated façade, appropriate scale, varied roof heights and incorporating a range of materials and textures which provide an attractive built form outcome.

The proposed mixed use development within the developing Dunsborough Town Centre. The proposal is consistent with clause 3.2 of LPS21 and may be approved accordingly.

5.3.2 Use Class and Permissibility

Under the provisions of LPS21, the permissibility of the proposed land uses is detailed in Table 1 - Zoning Table. The proposed development seeks approval for the following land use classes outlined in **Table 4** below.

Table 4 – Land use assessment

Proposed Land Use	LPS21 Land Use Definition	Permissibility within the 'Centre' zone of LPS21
Multiple Dwelling	*Multiple dwellings are not defined under LPS21.*	'D' Discretionary
Shop	*means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.*	'P' Permitted
Liquor Store – Small	*means premises the subject of a liquor store licence granted under the Liquor Control Act 1988 with a net lettable area of not more than 300m^2.*	'P' Permitted

Proposed Land Use	LPS21 Land Use Definition	Permissibility within the 'Centre' zone of LPS21
Restaurant / Café	*means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988.*	'P' Permitted
Office	*means premises used for administration, clerical, technical, professional or similar business activities.*	'P' Permitted

As demonstrated in **Table 4** above the proposed non-residential uses are all permitted within the 'Centre' zone and warrant approval accordingly.

Multiple Dwellings

Multiple dwellings are a use not defined under LPS21. However, under the R-Codes Vol.2, Multiple Dwellings are defined as:

A Dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:

- *Does not include a grouped dwelling; and*
- *Incudes any dwellings above the ground floor in a mixed use development.*

The development of multiple dwellings on the subject site is complementary to the mixed use nature of the proposed development. Accordingly, it is considered that the use of multiple dwellings is appropriate on the subject site and warrants approval.

5.3.3 Development Standards and Requirements

Part 4 of LPS21 stipulates the general development requirements for development within the City. Furthermore, clause 4.21.1 of LPS21 contains the specific provisions for development within the 'Centre' zone. The following provisions are applicable to the proposed development, with an assessment provided in **Table 5** below.

Table 5 – Planning Assessment against Part 4 of LPS21

Required	Proposed	Complies
Clause 4.21.1 -Development within the Regional Centre and Centre zones		
No residential uses shall be permitted at ground floor fronting Queen Street and Prince Street, Busselton and Dunn Bay Road and Naturaliste Terrace, Dunsborough;	No residential uses are proposed on the ground floor.	✓
A nil front setback is to be provided to the development unless otherwise designated in an Activity Centre Plan, or the development is providing for an associated alfresco space within the setback	The development proposes a nil setback to Dunn Bay Road. The development wraps around to Cyrillean Way which forms the secondary street. The building is appropriately built up to Cyrillean Way to ensure an appropriate level of ground floor activation. Additional setbacks are proposed to ensure the retention of trees and to create a pedestrian plaza comprising vegetation, end of trip amenities, shading and alfresco space for the associated café uses.	✓

Required	Proposed	Complies
Buildings shall be articulated to break up perceived bulk and provide visual interest, particularly with buildings occupying a large/long site frontage	Each façade of the building includes a high level of visual interest and articulation comprising various setbacks, heights, materials, colours, landscaping and design features. This is particularly evident on the southern elevation fronting Dunn Bay Road and the eastern elevation fronting Cyrillean Way.	✓
At the ground floor level, developments shall address the street with a primary business entrance and a shop front façade;	The tenancies on the ground floor are oriented to address the street through the use of glazing and entrances towards Dunn Bay Road and Cyrillean Way.	✓
Ground floor commercial uses shall incorporate transparent glazing for 70% of all building frontages to adjacent streets	Dunn Bay Road The length of the built form fronting Dunn Bay Road is approximately 45m. Approximately, 30.2m of this facade is clear glazing equating to around 66% of the building frontage. Cyrillean Way The length of the Cyrillean Way frontage is approximately 84m, approximately 39m of this facade is clear glazed equating to around 46% of the building frontage. Whilst the Dunn Bay Road frontage seeks minor discretion (4%) due to the location of the transformer and fire egress, it is acknowledged that the Cyrillean Way frontage has considerably less transparent glazing than the required 70%. The proposed development has the pump and fire tanks room, a public art screen and two vehicle accesses adjoining the Cyrillean Way frontage. These factors have limited the opportunity to provide any more transparent glazing. The proposed development has therefore utilised as much of building frontages as possible and cannot further increase the transparent glazing on either street frontage.	Variation
Upper levels shall be designed to promote informal surveillance of the street through the use of balconies and/or large windows	The commercial tenancies on the ground and first floor contain windows that address Dunn Bay Road and Cyrillean Way. The residential dwellings fronting Cyrillean Way contain eastern facing balconies providing surveillance of the street. The enclosed glazed corridors to the southern apartments provide surveillance overlooking Dunn Bay Road.	✓
A minimum ceiling height of 3.3 metres shall be achieved for the ground floor level, whilst all other floors shall achieve a minimum ceiling height of 2.7 metres	A minimum ceiling height of 3.3m is achieved at ground floor level and a ceiling height of 2.7m is achieved on all other floors. .	✓
Roller doors or screens of solid material on shop fronts will not be permitted, security measures should be located and installed internally behind the glazing line;	Roller doors are not proposed on the commercial tenancies.	✓
Pedestrian shelter, through the provision of a verandah, awning or the like, shall be provided over the public footpath for the full width of the lot frontage	Dunn Bay Road The pedestrian shelter is unable to be provided due to the nil setback and lack of entries to the southern retail tenancy from Dunn Bay Road.	Merit assessment

Required	Proposed	Complies
	Cyrillean Way A pedestrian shelter is provided on the Cyrillean Way frontage through the inclusion of a canopy over the northern retail tenancy and an extending roofline shading the area to the south of the winter garden.	
No vehicle accessways or car parking shall be provided between buildings and the street, or be visible from the street, unless required to provide access to car parking or loading areas behind buildings	No car parking or access is provided between the buildings and the street other than the accessways required to prove access to the screened car parking areas.	✓
No vehicular access to sites shall be taken from Queen Street, Prince Street or Kent Street (between Queen Street and Brown Street), Busselton or Dunn Bay Road or Naturaliste Terrace, Dunsborough, unless no alternative is available, in which case a single crossover width shall be no greater than 5 metres with a cumulative maximum width of 7 metres;	The proposed development seeks approval for the continued use of the existing vehicles accessway to Dunn Bay Road. The existing vehicle accessway is 4.65m wide within the subject site and has a cumulative width of 6m across the subject site and adjoining property on Lot 2, Dunn Bay Road. Service vehicles will enter and exit the site via the crossover from Dunn Bay Road. A TIA has been prepared by Transcore to demonstrate that the location of the vehicle accesses to Dunn Bay Road will not create an adverse impact on the surrounding road network.	✓
Vehicle crossovers and driveways shall be co-located wherever possible with adjoining properties	As detailed above, the vehicle crossover to Dunn Bay Road is co-located with the adjoining property at Lot 2, Dunn Bay Road. The driveway will be formalised through a common property boundary undertaken in the lot amalgamation process.	✓
Vehicle access to developments shall be designed in a way that minimises potential pedestrian/vehicular conflict, clearly recognising the primacy of pedestrian amenity	The one-way crossover to Dunn Bay Road for service vehicles to egress the site is located to provide adequate sightlines and provides separation and safety for pedestrians on the adjacent footpath. The proposed vehicle access ramp and service vehicle ingress from Cyrillean Way are considered to integrate into the building façade. The primacy of the pedestrian amenity is ensured through the provision of the active land uses on the ground floor and the provision of clear glazing.	✓
Multi-storey car parks shall incorporate interactive street frontages, such as shops or other uses that promote activity and where car parking levels (including undercroft levels) are visible from a street or public space, high quality architectural detailing shall be incorporated into the façade of all floors	The basement, ground and first storey of the proposal contains car parking. Notwithstanding, the majority of the car parking is located behind commercial tenancies or screened from the public realm through the use of high-quality architectural detailing and a ventilated façade that will contain a large artwork designed by Paula Hart with Redfort Architectural Fabrics.	✓
General plant, such as air-conditioning, television antennas, bins, hot water storage tanks, rain water tanks, satellite dishes and the like are to be adequately concealed and screened from the street or public view;	All plant equipment and service areas will be appropriately screened from the public realm or located internally within the building.	✓

Required	Proposed	Complies
Where land is zoned 'Regional Centre' or 'Centre', and is designated a residential density coding of R-AC3 the maximum plot ratio shall be 1.5, except for where the following incentives for mixed use development apply: *a. where residential or short-stay accommodation uses represent more than 25% of the plot ratio area of a proposed mixed use development, the maximum allowable plot ratio area may be 2.0; or* *b. where a development incorporates a Restaurant/Café, Tavern or other similar use that will provide for informal social interaction the maximum allowable plot ratio area for the remainder of the development may be 2.0; and* *the plot ratio incentives set out in sub-clauses a) and b) above may be combined, provided that the total plot ratio area does not exceed 3.0.*	The proposed development has a plot ratio of 1.18. This is considered entirely appropriate given the context and size of the site and given the following incentives are met: i. The residential component of the development represents approximately 42% of the plot ratio area. This is well over the 25% residential plot ratio required to increase the plot ratio. ii. The development incorporates several commercial and interactive uses including Restaurant/Café, retail and offices that provide for informal social interaction. Given the two additional plot ratio incentives detailed above have been satisfied, they can be combined to allow a maximum plot ratio of 3.0. Since this DRC advice was provided and the proposal was originally refused, a further floor has been removed from the proposed development, reducing the bulk and scale of the development. The plot ratio has therefore reduced from 2.42 to 1.18, to ensure the proposed develcpment is entirely consistent with the planned character of the area. As such, the proposal is well within the permissible plot ratio limit.	✓
Signage and advertising shall not adversely detract from the architectural elements of the building, or visually dominate the building or the streetscape generally.	The proposed development contains the indicative location of signage. The particulars of the signage can be confirmed at the detailed design stage. We understand that a signage management plan can be conditioned to ensure future signage does not detract from the architectural elements.	✓
Clause 4.22 – Service Access in the Centre Zone		
4.22.1 - Provision shall be made for service access to the rear of a shop, bulky goods showroom, restaurant/café or other commercial use for the purpose of loading and unloading of goods. Where alternative access is provided and such access is considered acceptable by the local government, the local government may waive the requirements of this clause.	Suitable servicing arrangements are provided for the proposed commercial uses. The servicing areas are provided within a dedicated area of the ground floor car park and will occur at the rear/side of the commercial tenancies.	✓
4.22.2 - Service access shall be provided in accordance with the following: • *The access way shall be so constructed that vehicles using it may return to a street in forward gear.* • *Where a right-of-way exists at the rear of the lot, an area shall be sealed or paved on the lot so that vehicles, when loading or unloading, shall not remain in the right-of-way. The area shall be of such a size that, if no alternative route exists, vehicles may turn so as to return to a street in forward gear.* • *Insofar as is practical, the access way shall be designed so as to segregate service vehicles, both moving and stationary, from parking areas and access ways provided for customer parking.*	The proposed sharing of the Dunn Bay Road crossover with the adjoining site, for service vehicles only, minimises the impact of crosscvers on the public domain and provides for efficient service vehicle access and egress from the site in forward gear. The servicing area is segregated from the general car parking area and access to commuter vehicles is restricted by bollards.	✓

Required	Proposed	Complies
Clause 4.23 – Service courts in Centre zones		
One or more service court(s), as determined by the local government, shall be provided in any commercial development for the storage and concealment of refuse disposal bins, crates and other materials of trade. A service court shall be- • *accessible from the rear access provided under clause 4.22;* • *of an area and dimensions to the satisfaction of the local government but, in any case, shall be not less than 10m² in area with a minimum internal dimension of 3.5 metres; and* • *screened to the satisfaction of the local government.*	No storage of refuse disposal bins, crates and other materials of trade is proposed outside of the bin storage areas as shown on the proposed development plans.	✓
Clause 4.24 – Parking		
Provision shall be made for the off-street parking of motor vehicles without charge to the general public in all development in the Regional Centre, Centre, Local Centre or Service Commercial zones. Parking areas shall be paved, drained and marked to the satisfaction of the local government and maintained thereafter, and shall be designed so as to enable all vehicles to return to the street in forward gear.	The car parking bays and bicycle racks will be paved, drained and marked to the City's specifications prior to occupancy of the development. Refer to Section 5.5.2 below for consideration of the parking numbers specified in the City's Local Planning Policy No. 2.1 – Car Parking.	✓

Having regard to **Table 5** above, the proposal is consistent with the relevant development requirements of LPS21.

5.4 Precinct Structure Plan and Scheme Amendment

There is no adopted structure plan (or similar document) which has been prepared to coordinate future subdivision, zoning and development of the subject site.

In February 2018 the Council endorsed the officers' proposal to commence preparation of an activity centre plan for the Dunsborough Town Centre (which includes the subject site). It appears initial progress was made, and on 5 May 2022 the City's officers presented a draft precinct structure plan (**PSP**) to Council's agenda briefing session with the intent it would be put to Council the following week for adoption for public consultation. At the same session, the City's officers also proposed an amendment to LPS21 to make a series of modifications including the recoding of the subject site from R-AC3 to R-AC0. The City's officers subsequently confirmed the Council intended to defer the matter to the Council meeting scheduled for 25 May 2022.

If the Council adopts the PSP and scheme amendment for advertising, the scheme amendment will be referred to the Environmental Protection Agency to determine whether the proposal should undergo formal environmental assessment. This process typically takes 3-4 weeks. The outcome is that it is unlikely the scheme amendment and PSP will be advertised for public comment before the DAP meets to determine this application (on or around 27 June 2022).

Draft planning instruments can be taken into consideration in a planning assessment if they qualify as a 'serious entertained planning proposal'. To qualify, the planning instrument must have been advertised for public comment. If the proposals have not been publicly advertised, then no regard can be given to them in determining a development application. Accordingly, it appears unlikely the scheme amendment or PSP can be considered in the planning assessment.

In the interest of completeness, however, a review has been undertaken against the scheme amendment and PSP. The scheme amendment and PSP – as drafted – primarily propose to apply a five-storey building height limit on the subject site, with very few other requirements being imposed or modified. The proposed development would comply with this aspect of the scheme amendment and PSP.

5.5 Local Planning Policies

5.5.1 Local Planning Policy 1.1: Lots Adjoining Public Open Space (Other than coastal reserves)

Local Planning Policy 1.1 – Lots Adjoining Public Open Space (**LPP1.1**) sets out the requirements for developing land adjoining public open space. LPP1.1 seeks to ensure that new residential development is designed to achieve an appropriate level of passive surveillance to areas of public open space. Furthermore, LPP1.1 seeks to ensure that the diversity and quality of the open space are not adversely impacted by the close proximity of new development. This will ultimately ensure an increased level of safety, security and enjoyment of public open space by nearby residents and pedestrians.

Given the site adjoins Dugalup Brook Recreation Reserve to the north the provisions of the LPP1.1 are applicable to the proposed development. Pursuant to clause 4.3 of LPP1.1, dwellings are required to be designed to ensure windows and openings address the street and the public open space.

The proposed northern facing apartments at the rear of the subject site contain ample windows, openings and balconies providing passive surveillance to Dugalup Brook. Furthermore, the proposed commercial tenancies including a restaurant and offices contain outdoor dining and gathering areas providing suitable interface and surveillance to Dugalup Brook.

The proposed development is adequately setback so as to not adversely impact the vegetation and biodiversity of Dugalup Brook.

5.5.2 Local Planning Policy 2.1: Car Parking

The City's Local Planning Policy No. 2.1 – Car Parking (**LPP2.1**) details the car parking, bicycle parking, and end of trip facilities standards and requirements applicable to the proposed development.

5.5.2.1 Car Parking

Table 6 below provides an assessment against the relevant car parking facilities applicable under LPP2.1.

Table 6 – Car parking requirements (LPP2.1)

Land use	Data	Parking rate	Car Bays Required
Non- Residential Car Parking			
Ground floor			
Retail/Commercial	878m²	4 bays per 100m² NLA	35 bays (35.12)
Level 1			
Restaurant	541m²	4 bays per 100m² NLA	22 bays (21.64)
Office	503m²	2.5 bays per 100m² NLA	13 bays (12.57)
Retail	154m²	4 bays per 100m² NLA	6 bays (6.16)
Total non-residential required			76 bays
Total non-residential provided			82 bays

Land use	Data	Parking rate	Car Bays Required
Residential Parking			
1 bedroom dwellings	20 dwellings	0.75 bays per dwelling**	15 bays
2+ bedroom dwellings	15 dwellings	1 bays per dwelling**	15 bays
Visitor	35 dwellings	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th bay and above	6 bays (5.88)
Total residential required			36 bays
Total residential provided			53 bays
Total car parking bays required			112 bays
Total car parking bays provided			135 bays
TOTAL SURPLUS (+) / SHORTFALL (-)			+23

It is noted the car parking requirement has been rounded to the nearest whole number.

As detailed in Table 6 above, car bays have been provided in accordance with the provisions of LPP2.1. The proposal seeks approval for a shortfall in visitor bay (3 proposed in lieu of 6). It is anticipated that the proposed visitor bays will be sufficient due to the reduced visitor parking demand that's anticipated. Due to the mix of the proposed land uses within the locality, incidences of multi-purpose trips (i.e., cross-trade) are anticipated. This situation would likely result in significant amount of walk-in trade and reduced vehicular traffic generation and visitor parking demand for the proposed development.

5.5.2.2 Bicycle Parking

Table 7 below provides an assessment against the relevant bicycle parking facilities applicable under LPP 2.1.

Table 7 – Bicycle parking requirements (LPP2.1)

Land use	Data	Parking rate	Bicycle Bays Required
Non- Residential Bicycle Parking			
Ground floor			
Retail/Commercial	878m²	Employee: 2 bays per 300m² Visitor: 2 bays per 500m²	Employee bays: 5 (5.9) Visitor bays: 4 (3.5)
Level 1			
Restaurant	541m²	Employee: 2 bays per 100m² public area Visitor: 2 bays per 100m² public area	Employee bays: 11 (10.8) Visitor bays: 11 (10.8)
Office	503m²	Employee: 2 bays per 200m² Visitor: 2 bays per 750m²	Employee bays: 5 (5.0) Visitor bays: 1 (1.3)
Retail	154m²	Employee: 2 bays per 300m² Visitor: 2 bays per 500m²	Employee bays: 1 (1.0) Visitor bays: 1 (0.6)
Bicycle parking bays required			Employee bays: 23 Visitor bays: 17
Bicycle parking bays provided			Employee bays: 24 Visitor bays: 18
TOTAL SURPLUS (+) / SHORTFALL (-)			Employee bays: +1 Visitor bays: As required

As detailed in table 7 above, bicycle bays have been provided in accordance with the provisions of LPP2.1. The proposal is consistent with the bicycle requirements within LPP2.1 and warrants approval accordingly.

5.5.2.3 End of Trip Facilities

Table 8 below provides an assessment against the end of trip facilities applicable under LPP 2.1.

Table 8 – End of trip facilities requirements (LPP2.1)

Land use	1 secure clothes locker per 1 employee bicycle parking space	1 shower per 8 Employees/Residential Bicycle parking spaces
Retail/Commercial	6 lockers	1 shower
Restaurant	11 lockers	1 shower
Office	5 lockers	1 showers
Retail	1 lockers	0 showers
Required	23	3
Provided	23	3
TOTAL SURPLUS (+) / SHORTFALL (-)	As required	As required

The end of trip facilities will be available for use by employees from the proposed commercial tenancies. Given that the proposal is consistent with the end of trip requirements within LPP2.1 and are considered adequate to satisfy the demand, the proposal warrants approval.

5.5.3 Local Planning Policy 4.4: Percent for Public Art

The City's *Local Planning Policy 4.4 – Percent for Art* (**LPP4.4**) provides criteria upon which the City can require certain types of commercial and multiple residential developments in specified areas to contribute a percentage of the development's total cost to the development of public art works.

The proposed development meets the criteria to provide public art set out in LPP4.4. Under LPP4.4, the development is required to contribute a monetary amount equal in value to 1% of the estimated total development cost for the development of public artworks and/or heritage works to enhance the public realm.

LPP4.4 allows the monetary contribution to be waived where a development incorporates public art, and the public art is in a position clearly visible to the public.

The proposed development includes the provisions of public art on site and has been an integral part of the preliminary design project. Preliminary engagement has been undertaken with Paula Hart, an independent Australian visual artist of recognized excellence working in the areas of public and participatory arts, with a broad range of disciplines. Paula would work as the principal artist and project manager and will work closely with the community to make an artwork that represents them.

It is proposed that detailed documentation and concepts will be prepared and issued to the City for approval in accordance with the Policy requirements, following the creative development process.

Refer to **Appendix 10** for the public art capability statements prepared in support of the proposal.

5.5.4 Local Planning Policy 6.1: Stormwater Management

Stormwater management has been considered during the concept stages of the proposed development. The proponent acknowledges the provisions contained within Local Planning Policy 6.1 Stormwater Management (**LPP6.1)** and will ensure the proposal meets these requirements during the detailed design stages.

Notwithstanding, the drainage of the proposed development will be managed the on the subject site. Where possible, the collected water will be infiltrated on the site wherever possible, and ensure that no direct water runoff to Dugalup Brook to the north of the site is proposed.

A Stormwater Drainage Management Plan is expected to be enforced as a suitably worded condition of development approval and will be prepared in accordance with the applicable requirement contained with LPS6.1.

6 DESIGN ASSESSMENT

6.1 SPP7.0 Design Statement

A design statement has been prepared against the 10 Design Principles of SPP7.0 in **Table 9** below.

Table 9 - SPP7.0 Design Principles Statement

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	This proposed development should be viewed as an integral part of the overall Dunsborough Town Centre. The Town Centre follows established urban design principles that encourage activation, human interaction and contribute to a sense of place for Dunsborough. The vision of the Town Centre is to develop and facilitate a "vibrant, functional and attractive centre of the local community, providing a high level of services and experiences for both residents and visitors". The proposed development is part of this overall community fabric, providing a more densely populated housing solution, in a location that contributes to and has access to the existing immediate amenities, and natural environment. The building creates a distinctive landmark feature to the western edge of the town centre, in a premium location where the adjoining Dugalup Brook Recreation Reserve can be enhanced and enjoyed by occupants and users of the area. As well as increased housing options, the development provides an immediate market for the commercial and community uses in the Town Centre. Occupants and owners will therefore contribute to ensuring the shops, commercial spaces, entertainment uses and community facilities continue to be successful and thrive. This is particularly important in the context of this site – as the town built form throughout the town centre is typically a single storey, however, the future character is anticipated to increase in height and density facilitated by the strategic density and development provisions applicable to the Centre zoning with an R-AC3 coding. The proposed development signifies a unique opportunity to increase intensity in a strategic location to support the town centre.
Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	One of the unique aspects of the site and surrounding Town Centre is the green landscaped edge and interface with Dugalup Brook. The proposed development has been arranged around two community-focused pocket parks that deliver an outstanding landscaping response including deep soil areas well in excess of the minimum requirements. Furthermore, the pocket parks successfully break up and integrate with the built form and provide a net benefit to the community and residents.

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
	This area will retain existing trees where possible and include deep planter bed areas that allow for semi-mature trees and planting. The on-structure landscaping will also include deep planter beds that also encourage more mature planting that will provide natural green relief to the hard surfaces on the building. All of the hard and soft landscaping has been carefully considered to ensure effective management and facilitate ease of long-term management and maintenance.
Built form and scale *Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The built form of the proposal includes vertical and horizontal layers, breaking up the overall mass of the building with proportioned segments and a streetscape that is sympathetic to the locality. The use of contemporary materials and colours ensures depth to the building and creates visual interest to passers-by. The materials and design are also reflective of the Dunsborough streams. The internal layout of the apartments has been considered to allow for functional and adaptable use of the generous room sizes. The apartments have been designed to allow for natural cross ventilation, enabling the prevailing wind to cool the dwellings, as opposed to relying on mechanical ventilation solutions or air conditioning. The focus of the development is to provide an activating street-level development whilst the integrated upper-level apartments provide surveillance over the adjoining roads and public open space.
Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.*	The functionality of the spaces has been carefully considered to enable flexibility in their use. The apartments are all generous in proportion and the spaces enable flexible use of each room according to the desire of the occupants. The commercial tenancies are fluid in their internal configuration and can easily be adapted to allow for various tenancies and uses. This flexibility allows for future market demands, ensuring no spaces are left empty. The importance of this is not only commercial but to create a sustainable community of different users that ensure human-scale activity that leads to improved living standards, security, and surveillance.
Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The proposal optimises the sustainability of the built environment, and deliver a positive environmental, social and economic outcome. The mix of uses and their considered flexibility will ensure the desired economic outcome. The orientation and proposed articulation of the facades will enable the buildings to passively utilise the local environment. The large balconies and openings all enable solar access in winter but prevent harsh sun penetration in summer. Cross ventilation has been maximised wherever possible. The presence of green planters also offers many environmental benefits, as well as aesthetically breaking up the facade surfaces. Solar panels are proposed on the roof of buildings which will provide an additional positive sustainable measure.

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.*	Each apartment has been designed with a variety of spaces to provide for a diverse range of apartment typologies, from 1x1, 2x2 units to the larger 3x2 family dwellings. Each apartment has generously sized rooms that have been designed to consider appropriately sized and placed furniture, to optimise use of space. Apartments achieve natural ventilation where possible, and aspect views of the surrounding green spaces and active streets. The development will contribute substantially towards the overall amenity of the Town Centre. The two large pocket parks will provide landscaped and attractive communal spaces that can be enjoyed by both the commercial tenancies, residents and the community.
Legibility *Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.*	The design allows for clear entry and egress points for both pedestrians and vehicles. The commercial units and the apartment entrances are clearly defined and there is a cohesive human-scale identity at street level. In general, the proposal contains walkable communal areas there were key considerations for the project design. The strong horizontal balcony element at the residential level clearly defines the spaces between different uses.
Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The design encourages a communal feel throughout, between all the users of the building. The activated and engaging commercial tenancies on the ground floor at street level will encourage pedestrians and residential users to interact with the commercial tenants and customers. Passive surveillance to both Dunn Bay Road, Cyrillean Way and the public open spaces will be achieved from the residential apartments. The proposed two communal pocket parks also further enhance this sense of community, which in turn creates higher sense of security and safety.
Community *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*	The proposed mixed use building is an integral part of the overall town centre, providing an 'on site' population that will be able to use all the immediately available local amenities available to them, without the need for day to day vehicle use. The proposed residential component provides for a variety of unit sizes, from single bed to 2-bed units up to 3-bedroom family units. The range will cover all potential uses, from singles up to full family arrangements, with a variety of budgets considered. Each element of the proposal– the grocer, retail space, offices, café, restaurants, community facilities, and the residential dwellings – together create a mutually supportive town centre.
Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposal provides a strong architectural statement in this location, that also addresses the locale in a medium-density yet humanly scaled way. The activated streetscape, horizontal/vertical sections, glazing, the mix of external materials and soft landscaping all combine cohesively to create a building that will come be considered an integral element of the Dunsborough Town Centre.

The proposed development suitably responds to the SPP7.0 design principles and warrants approval accordingly.

6.2 R-Codes Volume 2 Element Objectives

Table 10 below provides an assessment of the proposal against the R-Codes Vol.2 Element Objectives, noting the specific outcomes achieved.

Table 10 – R-Codes Vol.2 Element Objectives assessment

ELEMENT OBJECTIVE	DESIGN RESPONSE
PART 2 – PRIMARY CONTROLS	
2.1 PRIMARY CONTROLS TABLE	
2.2 BUILDING HEIGHT OBJECTIVES	
O 2.2.1 The height of **development** responds to the desired future scale and character of the **street** and local area, including existing **buildings** that are unlikely to change.	The permissible building height is controlled in accordance with the applicable residential density coding of R-AC3. Specifically, the 5-storey development complies with the building height limit set out in table 2.1 of the **R-Codes Volume 2** The proposed development is consistent with the desired future scale and character of the area.
O 2.2.2 The height of **buildings** within a **development** responds to changes in topography.	The subject site is generally flat and the topography has not been a major determinant in building height.
O 2.2.3 **Development** incorporates articulated roof design and/or roof top **communal open space** where appropriate.	The development incorporates an articulated rooftop with varied pitched rooflines that reflects the urban typology commonly expected in commercial town centres. The provision of a rooftop communal area was not considered necessary in this design, given the generous provision of outdoor living/balcony areas for each of the proposed dwellings and the northern facing landscaped terrace area on the first and second floor as well as the communal courtyard on the second floor.
O 2.2.4 The height of **development** recognises the need for **daylight** and **solar access** to adjoining and nearby residential development, **communal open space** and in some cases, public spaces.	The proposed development does not adjoin residential development. While a nil setback (ground to second) is proposed along the western boundary and approximately a 4.1m and 10.9m setback is provided by the northern and southern residential components of the development respectively. The adjoining development is located to the west, and as such, will not be seriously affected by the proposed development in terms of solar access. Refer to the Solar Analysis diagram in **Appendix 3.**
2.3 STREET SETBACKS OBJECTIVES	
O 2.3.1 The **setback** of the **development** from the **street** reinforces and/or complements the existing or proposed **landscape character** of the street.	The proposed development has a nil setback at the street along the Dunn Bay Road frontage, consistent with Local Planning Policy requirements for active uses. The street setbacks vary from 1.2m to 31m on the Cyrillean Way frontage as a means of integrating the built form around the large communal landscaped areas including the winter garden near the intersection and the landscaped area to the northeast. The street setbacks maintain sufficient space for access and landscaping and are consistent with Table 2.1 Primary Controls Table of the R-Codes Volume 2 for a Mid-rise urban centre.
O 2.3.2 The **street setback** provides a clear transition between the public and private realm.	The majority of the ground, first and second levels are commercial and as such, it is generally open to the public.

ELEMENT OBJECTIVE	DESIGN RESPONSE
	The street setbacks provide space for landscaping and paving treatments that clearly define the entries to the commercial tenancies and the semi-public entries, doorways and lobbies to access the residential component of the development.
O 2.3.3 The **street setback** assists in achieving visual privacy to **apartments** from the street.	The apartments are located on the second floor and above and achieve visual privacy through their elevated height above street level. Furthermore, the apartments achieve visual privacy through setbacks, large balcony areas, and screening where necessary.
O 2.3.4 The **setback** of the **development** enables **passive surveillance** and outlook to the **street**.	Whilst nil setbacks are proposed for much of the Dunn Bay Road frontage and Cyrillean way frontage passive surveillance and outlook to the street is maximised through the provision of glazed shopfronts, commercial tenancies and alfresco dining areas. Upper-level passive surveillance is provided from the apartments through the provision of balconies (with semi-frameless glass balustrades) and habitable room windows to the northern, eastern and southern elevations.
2.4 SIDE AND REAR SETBACKS OBJECTIVES	
O 2.4.1 **Building** boundary **setbacks** provide for adequate separation between neighbouring properties.	The proposed apartment buildings form part of a cohesive mixed-use development containing various commercial activities on the first two storeys. <u>Side setback (western)</u> Table 2.1 Primary Controls Table of the R-Codes Volume 2 permits a nil side setback for a Mid-rise urban centre. The ground and first floors of the development has a nil setback to the western property boundary. The apartments on the second floor and above are setback 4.1m from this boundary. The building on the adjoining lot to the west is separated by car parking area (on the neighbouring property), providing for adequate separation. <u>Northern setback (north)</u> Table 2.1 Primary Controls Table of the R-Codes Volume 2 permits a nil rear setback for a Mid-rise urban centre. The western portion of the ground to the second floor of the proposal have a 1.5m setback to Dugalup Brook to the north. The apartments on the third floor and above are setback between 8m 22.8m from the rear boundary. The rear setback along the eastern portion of the site allows for the provision of the northern pocket park and capitalise on the unique opportunities associated with the outlook and amenity of the site.
O 2.4.2 **Building** boundary **setbacks** are consistent with the existing **streetscape** pattern or the desired streetscape character.	The building boundary setbacks are consistent with the nil setbacks found throughout the surrounding streetscape. The buildings have been sited to maximise the activation of the streetscape, provide ample space for the pocket parks and screened commercial car parking.

ELEMENT OBJECTIVE	DESIGN RESPONSE
O 2.4.3 The **setback** of **development** from side and rear boundaries enables retention of existing trees and provision of **deep soil areas** that reinforce the **landscape character** of the area, support tree canopy and assist with **stormwater** management.	The proposed development has sought to retain existing trees on site. As a result, the large Corymbia Calophylla (Marri) tree in the northeast corner of the site will be retained. Trees within the southeast and northeast pocket parks have access to deep soil which will support tree canopy development and stormwater management.
O 2.4.4 The **setback** of **development** from side and rear boundaries provides a transition between **sites** with different land uses or intensity of development.	The proposed development provides an appropriate entry statement to vehicles and pedestrians entering the local centre from the west. Whilst the proposed development is larger in terms of height and scale than the adjoining development, it is entirely consistent with the desired long term future urban vision of the Dunsborough Town Centre. The intensity of the development has been managed through the mediation of the built-form into individual and smaller volumes.
2.5 PLOT RATIO OBJECTIVES	
O 2.5.1 The overall bulk and scale of **development** is appropriate for the existing or planned character of the area.	The overall bulk and scale of the development is considered entirely appropriate, having regard for the provision contained within the local and state planning framework and the ultimate planned character of the area. Furthermore, the DRC was supportive of the proposed bulk and scale of the built form, noting *"the proposal is largely compliant with height controls and built-form and scale of the proposal has been well managed through the mediation of built-form into individual and smaller volumes"*. Since this DRC advice was provided, a further floor has been removed from the proposed development, reducing the bulk and scale of the development. The plot ratio has therefore reduced from 2.42 to 1.18, to ensure the proposed development is entirely consistent with the planned character of the area.
2.6 BUILDING DEPTH OBJECTIVES	
O 2.6.1 Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	The proposed single loaded apartment corridor typology capitalises on this typology's unique capacity to deliver dual aspect and cross-ventilated apartments. The proportion of apartments that enjoy access to cross-ventilation is 100%. 60% of the apartments are dual aspect and receive natural cross ventilation. The remaining 40% of apartments are single aspect and however they have ventilated openings oriented between 45 – 90 degrees and a room depth no greater than 3 times the ceiling height. This meets the 60% minimum required under DesignWA. For the single aspect apartments, the proposed maximum building depth of approximately 10.6m (measured east to west - level 4) is consistent with the acceptable outcomes for this element (20m). A variety of articulations ensure sufficient daylight to habitable rooms. Furthermore, all apartments feature large glazed doors onto outdoor living areas that maximise good solar access and natural ventilation.
O 2.6.2 Articulation of **building** form to allow adequate access to **daylight** and **natural ventilation** where greater **building depths** are proposed.	
O 2.6.3 Room depths and/or ceiling heights optimise **daylight** and **solar access** and **natural ventilation.**	

ELEMENT OBJECTIVE	DESIGN RESPONSE
2.7 BUILDING SEPARATION OBJECTIVES	
O 2.7.1 New **development** supports the desired future **streetscape** character with spaces between **buildings.**	The proposed built form has been arranged around two community focused landscaped spaces and broken down into discrete volumes that seek to mediate and distribute the presentation of bulk and scale. The proposed building is consistent with the desired future character of Dunn Bay Road and Cyrillean Way and is consistent with the street level activation that characterises the surrounding town centre.
O 2.7.2 **Building** separation is in proportion to building height.	The separation is deemed acceptable when considered against the 5 storey building height. As detailed in Element 2.4 above, the proposed development is consistent with the side and rear boundary setback requirements and the separation between buildings on site and adjoining buildings is considered acceptable.
O 2.7.3 **Buildings** are separated sufficiently to provide for residential **amenity** including visual **and acoustic privacy, natural ventilation, sunlight** and **daylight** access and outlook.	The separation between the internal buildings is sufficient to ensure that no adverse impacts on residential amenities are experienced. The buildings surrounding the attractively landscaped community pocket park, provide a minimum separation of 20m from the northern to the southern facing apartments and 6.2m from the southern to the eastern facing balconies. Appropriate balcony screening is proposed to ensure the acoustic and visual privacy of the apartments is maintained. The separation also provides adequate access to sunlight and natural ventilation by the way it is oriented. The predominantly north-south orientation of the building separation allows good access to sunlight and prevailing winds.
O 2.7.4 Suitable areas are provided for **communal** and **private open space, deep soil areas** and **landscaping** between **buildings.**	The apartments all contain private balconies with a common courtyard provided on Level 2. Furthermore, the setback areas are suitably sized to accommodate two community focused pocket parks that will function as community plazas. Additionally, private cutdoor terraces with associated landscaping are being provided for the restaurant and office tenancies overlooking the northern pocket park. As a whole, the proposal offers a high standard of communal and private open space, deep soil areas and landscaping.
PART 3 – SITING THE DEVELOPMENT	
3.2 ORIENTATION OBJECTIVES	
O 3.2.1 **Building** layouts respond to the **streetscape,** topography and **site** attributes while optimising **solar** and **daylight access** within the **development.**	The development has been designed to face the public realm and incorporate direct access from the street in accordance with main street principles.
O 3.2.2 **Building** form and orientation minimises overshadowing of the **habitable rooms, open space** and **solar collectors** of neighbouring properties during **mid-winter.**	The south east winter garden is oriented to allows sufficient solar access from the north to the southernmost apartment buildings. The apartments have been set back between 2.5m to 8m from the northern boundary (Dugalup Brook) to maintain sufficient access to sunlight for the northern apartments during winter.

ELEMENT OBJECTIVE	DESIGN RESPONSE
	The adjoining western property and the site on the opposite side on Dunn Bay Road (Lots 2 & 6) are zoned Centre with an applicable density code of R-AC3. There are no requirements limiting the shadow cast at midday on properties coded R80 or higher. Notwithstanding this, these properties will not be unreasonably cast is shadow at noon on 21 June. This is consistent with acceptable outcome A3.2.3 and further emphasised by the area of land overshadowed being predominantly car parking and access.
3.3 TREE CANOPY AND DEEP SOIL AREAS OBJECTIVES	
O 3.3.1 **Site** planning maximises retention of existing healthy and appropriate trees and protects the viability of **adjoining trees.**	The proposed development will retain the large Corymbia calophylla (Marri) tree located in the north east corner of the subject site. The remaining trees of the subject site have been subject to an assessment by a suitably qualified arborist who recommended their removal due to various factors such as poor health, uneven weight distribution etc.
O 3.3.2 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-**development** condition.	To offset the removal of existing trees on the subject site, additional trees will be planted in the south eastern winter garden, the north eastern pocket park and on the building structure itself. Furthermore, significant areas of landscaping have been provided on and around the building, including within the pocket parks and the landscaped terraces on levels 1-2.
O 3.3.3 **Development** includes **deep soil areas,** or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	The residential component has a total site area of approximately 3,636m^2 with a site area of 5,466m^2. The development contains a total of 400m^2 of deep soil equating to approximately 7.3% of the site area. Furthermore, a large tree is proposed to be retained in the north east corner of the site. the proposed development contains a holistic landscape design response, including deep soil areas in excess of minimum requirements, tree retention, on-structure planting and two community focused pocket parks/plazas, The DRC noted a *"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."*
3.4 COMMUNAL OPEN SPACE OBJECTIVES	
O 3.4.1 Provision of quality **communal open space** that enhances resident **amenity** and provides opportunities for **landscaping**, tree retention and **deep soil areas.**	Level 2 contains an area of 160m^2 of dedicated residential communal open space in the form landscaped common courtyard. Furthermore, the site provides two community focused pocket parks/plazas with a cumulative area of approximately 1,000m^2 with deep soil areas and attractive landscaping. The amenity and functionality of the communal courtyard and street-level pocket parks make use of high-quality landscaping (soft and hard) spaces that encourage social interaction. The communal open space is not expected to adversely impact habitable rooms, with its usage able to be appropriately managed. The common courtyard is enclosed in operable glazing to ensure the amenity for surrounding residents whilst ensure access to light. The street-level pocket parks will be subject to passive surveillance from the residential component of the development.
O 3.4.2 Communal open space is safe, universally accessible and provides a high level of amenity for residents.	
O 3.4.3 Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	

ELEMENT OBJECTIVE	DESIGN RESPONSE
3.5 VISUAL PRIVACY OBJECTIVES	
O 3.5.1 The orientation and design of **buildings**, windows and **balconies** minimise direct overlooking of **habitable rooms** and private outdoor living areas within the **site** and of neighbouring properties while maintaining **daylight** and **solar access**, ventilation and the external outlook of habitable rooms.	The apartment buildings are generally oriented towards Dugalup Brook to the north, Cyrillean Way to the east or Dunn Bay Road to the south. Where possible the balconies are oriented towards the outwards aspect overlooking the street frontage or Dugalup Brook. The apartments surrounding the southernmost pocket park are setback approximately 20m in a north to south orientation and approximately 7m between the balconies of the closest east to west apartments. The western aspect of the balconies overlooking the eastern aspect of other balconies is appropriately screened to ensure privacy. As such, no direct overlooking of habitable rooms, private outdoor living areas within the site and of neighbouring properties is expected to occur.
3.6 PUBLIC DOMAIN INTERFACE OBJECTIVES	
O 3.6.1 The transition between the private and **public domain** enhances the privacy and safety of residents. **O 3.6.2** **Street** facing **development** and **landscape** design retains and enhances the **amenity** and safety of the adjoining **public domain**, including the provision of shade.	There is a clear delineation of public and private spaces, achieved through the use of active commercial uses fronting the public realm. There are no apartments on the ground level fronting the public domain. This provides an adequate level of privacy for residents, while at the same time allowing passive surveillance of the public/private domain interface from living areas and balconies. Passive surveillance is provided to the public domain from the commercial tenancies through the use of glazed shopfronts. These ground level activities complement the intended streetscape in a manner consistent with the existing commercial activities in the surrounding town centre and avoid extensive vehicle and service entrances.
3.7 PEDESTRIAN ACCESS AND ENTRIES OBJECTIVES	
O 3.7.1 Entries and pathways are **universally accessible**, easy to identify and safe for residents and visitors. **O 3.7.2** Entries to the **development** connect to and address the **public domain** with an attractive **street** presence.	The pedestrian entries to the residential components of the have been designed in accordance with universal design principles, providing access to secure lift lobbies. Pedestrian paths provide a legible, well defined, continuous path of travel between the Cyrillean Way and Dunn Bay Road footpaths and the building entrances. Both pedestrian entries are protected from the weather by an entrance lobby. Landscaping such as garden bed planting and shade trees provides definition to the street edge, a sense of enclosure to the Cyrillean Way entrance and contributes to attractive entries to the building. The Dunn Bay Road entry to the residential apartments is legible and easily defined. The feature stone cladding design feature delineates the entry and provide a clear visual hierarchy. The Cyrillean Way entries to the commercial and residential tenancies, are also clearly identifiable. The pedestrian entries will be well lit, and visible from the public domain with passive surveillance provided from the pocket park, surrounding apartments and street available.

ELEMENT OBJECTIVE	DESIGN RESPONSE
	The bin stores have been carefully designed and located behind the ground floor commercial tenancies to provide the required level of functionality without compromising the amenity of residents, visitors and the streetscape.
3.8 VEHICLE ACCESS OBJECTIVES	
O 3.8.1 Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	Vehicle access to the commercial and residential components of the development is provided via a full-movement crossover to Cyrillean Way. The crossover is located 68m from the nearest intersection, being Cyrillean Way and Dunn Bay Road to the south. The Cyrillean Way access point is intended to serve the residents, tenants and visitors. A separate ingress only crossover is located on Cyrillean Way to provide an entry point only for service vehicles. An exit only egress crossover will be on Dunn Bay Road, to allow service vehicles to exit the subject site. The service vehicle access is adjacent to the pump and fire room to the north and the pocket park to the south. It has been deliberately separated from the ground floor commercial tenancies to avoid conflict with pedestrians. The vehicle entries are oriented towards the adjoining commercial tenancies to avoid headlights shining into residential tenancies. As identified in the supporting TIS, no traffic or safety issues have been identified.
O 3.8.2 Vehicle access points are designed and located to reduce visual impact on the **streetscape**.	The single vehicle access point to service the residents, tenants and visitors and the ingress and egress crossovers being used for service vehicles only, minimises the visual impact on the streetscape. Additional landscaping on either side of the access also defines the street boundary to the edge of the crossover and creates a visually appealing entry to the site.
3.9 CAR AND BICYCLE PARKING OBJECTIVES	
O 3.9.1 Parking and facilities are provided for cyclists and other modes of transport.	**Bicycle parking** For the commercial portion of the development, a total of 42 staff and visitor bicycle racks are provided. This comprises 20 enclosed and 4 external (24 total) private bicycle parking facilities and 18 spaces for use by the general public. Opportunities for residents to access secure bicycle parking are provided in the generously proportioned storerooms provided within the residential car park and southern half of the development. **Car parking** The proposal contains a total of 135 car parking bays. A total of 50 secure, undercover resident bays, 3 visitor bays, 80 commercial bays and 2 on-street parking bays are provided on-site on the first level. The car parking provision exceeds the minimum requirement and is entirely appropriate in this location/context noting the commercial car parking within the basement and ground floors and the free 2-hour (9AM-5PM Mon – Fri and 9AM-12noon Sat) on-street embayed on wither site of Dunn Bay Road.

ELEMENT OBJECTIVE	DESIGN RESPONSE
	Motorcycle / scooter parking Should residents own a motorcycle/scooter, there is sufficient space to park in their allocated car parking bay, within the storerooms or within the five dedicated motorcycle bays on Level 1.
O 3.9.2 Carparking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	The overall quantum of resident and visitor parking bays (50 bays) exceeds the minimum rates established by the R-codes (40 bays) and is considered appropriate having regard for the dwelling mix proposed and the availability of public transport in the area.
O 3.9.3 Car parking is designed to be safe and **accessible**.	The parking bays for residents are secured within the car parking area on the level 1. The residential bays on level 1 are separated from the commercial bays by a perforated roller door. Car parking and vehicle circulation areas are designed in accordance with AS2890.1.
O 3.9.4 The design and location of car parking minimises negative visual and environmental impacts on **amenity** and the **streetscape**.	Naturally ventilated car parking for the apartments is provided within Levels 1 of the development. The car parking areas are screened from the street by decorative screens containing unique and site-specific artworks.
PART 4 – DESIGNING THE BUILDING	
4.1 SOLAR AND DAYLIGHT ACCESS OBJECTIVES	
O 4.1.1 In **climate zones** 4, 5 and 6: the **development** is sited and designed to optimise the number of **dwellings** receiving winter **sunlight** to **private open space** and via windows to **habitable rooms**.	The development is located in climate zone 5. Dwellings with an eastern aspect receive morning sunlight during the winter solstice. The southernmost apartments are oriented so that the balconies and private open spaces are north facing to receive the northern solar access. A total of 77% of the apartments are provided with living rooms and private open space that obtain at least 2 hours of direct sunlight between 9:00am and 3:00pm.
O 4.1.2 Windows are designed and positioned to optimise **daylight** access for **habitable rooms**.	Windows are positioned to provide a high degree of daylight access to habitable rooms. Glazing is provided for all windows and all habitable rooms opening onto balconies to optimise daylight access.
O 4.1.3 The **development** incorporates shading and glare control to minimise heat gain and glare: from mid-spring to autumn in **climate zones** 4, 5 and 6 **AND** year-round in climate zones 1 and 3.	Shading and glare control measures have been provided throughout the development. Such measures include shading to the glazed facades by means of extended floor plates, shading and semi-enclosed balconies.
4.2 NATURAL VENTILATION OBJECTIVES	
O 4.2.1 Development maximises the number of apartments with natural ventilation.	All apartments within the proposed development have been designed to maximise natural ventilation and where possible, and contain openings in two different orientations. As detailed in the 'Cross Ventilation' drawing contained within Appendix 3 all of the proposed apartments receive adequate cross ventilation, including the single aspect apartments.
O 4.2.2 Individual dwellings are designed to optimise natural ventilation of habitable rooms.	
O 4.2.3 Single aspect apartments are designed to maximise and benefit from natural ventilation.	
4.3 SIZE AND LAYOUT OF DWELLINGS OBJECTIVES	
O 4.3.1 The internal size and layout of **dwellings** is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	The apartment room layouts are functional, well-organised and provide a high standard of amenity, suitable for the intended demographic. The size of all apartments and bedrooms/living rooms exceed the minimum sizes as set out in the 'acceptable outcomes' for this element.

ELEMENT OBJECTIVE	DESIGN RESPONSE
O 4.3.2 Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good **natural ventilation** and **daylight** access.	Floor to ceiling heights of 3.9m are provided for the ground floor commercial tenancies and floor to ceiling heights of 3.8m are provided for the first and second-floor commercial tenancies. A floor to ceiling height of 3.1m is provided for the apartments, exceeding the 'acceptable outcomes' for this design element. All rooms are well-proportioned and benefit from good ventilation and light access as outlined above.
4.4 PRIVATE OPEN SPACE AND BALCONIES OBJECTIVES	
O 4.4.1 **Dwellings** have good access to appropriately sized **private open space** that enhances residential **amenity.**	Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with 'acceptable outcomes' Table 4.4. The apartments have outdoor living areas ranging from 12m^2 - 53m^2 that act to enhance the residential amenity for the residents.
O 4.4.2 **Private open space** is sited, oriented and designed to enhance liveability for residents.	Private open spaces are sited, oriented and designed to enhance liveability, noting that these areas are predominantly north and east-facing, thereby maximising passive surveillance of the public realm, open aspects to the street Dugalup Brook and access to the northern sunlight. Where necessary to improve privacy or shading, these open spaces have been provided with horizontal screens. On-structure planting within planter boxes further enhances the amenity and liveability for residents.
O 4.4.3 **Private open space** and **balconies** are integrated into the overall architectural form and detail of the **building.**	Balconies have been carefully integrated into the overall architectural form of the building, through the use of glass balustrades, louvred screens, timber look aluminium cladding and architectural features.
4.5 CIRCULATION AND COMMON SPACES OBJECTIVES	
O 4.5.1 Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Circulation corridors are a minimum 1.8m in width, except for a section of the central corridor which is 1.5m wide. The section of 1.5m wide corridor only provides access to three apartments on each residential floor, receives passive surveillance and does not adjoining any bedroom windows. All circulation corridors and common areas are designed for universal access. The two secure ground-level entries and lobbies provide safe and convenient access for all residents and visitors.
O 4.5.2 Circulation and common spaces are attractive, have good **amenity** and support opportunities for social interaction between residents.	The communal courtyard area will be managed to avoid light spill or amenity impacts into the habitable rooms of adjacent dwellings. This is primarily achieved by enclosing the courtyard area. Opportunities for social interaction between residents are enhanced through the use of alfresco seating opportunities, attractive landscaping including new trees and garden bed planning to create an intimate and comfortable space for residents. The specific interior design and internal circulation spaces will be confirmed at the detailed design stage.

ELEMENT OBJECTIVE	DESIGN RESPONSE
4.6 STORAGE OBJECTIVES	
O 4.6.1 Well-designed, functional and conveniently located **storage** is provided for each **dwelling**.	Each dwelling has exclusive use of a separate bulky goods storage area, of a dimension and size consistent with the 'acceptable outcomes' requirements of Table 4.6. The minimum store size is 4m^2, while the maximum is 7m^2. Stores are accessed from the secure residential car parking area or from the circulation corridor for the southern apartments.
4.7 MANAGING THE IMPACT OF NOISE OBJECTIVES	
O 4.7.1 The siting and layout of **development** minimises the impact of external noise sources and provides appropriate **acoustic privacy** to **dwellings** and on-**site open space**.	The proposed development is designed and sited to minimise the external noise from the commercial components of the development. No apartments are proposed on the ground and first floors to ensure the amenity of residents amenity is maintained. Where possible, the living areas have been oriented to minimise the impact of external noise sources. Refer to **Appendix 6** for a copy of the Environmental Noise Assessment demonstrating the proposal provides appropriate acoustic privacy to dwellings.
O 4.7.2 Acoustic treatments are used to reduce sound transfer within and between **dwellings** and to reduce noise transmission from external noise sources.	Suitable glazing treatments will be incorporated into the development to reduce sound transfer and transmission from external sources. The proposal will incorporate the minimum NCC requirements to ensure the apartments are not adversely affected by external noise sources.
4.8 DWELLING MIX OBJECTIVES	
O 4.8.1 A range of **dwelling** types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	This objective has been met by providing a range of dwelling configurations as follows: 57.1% one-bedroom apartments, 25.7% two bedroom apartments and 17.1% three bedroom apartments. An appropriate mix per floor is also provided. Apartments have large floor areas and provide a level of amenity expected by those who may wish to downsize or for holiday apartments.
4.9 UNIVERSAL **DESIGN** OBJECTIVES	
O 4.9.1 **Development** includes **dwellings** with **universal design** features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The proposed development incorporates universal design features, providing opportunities for people with disabilities and/or limited mobility to reside and visit. Such features include lift access to the apartments and suitably proportioned lobbies and corridors apartments providing adequate manoeuvring space.
4.10 FAÇADE DESIGN OBJECTIVES	
O 4.10.1 **Building façades** incorporate proportions, materials and design elements that respect and reference the character of the local area.	The building façade incorporates a feature stone cladding, timber look cladding, painted render elements and on-building planter boxes that reference the Dunsborough streams and respects the prevailing architecture of Town Centre. This is achieved while retaining a contemporary appeal.
O 4.10.2 **Building façades** express internal functions and provide visual interest when viewed from the public realm.	The built form includes vertical and horizontal layers, breaking up the overall mass of the building with proportioned segments and a streetscape that includes ample glazing and activation that is sympathetic to the locality. The use of contemporary materials and colours as well as large public art installation ensures a depth to the building and ensures visual interest to passers-by. The separation of the built form around two large pocket parks also helps to reduce the overall scale and impact of the development.

ELEMENT OBJECTIVE	DESIGN RESPONSE
4.11 ROOF DESIGN OBJECTIVES	
O 4.11.1 Roof forms are well integrated into the **building** design and respond positively to the **street**.	The roof forms have a very low pitch with the pitch generally reflects the desired medium-rise, residential character expected from a 5 storey development scale. The lift overrun and mechanical and hydraulic services are appropriately setback from the edge of the roof to minimises the visual impact when viewed from the street. The roof also provides PV cells for solar energy generation.
O 4.11.2 Where possible, roof spaces are utilised to add **open space, amenity**, solar energy generation or other benefits to the **development**.	
4.12 LANDSCAPE DESIGN OBJECTIVES	
O 4.12.1 **Landscape** design enhances **streetscape** and pedestrian **amenity**; improves the visual appeal and comfort of **open space** areas; and provides an attractive outlook for **habitable rooms**.	A landscaping plan has been prepared by Plan E and included with this report (refer to **Appendix 3**). As previously highlighted, the use of landscaping within the two large community pocket parks will serve to enhance streetscape and pedestrian amenity and overall aesthetic presentation to the street. The northern pocket park has been designed around the retention of a large mature tree to improve the visual appeal and comfort of the proposal. Additionally, the planting of new trees will provide visual appeal and comfort through shading in communal open space areas, as well as promoting social interaction between residents.
O 4.12.2 Plant selection is appropriate to the orientation, exposure and **site** conditions and is suitable for the adjoining uses.	The landscaping plan will include species that are appropriate to the site context and conditions, providing a variety of textures and cclours while being hardy enough to function adequately within common areas.
O 4.12.3 **Landscape** design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Water efficient irrigation systems and water sensitive design technologies will be incorporated wherever possible.
O.4.12.4 **Landscape** design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and **sustainability** strategies.	The landscape design is entirely consistent and integrated with the building design. Ground level, upper level and communal open space planting help to delineate space and soften the building's interface with its surrounds, consistent with the site's location.
4.13 ADAPTIVE REUSE OBJECTIVES	
O 4.13.1 New additions to existing **buildings** are contemporary and complementary and do not detract from the character and scale of the existing building.	This objective is not applicable to this development.
O 4.13.2 Residential **dwellings** within an adapted **building** provide good **amenity** for residents, generally in accordance with the requirements of this policy.	
4.14 MIXED USE OBJECTIVES	
O 4.14.1 Mixed use development enhances the streetscape and activates the street.	The proposed development is mixed use, with commercial tenancies located on the ground floor, creating activation with Cyrillean Way and Dunn Bay Road. The commercial and residential services and waste are integrated behind the commercial tenancies and will be screened from the street. The residential and commercial tenancies are adequately separated from each other and the service areas to ensure no adverse amenity impacts are experienced from the residents.
O 4.14.2 A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	

ELEMENT OBJECTIVE	DESIGN RESPONSE
4.15 ENERGY EFFICIENCY OBJECTIVES	
O 4.15.1 Reduce energy consumption and greenhouse gas emissions from the **development**.	Sustainability has been integrated into the first principles of design, maximising access to light and ventilation to reduce overall energy use. Where possible, the following will be accommodated, subject to detailed design: Use of LED or low energy lighting. PV Cells on the roof of the development. All appliances installed will be energy and water efficient. Refer to **Appendix 3** for the Sustainable Design Assessment Report.
4.16 WATER MANAGEMENT AND CONSERVATION OBJECTIVES	
O 4.16.1 Minimise **potable water** consumption throughout the **development**.	Where possible, water consumption will be minimised through the use of efficient appliances and fittings. Waterwise landscaping and irrigation systems will further minimise consumption. Refer to **Appendix 3** for the Sustainable Design Assessment Report.
O 4.16.2 **Stormwater** runoff from **small rainfall events** is managed on-**site**, wherever practical.	Stormwater runoff will be contained on site.
O 4.16.3 Reduce the risk of flooding so that the likely impacts of **major rainfall events** will be minimal.	A hydraulic design is to be prepared during detailed design to ensure the development can address any concerns in relation to major rainfall events.
4.17 WASTE MANAGEMENT OBJECTIVES	
O 4.17.1 Waste **storage** facilities minimise negative impacts on the **streetscape**, **building** entries and the **amenity** of residents.	A 46m^2 separate internal bin store for the apartments is located behind the commercial grocer and adjacent to the service vehicle access way, with access doors from the servicing area. The bin store is wholly concealed and cannot be viewed from the street, open space or private dwellings. Sufficient area is provided to accommodate the following: Nine 660L general waste bins. Three 1,100 commingled recycling bins. 16 120L food organics and garden organics bins. These bins will be capable of containing the waste generation as calculated in the Waste Management Plan provided (refer to **Appendix 7**).
O 4.17.2 Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	
4.18 UTILITIES OBJECTIVES	
O 4.18.1 The **site** is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site is capable of being serviced with all necessary urban services, fit for purpose and capable of meeting the needs of residents. The gas supply for the site will be supplied by a gas tank.
O 4.18.2 All **utilities** are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	All utilities are located in accessible locations for maintenance, and do not restrict safe movement.
O 4.18.3 **Utilities**, such as distribution boxes, power and water meters are integrated into design of **buildings** and **landscape** so that they are not visually obtrusive from the **street** or **open space** within the **development**.	All such utilities are to be integrated into the building design and/or landscaping, and are not visually obtrusive (e.g. screened roof plant area).
O 4.18.4 **Utilities** within individual **dwellings** are of a functional size and layout and located to minimise noise or air quality impacts on **habitable rooms** and **balconies**.	Utilities within individual dwellings have been appropriately designed/sized and located to minimise noise and air quality impacts.

7 CONCLUSION

The proposed mixed-use development comprising 35 multiple dwellings and a variety of office commercial, speciality retail and hospitality uses is entirely acceptable and warrants approval for the following reasons:

1. The proposed development achieves a high level of compliance with the applicable development standards, as well as delivering a diverse range of services required for a self-sufficient contemporary town centre.
2. The proposed development will provide increased housing density and availability within the Dunsborough Town Centre, which is currently undergoing substantial development and growth.
3. The development complements and expands upon the services offered within the Dunsborough Town Centre, adding to the self-sufficient nature of the town centre.
4. The housing density brings an influx of people to the locality, encouraging social interaction and increasing the commercial viability of the exiting centre.
5. The development has been architecturally designed with respect to SPP7.0 and SPP7.3 Volume 2 and has incorporated feedback from three DRC meetings to improve the design of the proposal.
6. The application is supported by expert reporting that demonstrates its suitability from an acoustic, traffic, sustainability and waste management perspective.

For the above reasons, it is respectfully requested the Regional Joint Development Assessment Panel grant approval to the proposed development.

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dunsborough central

LANDSCAPE ARCHITECTS

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LANDSCAPE CONCEPT

PREPARED FOR HAMES SHARLEY

MAY 2022

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01

landscape narrative

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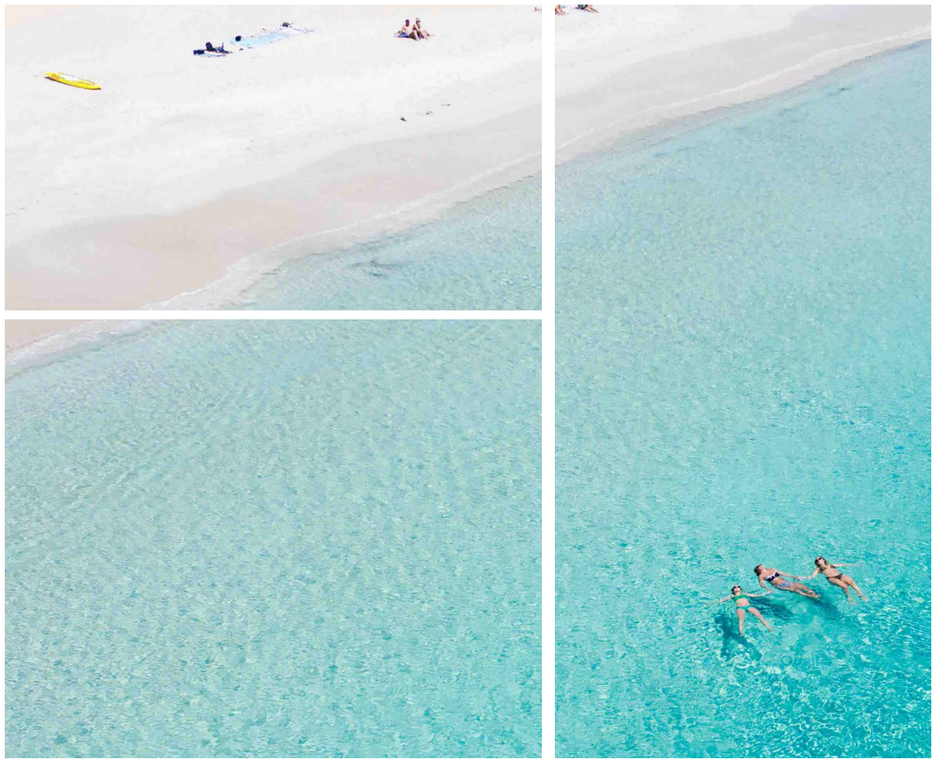

DUNSBOROUGH LANDSCAPE



DUNSBOROUGH STREAMS



NARRATIVE

THE LANDSCAPE AND ARCHITECTURAL FORMS REFERENCE THE DUNSBOROUGH STREAMS AND IT'S SURROUNDINGS.

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DUNSBOROUGH STREAMS

DUGULUP BROOK I THE DUNSBOROUGH WATERWAYS ARE OF CULTURAL SIGNIFICANCE AND PROVIDE A DIVERSITY OF HABITAT AND FOOD SOURCES FOR NATIVE FAUNA.

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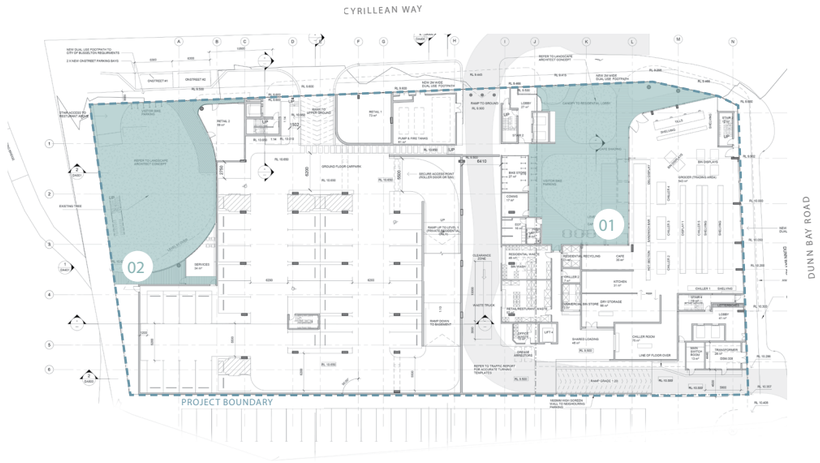

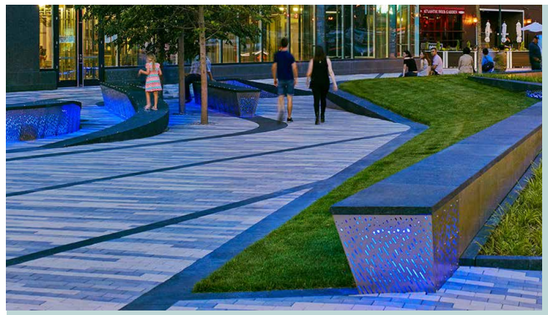

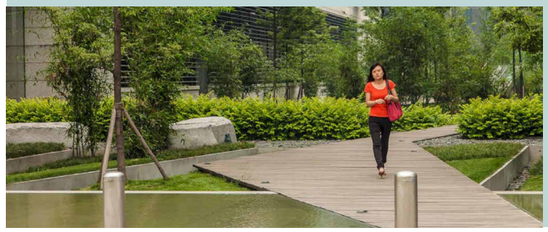





COURTYARD

01









ENTRY COURTYARD

02

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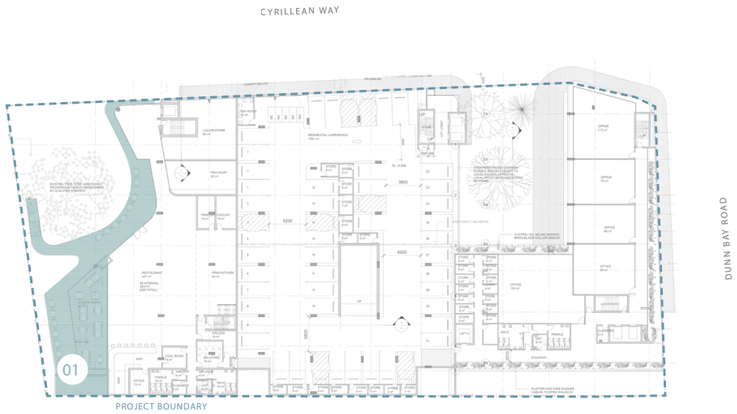
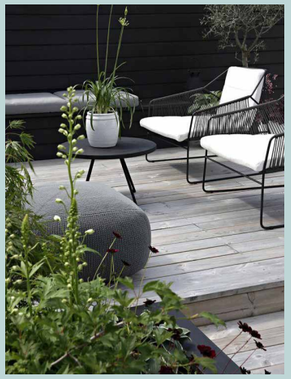
landscape imagery - level 01















LEVEL 01

01

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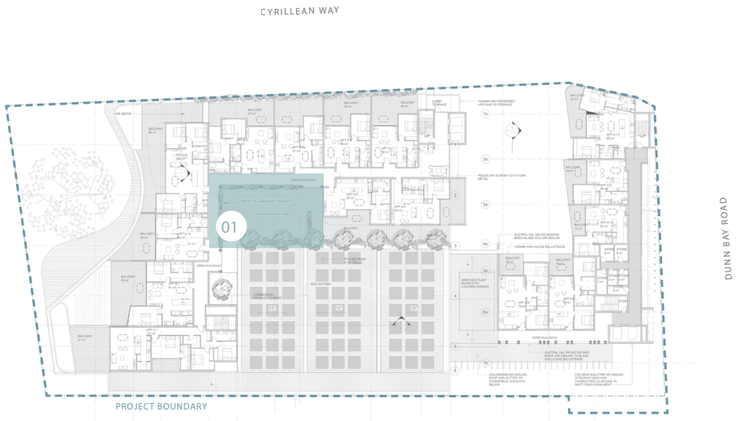







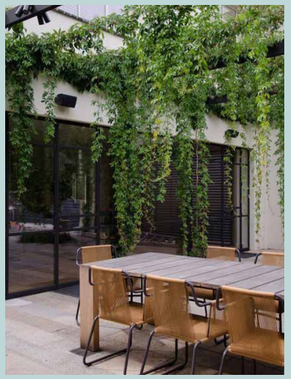

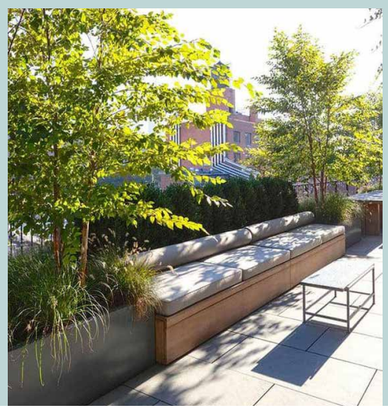



LEVEL 02

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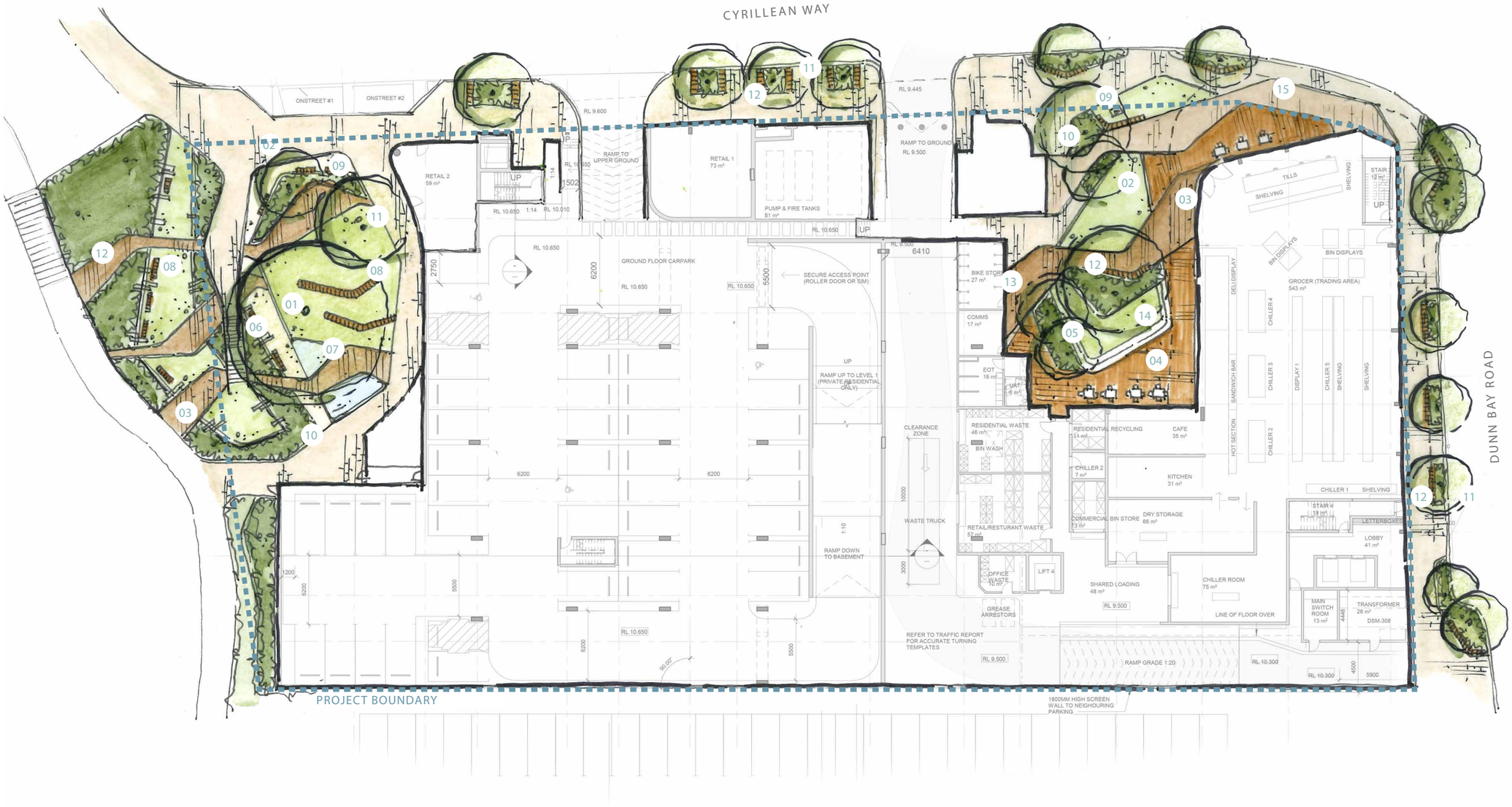
ground floor



LEGEND

01 RETAIN AND PROTECT EXISTING TREE

02 PUBLIC COURTYARD WITH ALFRESCO, SEATING OPPORTUNITIES NEW TREE AND GARDEN BED PLANTING TO CREATE A COMFORTABLE SPACE

03 FEATURE TIMBER DECKING REFERENCING THE UNDULATING SHAPES AND FORMS OF THE DUNSBOROUGH STREAMS AND SURROUNDINGS

04 TIMBER DECKING WITH LOOSE FURNITURE

05 TURF AREA 'AMPHITHEATRE' WITH INTEGRATED SEATING OPPORTUNITIES AROUND

06 GRAVEL PAVING WITH FEATURE ROCK BOULDERS REFERENCING THE DUNSBOROUGH RIVERS SURROUNDINGS

07 CENTRAL WATER FEATURE ELEMENT

08 TURF AREA WITH SEATING OPPORTUNITIES AND FEATURE BOULDERS

09 FEATURE ARTWORK TO ENTRY

10 GARDEN BED PLANTING

11 PROPOSED TREE

12 INTEGRATED TIMBER BENCH SEATING

13 BIKE RACKS

14 TRANSPLANTED AVOCADO TREE

15 EXPOSED AGGREGATE CONCRETE PAVING

PLAN E

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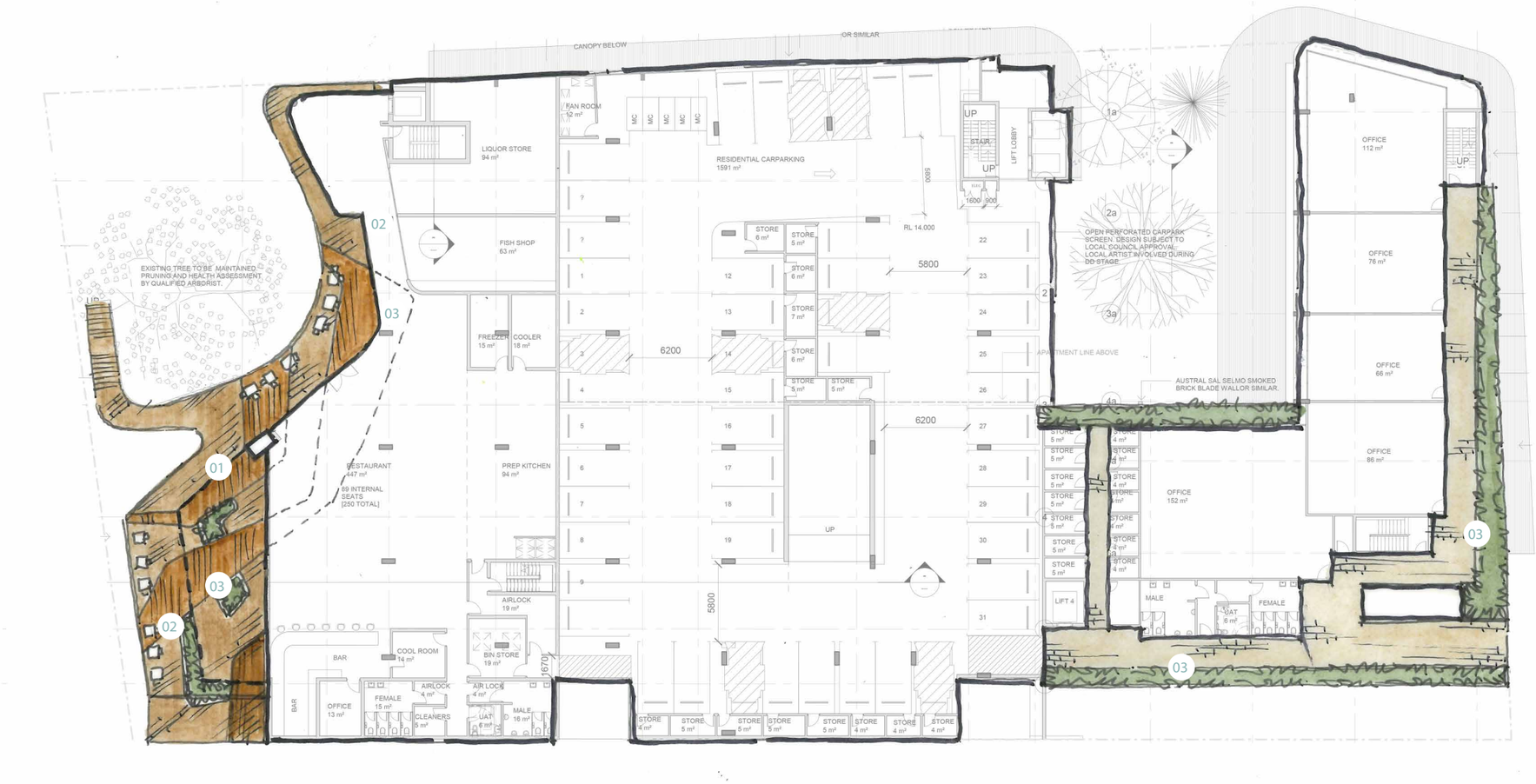
level 01


CANOPY BELOW
OR SIMILAR
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MC
MC
MC
MC
LIQUOR STORE
94 m²
RESIDENTIAL CARPARKING
1591 m²
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APARTMENT LINE ABOVE
AUSTRAL SAL SELMO SMOKED BRICK BLADE WALLOR SIMILAR.
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OFFICE
76 m²
OFFICE
66 m²
OFFICE
86 m²
OFFICE
152 m²
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FISH SHOP
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FREEZER
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COOLER
18 m²
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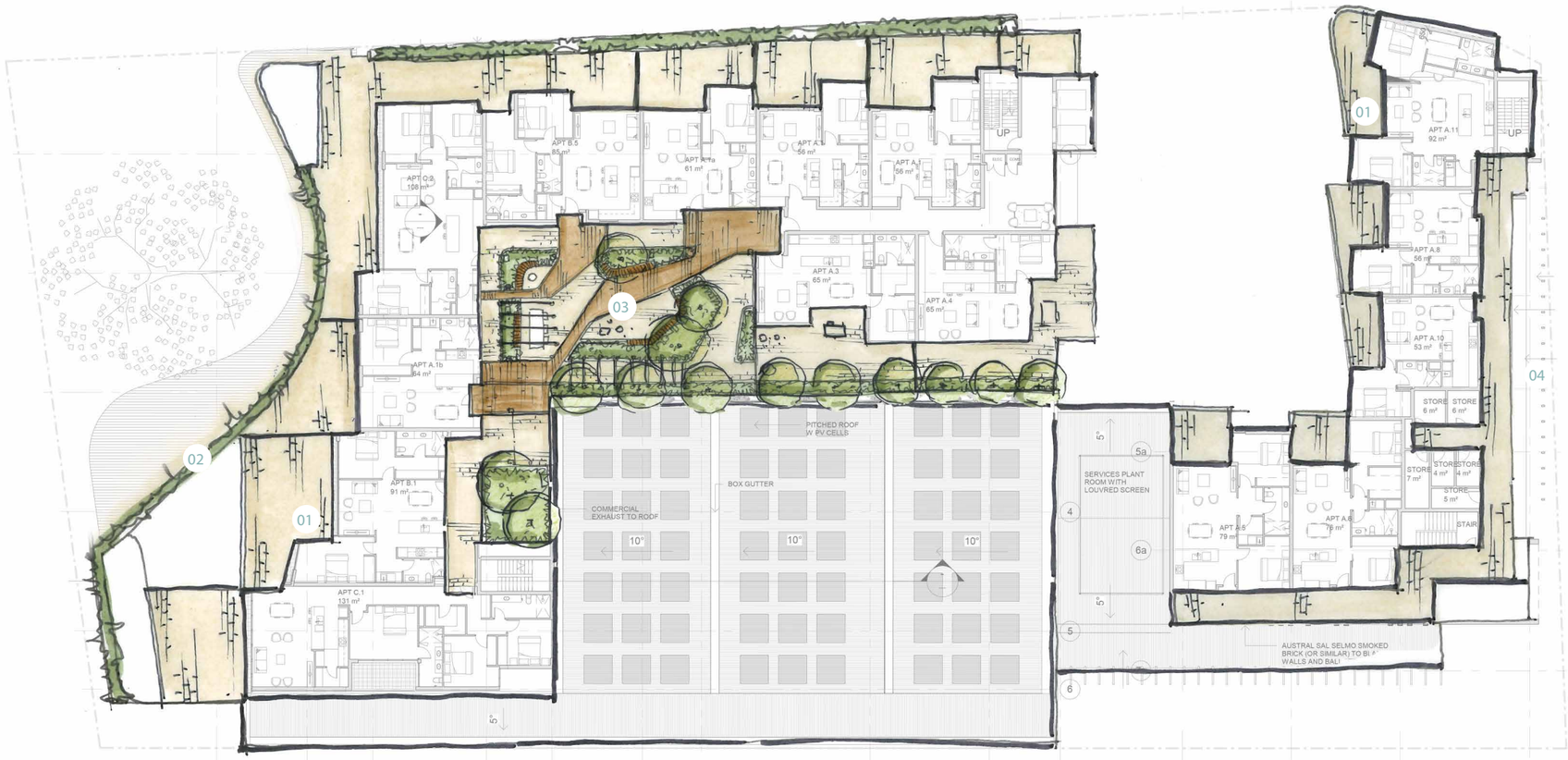
level 02



LEGEND

01 PRIVATE COURTYARDS

02 RAISED PLANTERS WITH CASCADING PLANTING

03 COMMUNITY COURTYARD

PLAN E

LANDSCAPE ARCHITECTS

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DUNSBOROUGH CENTRAL / LANDSCAPE CONCEPT

PREPARED FOR HAMES SHARLEY
MAY 2022

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0 4 8 12 20m

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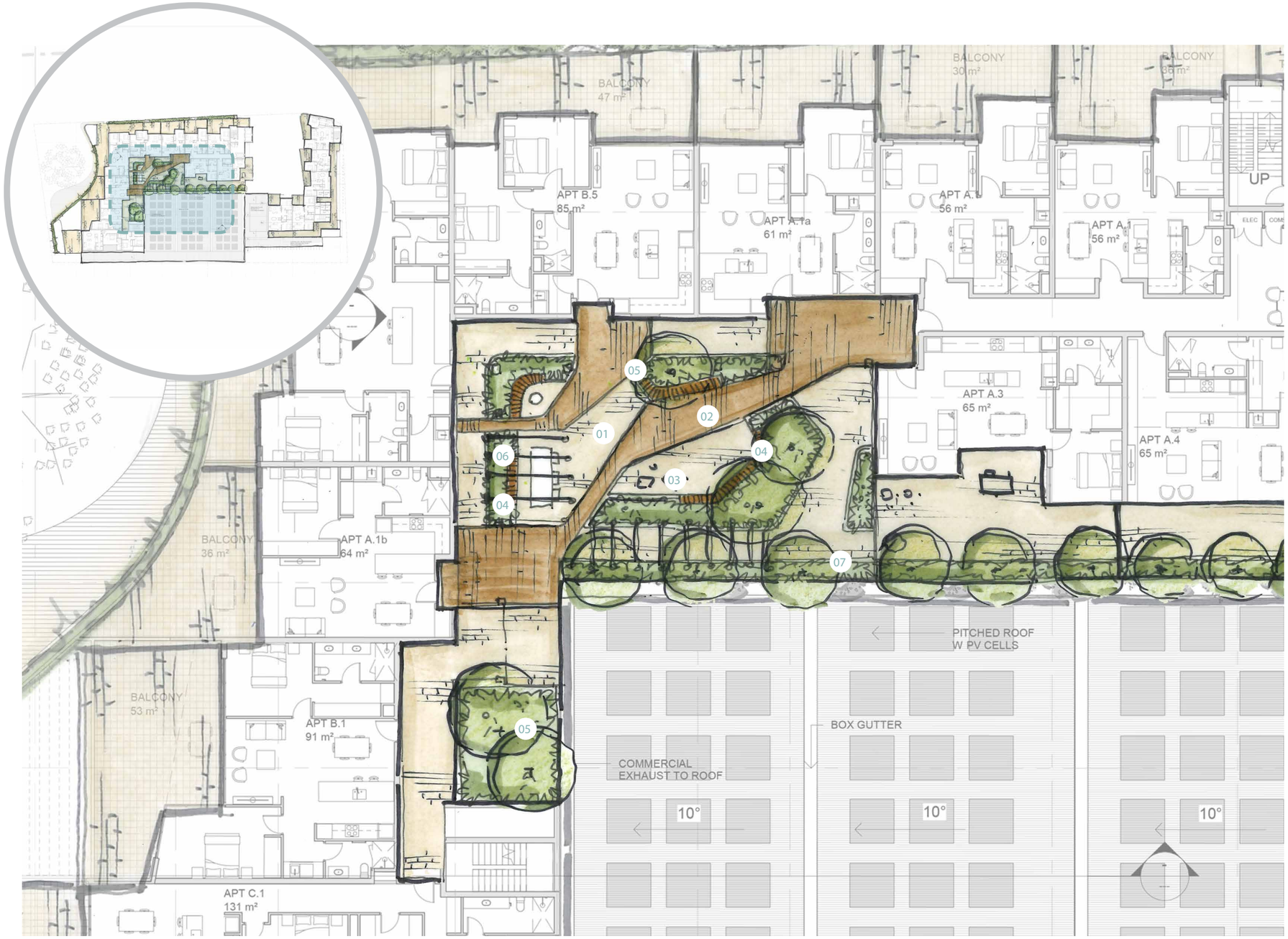
level 02 - community courtyard



LEGEND

01 COMMON COURTYARD WITH ALFRESCO, SEATING OPPORTUNITIES NEW TREE AND GARDEN BED PLANTING TO CREATE A COMFORTABLE INTIMATE SPACE

02 FEATURE TIMBER DECKING REFERENCING THE UNDULATING SHAPES AND FORMS OF THE DUNSBOROUGH STREAMS AND SURROUNDINGS

03 GRAVEL PAVING WITH FEATURE BOULDER SEATING

04 RAISED PLANTER WITH GARDEN BED PALNTING AND INTEGRATED SEATING OPPORTUNITIES

05 PROPOSED TREE

06 SHADE CANOPY STRUCTURE

07 GARDEN BED AND TREE PLANTING TO SCREEN PV CELL AREA

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03

planting palette

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streetscape & ground level planting

TREES

1.	AGONIS flexuosa	WA Peppermint
2.	CORYMBIA calophylla	Marri
3.	EUCALYPTUS rudis	Flooded Gum
4.	BANKSIA attenuata	Candle Banksia
5.	PERSEA americana	Avocado
6.	MELALEUCA leucadendra	Weeping Paperbark



SHRUBS, CLIMBERS & FEATURE PLANTS

7.	ACACIA pulchella	Prickly Moses
8.	ACACIA saligna	Golden Wreath Wattle
9.	ANIGOZANTHOS flavidus	Tall Kangaroo Paw
10.	CALOTHAMNUS sanguineus	Silky Leaved Bloodflower
11.	GREVILLEA 'royal mantle '	Royal mantle
12.	HAKEA lissocarpha	Honey Bush
13.	HYPOCALYMMA robustum	Swan River Myrtle
14.	LESCHENAULTIA biloba	Blue Leschnaultia
15.	DIANELLA 'tasred'	Flax Lilly
16.	LEPIDOSPERMA gladiatum	Coastal Sword Sedge
17.	PATERSONIA occidentalis	Purple Flag
18.	JUNCUS kraussii	Sea Rush
19.	CONOSTYLIS candicans	Cottonhead
20.	HIBBERTIA cuneiformis	Cutleaf Hibbertia
21.	SOLLYA heterophylla 'alba'	White Bluebell Creeper
22.	KENNEDIA prostrata	Running Postman
23.	GREVILLEA 'cooroora cascade'	Cooroora Cascade
24.	ACACIA cognata 'limelight'	Limelight
25.	CASUARINA 'cousin it'	Cousin It Casuarina
26.	LOMANDRA 'tropic belle'	Matt Rush
27.	NANDINA 'Lemon Lime'	Heavenly Bamboo



PLAN E

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upper levels

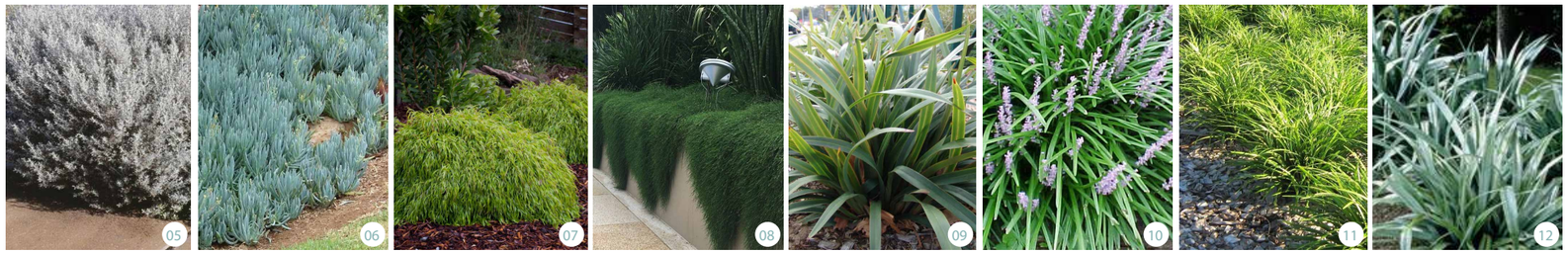
TREES

1.	CUPANIOPSIS anacardioides	Tuckeroo
2.	WATERHOUSEA floribunda	Weeping Lilly Pilly
3.	MELALEUCA viridiflora	Broad'Leaved Paperbark
4.	OLEA europaea	Olive



SHRUBS, CLIMBERS & FEATURE PLANTS

5.	OLEARIA axillaris 'Beach Ball'	Coastal Daisy Bush
6.	SENECIO "Blue Chalk'	Blue Chalk Sticks
7.	ACACIA cognata 'limelight'	Limelight
8.	CASUARINA 'cousin it'	Cousin It Casuarina
9.	DIANELLA 'tasred'	Flax Lilly
10.	LIRIOPE muscari	Samantha
11.	LIRIOPE muscari	Just Right
12.	ASTELIA chathamica	Silver Spear
13.	WESTRINGIA fruticosa var.	Variegated Coastal Rosemary
14.	MOLINARIA capitulata	Palm Grass
15.	DICHONDRA argenta	Silver Falls
16.	ZAMIA furfuracea	Cardboard Palm
17.	CONOSTYLIS candicans	Cottonhead
18.	NANDINA 'Lemon Lime'	Heavenly Bamboo
19.	PITTOSPORUM 'miss muffet'	Dwarf Pittosporum
20.	HIBBERTIA scandens	Snake Vine





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04

design wa compliance items

LANDSCAPE ARCHITECTS

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LANDSCAPE CONCEPT

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deep soil area & tree canopy coverage

ITEM 3.3A - TREE CANOPY & DEEP SOIL AREA

REQUIRED DEEP SOIL AREA: 382.62 SQ.M - BASED ON A SITE AREA OF 5466 SQ.M

PROPOSED DEEP SOIL AREA & PLANTING ON STRUCUTRE EQUATES TO APPROX. 1.8 TIMES THE MINIMUM REQUIRED PROVISION - REFER TABLES 01-02

REQUIRED TREE CANOPY AREA: 250 SQ.M - BASED ON A SITE AREA OF 5466 SQ.M

PROPOSED TREE CANOPY COVER EQUATES TO APPROX. 1.8 TIMES THE MINIMUM REQUIRED PROVISION - REFER TABLES 03-05

DEEP SOIL AREA & TREE CANOPY REQUIREMENTS - TABLE 01

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETSCAPE, AND PROVIDE SIGNIFICANT TREE CANOPY THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR DEEP SOIL AREAS AS DEFINED IN DESIGNWA.

TABLE 01: DEEP SOIL ZONE REQUIREMENTS

	LOT AREA: 5466 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC DEEP SOIL AREA REQUIREMENTS	>1000 SQ.M	7% OF DEEP SOIL AREA ON SITE (382.62 SQ.M)	PROVIDED DEEP SOIL AREA OF 400 SQ.M PROVIDED ADDITIONAL PLANTING ON STRUCTURE AS DEEP SOIL AREA OF 250 SQ.M PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 54 SQ.M

LANDSCAPE AREA REQUIREMENTS - TABLE 02

THE DEVELOPMENT SEEKS TO EXCEED THE REQUIRED LANDSCAPE PROVISION FOR DEEP SOIL AREA AS DEFINED IN DESIGNWA THROUGH GENEROUSLY SCALED LANDSCAPE AREAS; ALLOWING SIGNIFICANT ROOTABLE DEEP SOIL AREAS ON STRUCTURE.

SOIL VOLUMES ARE CONSIDERED IN TREE PLACEMENT AND SELECTION OF TREE SPECIES.

THE TABLE BELOW SUMMARISES THE EXTENT OF LANDSCAPE AREAS, AND DEEP SOIL AREA OVER THE VARIOUS LANDSCAPE LEVELS.

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS

	DEEP SOIL AREA (IN GROUND)	PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (LESS THAN 1 M DEPTH)	SOFT LANDSCAPE GARDEN AREA
GROUND FLOOR	400 SQ.M	-	-	400 SQ.M
LEVEL 01	-	119 SQ.M.	19 SQ.M.	138 SQ.M
LEVEL 02	-	131 SQ.M.	35 SQ.M	166 SQ.M
LEVEL 03	-	-	-	-
LEVEL 04	-	-	-	-
TOTAL	400 SQ.M	250 SQ.M	54 SQ.M	704 SQ.M

DEEP SOIL ZONE & TREE CANOPY REQUIREMENTS - TABLES 03-05

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETSCAPE / ROAD RESERVE AND PROVIDE SIGNIFICANT DEEP SOIL AREA, ROOTABLE SPACE, AND SOFT LANDSCAPE AREA THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR TREE CANOPY COVER AS DEFINED IN DESIGNWA.

TABLE 04: TREE CANOPY REQUIREMENTS

	LOT AREA: 5466 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	>1000 SQ.M	5 LARGE TREES (AND SMALL TREES TO SUIT AREA)	MINIMUM OF 250 SQ.M OF TREE CANOPY COVER WHICH EQUATES TO APPROX. 4 .5 % CANOPY COVER OF THE DEVELOPMENT SITE AREA

TABLE 05: TREE CANOPY COVER

	SMALL TREES: 2M DIAMETER 3.2 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 5M DIAMETER 19.6 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 8M DIAMETER 50 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER (NOT INCLUDING EXISTING TREES)
GROUND FLOOR	9	5	5	376.8 SQ.M
LEVEL 01	-	-	-	-
LEVEL 02	12	2	-	77.6 SQ.M
LEVEL 03	-	-	-	-
LEVEL 04	-	-	-	-
TOTAL	67.2 SQ.M CANOPY COVER AT MATURITY	137.2 SQ.M CANOPY COVER AT MATURITY	250 SQ.M CANOPY COVER AT MATURITY	454.4 SQ.M PROPOSED TREE CANOPY COVER

IRRIGATION REQUIREMENTS

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE DUNSBOROUGH CENTRAL PROJECT. THE SCOPE WILL INCLUDE:
- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

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PAULA HART

With REDFORT ARCHITECTURAL FABRICS

DUNSBOROUGH CENTRAL

Public Art Capability Statement

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INDEPENDENT VISUAL ARTIST
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Telephone: (Mob) 041 041 9373
Public Liability Insurance via NAVA membership
Working With Children Check and appropriate police clearance.
Artist profile at https://www.codaworx.com/profile/view/id/18176

REDFORT ARCHITECTURAL FABRICS
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+31 (0)76 303 93 10
Redfort's production house is based in Bangalore, India.
Email info@redfort.nl
Company website https://redfort.nl/
Artist profile at https://www.carpentersworkshopgallery.com/artists/verhoeven-twins/

Document Set ID: 4715440
Version: 1, Version Date: 28/09/2021

PAULA HART

I am an independent Australian visual artist of recognized excellence working in the areas of public and participatory arts, with a broad range of disciplines. I enjoy exploring stories of people and community and examining the notions of place and identity - Engaging with the local community generally leads to those gems of personalised local identity that creates great ownership of the artwork. Stories that build a real picture and recognition of a place by unlocking surprising or forgotten histories and narratives.

Over the past 30 years I have created a busy public art studio practice and work regularly with an established network of collaborators and fabricators. I have a long term working relationship with Dutch designer Joep Verhoeven and his design house REDFORT FABRICS.

Redfort's products, Lace Fence and DeDots, have been designed as integrated architectural fabrics, created in panels and attached to a modularised framing system. Their products are robust and durable, with low maintenance and "whole of life" costs integral to their success. They are designed so that lengths, panels and patterns have bespoke solutions as suitable for the needs of each project. Our artwork is suitable for screen walls, weather screening, perimeter fencing, balustrades and any interior/exterior surface suitable for decorative architectural panels. The Lace Fence will work very well in the area identified for car park screening in the Dunsborough Central development. Although not identified, I am also particularly interested in a soffit / faux ceiling opportunity with either of these materials, and can see further opportunities for apartment screens and other features for material continuity.

This is 21st century craftsmanship for architecture.

More so than product specifications, is the human connection to the hand-made. I developed a better understanding of the impact of this when our work *Jacaranda* was nominated in the CODAawards 2020. There are many architectural awards, but an international award focusing on public art is unique. Global recognition from design luminaries was thrilling, however it was as the tally in the People's Choice Award extended beyond my social and professional networks that I got amazing insight into the impact of the Lace Fence. Through the shares and comments on social media from local residents, the wider arts community and then globally, I could see people in awe of the scale of this architectural fabric, my imagery of the birds among the blossoms and Redfort's traditional lace stitches. Local soccer mums and bus drivers commented how it brightened their day when driving past. People wrote of specifically traveling from across town or out of town to come to see the artwork. Lace makers spoke of the craftsmanship and recognised the stitches. One young gamer enjoyed the Lace Fence so much that he successfully submitted the artwork as a landmark location on Pokemon Go!

For such a broad spectrum of audience to be so engaged and interested in this artwork was a great indication that it achieved the sense of identity, connection and delight I constantly strive for in my work. The same expectation for design excellence & innovation, connection & delight that the Dunsborough Central developers are seeking through this commission.

Where Lace Fence creates an emotional connection, DeDots create a different effect on our happiness and well-being through a very contemporary materiality. The juxtaposition between the colourful dots and many of the contemporary claddings such as Swiss Pearl works beautifully. Any image, pattern or graphic design can be converted into DeDots. This is a canvas on which we can create vivid imagery, intricate patterns, bold graphic art, realistic photography…. Most excitingly, a DeDots project would be a design first in Australia.

Either material will provide a stimulating visual experience for locals, tourists and the wider community. My imagery often explores the local flora following the principles of Biophilic Design, but I am open to addressing a wide range of themes to create something truly unique for the location.

CAPABILITY

I would propose to work as the principal artist and project manager. Redfort have the experience of delivering large scale and integrated works globally. Redfort takes care of the entire process of designing, developing and producing in their factory. In all projects they work closely together in a construction team of contractor, architect and stakeholders.

Our subcontractors for powder coating, framework fabrication and installation always work with exceptional attention to detail and demonstrate a strong commitment to working with the arts sector. Together we work in a cohesive dynamic team environment ensuring the back to back continuity that safeguards the seamless execution of our artwork.



PAULA HART CV

"Paula is extremely well travelled, and her eclectic artistic practice is born of an internationalist perspective. Always, she engages at an elite professional level with great dedication, intelligence, passion and characteristic good humour".
Felicity Bott. Independent Artist & Director, Churchill Fellow & Creative Development Fellowship Recipient.

PUBLIC ART Highlights

Over the past 30 years I have created a busy public art studio practice and work regularly with an established network of collaborators and fabricators. I am committed to creating artworks that build a sense of place, infusing meaning and connection into the space and will inspire & delight the audience. Highlights include;

1993 Beaumaris Land Sales. Collaboration with Landscape Enterprises to design and construct a toddlers' maze. Painted & carved wooden structures created in a participatory process with young people and community groups.
2005 MRWA Roe 6 Community Project, Pedestrian Underpass Mural. 150msq painted mural incorporating designs from over 1000 participants. *Percent for Art Scheme.*
2006 NEW METRORAIL. Percent for Art. Leda Train station. *Running Man*. Partnership with Sohan Ariel Hayes and Ashley de Prazer. Series of laser cut metal figures and digital photomontage mural.
2015 Pilbara Institute High Risk Industrial Skills Centre. Percent for Art Scheme. *Mulla Mulla.* Metal fence and gates.
2015 BMW West Leederville IPS. Percent for Art Scheme. Lace Fence project with Redfort Fabrics. WA wildflower designs created in participatory process with young people.
2016 BMW Anne Hammersley PS Percent for Art. 4 Nature Play laser cut metal seating structures.
2017 City of Joondalup. Warwick Hockey Centre. Decorative seating structure in laser cut metal.
2017 Dept of Finance. BMW. West Leederville PS. Percent for Art Scheme. Stairwell project with perforated metal, design created in participatory process with young people.
2018 Dept of Finance. Percent for Art Scheme. Aspiri Primary School. Series of decorative seating structures in laser cut metal with concertina canopy for shadow play.
2018 City of Karratha, Wickham Community Hub. Entry statement / seating structure in decorative laser cut metal. Design reflecting remote community created in participatory process with young people.
2019 Fabcot. Woolworths Mt Pleasant. *Jacaranda*. 240m2 Lace Fence façade in Jacaranda design. Winner *Public Art in Commercial Category* in international CODAawards 2020.
2019 Parkerville Org. Stan & Jean Peron Children's Advocacy Centre. *Six Seasons*. Six laser cut metal carpark screens at 5600mm x 4400mm each. A contemporary retelling of the Noongar Six Seasons created in participatory process with young people.
2020 Parkerville Org. Stan & Jean Peron Children's Advocacy Centre. *The Journey*. Multi-story entry statement artwork (11000mm x 8000mm) in multilayered laser cut metal.
2020 Dept of Finance. *Percent for Art Scheme.* South Bunbury Primary School. Lace Fence fencing with Refort Fabrics, design created in participatory process with young people.
2021 Dept of Finance. *Percent for Art Scheme.* DFES. Kensington Fire Station. Multilayered, laser cut mixed metal fencing, design created in participatory process with young people.

WORKING WITH COMMUNITIES

My reputation across Western Australia as a community & participatory artist is unparalleled. Certainly, one of the strongest aspects of my work is my ability to work together with communities to make artworks that represent them. I have worked with a wide variety of people of all sorts of backgrounds to examine their identity, their beliefs and the message they wish to portray. This experience has informed a driving commitment to create art employing processes of community participation, cultural mapping and identity, and presenting these works without compromising an aesthetic sensitivity.

CODAawards 2020 CODAawards 2020

The internationally acclaimed CODAawards celebrate the projects that most successfully integrate commissioned art into interior, architectural, or public spaces around the world. Woolworths *Jacaranda* Lace Fence achieved top 5 in the People's Choice Awards and WINNER in the Commercial category from nearly 500 entrants across 36 countries.

"This project once again showcases the transformational nature of great public art. Paula's work has taken a functional and utilitarian building and not only enhanced the design, but given the local community an outstanding landmark and cultural reference. Equally importantly, it has elevated the brand of the major tenant."
Robertsday.

Best Commercial artwork CODAawards 2020 - https://www.codaworx.com/2020-codaawards-winners
Link to CODAAWARDS 2020 exhibition at the US Architects Foundation in Washington DC - https://architectsfoundation.org/what-we-do/current-exhibition-codaawards/

REFEREES

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REDFORT ARCHITECTURAL FABRICS

CAPABILITY STATEMENT

LACE FENCE

Joep Verhoeven started with an idea for an Honors project at Eindhoven Design Academy in 2004, to show how something designed to be purely functional can also be decorative. He created Lace Fence, reinterpreting the cyclone fence, known for its ugliness and negative connotation, by introducing designs of bobbin lace wire within industrial chain-link fencing. Removing the hostility and stark industry of the chain link fence and recreating it with a timeless sense of kindness and craft. One of these first samples was purchased by the Centre Pompidou in Paris, with Verhoeven achieving at the beginning of his career what many designers never imagine in their lifetime.

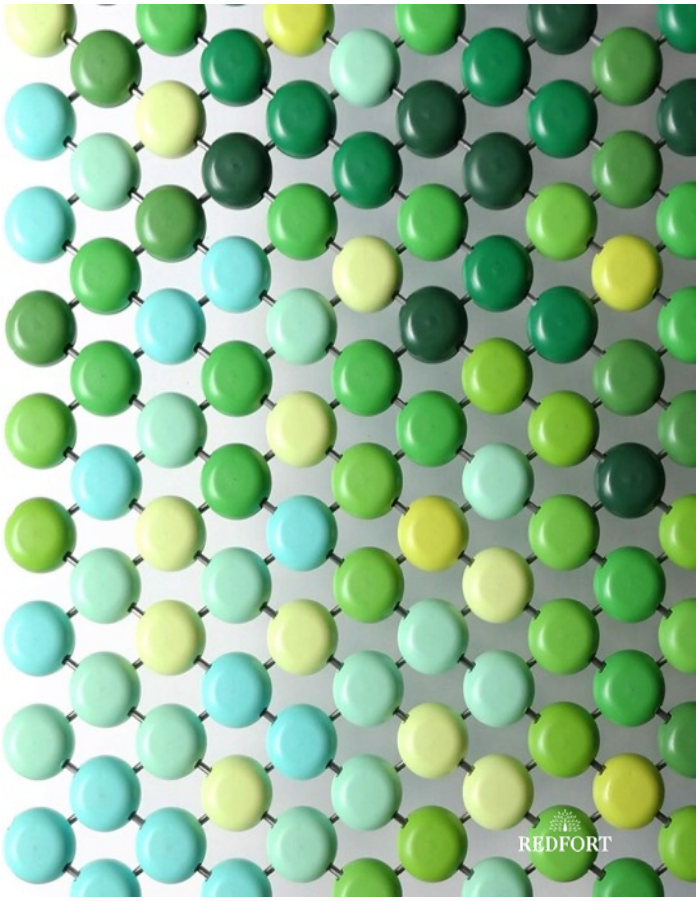
It's not that the Lace Fence looks like lace - it actually is lace. The stitches are traditional bobbin lace stitches made by hand by master craftsmen and integrated into the machine made mesh.

Lace Fence has a wide range of materials and finishes, serving as fence, façade, faux ceiling, balustrade or more. There are two types of mesh - The **Bended** Mesh with chain-link fence and handcrafted patterns combined. This comes in Galvanised, Stainless Steel or White PVC coated wire. Or there is the **Welded** Mesh where all intersections of the mesh are welded and handcrafted patterns combined, making for rigid panels. This comes in steel or stainless-steel wire and is then powder coated. Lace Fence artworks are designed so lengths, panels and patterns have bespoke solutions as suitable for the needs of each project and to ensure adherence to local Building Codes. The Lace Fence product is robust and durable with its low maintenance and 'whole of life' costs integral to its success.

Lace Fence can tell a story for architecture, bringing character to any surface and every setting. Each square meter is unique, no limitations nor repetitive patterns. Lace Fence is a play with transparency and imagination, transforming each setting into an extraordinary experience.

DEDOTS

Redfort invented and developed DeDots specifically for a project in the Netherlands. Moederscheim Moonen Architects created 8,500m2 of colourful imagery translated into 1.6million "pixels" over a 1.2km length. The A4 Sportspark fields are now enclosed by the largest canvas in the world. This has resulted in a functional work of art that presents an exciting combination of transparency, permeability, robustness and imagination.



The base material of the dots is PC-ASA. PC-ASA is a thermoplastic, which is made out of 100% recycled materials and is 100% sustainable. The DeDots features include;

- Highest fire-resistant Grade VO
- UV resistant
- Wind reduction and sun screening
- Acoustics reduction
- 148 solid colours and Custom colours
- Due to the high tensile strength and irreversible internal lock, DeDots are particularly robust and can withstand high impact forces.

Dedots fabrics come in three types of mesh base material – Chain-link mesh, cable mesh and welded mesh. Each mesh type suits particular applications. The welded mesh

panels on 3.7mm steel rods form a stiff, grid-like structure suitable for walls and ceilings that is affixed to a modularised framing system. By comparison the cable mesh version made with stainless steel cables and clamps or the chain-link mesh made of PVC-coated galvanised wire cables are suitable for much larger or suspended expanses. Applications include space dividers, fencing & gates, walls, ceilings, car park ventilation, building facades and suspended forms within a ceiling void.

From big dots with a big impact, to small dots with a higher resolution, DeDots are available in 40mm and 30mm sizes. In addition to colour, transparency is one of the key features of DeDots. Transparency can be added through pattern, gradient, or cleared areas.

Any image, pattern or graphic design can be converted into DeDots. This is a canvas on which we can create vivid imagery, intricate patterns, bold graphic art, realistic photography…. It is all possible with DeDots.

WORK PROCESS

We have a thorough understanding of the design process, working in close collaboration with each client from concept to delivery. Redfort takes care of the entire process of designing, developing and producing in our production house. In all projects we work closely together in a construction team of contractor, architect and stakeholders.

CLIENTS AND PROJECTS

Redfort's Lace Fence and DeDots have been commissioned for architectural and public art projects globally with an impressive list of clients and collaborators.

Architects include; MVRDV (Shanghai), 24 architecten (The Netherlands), OMA, Foster+Partners (UK), SeARCH, Hemmi Fayet (Switzerland), Moederscheim Moonen (the Netherlands), Hassell, Gensler, Blocher Partners, Innocad (Austria), Baranowitz Kronenberg (Israel), AHMM Architects (UK), Koncept Stockholm, B+B (Switzerland), Schwitzke (Germany) and TBWA (South Africa).

Clients include; Red Bull, Amnesty International, Rolex, Accor Hotels, Converse, Droog, Hugo Boss, ING, Fornarina, Nike, Ink Sack, Inversiones Hoteleres, Max Mara and Wrangler.

SUSTAINABLE DESIGN PRINCIPALS

Manufacturing the Lace Fence and DeDots is done in Bangalore, India by a team of 120 master craftsmen. Redfort Fabrics values a socially responsible and sustainable way of producing their products. With their team of lacers and craftsmen these aspects are as important as being able to create new products. Redfort have taken every step to ensure that all factory employees are well trained as well as provided with schooling, social security and pension funds. In 2009, the design house was awarded the Toon van Tuijl Design Award, which assesses employee working and living conditions and evaluates the business' impact on the economic growth and social conditions of developing areas. Where, when, how, and by whom the products are made remains integral to the sustainability and socially responsible production of Redfort's practice.

"We are storytellers, from fantasy to factory, from statement to product".

REFEREES for REDFORT FABRICS

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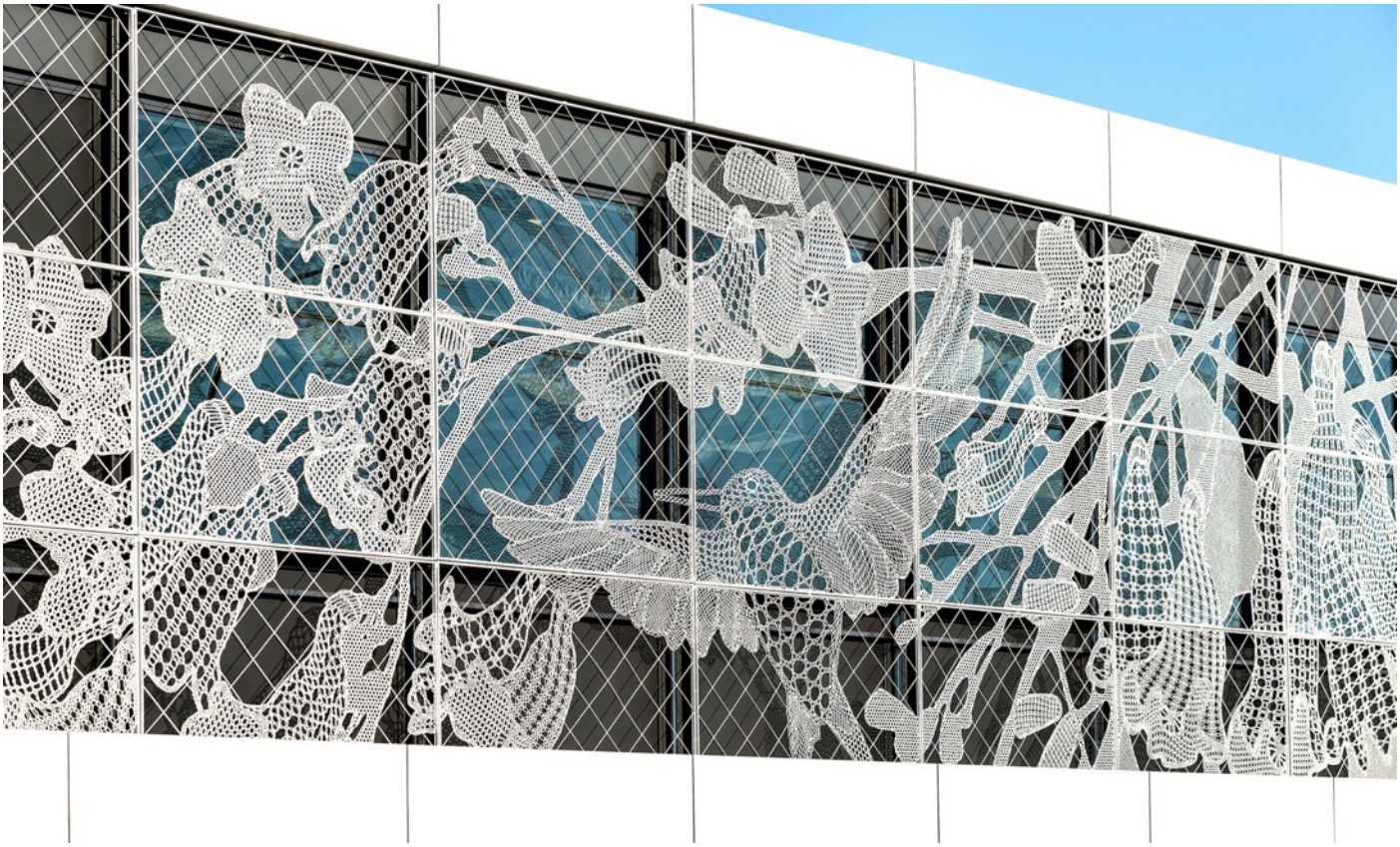
WOOLWORTHS GROUP. Woolworths Mount Pleasant. June 2019. Jacaranda design created in collaboration with Redfort Architectural Fabrics in The Netherlands. 240m2 façade. I travelled to Redfort's Amsterdam studio to work on the design. I managed the local aspects of warrantied powder-coating, while Redfort took care of the entire process of translating my designs, lace production and working closely with the local team creating the framework & installation. Welded LaceFence created in SS316 Stainless steel, powder coated and installed as panels. Architect: Hames Sharley. Builder: ADCO Construct. Framework and installation: Elite Fabrications. Project budget $350,000.
Project profile - https://www.codaworx.com/projects/mount-pleasant-woolworths-lacefence-woolworths-group/




BUNURU

Previous page,

STAN & JEAN PERRON CHILDREN'S ADVOCACY CENTRE. 2019. Project #1 Artwork title *The Six Seasons*. Six carpark airflow screens at 5.6m x 4.4m each. A contemporary interpretation of the Noongar Six Seasons looking at how multicultural children connect with the WA seasons, created through participatory processes for deeper understanding. The designs were created in drawing workshops with students at Highgate Primary School and Matthew Gibney Primary School, and translated by the artist authentically capturing the unselfconscious charm of the children's drawings. Arts coordinator: Helen Curtis APPARATUS. Architect: Peter Hunt Architects. Builder: Pindan. Fabricator: Kanyana Engineering. Project Budget $160,000

This project was recognised in the international CODAawards 2021, reaching Top 100, with final results yet to be announced.

Project Profile - https://www.codaworx.com/projects/six-seasons-stan-jean-perron-child-advocacy-centre/



Above,

STAN & JEAN PERRON CHILDREN'S ADVOCACY CENTRE. Parkerville Organisation. 2019. Project #2 Artwork title *The Journey*. 11.5m x 6.2m Entry Statement artwork. Perforated background aluminium panels and laser cut, aluminium stand-off feature panels. *The Journey* concept was created by a participatory process with a focus group at Parkerville: Children and Youth Care. Arts coordinator: Helen Curtis APPARATUS. Architect: Peter Hunt Architects. Builder: Pindan. Fabricator: Denmac. Lighting: Light Application Pty Ltd. Artist's Budget $120,000.

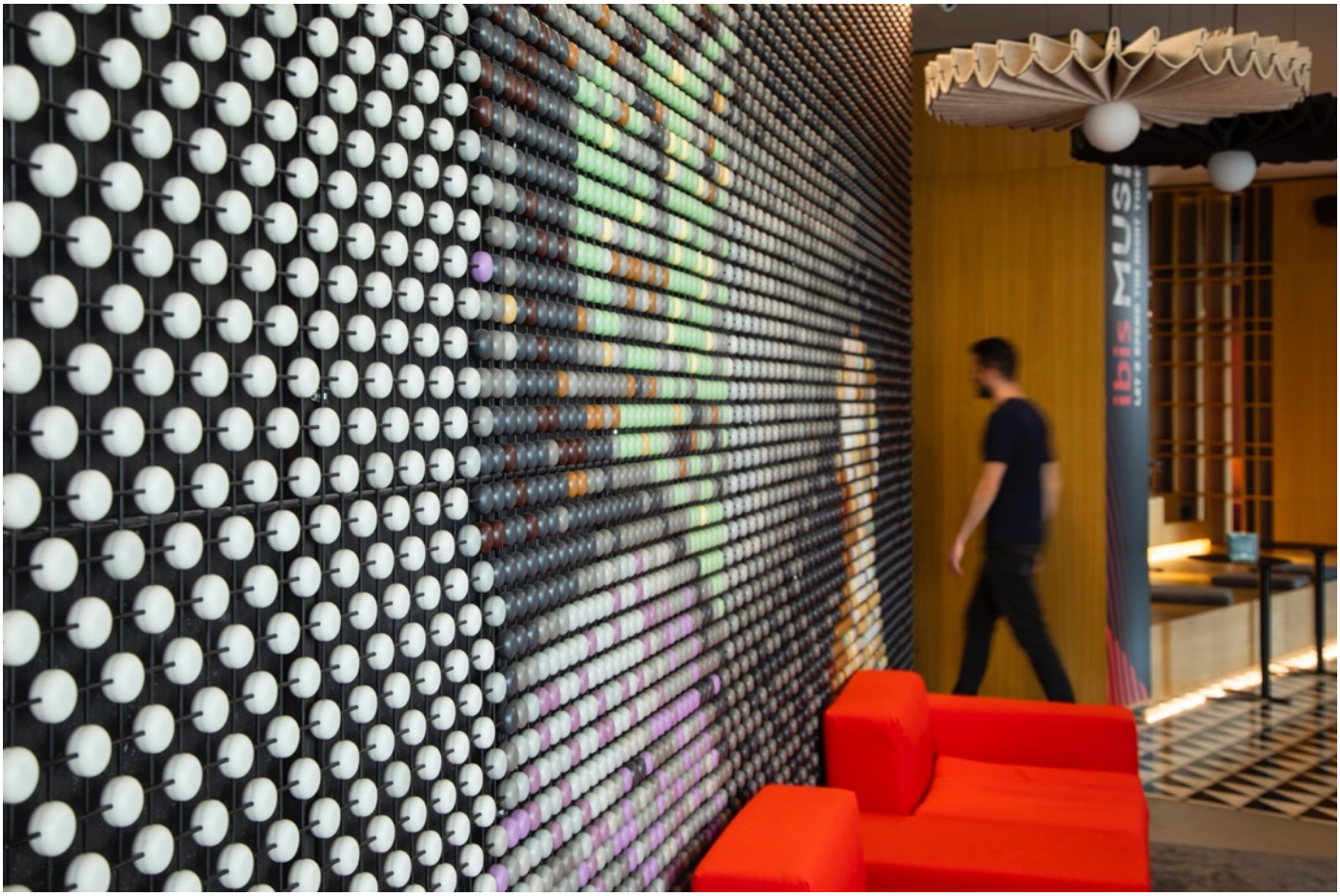
Project profile - https://www.codaworx.com/projects/the-journey/

NOTE. In recent years I have been working extensively in decorative laser cut metal. My imagery leans towards highly detailed, illustrative pictures and often designed for children's facilities. Laser cut panels are most often abstract or geometric patterning that distract the eye from support structure and sheet sizes. Very few artists attempt to create a "picture" because of this. Decorative laser cut panels are robust, economical and low maintenance, making them an excellent material for public artworks and architectural fabric. However, they are now so ubiquitous, being churned out of China and available at Bunnings, that the material and design must be pushed to create ART that is fresh, entertaining, intriguing. With each commission I have explored this more illustrative approach as well as bending, layering, playing with lighting and shadow play, and other optical effects to take this material in interesting directions. I have no interest in creating the sort of geometric patterning that could place this building anywhere from Cockburn to Karratha, but we could do something with a strong Dunsborough flavour!

REDFORT - DEDOTS project – Portrait. 2020. Client: Café Amsterdam in Amsterdam The Netherlands. Architect: Baranowitz Kronenberg (Israel). The double-sided nature of the room divider means the Rembrandt image is visible on both sides and by using the 30mm dot a lot of detail is included. 24 colours mounted on chain link at 100% density. 32 m2. Budget: € 13.120,00 (without installation)



REDFORT - DEDOTS project. ACCOR HOTEL Barcelona. *Barca* 2018. Artist collaborator Marcella Grassi of Jupiterfab, Client: Accor invest, Architect: Innocad (Austria). 180 m2. Wall and ceiling panels of mixed density on welded mesh. Budget: € 46.320,00 (without installation)



REDFORT - DEDOTS project. A4 Sports Park. Schiedam, The Netherlands. Architect: Moederscheim Moonen





This art fence is a unique solution for a stretch of the A4 motorway between the Dutch cities of Delft and Schiedam. Located some six metres above the motorway, the sports fields and green park are enclosed by mesh fencing with colourful Dots at each mesh intersection. The DeDots are like pixels creating an image, and at 8420m^2 this is the largest canvas in Europe. These pixels are far more than just a pragmatic solution for wind reduction: they lend the environment its own identity, with every square metre in the 1.2km screen realised according to a unique design. This has resulted in a functional work of art that presents an exciting combination of transparency, permeability to air and imagination. It merges everything that the project is about: nature, sports, connections and energy.
Budget: € 976.720,00 (without installation)
Project profile - https://redfort.nl/portfolio/a4-sports-park/

WEST LEEDERVILLE PRIMARY SCHOOL. BMW / Dept of Finance. *Percent for Art* 2014. Artwork by Paula Hart and Lace Fence by Redfort Architectural Fabrics. The LaceFence base product - galvanized bended mesh, with imagery concentrated in the corner of the basketball courts and the images diffusing out over 7 or 8 meters in each direction like a fantastical plant structure. Imagery created in participatory workshops with school children.



From a school yard fence to a breath-taking faux ceiling…

A REDFORT project for HERBERT SAMUEL HOTEL. Jerusalem, Israel. 2016. *If we could make it in gold?* the architects asked. Created with the welded version of Lace Fence. Architect: Baranowitz Kronenberg (Israel).





Concept Design presented to the Washington Metropolitan Area Transit Authority. 2021.
POTOMAC YARD METRORAIL STATIONS PUBLIC ART PROJECT
To get a better understanding of which flowers the Alexandria community truly resonates with, I ran a poll on the Virginia Native Plant Society Group Facebook page, to which I had over 80 respondents, *"I'm wanting community input on which flower the Alexandria community feels best represents Alexandria. It doesn't need to be the State Flower, just what makes people smile in recognition of feeling like home?"* These FB comments gave a wonderful indication of how cherished the local flowers are, in a way that biodiversity data cannot. Based upon this feedback I proposed a design with imagery of the locally beloved American Dogwood and the Cardinal bird.



Maintaining a connection to nature within the built environment.

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PROPOSAL

DUNSBOROUGH CENTRAL

WALL ART CAPABILITY STATEMENT

20 August 2021

ART | BRAND | WEB

Wilsie Group Pty Ltd t/a Pip N Pop
1/324 Onslow Road
Shenton Park, WA 6008
0427771854
hello@pipnpop.com.au

Document Set ID: 4715440
Version: 1, Version Date: 28/09/2021

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20 August 2021

Colin Lofts
Overview Management

CAPABILITY STATEMENT

Dear Colin,

Thank you for the opportunity to submit a proposal for the Dunsborough Central western wall art project.

We are excited for the opportunity to bring creatives and locals together, by aligning the wall art with the values and history of the wider Dunsborough community.

This document outlines the scope of works, timetable and budgets.

ABOUT PIP N POP

Pip N Pop is a design collective that formed about five years ago.

Coming from big ad agency life, and a love of good design, we wanted to find a different way to provide this strategic and creative mindset to our clients. Where you get us 100% of the time.

We work with some fantastic artists, creatives and consultants. They share the same values as we do and are independent of any large communication agencies.

We are small, we are dedicated, and we work only with like-minded clients. Clients who want to make a difference in their community or respective industries.

We have recently added wall art and mural commissions to our list of expertise. Not only are they a great way to bring colour and life to empty walls, floors, fences and utility infrastructure, they can tell stories, highlight social issues, provide commentary, create a sense of place and simply bring beauty to any location.

Combining our experience in project management and working with talented artists, we offer a holistic approach to the design and implementation of art-based projects.

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ADMINISTRATION

Business Name	Wilsie Group Pty Ltd t/a Pip N Pop
ABN	67 618 683 828
Project name	Dunsborough Central Wall Art
Key contacts	Pip Wilsie (Pip N Pop) – Creative, Project Lead Elsa Durward (Pip N Pop) – Communications and Marketing Carolyn Hall (City Hall Consulting) – Community Engagement Sim Campbell-Pope (Freelance) – Artist
Project location	Dunsborough
Project description	Create a meaningful piece of art to help integrate with the new development. Align with the values and history of the wider Dunsborough community.
Does your company have public liability insurance?	Yes
How will your community benefit and/or be engaged in this project	**Community engagement and consultation is a huge part of what we do.** This allows the community to be a part of the process and voice any issues that are important to them. It's about working with and listening to the community in Dunsborough to build a long-term meaningful solution to the art.
How will your project be promoted?	Pip N Pop will promote the project through the local Dunsborough channels i.e. Town Teams, Local Council and interested Community Groups.
Do you have a website or social media accounts	Pip N Pop has a website and social accounts to promote the project. We recommend creating a brochure style website to promote the Dunsborough Central Wall art project (and any social accounts, if required). This will help inform the community of the project, engage and promote community support. We could also make all content available, for architects, developers and other key stakeholders, for use on their own social media platforms.

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SCOPE OF WORK

Our priority	Find balance between achieving a high artistic quality and celebrating the local stories, people and places in our community. Improve the aesthetics of the surrounding area yet are mindful of existing murals, artworks or sculpture in the area.
Community engagement	**Community engagement builds and sustains cohesive communities** On an important development such as Dunsborough Central, it is important that DCSC work collaboratively with the community in the development and painting of the art opposite to the neighbour's car park. It's about working with, and listening to, the community in Dunsborough to build a long-term meaningful solution. We believe that community engagement throughout the entire creative process is essential to overcoming any resistance to the design and execution of the art. Our goal is to engage the community to achieve sustainable outcomes and deepen the relationship and trust between them and DCSC. On the next page you will find our ***process diagram***.
Design Process	The design process will revolve around consultations with the community first and foremost. We will encourage everyone to participate.
Installation	The installation process will be done predominantly by Pip and Sim, with the help of community members. The team will assist with colour selections and ensuring the right protective equipment is being worn at all times. On completion the team will ensure a clean finish, cleaning up areas which may have been over painted or miscoloured by the participants over the course of the project.
Materials	UV protected long lasting paint will be professionally applied, and if necessary, a non-sacrificial anti-graffiti coating. This enables graffiti to be removed without damaging the artwork.
Safety	We would engage local hire businesses for all necessary equipment to ensure safety is involved. Consideration would be given to scaffolding, specialised equipment and requirements/ license to operate the machinery. We would contact the local council for guidance with traffic management and safety of crew in the area if required.

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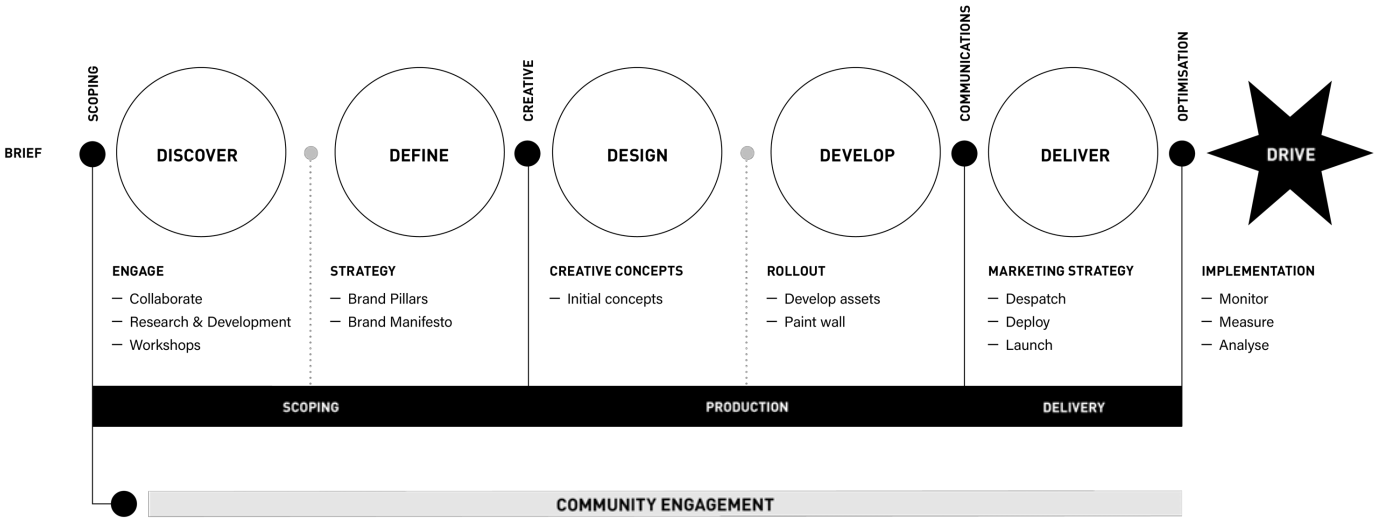
PROCESS



INFORMING	CONSULTING	INVOLVING	COLLABORATING	EMPOWERING
Providing information about Dunsborough Central and the mural; introduce artists and invite them in as key community stakeholders We will keep you informed • Newsletters / Website	Inviting feedback on possible designs, feedback on alternatives, analysis on community benefits and decisions around themes We will keep you informed, listen to your feedback and let you know your ideas, and concerns have influenced decisions • Surveys • Community meeting • Newsletters / Website	Working with community members to ensure their aspirations and concerns are considered at every stage We will ensure your input and feedback is directly reflected in alternatives. We will let you know that your involvement has influenced the proposed designs • Workshop • Community meeting • Newsletters / Website	Enabling community members to participate in choosing the designs. Get community members to actively produce the outcome. We will co-create and co-produce solutions with you. You will be true partners in making decisions for the community. We will incorporate your advice and recommendations as much as possible. • Workshop • Community Meeting • Newsletters / Website	Giving community members, along with DCSC, the final choice in design for the mural. We will support your decisions and work to implement the final design • Workshop • Community Meeting • Newsletters / Website

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PROJECT BUDGET

	BUDGET
DA involvement and initial concept / community engagement as agreed with DCSC	$5,000
After DA / project start up project decision and agreement on final art we will agree a fee to complete mural.	
Should we require more works as a result of a DA request, then DCSC and Pip N Pop can agree to review the initial fee.	

TERMS AND CONDITIONS

This is an estimate and is valid for 30 days. The overall budgets are based on our experience with similar scopes of work. We are flexible and commercially focused. We are relationship based and we structure our estimates with a long-term view in mind.

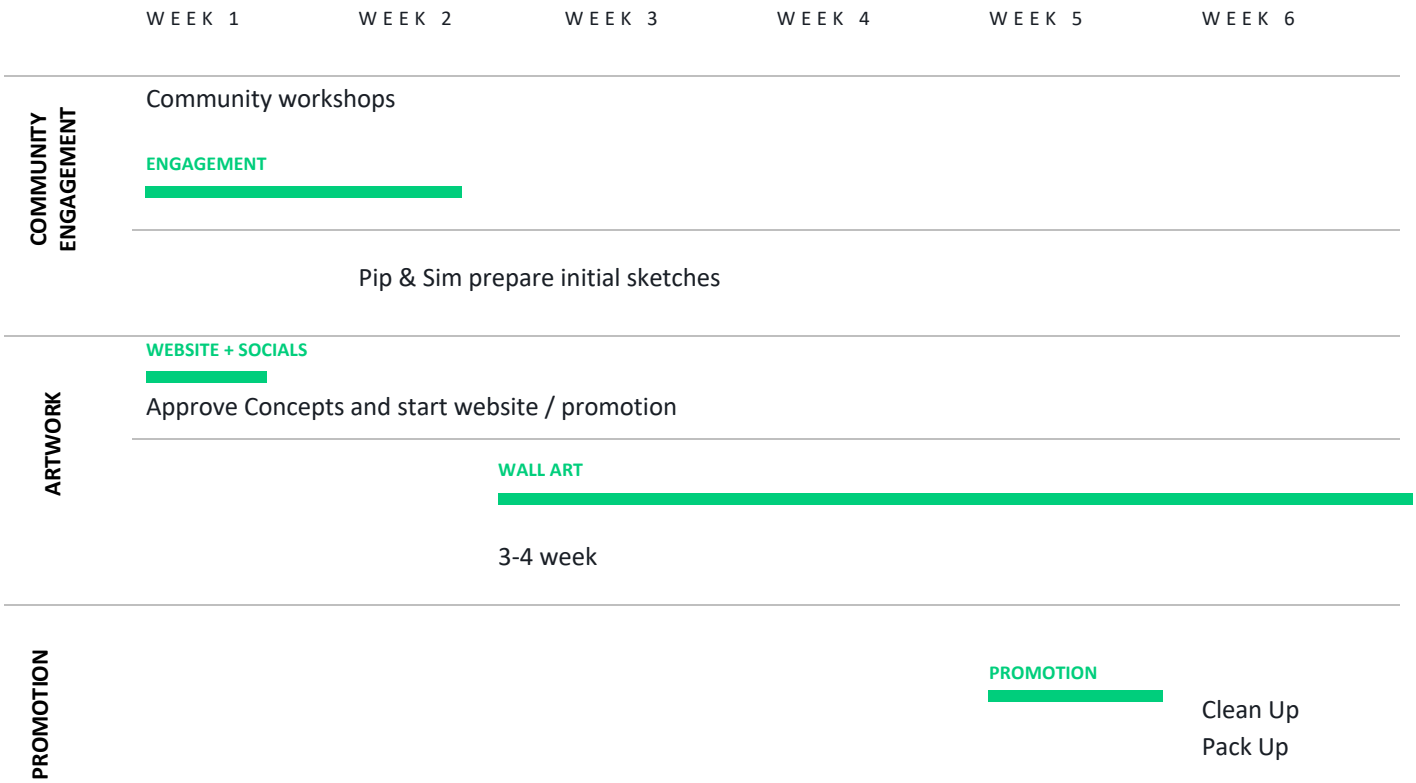
This budget has been developed based on the objectives, scope and time frame listed in this document.

Out of scope (costed separately, as and when required and agreed)

Accommodation, travel expenses, social media strategy and execution, content creation.

PROJECT TIMELINE

Consultation will be completed no later than two (2) weeks prior to the art being installed.



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OUR TEAM



Pip Wilsie

CREATIVE, PROJECT LEAD

Returning from Sydney in 2015, after working in some of the top advertising agencies and as a senior designer at M&C Saatchi, Pip started the design collective Pip N Pop. Her career spans over 18 years' in the creative world and she is able to single-handedly manage multiple projects in a fast paced, deadline-driven environment. With a focus on art, all things brand and web development, she has worked with a range of clients from start-ups to the big end of town.

Pip has worked with the likes of Google, CommBank, Freedom, Steggles, Optus, NRMA, SGIO, Moccona, The State Buildings, Perth Children's Hospital Foundation, Minderoo, Lifeline WA, Crown Resorts and The Curtin Guild.



Sim Campbell-Pope

ARTIST

Inspired by life and the beauty of its creatures, Sim's work captures the essence of her being, fuelled with colour and vitality. Her expressionist style is fun, funky, and visually seductive, a fusion of brilliant colours and textures connecting explosively with the faces of friends, fashion, music, creatures & culture.

Born in Western Australia, Sim's work sprawls lively over many years studying and freelancing in Australia, working in London and travelling the world. Formal training in Art & Design, Graphic Design and Multimedia Design. Her works are held in Private and Corporate collections throughout Australia, America, Canada, United Kingdom, Singapore, Scotland and Africa. Sim is represented by Lumiere Gallery in Cottesloe, Monsoon Gallery in Broome and Wills Domain Gallery in Yallingup.



Carolyn Hall

COMMUNITY ENGAGEMENT

As founder of brand strategy collective City Hall, Carolyn's 30 years of strategic business, brand and communications experience cover a wide diversity of business disciplines from facilitation at board level through to developing brand strategies for international companies across the globe.

Carolyn has been responsible for the evolution, repositioning, development and launch of some of the Nation's top companies including, The Perth Mint, Mirvac, Curtin University, Brightwater Group, CSBP Fertilisers, Rio Tinto, Roy Hill and Steel Blue to name a few.



Elsa Durward

MARKETING + SOCIAL

Our resident marketing and brand ambassador, Elsa joined the team in 2021. She is responsible for the end-to-end management of projects, marketing and social platforms.

Elsa joins us following a ten-year career in owning, operating and marketing her own successful business, Henry Hiccups, a boutique toy store in Leederville.

Elsa has a Master's in Arts Management, a Bachelor of Arts in Design, a Certificate in Direct & Digital Marketing and was third place in the 2003 Award School program.

Elsa has worked for clients such as Wholefood Circus, West Australian Symphony Orchestra and Barking Gecko Theatre.

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Sim Campbell-Pope

Selection of artworks





- **MLC SCHOOL**

Painting gifted by the Year 6 cohert



- **POPPY'S**

Large wall mural



- **LITTLE PETRA FARM SHOP**

Shop wall mural



- **SAL'S PASTA DELI**

Street wall mural



- **PORT 2 PUB**

Commissioned art for auction

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Sim Campbell-Pope

Selection of artworks











● **SHIRLEY HANNAN NATIONAL PORTRAIT AWARD FINALIST**

BEGA VALLEY REGIONAL GALLERY, NSW 2014

Chosen as a finalist of Andy Lee





● **VARIOUS COMMISSIONS**

Various commissions and murals of local animals









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Pip N Pop

Selection of artworks







- **LA VIDA HOMES**

Internal branded wall mural



- **BALLERINA**

Commissioned artwork





- **THE CATCH**

Commissioned artwork



- **MA KIN THAI**

Internal branded art pieces

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REFEREES

La Vida Homes

Maddie Smith
Marketing Manager
0499 990 784
maddie@lavidahomes.com.au

Poppies Florist

Amelia Dempster
Owner
08 9386 1623
info@poppysflowers.com.au

More referees are available on request.

IN CLOSING

Colin, we at Pip N Pop look forward to hopefully working with you on the Dunsborough Central wall art.

If you have any further questions, please contact me on 0427 771 854.

Kind regards,



Pip Wilsie

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transcore 20 years anniversary

transport planning
traffic engineering
modelling

Dunsborough Central

Transport Impact Assessment - Revised

PREPARED FOR:
DCSC Pty Ltd

May 2022

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	30/07/2021	Draft
Vladimir Baltic	r01a	B Bordbar	24/09/2021	Final
Vladimir Baltic	r02	B Bordbar	19/11/2021	1st Revision
Vladimir Baltic	r02a	B Bordbar	24/11/2021	2nd Revision
Vladimir Baltic	r03	B Bordbar	12/05/2022	3rd Revision
Vladimir Baltic	r03a	B Bordbar	13/05/2022	4th Revision
Vladimir Baltic	r03b	B Bordbar	16/05/2022	5th Revision

File name: t21.029.vb.r03b.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: DCSC Pty Ltd

Project: Lots 108 & 109 Dunn Bay Road, Dunsborough

Document revision: r03b

Project number: t21.029

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1 Summary

Transcore prepared a Transport Impact Assessment in September 2021 for the proposed mixed-use development located at Lots 108 & 109 Dunn Bay Road in Dunsborough.

As part of the review process, the City of Busselton has commissioned Cardno to undertake a peer-review of the September 2021 TIA and provide comments with respect to the report scope.

Hence, an update to the September TIA was therefore necessitated to address the items raised in the peer-review report, as well as provide additional clarification, information and analysis where necessary and accordingly, a Transport Impact Assessment Update was issued in November 2021.

Following the outcome of the January 2022 RJDAP meeting, including two subsequent rounds of SAT mediations, a revised scheme has been prepared to address the issues identified in these processes. The latest scheme contemplates reduction in the scale of the proposed development, modifications of the development's access system and other relevant design responses.

Accordingly, this Transport Impact Assessment Revision (hereafter TIAR) has been prepared by Transcore with respect to the proposed mixed-use development to be located at Lots 108 & 109 Dunn Bay Road in Dunsborough, City of Busselton (hereafter the subject site).

The subject site is situated at the northwest corner of Dunn Bay Road and Cyrillean Way intersection at the western end of Dunsborough town centre.

The development proposal entails construction of a multi-storey, mixed-use development comprising residential, retail and commercial components with associated on-site parking.

The focus of this report is the traffic assessment of the proposed development including assessment of the key local intersection of Dunn Bay Road/Cyrillean Way and the major local intersection of Caves Road/Dunn Bay Road/Cape Naturaliste Road. This report also considers existing and proposed pedestrian and cyclist facilities as well as public transportation availability.

Transcore undertook traffic count survey at the Dunn Bay Road/Cyrillean Way intersection and adjacent Dunsborough Centrepoint shopping centre car park crossover on Cyrillean Way during the established Saturday midday critical peak hour of traffic activity on 24th July 2021 in order to establish the existing traffic pattern on adjacent road network.

As part of the assessment process, Transcore has also reviewed the Transport Impact Assessment reports prepared for the two major committed new developments at 59

& 61 Dunn Bay Road (mixed-use development) and 50-52 Dunn Bay Road (Woolworths supermarket). The relevant traffic-related information sourced from aforementioned reports has been used in the TIAR assessment, as necessary.

2 Introduction

This Transport Impact Assessment (hereafter TIA) has been prepared by Transcore on behalf of DCSC Pty Ltd. The subject of this report is the proposed new multi-storey mixed-use development with associated car parking.

The subject site (approximately 5,340m^2) combines Lot 108 and 109. It is located at the northwest corner of Dunn Bay Road/Cyrillean Way intersection and opposite the existing Dunsborough Centrepoint shopping centre car park, as shown in **Figure 1**.



Figure 1: Location of the subject site

The site, which is currently vacant, is located at the western end of the Dunsborough town centre zone and is surrounded predominantly by retail/commercial developments.

The site is bounded by Dunn Bay Road to the south, Cyrillean Way to the east, rural property accommodating a restaurant to the immediate west and the existing nature reserve to the immediate north.

Key issues that will be addressed in this report include capacity of the adjacent road network to accommodate the traffic from the proposed development and a review of the proposed access system. The parking provision for the development and access to the site by all modes of transport will also be addressed.

3 Development Proposal

The revised development proposal for the subject site contemplates a multi-storey mixed-use development comprising residential apartments with a retail and commercial component and associated three-level car parking facility.

Specifically, the development proposal entails the following elements:

- Total of 35 residential apartments comprising a mix of single-bedroom, two-bedroom and three-bedroom units;
- A grocery shop at the ground level of approximately 751m^2 GFA;
- Two retail tenancies at ground level with a combined 164m^2 GFA;
- Two retail tenancies at firs level with a combined 289m^2 GFA;
- Food & beverage tenancy of approximately 527m^2 GFA with outdoor seating areas at first level; and,
- Commercial space (offices) at first level totalling approximately 492m^2 GFA.

The access system for the development comprises one full-movement and one ingress-only crossover on Cyrillean Way including one egress-only crossover on Dunn Bay Road. The northern Cyrillean Way crossover is proposed to serve the residents, tenants and visitors while the southern Cyrillean Way crossover provides an entry point for service vehicles only. The Dunn Bay Road egress-only crossover is proposed to serve as an exit-only for service vehicles.

The northern Cyrillean Way crossover is proposed to be located approximately 75m north of Dunn Bay Road intersection and provide direct entry into the multi-level car park facility. This crossover will serve the residents, tenants and visitors of the development only and as such will be frequented by private vehicles.

The southern Cyrillean Way crossover is proposed to operate as ingress-only crossover and be located approximately 45m north of Dunn Bay Road. This crossover is intended to be used for delivery, service and waste collection operations only. As such the entry into the crossover will be bollarded to prevent unauthorised use.

The egress-only Dunn Bay Road crossover is proposed at the westernmost end of the site, approximately 50m west of Cyrillean Way intersection, and is intended to facilitate egress only for delivery, service and waste collection. A portion of adjacent lot to the immediate west is proposed to be utilised/shared by the proposed development in order to provide for additional space required to facilitate the egress of larger vehicles via Dunn Bay Road crossover. This area is marked up on the development plans.

The total parking supply of 140 bays for the development, will be facilitate via on-street parking (two car bays on Cyrillean Way in front of the development) and on-site across three levels of parking (basement, ground and first level), combining 133 car bays and five motorcycle/scooter bays. All bays are provided in form of single

bays (i.e., no tandem bays or stackers). The three-level parking in internally served by a system of two-way ramps.

The waste storage areas for residents, offices and large ground floor grocery are located at the ground car park level, adjacent to the service driveway connecting to Dunn Bay Road crossover for easy access and servicing.

A swept path assessment using an 10m long truck (typical size waste collection vehicle) was undertaken to confirm the suitability of the proposed waste collection strategy. The appropriate turn path plan is shown in **Appendix C**.

A secured bicycle storage room at ground floor car park level stores 20 bikes. The bike store room is accessed from the courtyard fronting Cyrillean Way. Additional bike racks for public parking (18 bike parking spaces) are provided at ground level at two locations fronting/accessed from Cyrillean Way.

Appropriate end-of-trips facilities with showers ands lockers are also provided within the development.

Pedestrians will access the development from the existing Dunn Bay Road and nature reserve (at the north side) and proposed future external footpath network on Cyrillean Way.

Refer **Appendix B** for the proposed development plans.

4 Existing Situation

4.1 Context

The subject site (Lots 108 & 109) is located at the northwest corner of Dunn Bay Road/Cyrillean Way intersection and opposite of the existing Dunsborough Centrepoint shopping centre car park across Cyrillean Way. The site is currently vacant. The subject site is zoned "Centre" in City of Busselton LPS 1. The subject site is surrounded predominantly by retail/commercial land uses.

4.2 Existing Road Network

Dunn Bay Road, in the vicinity of the subject site, is a 7.6m wide, single-carriageway, two-lane road with pedestrian paths on both sides of the road. This road is flanked by retail outlets along both sides. Free 2-hour (9AM-5PM Mon – Fri and 9AM-12noon Sat) on-street embayed parking in form of parallel bays is in place along both sides of the road. Refer **Figure 2** and **Figure 3** for more details.



Figure 2: Eastbound view along Dunn Bay Road in the vicinity of the site

Dunn Bay Road operates under sign-posted speed-limit regime of 40km/h within the town centre zone.

Dunn Bay Road is classified as *Local Distributor* according to the Main Roads WA *Functional Road Hierarchy classification* and is under care and control of City of

Busselton. The available traffic counts sourced from City of Busselton indicate that Dunn Bay Road, west of Cyrillean Way, carried approximately 8,030vpd on average weekday in October 2021.



Figure 3: Westbound view along Dunn Bay Road towards Cyrillean Way intersection

Cyrillean Way, is a 6.0m wide, single-carriageway, two-way road which connects to Dunn Bay Road at the southern and Naturaliste Terrace at the eastern end. Pedestrian paths are in place on both sides of the road at the eastern section but omitted along the southern section of the road. Embayed, on-street parking is in place along both sides of the road. Refer **Figure 4** and **Figure 5** for more details.

Cyrillean Way operates under a town centre zone speed limit of 40km/h. This road is classified as *Access Road* in Main Roads WA *Metropolitan Functional Road Hierarchy* document. The road is under care and control of local government.

The latest available traffic counts sourced from City of Busselton indicate that Cyrillean Way, north of Dunn Bay Road, carried about 3,200vpd on average weekday in October 2021.



Figure 4: Northbound view along Cyrillean Way from Dunn Bay Road intersection (subject site at the left)



Figure 5: Southbound view along Cyrillean Way (subject site at the right)

At its southern end Cyrillean Way forms a priority-controlled T-intersection with Dunn Bay Road terminating on its northern approach. An existing access into the commercial site to the south features as the southern (fourth) leg of this intersection.

Cyrillean Way flairs on its approach to Dunn Bay Road facilitating side-by-side vehicle positions at the entry into the intersection.

Main Roads WA Intersection *Crash Ranking Report* provides detailed crash data for the Dunn Bay Road/Cyrillean Way intersection over the 5-year period ending 31 December 2021. Crash report information for this intersection is presented in **Table 1**.

Information available on the Main Roads WA website indicates that the intersection of Dunn Bay Road/Cyrillean Way recorded a total of three crashes over the five-year period all of which were right-angle type. Importantly, there were no casualties or fatalities recorded. Also, the latest reported number of crashes suggest reduction in number of crashes on the earlier 5-year period.

Table 1: Crash history for the Dunn Bay Road/Cyrillean Way intersection

Intersection				Total Crashes	Casualty
Dunn Bay Road/Cyrillean Way				3	0
Right Angle	**Rear End**	**Pedestrian**	**Cycle**	**Wet**	**Night**
3	0	0	N/A	0	1

4.3 Public Transport Access

Apart from school bus service, the only other public transport service operating in the vicinity of the site is the limited frequency bus route 815, which connects Busselton with Dunsborough. Service No. 815 passes the subject site along Dunn Bay Road with a bus stop located some 130m to the east.

4.4 Pedestrian and Cyclist Facilities

There are existing 2.0m wide paths along both sides of Dunn Bay Road and along the northern site boundary as part of the nature reserve path. As part of the proposed development, a new path along Cyrillean Way will be constructed along the site frontage (western side of the road) to link the two existing paths.

Once fully developed, the subject site will enjoy direct access to pedestrian and cyclist paths providing connectivity to the town centre zone. Furthermore, the site will also become accessible to the recently constructed Cape Naturaliste Road shared path providing connection to Our Lady of Cape Primary School as well.

5 Changes to Surrounding Transport Networks

According to the advice provided by the City of Busselton, the following two existing within the town centre are planned to be upgraded to a single-lane roundabout format as part of the Dunsborough Townscape Upgrade Stage 6 programme:

- Naturaliste Terrace/Cyrillean Way (priority-controlled T-intersection);
- Dunn Bay Road/Cyrillean Way (priority-controlled four-way intersection).

The proposed intersection upgrades should serve to improve the current capacity, traffic operation and safety at these two intersections.

A copy of the proposed intersections upgrade concept plan, supplied by the City of Busselton, is provided in **Figure 6** overleaf.

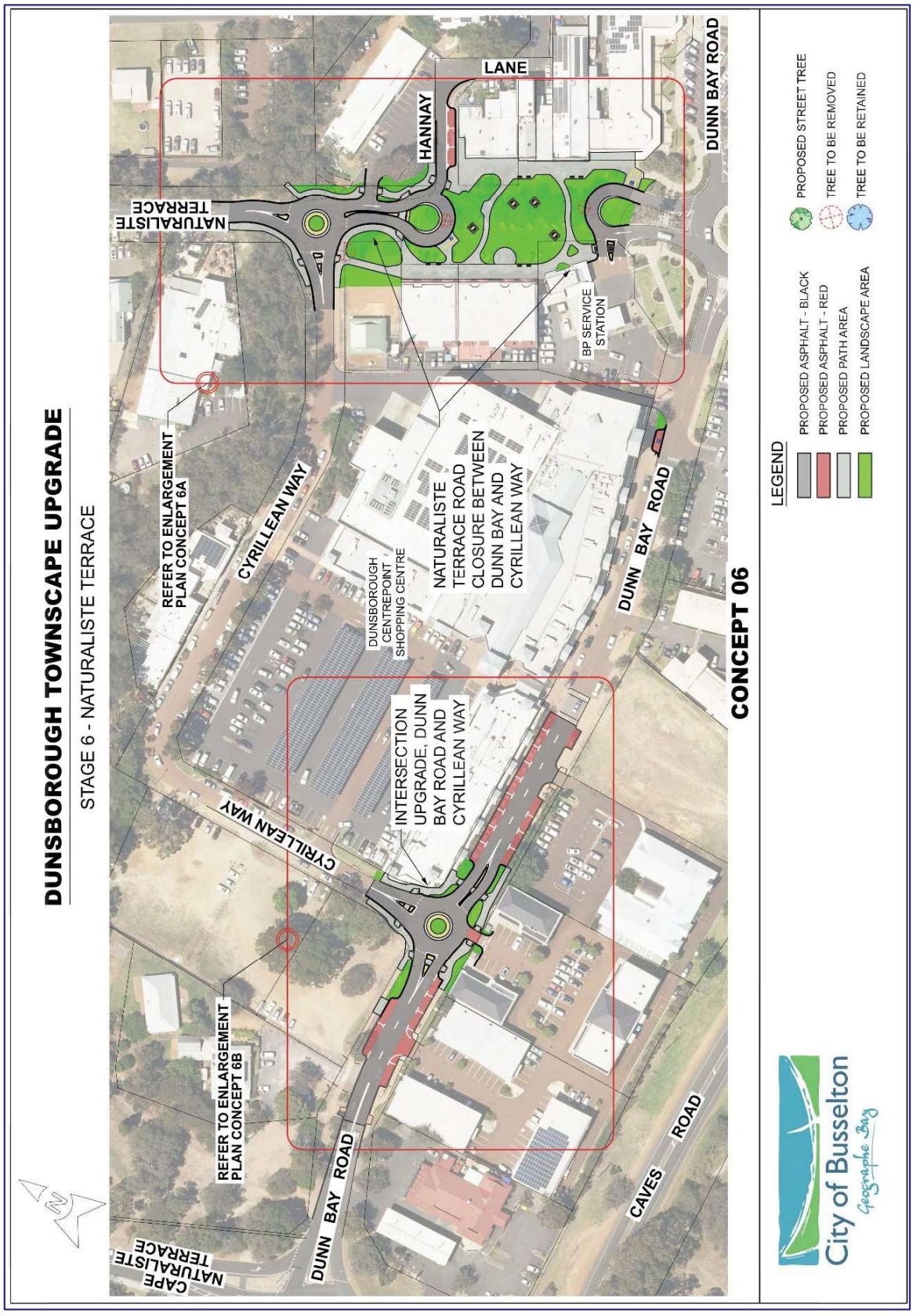

Figure 6: Naturaliste Terrace/Cyrillean Way and Dunn Bay Road/Cyrillean Way intersection upgrades – Concept Plan

6 Integration with Surrounding Area

The proposed mixed-use development comprises residential, commercial and retail components which are in line with the land uses planned for the subject locality.

7 Committed Developments and Transport Proposals

Transcore understands that two significant developments within the Dunsborough town centre have recently been approved by the Council:

- Mixed use development (brewery, tavern, restaurant/café, shops and 20 tourist accommodation units) at 59 & 61 Dunn Bay Road (immediately west of the subject site); and,
- Woolworths supermarket at 50-52 Dunn Bay Road.

Transcore has reviewed the respective Traffic Impact Assessment reports prepared for these developments and investigated the potential traffic implications from such developments on the subject development proposal (refer **Section 8** of this report for more details).

8 Traffic Assessment

8.1 Assessment Period

Based on available traffic counts for the surrounding road network, the combination of the traffic generated by the development and the peak road network traffic period on adjacent roads is anticipated to result in the greatest demand on the road network during the Saturday 11:00AM-12:00noon period which coincides with the highest business activity within the town centre.

Accordingly, trip generation is estimated and traffic analysis is undertaken for the critical Saturday midday peak hour period.

It is anticipated that the proposed development could be fully developed by the end of year 2023. As such, the post-development scenario assumes the assessment year to be that of 2023. Similarly, the 10-year time horizon assessment for this type of transport assessment is generally taken as 10 years after full development which in this case would be around 2033.

8.2 Trip Generation and Distribution

The traffic volume that will be generated by the proposed mixed-use development has been estimated using trip generation rates derived from the Roads and Traffic Authority of New South Wales *"Guide to Traffic Generating Developments (2002)"* including the more recent Transport Roads & Maritime Services New South Wales *"Technical Direction TDT 2013/04a"* guideline publication.

Due to the mix of the proposed land uses, incidences of multi-purpose trips (i.e., cross-trade) are anticipated. Furthermore, the residential element of the development proposal combined with a number of employees working in local businesses in the immediate vicinity/close proximity, would provide a significant pool of potential patrons to food & beverage/café and retail/grocery components of the development.

This situation would likely result in significant amount of walk-in trade and reduced vehicular traffic generation and visitor parking demand for the proposed development. However, in order to ensure a robust assessment a moderate adjustment factor of 20% is applied to the traffic generation of the retail component only.

The office component of the development would not be operational during Saturday midday peak hour and as such traffic generation of this component does not feature in the total Saturday traffic mix of the development.

Accordingly, it is estimated that the proposed mixed-use development would generate approximately **1,660** total daily Saturday trips (both inbound and outbound) with

approximately **158** trips (both inbound and outbound) during the Saturday midday period.

The assumed distribution of development traffic was based on site observations, layout of the local and regional road network, traffic data for the surrounding roads, location of local and regional attraction nodes and road/intersection capacity constraints during peak periods and are assumed as follows:

- 15% to and from the general northwest direction (via Cape Naturaliste Road);
- 20% to and from the general northeast direction (via Naturaliste Terrace/Cyrillean Way corridor);
- 10% to and from the general west/southwest direction (via Caves Road); and,
- 55% to and from the general east/southeast direction (via Caves Road/Seymour Boulevard corridor).

The resulting trip generation and distribution is detailed in **Section 8.3** of the report.

8.3 Traffic Flows

The traffic movements generated by the proposed development have been manually assigned to the development crossover and on the adjacent road network and the resulting traffic movements generated by this development during the Saturday midday peak hour are shown in **Figure 7**.

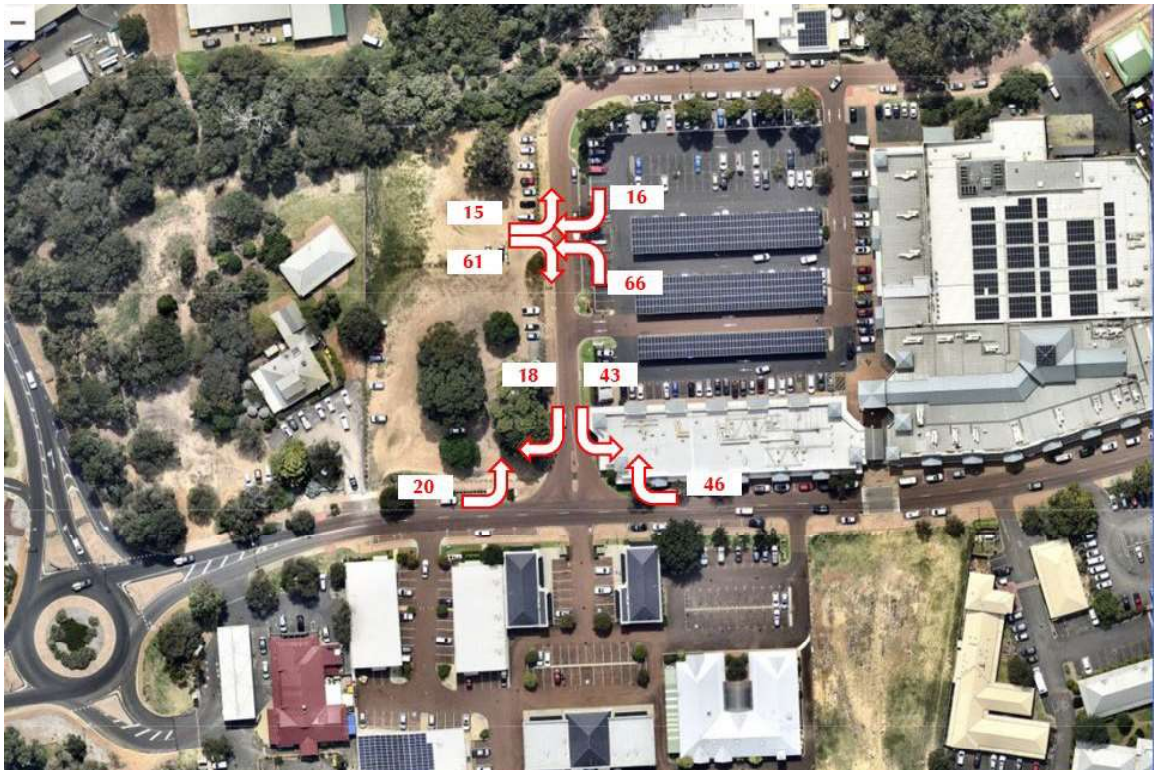

Figure 7: Estimated development-generated traffic – Saturday midday peak hour traffic

In order to establish the existing traffic flows in this vicinity, Transcore undertook traffic count surveys at the Dunn Bay Road/Cyrillean Way intersection and the adjacent Dunsborough Centrepoint shopping centre car park crossover on Cyrillean Way during the 11:00AM-12:00PM peak hour on Saturday 24th July 2021. Refer **Figure 8** for more details.

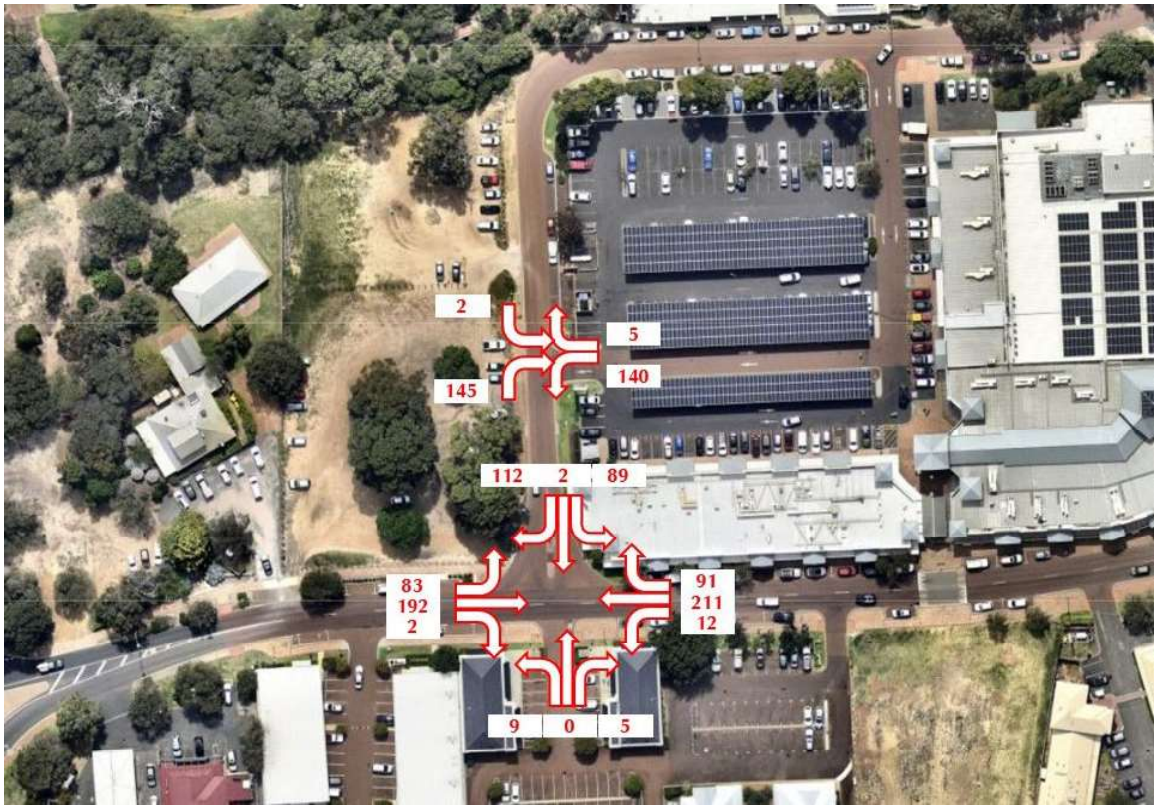

Figure 8. Existing traffic flows at the local intersections (Transcore's survey) – Saturday midday peak hour

8.4 Analysis of Intersections and Development Crossovers

For the purpose of this assessment, it is assumed that the proposed development would be completed and fully activated by the end of 2023 so this year was assumed for the post-development assessment scenario.

The 10-year time horizon assessment typically forms part of the TIA scope and as such the 10-year time horizon scenario (assessment year 2032 in this case) was also be considered.

In order to allow for the anticipated impact from committed developments in this locality, allowance for the estimated traffic impact from the recently approved mixed use development at 59 & 61 Dunn Bay Road (immediately west of the subject site) and Woolworths supermarket at 50-52 Dunn Bay Road has been made in the assessment. Due to insufficient level of detailed information relating to traffic

distribution of the two developments provided, certain estimations and assumptions were made in this assessment. It is assumed that both developments will be constructed and fully operational within the 2-year period and as such were accounted for in both post-development and 10-year horizon assessment scenarios.

Furthermore, allowance for background traffic growth of 2% p.a. along Dunn Bay Road was made for the post-development and 10-year horizon assessment scenarios in order to account for future developments within the locality, as well as to provide for a robust assessment.

No background traffic growth on Cyrillean Way was allowed for as, other than the development proposed for the subject site, there is limited potential for further traffic growth on this road.

Capacity analysis of the Dunn Bay Road/Cyrillean Way intersection, adjacent Dunsborough Centrepoint shopping centre car park crossover and development's car park crossover on Cyrillean Way for the Saturday midday peak hour was undertaken using the SIDRA computer software package. The Cyrillean Way crossover was modelled as a 4-way intersection with the shopping centre car park crossover at the east side of Cyrillean Way featuring as an eastern/fourth leg of the intersection.

The scope of assessment of the adjacent mixed-use development at 59 & 61 Dunn Bay Road included a capacity analysis of the local Caves Road/Dunn Bay Road/Cape Naturaliste Road roundabout intersection. Hence, the assessment of the same intersection was also undertaken in this instance so to quantify the level of impact of the subject development proposal local road network.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation**: is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service**: is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e., forced or breakdown flow).
- **Average Delay**: is the average of all travel time delays for vehicles through the intersection.
- **95% Queue**: is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA analysis of Dunn Bay Road/Cyrillean Way intersection, Caves Road/Dunn Bay Road/Cape Naturaliste Road roundabout and the development's crossover on Cyrillean Way are summarised in **Appendix A** and discussed in the following paragraphs.

Dunn Bay Road/Cyrillean Way Intersection

The result of the SIDRA analysis of Dunn Bay Road/Cyrillean Way intersection shows that this intersection presently operates with an overall LoS A and at about 21% capacity during the Saturday midday peak hour. No excessive queueing is recorded on either of the intersection approaches, which was confirmed by site observations.

The addition of the development-generated traffic, traffic from the two committed developments on Dunn Bay Road and the cumulative background traffic growth over a 2-year period, will result in only moderate change in LoS on some approaches while the overall intersection LoS which remains at the LoS A/B. The intersection capacity is increased to approximately 38% with queues and delays increasing proportionally.

The capacity assessment for the 10-year time horizon scenario shows that the addition of the background traffic over this period would not have a significant impact on the operation of this intersection. Negligible increase in delays and queueing is reported on the northern and eastern legs of the intersection; however, these queues continue to be moderate (up to two vehicles) and would not affect the operation of the adjacent shopping centre car park access. Intersection capacity expected for this scenario is at approximately 43% with ample spare capacity remaining available for future traffic growth. Refer **Table 3** to **Table 5** in **Appendix A** for more details.

Caves Road/Dunn Bay Road/Cape Naturaliste Road Roundabout

The result of the SIDRA analysis of Caves Road/Dunn Bay Road/Cape Naturaliste Road roundabout shows that this intersection presently operates with an overall LoS A/B and at about 27% capacity during the Saturday midday peak hour. No excessive queueing is recorded on either of the intersection approaches (maximum queues up to two vehicles).

The addition of the development-generated traffic, traffic from the two committed developments on Dunn Bay Road and the cumulative background traffic growth over a two-year period will not result in change of LOS which remains at the LoS A/B. The intersection capacity is increased to approximately 35% with maximum queues reaching three vehicles and delays increasing moderately.

The capacity assessment for the 10-year time horizon scenario shows that the addition of the background traffic over this period would not have a significant impact on the operation of this intersection. Moderate and proportional increase in delays and queueing is reported on all legs of the intersection; however, the overall LoS A/B remains unchanged. Intersection capacity expected in this scenario is at approximately 41%. Refer **Table 6** to **Table 8** in **Appendix A** for more details.

Cyrillean Way and Shopping Centre crossovers

The result of the SIDRA analysis for the development's and the shopping centre car park crossovers on Cyrillean Way show that the both crossovers would operate at the highest level – LoS A with no major queues or delays during Saturday midday peak hour in both post-development and 10-year horizon scenarios. Ample capacity remains available in both scenarios. Refer **Table 9** to **Table 12** in **Appendix A** for more details.

8.5 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (2016) provides guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

Based on the most recent October 2021 traffic counts sourced from City of Busselton, Dunn Bay Road carried approximately 8,030vpd west of Cyrillean Way. Dunn Bay Road west and east of Cyrillean Way is expected to attract about 25% and 55% of the development's traffic respectively, which will result in Saturday traffic volume increase in order of 5.1% and 11.4%. Even though the anticipated traffic increase on eastern section of Dunn Bay Road is just over 10%, as the traffic increase is estimated to be less than 100vph per lane, the increase is considered to be acceptable and within the capacity and standard of this road.

Based on the 2021 traffic counts sourced from City of Busselton, it is estimated that Cyrillean Way carries approximately 3,200vpd immediately north of Dunn Bay Road. Cyrillean Way is expected to attract about 20% and 80% of the development's traffic north and south of the site, respectively. This will result in daily traffic volume increase on this road in order of 10% and 40% for respective sections. The impact on the northern section is at 10% threshold while the traffic impact on southern section is over the nominal 10% threshold. However, this increase is only experienced over a short section of Cyrillean Way between the site and the Dunn Bay Road intersection and as such would be acceptable.

8.6 Impact on Neighbouring Areas

The proposed development is located within the town centre and surrounded by mainly retail developments with no other residential developments in the immediate vicinity. The traffic generated by the proposed development would access and egress the site principally via higher order roads and as such would have minimal impact on local residential developments.

8.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on either of the adjacent roads anywhere near this level.

8.8 Road Safety

No particular road safety issues have been identified for the proposed development.

9 Parking

The total parking provision for the proposed development comprises 135 car parking bays and five motorcycle/scooter bays. The parking is provided on-street on Cyrillean Way, immediately adjacent to the building (two car bays) and within the three-level car parking facility within the building totalling 133 car bays and five (basement, ground level and L1 levels). Two ACROD bays will be provided on ground floor. The car parking supply comprises single bays only (i.e., no tandem bays or stackers).

The resident/visitor/employee car park is served by a full-movement crossover on Cyrillean Way, located approximately 75m north of Dunn Bay Road intersection.

A system of two-way ramps provides internal connectivity between the car parking levels. Residential parking is proposed to be separated by security gate from the balance of the car parking area.

The indicative car parking schedule is shown in **Table 1** however, the car park design is flexible enough to allow for future changes.

Table 2: Proposed car park schedule

Use	Count	Location
Commercial/Retail/Restaurant	41	Basement
On-street	2	Ground
ACROD	2	Ground
Commercial/Retail/Restaurant	40	Ground
Residential – cars	50	Level 1
Residential – M/C	5	Level 1
Total	**140**	

According to the advice provided to Transcore the proposed car parking supply is adequate and in line with the parking requirements stipulated in the relevant policies.

A total of five motorcycle/scooter bays are also proposed for the development. The motorcycle/scooter bays are located at L1 parking level.

In addition, a total of 20 secure and 18 public bike parking bays (i.e., racks) are also proposed for the development at ground level, at designated location.

10 Provision for Service Vehicles

A service/loading zone with exclusive driveways and ingress- and egress-only is proposed at the ground level of the car park, adjacent to the bin storage area.

The service/delivery vehicles will enter the site via a dedicated service vehicle-only, ingress-only Cyrillean Way crossover controlled by drop-down bollards, drive in forward gear and park at the designated loading zone at the back of the grocery store. After the loading/unloading operations have been completed the vehicle will continue to travel in forward gear and exit the car park via Dunn Bay Road egress-only crossover. After the vehicle has entered the site, security bollards are pulled up to prevent unauthorised vehicles from entering the site via service vehicle-only crossover.

A turn path assessment using a 10.0m long rigid truck template (for robustness) is undertaken to assess the proposed site layout. Refer **Appendix C** for more details.

As can be observed from the appended swept path plan, on approach, a service vehicle, arriving from the southern end of Cyrillean Way, would need to use the entire width of the roadway in order to access the site. This situation however, is entirely in line with the *AS 2890.2 Parking Facilities Part 2: Off-street commercial vehicle facilities* provisions for service vehicle performing *occasional service* via a *minor public road*.

11 Pedestrian and Cyclist Access

Due to the type of the proposed development which in addition to residential component incorporates offices and restaurants/cafés and shops, it is anticipated that the site will attract a significant amount of walk-in trade and foot traffic as well as, to a lesser degree, bicycle trips. Hence, it is critical that appropriate facilities are provided for these modes of transport.

The proposed design ensures that wide and accessible pedestrian paths and walkways within and around the development are incorporated into existing path system in the immediate locality.

Pedestrian access to the subject site is currently available via existing footpaths along Dunn Bay Road and the nature reserve to the immediate north, with the planned new Cyrillean Way path, along the western side of the road, linking the two paths.

The paths system surrounding the site is wide enough to facilitate movement of cyclists as well.

12 Conclusions

This Transport Impact Statement (TIA) has been prepared by Transcore on behalf of DCSC Pty Ltd with respect to the proposed mixed-use development to be located at Lots 108 & 109 Dunn Bay Road in Dunsborough, City of Busselton.

The subject site (approximately 5,340m^2) is presently vacant. The site is bounded by Dunn Bay Road to the south, Cyrillean Way to the east, currently under development commercial property to the immediate west and the existing nature reserve to the immediate north. The subject site is located at the western end of the Dunsborough town centre and features good connectivity with the existing road, pedestrian and cyclist network.

The vehicular access system for the development comprises two crossovers on Cyrillean Way (one full-movement crossover for residents/visitors/employees and one ingress-only crossover for service vehicles only) and one egress-only crossover on Dunn Bay Road for exclusive use of service vehicles.

It is estimated that the proposed development would generate approximately **1,660** total daily Saturday trips (both inbound and outbound) with approximately **158** trips (both inbound and outbound) during the Saturday midday period.

The traffic analysis undertaken in this report shows that the proposed development will not have an adverse impact on the operation of the local road network.

Appendix A

SIDRA RESULTS

20 years anniversary
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transport planning
traffic engineering
modelling

Table 3. SIDRA result for Dunn Bay Road/Cyrillean Way intersection - Existing

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Centre Car Park														
1	L2	9	0.0	9	0.0	0.018	2.5	LOS A	0.1	0.5	0.36	0.50	0.36	14.5
2	T1	1	0.0	1	0.0	0.018	4.5	LOS A	0.1	0.5	0.36	0.50	0.36	14.5
3	R2	5	0.0	5	0.0	0.018	5.8	LOS A	0.1	0.5	0.36	0.50	0.36	20.1
Approach		16	0.0	16	0.0	0.018	3.7	LOS A	0.1	0.5	0.36	0.50	0.36	19.0
East: Dunn Bay Road														
4	L2	13	0.0	13	0.0	0.194	4.6	LOS A	0.8	5.9	0.28	0.17	0.28	35.4
11	T1	222	0.0	222	0.0	0.194	0.6	LOS A	0.8	5.9	0.28	0.17	0.28	36.5
12	R2	96	0.0	96	0.0	0.194	4.7	LOS A	0.8	5.9	0.28	0.17	0.28	36.5
Approach		331	0.0	331	0.0	0.194	1.9	NA	0.8	5.9	0.28	0.17	0.28	36.5
North: Cyrillean Way														
1	L2	93	0.0	93	0.0	0.068	4.0	LOS A	0.3	2.1	0.29	0.48	0.29	34.7
8	T1	2	0.0	2	0.0	0.206	6.3	LOS A	0.7	5.4	0.55	0.77	0.55	16.3
3	R2	118	0.0	118	0.0	0.206	7.8	LOS A	0.7	5.4	0.55	0.77	0.55	15.7
Approach		213	0.0	213	0.0	0.206	6.1	LOS A	0.7	5.4	0.44	0.64	0.44	28.3
West: Dunn Bay Road														
4	L2	87	0.0	87	0.0	0.154	3.4	LOS A	0.0	0.2	0.01	0.14	0.01	37.1
5	T1	202	0.0	202	0.0	0.154	0.0	LOS A	0.0	0.2	0.01	0.14	0.01	38.8
12	R2	2	0.0	2	0.0	0.154	4.4	LOS A	0.0	0.2	0.01	0.14	0.01	35.4
Approach		292	0.0	292	0.0	0.154	1.1	NA	0.0	0.2	0.01	0.14	0.01	38.6
All Vehicles		851	0.0	851	0.0	0.206	2.7	NA	0.8	5.9	0.23	0.28	0.23	35.4

Table 4. SIDRA result for Dunn Bay Road/Cyrillean Way intersection – Post-development

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Centre Car Park														
1	L2	9	0.0	9	0.0	0.027	3.2	LOS A	0.1	0.7	0.51	0.61	0.51	10.6
2	T1	1	0.0	1	0.0	0.027	8.0	LOS A	0.1	0.7	0.51	0.61	0.51	10.6
3	R2	5	0.0	5	0.0	0.027	10.5	LOS B	0.1	0.7	0.51	0.61	0.51	19.3
Approach		16	0.0	16	0.0	0.027	5.9	LOS A	0.1	0.7	0.51	0.61	0.51	17.2
East: Dunn Bay Road														
4	L2	13	0.0	13	0.0	0.327	5.6	LOS A	1.6	12.0	0.36	0.17	0.37	35.2
11	T1	378	0.0	378	0.0	0.327	1.1	LOS A	1.6	12.0	0.36	0.17	0.37	36.2
12	R2	144	0.0	144	0.0	0.327	5.7	LOS A	1.6	12.0	0.36	0.17	0.37	36.2
Approach		535	0.0	535	0.0	0.327	2.4	NA	1.6	12.0	0.36	0.17	0.37	36.2
North: Cyrillean Way														
1	L2	138	0.0	138	0.0	0.112	4.5	LOS A	0.5	3.4	0.38	0.54	0.38	34.4
8	T1	2	0.0	2	0.0	0.378	11.7	LOS B	1.5	11.4	0.77	0.97	1.00	11.3
3	R2	137	0.0	137	0.0	0.378	14.2	LOS B	1.5	11.4	0.77	0.97	1.00	10.5
Approach		277	0.0	277	0.0	0.378	9.3	LOS A	1.5	11.4	0.57	0.76	0.69	25.5
West: Dunn Bay Road														
4	L2	108	0.0	108	0.0	0.216	3.4	LOS A	0.0	0.2	0.01	0.12	0.01	37.4
5	T1	300	0.0	300	0.0	0.216	0.0	LOS A	0.0	0.2	0.01	0.12	0.01	39.0
12	R2	2	0.0	2	0.0	0.216	5.4	LOS A	0.0	0.2	0.01	0.12	0.01	35.7
Approach		411	0.0	411	0.0	0.216	1.0	NA	0.0	0.2	0.01	0.12	0.01	38.8
All Vehicles		1238	0.0	1238	0.0	0.378	3.5	NA	1.6	12.0	0.29	0.29	0.33	34.7

Table 5. SIDRA result for Dunn Bay Road/Cyrillean Way intersection – 10-year Horizon

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Centre Car Park														
1	L2	9	0.0	9	0.0	0.030	1.5	LOS A	0.1	0.7	0.55	0.47	0.55	9.1
2	T1	1	0.0	1	0.0	0.030	7.9	LOS A	0.1	0.7	0.55	0.47	0.55	9.1
3	R2	5	0.0	5	0.0	0.030	11.0	LOS B	0.1	0.7	0.55	0.47	0.55	30.5
Approach		16	0.0	16	0.0	0.030	5.1	LOS A	0.1	0.7	0.55	0.47	0.55	22.7
East: Dunn Bay Road														
4	L2	13	0.0	13	0.0	0.356	6.1	LOS A	1.9	14.3	0.37	0.17	0.42	35.0
11	T1	423	0.0	423	0.0	0.356	1.3	LOS A	1.9	14.3	0.37	0.17	0.42	36.1
12	R2	144	0.0	144	0.0	0.356	6.2	LOS A	1.9	14.3	0.37	0.17	0.42	36.1
Approach		580	0.0	580	0.0	0.356	2.6	NA	1.9	14.3	0.37	0.17	0.42	36.0
North: Cyrillean Way														
1	L2	138	0.0	138	0.0	0.117	4.7	LOS A	0.5	3.5	0.41	0.56	0.41	34.2
8	T1	2	0.0	2	0.0	0.434	14.0	LOS B	1.8	13.3	0.81	1.02	1.12	10.0
3	R2	137	0.0	137	0.0	0.434	16.9	LOS C	1.8	13.3	0.81	1.02	1.12	9.2
Approach		277	0.0	277	0.0	0.434	10.8	LOS B	1.8	13.3	0.61	0.79	0.76	24.2
West: Dunn Bay Road														
4	L2	108	0.0	108	0.0	0.237	3.5	LOS A	0.0	0.3	0.01	0.11	0.01	37.6
5	T1	340	0.0	340	0.0	0.237	0.0	LOS A	0.0	0.3	0.01	0.11	0.01	39.1
12	R2	2	0.0	2	0.0	0.237	5.8	LOS A	0.0	0.3	0.01	0.11	0.01	35.9
Approach		451	0.0	451	0.0	0.237	0.9	NA	0.0	0.3	0.01	0.11	0.01	38.9
All Vehicles		1323	0.0	1323	0.0	0.434	3.8	NA	1.9	14.3	0.30	0.28	0.35	34.6

Table 6. SIDRA result for Caves Road/Dunn Bay Road/Cape Naturaliste Road – Existing

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Service Station														
1	L2	43	0.0	43	0.0	0.072	3.9	LOS A	0.4	2.9	0.53	0.61	0.53	39.7
2	T1	11	0.0	11	0.0	0.072	4.4	LOS A	0.4	2.9	0.53	0.61	0.53	53.6
3	R2	18	0.0	18	0.0	0.072	8.8	LOS A	0.4	2.9	0.53	0.61	0.53	24.4
Approach		72	0.0	72	0.0	0.072	5.2	LOS A	0.4	2.9	0.53	0.61	0.53	42.1
East: Dunn Bay Road														
4	L2	8	0.0	8	0.0	0.186	5.0	LOS A	1.1	8.1	0.45	0.57	0.45	35.6
5	T1	140	0.0	140	0.0	0.186	5.2	LOS A	1.1	8.1	0.45	0.57	0.45	44.6
6	R2	61	0.0	61	0.0	0.186	10.2	LOS B	1.1	8.1	0.45	0.57	0.45	52.0
Approach		209	0.0	209	0.0	0.186	6.6	LOS A	1.1	8.1	0.45	0.57	0.45	47.6
North: Cape Naturaliste														
7	L2	154	0.0	154	0.0	0.112	4.3	LOS A	0.6	4.4	0.33	0.48	0.33	51.6
8	T1	5	0.0	5	0.0	0.182	4.5	LOS A	1.0	7.5	0.35	0.62	0.35	45.6
9	R2	244	0.0	244	0.0	0.182	9.6	LOS A	1.0	7.5	0.35	0.62	0.35	46.1
Approach		403	0.0	403	0.0	0.182	7.5	LOS A	1.0	7.5	0.35	0.57	0.35	47.7
West: Cape Naturaliste														
10	L2	205	0.5	205	0.5	0.272	4.2	LOS A	1.7	13.5	0.29	0.44	0.29	52.2
11	T1	159	0.5	159	0.5	0.272	4.3	LOS A	1.7	13.5	0.29	0.44	0.29	38.3
12	R2	4	0.5	4	0.5	0.272	9.4	LOS A	1.7	13.5	0.29	0.44	0.29	37.1
Approach		368	0.5	368	0.5	0.272	4.3	LOS A	1.7	13.5	0.29	0.44	0.29	49.3
All Vehicles		1053	0.2	1053	0.2	0.272	6.0	LOS A	1.7	13.5	0.36	0.53	0.36	48.0

Table 7. SIDRA result for Caves Road/Dunn Bay Road/Cape Naturaliste Road – Post-development

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Service Station														
1	L2	43	0.0	43	0.0	0.086	5.2	LOS A	0.5	3.8	0.66	0.68	0.66	37.0
2	T1	11	0.0	11	0.0	0.086	5.7	LOS A	0.5	3.8	0.66	0.68	0.66	51.8
3	R2	18	0.0	18	0.0	0.086	10.1	LOS B	0.5	3.8	0.66	0.68	0.66	21.3
Approach		72	0.0	72	0.0	0.086	6.5	LOS A	0.5	3.8	0.66	0.68	0.66	39.3
East: Dunn Bay Road														
4	L2	8	0.0	8	0.0	0.344	5.3	LOS A	2.3	17.3	0.54	0.60	0.54	34.9
5	T1	258	0.0	258	0.0	0.344	5.5	LOS A	2.3	17.3	0.54	0.60	0.54	43.8
6	R2	117	0.0	117	0.0	0.344	10.6	LOS B	2.3	17.3	0.54	0.60	0.54	51.4
Approach		383	0.0	383	0.0	0.344	7.0	LOS A	2.3	17.3	0.54	0.60	0.54	47.1
North: Cape Naturaliste														
7	L2	223	0.0	223	0.0	0.170	4.5	LOS A	0.9	7.2	0.41	0.52	0.41	51.1
8	T1	5	0.0	5	0.0	0.201	4.8	LOS A	1.1	8.8	0.42	0.64	0.42	45.2
9	R2	259	0.0	259	0.0	0.201	9.9	LOS A	1.1	8.8	0.42	0.64	0.42	45.9
Approach		487	0.0	487	0.0	0.201	7.3	LOS A	1.1	8.8	0.42	0.58	0.42	47.8
West: Cape Naturaliste														
10	L2	220	0.5	220	0.5	0.346	4.6	LOS A	2.4	18.7	0.41	0.49	0.41	51.4
11	T1	213	0.5	213	0.5	0.346	4.7	LOS A	2.4	18.7	0.41	0.49	0.41	36.8
12	R2	4	0.5	4	0.5	0.346	9.8	LOS A	2.4	18.7	0.41	0.49	0.41	35.9
Approach		437	0.5	437	0.5	0.346	4.7	LOS A	2.4	18.7	0.41	0.49	0.41	47.8
All Vehicles		1379	0.2	1379	0.2	0.346	6.4	LOS A	2.4	18.7	0.46	0.56	0.46	47.4

Table 8. SIDRA result for Caves Road/Dunn Bay Road/Cape Naturaliste Road – 10-year horizon

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Service Station														
1	L2	43	0.0	43	0.0	0.094	6.0	LOS A	0.6	4.3	0.72	0.72	0.72	35.5
2	T1	11	0.0	11	0.0	0.094	6.5	LOS A	0.6	4.3	0.72	0.72	0.72	50.8
3	R2	18	0.0	18	0.0	0.094	10.9	LOS B	0.6	4.3	0.72	0.72	0.72	19.8
Approach		72	0.0	72	0.0	0.094	7.3	LOS A	0.6	4.3	0.72	0.72	0.72	37.8
East: Dunn Bay Road														
4	L2	8	0.0	8	0.0	0.400	5.8	LOS A	2.8	21.2	0.61	0.64	0.61	34.2
5	T1	286	0.0	286	0.0	0.400	5.9	LOS A	2.8	21.2	0.61	0.64	0.61	43.0
6	R2	129	0.0	129	0.0	0.400	11.0	LOS B	2.8	21.2	0.61	0.64	0.61	51.0
Approach		424	0.0	424	0.0	0.400	7.5	LOS A	2.8	21.2	0.61	0.64	0.61	46.5
North: Cape Naturaliste														
7	L2	254	0.0	254	0.0	0.198	4.7	LOS A	1.1	8.8	0.45	0.54	0.45	50.9
8	T1	5	0.0	5	0.0	0.245	5.0	LOS A	1.5	11.3	0.47	0.66	0.47	45.0
9	R2	308	0.0	308	0.0	0.245	10.0	LOS B	1.5	11.3	0.47	0.66	0.47	45.7
Approach		567	0.0	567	0.0	0.245	7.6	LOS A	1.5	11.3	0.46	0.60	0.46	47.5
West: Cape Naturaliste														
10	L2	261	0.5	261	0.5	0.409	4.7	LOS A	3.0	23.9	0.46	0.51	0.46	51.1
11	T1	244	0.5	244	0.5	0.409	4.9	LOS A	3.0	23.9	0.46	0.51	0.46	36.2
12	R2	4	0.5	4	0.5	0.409	9.9	LOS A	3.0	23.9	0.46	0.51	0.46	35.4
Approach		509	0.5	509	0.5	0.409	4.8	LOS A	3.0	23.9	0.46	0.51	0.46	47.5
All Vehicles		1573	0.2	1573	0.2	0.409	6.6	LOS A	3.0	23.9	0.51	0.59	0.51	47.0

Table 9. SIDRA result for Cyrillean Way crossover – Post-development

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cyrillean Way														
1	L2	69	0.0	69	0.0	0.058	2.5	LOS A	0.0	0.0	0.00	0.30	0.00	20.8
11	T1	36	0.0	36	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	31.0
Approach		105	0.0	105	0.0	0.058	1.7	NA	0.0	0.0	0.00	0.30	0.00	23.6
North: Cyrillean Way														
5	T1	67	0.0	67	0.0	0.047	0.1	LOS A	0.1	0.8	0.09	0.10	0.09	32.3
9	R2	17	0.0	17	0.0	0.047	2.9	LOS A	0.1	0.8	0.09	0.10	0.09	34.3
Approach		84	0.0	84	0.0	0.047	0.6	NA	0.1	0.8	0.09	0.10	0.09	32.8
West: Site Entry														
10	L2	16	0.0	16	0.0	0.068	0.1	LOS A	0.2	1.7	0.16	0.18	0.16	20.3
12	R2	64	0.0	64	0.0	0.068	1.2	LOS A	0.2	1.7	0.16	0.18	0.16	16.7
Approach		80	0.0	80	0.0	0.068	1.0	LOS A	0.2	1.7	0.16	0.18	0.16	17.7
All Vehicles		269	0.0	269	0.0	0.068	1.2	NA	0.2	1.7	0.08	0.20	0.08	23.5

Table 10. SIDRA result for Cyrillean Way crossover – 10-year Horizon

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cyrillean Way														
1	L2	69	0.0	69	0.0	0.058	2.5	LOS A	0.0	0.0	0.00	0.30	0.00	20.8
11	T1	36	0.0	36	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	31.0
Approach		105	0.0	105	0.0	0.058	1.7	NA	0.0	0.0	0.00	0.30	0.00	23.6
North: Cyrillean Way														
5	T1	67	0.0	67	0.0	0.047	0.1	LOS A	0.1	0.8	0.09	0.10	0.09	32.3
9	R2	17	0.0	17	0.0	0.047	2.9	LOS A	0.1	0.8	0.09	0.10	0.09	34.3
Approach		84	0.0	84	0.0	0.047	0.6	NA	0.1	0.8	0.09	0.10	0.09	32.8
West: Site Entry														
10	L2	16	0.0	16	0.0	0.068	0.1	LOS A	0.2	1.7	0.16	0.18	0.16	20.3
12	R2	64	0.0	64	0.0	0.068	1.2	LOS A	0.2	1.7	0.16	0.18	0.16	16.7
Approach		80	0.0	80	0.0	0.068	1.0	LOS A	0.2	1.7	0.16	0.18	0.16	17.7
All Vehicles		269	0.0	269	0.0	0.068	1.2	NA	0.2	1.7	0.08	0.20	0.08	23.5

Table 11. SIDRA result for Cyrillean Way SC car park crossover – Post-development

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cyrillean Way														
11	T1	100	0.0	100	0.0	0.151	0.4	LOS A	0.7	5.6	0.25	0.30	0.25	24.7
12	R2	153	0.0	153	0.0	0.151	4.0	LOS A	0.7	5.6	0.25	0.30	0.25	23.9
Approach		253	0.0	253	0.0	0.151	2.6	NA	0.7	5.6	0.25	0.30	0.25	24.2
East: SC Car Park Access														
1	L2	147	0.0	147	0.0	0.108	0.4	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
3	R2	5	0.0	5	0.0	0.108	2.3	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
Approach		153	0.0	153	0.0	0.108	0.5	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
North: Cyrillean Way														
4	L2	2	0.0	2	0.0	0.070	2.5	LOS A	0.0	0.0	0.00	0.01	0.00	18.5
5	T1	129	0.0	129	0.0	0.070	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.5
Approach		132	0.0	132	0.0	0.070	0.0	NA	0.0	0.0	0.00	0.01	0.00	38.6
All Vehicles		537	0.0	537	0.0	0.151	1.4	NA	0.7	5.6	0.18	0.18	0.18	24.2

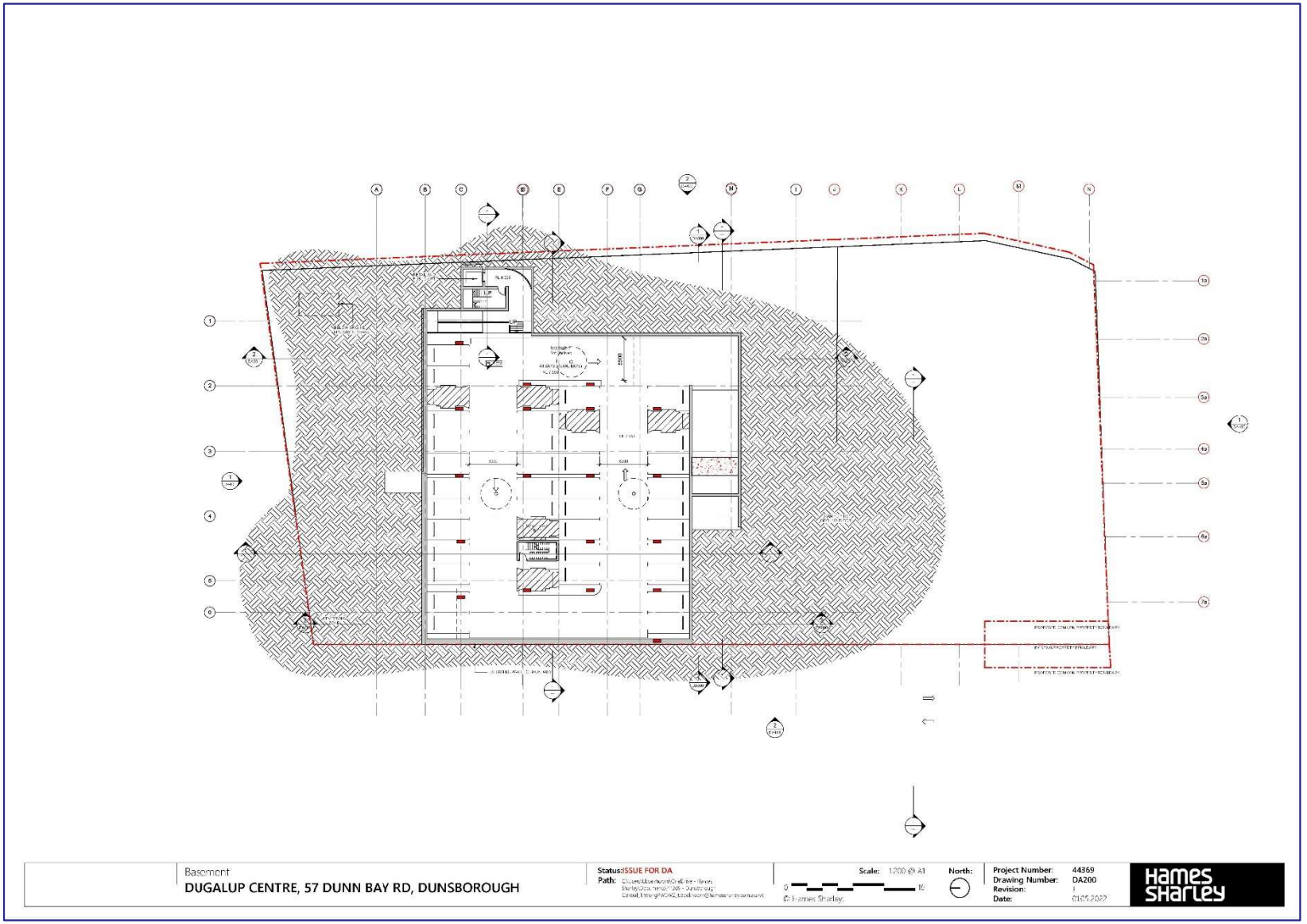
Table 12. SIDRA result for Cyrillean Way SC car park crossover – 10-year Horizon

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Cyrillean Way														
11	T1	100	0.0	100	0.0	0.151	0.4	LOS A	0.7	5.6	0.25	0.30	0.25	24.7
12	R2	153	0.0	153	0.0	0.151	4.0	LOS A	0.7	5.6	0.25	0.30	0.25	23.9
Approach		253	0.0	253	0.0	0.151	2.6	NA	0.7	5.6	0.25	0.30	0.25	24.2
East: SC Car Park Access														
1	L2	147	0.0	147	0.0	0.108	0.4	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
3	R2	5	0.0	5	0.0	0.108	2.3	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
Approach		153	0.0	153	0.0	0.108	0.5	LOS A	0.4	3.4	0.23	0.12	0.23	16.7
North: Cyrillean Way														
4	L2	2	0.0	2	0.0	0.070	2.5	LOS A	0.0	0.0	0.00	0.01	0.00	18.5
5	T1	129	0.0	129	0.0	0.070	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.5
Approach		132	0.0	132	0.0	0.070	0.0	NA	0.0	0.0	0.00	0.01	0.00	38.6
All Vehicles		537	0.0	537	0.0	0.151	1.4	NA	0.7	5.6	0.18	0.18	0.18	24.2

Appendix B

PROPOSED DEVELOPMENT PLANS

20 years anniversary
transcore
transport planning
traffic engineering
modelling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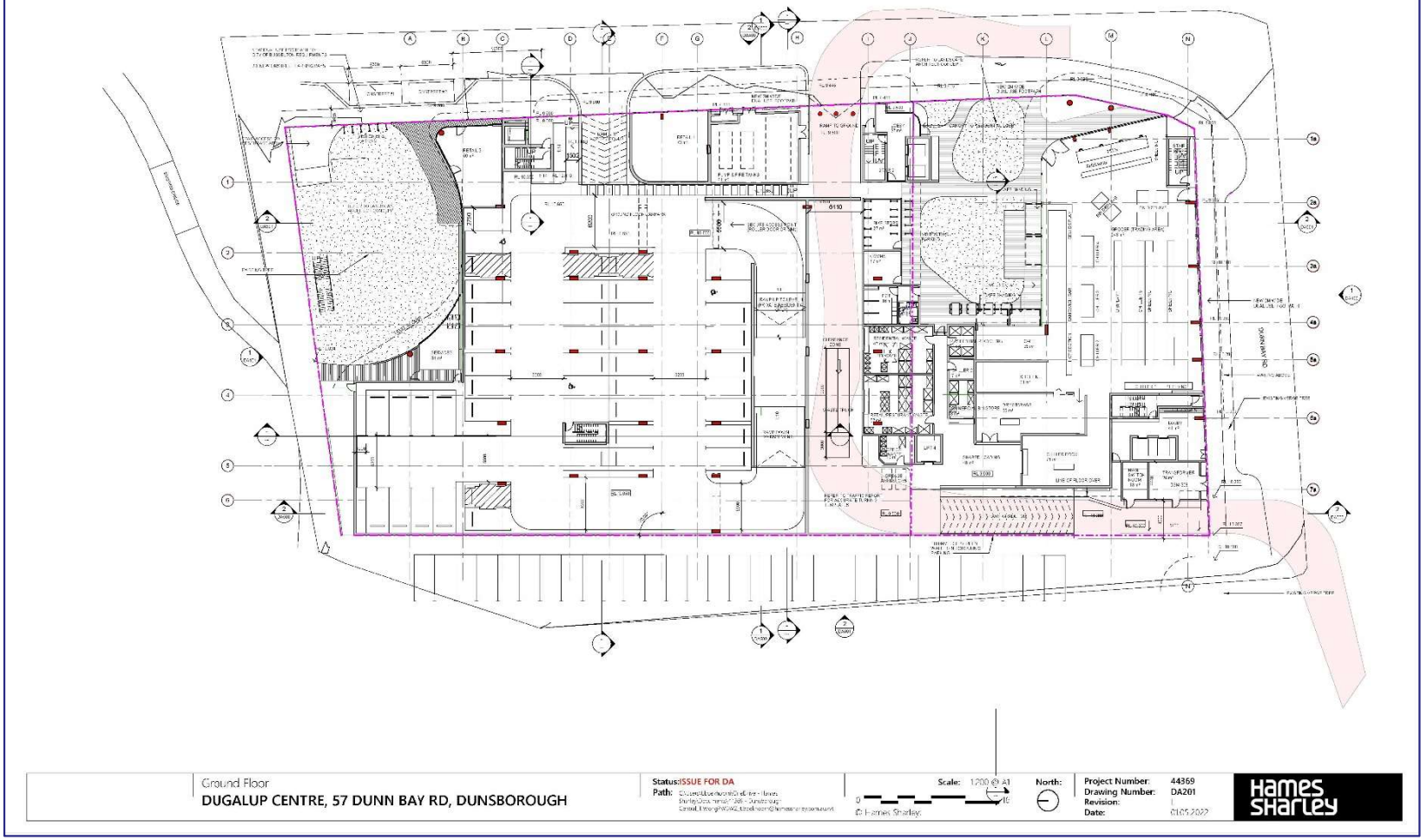
Scale: 1:200 @ A1
North:
Project Number: 44369
Drawing Number: DA200
Revision:
Date: 01.05.2022
Hames Sharley


Ground Floor
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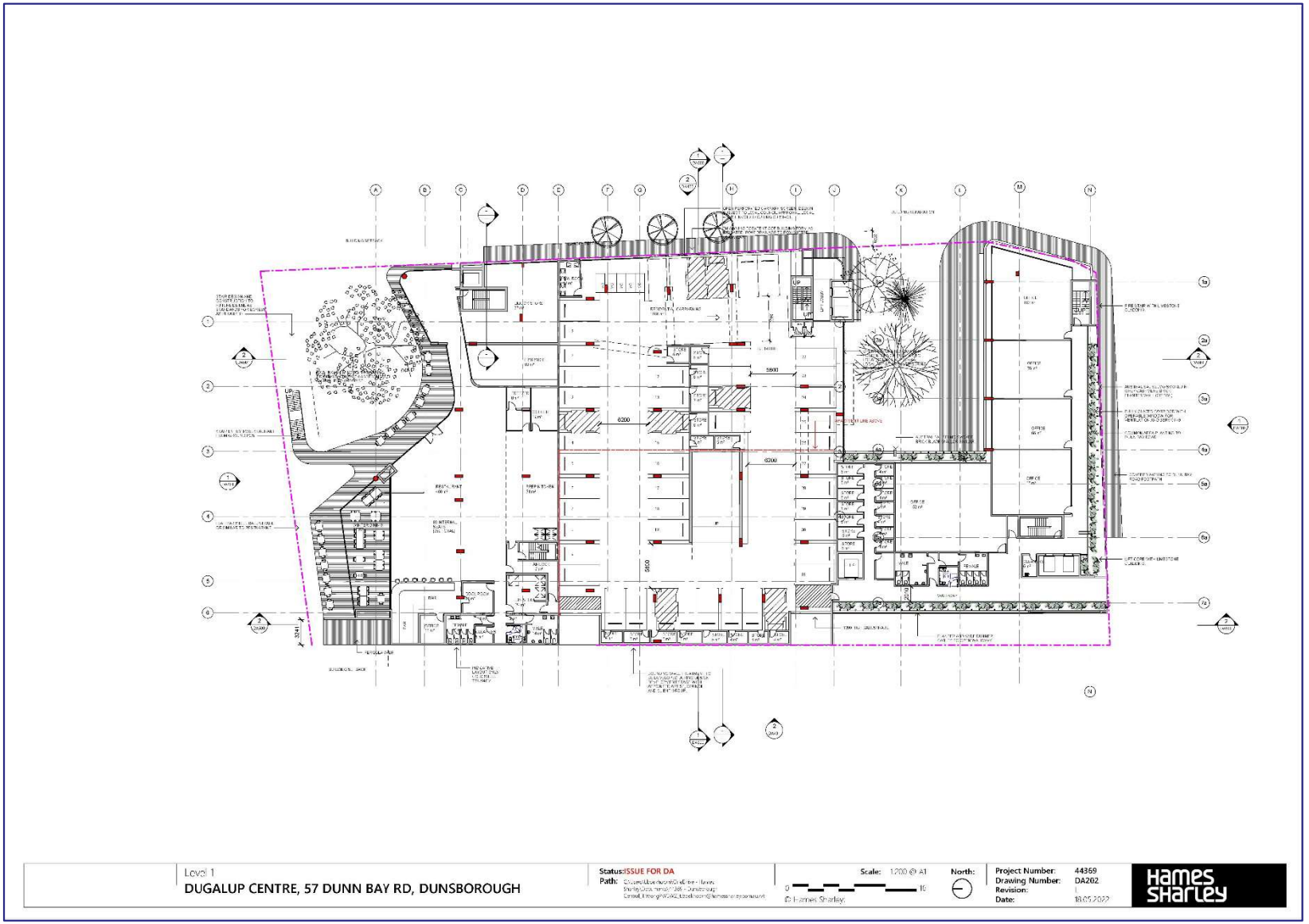
Status:ISSUE FOR DA
Scale: 1:200 @ A1
North:
Project Number: 44369
Drawing Number: DA201
Revision:
Date: 01.05.2022
Hames Sharley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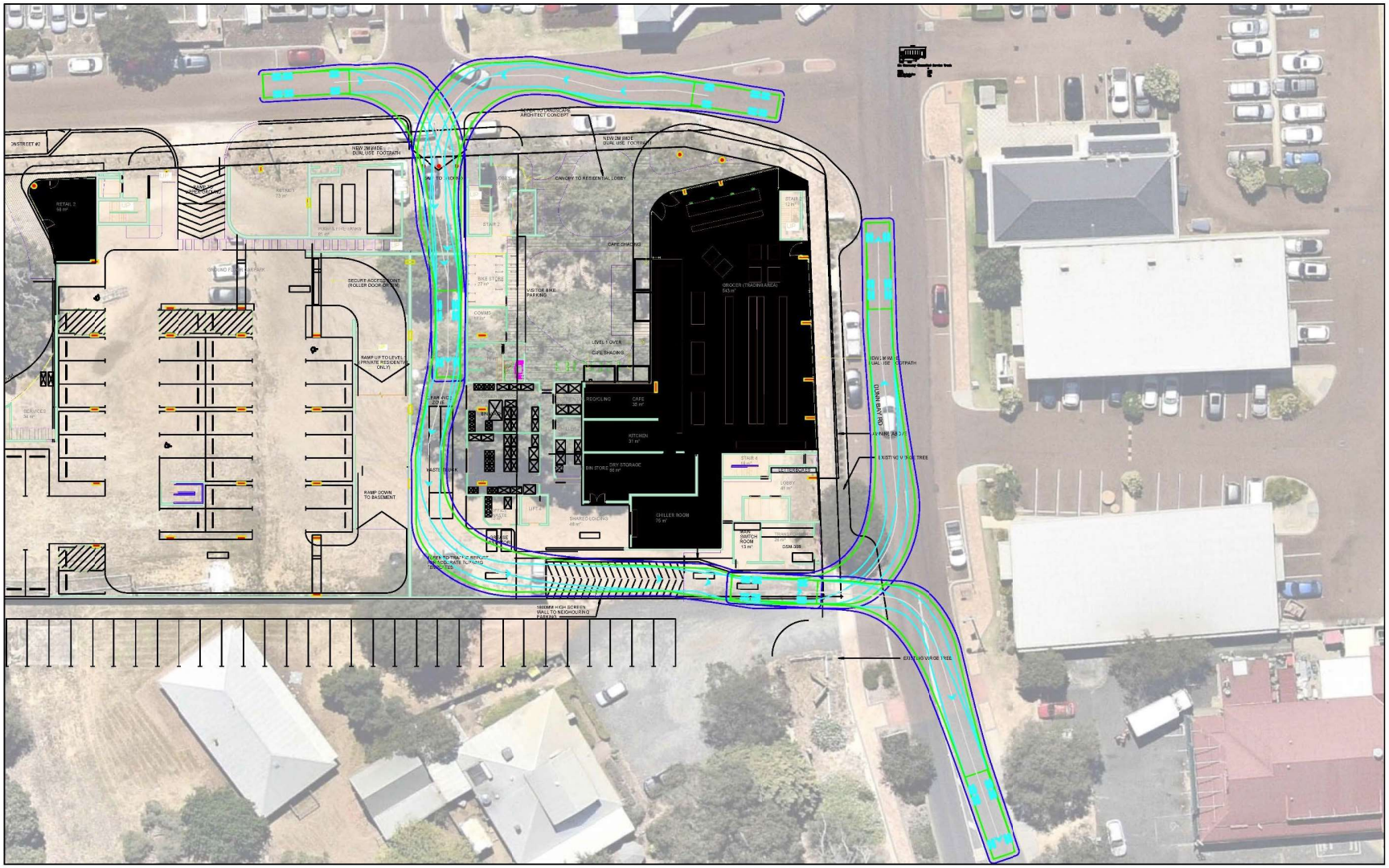
Status:ISSUE FOR DA
Scale: 1:200 @ A1
North:
Project Number: 44369
Drawing Number: DA202
Revision:
Date: 18.05.2022
Hames Sharley

Appendix C

TURN PATH PLAN

20 years anniversary
transcore
transport planning
traffic engineering
modelling



Cnr Cyrillean Way & Dunn Bay Road, Dunsborough
10.0m Cleanaway (Busselton) Service Vehicle
Service Vehicle Circulation

LEGEND
Vehicle Body
Wheel Path
500mm Clearance

t21.029.sk10c
11/05/2022
Scale: 1:400 @ A3

transcore

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Environmental Noise Assessment

Lots 108 &109 Dunn Bay Road, Dunsborough

Reference: 21026115-02E - Environmental Noise

Prepared for:
DCSC Pty Ltd., c/o Overview Management Pty Ltd

Report: 21026115-02E - Environmental Noise

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Date:	Rev	Description	Prepared By	Verified
20-Aug-21	0	Issued to Client	Rob Connolly	Terry George
07-Sep-21	A	Corrected an address	Rob Connolly	-
23-Sep-21	B	Revised Drawings – Minor Changes to Parking/Bicycle Bay Numbers	Rob Connolly	-
24-Sep-21	C	Minor correction	Rob Connolly	-
15-Dec-21	D	Revised drawings and addition of proposed development in adjoining lot.	Rob Connolly	Terry George
13-May-22	E	Revised drawings with Cyrillean Way block reduced by one level and another level removed from Dunn Bay block.	Rob Connolly	Terry George

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Appendices

A Proposed Development Plans

B Terminology

1 INTRODUCTION

It is proposed to develop Lots 108 & 109 (#57) Dunn Bay Road, Dunsborough (refer *Figure 1-1*) into a multi-use development over 6 levels (including basement, ground, and 1st floor commercial space and parking on all these levels). The development will comprise two separate blocks with residential apartments on level 2 only in Dunn Bay block and levels 2-4 in the Cyrillean Way block; both sitting atop the commercial space which will include a restaurant, supermarket, liquor store and offices. Proposed plans of the development are provided in *Appendix A*.



Figure 1-1 Subject Site Locality

The project is only at Development Application (DA) Stage and therefore specific details (e.g. mechanical plant) have not yet been designed. This report considers noise emissions associated with the operation of the various commercial tenancies, relating to potential patron noise, vehicle delivery trucks and car door closings.

Appendix B contains a description of some of the terminology used throughout this report.

2 CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

Regulation 7 defines the prescribed standard for noise emissions as follows:

"7. (1) Noise emitted from any premises or public place when received at other premises –

(a) Must not cause or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) Must be free of –

i. tonality;

ii. impulsiveness; and

iii. modulation,

when assessed under regulation 9"

A "…noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level…"

Tonality, impulsiveness and modulation are defined in Regulation 9. Noise is to be taken to be free of these characteristics if:

(a) The characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) The noise emission complies with the standard prescribed under regulation 7 after the adjustments of *Table 2-1* are made to the noise emission as measured at the point of reception.

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Note: The above are cumulative to a maximum of 15dB.

The baseline assigned levels (prescribed standards) are specified in Regulation 8 and are shown in *Table 2-2*.

Table 2-2 Baseline Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45	55	65
	0900 to 1900 hours Sunday and public holidays (Sunday)	40	50	65
	1900 to 2200 hours all days (Evening)	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35	45	55
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The development site is mainly surrounded by commercial land use with the nearest residential dwellings located on the adjoining southwest lot at 59 Dunn Bay Road, which is understood to incorporate a multi-use development of both commercial and short term stay units. Other dwellings are located 135 metres to the north on Kunzea Place and approximately 165 metres to the northwest on Martingale Drive.

The influencing factor, applicable at the neighbouring noise sensitive premises has been calculated as 5 dB for 59 Dunn Bay Road, 3 dB for 18 Kunzea Place and 2 dB for 2 Martingale Drive nearest dwellings, as shown in *Table 2-3, Table 2-4* and *Table 2-5* with *Figure 2-1*, *Figure 2-2* and *Figure 2-3* providing the zoning overview for each site. The transport factor has been calculated as 0 dB, with no major or secondary roads within 450 metres.

Table 2-3 Influencing Factor Calculation for 59 Dunn Bay Road

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	62 %	28 %	4.5 dB
Transport Factor			0 dB
Total			**5 dB**

Table 2-4 Influencing Factor Calculation for Kunzea Place

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	38 %	25 %	3.2 dB
Transport Factor			0 dB
Total			**3 dB**

Table 2-5 Influencing Factor Calculation for 2 Martingale Drive

Description	Within 100 metre Radius	Within 450 metre Radius	Total
Industrial Land	0 %	0 %	0 dB
Commercial Land	12 %	18 %	1.5 dB
Transport Factor			0 dB
Total			**2 dB**

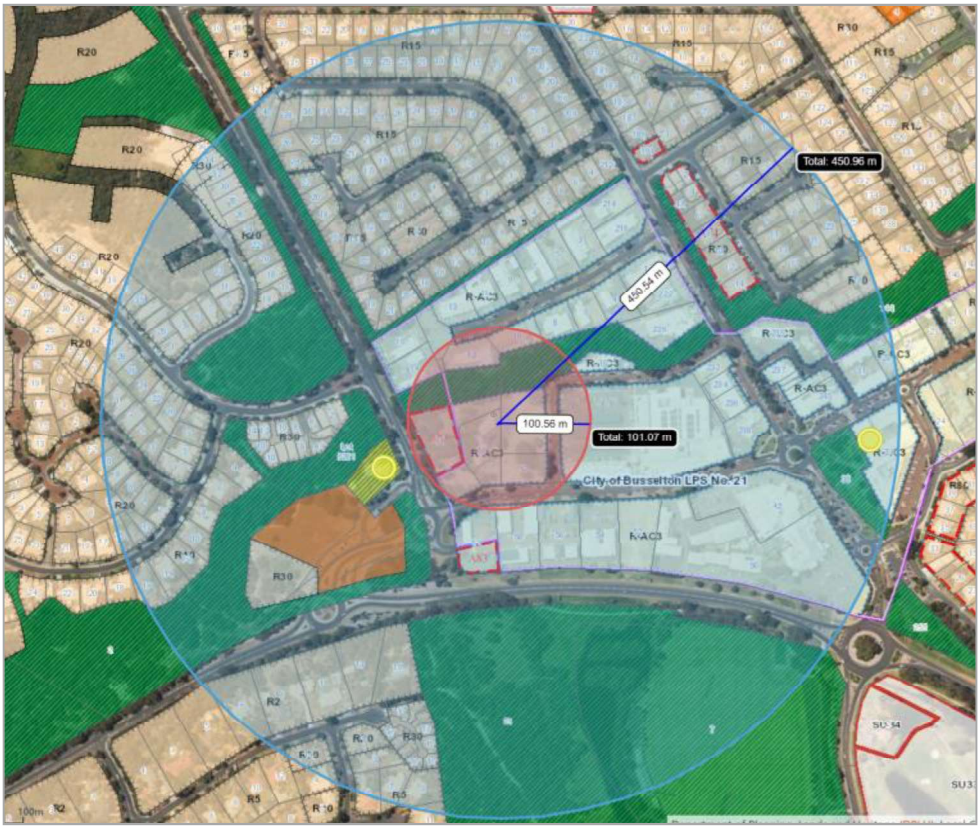


Figure 2-1: 59 Dunn Bay Road, Nearest Dwelling Zoning Map



Figure 2-2: 18 Kunzea Place, Dwelling Zoning Map



Figure 2-3: 2 Martingale Drive, Dwelling Zoning Map

Table 2-6 shows the assigned noise levels of the three residential dwelling areas including the influencing factor and transport factor. Also included are the assigned levels at commercial and industrial areas.

Table 2-6 Assigned Noise Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Dunn Bay Road	0700 to 1900 hours Monday to Saturday (Day)	50	60	70
	0900 to 1900 hours Sunday and public holidays (Sunday)	45	55	70
	1900 to 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	40	50	60
Kunzea Place	0700 to 1900 hours Monday to Saturday (Day)	48	58	68
	0900 to 1900 hours Sunday and public holidays (Sunday)	43	53	68
	1900 to 2200 hours all days (Evening)	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	38	48	58
Martingale Drive	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
Commercial premises	All hours	60	75	80
Industrial and utility premises	All hours	60	75	80

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned noise levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces. Where this was not possible to be achieved due to the close proximity of existing buildings and/or fences, the noise emissions were assessed at a point within 1 metre from building facades and a -2 dB adjustment was made to the predicted noise levels to account for reflected noise.

It is further noted the assigned noise levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *a period of time of not less than 15 minutes, and not exceeding 4 hours*, which is determined by an *inspector* or *authorised person* to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission. An *inspector* or *authorised person* is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Environment Regulation. Acoustic consultants or other environmental consultants are not appointed as an *inspector* or *authorised person*. Therefore, whilst this assessment is based on a 4 hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

Under regulation 3, nothing in the Regulations applies to the following noise emissions –

(a) *noise emissions from the propulsion and braking systems of motor vehicles operating on a road.*

As such, vehicle noise from all publicly accessible roads, car parks or the like are not assessed. However, noise from car doors is considered, which is not part of the propulsion or braking system.

3 METHODOLOGY

Computer modelling has been used to predict noise levels at each nearby receiver. The software used was *SoundPLAN 8.2* with the CONCAWE (ISO 17534-3 improved method) selected. These algorithms have been selected as they include the influence of wind and atmospheric stability. Input data required in the model are:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1 Meteorological Information

Meteorological information utilised is provided in *Table 3-1* and is considered to represent night-time downwind conditions. Commercial operations are expected to operate until 10pm every day, so this was selected to provide a 'worst-case' representation of expected noise levels during the most stringent criteria period.

Table 3-1 Modelling Meteorological Conditions

Parameter	Value
Temperature (°C)	15
Humidity (%)	50
Wind Speed (m/s)	3
Wind Direction*	All
Pasquil Stability Factor	F

It is generally considered that compliance with the assigned noise levels needs to be demonstrated for 98% of the time, during the day and night periods, for the month of the year in which the worst-case weather conditions prevail. In most cases, the above conditions occur for more than 2% of the time and therefore must be satisfied.

3.2 Ground Topography

Topographical data for this project was taken from publicly available data e.g. *Google*. This was combined with the proposed development and existing and future neighbouring buildings to create a 3D noise model. A 3D image of the constructed noise model with relevant noise sources is shown in *Figure 3-2.*

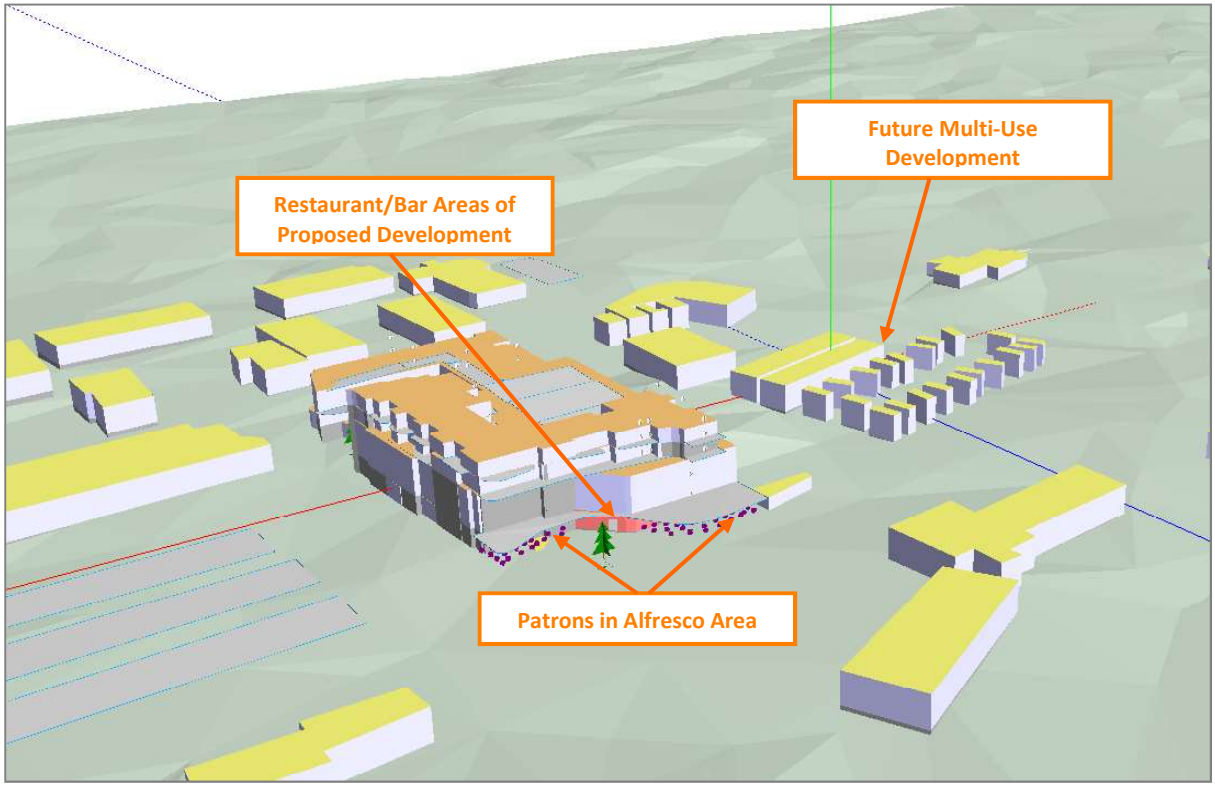


Figure 3-1 3D Noise Model of Subject Site

3.3 Ground Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the roads and 0.6 (60%) elsewhere. Note 0.0 represents hard reflective surfaces such as concrete and 1.00 represents absorptive surfaces such as grass.

3.4 Source Sound Levels

As stated in the introduction, this report will consider noise from patrons and car doors closing. With regard to patrons, the Association of Australasian Acoustical Consultants (AAAC) acknowledges that the prediction of such a noise is the least conclusive area of research amongst acoustic consultants. Variables such as the number of patrons, time of day, alcohol consumption etc can result in highly variable results. For the purpose of this study, dining/cafe type patrons located in the outdoor Alfresco areas are considered to have a sound power level of 70 dB(A). Patrons inside the dining /bar area are assumed to have a sound power level of 75 dB(A) each. For each area, it is assumed that 1 in 3 persons will be talking.

For the indoor bar and dining area, it is assumed that music noise will be low level only such that patron noise will dominate and the music would be inaudible at neighbouring noise sensitive premises. Noise from car doors closing is based on file data.

The sound power levels used in the modelling are provided in *Table 3-2* where L_w is a sound power level. For patron noise, the same spectra is used in all cases, and simply increased and decreased to match the number of patrons and type of use. Patron numbers will vary depending on time of day and season.

Table 3-2 Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Car Door Closing - $L_{w,max}$	71	74	77	81	80	78	72	61	**84**
Patron Noise Dining Outside – $L_{w,10}$	53	64	68	70	62	60	57	53	**70**
Patron Noise Inside Bar – $L_{w,10}$	58	69	73	75	67	65	62	58	**75**
Truck Moving (10 Km/hr) – $L_{w,max}$	93	91	89	89	89	86	79	79	**93**
Truck Start up – $L_{w,max}$	108	102	98	96	96	92	88	85	**100**

With regards to *Table 3-2*, please note the following:

- All patrons are considered as standing or seated on a high style stool and table and as such with a noise source height of 1.5 metres;
- With regards to patron noise, this can be highly variable depending on patron numbers, time of day, alcohol consumption and the like. The general 'Patron Noise Inside Bar sound level from a restaurant/ bar style establishment is considered to be more representative of the indoor bar type environment. This is considered a more conservative approach to protect the amenity of surrounding residents;
- Delivery truck is modelled with a source height of 2.0 metres above ground;
- Truck start up noise event occurs inside the loading bay area.

4 RESULTS AND ASSESSMENT

The results of the noise modelling are discussed in *Section 4.1* to *Section 4.4* as follows:

- *Section 4.1*– Considers noise from the Restaurant/Bar;
- *Section 4.2* – Considers noise from delivery trucks entering/exiting;
- *Section 4.3* – Considers noise from delivery trucks restarting after unloading;
- *Section 4.4* – Considers noise from car door closings.

4.1 Restaurant/Bar

Table 4-1 and *Figure 4-1* present the calculated noise levels for each aspect of the restaurant/bar. Opening hours are proposed seven days a week from 12pm to 10pm daily. Whilst proposed to be closed at 10pm (evening time), the noise emissions are assessed against the night-time criteria to be conservative. Note that patron noise is not considered to contain intrusive characteristics. In this scenario, any music is expected to be low level, background type only and inaudible at the neighbouring noise sensitive premises such that no music penalty is applied.

Table 4-1 Predicted Restaurant/Bar Related Noise Levels

Receiver #	Predicted Level, dB L_{A10}	Assigned Night Level, dB L_{A10}	Night-time Exceedance, dB L_{A10}
59 Dunn Bay Road – Future Residential	40	40	-
18 Kunzea Place	23	38	-
2 Martingale Drive	31	37	-
Nearest Commercial Premises (Cyrillean Way)	43	60	-

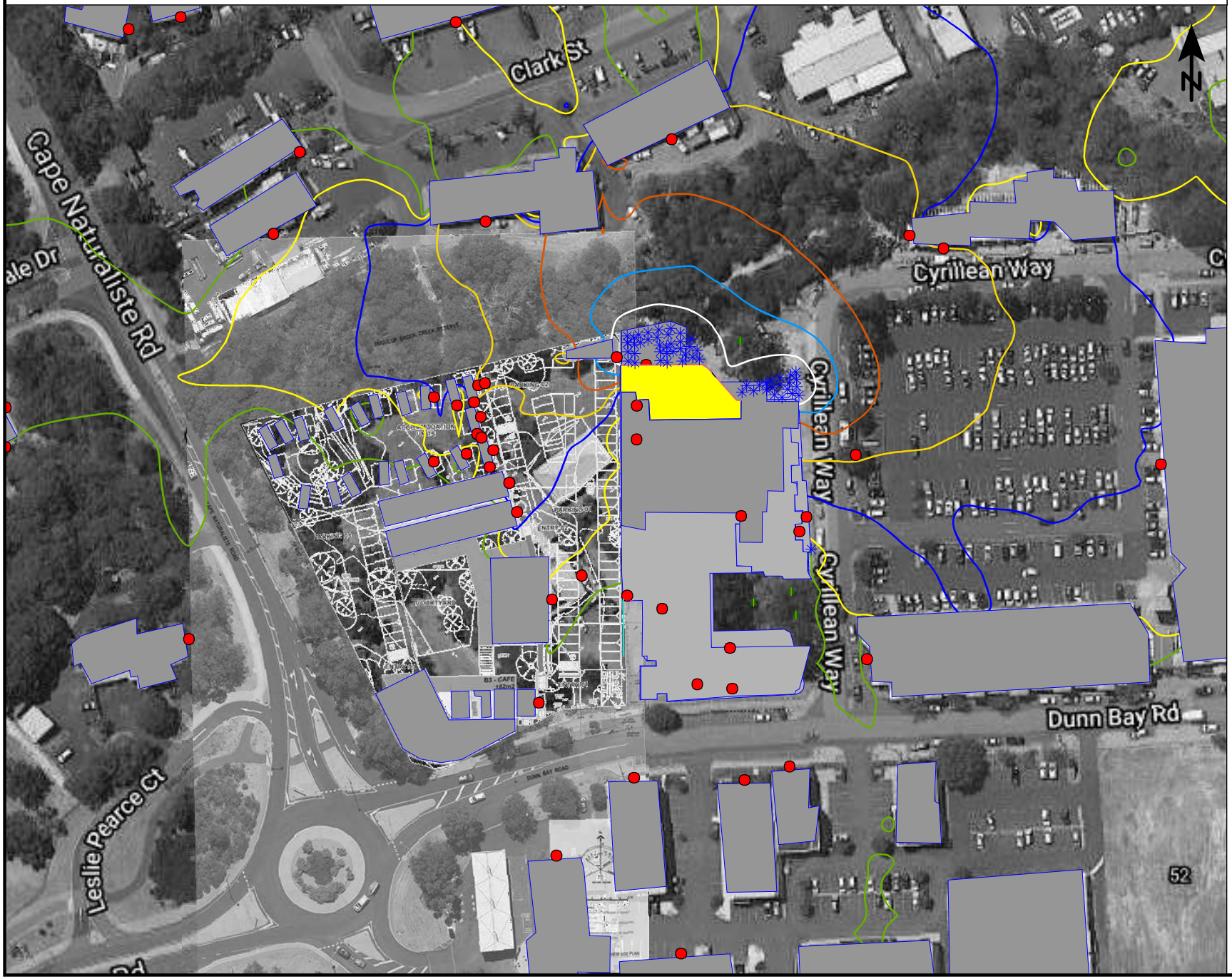
For the purpose of the calculations, the following base construction is assumed for the bar/restaurant area:

- Ceiling – 200mm thick concrete slab, 100mm cavity to 13mm thick sound-rated plasterboard ceiling (no penetrations or acoustically treated penetrations). Acoustically absorptive panels such as 25mm thick Autex *Quietspace* installed to the underside of the ceiling or acoustically equivalent.
- Floor – Acoustically hard such as timber or vinyl;
- Glazing – All glazing is minimum 6mm thick glass with a minimum acoustic performance of $R_w + C_{tr} \geq 27$. The north glazing is operable and has an area of 84 m^2. The northeast glazing is fixed with an area of 53 m^2 and a doorway of 4 m^2.

With regards to the calculations, please note the following:

- Front entry door is open;
- All windows assumed to be closed and consisting of 6 mm thick glass in commercial grade fixed/awning frames closing onto compressible foam seals;
- Solid elements of façade to be fully sealed and providing a nominal sound insulation value of that expected by 150 mm concrete;
- 89 Patrons indoors;
- 150 Patrons outdoors.

Figure 4-1 Predicted Noise from Restaurant / Bar, dB L_{A10}



Predicted Noise level

- = 25
- = 30
- = 35
- = 40
- = 45
- = 50
- = 55

Legend

- Patrons in Alfresco Area
- Restaurant / Bar
- Receiver
- Fence

Scale 1:1500

0 5 10 20 30 m

Project No: 21026115
Consultant: Rob Connolly
Date: 13/05/2022
Algorithm: CONCAWE
SoundPLAN Version: 8.2

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4.2 Delivery Trucks – Entry and Exit

This section presents the calculated noise levels in relation to delivery trucks entering and exiting the building. Delivery trucks will be required to restock the commercial units. The trucks will enter via access located on Cyrillean Way at ground level where the trucks can be loaded / unloaded in the covered area. When finished the trucks will exit the car park to ground level located towards Dunn Bay Road.

Noise emission from a truck driving (10 km/hr) into and out of the carpark is assessed against the night time L_{A1} criteria. Due to the different operating speed of the engine when leaving and the noise not being present for more than 10% of the time, a tonal penalty is not considered applicable

Table 4-2 and *Figure 4-2* present the calculated noise levels.

Table 4-2 Predicted Truck Related Noise Levels – L_{A1} Assessment

Receiver #	Predicted Level, dB L_{A1}	Assigned Night Level, dB L_{A1}	Night-time Exceedance, dB L_{A1}
59 Dunn Bay Road – Future Residential	44	50	-
18 Kunzea Place	32	48	-
2 Martingale Drive	29	47	-
Nearest Commercial Premises (Future 59 Dunn Bay Road)	53	75	-

Figure 4-2 Predicted Noise from Truck Delivery Entry/Exit, dB L_{A1}



Predicted Noise level

- = 40
- = 45
- = 50
- = 55
- = 60
- = 65
- = 70

Legend

- Receiver
- Fence
- Truck Path

Scale 1:1500

0 5 10 20 30 m

Project No: 21026115
Consultant: Rob Connolly
Date: 13/05/2022
Algorithm: CONCAWE
SoundPLAN Version: 8.2

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4.3 Delivery Trucks – Unloading and Restarting Engines

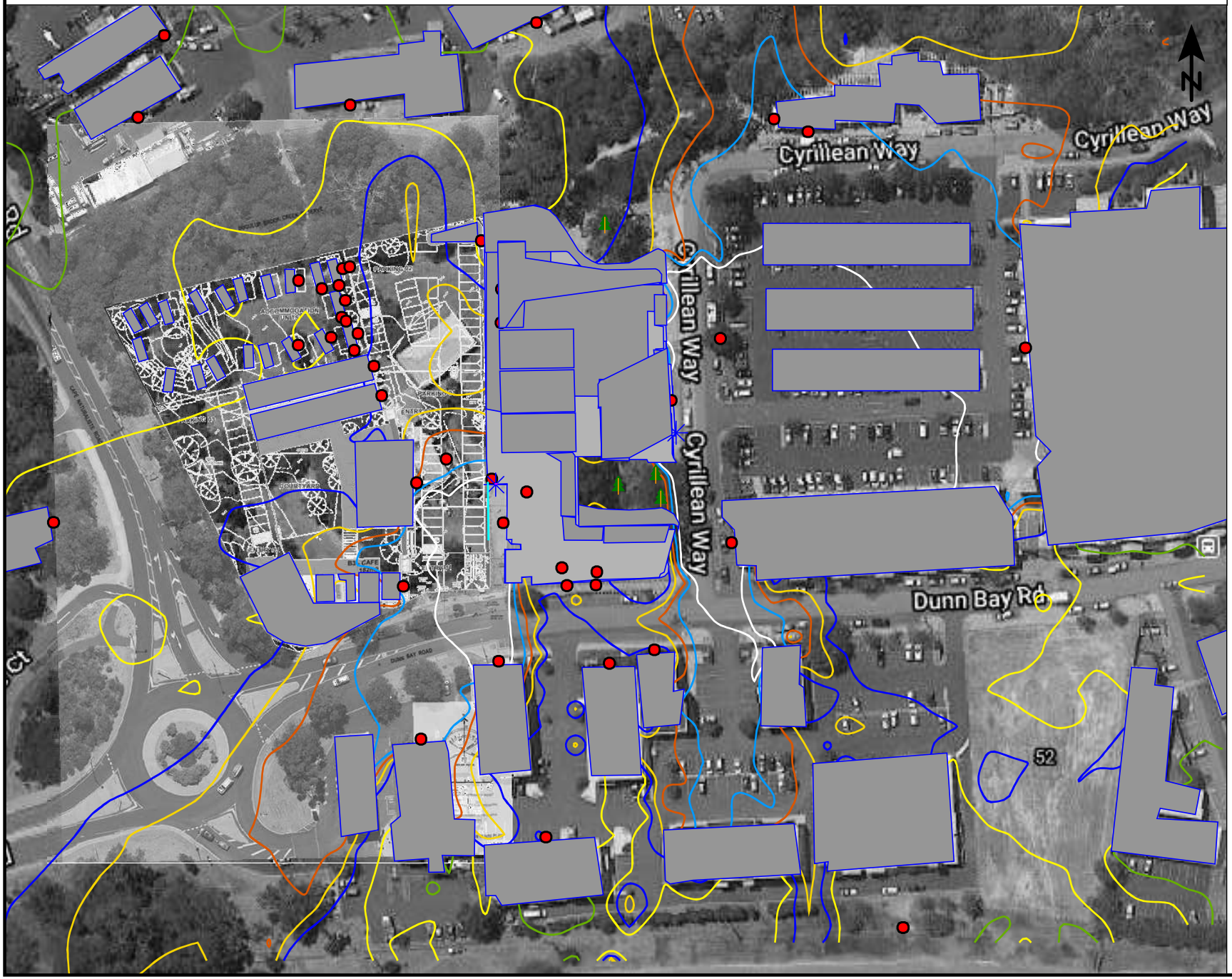
This section presents the calculated noise levels in relation to delivery trucks unloading and restarting. After the trucks have entered the loading bay, via access off Dunn Bay Road, it is expected that they may be there for some time during the loading/unloading process. They may well be stopped so the engines will need to be restarted again once they are ready to leave. This is generally a relatively high one off incident source noise level and is assessed against the night-time L_{Amax} criteria. A +10 dB penalty is included in the calculated results for impulsiveness to allow for engine start-up.

Table 4-3 and *Figure 4-3* present the calculated noise levels.

Table 4-3 Predicted Truck Related Noise Levels – L_{Amax} Assessment

Receiver #	Predicted Level, dB L_{Amax}	With Impulsiveness Penalty +10 dB	Assigned Night Level, dB L_{Amax}	Night-time Exceedance, dB L_{Amax}
59 Dunn Bay Road – Future Residential	15	25	60	-
18 Kunzea Place	2	12	58	-
2 Martingale Drive	5	15	57	-
Nearest Commercial Premises (Future 59 Dunn Bay Road)	36	46	80	-

Figure 4-3 Predicted Noise from Truck Startup In Loading Bay, dB L_{Amax}



Predicted Noise level

=	5
=	10
=	15
=	20
=	25
=	30
=	35

Legend

- Unloading Area
- Receiver
- Fence

N

Scale 1:1500

0 5 10 20 30 m

Project No: 21026115
Consultant: Rob Connolly
Date: 13/05/2022
Algorithm: CONCAWE
SoundPLAN Version: 8.2

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4.4 Car Door Closings

Noise from car doors is a short-term event and therefore assessed against the L_{Amax} criteria, being 57 dB(A) or 80 dB(A) depending on the time of day and receiver location. Such a noise is likely to be impulsive and therefore subject to a + 10 dB adjustment. All car parking areas are located in the enclosed basement and ground floor areas. As such no noise impacts are predicted to occur at any noise sensitive receivers and are compliant.

5 RECOMMENDATIONS

The following best practices should be implemented during design development and operational phases:

5.1 RESTAURANT/BAR SPECIFIC

- Bottle emptying shall not be done during the night (10pm and 7am Mondays to Saturdays and through to 9am on Sundays and public holidays).
- Deliveries shall ideally not take place between 10pm and 7am Mondays to Saturdays and through to 9am on Sundays and public holidays.
- All vehicles shall not be left to idle during loading/unloading.
- Delivery truck should not stop outside the Dunn Bay access, as restarting of their engines may cause a disturbance to the nearby development units.
- Music and television noise to be inaudible at residences.
- Subwoofers are not to be installed in the venue.
- Noise complaints are to be handled by the approved manager at the time and investigated immediately. Complaints are to be entered in the complaint log file.
- Outside the venue will be patrolled by venue personnel. Patrons exiting the venue will, where necessary, be politely asked to consider neighbours and leave quietly.

5.2 GENERAL

- Waste collection shall be during normal daytime hours or under an approved noise management plan.
- Audible 'beeper' reversing alarms shall be discouraged. Where a safe workplace can be provided, it may be possible to turn off audible alarms by using spotters. Alternatively, audible reversing alarms are to be the broadband type.
- Delivery and waste collection trucks should be fitted with broadband reversing alarms, or 'self-adjustable' alarms, to minimise adverse impacts to receivers;
- Bin servicing shall occur between 7am and 7pm Mondays to Saturdays. The servicing of bins would fall under regulation 14A and provided it is carried out within the stipulated hours and undertaken as quietly as reasonably practicable, the assigned levels do not apply. Glass is not to be emptied in bins after 7pm; and,
- Access grates and trafficable panels shall be firmly seated in position and fitted with rubber gaskets to avoid excess banging.

6 CONCLUSIONS

A 3-dimensional noise model was established using dedicated software *SoundPLAN 8.2*, in order to predict the noise emissions from the commercial elements of this development to neighbouring residences and commercial units.

Noise levels have been calculated based on patronage numbers for the restaurant/bar and alfresco area, truck delivery movements and carpark door closing events for night-time operation with compliance with the *Environmental Protection (Noise) Regulations 1997* predicted to be achieved at all identified noise sensitive receivers.

Once the air-conditioning plant has been designed and selected by the mechanical consultant/contractor, noise levels will need to be predicted to the nearest residences and commercial units and compared to the assigned noise levels of *Table 2-3*. Where exceedances are calculated, noise mitigation recommendations will be provided.

Appendix A

DEVELOPMENT PLANS



Location Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

Status: DRP REVIEW

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Scale: NTS

North:

Project Number:	44369
Drawing Number:	DA130
Revision:	B
Date:	18.05.2022

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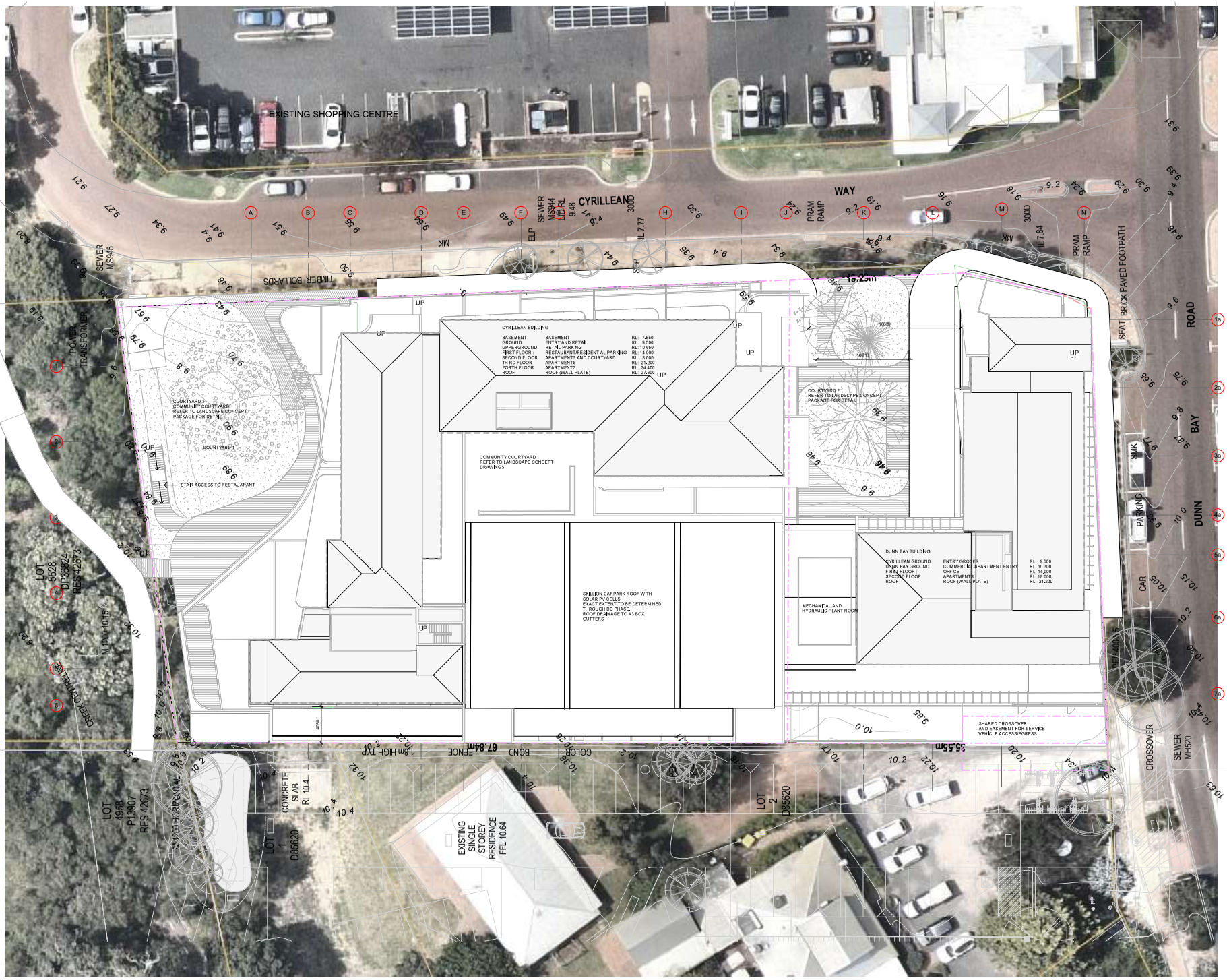

Site Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

Status: ISSUE FOR DA

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Scale: 1:200 @ A1

0 16

North:

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Project Number: 44369
Drawing Number: DA150
Revision: F
Date: 18.05.2022

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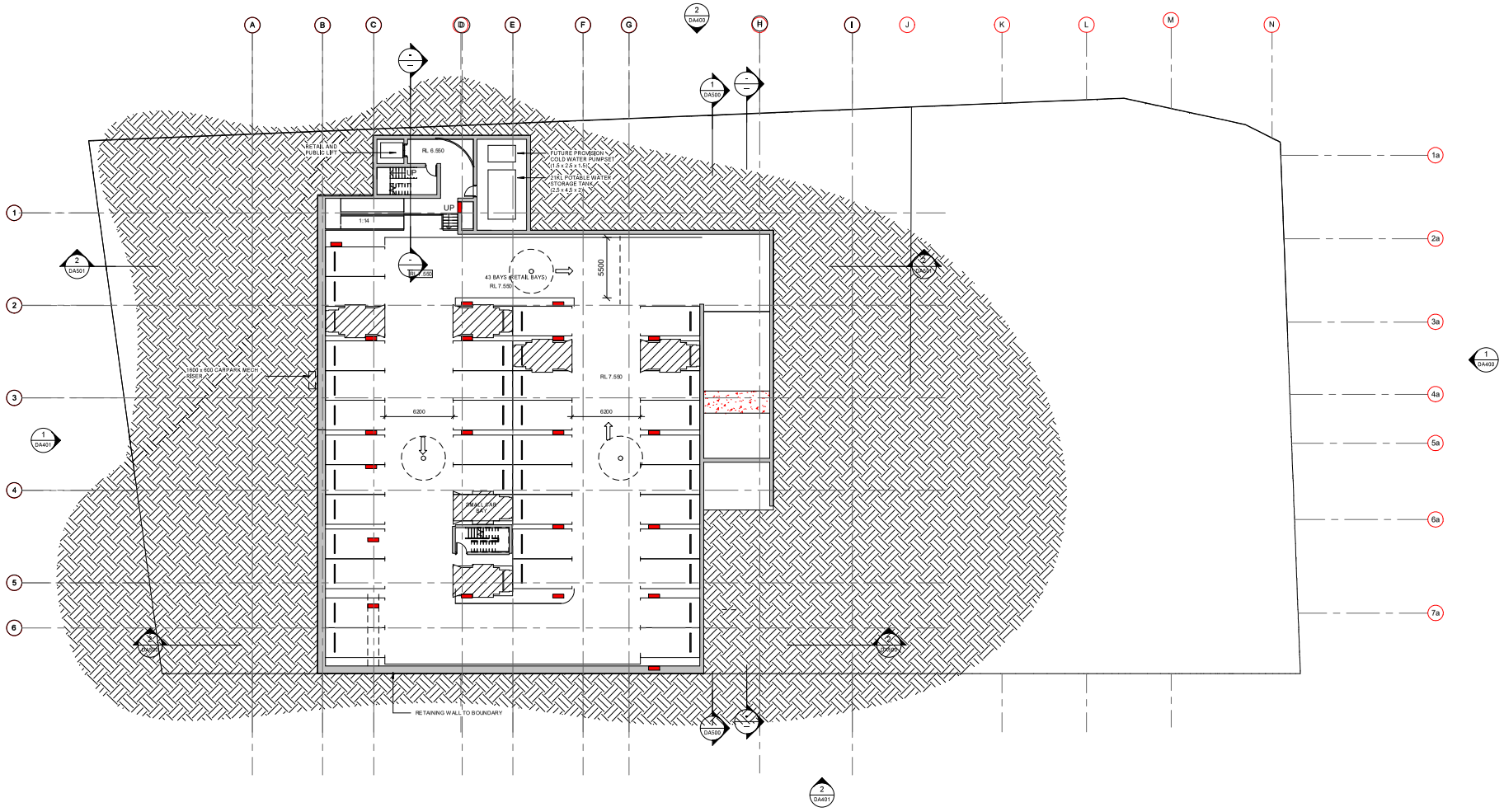

Basement

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

Status: ISSUE FOR DA

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Scale: 1:200 @ A1

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Project Number: 44369
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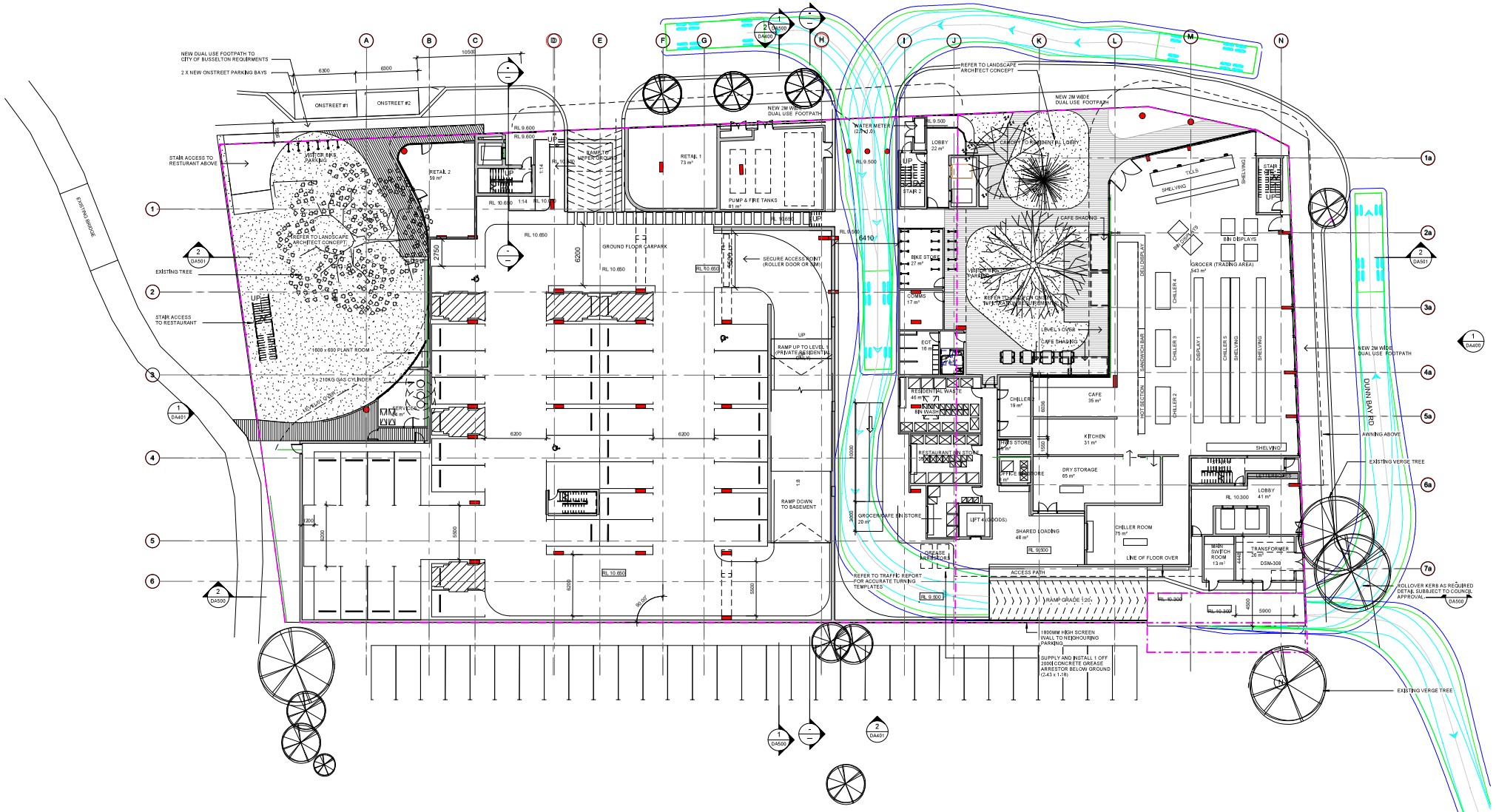

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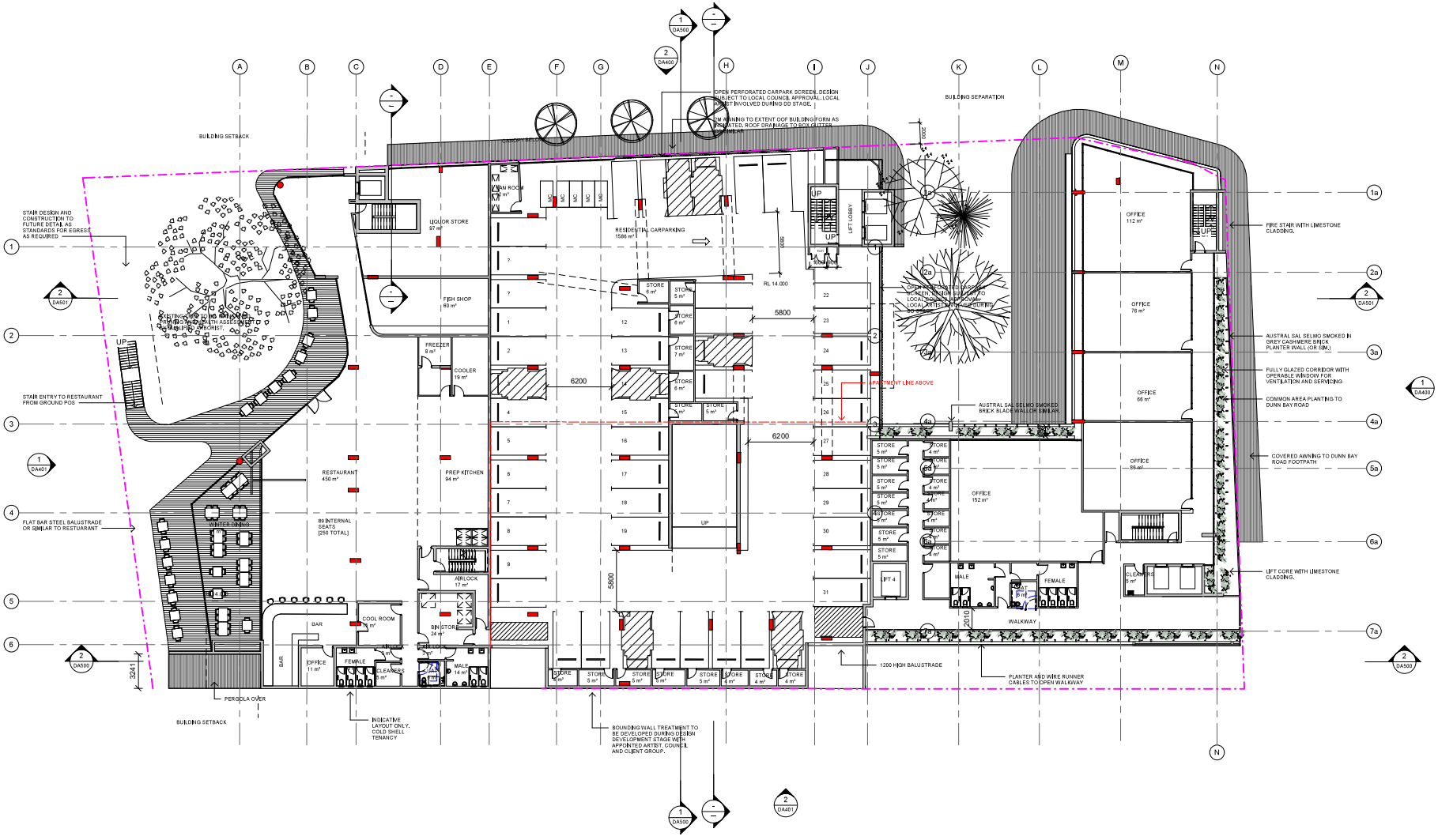

Level 1

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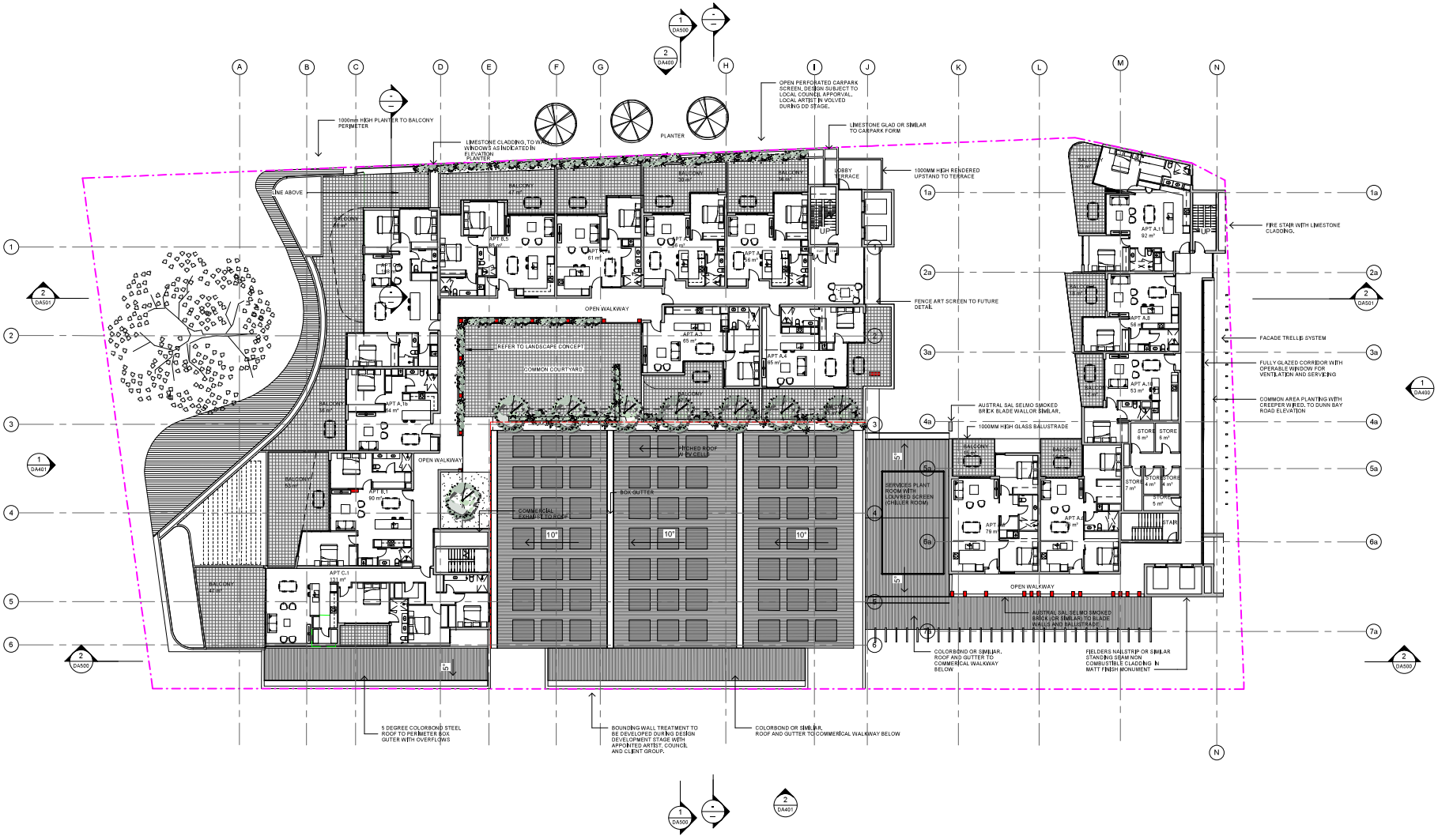

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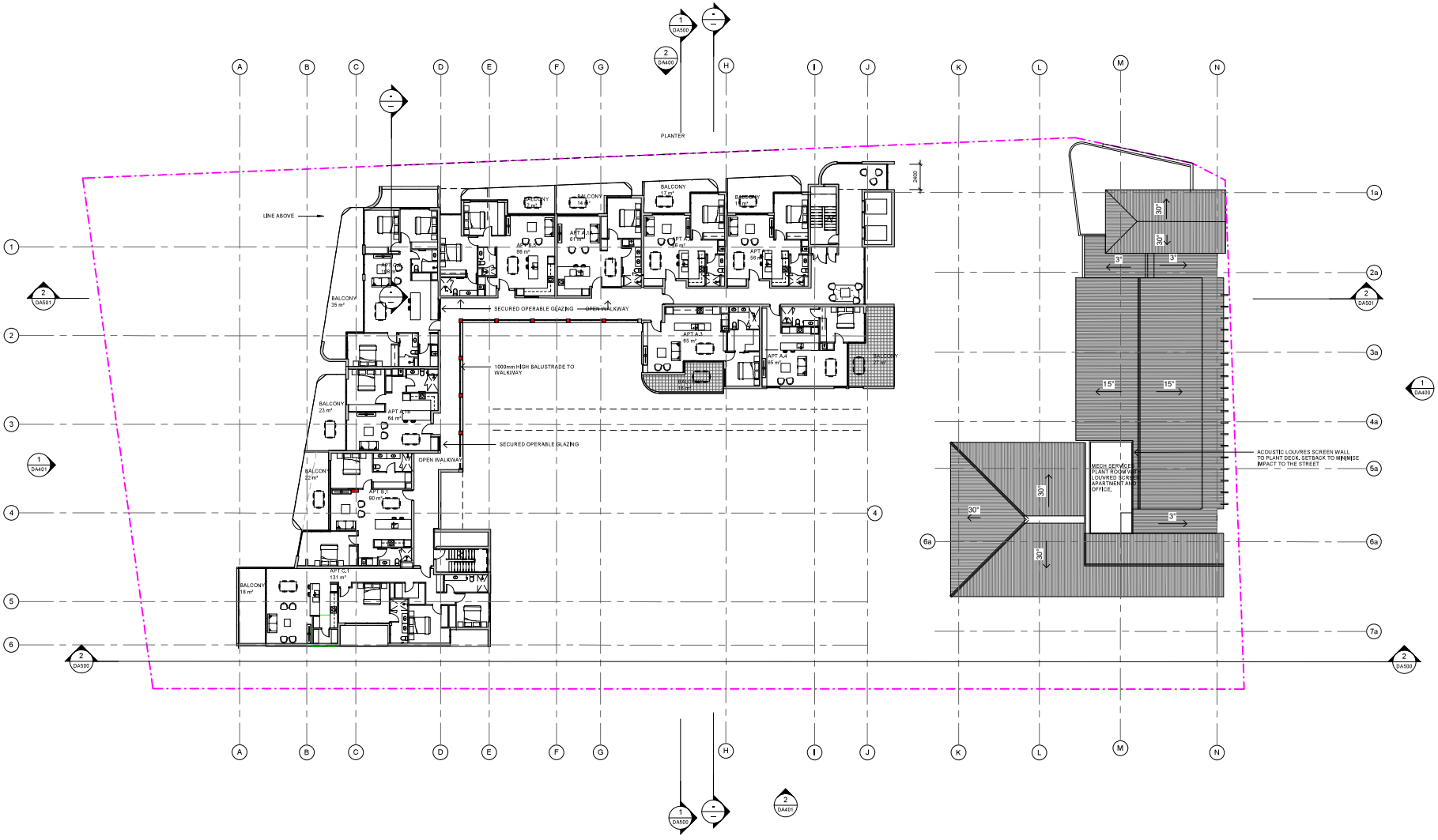

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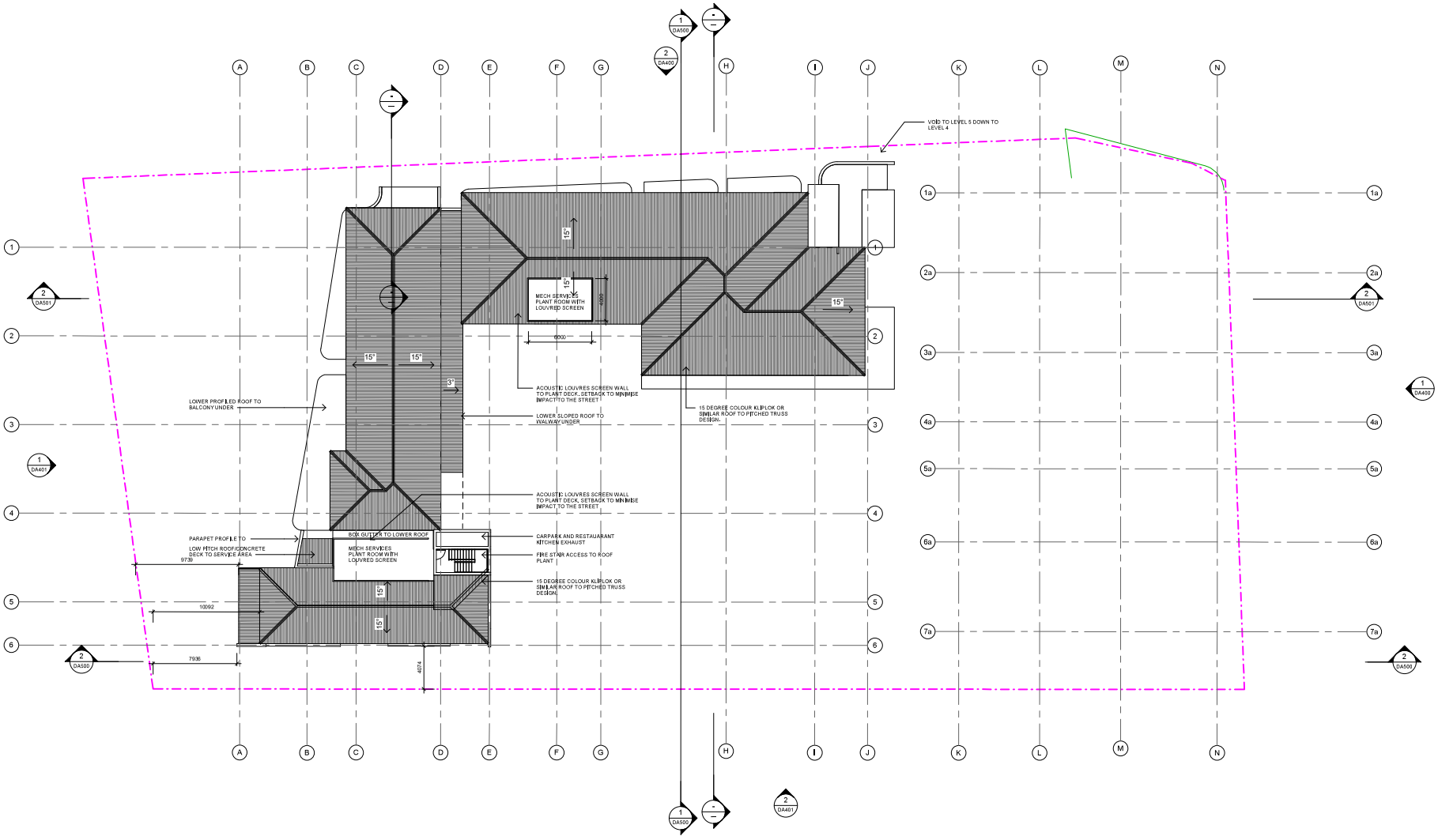

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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)
The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting
An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

L_1
An L_1 level is the noise level which is exceeded for 1 per cent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{10}
An L_{10} level is the noise level which is exceeded for 10 per cent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{90}
An L_{90} level is the noise level which is exceeded for 90 per cent of the measurement period and is considered to represent the "*background*" noise level.

L_{eq}
The L_{eq} level represents the average noise energy during a measurement period.

$L_{A10,18hour}$
The $L_{A10,18\ hour}$ level is the arithmetic average of the hourly L_{A10} levels between 6.00 am and midnight. The *CoRTN* algorithms were developed to calculate this parameter.

$L_{Aeq,24hour}$
The $L_{Aeq,24\ hour}$ level is the logarithmic average of the hourly L_{Aeq} levels for a full day (from midnight to midnight).

$L_{Aeq,8hour}$ / $L_{Aeq\ (Night)}$
The $L_{Aeq\ (Night)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 10.00 pm to 6.00 am on the same day.

$L_{Aeq,16hour}$ / $L_{Aeq\ (Day)}$
The $L_{Aeq\ (Day)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 6.00 am to 10.00 pm on the same day. This value is typically 1-3 dB less than the $L_{A10,18hour}$.

Noise-sensitive land use and/or development
Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

About the Term 'Reasonable'

An assessment of reasonableness should demonstrate that efforts have been made to resolve conflicts without comprising on the need to protect noise-sensitive land-use activities. For example, have reasonable efforts been made to design, relocate or vegetate a proposed noise barrier to address community concerns about the noise barrier height? Whether a noise mitigation measure is reasonable might include consideration of:

- The noise reduction benefit provided;
- The number of people protected;
- The relative cost vs benefit of mitigation;
- Road conditions (speed and road surface) significantly differ from noise forecast table assumptions;
- Existing and future noise levels, including changes in noise levels;
- Aesthetic amenity and visual impacts;
- Compatibility with other planning policies;
- Differences between metropolitan and regional situations and whether noise modelling requirements reflect the true nature of transport movements;
- Ability and cost for mobilisation and retrieval of noise monitoring equipment in regional areas;
- Differences between Greenfield and infill development;
- Differences between freight routes and public transport routes and urban corridors;
- The impact on the operational capacity of freight routes;
- The benefits arising from the proposed development;
- Existing or planned strategies to mitigate the noise at source.

About the Term 'Practicable'

'Practicable' considerations for the purposes of the policy normally relate to the engineering aspects of the noise mitigation measures under evaluation. It is defined as "reasonably practicable having regard to, among other things, local conditions and circumstances (including costs) and to the current state of technical knowledge" (*Environmental Protection Act 1986*). These may include:

- Limitations of the different mitigation measures to reduce transport noise;
- Competing planning policies and strategies;
- Safety issues (such as impact on crash zones or restrictions on road vision);
- Topography and site constraints (such as space limitations);
- Engineering and drainage requirements;
- Access requirements (for driveways, pedestrian access and the like);
- Maintenance requirements;
- Bushfire resistance or BAL ratings;
- Suitability of the building for acoustic treatments.

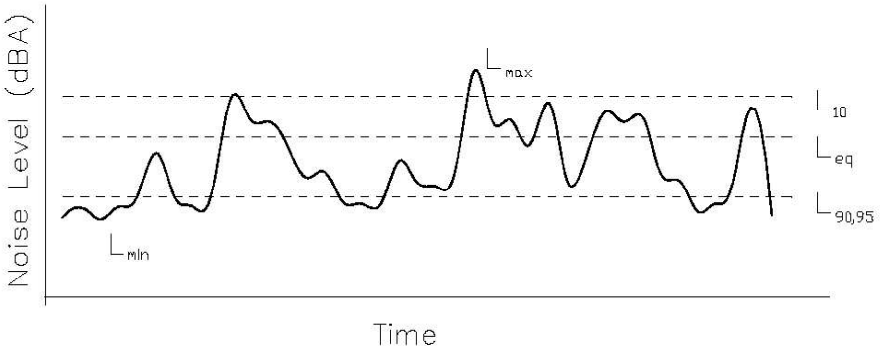
R_w

This is the weighted sound reduction index and is similar to the previously used STC (Sound Transmission Class) value. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

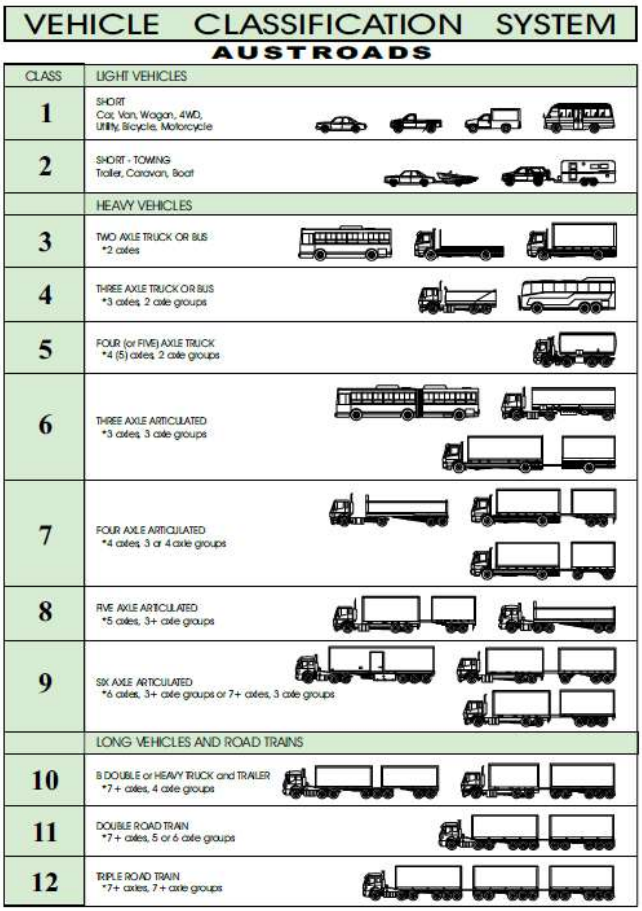
C_{tr}

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of –4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -14 dB.

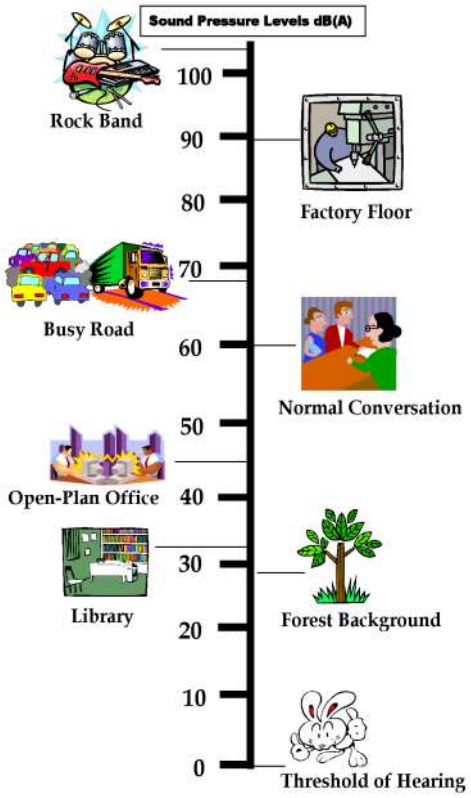
Chart of Noise Level Descriptors



Austroads Vehicle Class



Typical Noise Levels



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Transportation Noise Assessment

Lots 108 &109 Dunn Bay Road, Dunsborough

Reference: 21026115-01C - Transportation Noise

Prepared for:
DCSC Pty Ltd., c/o Overview Management Pty Ltd

Report: 21026115-01C - Transportation Noise

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Date:	Rev	Description	Prepared By	Verified
20-Aug-21	0	Issued to Client	Rob Connolly	Terry George
23-Sep-21	A	Revised Drawings – Minor Changes to Parking/Bicycle Bay Numbers	Rob Connolly	-
15-Dec-21	B	Revised drawings and addition of proposed development in adjoining lot.	Rob Connolly	-
13-May-22	C	Revised drawings with Cyrillean Way block reduced by one level and another level removed from Dunn Bay block.	Rob Connolly	Terry George

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Appendices

A Proposed Development Plans

B Terminology

1 INTRODUCTION

It is proposed to develop Lots 108 & 109 (#57) Dunn Bay Road, Dunsborough (refer *Figure 1-1*) into a multi-use development over 6 levels (including basement, ground, and 1st floor commercial space and parking on all these levels). The development will comprise two separate blocks with residential apartments on level 2 only in Dunn Bay block and levels 2-4 in the Cyrillean Way block; both sitting atop the commercial space which will include a restaurant, supermarket, liquor store and offices.

Proposed plans of the development are provided in *Appendix A*.



Figure 1-1 Subject Site Locality

With the residential part of the project approximately 115 metres from Caves Road ('Other Significant Freight/Traffic Routes'), a noise assessment against *State Planning Policy No. 5.4 Road and Rail Noise* is required. Note this Policy isn't applicable to commercial parts of the project.

Appendix B contains a description of some of the terminology used throughout this report.

2 CRITERIA

The criteria relevant to this assessment is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards

Table 2-1 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-1 Noise Targets for Noise-Sensitive Land-Use

Outdoor Noise Target		Indoor Noise Target	
55 dB $L_{Aeq(Day)}$	50 dB $L_{Aeq(Night)}$	40 dB $L_{Aeq(Day)}$ (Living and Work Areas)	35 dB $L_{Aeq(Night)}$ (Bedrooms)

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable[1] facade of the noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonable drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment is undertaken.

In the application of the noise targets, the objective is to achieve:

- indoor noise levels specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and childcare centres, the design of outdoor areas should take into consideration the noise target.

[1] A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

3 METHODOLOGY

Noise measurements and modelling have been undertaken generally in accordance with the requirements of SPP 5.4 and associated Guidelines[2] as described in *Section 3.1* and *Section 3.2*.

3.1 Site Measurements

Noise monitoring was undertaken on site using a Rion NA-28 (S/N: 211611) sound level meter (refer *Figure 3-1*). This meter complies with the instrumentation requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The meter was field calibrated before and after the measurement session and found to be accurate to within +/- 1 dB. Lloyd George Acoustics also holds current laboratory calibration certificate for the meter.

The microphone was approximately 1.4 metres above existing ground level and approximately 14 metres from the closest lane of Caves Road. Site measurements were also taken at the proposed development site, however electrical works were taking place on the street lights immediately in front and a cherry picker warning signal was the dominant noise source. The roadside noise measurements are deemed the more appropriate for use. The measurements were recorded on 31 March 2021, between 10.00am and 11.00am.



Figure 3-1 Sound Level Meter on Site

A relationship between hourly traffic volumes and noise levels can then be derived to determine the existing $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ noise levels at the subject site.

[2] Road and Rail Noise Guidelines, September 2019

3.2 Noise Modelling

The computer programme *SoundPLAN 8.2* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Classes 1 & 2) with non-heavy vehicles having a source height of 0.5 metres above road level and heavy vehicles having two sources, at heights of 1.5 metres and 3.6 metres above road level, to represent the engine and exhaust respectively. By splitting the noise source into three, allows for less barrier attenuation for high level sources where barriers are to be considered.
- Note that a -8.0 dB correction is applied to the exhaust and -0.8 dB to the engine (based on Transportation Noise Reference Book, Paul Nelson, 1987), so as to provide consistent results with the CoRTN algorithms for the no barrier scenario;

Predictions are made at heights of 1.4 metres above floor level and at 1-metre from the window of each habitable room, resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling such as ground topography, road design, traffic volumes etc. These model inputs are discussed in the following sections.

3.2.1 Ground Topography

Topographical and road design data for this project was taken from publicly available data e.g. *Google*. This was combined with the proposed development and existing neighbouring buildings to create a 3D noise model. A 3D image of the constructed noise model is shown in *Figure 3-2.*

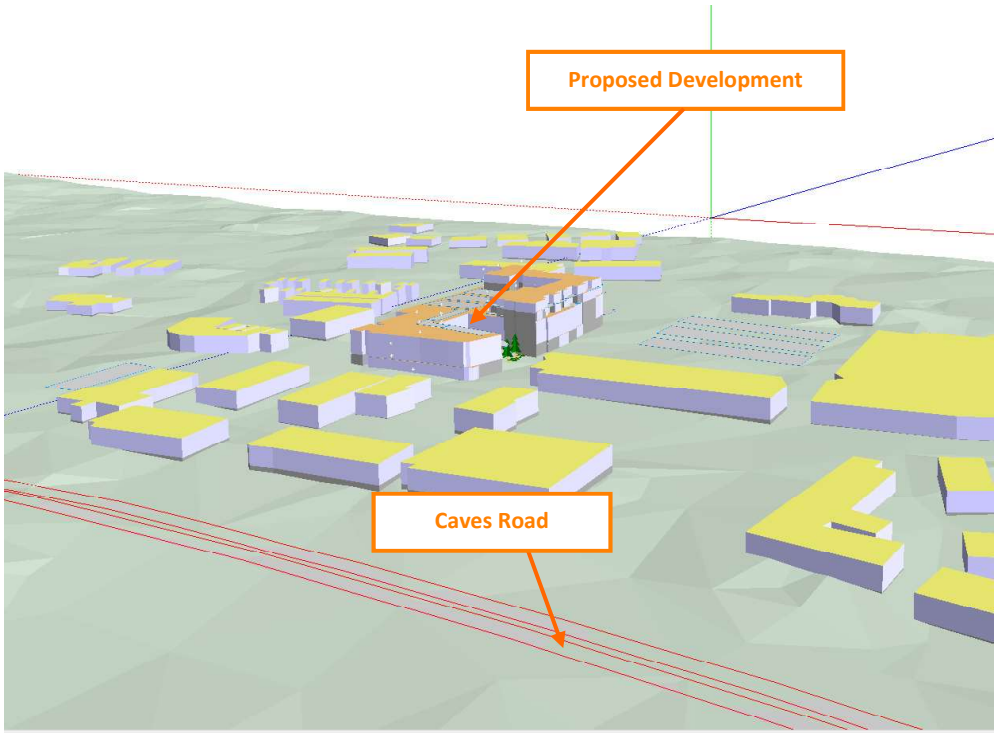

Figure 3-2 3D Noise Model of Subject Site

3.2.2 Traffic Data

Traffic data includes:

- Road Surface – The noise relationship between different road surface types is shown in *Table 3-1*.

Table 3-1 Noise Relationship Between Different Road Surfaces

Road Surfaces							
Chip Seal				Asphalt			
14mm	10mm	5mm	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

- The existing road surfaces are dense graded asphalt and are expected to remain unchanged into the future.
- Vehicle Speed – The existing and future posted speed is 70km/hr.
- Traffic Volumes - Existing volumes for Caves Road were obtained from Main Roads WA Traffic Map. Main Roads has advised that State Wide Model suggests that the projected compound growth rate is in the order of 1.5% per annum; however that due to the strategic level of network coding, the detailed localised development may not be considered in the State Wide model as part of the business-as-usual land use trend case. *Table 3-2* provides the traffic volume input data in the model.

Table 3-2 Traffic Information Used in the Modelling

Parameter	Scenario			
	Existing – 2017/18		Future - 2041	
	Eastbound	Westbound	Eastbound	Westbound
24 Hour Volume	2,443	2,655	3,492	3,795
% Heavy	10.4	10.2	10.4	10.2

3.2.3 Ground Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the roads and 0.6 (60%) elsewhere. Note 0.0 represents hard reflective surfaces such as concrete and 1.00 represents absorptive surfaces such as grass.

4 RESULTS

4.1 Noise Monitoring

The results of the hourly noise level measurements, in free-field conditions, were:

- 31 March 2021: 10.00am to 11.00am – 62.5 dB $L_{Aeq,1hour}$.

Combining the measured noise levels with the hourly traffic volumes as shown in *Figure 4-1*, the $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ have been determined to be 61.6 dB $L_{Aeq(Day)}$ and 50.3 dB $L_{Aeq(Night)}$. Based on these results, the $L_{Aeq(Day)}$ is more critical than the $L_{Aeq(Night)}$ since their difference is greater than 5 dB (refer *Section 2* criteria).

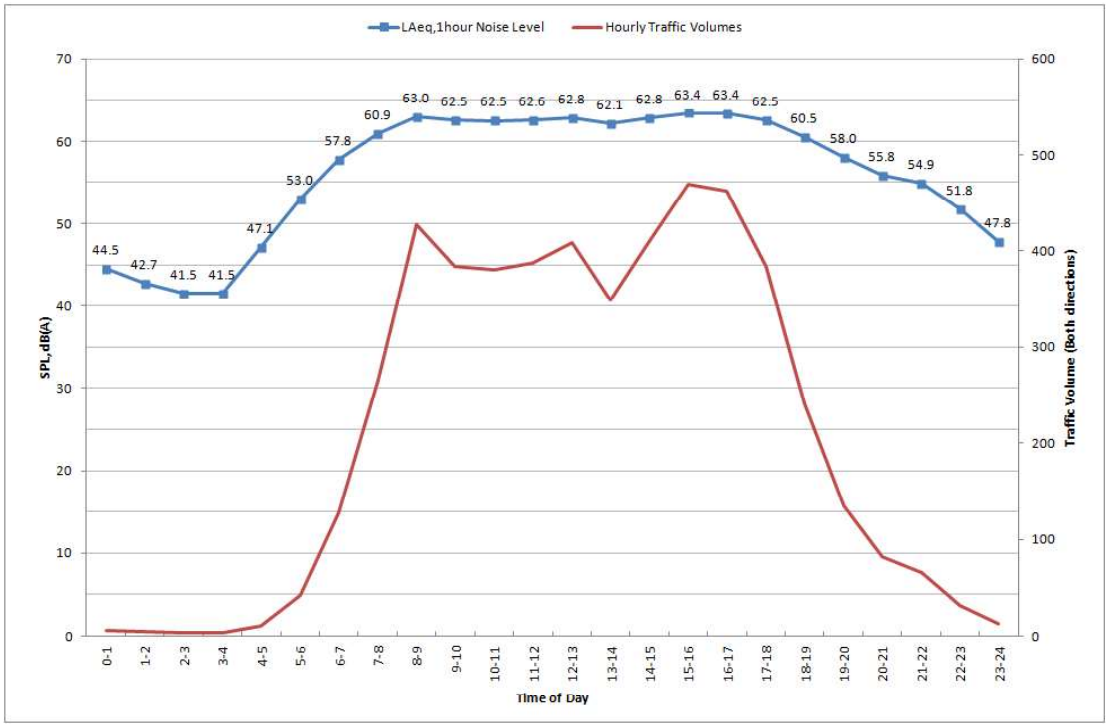

Figure 4-1 Noise Level Relationship to Hourly Traffic Volumes

4.2 Noise Modelling

The noise model was initially set-up for existing conditions and calibrated to the noise measurement location. The model is then updated to include the proposed building plans and future traffic volumes, maintaining the same model calibration.

Given the close proximity between apartments and commercial spaces and also potential impact from surrounding premises, all glazing to habitable rooms is recommended to achieve minimum $R_w + C_{tr}$ 27, requiring 6mm thick glass in fixed/awning style window frames closing onto acoustic seals and sliding doors fitted with acoustic seals. With such construction, road traffic noise is generally considered to be compliant internally where the external noise level is up to 58 dB $L_{Aeq(Day)}$. There is no area of the revised development with a predicted external noise level above 55 dB $L_{Aeq(Day)}$. As such the calculated noise levels are no more than the outdoor target at any habitable area and therefore no mitigation is required to comply with the requirements of SPP 5.4.

5 ASSESSMENT

The objectives of SPP 5.4 are to achieve:

- indoor noise levels specified in *Table 2-1* in noise-sensitive areas (e.g. bedrooms and living rooms of houses and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot.

Where the outdoor noise targets of *Table 2-1* are achieved at all habitable spaces, no further controls are necessary. The calculated noise levels are no more than the outdoor target and therefore no mitigation is required to comply with the requirements of SPP 5.4.

Given the close proximity between apartments and commercial spaces and also potential impact from surrounding premises, all glazing to habitable rooms is recommended to achieve minimum $R_w + C_{tr}$ 27, requiring 6mm thick glass in fixed/awning style window frames closing onto acoustic seals and sliding doors fitted with acoustic seals.

Appendix A

DEVELOPMENT PLANS



Location Plan

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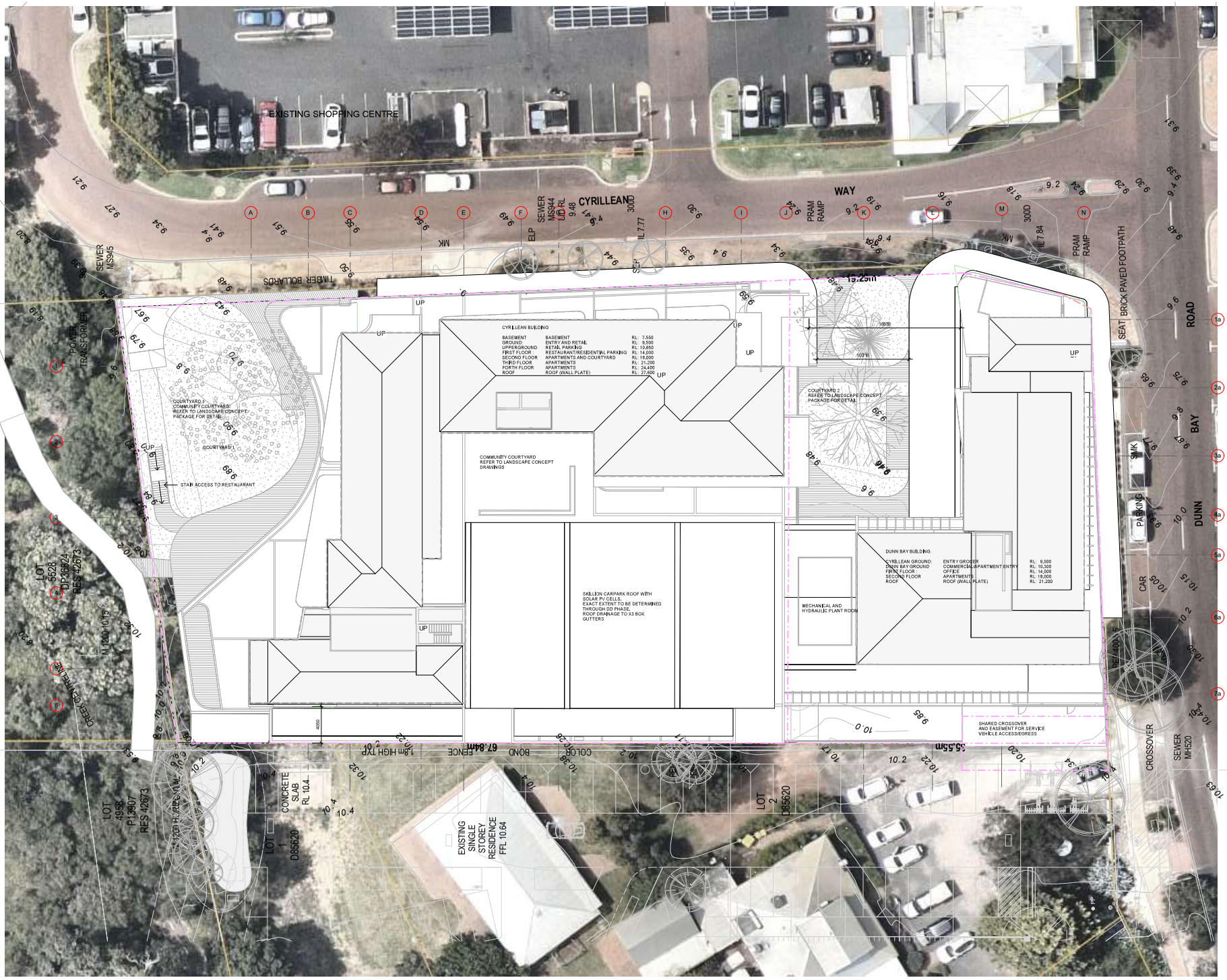

Site Plan

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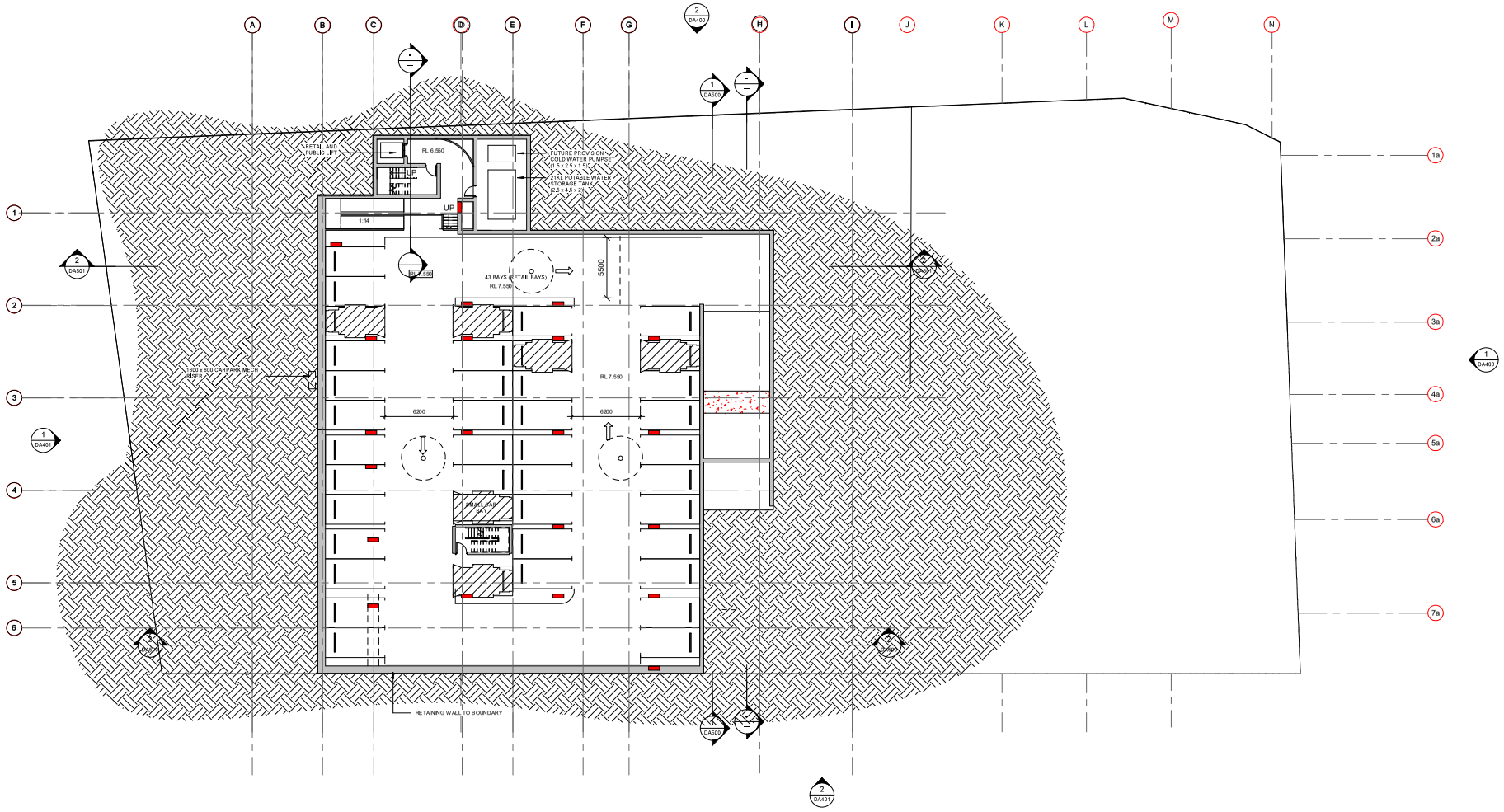

Basement

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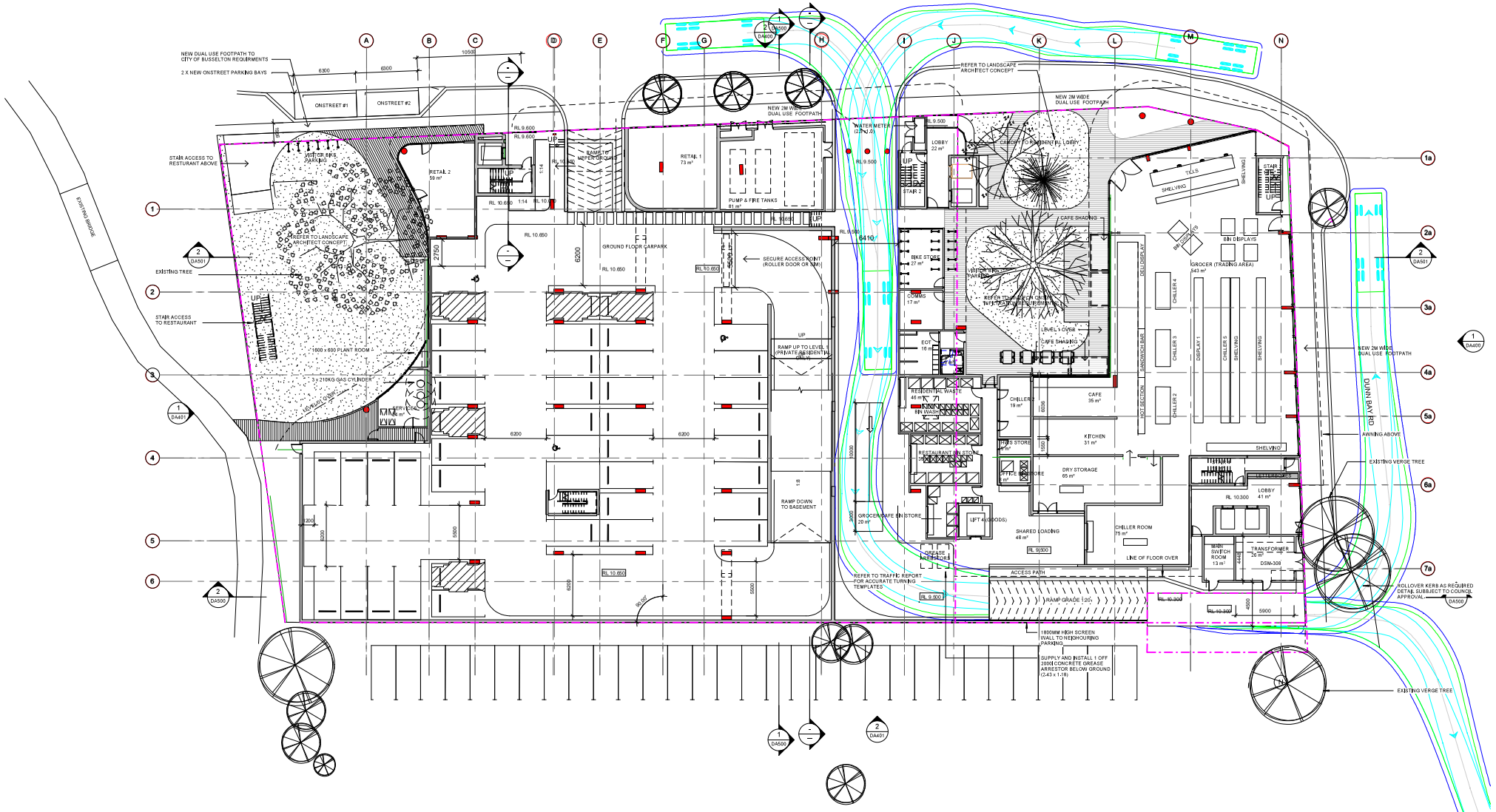

Ground Floor

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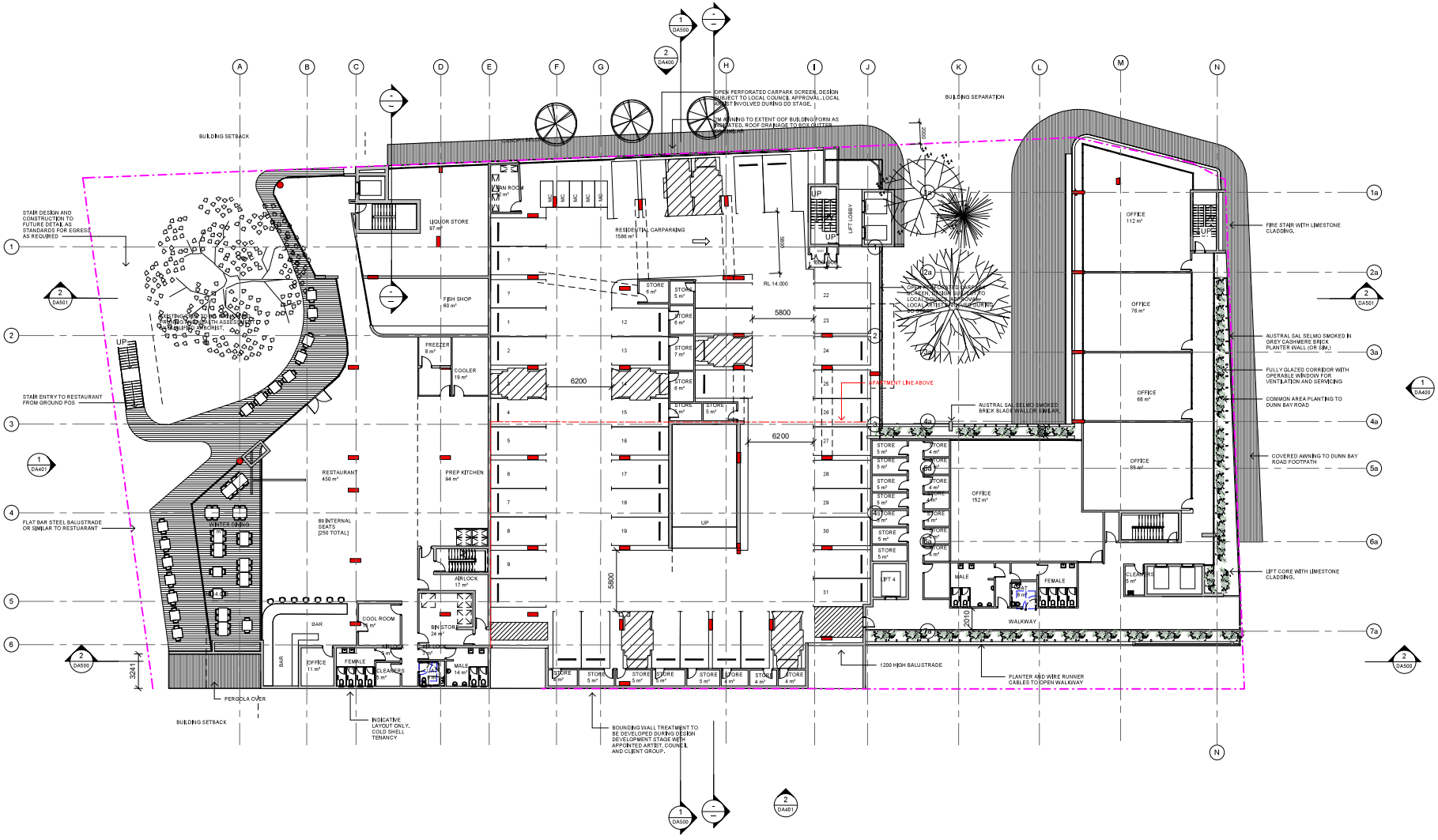

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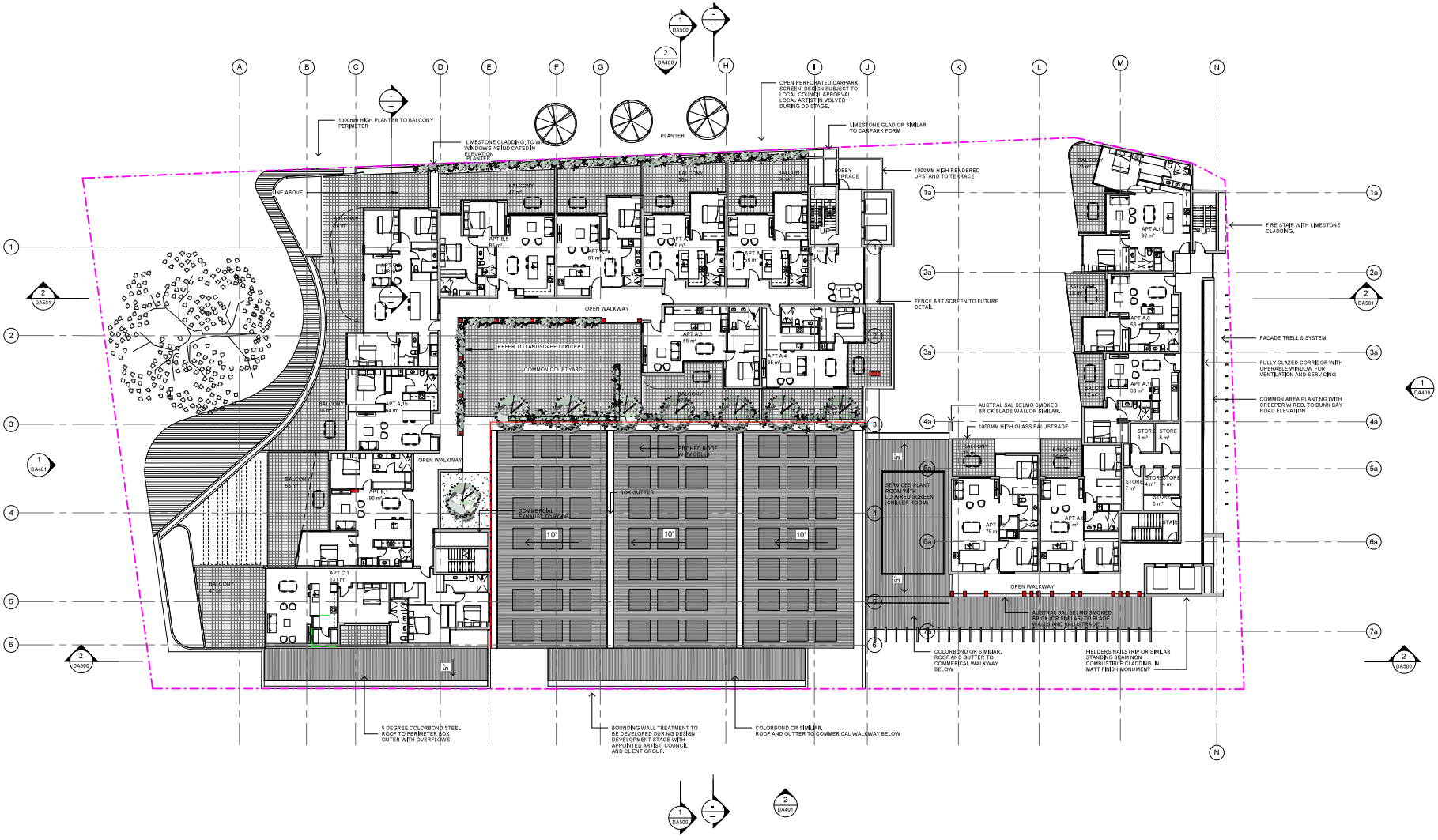

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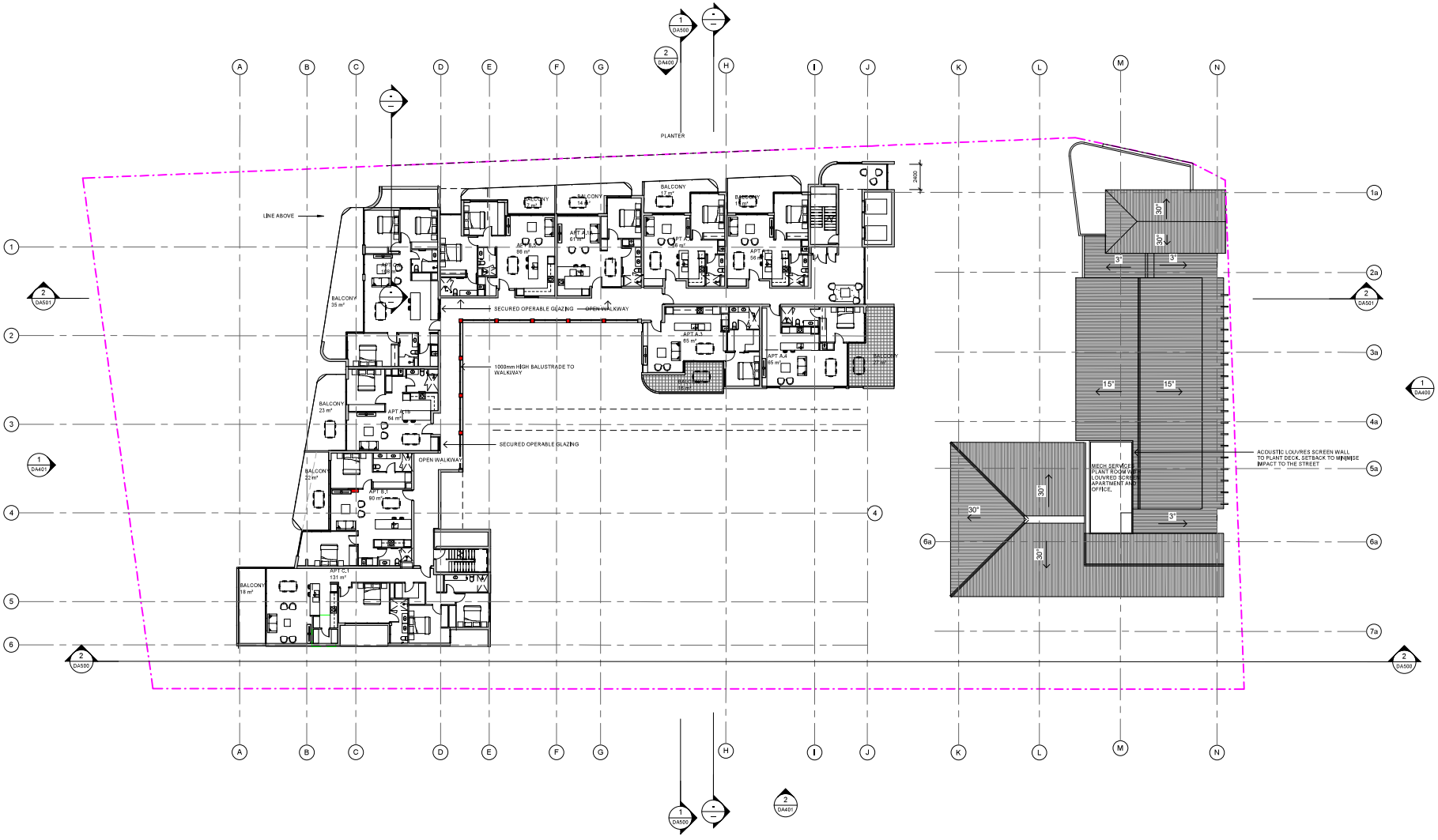

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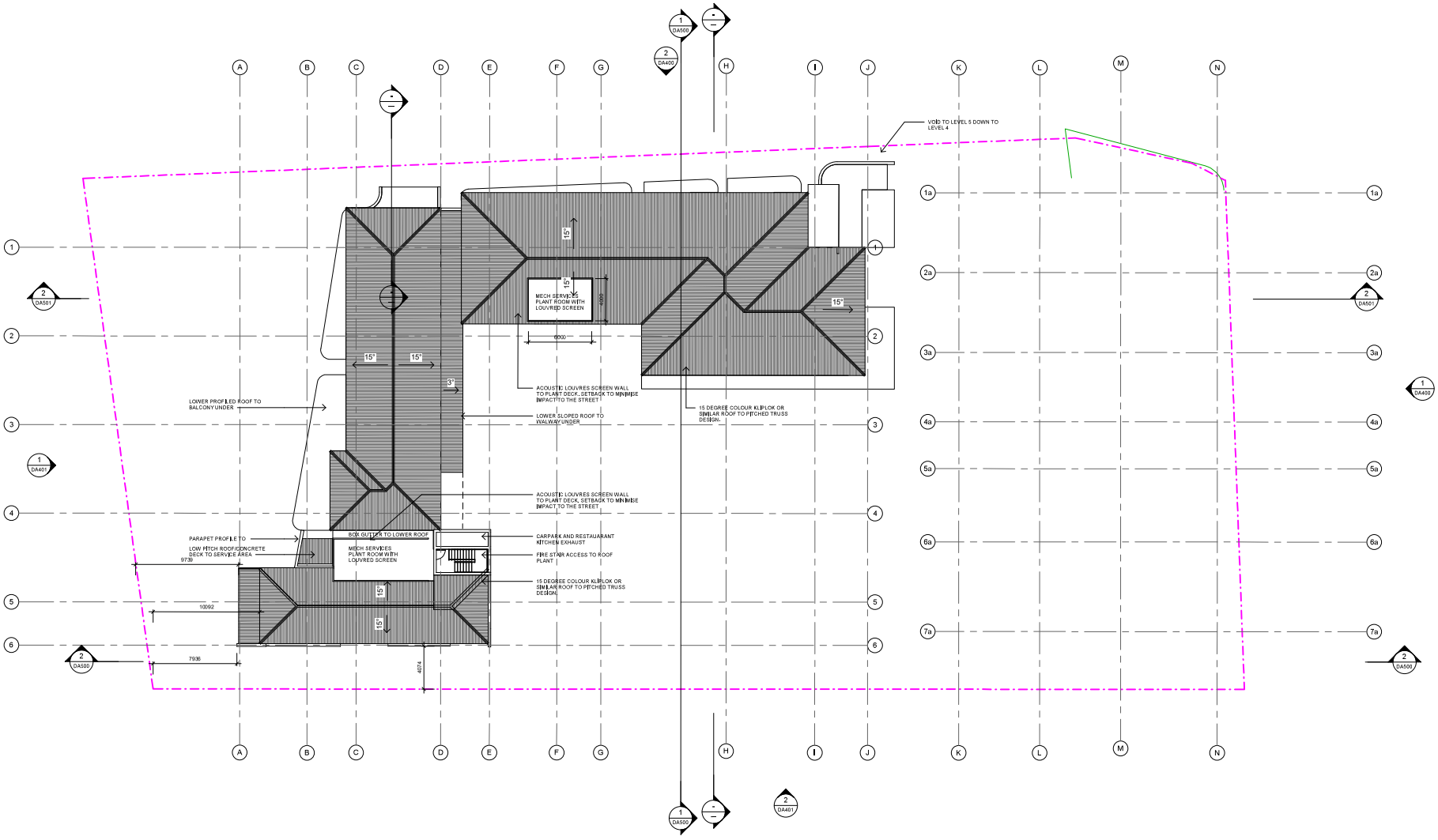

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Revision: H
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Appendix B

Terminology

The following is an explanation of the terminology used throughout this report.

Decibel (dB)
The decibel is the unit that describes the sound pressure and sound power levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

A-Weighting
An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A dB.

L_1
An L_1 level is the noise level which is exceeded for 1 per cent of the measurement period and is considered to represent the average of the maximum noise levels measured.

L_{10}
An L_{10} level is the noise level which is exceeded for 10 per cent of the measurement period and is considered to represent the "*intrusive*" noise level.

L_{90}
An L_{90} level is the noise level which is exceeded for 90 per cent of the measurement period and is considered to represent the "*background*" noise level.

L_{eq}
The L_{eq} level represents the average noise energy during a measurement period.

$L_{A10,18hour}$
The $L_{A10,18\ hour}$ level is the arithmetic average of the hourly L_{A10} levels between 6.00 am and midnight. The *CoRTN* algorithms were developed to calculate this parameter.

$L_{Aeq,24hour}$
The $L_{Aeq,24\ hour}$ level is the logarithmic average of the hourly L_{Aeq} levels for a full day (from midnight to midnight).

$L_{Aeq,8hour}$ / $L_{Aeq\ (Night)}$
The $L_{Aeq\ (Night)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 10.00 pm to 6.00 am on the same day.

$L_{Aeq,16hour}$ / $L_{Aeq\ (Day)}$
The $L_{Aeq\ (Day)}$ level is the logarithmic average of the hourly L_{Aeq} levels from 6.00 am to 10.00 pm on the same day. This value is typically 1-3 dB less than the $L_{A10,18hour}$.

Noise-sensitive land use and/or development
Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

About the Term 'Reasonable'

An assessment of reasonableness should demonstrate that efforts have been made to resolve conflicts without comprising on the need to protect noise-sensitive land-use activities. For example, have reasonable efforts been made to design, relocate or vegetate a proposed noise barrier to address community concerns about the noise barrier height? Whether a noise mitigation measure is reasonable might include consideration of:

- The noise reduction benefit provided;
- The number of people protected;
- The relative cost vs benefit of mitigation;
- Road conditions (speed and road surface) significantly differ from noise forecast table assumptions;
- Existing and future noise levels, including changes in noise levels;
- Aesthetic amenity and visual impacts;
- Compatibility with other planning policies;
- Differences between metropolitan and regional situations and whether noise modelling requirements reflect the true nature of transport movements;
- Ability and cost for mobilisation and retrieval of noise monitoring equipment in regional areas;
- Differences between Greenfield and infill development;
- Differences between freight routes and public transport routes and urban corridors;
- The impact on the operational capacity of freight routes;
- The benefits arising from the proposed development;
- Existing or planned strategies to mitigate the noise at source.

About the Term 'Practicable'

'Practicable' considerations for the purposes of the policy normally relate to the engineering aspects of the noise mitigation measures under evaluation. It is defined as "reasonably practicable having regard to, among other things, local conditions and circumstances (including costs) and to the current state of technical knowledge" (*Environmental Protection Act 1986*). These may include:

- Limitations of the different mitigation measures to reduce transport noise;
- Competing planning policies and strategies;
- Safety issues (such as impact on crash zones or restrictions on road vision);
- Topography and site constraints (such as space limitations);
- Engineering and drainage requirements;
- Access requirements (for driveways, pedestrian access and the like);
- Maintenance requirements;
- Bushfire resistance or BAL ratings;
- Suitability of the building for acoustic treatments.

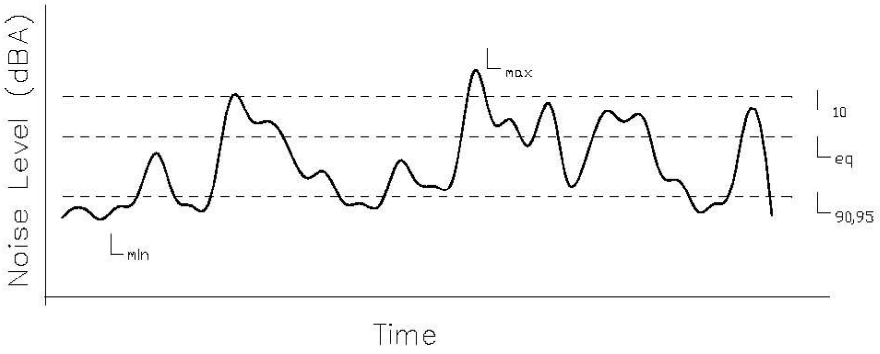
R_w

This is the weighted sound reduction index and is similar to the previously used STC (Sound Transmission Class) value. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

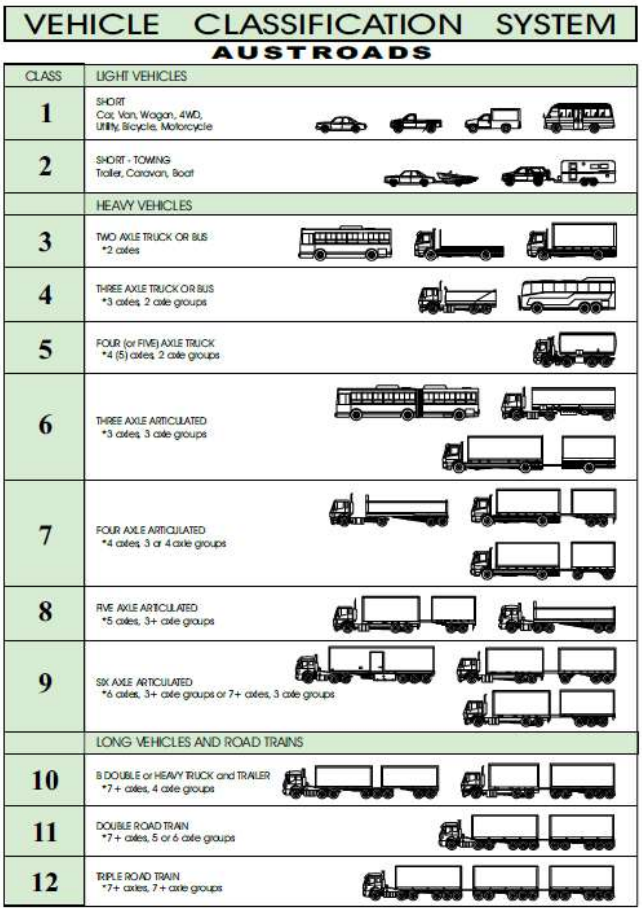
C_{tr}

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of –4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -14 dB.

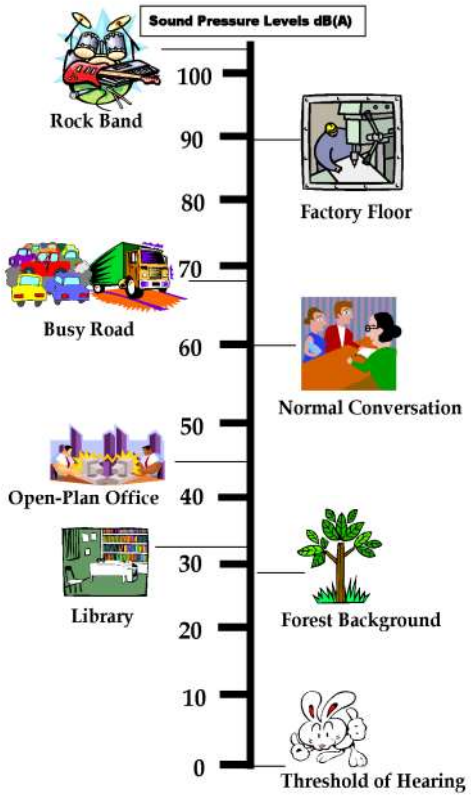
Chart of Noise Level Descriptors



Austroads Vehicle Class



Typical Noise Levels



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ARBORIST REPORT February, 2021

RE: Lot 108 / 109 57 Dunn Bay Road and 6 Cyrillean Way, Dunsborough.

February 2021

Introduction

The following Arborist Report was commissioned by DCSC Pty Ltd to undertake an inspection of the existing trees on Lot 108 / 109 57 Dunn Bay Road and 6 Cyrillean Way, Dunsborough.

Brief / Scope of Works

1. Undertake an Arboricultural Survey of the trees within Lot 108 / 109 57 Dunn Bay Road and 6 Cyrillean Way, Dunsborough.
2. Provide a risk assessment and hazard rating of the trees in relation to the Proposed Development.
3. Provide recommendations on each tree and the significance in relation to the Proposed Development.
4. Provide recommendations for the ongoing care and protection for trees recommended to be retained.

Background

The following information provides the basis on which recommendations are formulated.

1. All trees show some level of risk. The level of risk is determined by assessing factors, including; species, age, position, past injury (e.g., storm event or human inflicted), disturbance, climate change, fungal infection, insect attack, past pruning practices.
2. Many Eucalypts and Corymbia are classified as 'self pruning' i.e., branches, alive or dead, may detach and fall from anywhere within the crown. This may occur without notice or warning.
3. Storm events may cause internal damage and compromise of the tree's structural integrity; this may not show up immediately. Continual and periodic monitoring is an important tool in the monitoring and management of trees.

4. The process of 'lopping' is a poor arboricultural practice. In summary, lopping leads to; a breaking down of the tree's natural defences, allows access for wood-rot and borers, the producing of epicormic shoots or re-growth.
   Epicormic regrowth can be poorly attached this significantly increases the risk of limb collapse.
5. All tree work should be undertaken by trained tree workers and undertaken as per Australian Standard, AS4373.

Arborist Survey and Report

Tree 1. *Corymbia calophylla* (Marri)

This large over-mature specimen has many traits of a tree in it decline.
Tree is showing signs of stress
Leaf health on new young branches is poor.
The tree has significant dead wood throughout the crown.
There is high risk of limb drop from within the crown.



The tree has multiple nesting hollows within trunk and branches. Nesting sites evident within the crown.

Major dead wood evident







The trunk has a large scar / hollow at its base.
Visually the sap wood (outer layer) is healthy.
Low risk of total collapse.

The root system appears to be intact, with minimal disturbance.

Ground is compacted with minimal mulch layer

Local endemic species.
Overall health of specimen is good, considering; the age class, compacted ground around root zone, minimal soil coverage.

This is a Significant Specimen for this site and surrounds

Recommendations:

1. Retain tree
2. Undertake deadwood removal and crown thinning, to reduce risk of limb drop and crown collapse
3. Crown weight reduction to reduce of limb drop on to proposed public pathways and open space areas.
4. Tree requires require protection during any construction. No storage of materials, no dumping of waste or debris, no parking of vehicles and equipment, no re-fueling.
5. Annual assessment of the tree's structural integrity and safety.
6. All Tree surgery work to undertaken by trained and qualified tree workers
7. Soil supplement and treatment program should setup and undertaken.

Tree 2. *Persea americana* (Avocado)



Health of specimen is good, multi trunked
Specimen is not endemic
Will not withstand excavation / construction through root zone
Not a significant specimen
Recommendation:

1. Remove

Trees 3 *Eucalyptus diversicolor* (Karri)



Leaf health is good
Branch health poor. Trunk health poor.
Wood rot evident
Poor shape and crown weight distribution

Specimens has been previously lopped using poor tree care practices. The subsequent trunk branch attachment is poor. Evidence of broken branches in crown.
High risk of limb drop or total collapse of crown.

Poor specimen
Specimen is not significant.

Recommendation:
1. Remove

Trees 4 *Eucalyptus diversicolor* (Karri)



Leaf health is good
Branch health is poor, evidence of breaking and collapse.
Specimen has been previously 'lopped' using poor tree care practices. The subsequent trunk / branch attachment is poor.
Evidence of broken branches in crown and self-detachment at trunk.
Wood rot is evident at the base of the epicormic regrowth.

Poor weight distribution within crown.

Poor specimen.
Specimen is not significant, due to previous poor lopping practices and high risk of limb drop or partial crown collapse.

Recommendation:
1. Remove



Self-pruned / broken branch. Tree high risk of limb drop

Stress cracks, wood rot within trunk, crowded and poor attachment points between trunk and epicormic growth.



Trees 5 *Eucalyptus diversicolor* (Karri)

Leaf health is good
Branch health is poor to average

Specimen has been previously lopped. The subsequent trunk branch attachment is poor. Evidence of broken branches in crown and self-detachment at trunk.
Wood rot evident within trunk, at the base of the epicormic shoots.

Poor weight distribution within crown.



View of poor branching habit and stress cracking

Self-pruned point of detachment

Poor point of attachment between branch and trunk. High risk of collapse.



Poor specimen.
Specimen is not significant, due to previous poor lopping practices and high risk of limb drop or partial crown collapse.

Recommendation:
1. Remove

Tree 6. *Jacaranda mimosifolia* (Jacaranda)

Multi trunked specimen, suckers, poor shape
Leaf, branch health good.

Poor and not a significant specimen



View of multiple trunks, poor spacing / branching. Moderate risk of failure



Recommendation:

Remove

Tree 7. *Eucalyptus botryoides*. Southern Mahogany, Woollybutt

Leaf healthy
Branch / trunk attachment point poor. Moderate risk of collapse
Crown weight distribution poor. Crown unbalanced



Evidence of self-pruning and limb drop
Poor weight distribution in crown. Specimen dominated by adjacent Tree #8.

Tree at risk of partial or total collapse if retained as a single specimen.

Not an endemic species to the area. Can naturalise into locate bushland becoming a weed species.

Poor specimen and not significant.

Poor branch / trunk attachment point.



Recommendation:
1. Removal

Trees 8. *Eucalyptus botryoides*. Southern Mahogany, Woollybutt

Leaf health good
Included bark in folks. Branch / trunk attachment points poor. Moderate / high risk of limb collapse in the future.
Trunk health average.



Broken branches evident.

Not an endemic species to the area. Can naturalise into locate bushland becoming a weed species.

Not a significant specimen

Poor branch / trunk attachment point.
Included bark



Recommendation:
1. Removal

Trees 9. *Eucalyptus botryoides*. Southern Mahogany, Woollybutt



Leaf health good
Included bark in folks. Branch / trunk attachment points poor leading to high risk of limb detachment in future.

Trunk health average. Large wound created by branch drop, evidence of wood rot in trunk.

Broken branches evident.

Not an endemic species to the area. Can naturalise into locate bushland

Not a significant specimen



Large wound.
Entry site for wood rot

Recommendation:

Remove

<u>Tree 10. *Corymbia calophylla* (Marri)</u>



Leaf and branch health poor
Trunk poor

Large amount of Marri Canker evident. This will lead to potential failure points as the tree manures

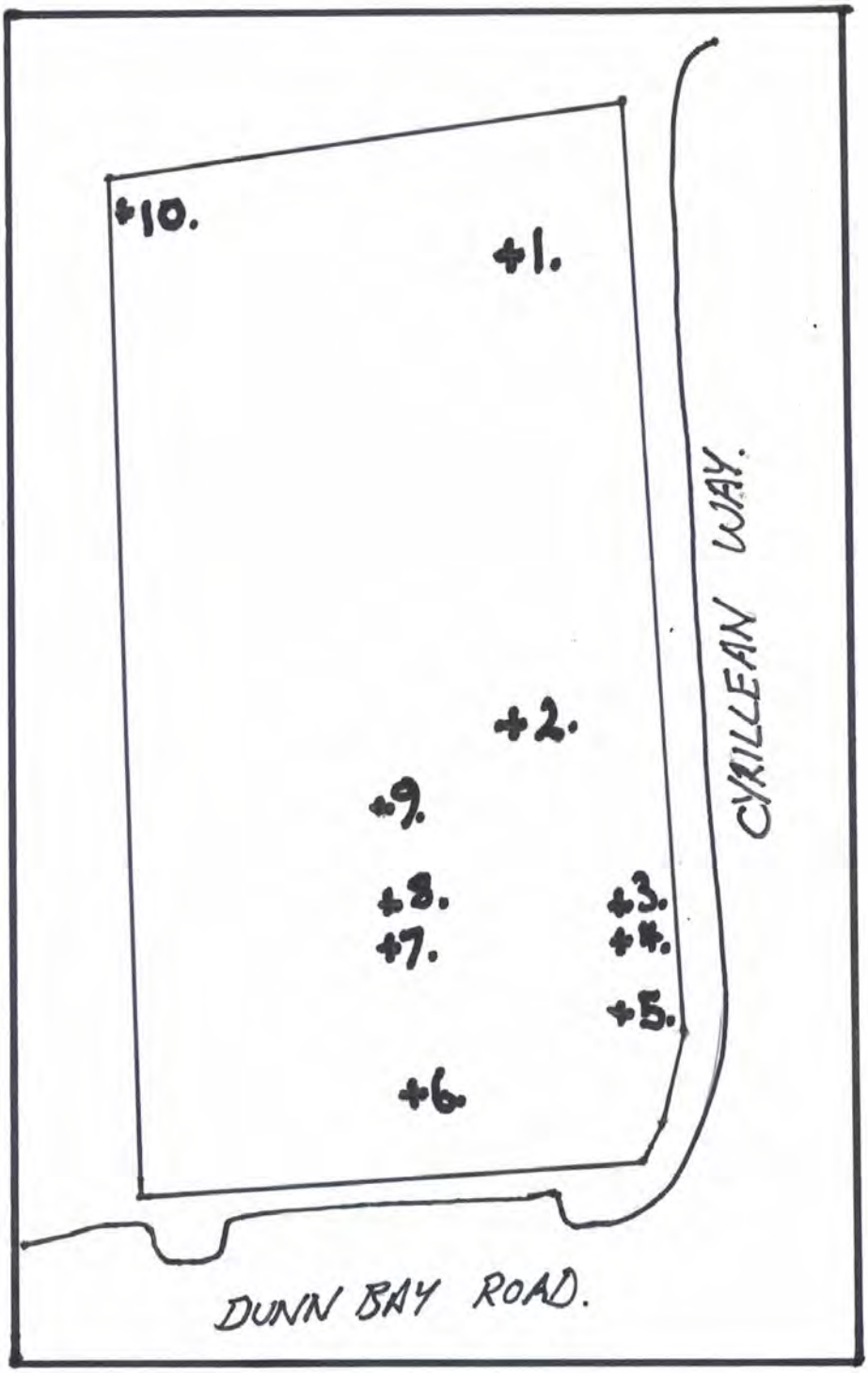
Not a significant specimen due to poor potential to mature into a low-risk specimen

Canker evident throughout crown

Recommendation:

Remove

Arboricultural Tree Survey Schedule Details
Refer Appendix 1 Site Plan



Refer Appendix 2 Detailed Arboricultural Survey Schedule.

ARBORICULTURE TREE SURVEY SCHEDULE

SITE: Lot 8 / 9. 57 Dunn Bay Road and 6 Cyrillean Way DATE: 1/02/2021

Plan no. Inspected by: G Sly

Tree no.	Species	Age Class	DBH *	Ht x wd (m)	Condition Class				Additional Details / Comments	Action Code	Comments
					Leaf	Branch	Trunk	Roots			
1	Corymbia calophylla	O	1.5m	20 x 12	G,P	D,P,A	G	G	Large amount of deadwood in crown. Multiple hollows, bees and bird nests evident	3,6,8	Significant Specimen
2	Persea sp	O	4 x .3m	8 x 8	G	G	G	G		2	Not Significant
3	Eucalyptus diversicolor	M	.3m	4 x 4	P	P,D	P	G	Wood rot / hollows, previously Lopped poor branching	2	Not Significant
4	Eucalyptus diversicolor	M	.8m	15 x 10	G	G,P	P	G	Wood rot / hollows, previously Lopped poor branching	2	Not Significant
5	Eucalyptus diversicolor	M	.9m	15 x 12	G	G,P	P	G	Wood rot / hollows, previously Lopped poor branching	2	Not Significant
6	Jacaranda mimosifolia	M	2 x .4m	8 x 10	G	G,P	A	G	Not Significant. Poor shape	2	Not Significant
7	Euc. Sp	M	.4m	10 x 6	G	A	A	G	Growth dominated by adj tree. Poor shape as an individual tree	2	Not Significant
8	Eucalyptus botryoides	M	1.2m	20 x 15	G	G,P	A	G	Poor branching habit, broken branches on canopy	2	Not Significant
9	Eucalyptus botryoides	M	.8m	20 x 15	G	G,P	G	G	Poor branching habit, broken branches on canopy	2	Not Significant
10	Corymbia calophylla	Y	0.25	5 x 4	A	P	P	G	Canker evident. Poor specimen	2	Not Significant

*	**Diameter at breast height**				
	Codes				
	Age Class:	Y = Young	S = Semi-mature	M = Mature	O = Over-mature
	Condition Class:	G = Good	A = Average	P = Poor	D = Dead, dying, dangerous
	Action Class:	1 = None	2 = Fell / remove	3 = Remove deadwood	4 = Remove sucker growth
		5 = Lift Crown	6 = Thin Crown	7 = Crown renew	8 = Investigate cavity
		9 = Adjust stake tie	10 = Insect control	11 = Fertilise / wetter	12 = other
	Priority Rating	1 = ASAP	2 = 6mth - 1yr	3 = 2yrs - 3yrs	4 = 5yrs

encycle consulting

waste less, achieve more

Dugalup Centre

Waste Management Plan

13 May 2022

Rev_2

DCSC Pty Ltd

13 May 2022

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Revision	Drafted	Reviewed	Date issued
Rev_0	J Campbell	A Bremner	16 September 2021
Rev_1	J Campbell	A Bremner	20 September 2021
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Glossary of terms and acronyms

Cart	Wheeled, open top bin often used for bulky items such as cardboard
Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
General waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
MGB	Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of waste or recyclables. (Often called a 'wheelie bin').
MRB	Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside collection of recyclables (similar to an MGB). Generally have a different colour body and/or lid to MGBs.
Organic waste	Separated food and/or 'green' material (e.g. grass clippings or vegetation prunings).
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	The transfer of a product to another user, with no major dismantling or processing required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of waste (e.g. using a ceramic coffee mug in place of disposable cups).

1 Introduction

This Waste Management Plan (WMP) has been prepared for Hames Sharley on behalf of their client, DCSC for the Development Application for the proposed Dugalup Centre – a mixed use, multi-residential and commercial development in Dunsborough, WA.

The proposed development will consist of 35 residential apartments, grocer (544 m^2), take-away/café tenancies (66 m^2), retail (226 m^2), fish shop (63 m^2) restaurant and dining (627 m^2) and office space (506 m^2).

This WMP has been prepared based on the following information:

- Architectural plans provided by Hames Sharley Architects (12 May 2022)
- WALGA Commercial and Industrial Waste Management Plan Guidelines (2017)
- WALGA Multi-Dwelling Development Waste Management Plan Guidelines (2018)
- Conversation with Alan Millar – City of Busselton regarding council waste management requirements (3 March 2021)

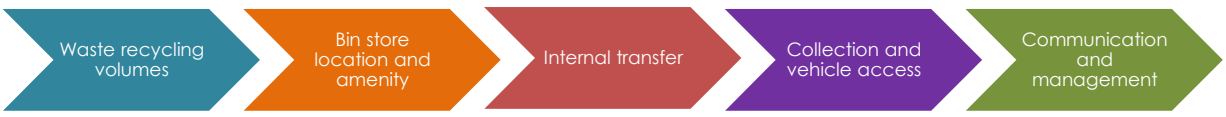
1.1 Context

For efficient and effective waste management, the collection and centralisation of waste and recyclables has been carefully considered at the building design phase. Key factors to consider at the design phase include:

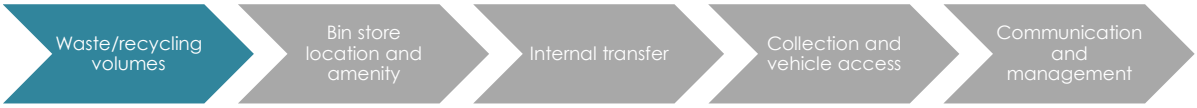
- The volumes of waste and recyclables likely to be generated during building operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements
- Amenity (odours and noise)
- The ongoing management of waste and recycling services

1.2 Key components of the WMP

This WMP consists of five core components. The following report will present detailed information on each of the following components.



2 Estimated waste and recycling volumes



2.1 Local government requirements for waste volumes and bin type

The WALGA Guidelines for Multi-Dwelling Developments are used as well as Encycle's experience and knowledge of the use of the development to calculate the generation of waste, recyclables and Food Organics Garden Organics (FOGO) from the apartments.

The waste, recycling and FOGO generation rates applied to the apartments are set out below. Please note that the FOGO rate is 40% of the original rate for general waste.

	Waste requirement	Recycling requirement	FOGO requirement
1 bedroom	48 L/unit/week	20 L/unit/week	32 L/unit/week
2 bedroom	96 L/unit/week	40 L/unit/week	64 L/unit/week
3+ bedroom	144 L/unit/week	120L/unit/week	96 L/unit/week

The WALGA Guidelines for Commercial and Industrial Developments are used as well as Encycle's experience and knowledge of the use of the development to calculate the generation of waste, recyclables and food waste for the retail, food & beverage and office areas of the development.

Specifically, the generation rates used are presented below. WALGA waste generation rates do not include a breakdown of material streams included in the 'recycling' stream. The final column presents Encycle Consulting's in-house estimate of the material streams present in the recycling stream based on our working experience of operational buildings in Perth.

Premises type	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
Retail <100m^2	0.25 L /1m^2/day	0.5 L /1m^2/day	50% cardboard 25% commingled 25% soft plastics
Restaurant	6.7 L /1m^2/day	1.3 L /1m^2/day	50% cardboard 40% commingled 10% soft plastics 20% cooking oil 20% of waste is organics 100% glass (in addition)
Office	0.1 L /1m^2/day	0.1 L /1m^2/day	77% paper 14% cardboard 2% soft plastics 7% commingled
Takeaway	0.8 L /1m^2/day	0.4 L /1m^2/day	40% cardboard 40 % commingled 20% cooking oil 20% of waste is organics

Premises type	Waste generation rate	Recycling generation rate	Percentage breakdown of recycling stream by material
			10% soft plastics
Fish shop	0.8 L /1m²/day	0.4 L /1m²/day	50% cardboard 10% soft plastics 40% commingled
Greengrocer	2.4 L /1m²/day	1.2 L /1m²/day	50% cardboard 10% soft plastics 40% commingled

Food waste from the commercial tenancies and FOGO from the residential apartments have been included for when these options become available within the town/region and in order to future-proof the development.

2.2 Number and type of bins required for development

2.2.1 Residential

The number of 1, 2 and 3 bedroom apartments for this development are set out in table 1.

Table 1: Number of 1, 2 and 3 bedroom apartments

Number of bedrooms	No. of apartments
1 Bedroom	17
2 Bedroom	12
3 Bedroom	6
Total apartments	**35**

The number of bins required for the residential apartments and their collection frequency are shown in table 2.

In order to future proof the development, bin numbers have been calculated in anticipation of the availability and introduction of FOGO within the region and shown in each bin store in Section 3 Figure 3.

Table 2: Number of bins to be stored in the residential bin stores

Residential apartments	Bin size (L)	Number of bins	Collection frequency
General waste	660	9	Fortnightly
Commingled recycling	1100	3	Fortnightly
FOGO	120	16	Weekly

2.2.2 Commercial/retail/food and beverage

The number of bins to be stored in the restaurant bin store are set out in table 3.

In order to future proof the development, bin numbers have been calculated in anticipation of the availability and introduction of food waste collection systems within the region and shown in each bin store in Section 3 Figure 3. Table 3 shows the current storage allowance for general waste (including food) and for the future scenario, when food can be collected separated for recovery. The drawings show the layout of general waste plus food to demonstrate the flexibility of the design.

Table 3: Number of bins to be stored in the restaurant bin store

	Bin size (L)	Number of bins	Collection frequency
General waste (includes food waste)	660	7	Daily
General waste (excludes food waste)- future option	*660*	*5*	*Daily*
Food waste – future option	*120*	*7*	*Daily*
Commingled recycling	1100	1	Every 3 days
Cardboard	1100	3	Weekly
Glass	240	4	Daily
Used cooking oil	800	1	As required
Timber pallets	Stacked loose		As required

The number of bins to be stored in the grocer/cafe/take-away bin store are set out in table 4.

In order to future proof the development, bin numbers have been calculated in anticipation of the availability and introduction of FOGO within the region and shown in each bin store in Section 3 Figure 3. Table 4 shows the options for both the current scenario of general waste including food and the future scenario when food can be collected separately for recovery.

Table 4: Number of bins to be stored in the grocer/deli/take-away bin store

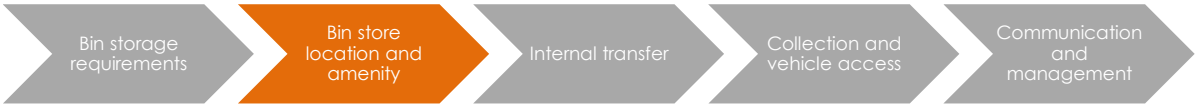
	Bin size (L)	Number of bins	Collection frequency
General waste (includes food waste)	660	2	Daily
General waste (excludes food waste)- future option	*1100*	*1*	*Daily*
Food waste – future option	*120*	*3*	*Daily*
Commingled recycling	1100	1	Twice weekly
Cardboard	1100	2	Weekly
Used cooking oil	400	1	As required
Timber pallets	Stacked loose		As required

The number of bins to be stored in the office and retail bin store are set out in table 5.

Table 5: Number of bins to be stored in the office/retail bin store

	Bin size (L)	Number of bins	Collection frequency
General waste	240	1	Daily
Commingled recycling	240	1	Fortnightly
Cardboard	1100	1	Monthly
Paper	240	1	Weekly
Confidential documents	To be organised by tenants		As required
E-waste	As per service provider		As required
Fluorescent tubes	As per service provider		As required
Timber pallets	Stacked loose		As required

3 Bin store location and amenity



3.1 Bin store location

The building will have five bin stores to allow for the separate storage and collection of:

1. Residential waste and recycling (bin store 1)
2. Restaurant waste and recycling (bin store 2), plus a temporary bin store on level 1
3. Greengrocer/cafe/take-away waste and recycling (bin store 3)
4. Office and retail waste and recycling (bin store 4)

All bin stores will be located on ground level (refer Figures 1 to 3).

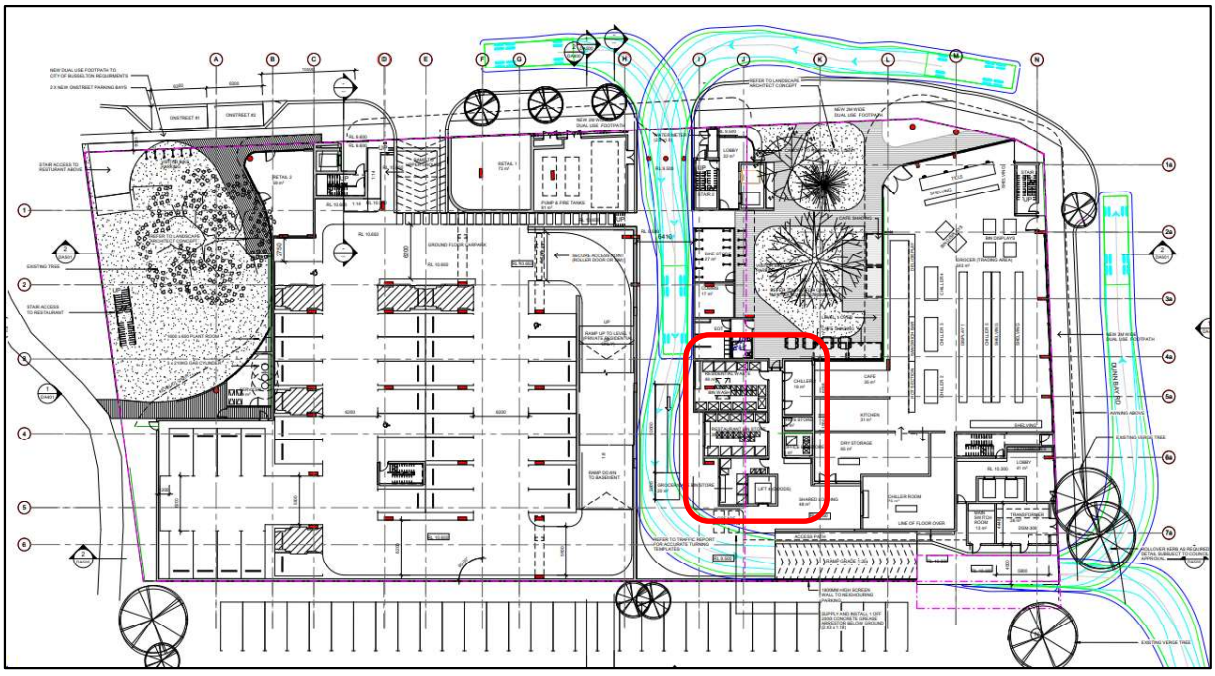


Figure 1: Ground floor plan showing the location of the four bin stores

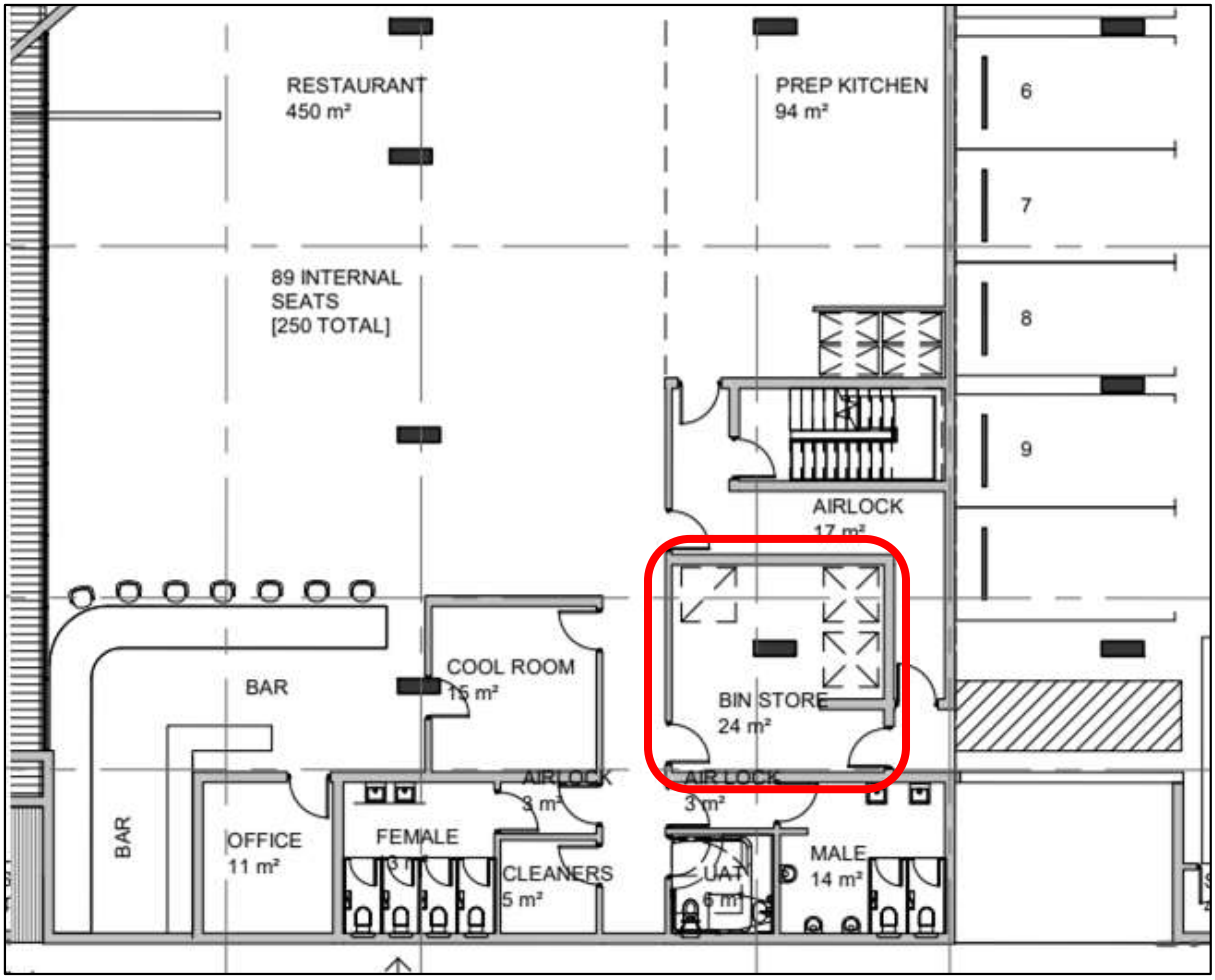


Figure 2: Level 1 bin store for temporarily storing waste from the restaurant

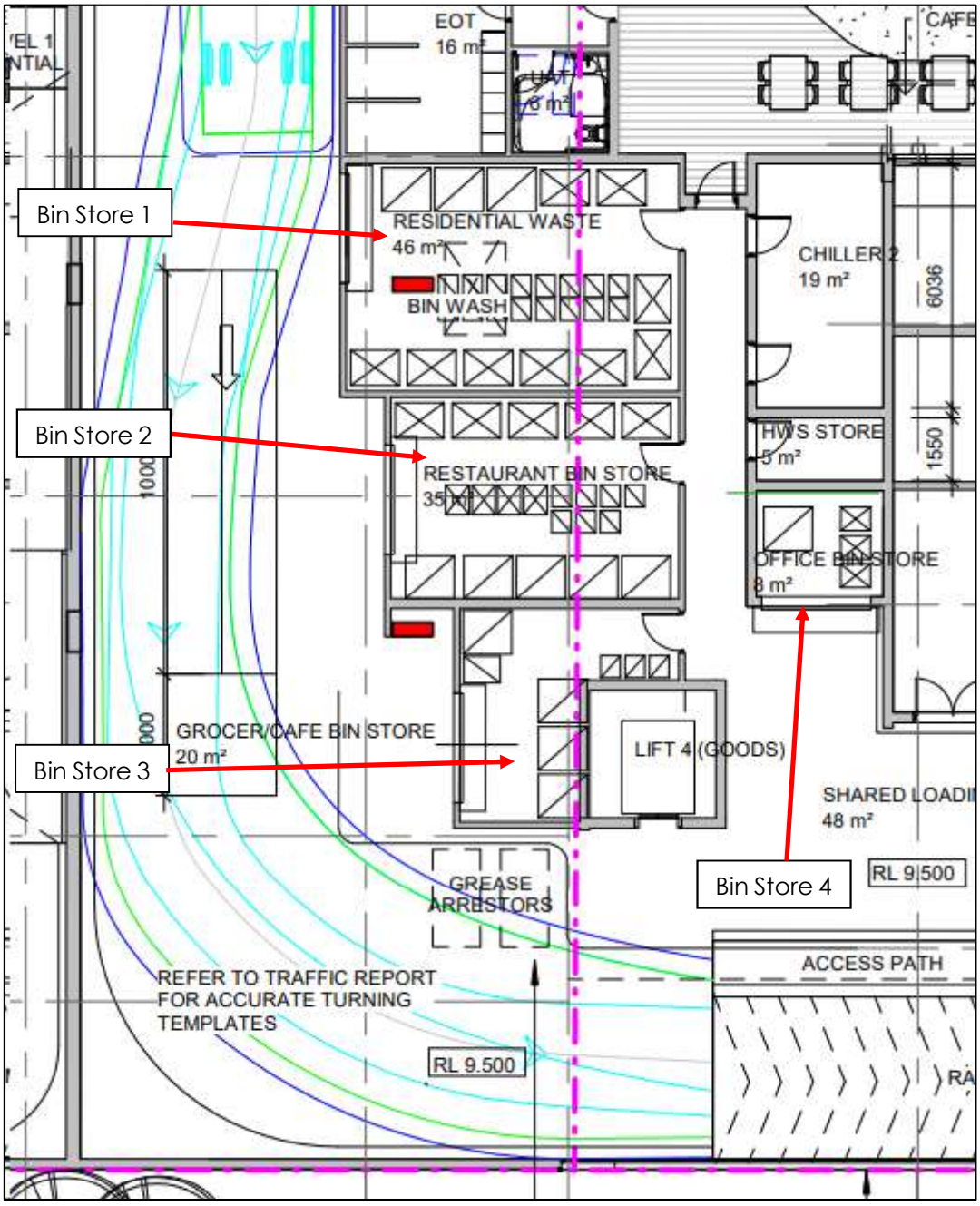
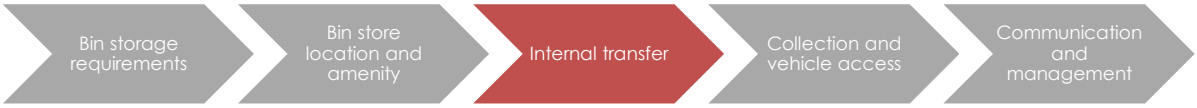


Figure 3: Layout of the four bin stores on the ground level

3.2 Bin store amenity

Bin Transfer	
Aisle door and lift width:	All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances, up/down steep ramps (grade of slope <1:20) and definitely avoid stairs or other potential hazards.
	Manual handling of waste in garbage bags is excluded from the waste management systems where possible.
Bin store	
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100 mm floor waste gully to waste outlet. Both hot and cold water will be available.
Bin store walls and ceilings:	All internal walls in bin stores will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished or painted in a light colour.
Ventilation and odour:	The design of bin stores will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.
Doors:	Ventilated roller doors will be specified both internally and externally to enable bins to be easily wheeled into and out of the bin stores.
Vermin:	Self-closing doors to the bin stores will be installed to eliminate access by vermin
Lighting:	Bin stores will be provided with artificial lighting, sensor or switch controlled both internal/external to the room.
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours.
Fully Enclosed:	The bin stores will be fully enclosed and only be accessible by residents, tenancy staff and the waste service provider.
Aesthetics:	The bin stores will be consistent with the overall aesthetics of the development.
Signage:	Visual aids and signage will be provided to ensure that the area works as intended.

4 Internal transfer



4.1 Transfer of waste from apartments to bin storage room

Residents will be responsible for storing waste and recyclables separately within their apartment.

The apartment residents will manually transfer waste and recycling to the residential bin store on ground level via lifts 2 & 3 and 5 & 6.

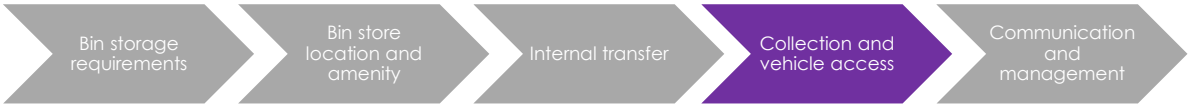
4.2 Transfer of waste from commercial tenancies

The grocer and associated food & beverage outlets on ground level will transfer their waste and recycling to the grocer bin store. Ground floor retailers will transfer their waste to the office/retail bin store.

Waste and recycling from the level 1 restaurant will be stored temporarily in the bin store on level 1. Full bins will be transferred via the goods lift (lift 4) to the restaurant bin store. The fish shop will also transfer their waste and recycling to the restaurant bin store via the goods lift.

Liquor store staff and cleaners servicing the office tenancies on levels 1 and 2 will transfer waste and recycling to the office/retail bin store on ground level, also via lift 4.

5 Collection and vehicle access



A private service provider will service both the residential general waste and recycling bins and the commercial waste and recycling collections.

On collection days rear-lift vehicles for general waste and recycling will enter the site at ground level from Dunn Bay Road. The vehicles will drive in a forwards motion and park adjacent to the bin stores. The operatives will enter the bin stores to retrieve and service the relevant bins for each service. The vehicles will continue in a forward motion through the site and exit onto Cyrillean Way.

Access to the grease traps located on ground level will be from the internal service lane.

A height clearance of 3.8 m is provided to accommodate a range of waste and recycling vehicles travelling through the site.

Swept path analysis for vehicle ingress and egress has been completed by Transcore taking into consideration the specifications of a 10m rear-lift waste collection vehicle (see Figure 4).

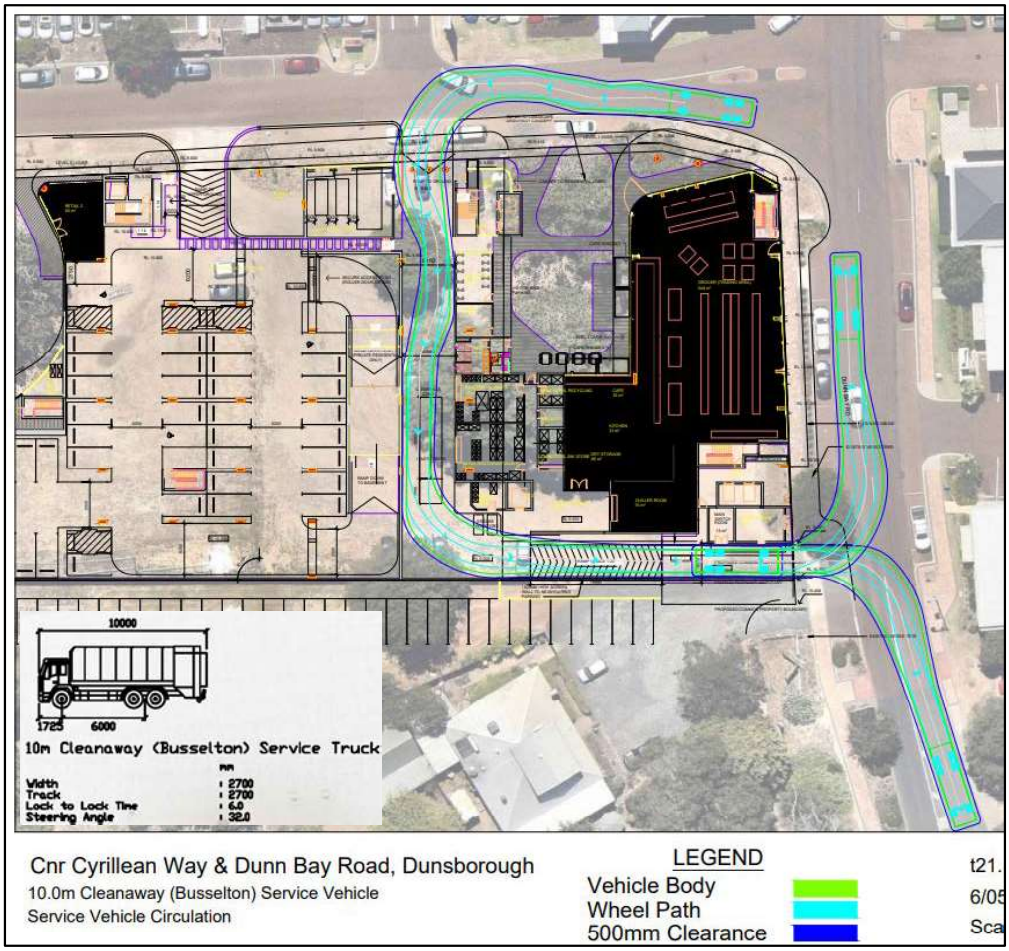
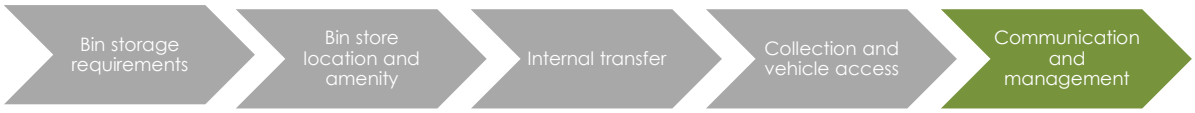


Figure 4: Swept path analysis showing access for waste collection vehicles

6 Ongoing communication and management



6.1 Management

The building manager will be responsible for overseeing the waste management systems. The relevant staff members will be trained and informed about their responsibility to work closely with the private service provider regarding the schedule for collection and presentation of bins. The staff members will be responsible for maintaining the bin store in a clean and tidy condition at all times and ensuring bins are washed regularly.

6.2 Communication

All residents and commercial tenants will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used. An Operational Waste Management Plan suitable for presenting to building users, including how the plan should be communicated will be developed and implemented during both the initial occupation and ongoing management of the building.

CUNDALL

Dunsborough Central

Sustainable Design Assessment Report

Hames Sharley

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Executive summary

This report outlines the Ecological Sustainable Design (ESD) strategy for the proposed development at Dunsborough Central, Dunsborough, WA.

The development location falls within the City of Busselton local area boundary. A key part of this area is integrating sustainable strategies and design into new buildings.

City of Busselton Local Planning Strategy has requirements regarding sustainability and Table 1 below confirms that the proposed development responds to these requirements and outlines which sections of this report are relevant for each requirement.

Table 1 City of Busselton Local Planning Strategy ESD requirements

Development must demonstrate that:	Requirement will be met	Comments
City of Busselton Local Planning Strategy 2019, Part A, Section 10: Protect and enhance the natural environment and biodiversity of the District	✓	The proposed development has been designed to achieve these requirements Refer to Section 8
City of Busselton Local Planning Strategy 2019, Part A, Section 10: Manage environmental risks such as flooding, bush fire and coastal erosion	✓	The proposed development has been designed to achieve these requirements Refer to Section 4
City of Busselton Local Planning Strategy 2019, Part A, Section 10: **Preserve and enhance the natural,** rural, **and urban landscapes of the District**	✓	The proposed development has been designed to achieve a 4-star Green Star rating ensuring it is contributing positively to the local built and natural environment Refer to Section 8
City of Busselton Environment Strategy 2016-2021, Section 4: To reduce use of non-renewable resources	✓	The proposed development has been designed to achieve these requirements Please refer to Sections 3 and 4
City of Busselton Environment Strategy 2016-2021, Section 4: To empower a resilient local community in making sustainable decisions for the future	✓	The proposed development has been designed to achieve these requirements by making sustainable infrastructure (transport, waste disposal etc) readily available for residents to empower them to make good choices Please refer to Sections 6 and 7
City of Busselton Environment Strategy 2016-2021, Section 4: To proactively plan for a changing climate	✓	The proposed development has been designed to achieve these requirements Please refer to Sections 2 through 10

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1.0 Introduction

The proposed development at Dunsborough Central, is a multi-unit residential development within the local government area of City of Busselton. The project site is located at 6 Dunn Bay Rd, Dunsborough, about 300m from Dunsborough Centrepoint and approximately 1km from Dunsborough Beach. The development consists of one building, containing 35 apartments with a mix of 1, 2, and 3-bedroom units as well as multiple restaurants, retail, and service spaces.

The design has allocated space for 140 parking bays. All apartments offer large balconies with wide eaves for shading. Vegetation at ground level, in planters along the façade and on the roof will help to regulate the building's microclimate, provide visual comfort, and increase the occupant's connection to the natural environment.

Table 2 Development space allocation

Space Type	Area / Number
1 Bed apartments	20 Units
2 Bed apartments	9 Units
3 Bed apartments	6 Units
Parking schedule	140 total bays



Figure 1.1 Visualisation of the Dunsborough Central development

City of Busselton Local Planning Strategy 2019

The purpose of the City of Busselton Local Planning Strategy is to set out the long-term (25 years-plus) broad planning direction for the whole of the District of the City of Busselton; and provide a strategic rationale for decisions related to the planning and development of the District. Section 10.2 Part A of this document 'Environment, Landscape and Heritage' is specifically dedicated to focusing on the following objectives:

1.1

- Protect and enhance the natural environment and biodiversity of the District.
- Manage environmental risks such as flooding, bush fire and coastal erosion.
- Preserve and enhance the natural, rural, and urban landscapes of the District.
- Preserve Aboriginal and European historical and cultural heritage.

City of Busselton Environment Strategy 2016-2021

The purpose of the City of Busselton Environment Strategy aims to provide opportunities and solutions to protect and care for the environment within the City of Busselton. Section 4 of this document 'Environmental Sustainability' outlines the following objectives to empower local community that strive for an environmentally sustainable future:

1.2

- To embed sustainability practices in City's core business.
- To reduce the organisation's use of non-renewable resources.
- To empower a resilient local community in making sustainable decisions for the future.
- To proactively plan for a changing climate

Whilst there isn't a Green Star certification or equivalency requirement by the council, this development is targeting a design that meets the conditions for a 4-Star Green Star equivalency to exemplify the sustainable strategies they have employed in the development process.

1.3

Sustainability targets

The development is designed to fulfil the requirement in terms of sustainable design and is aiming to achieve the following:

- 4-star Green Star equivalency, Design & As-Built v1.3 tool (no formal rating); and
- Minimum 5.5-star and average 7-star NatHERS rating for the residential components of the development.

These commitments are outlined in more detail in the following sections of this report.

Indoor environmental quality

The Indoor Environment Quality of a building aims to achieve sustainability performance improvements in a manner that also improves occupants' experience of the space. Sustainable buildings are designed for people and reductions in energy use should never be made at the expense of the occupants' health and wellbeing.

2.0 A holistic approach to sustainability will result in multiple benefits both in energy efficiency and encouraging occupant wellbeing. This can be achieved by improvements to air quality through appropriate ventilation, the provision of high levels of thermal, visual, and acoustic comfort, reduction to occupant stress and the creation of a low-toxicity environment through the reduction of pollutants.

Design initiatives

The following table summarises the specific initiatives included in the design in relation to Indoor Environment Quality:

2.1 *Table 3 Indoor Environment Quality initiatives*

Design Issue	Design initiative included in the Dunsborough Central design
Thermal comfort	High-performance glazing External shading Average 6.5 stars NatHERS or higher
Natural ventilation	Natural cross ventilation for at least 80% of the proposed dwellings
Daylight	Large windows with moderate Visual Light Transmittance (VLT) optimised for sufficient natural daylight
External Views	Good orientation with views to the on-site landscaped gardens/vegetation Large windows with moderate Visual Light Transmittance (VLT) At least 60% of living and bedroom spaces are within 8m of a window with view
Hazardous materials and VOCs	Specification of low VOCs in paints adhesives and sealants Low formaldehyde in engineered woods At least 95% of relevant products to comply
Internal lighting levels	All lighting will be LED or low energy and flicker-free lighting
Acoustics	Acoustic separation between residential units Compliance with acoustic requirements for external and internal noise levels Acoustic separation and internal noise levels complying with Table 1 of AS/NZS2107:2016

2.2

Thermal comfort

The human body regulates its core temperature via the hypothalamus within a narrow range of 36 to 38 degrees. An indoor environment that is too hot or too cold can affect mood, performance, and productivity. However, at which temperature a resident feels comfortable varies significantly from person to person. To control internal comfort and minimise excessive heat loss in winter and heat gains in summer, a number of strategies will be investigated for the proposed development:

- Façade design and glass selection are very important; heat gains and losses must be moderated, and thermal bridging should be avoided. Double glazing systems are considered for this development to improve the thermal performance of the building envelope.

- The high-performance glazing will additionally help to manage acoustic aspects of the building. Separated party walls between apartments will also reduce noise impacts from neighbouring flats.
- The façade should be well sealed to avoid draughts and air leakage.

Shading devices

Shading is a critical component of the building design. Large overhangs, both vertical and horizontal, should be incorporated, and the north facing glazing should aim to reduce the amount of direct solar radiation for all times during the year. The development provides shading to the glazed facades by means of extended floor plates, shading and semi-enclosed balconies.

2.3



Figure 2.1 Building design showing shaded glazed facades.

2.4

Glazing performance

The proposed high-performance glazing provides solar control to prevent summer heating while allowing useful passive solar heating in winter. The low U-value of the glazing would minimise the conductive loss or gain. These result in an improved thermal comfort, improved energy rating of apartments as well as a reduced overall carbon footprint of the development.



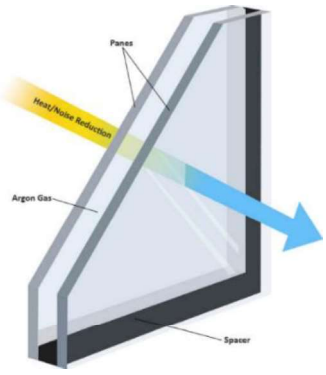
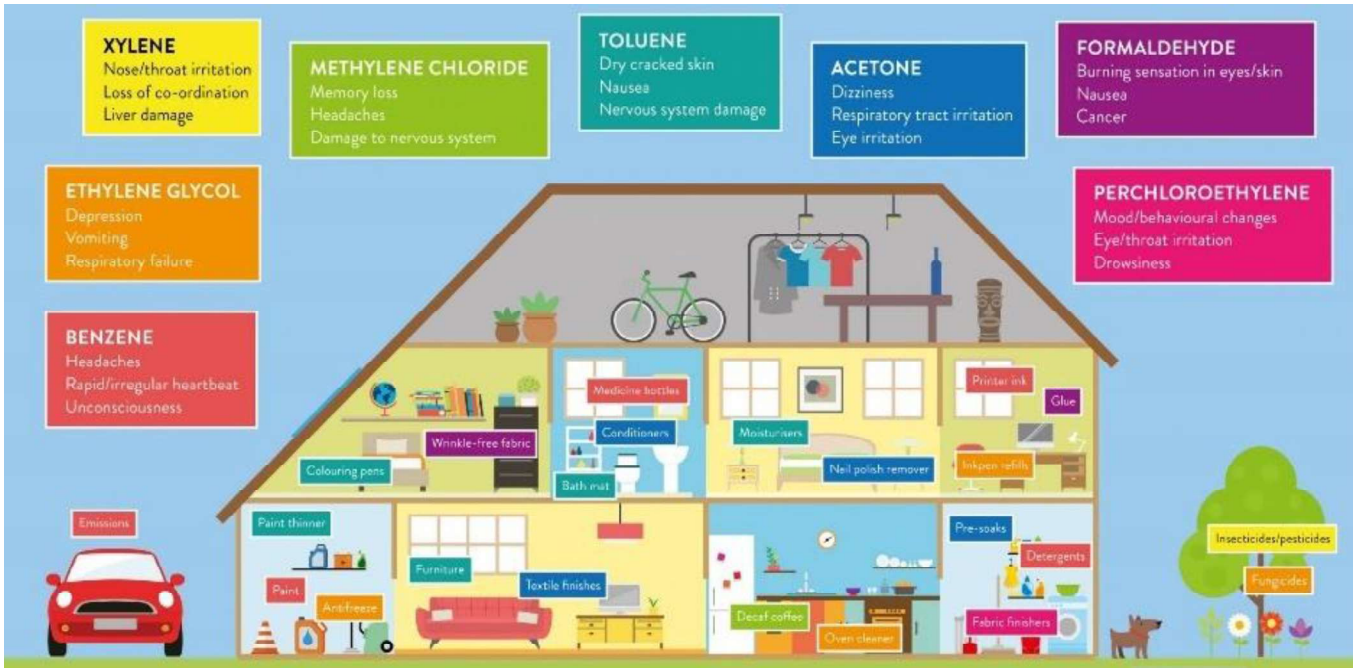


Figure 2.2 Double glazing options are considered for the development

Emissions & toxicity

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short and long term adverse health effects. Concentrations of many VOCs are consistently higher indoors than outdoors. VOCs are emitted by a wide array of products numbering in the thousands (typically paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers).

2.5 The development will aim to specify materials with low emissions content including low-VOC and low formaldehyde content to avoid contaminating the indoor air.



2.6 *Figure 2.3 VOCs that result in sick building syndrome*

Natural lighting

Appropriate daylight is essential for users' wellbeing and connection to the outdoors, and for energy efficiency. However, excessive daylight can cause glare which is a major IEQ concern and must be avoided. The development is designed such that every living space is designed to have large sliding doors to the balconies in addition to large full height windows to maximise daylight levels while shading devices are proposed to reduce glare.

The following design opportunities are considered throughout the detailed design process to maximise the daylighting potential:

- Given the extent of proposed glazing, glass with a moderate visual light transmittance (VLT) allows sufficient daylight to penetrate the space.
- Light internal colours improve indoor lighting levels.

Additionally, all external landscaped spaces will only be illuminated by downward facing light fittings so as to reduce the negative effects of light pollution (also refer to Section 8.3).



Figure 2.4 Apartments designed for daylight provisions

2.7 Airtightness and thermal bridging

Airtightness is the fundamental building property that impacts infiltration and exfiltration - the uncontrolled inward and outward leakage of outdoor air through cracks, interstices, or other unintentional openings of a building, caused by pressure effects of the wind and/or stack effect.

The development will be designed with airtightness in mind for architectural detailing and specification to limit air leakage from the building envelope elements such as glazing systems and external walls.

Similarly, thermal bridging is the transference of heat through a wall at a point through which it can bypass the insulating layers of the structure. It is through these points in a building's envelope that they can experience unwanted heat gains and/or losses and as such should be considered when designing for sustainability and energy efficiency.

The architectural and structural detailing on the project will consider the issue of thermal bridging and will apply design principles to avoid unwanted heat losses or gains wherever possible through thermal breaks and other measures.

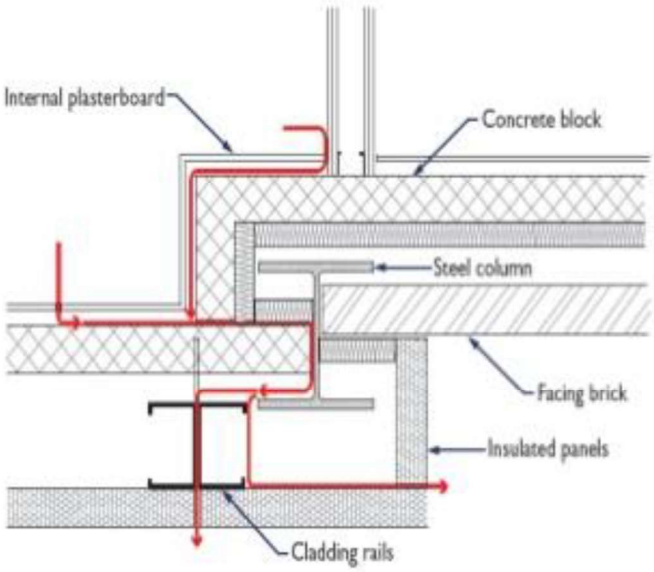


Figure 2.5 Exemplar continuous airtightness line of building details

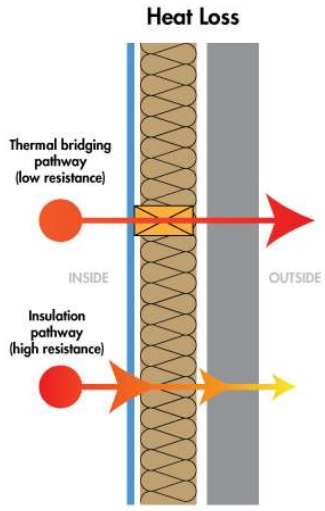


Figure 2.6 Thermal bridging principle

Energy efficiency

The construction industry is responsible for around 20% of Australia's carbon footprint. These emissions include embodied energy and water consumption that goes into the building during construction as well as operational energy and water usage of the completed building, maintenance during the life span and the demolition at the end of the building's life.

3.0 The following sections set out design strategies utilised for this development to reduce the building's energy demand and greenhouse gas emissions as per the City of Busselton's Local Planning Strategy Sustainability Guidelines (Section 7 Part B).

Design initiatives

The following table summarises the specific initiatives included in the design in relation to energy efficiency:

3.1 *Table 4 Energy efficiency initiatives*

Design Issue	Design initiative included in the Florence Road design
Building fabric enhanced over NCC requirements	High-performance fabric and insulation Minimum NatHERS of 5.5 stars and average NatHERS of 6.5 stars
Operating energy and peak demand reduction	High efficiency building services High-performance building fabric and glazing
On-site energy generation	Solar PV panels are likely to be installed
Energy sub-metering	Separate sub-metering for each tenant for energy and water Smart metering installed
Air leakage	The building will be designed and built with airtightness in mind
Lighting efficiency	All lighting will be LED, low energy lighting Target lighting power density reduction by at least 10%
Ventilation and air-conditioning	Energy-efficient HVAC will be installed Air conditioning equipment will be at least 3-star as per AS 3823.2-2011
Appliances and equipment	All appliances installed will be energy and water efficient Appliances to have a minimum Energy Star rating of 1-star below the maximum

3.2

NatHERS

The Nationwide House Energy Rating Scheme (NatHERS) is a tool to assess the energy usage of residential dwellings. For a multi-residential development, every apartment is investigated as a separate unit with its own rating before an overall average rating is calculated. The NatHERS tool considers a wide range of parameters like orientation, glazing, insulation, size of rooms and door openings, shading and awnings and ceiling fans.

The NCC requires a minimum of a 5-star NatHERS rating for the worst-performing apartment in the complex and an overall average of 6-star. The proposed development is targeting to exceed these requirements by targeting a minimum of a 5.5-star rating and an overall average of 7-stars.

Artificial lighting and controls

It will be considered to specify all light fittings as LED fittings including lighting in the 'communal' corridors, stairwells, garage, and external lighting. All common area lighting will incorporate light controls such as occupancy sensing (PIRs) and time switch to reduce lighting consumption when lighting is not required.

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3.3

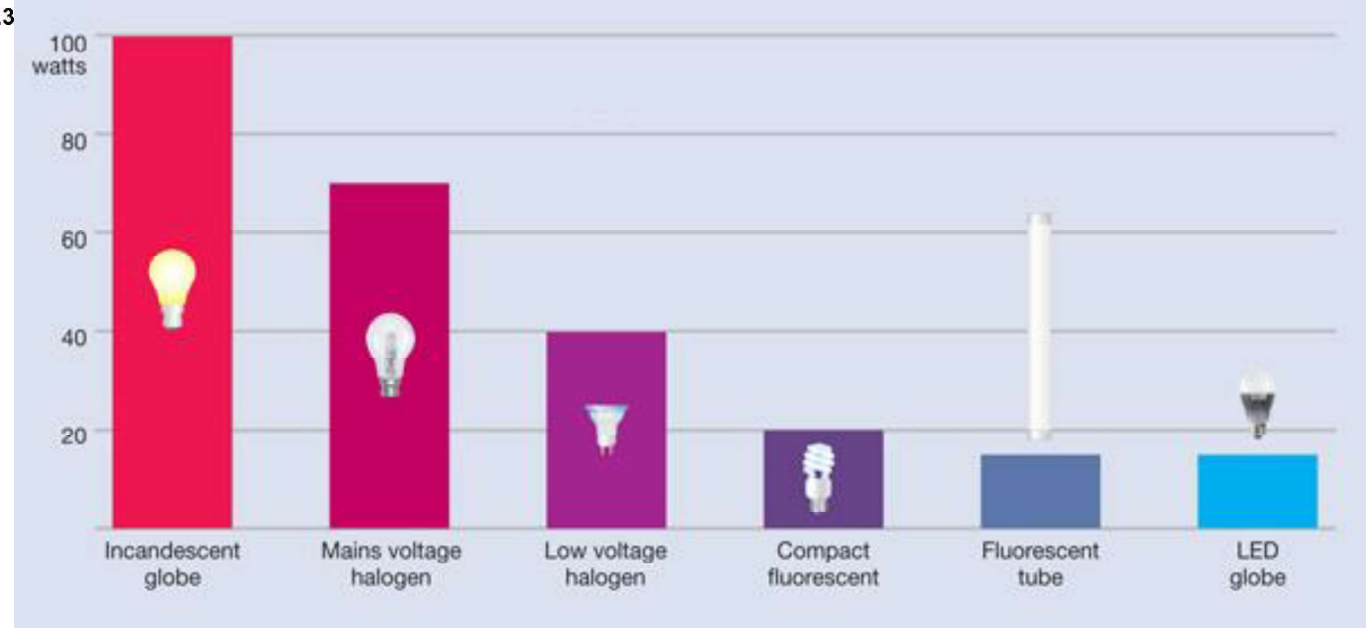

Figure 3.1 Comparison of LED lighting with other conventional lighting system

3.4

Transparent consumption

Smart metering

Provision of smart metering for the energy and water usage recording, tracking with user interface would be a novel feature on this development. The software could also provide a snapshot view of how the building is performing. This provides a means to inform the building occupants well as engage them in a sustainable lifestyle.



Live display

Live displays could be installed in each apartment that show the building's energy, water, and waste consumption. This would be linked to the BMS and other inputs and could display live data about the building's consumption and how it is performing in relation to a typical building. This would also encourage users of the building and educate them about their own behaviour in relation to energy, water, and waste.

Commissioning and building tuning

Comprehensive pre-commissioning and commissioning activities will be undertaken for all building systems as a standard practice for the development.

Further to commissioning, seasonal building tuning would be considered on the building for at least 12 months following occupancy to ensure systems are performing to their design potential at full and part load conditions. Quarterly
3.5 adjustments and measurement for the first 12 months after occupation and a review of building system manufacturer warranties will help improve on the building's energy performance.

Solar photovoltaic (PV) panels

Solar Photovoltaic (PV) panels will be installed on the roof of the building to supply power for the common areas, including corridors, stairwells, and parking.

3.6



Figure 3.2 Rooftop PV system

4.0 Water Efficiency

The water consumption of Western Australia is the second highest in Australia with an average of 241,000 litres per household per annum, well above the Australian average of 190,000 litres (Australian Bureau of Statistics, 2017). A reduction of water usage does not only alleviate pressure from the local water supply but also means reduced costs of living in WA.

The following sections set out design strategies utilised for this development to reduce the building's water consumption as per the City of Busselton Local Planning Strategy. Rainwater harvesting and reuse is not recommended for domestic consumption.

Design initiatives

The following table summarises the specific initiatives included in the design in relation to water efficiency:

4.1 *Table 5 Water efficiency initiatives*

Design Issue	Design initiative included in the Dunsborough Central design
Potable water consumption	All water fittings and fixtures to be water efficient All fixtures are to be at least within one star of the maximum WELS rating
Water metering	Separate sub-metering for each tenant for energy and water Smart metering installed
Landscape irrigation	All landscape irrigation will be drip irrigation with moisture sensing override

4.2

Water fixtures & fittings

Occupant consumption is a major contributor to potable water usage. The following water fixture WELS ratings will be considered to ensure the efficient use of potable water by building occupants (must be within 1-star).

Table 6 Proposed water fittings WELS rating

Fixture / Fitting Type	WELS Rating
Taps	6-star
Urinals	6-star
Toilets	5-star
Showers	3-star
Clothes Washing Machine	5-star
Dishwasher	6-star

4.3

Water-wise Landscaping

This development is considering creating a water-wise landscape, made up of hardy natives and other low-water vegetation. This strategy offers major benefits both environmentally and financially; the reintroduction of natives could help improve the quality of local biodiversity, and the lower rate of water consumption can also greatly reduce costs for residents.

Drip irrigation

A major amount of potable water usage goes back to landscape irrigation. To reduce the amount of water used for the landscaped areas on the ground floor, a drip system with moisture sensor control may be installed for irrigation.

4.4



Figure 4.1 Use of hardy natives and drip irrigation system for landscaping

Stormwater management

4.5

Stormwater is precipitation runoff over ground-level surfaces that does not soak into the ground but has not entered a waterway such as a stream or a lake. Stormwater can be harvested and reused for irrigation, wash applications, cooling tower make-up or process water, dust suppression, backup fire protection, vehicle washing, and other non-potable uses. Measures such as rooftop gardens, porous paving and increased grassed spaces will be considered for this development.



Figure 4.2 Extensive grassed/vegetated areas and porous ground coverings included in the development

5.0 Building materials

Buildings consume considerable natural resources in their construction, operation, and demolition. This section of the report will provide details about the potential impacts caused by the building and how these impacts have been reduced when compared to typical buildings of this nature. The building will aim to reduce the total embodied energy and carbon considered in the construction and then aim to maximise the operational efficiency of the buildings services to provide and enhance tenant provisions for the minimum amount of energy and water. Furthermore, methods for maintaining operational efficiency over the life of the building will be investigated to ensure that the benefits are maximised over the life of the building.

Design initiatives

The following table summarises the specific initiatives included in the design in relation to building materials:

5.1 *Table 7 Building materials initiatives*

Design Issue	Design initiative included in the Dunsborough Central design
Embodied carbon in the building materials	The building design and material selection will reduce the extent of environmental impact as much as possible
Concrete	All concrete in the building will have reduced Portland cement use targeting a reduction of at least 30%
Sustainable timber	Target is that the majority of the timber used in the building and construction is from a sustainable source or reused
Permanent formwork, pipes, ducts, cables	PVC products will meet Best Practice Guidelines for PVC Target is at least 90% of all PVC products are to meet Best Practice Guidelines for PVC
Structural and reinforcing steel	Target is that the majority of steel used in the building will be procured from an energy-reducing processing plant and a Responsible Steel Maker

5.2 The design team will actively target a reduced carbon footprint during construction and embodied energy within building materials. The design team aims to specify at least 60% of the steel used for reinforcing bar and mesh having been produced using energy-reducing manufacturing methods. Timber used for construction works is targeted to be either certified as responsibly sourced or recycled material.

Embodied carbon

While building operations such as the use of electricity or water generate greenhouse gases, carbon and carbon equivalent gases are also emitted through the production and delivery of products and materials for construction.

For example, to produce Portland cement, a main ingredient in concrete, raw materials are crushed and then heated to over 1400 degrees Celsius. This requires a significant amount of energy and emits large amounts of greenhouse gases during this production process. These gases are accounted as carbon equivalents in form of 'embodied carbon' in a building.

The following measures will be considered throughout the design development to reduce the amount of embodied carbon:

- **Sub-structure**
  - Maximise recycled content of materials in structural components.
- **Super-Structure**
  - Maximise recycled content in concrete and formwork;
  - Use of lightweight and reusable materials where possible.
- **Envelope**
  - Adopt a low-carbon, lightweight approach;
  - Consider necessity of massing elements;
  - Consider composite materials or dual function elements;
  - Considering the use of recycled materials
- **Internal Walls**
  - Consider necessity of internal walls;
  - Consider recycled content or reused materials;
  - Consider low carbon steel framing;
  - Designing for flexibility and future-proofing to reduce renovation efforts.
- **Internal Finishes**
  - Consider setting a recycled content target for all finishes;
  - Consider long life and highly durable finished is areas of high foot traffic;
  - Considering Carbon Neutral certified products.

5.3 Ultra-Low VOCs

Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. Concentrations of many VOCs are consistently higher indoors than outdoors. VOCs are emitted by a wide array of products numbering in the thousands (typically paints and lacquers, paint strippers, cleaning supplies, pesticides, building materials and furnishings, office equipment such as copiers and printers).

The development will aim to specify materials with an ultra-low emissions content including ultra-low-VOC paints.

Transport

Sustainable projects facilitate a reduction of the dependency of occupants on private car use as an important means of reducing overall greenhouse gas emissions. The use of motor vehicles directly contributes to climate change in two ways; through the high amounts of energy required to produce cars and build and maintain supporting road transport infrastructure and services; and the direct emissions that result from car operations.

6.0

If reliance on individual motor vehicle transportation is to be reduced, it is necessary to maximise alternative transportation options. This may include initiatives that encourage and make possible the use of mass transport options, cycling or walking, and the selection of sites that are close to a large number of amenities.

Design initiatives

The following table summarises the specific initiatives included in the design in relation to transport:

6.1 *Table 8 Transport initiatives*

Design Issue	Design initiative included in the Dunsborough Central design
Providing bike storage	Bike storage will be provided for residents
Low emission vehicle infrastructure	Car parking bays and infrastructure for Electric Vehicles (EV) will be provided. At least 5% of car bays will be equipped with the infrastructure for EV charging.
Improving pedestrian spaces	The building provides excellent access to amenities (particularly along Dunn Bay Rd) such as shops, cafes, bars, medical, banking and others Dunsborough Shopping Centre and many other amenities are less than 300m away from the site

6.2

Walkable neighbourhood

The proposed development is located at a convenient walking distance to Dunsborough Centrepoint which hosts a range of shops, supermarkets, services, employment, and amenities to residents, visitors, and workers. The development will also include private amenities for the residents such as ample parking and outdoor green spaces.

The development area offers parks, public toilets, cafes, medical centre, skate park, library, and children's playgrounds with plenty of shaded rest areas.

The close proximity to these amenities would help the residents to avoid using private vehicles.



Figure 6.1 Project location and nearby amenities (highlighted in blue).

6.3 Cyclist facilities

In Perth 48% of all car trips are less than 5 km distance. Cars produce an average of 0.3 kg of CO_2 per km travelled, whereas a cyclist emits negligible greenhouse or other pollution. For each kilometre a person cycles instead of driving, approximately 0.3 kg of CO_2 are Port Hedland, Western Australia saved from being emitted to the environment. Furthermore, cycling will encourage an active and healthy lifestyle for the residents.



The development includes cycle storage facilities for the residents. Additional visitors bike racks may be provided outside the building.

6.4

Access to public transport

With its location in Dunsborough, the proposed development is located in close proximity to several public bus routes. The closest bus station is just 200 m away, therefore easily accessible by foot or bicycle and the bus only takes 25 minutes to reach Cape Naturaliste College or 3 hours to the Mandurah Train Station Line.

Electric vehicles

The number of electric cars on the road grew to 3 million worldwide between 2016 and 2017. This is an expansion of 56%. With further expected exponential growth, the number of electric cars on the roads will reach between 125 and 220 million by 2030

6.5 according to the International Energy Agency (International Energy Agency, 2018).

The proposed development intents to support the uptake of low-emissions and electric vehicles. A number of car parking spots are planned to be dedicated to electric vehicles while the electric charging infrastructure is likely to be provided for all car parking bays.

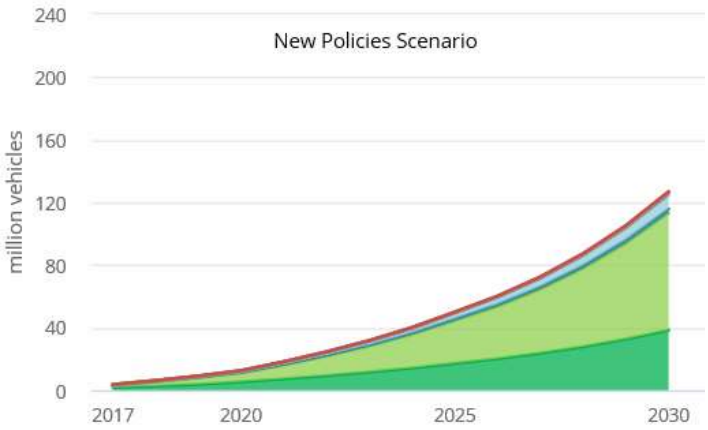

Figure 6.2 Global Electric Vehicle Deployment by 2030

Electric Micro-mobility

6.6 Electric micromobility services have expanded rapidly since their emergence in 2017. Shared electric scooters (e-scooters), electric-assist bicycles (e-bikes) and electric mopeds are now available in over 600 cities across more than 50 countries worldwide. In most markets, e-scooters account for the largest proportion of shared micromobility vehicles and trips.

According to early user surveys, a quarter to half of e-scooter rides replaced a trip that would have been taken by car, and 20% of e-scooter trips in cities provided first/last-mile services to connect to public transit (International Energy Agency, 2020). These early surveys are highlighting the importance of this emerging new form of transport and how it is being used to bridge the gap between home and public transport nodes; a major problem Perth has been trying to address for some time.

The proposed development intends to support this new mode of green transport, likely providing storage space and charging outlets for electric micro-mobility vehicles. By encouraging the use of e-bikes and other similar options, this development will provide a new viable option for commuting to the CBD and nearby major shopping hubs for residents.



7.0 Waste management

The main objectives for the waste management strategies for construction and operational waste are to ensure that waste is avoided and recycled during design, construction, and operation.

Waste within a building construction context can be avoided by encouraging the selection of lower-impact and long-term materials. Operational waste to landfill can be reduced by providing relevant and easily accessible facilities for recyclable waste and other waste that can be diverted from landfill such as organic waste, batteries, or e-waste.

Design initiatives

The following table summarises the specific initiatives included in the design in relation to waste management:

7.1 *Table 9 Waste initiatives*

Design Issue	Design initiative included in the Dunsborough Central design
Construction waste	The amount of construction waste that is diverted from landfill will be maximised Minimum 90% of waste from construction to be diverted from landfill
Operational waste management	Adequate facilities will be provided to store separate waste streams A bin store is provided to cater for different waste streams. Good external and internal access to the storeroom to be provided
Access and storage for recycling and green waste	Recycling and organic/food waste are addressed in the operational waste concept Three waste streams will be collected and separated in the building including landfill and recycling waste. Composting/organic waste is considered as a waste stream as well. Further streams to be confirmed

7.2

Building materials and resource minimisation

In 2014-15 Australia produced the equivalent of 565 kg per capita of municipal waste and 831 kg of construction and demolition waste. While around 60% of this waste is recycled, a large part still goes to landfill (Pickin & Randell , 2017). A reduction of both construction and operational waste is therefore an important target of the Florence Road development.



Operational waste management

A dedicated waste storage area will be provided for the separation and storage of recyclable waste during operation, allowing for the different waste streams to be separated to match the local recycling scheme. At least three streams will be covered including landfill, recycling and a third stream which may be organic/food waste.

7.3 Throughout project design, operation and construction, principles of resource recovery will be applied, so that materials and products are recovered and reused where possible, reducing landfill and saving money. Some strategies that will be investigated include:

- Innovative waste separation and collection strategies to allow materials to be isolated for reuse;
- A purchasing policy which aims to minimise waste from products and packaging, encourage the use of products which have minimum environmental impact; and
- Manufacturers and suppliers will be encouraged to take full responsibility for the life cycle impact of products including ownership at end of life.

Composting organic waste strategy

7.4 The development is exploring the possibility of recycling all forms of food and organic waste by identifying waste streams and incorporate a strategy that reduces food or organic waste going to landfills. Supporting schemes such as Kooda provides composting bins in a central location and then pick up the waste to produce compost.

7.5

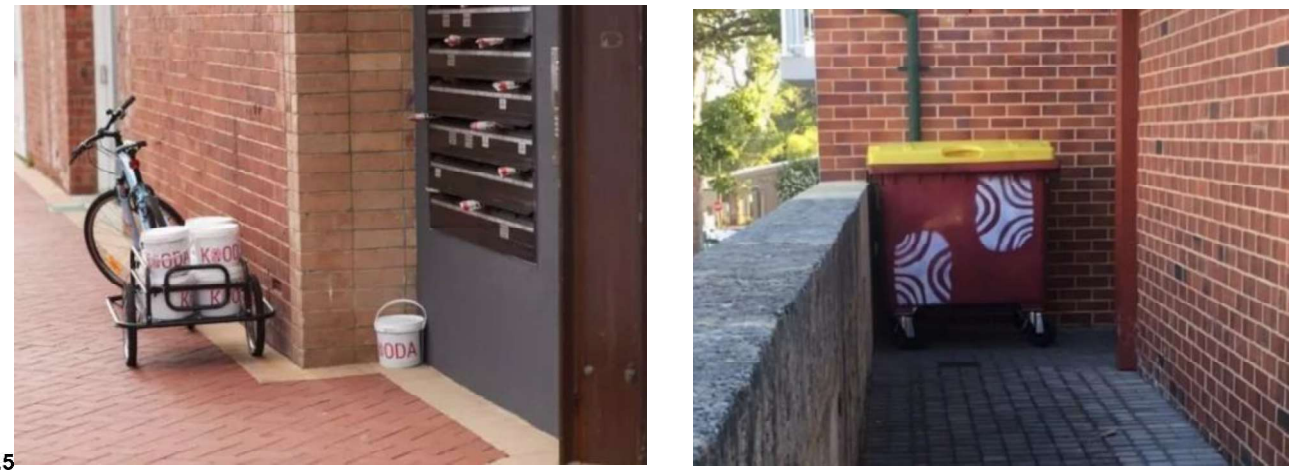

Figure 7.1 Sample composting scheme

Design for off-site construction

Prefabricated construction methods considered to be more energy and waste efficient because production processes can be better controlled and made more efficient in the factory than on site, for example. better machinery, less cut-offs, better reuse of materials, material cycles, etc.

8.0 Urban ecology

With continuously growing cities, urban ecology plays a large role in conserving biodiversity and improving life quality for urban residents. Well planned buildings and landscape architecture protects and enhances biodiversity, provides sustainable landscaping such as low water use, low fertiliser requirements and local native and indigenous plant species selection. If possible, remnant indigenous plant communities should be managed and protected.

8.1 Design initiatives

The following table summarises the specific initiatives included in the design in relation to urban ecology:

Table 10 Urban ecology initiatives

Design Issue	Design initiative included the Florence Road design
Maintaining / enhancing ecological value	Native vegetation is reintroduced to the site throughout the building and the development will maximise retention of existing significant trees
Heat Island Effect Reduction	Use of vegetation, green spaces and SRI approved roofing will actively reduce the heat island effect A minimum of 75% compliance is targeted
Mitigation of Light Pollution	95% of all external light fittings will be pointing downwards to mitigate the effect of urban light pollution.

8.2 Enhancing ecological value

The site was previously a single story private residential dwelling with approximately 7 trees in the back garden and 9 in the front yard, the most prominent of which will attempt to be retained. The aerial photo from 2021 below (Figure 8.1 Aerial photograph of the Dunsborough Central site 2021) illustrates the previous condition of the site.

The growing urban population fuels the raising demand for building structures with higher densities. This higher density development caters for these requirements by using the major part of the site as a building footprint. To still achieve a relatively high level of vegetation coverage on the site, landscaped areas are woven through the building design by placing vine training screens up the façade and balconies, trees planted on 3 different storeys (including a rooftop garden), and a large-scale replanting scheme. The current design envisions the planting of more than 30 new trees and will explore to possibly replant trees that need to be removed for the site works. The target is to diversify the trees on site to improve and retain the local biodiversity and enhance the ecological value of the green spaces on the lot and surrounding areas.



Figure 8.1 Aerial photograph of the Dunsborough Central site 2021



Figure 8.2 Illustration of the proposed vegetation coverage

8.3 Light Pollution

Light pollution is an environmental issue that is becoming more of a problem every year as cities continue to grow in size and density. Excessive amounts of light being projected upwards is not only a waste of energy and resources but has also been proven to make a negative impact on the local wildlife by affecting various species' vision, mating, nesting, and built-in migration instincts.

Similar effects have been found in humans, with some people struggling to sleep and relax with prolonged exposure to artificial daylight and glare from poorly fitted external lights. The idea of reducing light pollution through sensible light fittings can save the site owners financially by reducing wasted energy and increasing lighting efficiency whilst simultaneously contributing positively to the health and wellbeing of the surrounding natural environment.

The project targets to have 95% of all external light fittings pointing downwards, mitigating the effects of light pollution.



Figure 8.3 Light and energy usage of external lighting

Codes and Ratings

The building will be subject to voluntary and mandatory building codes and metrics to measure the performance of the rating. This section of the report outlines the main codes and ratings and identifies the project's response.

9.0 NatHERS

Residential building compliance is achieved through a thermal modelling process defined as the Nationwide House Energy Rating Scheme (NatHERS). This process requires a minimum star rating to be achieved for the building's thermal comfort, which informs the energy efficiency of the building.

9.1 The Nationwide House Energy Rating Scheme (NatHERS) is a tool to assess residential dwellings' energy usage. For a multi-residential project such as 8 Florence Road, every apartment is investigated as a separate unit with its own rating before an overall average rating is calculated. The NatHERS tool considers a wide range of parameters like orientation, glazing, insulation, size of rooms and door openings, shading and awnings and ceiling fans.

The National Construction Code (NCC) requires a minimum of a 5 Star NatHERS rating for the worst-performing apartment in the complex and an overall average NatHERS rating of 6 Stars. The proposed development is designed to exceed these requirements, reducing the building's average energy consumption by approximately 15%.

The proposed development is located at NatHERS Climate Zone 54 (Mandurah).

Table 9.1 NatHERS target

	Minimum NCC Requirement	Target for the proposed development
Worst case NatHERS rating	5-star	5.5-star
Overall average NatHERS rating	6-star	7-star
Estimated Average Energy Usage	65 MJ/m^2	49 MJ/m^2 (15% reduction)

9.2

Green Star

The development is being designed to fulfil all requirements in terms of Ecologically Sustainable Design (ESD) and is aiming to achieve a 4-star Green Star equivalency for the Design and As-Built v1.3 tool (no formal rating). Green Star is a comprehensive sustainability design tool that assesses the environmental impact of a building over a range of environmental indicators, from management and ecology to energy and water use, material selection and waste production.

A 4-star Green Star equivalency requires a total of 45 points to be achieved in the aforementioned categories. Sufficient weighted credits have been selected to achieve this requirement rating, and further opportunities will be pursued during the design stages of the project.

Based on the proposed design response, the predicted performance in each respective environmental category is tabulated in the Scorecard in ***Appendix A***. The sustainability strategy of this development demonstrates how the development is proposing to achieve the 4-star Green Star benchmark.

Table 9.2 Green Star target

Total available points	Minimum points required for 4-star equivalency	Points target for the proposed development
110 Points	45 Points	**47 Points** **(4-star with a 2-point buffer)**

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Appendix A Green Star strategy

Please see overleaf.

Green Star - Design & As Built Scorecard

Project:	Dunsborough Central	**Round:**	1
Targeted Rating:	4 Star - Best Practice		

Core Points Available	Total Score Targeted
96	47

NA	CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA		POINTS AVAILABLE	POINTS TARGETED
	Management					14	
	Green Star Accredited Professional	To recognise the appointment and active involvement of a Green Star Accredited Professional in order to ensure that the rating tool is applied effectively and as intended.	1.1	Accredited Professional		1	1
	Commissioning and Tuning	To encourage and recognise commissioning, handover and tuning initiatives that ensure all building services operate to their full potential.	2.0	Environmental Performance Targets		-	Complies
			2.1	Services and Maintainability Review		1	
			2.2	Building Commissioning		1	
			2.3	Building Systems Tuning		1	1
			2.4	Independent Commissioning Agent		1	
	Adaptation and Resilience	To encourage and recognise projects that are resilient to the impacts of a changing climate and natural disasters.	3.1	Implementation of a Climate Adaptation Plan		2	
	Building Information	To recognise the development and provision of building information that facilitates understanding of a building's systems, operation and maintenance requirements, and environmental targets to enable the optimised performance.	4.1	Building Information		1	1
	Commitment to Performance	To recognise practices that encourage building owners, building occupants and facilities management teams to set targets and monitor environmental performance in a collaborative way.	5.1	Environmental Building Performance		1	
			5.2	End of Life Waste Performance	A. Contractual Agreements	1	
	Metering and Monitoring	To recognise the implementation of effective energy and water metering and monitoring systems.	6.0	Metering		-	Complies
			6.1	Monitoring Systems		1	1
	Responsible Construction Practices	To reward projects that use best practice formal environmental management procedures during construction.	7.0	Environmental Management Plan		-	Complies
			7.1	Environmental Management System		1	
			7.2	High Quality Staff Support		1	
	Operational Waste	B. Prescriptive Pathway	8A	Performance Pathway: Specialist Plan		0	
			8B	Prescriptive Pathway: Facilities		1	1
	Total					**14**	**5**

	Indoor Environment Quality					15	
☐	Indoor Air Quality	To recognise projects that provide high air quality to occupants.	9.1	Ventilation System Attributes		1	1
☐			9.2	Provision of Outdoor Air	☐ A. Comparison to Industry Standards ☐ B. Performance Based Approach ☑ C. Natural Ventilation	2	2
☐			9.3	Exhaust or Elimination of Pollutants	☐ A. Removing the Source of Pollutants ☑ B. Exhausting the Pollutants Directly to the Outside	1	1
☐	Acoustic Comfort	To reward projects that provide appropriate and comfortable acoustic conditions for occupants.	10.1	Internal Noise Levels		1	1
☐			10.2	Reverberation		0	
☐			10.3	Acoustic Separation	C. Residential Projects	1	1
☐	Lighting Comfort	To encourage and recognise well-lit spaces that provide a high degree of comfort to users.	11.0	Minimum Lighting Comfort		-	Complies
☐			11.1 General Illuminance and Glare Reduction	11.1.1 General Illuminance	☐ A. Non Residential Spaces ☑ B. Residential Spaces	1	1
☐				11.1.2 Glare Reduction	☐ A. Prescriptive Method 1 ☐ B. Prescriptive Method 2 ☐ C. Performance Method		
☐			11.2	Surface Illuminance	☐ A. Prescriptive Method ☐ B. Performance Method ☑ C. Residential Spaces (Prescriptive Method)	1	1
☐			11.3	Localised Lighting Control		1	1
		To recognise the delivery of well-lit spaces that provide high	12.0	Glare Reduction	☑ A. Fixed Shading Devices ☐ B. Blinds or Screens ☐ C. Daylight Glare Model	-	Complies
					☑ A. Prescriptive Methodology		

☐	**Visual Comfort**	To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants.	12.1	Daylight	☐ B. Compliance Using Daylight Factor ☐ C. Compliance Using Daylight Autonomy	2	1
☐			12.2	Views		1	
☐	**Indoor Pollutants**	To recognise projects that safeguard occupant health through the reduction in internal air pollutant levels.	13.1 Paints, Adhesives, Sealants and Carpets	13.1.1 Paints, Adhesives and Sealants	☐ A. Product Certification ☑ B. Laboratory Testing ☐ C. No Paints, Adhesives or Sealants	1	1
				13.1.2 Carpets	☐ A. Product Certification ☑ B. Laboratory Testing ☐ C. No Carpets		
☐			13.2	Engineered Wood Products	☐ A. Product Certification ☑ B. Laboratory Testing	1	1
☐	**Thermal Comfort**	To encourage and recognise projects that achieve high levels of thermal comfort.	14.1	Thermal Comfort	☐ A. Naturally Ventilated Spaces ☐ B. Mechanically Ventilated Spaces ☑ C. Residential Spaces	1	1
☑			14.2	Advanced Thermal Comfort	☐ A. Naturally Ventilated Spaces ☐ B. Mechanically Ventilated Spaces ☐ C. Residential Spaces	0	
	Total					**15**	**13**

Energy						**22**	
Greenhouse Gas Emissions	B. NatHERS Rating Pathway		15A.0	Conditional Requirement: Prescriptive Pathway		-	
			15A.1	Building Envelope		0	
			15A.2	Wall-Glazing Construction and Retail Display Glazing		0	
			15A.3	Lighting		0	
			15A.4	Ventilation and Air Conditioning		0	
			15A.5	Domestic Hot Water		0	
			15A.6	Transition Plan		0	
			15A.7	Fuel Switching		0	
			15A.8	On-Site Storage		0	
			15A.9	Vertical Transportation		0	
			15A.10	Off-Site Renewables		0	
			15B.0	Conditional Requirement: NatHERS Pathway		-	Complies
			15B.1	Thermal and Energy Performance		6	1
		15B.2 Building Services and Appliances		15B.2.1 Lighting		1	1
				15B.2.2 Ventilation and Air Conditioning	☐ A. Mechanically Conditioned Spaces ☐ B. Spaces With Mechanical Heating Only ☑ C. Naturally Ventilated Spaces	2	1
				15B.2.3 Domestic Hot Water		2	
				15B.2.4 Appliances & Equipment		1	1
				15B.2.5 Fuel Switching		1	
				15B.2.6 On-Site Storage		1	1
				15B.2.7 Vertical Transportation		1	
				15B.2.8 Passive Laundry Facilities		1	
				15B.2.9 Unoccupied Areas		1	1
				15B.2.10 Off-Site Renewables		5	1
			15C.0	Conditional Requirement: BASIX Pathway		-	
			15C.1	BASIX Greenhouse Gas Reductions		0	
			15C.2	Off-Site Renewables		0	
			15D.0	Conditional Requirement: NABERS Pathway		-	
			15D.1	NABERS Energy Greenhouse Gas Emissions Reduction		0	
			15D.2	Off-Site Renewables		0	

		15D.3 Additional Prescriptive Measures	15D.3.1 Transition Plan		0	
			15D.3.2 Fuel Switching		0	
			15D.3.3 On-Site Storage		0	
		15E.0	Conditional Requirement: Reference Building Pathway		-	
		15E.1	GHG Emissions Reduction: Building Fabric		0	
		15E.2	GHG Emissions Reduction		0	
		15E.3	Off-Site Renewables		0	
		15E.4	District Services		0	
		15E.5 Additional Prescriptive Measures	15E.5.1 Transition Plan		0	
			15E.5.2 Fuel Switching		0	
			15E.5.3 On-Site Storage		0	
Peak Electricity Demand Reduction	A. Prescriptive Pathway	16A	Prescriptive Pathway: On-Site Energy Generation		1	
		16B	Modelled Performance Pathway: Reference Building		0	
Total					**17**	**7**

Transport					**9**	
Sustainable Transport	B. Prescriptive Pathway	17A	Performance Pathway		0	
		17B.1	Access by Public Transport		3	3
		17B.2	Reduced Car Parking Provision		0	
		17B.3	Low Emission Vehicle Infrastucture	B. Parking for Electric Vehicles	1	1
		17B.4	Active Transport Facilities		1	1
		17B.5	Walkable Neighbourhoods	A. Proximity to Amenities	1	1
Total					**6**	**6**

Water					**11**	
Potable Water	B. Prescriptive Pathway	18A	Potable Water - Performance Pathway		0	
		18B.1	Sanitary Fixture Efficiency		1	1
		18B.2	Rainwater Reuse		1	
		18B.3	Heat Rejection		2	
		18B.4	Landscape Irrigation		1	1
		18B.5	Fire Protection System Test Water		0	
Total					**5**	**2**

Materials					**14**	
		19A.1	Comparative Life Cycle Assessment		0	
		19A.2	Additional Reporting	☐ A. Additional Life Cycle Impact Reporting ☐ B. Material Selection Improvement ☐ C. Construction Process Improvement ☐ D. LCA Design Review	0	
		19B.1 Concrete	19B.1.1 Portland Cement Reduction		2	1
			19B.1.2 Water Reduction		0,5	

Life Cycle Impacts	B. Prescriptive Pathway - Life Cycle Impacts	19B	19B.1.3 Aggregates Reduction	A. Course Aggregate Reduction	0.5	
		19B.2 Steel	B. Reduced Use of Steel Reinforcement		1	
		19B.3	Building Reuse	19B.3.1 Façade Reuse	2	
				19B.3.2 Structure Reuse	2	
		19B.4	Structural Timber	19B.4.0 Responsible Sourcing	-	
				19B.4.1 Reduced Embodied Impacts	3	
Responsible Building Materials	To reward projects that include materials that are responsibly sourced or have a sustainable supply chain.	20.1	Structural and Reinforcing Steel	20.1.0 Responsible Steel Maker	-	
				A. Responsible Steel Fabricator	1	
		20.2	Timber	☐ A. Certified Timber ☐ B. Reused Timber	1	
		20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables	B. Best Practice Guidelines for PVC	1	1
Sustainable Products	To encourage sustainability and transparency in product specification.	21.1	Product Transparency and Sustainability	☐ A. Reused Products ☐ B. Recycled Content Products ☐ C. Environmental Product Declarations (EPDs) ☐ D. Third Party Certification ☐ E. Stewardship Programs	3	
Construction and Demolition Waste	B. Percentage Benchmark	22.0	Reporting Accuracy	B. Disclosure Statement	-	Complies
		22A	Fixed Benchmark		0	
		22B	Percentage Benchmark		1	1
Total					**12**	**3**

Land Use & Ecology					**6**	
Ecological Value	To reward projects that improve the ecological value of their site.	23.0	Endangered, Threatened or Vulnerable Species	A. EPBC	-	Complies
		23.1	Ecological Value		3	1
Sustainable Sites	To reward projects that choose to develop sites that have limited ecological value, re-use previously developed land and remediate contaminate land.	24.0	Conditional Requirement		-	Complies
		24.1	Reuse of Land	A. Previously Developed Land	1	1
		24.2	Contamination and Hazardous Materials	☐ A. Site Contamination ☑ B. Hazardous Materials	1	1
Heat Island Effect	To encourage and recognise projects that reduce the contribution of the project site to the heat island effect.	25.1	Heat Island Effect Reduction		1	1
Total					**6**	**4**

Emissions					**5**	
Stormwater	To reward projects that minimise peak stormwater flows and reduce pollutants entering public sewer infrastructure.	26.1	Stormwater Peak Discharge		1	1
		26.2	Stormwater Pollution Targets		1	1
Light Pollution	To reward projects that minimise light pollution.	27.0	Light Pollution to Neighbouring Bodies		-	Complies
		27.1	Light Pollution to Night Sky	A. Control of Upward Light Output Ratio (ULOR)	1	1
Microbial Control	To recognise projects that implement systems to minimise the impacts associated with harmful microbes in building systems.	28	Legionella Impacts from Cooling Systems	A. Natural Ventilation	1	
Refrigerant Impacts	To encourage operational practices that minimise the environmental impacts of refrigeration equipment.	29.1	Refrigerants Impacts	A. Calculating TSDEI	1	
Total					**5**	**3**

Innovation				**10**	
Innovative Technology or Process	The project meets the aims of an existing credit using a technology or process that is considered innovative in Australia or the world.	30A	Innovative Technology or Process		
Market Transformation	The project has undertaken a sustainability initiative that substantially contributes to the broader market transformation towards sustainable development in Australia or in the world.	30B	Market Transformation		
Improving on Green Star Benchmarks	The project has achieved full points in a Green Star credit and demonstrates a substantial improvement on the benchmark required to achieve full points.	30C	Improving on Green Star Benchmarks	10	

Innovation Challenge	Where the project addresses an sustainability issue not included within any of the Credits in the existing Green Star rating tools.	30D	Innovation Challenge		2
Global Sustainability	Project teams may adopt an approved credit from a Global Green Building Rating tool that addresses a sustainability issue that is currently outside the scope of this Green Star	30E	Global Sustainability		
Total				**10**	**2**

TOTALS	AVAILABLE	TARGETED
CORE POINTS	96	43.0
CATEGORY PERCENTAGE SCORE		44.8
INNOVATION POINTS	10	2.0
TOTAL SCORE TARGETED		46.8

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ELEMENT 2.2	BUILDING HEIGHT	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The permissible building height is controlled in accordance with the applicable residential density coding of R-AC3. Specifically, the 5-storey development complies with the building height limit set out in table 2.1 of the **R-Codes Volume 2** The proposed development is consistent with the desired future scale and character of the area.	**Meets Element Objective.** **The reference to Table 2.1 is reference to an 'Acceptable Development' provision of the R-Codes, rather than the Element Objectives. Satisfying the Acceptable Outcomes alone does not mean that the Element Objectives are satisfied – the proposal must primarily be assessed against the Element Objectives.** **The character of the area is in transition, but currently consists mostly of 1-2 storey buildings. The 3 storey height of the proposed building adjacent to the Dunn Bay Road frontage of the site, whilst not quite consistent with current development scale, it is not necessarily considered incompatible with the current development scale and with the desired scale and character of the local area.** **Development is currently proceeding on an adjacent site at 1-2 storeys, and development on the site can be expected to be broadly as per the development now proceeding for at least the next 15-20 years. Redevelopment of other sites in the locality could be reasonably expected to occur within that timeframe, some of which will likely be at heights in excess of 2 storeys.** **When the current density coding was applied to the site, the community and landowners were advised, and the Council understood, that maximum heights would be '4-5 storeys'. Whilst that does not, in and of itself, guide what the desired future scale of development is, it does provide some guidance.** **It is considered that the height of the building immediately adjacent to Dunn Bay Road at a maximum of 3 storeys is appropriate. That would create a sense of transition along Dunn Bay Road – especially noting the development proceeding on the adjacent site.** **It is considered that greater height is appropriate along the Cyrillean Way frontage under the current**

		planning framework, as there is no established streetscape at present, and redevelopment of the land on the opposite side of Dunn Bay Road could occur at significant scale on what is a large site, but also with an opportunity to set back higher portions of the development from the Dunn Bay Road frontage. In this regard it is considered that the proposed development of 3 storeys immediately adjacent to the street along Cyrillean Way with portions of the building above that level, up to a maximum of 5 storeys, set back from Cyrillean Way is considered acceptable. **It is considered that the bulk and scale of the proposed development, especially from Dunn Bay Road may be considered appropriate.**
O2.2.2 – The height of buildings within a development responds to changes in topography.	The subject site is generally flat and the topography has not been a major determinant in building height.	**Meets Element Objective.**
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.	The development incorporates an articulated rooftop with varied pitched rooflines that reflects the urban typology commonly expected in commercial town centres. The provision of a rooftop communal area was not considered necessary in this design, given the generous provision of outdoor living/balcony areas for each of the proposed dwellings and the northern facing landscaped terrace area on the first and second floor as well as the communal courtyard on the second floor.	**Meets Element Objective.**
O2.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	The proposed development does not adjoin residential development. While a nil setback (ground to second) is proposed along the western boundary and a 4.1m and 10.9m setback is provided by the northern and southern residential components of the development respectively. The adjoining development is located to the west, and as such, will not be seriously affected by the proposed development in terms of solar access. Refer to the Solar Analysis diagram in **Appendix 3.**	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		

A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	**Low-rise**		**Medium-rise**		**Higher density residential**		**Neighbourhood centre**	**Mid-rise urban centres**	**High density urban centres**		**Planned areas**
Site R-Coding	**R40**	**R50**	**R60**	**R80**	**R100**	**R160**	**R-AC4**	**R-AC3**	**R-AC2**	**R-AC1**	**R-AC0**
Building height (storeys) *refer 2.2*	2	3	3	4	4	5	3	6	7	9	

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 2.3	STREET SETBACKS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	The proposed development has a nil setback at the street along the Dunn Bay Road frontage, consistent with Local Planning Policy requirements for active uses. The street setbacks vary from 1.2m to 31m on the Cyrillean Way frontage as a means of integrating the built form around the large communal landscaped areas including the winter garden near the intersection and the landscaped area to the northeast. The street setback maintains sufficient space for access and landscaping and are consistent with Table 2.1 Primary Controls Table of the R-Codes Volume 2 for Mid-rise urban centre.	**Meets Element Objective.**
O2.3.2 – The street setback provides a clear transition between the public and private realm.	The majority of the ground, first and second levels are commercial and as such, it is generally open to the public. The street setbacks provide space for landscaping and paving treatments that clearly define the entries to the commercial tenancies and the semi-public entries, doorways and lobbies to access the residential component of the development.	**Meets Element Objective.**
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.	The apartments are located on the second floor and above and achieve visual privacy through their elevated height above street level. Furthermore, the apartments achieve visual privacy through setbacks, large balcony areas, and screening where necessary.	**Meets Element Objective.**
O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.	Whilst nil setbacks are proposed for much of the Dunn Bay Road frontage and Cyrillean way frontage passive surveillance and outlook to the street is maximised through the provision of glazed shopfronts, commercial tenancies and alfresco dining areas. Upper-level passive surveillance is provided from the apartments through the provision of balconies (with semi-	**Meets Element Objective.**

	frameless glass balustrades) and habitable room windows to the northern, eastern and southern elevations.	

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Minimum primary and secondary street setbacks *refer 2.3*	4m [4]	2m	2m		2m		2m or Nil [5]	2m or Nil [5]	2m or Nil [5]		

(4) Minimum secondary street setback 1.5m

(5) Nil setback applicable if commercial use at ground floor

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends or replaces aspects of the above controls, specifically, clause 4.21.1 (b) of the Scheme, which sets out that–** ***"Development within the Regional Centre and Centre zones shall address the following provisions…b) A nil front setback is to be provided to the development, unless otherwise designated in an Activity Centre Plan, or the development is providing for an associated alfresco space within the setback;"*** **The proposed development does not provide for a nil font setback for the whole of the street frontage, but where that is not the case, it is to accommodate courtyard spaces which will provide for interaction with the street and are considered to be appropriate design responses.**

ELEMENT 2.4	SIDE AND REAR SETBACKS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.	The proposed apartment buildings form part of a cohesive mixed-use development containing various commercial activities on the first two storeys. <u>Side setback (western)</u> Table 2.1 Primary Controls Table of the R-Codes Volume 2 permits a nil side setback for a Mid-rise urban centre. The ground and first floors of the development has a nil setback to the western property boundary. The apartments on the second floor and above are setback 4.1m from this boundary. The building on the adjoining lot to the west is separated by car parking area (on the neighbouring property), providing for adequate separation. <u>Northern setback (north)</u> Table 2.1 Primary Controls Table of the R-Codes Volume 2 permits a nil rear setback for a Mid-rise urban centre. The western portion of the ground to the second floor of the proposal have a 1.5m setback to Dugalup Brook to the north. The apartments on the third floor and above are setback between 87m - 22.8m from the rear boundary. The rear setback along the eastern portion of the site allows for the provision of the northern pocket park and capitalises on the unique opportunities associated with the outlook and amenity of the site.	**Meets Element Objective – comment below relates to other side and rear setback Element Objectives too.** **The reference to Table 2.1 is reference to an 'Acceptable Development' provision of the R-Codes, rather than the Element Objectives. Satisfying the Acceptable Outcomes alone does not mean that the Element Objectives are satisfied – the proposal must primarily be assessed against the Element Objectives.** **The development incorporates 2 storey high boundary walls for portions of the boundary with the property to the west, which is currently undergoing development. The portion of the site that the walls adjoin is to be car parking, and built form will be set back from the boundary. The wall height will be of a similar height to the tallest development on the adjoining site, is broken up into two sections of wall, occupies a total length of less than 50m along a boundary of greater than 100m and is setback approx. 41m from the Dunn Bay Rd frontage, limiting the visual impact when viewed by pedestrian along the street. This extent of boundary wall is not considered excessive or visually dominant in its context. The boundary wall treatment is of importance to ensure a suitable aesthetic standard that is sympathetic to the adjoining site.**
O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character**.**	The building boundary setbacks are consistent with the nil setbacks found throughout the surrounding streetscape. The buildings have been sited to maximise the activation of the streetscape, provide ample space for the pocket parks and screened commercial car parking.	**Meets Element Objective.**
O2.4.3 – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.	The proposed development has sought to retain existing trees on site. As a result, the large Corymbia Calophylla (Marri) tree in the northeast corner of the site will be retained. Trees within the southeast and northeast pocket parks have access to deep soil which will support tree canopy development and stormwater management.	**Meets Element Objective, however it is believed that the tree that is proposed to be retained is a *Eucalyptus patens*, commonly known as yarri or blackbutt.**

O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The proposed development provides an appropriate entry statement to vehicles and pedestrians entering the local centre from the west. Whilst the proposed development is larger in terms of height and scale than the adjoining development, it is entirely consistent with the desired long term future urban vision of the Dunsborough Town Centre. The intensity of the development has been managed through the mediation of the built-form into individual and smaller volumes.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where:

a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument **AND /OR**

b) a greater setback is required to address *3.5 Visual privacy*.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	**Low-rise**		**Medium-rise**		**Higher density residential**		**Neighbourhood centre**	**Mid-rise urban centres**	**High density urban centres**		**Planned areas**
Site R-Coding	**R40**	**R50**	**R60**	**R80**	**R100**	**R160**	**R-AC4**	**R-AC3**	**R-AC2**	**R-AC1**	**R-AC0**
Boundary wall height (storeys)[1,2] *refer 2.4*	1 [3]		1 [3]	2 [3]	2 [3]		2	3	4		
Minimum side setbacks[6] *refer 2.4*	2m	3m	3m		3m		Nil				
Minimum rear setback *refer 2.4*	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m *refer 2.4*	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in *2.7 Building separation*, *3.3 Tree canopy and deep soil areas*, *3.5 Visual privacy* and *4.1 Solar and daylight access*.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 2.5	PLOT RATIO	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The overall bulk and scale of the development is considered entirely appropriate, having regard for the provision contained within the local and state planning framework and the ultimate planned character of the area. Furthermore, the DRC was supportive of the proposed bulk and scale of the built form, noting "*the proposal is largely compliant with height controls and built-form and scale of the proposal has been well managed through the mediation of built-form into individual and smaller volumes*". Since this DRC advice was provided, a further floor has been removed from the proposed development, reducing the bulk and scale of the development. The plot ratio has therefore reduced from 2.42 to 1.18, to ensure the proposed development is entirely consistent with the planned character of the area.	**Meets Element Objective.** **The plot ratio of the development is 1.18 - 6,196m² of plot ratio building area on a site with an area of 5,435m² –significantly below 2.0, which is identified as an Acceptable Outcome for the R-AC3 Code. The development is seeking to meet car parking requirements entirely on-site, through the use of decked car parking. If all floorspace, rather than just plot ratio floorspace (which excludes parking, circulation areas and service areas), is combined, the total floorspace of the proposed development is approx.11,890m² on a 5,435m² site, a plot ratio of approximately 2.19.** **In the Dunsborough Town Centre currently, there is no development with a plot ratio of greater than 1.0 (and in fact few above 0.5), and there is currently no decked car parking. Development at higher densities than currently exists is clearly contemplated and supported by the planning framework and the proposed plot ratio is considered to be acceptable.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Plot ratio [7] *refer 2.5*	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	

(6) Refer to Definitions for calculation of plot ratio

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends the above controls, specifically, clause 4.21.1 (p) of the Scheme, which sets out that–** ***"Where land is zoned 'Regional Centre' or 'Centre', and is designated a residential density coding of R-AC3 the maximum plot ratio shall be 1.5, except for where the following incentives for mixed use development apply:*** ***(i) Where residential or short-stay accommodation uses represent more than 25% of the plot ratio area of a proposed mixed use development, the maximum allowable plot ratio area may be 2.0; or*** ***(ii) Where a development incorporates a Restaurant/Café, Tavern or other similar use that will provide for informal social interaction the maximum allowable plot ratio area for the remainder of the development may be 2.0; and*** ***(iii) The plot ratio incentives set out in sub-clauses (a) and (b) above may be combined, provided that the total plot ratio area does not exceed 3.0."*** **The development is consistent with the above, as the plot ratio floorspace is 1.18, and clause 4.21.1 (p) (iii) applies. It is not entirely clear how the controls identified above would interact, and there are also other clauses to consider, including clause 67 (2) (m) of the Deemed Provisions, which requires consideration of –** ***"the compatibility of the development with its setting, including —*** ***(i) the compatibility of the development with the desired future character of its setting; and*** ***(ii) 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."***

ELEMENT 2.6	BUILDING DEPTH	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation. **O2.6.2** – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed. **O2.6.3** – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.	The proposed single loaded apartment corridor typology capitalises on this typology's unique capacity to deliver dual aspect and cross-ventilated apartments. The proportion of apartments that enjoy access to cross-ventilation is 100%. 60% of the apartments are dual aspect and receive natural cross ventilation. The remaining 40% of apartments are single aspect and however they have ventilated openings oriented between 45 – 90 degrees and a room depth no greater than 3 times the ceiling height. This meets the 60% minimum required under DesignWA. For the single aspect apartments, the proposed maximum building depth of approximately 10.6m (measured east to west - level 4) is consistent with the acceptable outcomes for this element (20m). A variety of articulations ensure sufficient daylight to habitable rooms. Furthermore, all apartments feature large glazed doors onto outdoor living areas that maximise good solar access and natural ventilation.	**Meets Element Objectives**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to *4.1 Solar and daylight access* and *4.2 Natural ventilation*.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends the above controls, specifically, clause 4.21.1 (g) of the Scheme, which sets out minimum floor to ceiling heights somewhat lower than those that emerge from assessment against the R-Codes, and somewhat lower than what is proposed.**	

ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	The proposed built form has been arranged around two community focused landscaped spaces and broken down into discrete volumes that seek to mediate and distribute the presentation of bulk and scale. The proposed building is consistent with the desired future character of Dunn Bay Road and Cyrillean Way and is consistent with the street level activation that characterises the surrounding town centre.	**Meets Element Objective – desired streetscape character involves building fronting and activating the whole of the street frontage. The courtyard to Cyrillean Way, however, whilst not involving a building directly fronting the street, will activate the street and contribute towards desired streetscape character at ground level.**
O2.7.2 – Building separation is in proportion to building height.	The separation is deemed acceptable when considered against the five storey building height. As detailed in Element 2.4 above, the proposed development is consistent with the side and rear boundary setback requirements and the separation between buildings on site and adjoining buildings is considered acceptable.	**Partially meets Element Objective.** **Consistent with acceptable outcomes for portion of development less than 5 storeys. At the fifth storey a separation to boundary of 9m is anticipated by Table 2.7 to achieve a building separation totalling 18m (i.e evenly shared between adjoining lots). The proposed development is setback 4.05m to the fifth storey balcony edge. Due to the setback of the building currently being developed on the adjoining lot, a greater than 18m total separation between buildings will be achieved. Should the adjoining site be redeveloped in the future building separation may be an issue.**
O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The separation between the internal buildings is sufficient to ensure that no adverse impacts on residential amenities are experienced. The buildings surrounding the attractively landscaped community pocket park, provide a minimum separation of 20m from the northern to the southern facing apartments and 6.2m from the southern to the eastern facing balconies. Appropriate balcony screening is proposed to ensure the acoustic and visual privacy of the apartments is maintained. The separation also provides adequate access to sunlight and natural ventilation by the way it is oriented. The predominantly north-south orientation of the building	**Meets Element Objective.** **Design review previously raised some concerns with cross-ventilation for some of the residential floorspace, however this has been adequately addressed in revised development proposal.**

	separation allows good access to sunlight and prevailing winds.	
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	The apartments all contain private balconies with a common courtyard provided on Level 2. Furthermore, the setback areas are suitably sized to accommodate two community focused pocket parks that will function as community plazas. Additionally, private outdoor terraces with associated landscaping are being provided for the restaurant and office tenancies overlooking the northern pocket park. As a whole, the proposal offers a high standard of communal and private open space, deep soil areas and landscaping.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.7.1 – Development complies with the separation requirements set out in Table 2.7.

Table 2.7 Building separation

	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	**5-8 storeys** (up to 28m)	**≥ 9 storeys** (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer *2.4 Side and rear setbacks* (Table 2.1) and *3.5 Visual privacy* (Table 3.5)	9m	12m
Distances apply from major openings of rooms, or the inside of balustrading of balconies. Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.				

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.2 ORIENTATION

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	

O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development. **O3.2.2** – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	The development has been designed to face the public realm and incorporate direct access from the street in accordance with main street principles. The south east winter garden is oriented to allow sufficient solar access from the north to the southernmost apartment buildings. The apartments have been set back between 2.5m to 8m from the northern boundary (Dugalup Brook) to maintain sufficient access to sunlight for the northern apartments during winter. The adjoining western property and the site on the opposite side on Dunn Bay Road (Lots 2 & 6) are zoned Centre with an applicable density code of R-AC3. There are no requirements limiting the shadow cast at midday on properties coded R80 or higher. Notwithstanding this, these properties will not be unreasonably cast by shadow at noon on 21 June. This is consistent with acceptable outcome A3.2.3 and further emphasised by the area of land overshadowed being predominantly car parking and access.	**Meets Element Objectives.**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.
A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: – adjoining properties coded R25 and lower – 25% of the site area[1] – adjoining properties coded R30 – R40 - 35% of the site area[1] – adjoining properties coded R50 – R60 – 50% of the site area[1] – adjoining properties coded R80 or higher – Nil requirements. (1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)
A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The proposed development will retain the large Corymbia calophylla (Marri) tree located in the north east corner of the subject site. The remaining trees of the subject site have been subject to an assessment by a suitably qualified arborist who recommended their removal due to various factors such as poor health, uneven weight distribution etc.	**Meets Element Objective, however it is believed that the tree that is proposed to be retained is a *Eucalyptus patens*, commonly known as yarri or blackbutt.**
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.	To offset the removal of existing trees on the subject site, additional trees will be planted in the south eastern winter garden, the north eastern pocket park and on the building structure itself. Furthermore, significant areas of landscaping have been provided on and around the building, including within the pocket parks and the landscaped terraces on levels 1-2.	**Meets Element Objective.**
O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.	The residential component has a total site area of approximately 3,636m^2 with a site area of 5,466m^2. The development contains a total of 400.2m^2 of deep soil equating to approximately 7.3% of the site area. Furthermore, a large tree is proposed to be retained in the north east corner of the site. The proposed development contains a holistic landscape design response, including deep soil areas in excess of minimum requirements, tree retention, on-structure planting and two community focused pocket parks/plazas, The DRC noted a "*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*"	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: – healthy specimens with ongoing viability **AND** – species is not included on a State or local area weed register **AND** – height of at least 4m **AND/OR**		

- trunk diameter of at least 160mm, measured 1m from the ground **AND/OR**
- average canopy diameter of at least 4m.

A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.

A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.

A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% **OR** 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree and small trees to suit area
› 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area

[1] Minimum requirement for trees includes retained or new trees
Refer Table 3.3b for tree sizes

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided[1] (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m²	3m	2m (DSA) + 1m (RSZ)	200L
Large	›9m	›12m	64m²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

[1] Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.4	COMMUNAL OPEN SPACE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. **O3.4.2** – Communal open space is safe, universally accessible and provides a high level of amenity for residents. **O3.4.3** – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	Level 2 contains an area of 160m^2 of dedicated residential communal open space in the form landscaped common courtyard. Furthermore, the site provides two community focused pocket parks/plazas with a cumulative area of approximately 1,000m^2 with deep soil areas and attractive landscaping. The amenity and functionality of the communal courtyard and street-level pocket parks make use of high-quality landscaping (soft and hard) spaces that encourage social interaction. The communal open space is not expected to adversely impact habitable rooms, with its usage able to be appropriately managed. The common courtyard is enclosed in operable glazing to ensure the amenity for surrounding residents whilst ensure access to light. The street-level pocket parks will be subject to passive surveillance from the residential component of the development.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.4.1 – Developments include communal open space in accordance with Table 3.4

Table 3.4 Provision of communal open space

Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m² per dwelling up to maximum 300m²	At least 2m² per dwelling up to 100m²	4m

A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.

A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.

A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.	
A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.	
A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.5 VISUAL PRIVACY

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	ASSESSOR COMMENT
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	The apartment buildings are generally oriented towards Dugalup Brook to the north, Cyrillean Way to the east or Dunn Bay Road to the south. Where possible the balconies are oriented towards the outwards aspect overlooking the street frontage or Dugalup Brook. The apartments surrounding the southernmost pocket park are setback approximately 20m in a north to south orientation and approximately 7m between the balconies of the closest east to west apartments. The western aspect of the balconies overlooking the eastern aspect of other balconies is appropriately screened to ensure privacy. As such, no direct overlooking of habitable rooms, private outdoor living areas within the site and of neighbouring properties is expected to occur.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.

Table 3.5 Required privacy setback to adjoining sites

Cone of vision from unscreened:	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.6	PUBLIC DOMAIN INTERFACE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents. **O3.6.2** – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	There is a clear delineation of public and private spaces, achieved through the use of active commercial uses fronting the public realm. There are no apartments on the ground level fronting the public domain. This provides an adequate level of privacy for residents, while at the same time allowing passive surveillance of the public/private domain interface from living areas and balconies. Passive surveillance is provided to the public domain from the commercial tenancies through the use of glazed shopfronts. These ground level activities complement the intended streetscape in a manner consistent with the existing commercial activities in the surrounding town centre and avoid extensive vehicle and service entrances.	**Partially meets Element Objective.** **Some redesign to facilitate access to the building at the corner of Dunn Bay Road and Cyrillean Way has been undertaken by providing a single width entry door from Dunn Bay Road on the eastern side of the stairwell to upper floors in an attempt to address issues previously raised in design review and by officers in respect to only being able to gain access via the courtyard from Cyrillean Way and the façade lacking canopies. It is considered that the design and likely function of the entry from Dunn Bay Rd is still insufficient and will most likely not be utilised by supermarket operators (i.e. remain locked). Officers are of the view that a double width, glazed, automatic door near the corner of the building on the western side of the stairwell is necessary. If approved this is able to be addressed via conditions of aqpproval.** **Design review also raised some concerns with residential lift lobbies, which have been better resolved in the revised development proposal.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.		
A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).		
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.		
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.		
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.		
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.		
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.		
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.		

A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.[1] (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends the above controls, specifically, clauses 4.21.1 (d) and (i) of the Scheme, which set out that -** ***"(d) At the ground floor level, developments shall address the street with a primary business entrance and a shop front façade;...*** ***(i) Pedestrian shelter, through the provision of a verandah, awning or the like, shall be provided over the public footpath for the full width of the lot frontage;"*** **Issues that arise from consideration of these clauses are set out in the Assessor Comment above.**

ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	The pedestrian entries to the residential components of the have been designed in accordance with universal design principles, providing access to secure lift lobbies.	**Meets Element Objective.**
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.	Pedestrian paths provide a legible, well defined, continuous path of travel between the Cyrillean Way and Dunn Bay Road footpaths and the building entrances. Both pedestrian entries are protected from the weather by an entrance lobby. Landscaping such as garden bed planting and shade trees provides definition to the street edge, a sense of enclosure to the Cyrillean Way entrance and contributes to attractive entries to the building. The Dunn Bay Road entry to the residential apartments is legible and easily defined. The feature stone cladding design feature delineates the entry and provide a clear visual hierarchy. The Cyrillean Way entries to the commercial and residential tenancies, are also clearly identifiable. The pedestrian entries will be well lit, and visible from the public domain with passive surveillance provided from the pocket park, surrounding apartments and street available. The bin stores have been carefully designed and located behind the ground floor commercial tenancies to provide the required level of functionality without compromising the amenity of residents, visitors and the streetscape.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.		
A3.7.2 – Pedestrian entries are protected from the weather.		
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.		

A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.	
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.	
A3.7.6 – Bins are not located at the primary pedestrian entry.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 3.8	VEHICLE ACCESS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.	Vehicle access to the commercial and residential components of the development is provided via a full-movement crossover to Cyrillean Way. The crossover is located 68m from the nearest intersection, being Cyrillean Way and Dunn Bay Road to the south. The Cyrillean Way access point is intended to serve the residents, tenants and visitors. A separate ingress only crossover is located on Cyrillean Way to provide an entry point only for service vehicles. An exit only egress crossover will be on Dunn Bay Road, to allow service vehicles to exit the site. The service vehicle access is adjacent to the pump and fire room to the north and the pocket park to the south. It has been deliberately separated from the ground floor commercial tenancies to avoid conflict with pedestrians. The vehicle entries are oriented towards the adjoining commercial tenancies to avoid headlights shining into residential tenancies. As identified in the supporting TIS, no traffic or safety issues have been identified.	**Meets Element Objective.**
O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.	A single vehicle access point to service the residents, tenants and visitors and the ingress and egress crossovers being used for service vehicles only, minimises the visual impact on the streetscape. Additional landscaping on either side of the access also defines the street boundary to the edge of the crossover and creates a visually appealing entry to the site.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.		
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.		
A3.8.3 – Vehicle entries have adequate separation from street intersections.		
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.		

A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.

A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where:

- the driveway serves more than 10 dwellings
- the distance from an on-site car parking to the street is 15m or more **OR**
- the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.

A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).

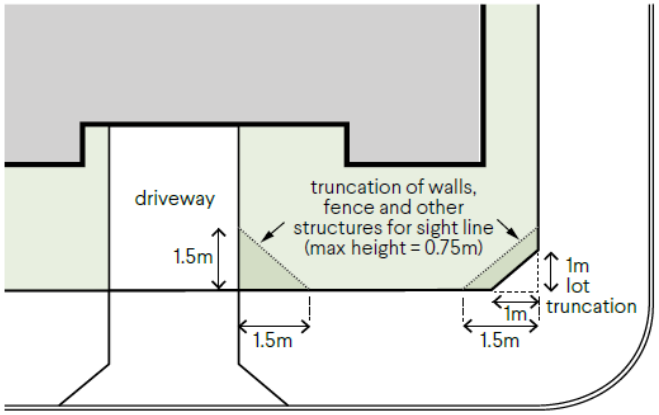

Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends the above controls, specifically, clauses 4.21.1 (k), (l) and (m) of the Scheme, which set out that -** ***"(k) No vehicular access to sites shall be taken from Queen Street, Prince Street or Kent Street (between Queen Street and Brown Street), Busselton or Dunn Bay Road or Naturaliste Terrace, Dunsborough, unless no alternative is available, in which case a single crossover width shall be no greater than 5 metres with a cumulative maximum width of 7 metres;*** ***(l) Vehicle crossovers and driveways shall be co-located wherever possible with adjoining properties;*** ***(m) Vehicle access to developments shall be designed in a way which minimises potential pedestrian/vehicular conflict, clearly recognising the primacy of pedestrian amenity;"*** **Issues that arise from consideration of these clauses are set out in the Assessor Comment above.**

ELEMENT 3.9	CAR AND BICYCLE PARKING	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.	**Bicycle parking** For the commercial portion of the development, a total of 42 staff and visitor bicycle racks are provided. This comprises 20 enclosed and 4 external (24 total) private bicycle parking facilities and 18 spaces for use by the general public. Opportunities for residents to access secure bicycle parking are provided in the generously proportioned storerooms provided within the residential car park and southern half of the development. **Car parking** The proposal contains a total of 135 car parking bays. A total of 50 secure, undercover resident bays, 3 visitor bays and 80 commercial bays and 2 on-street parking bays are provided on-site on the first and second levels. The car parking provision exceeds the minimum requirement and is entirely appropriate in this location/context noting the commercial car parking within the basement and ground floors and the free 2-hour (9AM-5PM Mon – Fri and 9AM-12noon Sat) on-street embayed on either side of Dunn Bay Road. **Motorcycle / scooter parking** Should residents own a motorcycle/scooter, there is sufficient space to park in their allocated car parking bay, within the storerooms or within the five dedicated motorcycle bays on Level 1.	**Meets Element Objective in terms of residential and commercial carparking and bicycle parking components.** **Based on the NLA provisions for commercial and office uses identified within LPP2.1 and residential accommodation rates within SPP7.3, the proposed development generates a requirement for 112 car bays (76 for non- residential, 36 for residential). The proposal will provide a total of 133 car bays on site (80 non-residential, 50 Residential and 3 visitor bays). Consideration of a 91m2 alfresco area associated with the restaurant, if included as NLA requires an additional four bays, which is equal to the surplus of commercial bays provided by the development proposal.** **It is considered that the level of parking provided is adequate to meet the demands of the proposed development, including**
O3.9.2 – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.	The overall quantum of resident and visitor parking bays (50 bays) exceeds the minimum rates established by the R-codes (40 bays) and is considered appropriate having regard for the dwelling mix proposed and the availability of public transport in the area.	**Meets Element Objective.**
O3.9.3 – Car parking is designed to be safe and accessible.	The parking bays for residents are secured within the car parking area on level 1. The residential bays on level 1 are separated from the commercial bays by a perforated	**Meets Element Objective.**

	roller door. Car parking and vehicle circulation areas are designed in accordance with AS2890.1.	
O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	Naturally ventilated car parking for the apartments is provided within Level 1 of the development. The car parking areas are screened from the street by decorative screens containing unique and site-specific artworks.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES

Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.

A3.9.7 – Visitor parking is clearly visible from the driveway, is signed ‘Visitor Parking’ and is accessible from the primary entry or entries.

A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.

A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.

A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**Yes, the local planning framework amends the above controls, specifically, clauses 4.21.1 (n) of the Scheme, which sets out that -** ***"(n) Multi-storey car parks shall incorporate interactive street frontages, such as shops or other uses that promote activity and where car parking levels (including undercroft levels) are visible from a street or public space, high quality architectural detailing shall be incorporated into the façade of all floors;"*** **Issues that arise from consideration of this clause are set out in the Assessor Comment above.** **The local planning framework also provides guidance for parking for the commercial component, in the form of *Local Planning Policy 2.1: Car parking.***

ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.	The development is located in climate zone 5. Dwellings with an eastern aspect receive morning sunlight during the winter solstice. The southernmost apartments are oriented so that the balconies and private open spaces are north facing to receive the northern solar access. A total of 77% of the apartments are provided with living rooms and private open space that obtain at least 2 hours of direct sunlight between 9:00am and 3:00pm..	**Meets Element Objective.**
O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.	Windows are positioned to provide a high degree of daylight access to habitable rooms. Glazing is provided for all windows and all habitable rooms opening onto balconies to optimise daylight access.	**Meets Element Objective.**
O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare: – from mid-spring to autumn in climate zones 4, 5 and 6 **AND** – year-round in climate zones 1 and 3.	Shading and glare control measures have been provided throughout the development. Such measures include shading to the glazed facades by means of extended floor plates, shading and semi-enclosed balconies.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.1.1 – In climate zones 4, 5 and 6 only: **a)** Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND** **b)** A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.		
A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.		
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.		
A4.1.4 – The building is oriented and incorporates external shading devices in order to: – minimise direct sunlight to habitable rooms: ▪ between late September and early March in climate zones 4, 5 and 6 only **AND** ▪ in all seasons in climate zones 1 and 3 – permit winter sun to habitable rooms in accordance with A 4.1.1 (a).		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.2.1 – Development maximises the number of apartments with natural ventilation. **O4.2.2** – Individual dwellings are designed to optimise natural ventilation of habitable rooms. **O4.2.3** – Single aspect apartments are designed to maximise and benefit from natural ventilation.	All apartments within the proposed development have been designed to maximise natural ventilation and where possible, and contain openings in two different orientations. As detailed in the 'Cross Ventilation' drawing contained within Appendix 3 all of the proposed apartments receive adequate cross ventilation, including the single aspect apartments.	**Meets this Element Objective.** **There were some concerns with cross-ventilation for some of the residential floorspace raised in the design review for the previous proposal, however these have been addressed in the revised development.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.

A4.2.2 –

(a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

(b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:

- ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND**
- room depth no greater than 3 × ceiling height

(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.

A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.

A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	The apartment room layouts are functional, well-organised and provide a high standard of amenity, suitable for the intended demographic. The size of all apartments and bedrooms/living rooms exceed the minimum sizes as set out in the 'acceptable outcomes' for this element.	**Meets Element Objective.**
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	Floor to ceiling heights of 3.9m are provided for the ground floor commercial tenancies and floor to ceiling heights of 3.8m are provided for the first and second-floor commercial tenancies. A floor to ceiling height of 3.1m is provided for the apartments, exceeding the 'acceptable outcomes' for this design element. All rooms are well-proportioned and benefit from good ventilation and light access as outlined above.	**Meets Element Objectives.** **Design review raises some concerns with floor to ceiling heights in the residential and ground floor commercial floorspace. The ceiling heights are in excess of the minimum specified in the 'acceptable outcomes' and it is considered sufficient to meet the Element Objectives.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed × 1 bath[1]	67m²
3 bed × 1 bath[1]	90m²

[1]An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m²	3m
Other bedrooms	9m²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
[1] Excluding robes		

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.	Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with 'acceptable outcomes' Table 4.4. The apartments have outdoor living areas ranging from $12m^2$ - $53m^2$ that act to enhance the residential amenity for the residents.	**Meets Element Objective.**
O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.	Private open spaces are sited, oriented and designed to enhance liveability, noting that these areas are predominantly north and east-facing, thereby maximising passive surveillance of the public realm, open aspects to the street, Dugalup Brook and access to the northern sunlight. Where necessary to improve privacy or shading, these open spaces have been provided with horizontal screens. On-structure planting within planter boxes further enhances the amenity and liveability for residents.	**Meets Element Objective.**
O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.	Balconies have been carefully integrated into the overall architectural form of the building, through the use of glass balustrades, louvered screens, timber look aluminium cladding and architectural features.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.

Table 4.4 Private open space requirements

Dwelling type	Minimum Area[1]	Minimum Dimension[1]
Studio apartment + 1 bedroom	$8m^2$	2.0m
2 bedroom	$10m^2$	2.4m
3 bedroom	$12m^2$	2.4m
Ground floor / apartment with a terrace	$15m^2$	3m

[1] Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.	
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.	
A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.	
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.5	CIRCULATION AND COMMON SPACES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Circulation corridors are a minimum 1.8m in width, except for a section the central corridor which is 1.5m wide. The section of 1.5m wide corridor only provides access to three apartments on each residential floor, receives passive surveillance and does not adjoining any bedroom windows. All circulation corridors and common areas are designed for universal access. The two secure ground-level entries and lobbies provide safe and convenient access for all residents and visitors.	**Meets Element Objective. Design review raised some concerns with the original design of residential lift lobbies, which have subsequently been improved on the revised development plans.**
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.	The communal courtyard area will be managed to avoid light spill or amenity impacts into the habitable rooms of adjacent dwellings. This is primarily achieved by enclosing the courtyard area. Opportunities for social interaction between residents are enhanced through the use of alfresco seating opportunities, attractive landscaping including new trees and garden bed planning to create an intimate and comfortable space for residents. The specific interior design and internal circulation spaces will be confirmed at the detailed design stage.	
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		
A4.5.2 – Circulation and common spaces are designed for universal access.		
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.6	STORAGE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	Each dwelling has exclusive use of a separate bulky goods storage area, of a dimension and size consistent with the 'acceptable outcomes' requirements of Table 4.6. The minimum store size is 4m^2, while the maximum is 7m^2. Stores are accessed from the secure residential car parking area or from the circulation corridor for the southern apartments.	**Meets Element Objective.**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.

Table 4.6 Storage requirements

Dwelling type	Storage area[1]	Minimum dimension[1]	Minimum height[1]
Studio dwelling	3m^2	1.5m	2.1m
1 bedroom dwelling	3m^2		
2 bedroom dwellings	4m^2		
3 bedroom dwellings	5m^2		
[1] Dimensions exclusive of services and plant.			

A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space[1], is integrated into the design of the building or open space and is not readily visible from the public domain.

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.7	MANAGING THE IMPACT OF NOISE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.	The proposed development is designed and sited to minimise the external noise from the commercial components of the development. No apartments are proposed on the ground and first floor to ensure the amenity of residents' amenity is maintained. Where possible, the living areas have been oriented to minimise the impact of external noise sources. Refer to **Appendix 6** for a copy of the Environmental Noise Assessment demonstrating the proposal provides appropriate acoustic privacy to dwellings.	**Meets Element Objective.**
O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	Suitable glazing treatments will be incorporated into the development to reduce sound transfer and transmission from external sources. The proposal will incorporate the minimum NCC requirements to ensure the apartments are not adversely affected by external noise sources.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).		
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.		
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.8	DWELLING MIX	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	This objective has been met by providing a range of dwelling configurations as follows: 57.1% one-bedroom apartments, 25.7% two bedroom apartments and 17.1% three bedroom apartments. An appropriate mix per floor is also provided. Apartments have large floor areas and provide a level of amenity expected by those who may wish to downsize or for holiday apartments.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.8.1 – **a)** Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument **OR** **b)** Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.		
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.9	UNIVERSAL DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	The proposed development incorporates universal design features, providing opportunities for people with disabilities and/or limited mobility to reside and visit. Such features include lift access to the apartments and suitably proportioned lobbies and corridors apartments providing adequate manoeuvring space.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.9.1 – **a)** 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR** **b)** 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.10	FAÇADE DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.	The building façade incorporates a feature stone cladding, timber look cladding, painted render elements and on-building planter boxes that reference the Dunsborough streams and respects the prevailing architecture of Town Centre. This is achieved while retaining a contemporary appeal.	**Meets Element Objective**
O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.	The built form includes vertical and horizontal layers, breaking up the overall mass of the building with proportioned segments and a streetscape that includes ample glazing and activation that is sympathetic to the locality. The use of contemporary materials and colours as well as large public art installation ensures a depth to the building and ensures visual interest to passers-by. The separation of the built form around two large pocket parks also helps to reduce the overall scale and impact of the development.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.10.1 – Façade design includes: – scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm – rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.		
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.		
A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.		
A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.		
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: – define and provide weather protection to entries – are integrated into the façade design – are consistent with the streetscape character.		
A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.11	ROOF DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.	The roof forms have a very low pitch with the pitch generally reflects the desired medium-rise, residential character expected from a 5 storey development scale. The lift overrun and mechanical and hydraulic services are appropriately setback from the edge of the roof to minimise the visual impact when viewed from the street. The roof also provides PV cells for solar energy generation.	**Meets Element Objective**
O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.

LOCAL PLANNING FRAMEWORK	**REQUIREMENT**
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls (clause 4.21.1 (o) requires AC and other plant to be screened, but is consistent with the controls above).**

ELEMENT 4.12	LANDSCAPE DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	A landscaping plan has been prepared by Plan E and included with this report (refer to Appendix 3). As previously highlighted, the use of landscaping within the two large community pocket parks will serve to enhance streetscape and pedestrian amenity and overall aesthetic presentation to the street. The northern pocket park has been designed around the retention of a large mature tree to improve the visual appeal and comfort of the proposal. Additionally, the planting of new trees will provide visual appeal and comfort through shading in communal open space areas, as well as promoting social interaction between residents.	**Meets Element Objective.**
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.	The landscaping plan will include species that are appropriate to the site context and conditions, providing a variety of textures and colours while being hardy enough to function adequately within common areas.	**Meets Element Objective.**
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.	Water efficient irrigation systems and water sensitive design technologies will be incorporated wherever possible.	**Further information required around stormwater retention, and potential for re-use of stormwater on-site. If the development is approved, this matter can be addressed via recommended conditions of approval.**
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	The landscape design is entirely consistent and integrated with the building design. Ground level, upper level and communal open space planting help to delineate space and soften the building's interface with its surrounds, consistent with the site's location.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		

Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m³	1,200mm	64m² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m³	1,000mm	36m² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**

ELEMENT 4.13	ADAPTIVE REUSE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.13.1 – New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building.	This objective is not applicable to this development.	**Agree.**
O4.13.2 – Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.13.1 – New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.		
A4.13.2 – New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.14	MIXED USE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.14.1 – Mixed use development enhances the streetscape and activates the street. **O4.14.2** – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	The proposed development is mixed use, with commercial tenancies located on the ground floor, creating activation with Cyrillean Way and Dunn Bay Road. The commercial and residential services and waste are integrated behind the commercial tenancies and will be screened from the street. The residential and commercial tenancies are adequately separated from each other and the service areas to ensure no adverse amenity impacts are experienced from the residents.	**Meets Element Objectives.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.15	ENERGY EFFICIENCY	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	Sustainability has been integrated into the first principles of design, maximising access to light and ventilation to reduce overall energy use. Where possible, the following will be accommodated, subject to detailed design: • Use of LED or low energy lighting. • PV Cells on the roof of the development. • All appliances installed will be energy and water efficient. Refer to **Appendix 3** for the Sustainable Design Assessment Report.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.15.1 – **a)** Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) **OR** **b)** All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.[1] Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.16.1 – Minimise potable water consumption throughout the development.	Where possible, water consumption will be minimised through the use of efficient appliances and fittings. Waterwise landscaping and irrigation systems will further minimise consumption. Refer to Appendix 3 for the Sustainable Design Assessment Report.	**Further information required around stormwater retention, and potential for re-use of stormwater on-site. If the development is approved, this matter can be addressed via recommended conditions of approval.**
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.	Stormwater runoff will be contained on site.	
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.	A hydraulic design is to be prepared during detailed design to ensure the development can address any concerns in relation to major rainfall events.	
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.16.1 – Dwellings are individually metered for water usage.		
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.		
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.17	WASTE MANAGEMENT	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents. **O4.17.2** – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	A 46m^2 separate internal bin store for the apartments is located behind the commercial grocer and adjacent to the service vehicle access way, with access doors from the servicing area. The bin store is wholly concealed and cannot be viewed from the street, open space or private dwellings. Sufficient area is provided to accommodate the following: • Nine 660L general waste bins. • Three 1,100 commingled recycling bins. • Sixteen 120L food organics and garden organics bins. These bins will be capable of containing the waste generation as calculated in the Waste Management Plan provided (refer to Appendix 7).	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the *WALGA Multiple Dwelling Waste Management Plan Guidelines* (or local government requirements where applicable).		
A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Appendix 4A (or equivalent local government requirements).		
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).		
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

ELEMENT 4.18	UTILITIES SERVICES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site is capable of being serviced with all necessary urban services, fit for purpose and capable of meeting the needs of residents. The gas supply for the site will be supplied by a gas tank.	**Meets Element Objective.**
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	All utilities are located in accessible locations for maintenance, and do not restrict safe movement.	**Meets Element Objective.**
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	All such utilities are to be integrated into the building design and/or landscaping, and are not visually obtrusive (e.g. screened roof plant area).	**Meets Element Objective.**
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Utilities within individual dwellings have been appropriately designed/sized and located to minimise noise and air quality impacts.	**Meets Element Objective.**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.		
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.		
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.		
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	**The local planning framework does not amend or replace the above controls.**	

Architectural Peer Review Assessment *City of Busselton-Design Review Panel*		
Design quality evaluation		
Dunsborough Central Dunn Bay Road Dunsborough		
Design Review 02-2021/11/12		
Peer Review:	**Dominic Snellgrove**	
Proponent:	**Hames Sharley**	
Apply the applicable rating to each Design Principle		*Supported*
		Further information required
		Not supported
Summary		The project is situated on a strategically important site bounded to the east by Cyrillean Way and to the south by Dunn Bay Road. The site is bounded to the north by a vegetated creek with a public path running west to east and connecting all the way to the beach. The project comprises: • A proposed Mixed-Use development (Shops, Offices, Restaurant/Café, Art Gallery, Multiple Dwellings) comprising: • Basement car park • Specialty supermarket, retail tenancy, art gallery, parking, public courtyards and services at Ground Level • Offices, restaurant and parking at Level 1 • Offices and parking at Level 2 • 16 apartments and common courtyard at Level 3 • 16 apartments at Level 4 • 10 apartments at Level 4 (total of 42 apartments) • A total of 182 car parking bays (50 residential bays, 132 commercial bays) • Access to on-site parking from Cyrillean Way • Service vehicle access (exit only) to Dunn Bay Road • A mix of materials and finishes including stone cladding, render, timber look cladding, feature glazing, cascading planting and decorative screens to the car parking areas. • Retention of mature tree at the northern end of the site
Strengths of the Proposal		• Engagement with the Design Review process prior to lodgement of the DA. • Built form has been successfully arranged around two community focused spaces and broken down into discrete volumes that seek to mediate and distribute the presentation of bulk and scale. • Ground plane streetscape activation to Dunn Bay Road and Cyrillean Way incorporating legible entries and retail shop fronts that present in an active and engaged way and provide passive surveillance to the public realm. • Upper-level streetscape engagement, passive surveillance and activation including a restaurant and office space with outdoor terrace overlooking the northern pocket park and upper-level apartments and access corridors overlooking Cyrillean Way and Dunn Bay Road. • Car parking is largely sleeved from the ground floor public domain with a proportion of parking located underground and remote from the ground plane.

		• The mix of uses including a grocer, specialty retail, gallery, restaurant and commercial office and a diverse range of 1, 2 and 3 bedroom apartments will provide activity and amenity to the local and broader community. • The apartments are generally functional and well arranged with generous outdoor living spaces and high levels of solar access. • 0% solely south facing apartments. • The apartment lift lobbies and corridors have access to natural light and ventilation. • Proposed resident amenity at Level 3. • Both courtyards, to the north and south, have the capacity to provide important amenity to occupants and the broader community by way of generous deep soil planting and landscape, a retained mature tree and outdoor al fresco seating. • The proposed sharing of the Dunn Bay Road cross-over with the adjoining site minimises the impact of crossovers on the public domain and provides for efficient service vehicle access and egress from site in forward gear. • Proposed installation of solar PV's. • Materials selection, including natural limestone and timber-look cladding, acknowledge context and have the capacity to create a quality façade response.
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* *As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.6, 3.9, 4.10, 4.11, 4.12 as relevant.*
		Peer Review 01: 1a.[Comments] • Whilst the design generally provides for high levels of ground and upper-level streetscape activation and engagement that responds and contributes to the site's unique context there are some areas where further consideration for sleeving with active uses may benefit the overall response to context and character. • The extent, length and scale of the carpark façade screens at levels 1 and 2 overlooking Cyrillean Way would benefit from further activation, articulation and detail. • The 3 storey zero-lot boundary wall to the west is highly visible from the adjoining site and public domain and would benefit from further design mediation as it is likely to be visible for a considerable period and will be one of the first impressions upon arriving in the Dunsborough town centre. • The single loaded apartments, which are oriented to capitalise on north light on Dunn Bay Road are supported. However, the resultant façade, which includes the restaurant and office space at levels 1 and 2 does not yet achieve the same level of design consideration, materiality, texture and depth as the other facades. • The un-sleeved car park at ground adjacent to the north pocket park and Dugalup Brook does not yet fully capitalise on the unique characteristics and opportunities associated with the outlook and amenity of this location.

1b. [Recommendations]

- Consider extending the north-east gallery/foyer space at ground further west to provide additional retail/commercial/al fresco space that could capitalise on addressing and interacting with the north pocket park and Dugalup Brook as well as enhanced north solar orientation. The north pocket park is one of the project's greatest assets and would benefit from spaces that engage with it and provide amenity to the residents and broader community.
- Consider extending the limestone wall at Levels 1 & 2 on Cyrillean Way where they screen the un-sleeved carpark and introduce openings that allow people circulating along the eastern edge of the carpark to partly overlook Cyrillean Way.
- Consider cladding stair 2 adjacent to Cyrillean Way at levels 1 and 2 with limestone thereby reducing the overall length and visual dominance of the car park façade screen. Perhaps consider windows to the stair (subject to fire compliance) which may also encourage stair use over lifts.
- Consider further design detail to mediate the scale and presentation of the levels 1 and 2 car park screens, having reduced its length with the inclusion of additional limestone cladding to stair 2. This may include colour, variation in form or the application of artwork by a local artist.
- Consider additional design strategies that might mediate the impression of scale associated with the 3 storey zero-lot boundary wall to the west. This might include texture, materiality, modest recesses, openings and artwork by a local artist.
- Consider further design strategies that can enhance the Dunn Bay Road Façade with additional materiality, texture, colour and form. This may include operable breezeway glazing to the apartment accessway along with some additional materiality.

Peer Review 02

1a.[Comments]

- The Proponent has responded well to commentary made in Peer Review 01.
- Activation and passive surveillance have been moderately improved on the ground floor north facing elevation looking towards Dugalup Brook by way of a small extension of the retail tenancy (formally a gallery) and associated outdoor alfresco space.
- The extended application of limestone wall at the upper levels overlooking Cyrillean Way with additional openings has further mitigated and reduced the blank car park screen and provided for additional passive surveillance.
- Apart from the proposed mural to the 3-storey western boundary wall there appears to have been no further treatment to mediate the visual impact to the adjoining site. Windows which were illustrated in the boundary wall at Peer Review 01 appear to have been removed.

		• Additional materiality, textures and colours have successfully lifted the façade presentation to Dunn Bay Road including timber-look cladding and on-structure landscaping planter boxes in front of the office space. 1b. [Recommendations] • None
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* *As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.6, 4.12 and 4.16 as relevant.*
		Peer Review 01: 2a.[Comments] • Whilst the project has the capacity to deliver an outstanding landscape design response, including deep soil areas well in excess of minimum requirements, tree retention, on-structure planting and two community focused pocket parks/plazas, a landscape professional has not yet been engaged to capitalise on the opportunity to develop a coherent and place specific design narrative.
		2b. [Recommendations] • Consider appointing a landscape professional to develop a coherent and place specific design narrative. • Particular attention should be applied to capitalising on the landscape integration opportunity of the north pocket park adjacent to Dugalup Brook. **Peer Review 02** 2a.[Comments] • The appointment of a landscape professional has resulted in a high-quality landscape proposal that appears to meet or exceed the minimum requirements for deep soil and canopy cover required in SPP7. 2b. [Recommendations] • None
Principle 3 - **Built form and scale.**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.* *As informed by SPP7.3Element Objectives 3.2, 3.3, 4.10 and 4.11 as relevant.*
		Peer Review 01: 3a. [Comments]

		• The proposal largely compliant with height controls and built-form and scale of the proposal has been well managed through the mediation of built-form into individual and smaller volumes. 3b. [Recommendations] • None **Peer Review 02** 3a. [Comments] The proposal remains largely compliant with height controls and built-form and scale of the proposal has been well managed through the mediation of built-form into individual and smaller volumes. 3b. [Recommendations] • None
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.* *As informed by SPP7.3 Element Objectives* 4.3, 4.4, 4.6, 4.7, 4.12, 4.15, 4.17, 4.18 *as relevant.*
		Peer Review 01: 4a. [Comments] • The proposed floor to floor heights for the residential, at 3.1M, raise some concerns regarding the functional reticulation of services including sprinklers. • The ground level floor to floor height for the retail, at 3.9M, also raises some concerns with future flexibility. • Whilst this is not a major concern care will need to be taken during design development to ensure that services are reticulated carefully to avoid unwanted bulkheads and reduced ceiling heights. 4b. [Recommendations] • Carefully coordinate services to optimise ceiling heights within the residential apartments and to maintain future flexibility within the retail volumes. **Peer Review 02** 4a. [Comments] • The proposed floor to floor heights for the residential, at 3.1M, continue to raise some concerns regarding the functional reticulation of sprinklers and mechanical and hydraulic services without the need for extensive bulkheads that may reduce floor to ceiling levels below 2.7M in some living areas.

		• The ground level floor to floor height for the retail, at 3.9M, also continues to raise some concerns with future flexibility. • Whilst this is not a major concern care will need to be taken during design development to ensure that services are reticulated carefully to avoid unwanted bulkheads and reduced ceiling heights. 4b. [Recommendations] • A focus on careful services coordination during design development.
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.* *As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.9, 4.1, 4.2, 4.3, 4.11, 4.12, 4.15, 4.16, 4.17 as relevant.*
		Peer Review 01: 5a. [Comments] • The intention to incorporate a significant solar PV array is supported. 5b.[Recommendations] • Consider engaging an ESD professional to coordinate a coherent and integrated ESD design narrative. This should include initiatives designed to minimise energy and water consumption as well as providing EV chargers and/or the capacity to conveniently install chargers at a future date. **Peer Review 02** 5a. [Comments] • The appointment of an ESD professional with an associated sustainability report provides some level of comfort that ESD design initiatives have been well considered and incorporated. • A minimum 5.5 star and overall average of 7-star NatHers rating exceeds minimum standards. • A 4 Star Green Star Design and As-Built v1.3 equivalency target along with associated initiatives is commended. 5b.[Recommendations] • The Proponent is invited to consider a formal Green Star certification pathway rather than ‘equivalency’.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.* *As informed by SPP7.3 Element Objectives 3.2, 3.3, 3.4, 3.5, 4.1, 4.2, 4.3,4.4, 4.5, ,4.7, 4.9, 4.11, 4.12, 4.15, 4.16, 4.17,4.18 as relevant.*
		Peer Review 01:

6a. [Comments]

- Whilst the single loaded apartment corridor typology is supported the resulting plan layout does not capitalise on this typology's unique capacity to deliver dual aspect and cross ventilated apartments.
- The proportion of apartments that enjoy access to cross ventilation appears to be significantly below the 60% minimum required under DesignWA.
- The ground floor Dunn Bay Road apartment entry lobby is narrow and does not yet provide for a generous entrance experience.
- It is not clear from the submission if awnings to street frontages are required or contemplated.
- It is not clear from the drawings where AC plant is to be located.
- The 'snorkel' bedrooms in apartments type B.5 have the capacity to provide adequate access to natural light, ventilation and view through the provision of adequate width. However, the depth of the 'snorkel' is on some concern.

6b.[Recommendations]

- Consider capitalising on the single loaded apartment typology to incorporate cross ventilation from the walkways. This should not compromise privacy for occupants and may be achieved by detaching walkways from the face of apartments and allowing for natural ventilation to the walkways.
- Target a minimum of 60% of apartments that can enjoy cross ventilation. This may include operable roof lights to the top floor units.
- Consider ways in which the apartment ground floor and above ground entry and lift lobbies might achieve greater generosity.
- Determine if awnings to major street fronts are required and how if so, how they might be incorporated.
- Locate and illustrate plant and AC condenser locations where they are fully screened from the public and private domain and where AC condensers do not discharge directly over private outdoor space.
- Consider 'trimming' the length of the blade walls at the 'snorkel' bedrooms in apartment type B.5 to reduce the overall depth of the 'snorkel' and increase the depth of the useable/internal space to create a more viable study nook.

Peer Review 02

6a. [Comments]

- Whilst the single loaded apartment corridor typology is supported the resulting plan layout continues to not capitalise on this typology's unique capacity to deliver dual aspect and cross ventilated apartments.
- The proportion of apartments that enjoy dual aspect and access to cross ventilation appears to continue to be significantly below the 60% minimum required under DesignWA: 4 out of 7 units Level 5, 6 out of 16 on Levels 3 and 4.

		• The ground floor Dunn Bay Road apartment entry lobby remains narrow and constrained. Entry doors are located in the face of the lift wall and will result in access congestion. Is there sufficient space in front of the lifts for moving furniture? • The inclusion of an awning to the Dunn Bay Road street frontage will provide import amenity and weather protection to the public domain. • It remains unclear from the drawings where AC plant is to be located. Whilst some roof top plant provision is indicated on the south building roof, the north building roof does not indicate plant provision. 6b.[Recommendations] • Confirm and demonstrate compliance with SPP7 in respect to cross ventilation of the apartments to a minimum of 60%. This may include operable roof lights to the top floor units which is currently not indicated. • Consider ways in which the apartment ground floor and above ground entry and lift lobbies might achieve greater generosity and a functionally appropriate entry experience. • Locate and illustrate plant and AC condenser locations where they are fully screened from the public and private domain and where AC condensers do not discharge directly over private outdoor space.
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.* *As informed bySPP7.3 Element Objectives 3.1, 3.4,3.6, 3.7, 3.8, 3.9, 4.5 as relevant.*
		Peer Review 01: 7a. [Comments] • Main entries are legible and visible offering streetscape activation and intuitive wayfinding.
		7b.[Recommendations] • None **Peer Review 02** 7a. [Comments] Main entries are legible and visible offering streetscape activation and intuitive wayfinding. 7b.[Recommendations] • Refer to commentary under Principle 6 Amenity in relation to providing a functional entry experience for the office and residential building entry at Dunn Bay Road.

Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.* *As informed by SPP7.3 Element Objectives 3.1,3.4, 3.6, 3.7, 3.8,3.9, 4.5 as relevant.*
		Peer Review 01: 8a.[Comments] • The project provides adequate passive surveillance and overlooking, either at ground or above, of the primary street scapes. • The exception to this is the ground floor component adjacent to the pocket park at the north end of the site which would benefit from greater levels of activation and passive surveillance.
		8b.[Recommendations] • This issue if passive surveillance at the ground floor for the north pocket park is covered under Context and Character above. **Peer Review 02** 8a.[Comments] • The project provides adequate passive surveillance and overlooking, either at ground or above, of the primary street scapes. • Activation and passive surveillance have been moderately improved on the ground floor north facing elevation looking towards Dugalup Brook by way of a small extension of the retail tenancy (formally a gallery) and associated outdoor alfresco space. 8b.[Recommendations] • None
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.* *As informed by SPP7.3 Element Objectives 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.5, 4.9,4.18 as relevant.*
		Peer Review 01: 9a.[Comments] • In a project of this scale the greatest contribution to the community is in the way that the proposal engages with the streetscape to provide active and occupied frontages that bring life, vitality and passive surveillance to the public domain. • The pocket park and plaza offer the potential to create active and passive spaces that can be enjoyed by the residents and broader community.

		• The ground plane active streetscapes on both Dunn Bay Road and Cyrillean Way will provide active and engaged streetscapes that benefit residents and the broader community. • The mix of uses as well as diverse range of apartments will bring activity, vitality and amenity to the community. • The absence of a detailed landscape and ESD design narrative is currently a missed opportunity to emphasize the benefits to the community that may be achieved through a considered approach to these two disciplines.
		9b.[Recommendations] • Consider appointing a landscape professional to develop a coherent and place specific design narrative and create public spaces that the community can identify with and be proud of. • Consider engaging an ESD professional to coordinate a coherent and integrated ESD design narrative that the community can identify with and be proud of. • Consider a detailed artwork strategy and commitment that can capitalise on local artists. **Peer Review 02** 9a.[Comments] • In a project of this scale the greatest contribution to the community is in the way that the proposal engages with the streetscape to provide active and occupied frontages that bring life, vitality and passive surveillance to the public domain. • The pocket park and plaza offer the potential to create active and passive spaces that can be enjoyed by the residents and broader community. • The ground plane active streetscapes on both Dunn Bay Road and Cyrillean Way will provide active and engaged streetscapes that benefit residents and the broader community. • The mix of uses as well as diverse range of apartments will bring activity, vitality and amenity to the community. • The engagement of a landscape professional and ESD professional with associated design initiatives will directly benefit residents and the broader community. • The public art strategy is supported and is an important component of community benefit. 9b.[Recommendations] • None
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.* *As informed by SPP7.3 Element Objectives 3.1, 3.4, 4.8 as relevant.*

Peer Review 01:

10a.[Comments]

- Except for the 3-storey boundary wall to the west and the screened car park at levels 1 and 2 adjacent to Cyrillean Way, the mass, form, bulk and scale have been carefully mediated to present successfully to the public domain.
- The materials palette, including natural limestone and timber-look cladding, acknowledge context and have the capacity to create a quality façade response.
- The extended application of limestone wall at the upper levels overlooking Cyrillean Way with additional openings has further mitigated and reduced the blank car park screen and provided for additional passive surveillance.

10b.[Recommendations]

- The Panel look forward to seeing greater levels of detail and expressions of materiality as the design evolves and specifically in the southern elevation which has already been referenced under Context and Character above.

Peer Review 02

10a.[Comments]

- Except for the 3-storey boundary wall to the west, the mass, form, bulk and scale have been carefully mediated to present successfully to the public domain.
- The materials palette, including natural limestone and timber-look cladding, acknowledge context and have the capacity to create a quality façade response.
- Additional materiality, textures and colours have successfully lifted the façade presentation to Dunn Bay Road including timber-look cladding and on-structure landscaping planter boxes in front of the office space.

10b.[Recommendations]

- The Proponent is advised to provide a perspective image of the proposal viewed from Dunn Bay Road from the west and at a distance that illustrates the visual impact of the 3-storey boundary wall.

Concluding Remarks

This review is generally supportive of the design proposal. However, further consideration of the functional characteristics and amenity associated with the Dunn Bay Road office and apartment entrance is recommended.

The entry, in its current configuration, is neither generous nor capable of operating in a functional capacity. The entry door configuration serves to constrict pedestrian movement and requires careful reconsideration to achieve a legible and adequate entry experience for both residents and commercial office tenants.

That said, the project has the capacity to set a benchmark for high-quality mixed-use commercial, hospitality, retail and residential design in an evolving precinct subject to addressing review commentary above.

Design Review progress			
	Supported		
	Pending further attention		
	Not yet supported		
	Yet to be addressed		
	DR1	*DR2*	*DR3*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			

Government of Western Australia
Development Assessment Panels

LG Ref: DA21/0815
DAP Ref: DAP/21/02102
Enquiries: (08) 6551 9919

Mr Finn Smith
Planning Solutions
GPO Box 2709
Cloisters Square PO 6850

Dear Mr Smith

REGIONAL JDAP - CITY OF BUSSELTON - DAP APPLICATION - DA21/0815 - DETERMINATION

Property Location:	Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough
Application Details:	Mixed Use Development (Office, Shops, Restaurant/Cafe, Liquor Store – Small & 42 Multiple Dwellings)

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Busselton on 4 October 2021 for the above-mentioned development.

This application was considered by the Regional JDAP at its meeting held on 10 January 2022, where in accordance with the provisions of the City of Busselton Local Planning Scheme No.21, it was resolved to **refuse** the application as per the attached notice of determination.

Please be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the reasons for refusal, please contact Mr Andrew Watts on behalf of the City of Busselton on 9781 1707.

Yours sincerely,

DAP Secretariat

17 January 2022

Encl. DAP Determination Notice
Refused Plans

Cc: Mr Andrew Watts
City of Busselton

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Busselton Local Planning Scheme No.21

Regional Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 108 (No.57) Dunn Bay Road & Lot 109 (No. 6) Cyrillean Way, Dunsborough
Application Details: Mixed Use Development (Office, Shops, Restaurant/Cafe, Liquor Store – Small & 42 Multiple Dwellings)

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 10 January 2022, subject to the following:

Refuse DAP Application reference DAP/21/02102 and accompanying plans (DA050 Rev K, DA150 Rev E, DA200 Rev H, DA201 Rev K, DA202 Rev J, DA203 Rev J, DA204 Rev H, DA205 Rev H, DA206 Rev G, DA207 Rev B, DA400 Rev F, DA401 Rev F, DA500 Rev E, DA501 Rev F, DA601 Rev C, DA602 Rev C and DA609 Rev A). in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the *City of Busselton Local Planning Scheme No. 21*, for the following reasons:

Reasons

1. The application does not satisfy the following Element Objectives of SPP7.3, and the issues that arise from that assessment cannot reasonably be addressed via conditions of approval or provision of further information–

   - O2.2.1 (Building Height);
   - O2.5.1 (Plot Ratio); and
   - O2.7.2 (Building Separation);

   As the height and bulk of the proposed development is considered to be excessive and inconsistent with the desired future scale and character of the local area and the immediate context of the site; and

2. The application does not satisfy the following matters identified at clause 67(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the issues that arise from that assessment cannot reasonably be addressed via conditions of approval or provision of further information –

   (m) the compatibility of the development with its setting, including —

   (i) the compatibility of the development with the desired future character of its setting; and
   (ii) 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; and

(n) the amenity of the locality including the following —
(ii) the character of the locality;

As the height and bulk of the proposed development is considered to be excessive and inconsistent with the desired future scale and character of the local area and the immediate context of the site; and

3. The application is also not considered to have sufficiently satisfied the following Element Objectives of SPP7.3, although the issues that arise from that assessment could potentially be addressed via conditions of approval or provision of further information –

O2.4.1, O2.4.2 and O2.4.4 (Side and Rear Setbacks);
O2.6.1 (Building Depth);
O3.6.1 (Public Domain Interface);
O3.9.1, O3.9.2 and O3.9.4 (Car and Bicycle Parking);
O4.3.2 (Size and Layout of Dwellings);
O4.5.1 (Circulation and Common Spaces);
O4.10.1 (Façade Design);
O4.11.1 (Roof Design);
O4.12.3 (Landscape Design); and
O4.16.1 and O4.16.2 (Water Management and Conservation);

For reasons summarised below -

a. The height and bulk of the proposed development is considered to be excessive and inconsistent with the desired future scale and character of the local area and the immediate context of the site;
b. Inadequate floor to ceiling heights in parts of the development;
c. It is not clear that there is sufficient parking to meet the demands that will be generated by the commercial component of the development;
d. Inadequate space within residential lift lobbies;
e. Insufficient detail in terms of the treatment of the decked car park adjacent to Cyrillean Way;
f. Insufficient information in relation to location and screening of AC and some other plant; and
g. Insufficient information about on-site stormwater retention and re-use; and

4. The application is also not considered to have sufficiently satisfied the following matters identified at clause 67(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, although the issues that arise from that assessment could potentially be addressed via conditions of approval or provision of further information –

(s) the adequacy of -
(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles; and
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

As it is not clear that there is sufficient parking to meet the demands that will be generated by the commercial component of the development, and it is also not clear that the potential impact on the Dunn Bay Road/Cyrillean Way intersection has been adequately assessed.

DEVELOPMENT ASSESSMENT PANEL
REFUSED
10-Jan-2022

DUGALUP CENTRE DUNSBOROUGH



IMAGERY REFLECTIVE OF ORIGINAL DA

Sheet List 1

Sheet Number		Current Revision	Current Revision Date
DA050	Cover	K	14/12/2021
DA200	Basement	H	25/10/2021
DA201	Ground Floor	K	08/12/2021
DA202	Level 1	J	08/12/2021
DA203	Level 2	J	08/12/2021
DA204	Level 3	H	08/12/2021
DA205	Level 4	H	08/12/2021
DA206	Level 5	G	09/09/2021
DA400	Elevations	F	09/09/2021
DA401	Elevations	F	09/09/2021
DA500	Section	E	09/09/2021
DA501	Section	F	09/09/2021
DA601	Solar Analysis & Cross Ventilation	C	08/12/2021
DA602	Solar Analysis & Cross Ventilation	B	09/09/2021
DA608	Cross Ventilation	A	08/12/2021
DA609	Public Art Strategy	A	14/12/2021

Overall Area Schedule

Area	Occupancy
BASEMENT	
1517 m²	PARKING
1517 m²	
GROUND FLOOR	
575 m²	GROCERY
2235 m²	PARKING
93 m²	RESIDENTIAL
231 m²	RETAIL
641 m²	SERVICES
3776 m²	
LEVEL 1	
354 m²	OFFICE
1147 m²	PARKING
648 m²	RESIDENTIAL
520 m²	RESTAURANT
87 m²	RETAIL
175 m²	SERVICES
2931 m²	
LEVEL 2	
761 m²	OFFICE
1560 m²	PARKING
890 m²	RESIDENTIAL
45 m²	SERVICES
147 m²	STORE
3402 m²	
LEVEL 3	
1570 m²	RESIDENTIAL
87 m²	SERVICES
32 m²	STORE
1689 m²	
LEVEL 4	
990 m²	RESIDENTIAL
157 m²	SERVICES
1147 m²	
LEVEL 5	
966 m²	RESIDENTIAL
158 m²	SERVICES
1123 m²	
15584 m²	

Residential Area Schedule

Area	Occupancy
GROUND FLOOR	
93 m²	RESIDENTIAL
93 m²	
LEVEL 1	
648 m²	RESIDENTIAL
648 m²	
LEVEL 2	
890 m²	RESIDENTIAL
890 m²	
LEVEL 3	
1570 m²	RESIDENTIAL
1570 m²	
LEVEL 4	
990 m²	RESIDENTIAL
990 m²	
LEVEL 5	
966 m²	RESIDENTIAL
966 m²	
5156 m²	

Store Count

Count	Name
41	

Grand total: 41

Overall Area Total

Area	Occupancy
575 m²	GROCERY
1115 m²	OFFICE
6459 m²	PARKING
5156 m²	RESIDENTIAL
520 m²	RESTAURANT
318 m²	RETAIL
1264 m²	SERVICES
179 m²	STORE
15585 m²	

Apartment Area and Type Schedule

Level	Occupancy	Name	Area	Comments	Count
LEVEL 2	RESIDENTIAL	APT A.11	95 m²	2X2	1
LEVEL 2	RESIDENTIAL	APT A.8	56 m²	1X1	1
LEVEL 2	RESIDENTIAL	APT A.10	53 m²	1x1	1
LEVEL 2	RESIDENTIAL	APT A.5	79 m²	2x1	1
LEVEL 2	RESIDENTIAL	APT A.5	79 m²	2x1	1
LEVEL 2	RESIDENTIAL	APT A.6	77 m²	2x1	1
LEVEL 2: 6					
LEVEL 3	RESIDENTIAL	APT A.4	65 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.3	65 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.1	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.1a	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT B.5	82 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.2	108 m²	3X2	1
LEVEL 3	RESIDENTIAL	APT A.1b	57 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT B.1	91 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.1	136 m²	3X2	1
LEVEL 3	RESIDENTIAL	APT A.1	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.11	95 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT A.10	53 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT A.8	56 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.6	77 m²	2x1	1
LEVEL 3	RESIDENTIAL	APT A.5	79 m²	2x1	1
LEVEL 3: 15					
LEVEL 4	RESIDENTIAL	APT A.4	65 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.3	65 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1a	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT C.2	108 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT A.1b	64 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT B.1	89 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT C.1	136 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT B.5	82 m²	2X2	1
LEVEL 4: 10					
LEVEL 5	RESIDENTIAL	APT C.1	136 m²	3X2	1
LEVEL 5	RESIDENTIAL	APT A.1b	64 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT C.2	109 m²	3X2	1
LEVEL 5	RESIDENTIAL	APT A.1a	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.3	60 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT B.1	90 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT B.5	80 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT A.4	65 m²	1X1	1
LEVEL 5: 10					

Grand total: 41

NLA SCHEDULE

Area	Name	Level
477 m²	GROCERY	GROUND FLOOR
32 m²	CAFE	GROUND FLOOR
66 m²	DELI	GROUND FLOOR
78 m²	RETAIL	GROUND FLOOR
124 m²	RETAIL	GROUND FLOOR
41 m²	LOBBY	GROUND FLOOR
818 m²		
434 m²	RESTAURANT	LEVEL 1
1147 m²	RETAIL COMMERCIAL BAYS	LEVEL 1
13 m²	OFFICE	LEVEL 1
37 m²	FISH SHOP	LEVEL 1
131 m²	WINTER DINING	LEVEL 1
152 m²	OUTDOOR SEATING	LEVEL 1
118 m²	OUTDOOR SEATING	LEVEL 1
66 m²	OFFICE	LEVEL 1
50 m²	LIQUOR STORE	LEVEL 1
112 m²	OFFICE	LEVEL 1
85 m²	OFFICE	LEVEL 1
76 m²	OFFICE	LEVEL 1
267 m²	OFFICE	LEVEL 1
2687 m²		
236 m²	OFFICE	LEVEL 2
344 m²	OFFICE	LEVEL 2
76 m²	OFFICE	LEVEL 2
258 m²	OFFICE DECK	LEVEL 2
12 m²	BALCONY	LEVEL 2
14 m²	BALCONY	LEVEL 2
14 m²	BALCONY	LEVEL 2
14 m²	BALCONY	LEVEL 2
28 m²	BALCONY	LEVEL 2
18 m²	BALCONY	LEVEL 2
Redundant Room	BALCONY	LEVEL 2
1015 m²		
4520 m²		

Parking Schedule

USE	Count	Level
Commercial/Retail/Restaurant	43	BASEMENT
Commercial/Retail/Restaurant	35	GROUND FLOOR
Commercial/Retail/Restaurant (ACROD)	1	GROUND FLOOR
New On Street	2	GROUND FLOOR
Visitor	6	GROUND FLOOR
Visitor (ACROD)	1	GROUND FLOOR
Commercial/Retail/Restaurant	26	LEVEL 1
Commercial/Retail/Restaurant (ACROD)	2	LEVEL 1
Private Residential	9	LEVEL 1
Private Residential	41	LEVEL 2

Grand total: 166

Apartment Type and Count

Name	Count
APT A.1	6
APT A.1a	3
APT A.1b	3
APT A.3	3
APT A.4	3
APT A.5	3
APT A.6	2
APT A.8	2
APT A.10	2
APT A.11	2
APT B.1	3
APT B.5	3
APT C.1	3
APT C.2	3

Grand total: 41

Bike Schedule

USE	Count
PRIVATE	20
PUBLIC	28

Grand total: 48

DEEP SOIL GROUND FLOOR:
Refer to landscape report

Cover
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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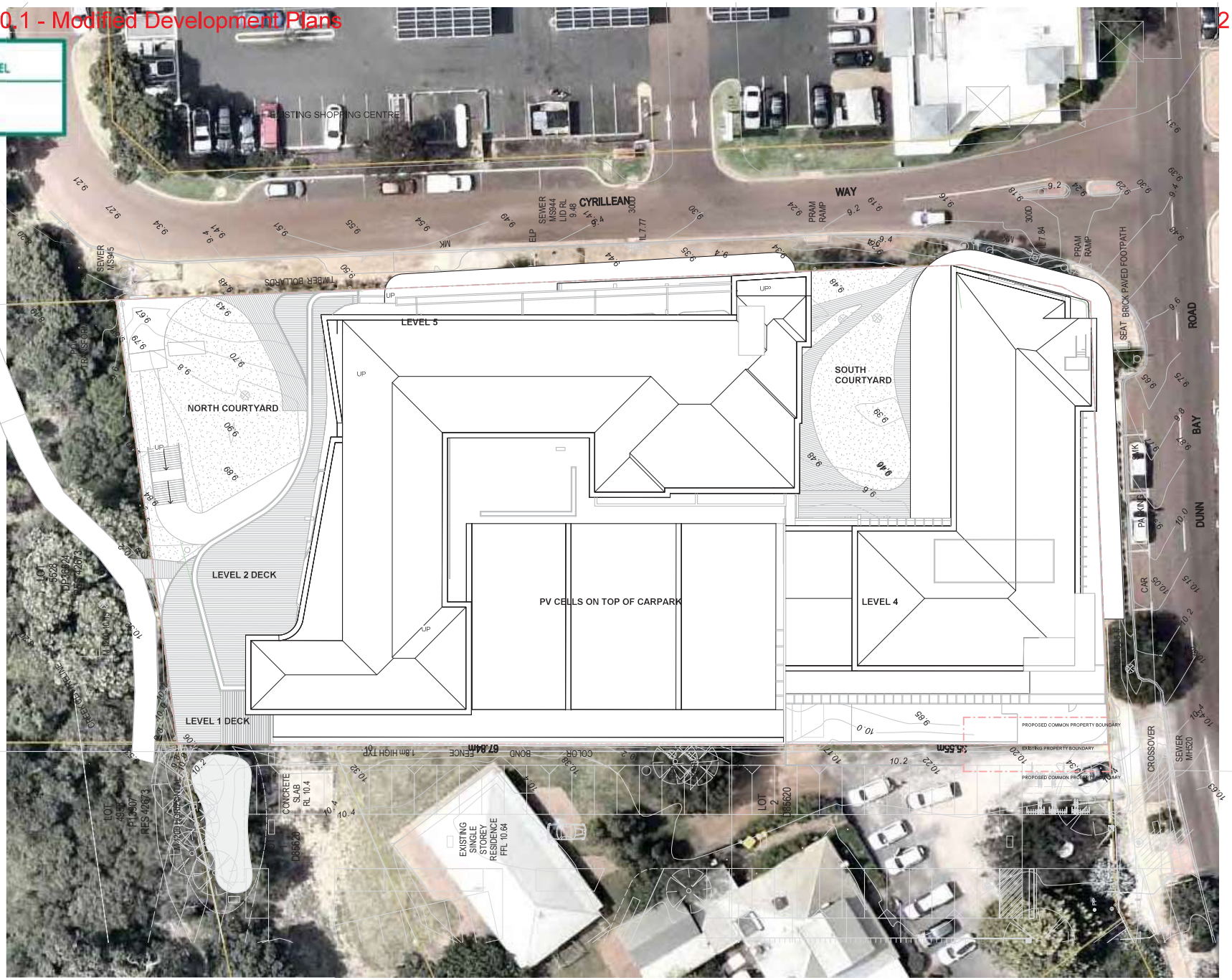

Site Plan
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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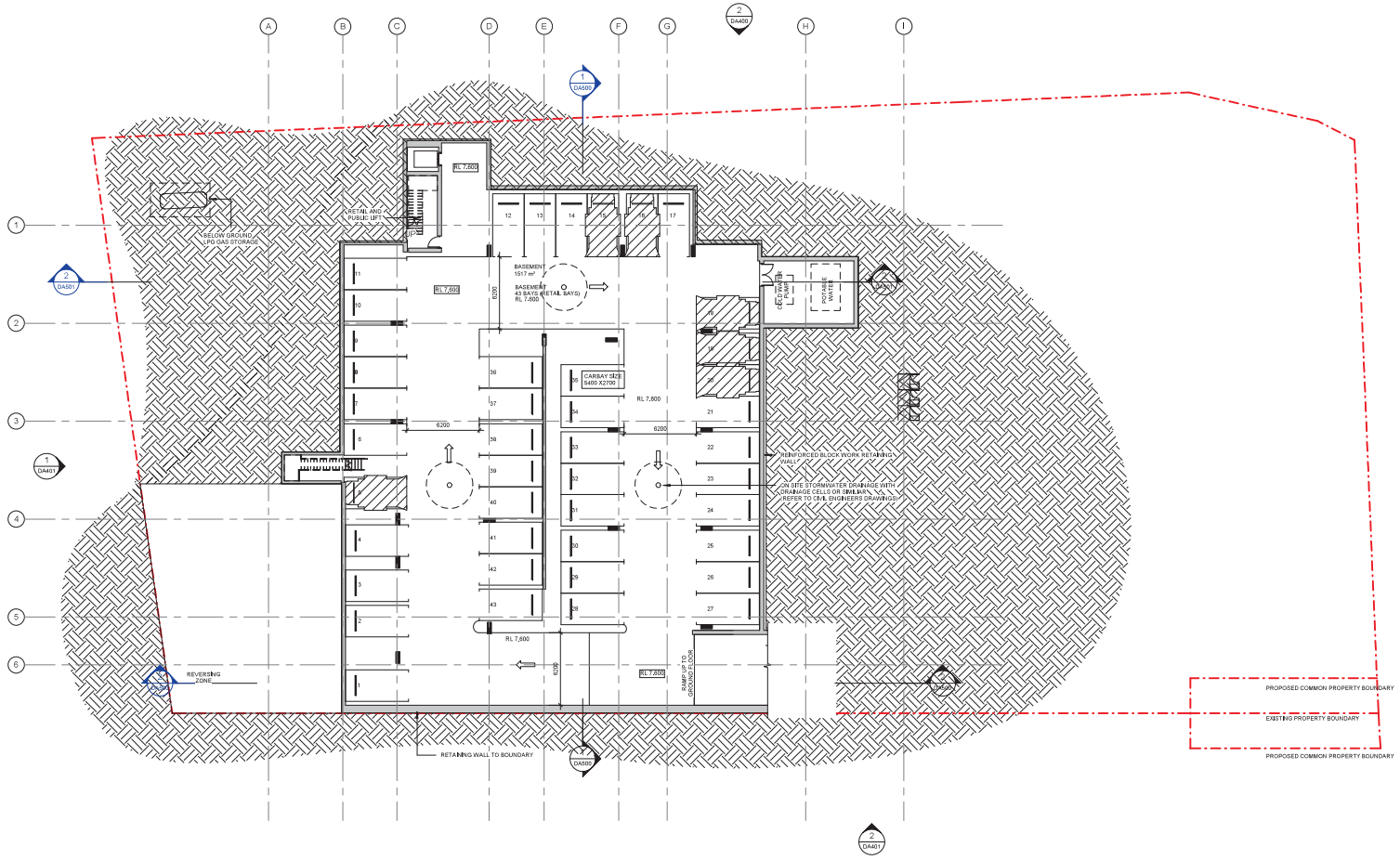

Basement

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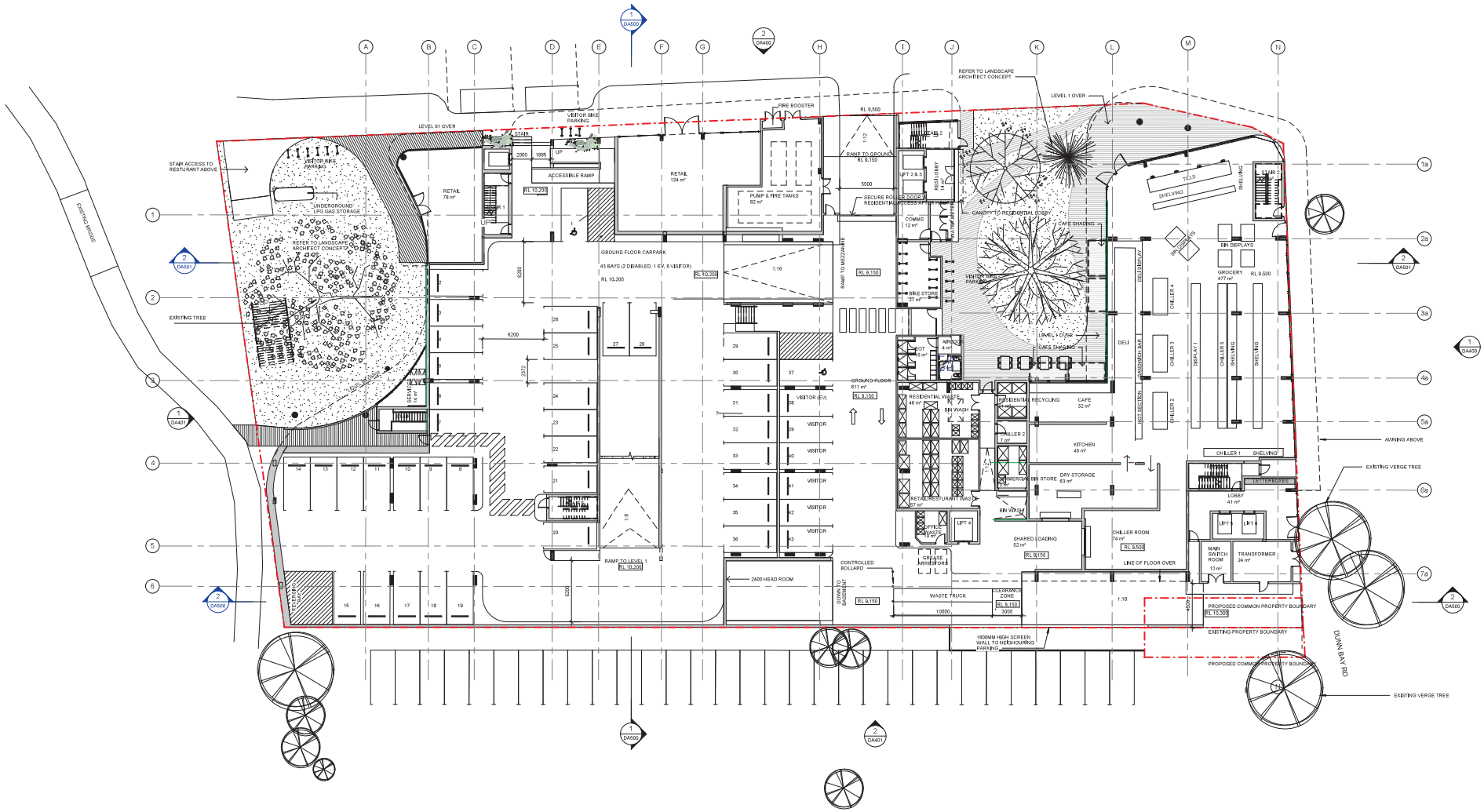

Ground Floor

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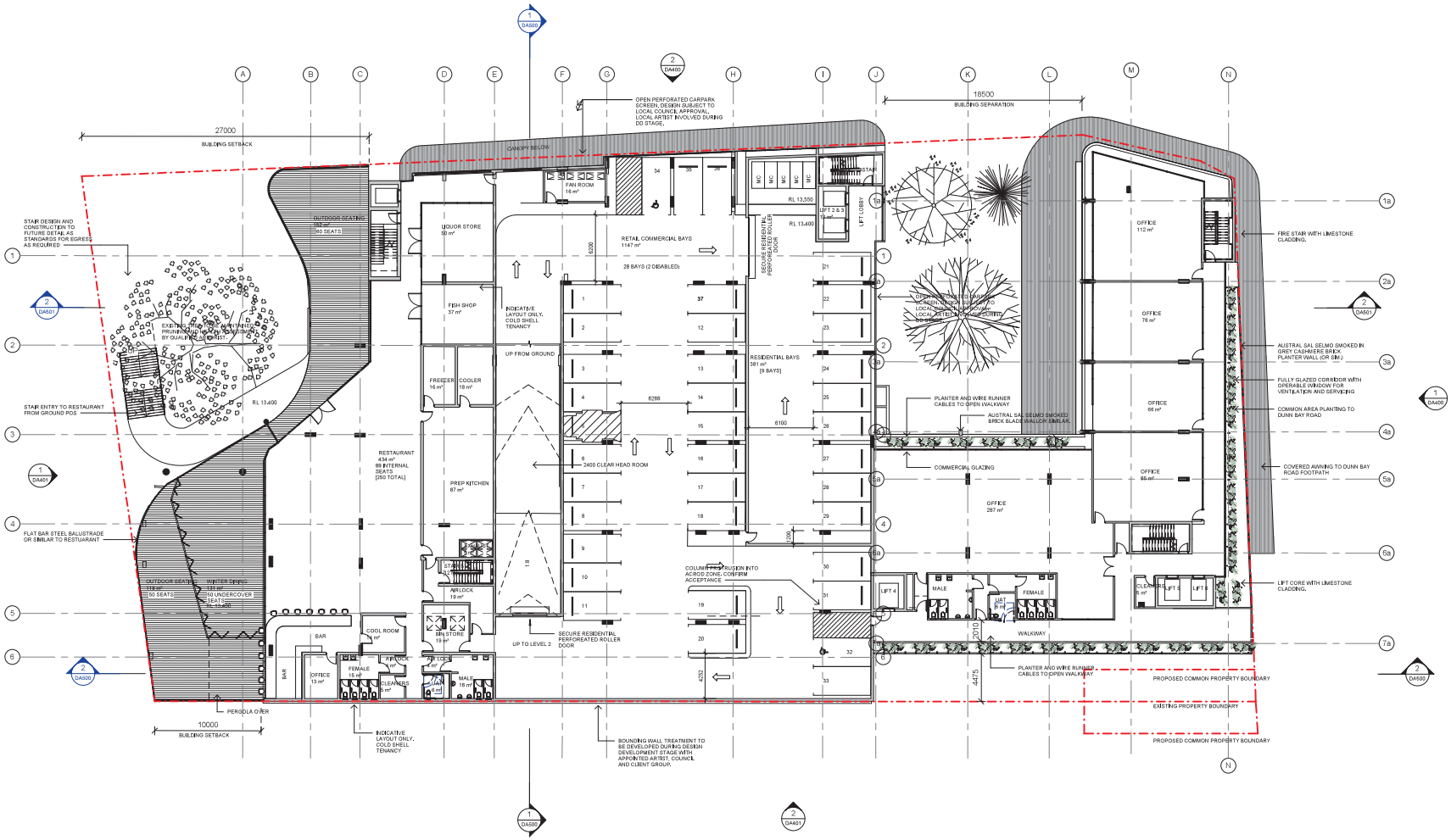

Level 1

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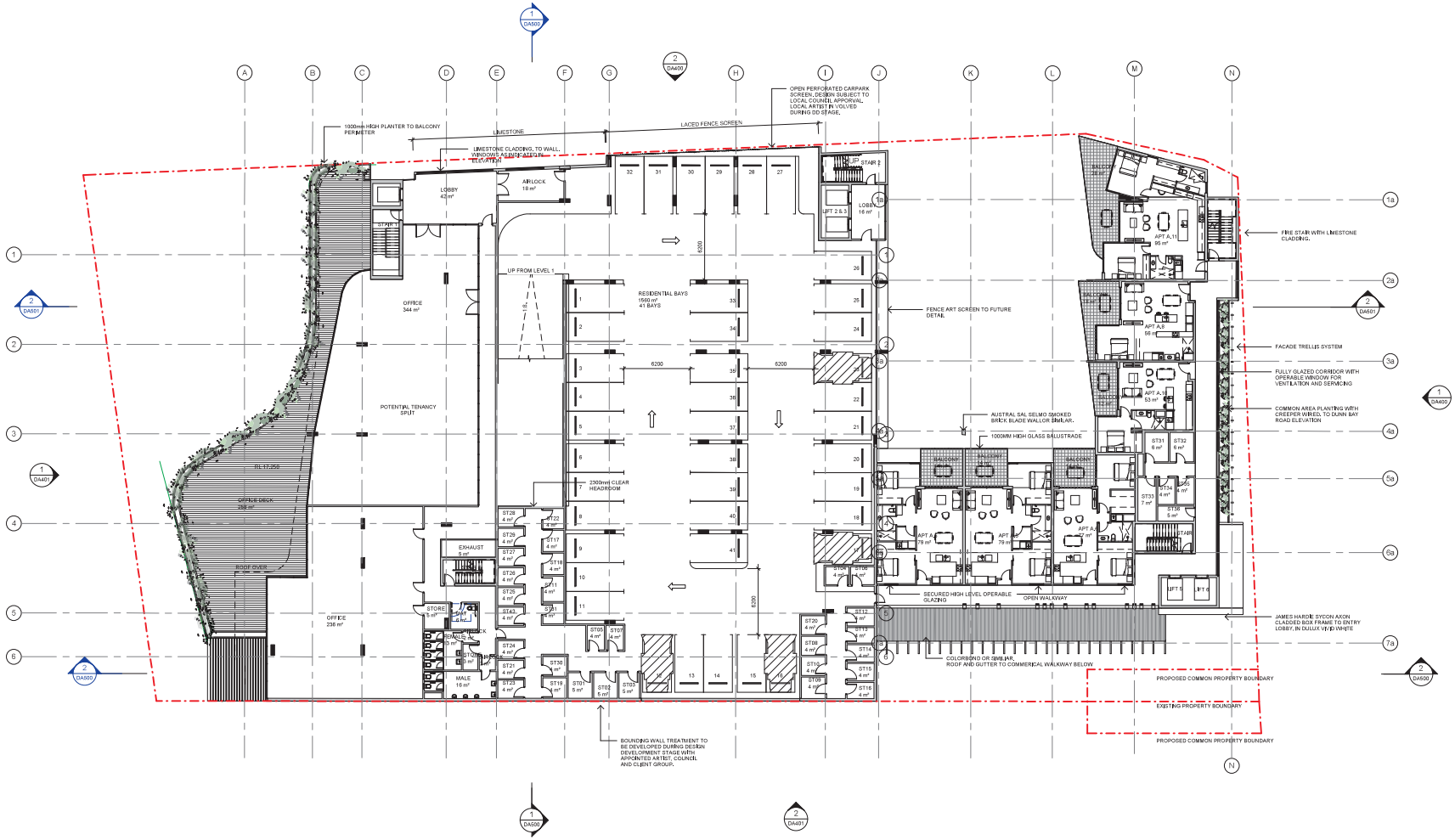

Level 2

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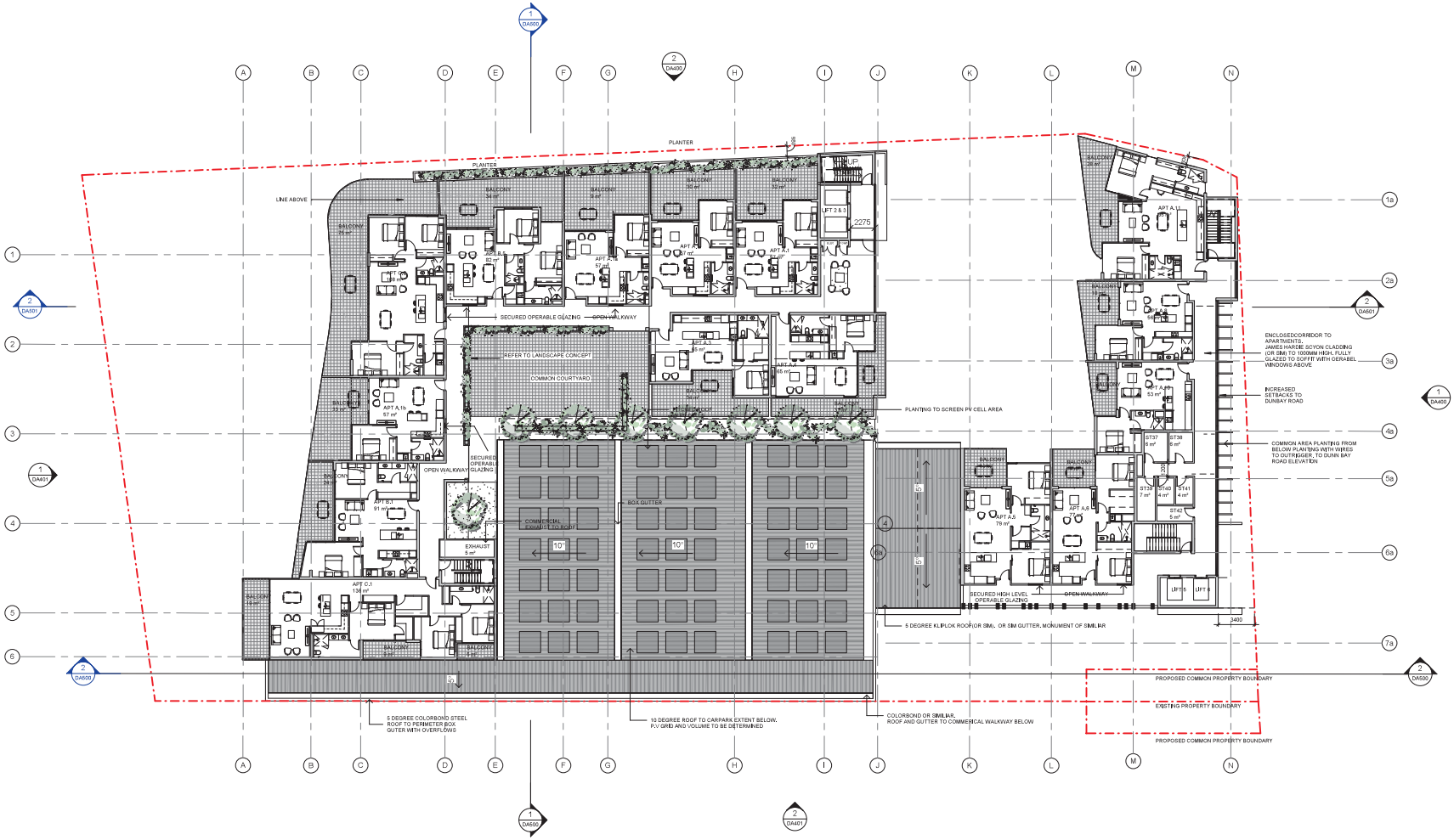

Level 3

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Level 4

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Level 5

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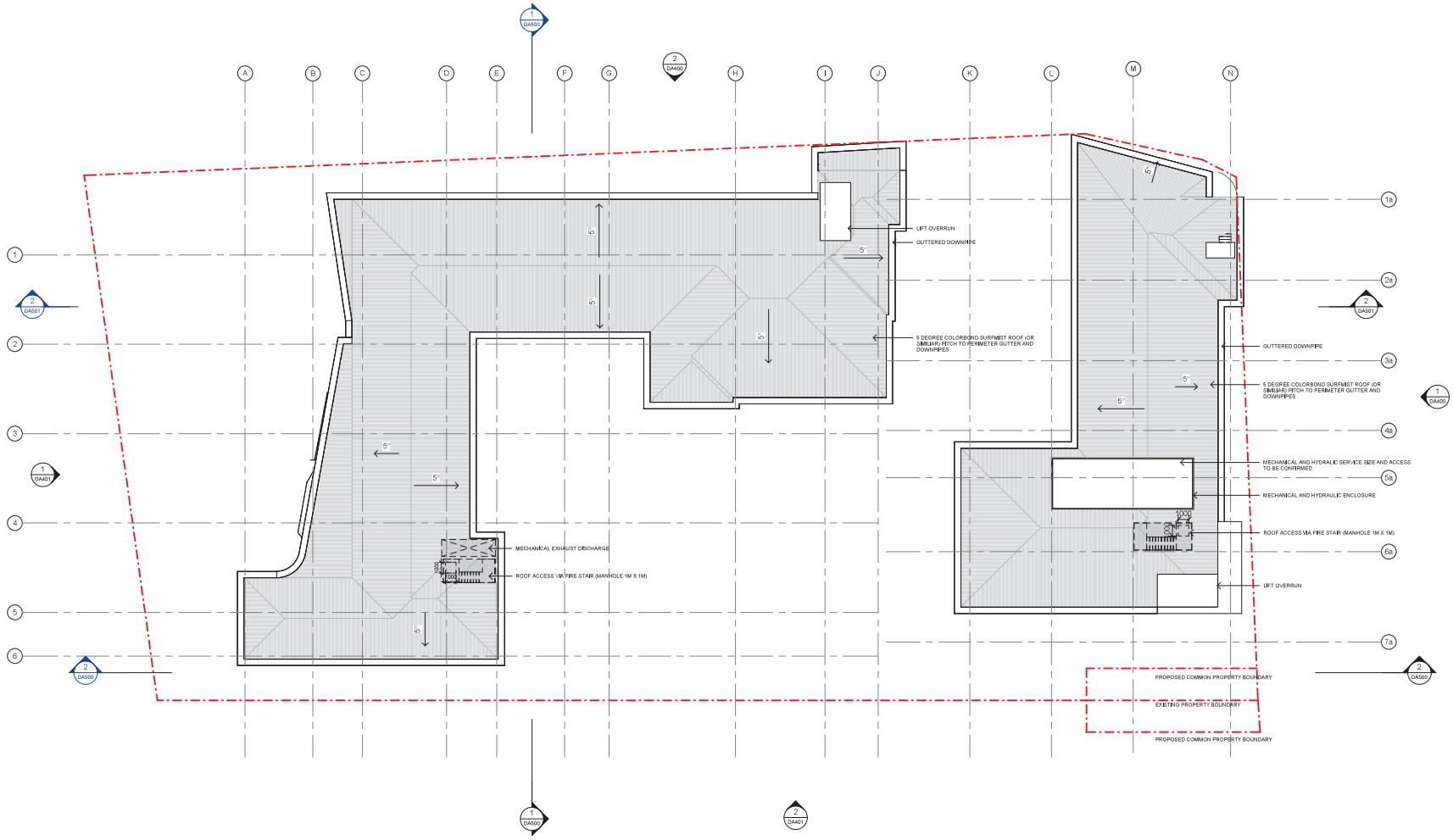
DEVELOPMENT ASSESSMENT PANEL

REFUSED

10-Jan-2022



Roof Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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0 16

North:

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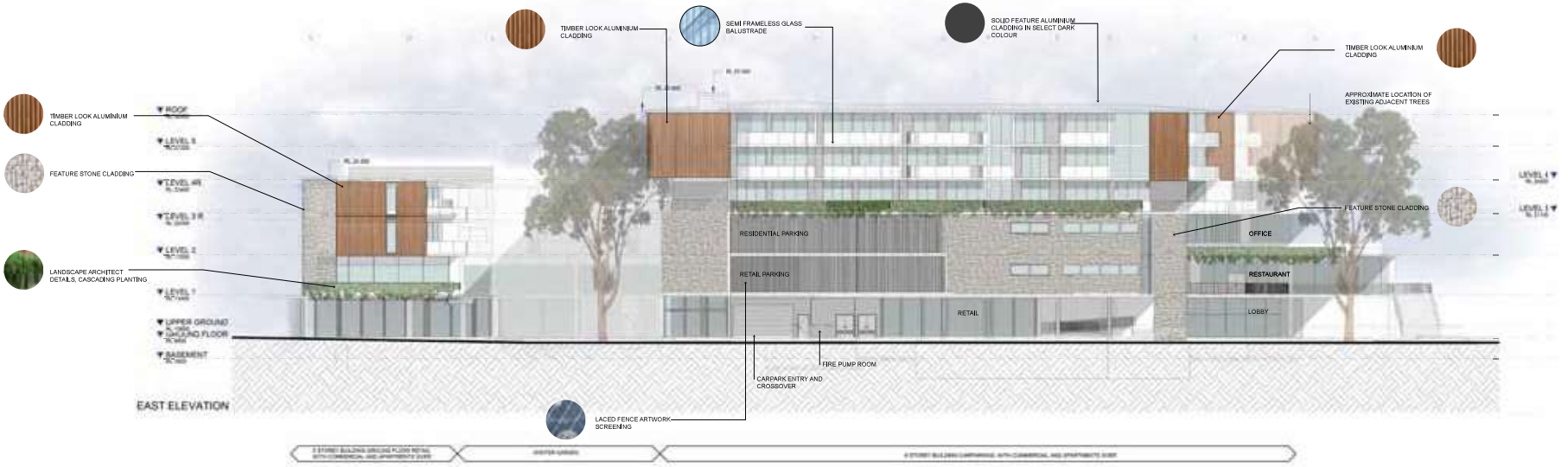
SOUTH ELEVATION



EAST ELEVATION

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA400

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NORTH ELEVATION



WEST ELEVATION

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Project Number: 44369

Drawing Number: DA401

Revision: F

Date: 09/09/21

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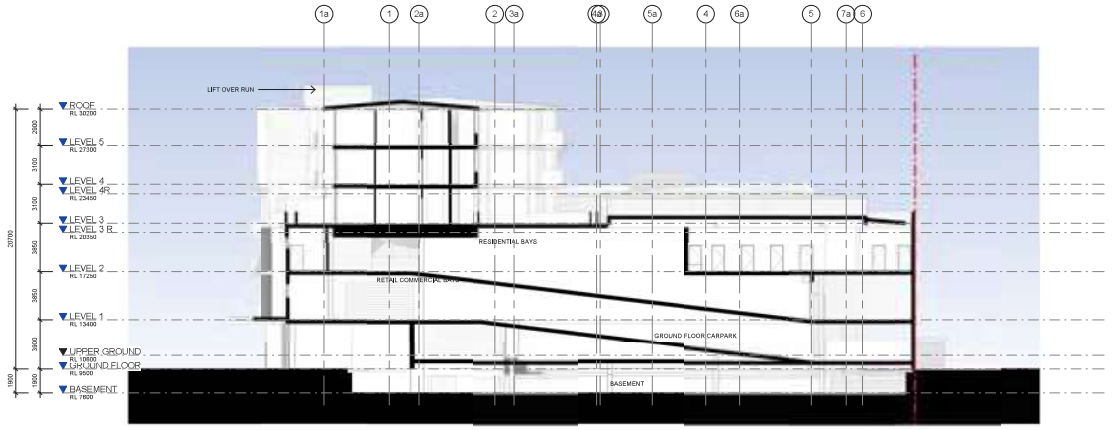
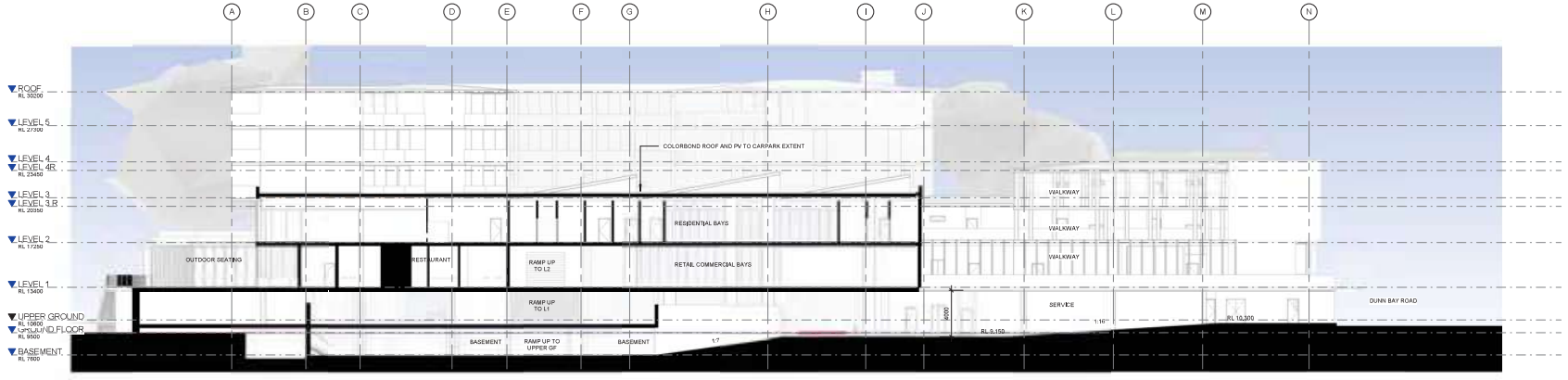


1 Section 1 (Car Park Ramp)
DA200 1 : 200



2 Section 2
1 : 200

Section

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Project Number: 44369
Drawing Number: DA500
Revision: E
Date: 15/12/21

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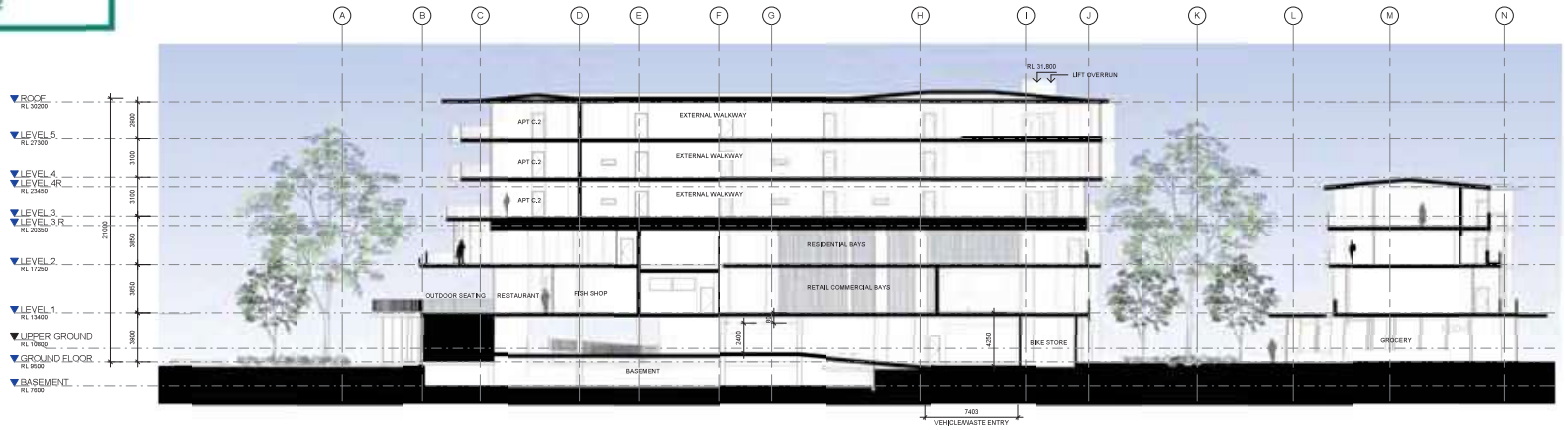

2 Section 4 (Pedestrian B Access)
DA200 1 : 200

Section
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Revision: F
Date: 15/12/21

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DEVELOPMENT ASSESSMENT PANEL

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10-Jan-2022

June 21st: 9:00am - 3pm View from North East



June 21st: 9:00am - 3pm View from South West



SUMMARY TABLE	
Total Units	41
Total Units Complying with DesignWA	34
% of Units Complying with DesignWA	83%
*Minimum Compliance Required: 70%	



dunsborough

Solar Analysis

Note: Image Not Updated

EXAMPLE LEVEL 3



L2		L3	CONPLIANCE	L4	COMPLIANCE	L5	COMPLIANCE
A11	Yes	C1	Yes	C1	Yes	C1	Yes
A8	Yes	B1	Yes	B1	Yes	B1	Yes
A10	Yes	A1B	Yes	A1B	Yes	A1B	Yes
A6	No	C2	Yes	C2	Yes	C2	Yes
A5	No	B5	Yes	B5	Yes	B5	Yes
A5	No	A1a	Yes	A1a	Yes	A1a	Yes
		A1	Yes	A1	Yes	A1	Yes
		A1	Yes	A1	Yes	A1	Yes
		A3	No	A3	No	A3	Yes
		A4	Yes	A4	Yes	A4	Yes
		A11	Yes				
		A8	Yes				
		A10	Yes				
		A6	No				
		A5	No				

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Solar Analysis

Solar Analysis

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Project Number: 44369

Drawing Number: DA601

Revision: C

Date: 15/12/2021

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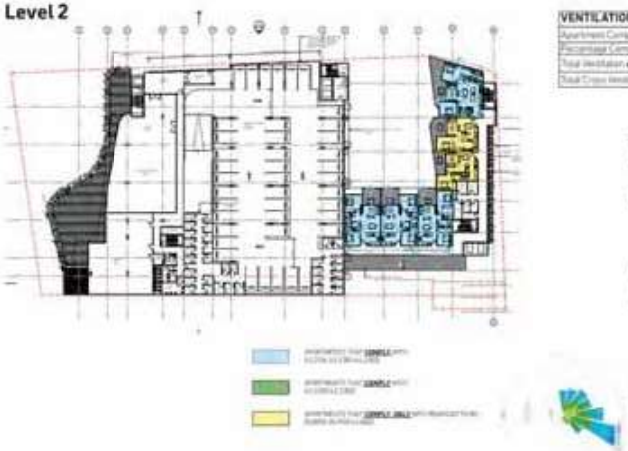
Level 2



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	[illegible]	[illegible]	[illegible]
Percentage Compliant	[illegible]	[illegible]	[illegible]
Total Ventilation **Achieved**	**64.6% (4/6)**		[illegible]
Total Cross Ventilation required under 4.2	60%		

dunsborough
Solar Analysis

Level 3



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	[illegible]	[illegible]	[illegible]
Percentage Compliant	[illegible]	[illegible]	[illegible]
Total Ventilation **Achieved**	**64.6% (10/15)**		[illegible]
Total Cross Ventilation required under 4.2	60%		

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Solar Analysis

Level 4



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	[illegible]	[illegible]	[illegible]
Percentage Compliant	[illegible]	[illegible]	[illegible]
Total Ventilation **Achieved**	**70% (7/10)**		[illegible]
Total Cross Ventilation required under 4.2	60%		

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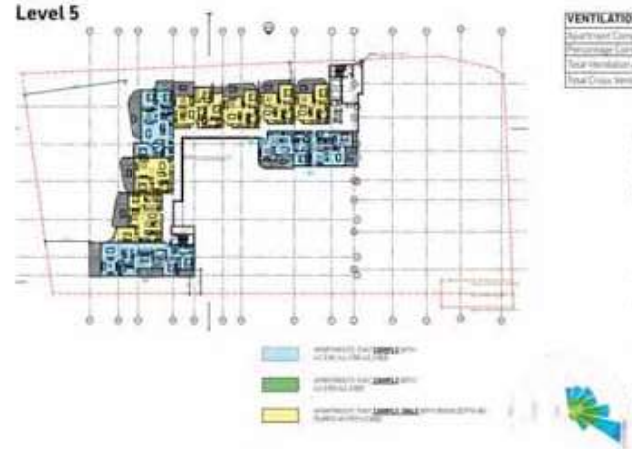
Solar Analysis

Level 5



VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	[illegible]	[illegible]	[illegible]
Percentage Compliant	[illegible]	[illegible]	[illegible]
Total Ventilation **Achieved**	**60% (6/10)**		[illegible]
Total Cross Ventilation required under 4.2	60%		

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Solar Analysis

TOTAL

VENTILATION SUMMARY	4.2.2(A)	4.2.2(B1)	4.2.2(B2)
Apartment Compliance	25/41	0/41	16/41
Percentage Compliant	61.0%	0.0%	39.0%
Total Ventilation **Achieved**	**61% (25/41)**		100% 41/41*
Total Cross Ventilation required under 4.2	60%		

DUNSBOROUGH WIND ROSE: RETRIEVED
https://wind.willyweather.com.au/wa/south-west/dunsborough.html

DEVELOPMENT ASSESSMENT PANEL
REFUSED
10-Jan-2022

Cross Ventilation
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Project Number: 44369
Drawing Number: DA602
Revision: C
Date: 15/12/2021

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DEVELOPMENT ASSESSMENT PANEL

REFUSED

10-Jan-2022

Art Approach - East

integrated architectural fabric or similar



commissioned artist
award winning artist Paula Hart



SENSE OF IDENTITY







INNOVATIVE MATERIALS

CONNECTION & DELIGHT



dunsborough
art strategy

all images are indicative of high level intent only and are not reflective of finished product and/or artist team artwork to be developed by artists and in consultation with council & consultant group

Art Approach - West

large scale wall art



commissioned artist
design collective Pip N Pop

pipnpop

SURPRISE & DELIGHT







ORDINARY INTO EXTRAORDINARY









ICONIC

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art strategy

all images are indicative of high level intent only and are not reflective of finished product and/or artist team artwork to be developed by artists and in consultation with council & consultant group

Public Art Strategy
DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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0 16

North:

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Project Number: 44369
Drawing Number: DA609
Revision: A
Date: 15/12/21

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DUGALUP CENTRE DUNSBOROUGH



Overall Area Schedule

Area	Occupancy
BASEMENT	
1760 m²	PARKING
1760 m²	
GROUND FLOOR	
753 m²	GROCERY
2231 m²	PARKING
91 m²	RESIDENTIAL
231 m²	RETAIL
469 m²	SERVICES
3776 m²	
LEVEL 1	
393 m²	OFFICE
1111 m²	PARKING
694 m²	RESIDENTIAL
655 m²	RESTAURANT
87 m²	RETAIL
39 m²	SERVICES
2978 m²	
LEVEL 2	
1379 m²	OFFICE
1567 m²	PARKING
366 m²	RESIDENTIAL
50 m²	SERVICES
125 m²	STORE
3486 m²	
LEVEL 3	
1610 m²	RESIDENTIAL
234 m²	SERVICES
35 m²	STORE
1880 m²	
LEVEL 4	
1575 m²	RESIDENTIAL
184 m²	SERVICES
35 m²	STORE
1795 m²	
LEVEL 5	
984 m²	RESIDENTIAL
147 m²	SERVICES
1131 m²	
16806 m²	

Residential Area Schedule

Area	Occupancy
GROUND FLOOR	
91 m²	RESIDENTIAL
91 m²	
LEVEL 1	
694 m²	RESIDENTIAL
694 m²	
LEVEL 2	
366 m²	RESIDENTIAL
366 m²	
LEVEL 3	
1610 m²	RESIDENTIAL
1610 m²	
LEVEL 4	
1575 m²	RESIDENTIAL
1575 m²	
LEVEL 5	
984 m²	RESIDENTIAL
984 m²	
5321 m²	

Store Count

Count	Name
42	

Grand total: 42

Overall Area Total

Area	Occupancy
753 m²	GROCERY
1771 m²	OFFICE
6668 m²	PARKING
5321 m²	RESIDENTIAL
655 m²	RESTAURANT
318 m²	RETAIL
1124 m²	SERVICES
196 m²	STORE
16806 m²	

Apartment Area and Type Schedule

Level	Occupancy	Name	Area	Comments	Count
LEVEL 3	RESIDENTIAL	APT A.4	65 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.3	65 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.1	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.1a	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT B.5	82 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.2	106 m²	3X2	1
LEVEL 3	RESIDENTIAL	APT B.2	84 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT B.1	91 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT C.1	135 m²	3X2	1
LEVEL 3	RESIDENTIAL	APT A.1	57 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.11	95 m²	2X2	1
LEVEL 3	RESIDENTIAL	APT A.10	54 m²	1x1	1
LEVEL 3	RESIDENTIAL	APT B.4	87 m²	2x2	1
LEVEL 3	RESIDENTIAL	APT A.8	56 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.5	55 m²	1X1	1
LEVEL 3	RESIDENTIAL	APT A.6	55 m²	1X1	1
LEVEL 3: 16					
LEVEL 4	RESIDENTIAL	APT A.11	95 m²	2X2	1
LEVEL 4	RESIDENTIAL	APT A.10	54 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT B.4	87 m²	2x2	1
LEVEL 4	RESIDENTIAL	APT A.4	65 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.3	65 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT A.1a	57 m²	1x1	1
LEVEL 4	RESIDENTIAL	APT C.2	108 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT B.2	84 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT B.1	91 m²	2x1	1
LEVEL 4	RESIDENTIAL	APT C.1	135 m²	3x2	1
LEVEL 4	RESIDENTIAL	APT B.5	82 m²	2X2	1
LEVEL 4	RESIDENTIAL	APT A.8	56 m²	1X1	1
LEVEL 4	RESIDENTIAL	APT A.6	55 m²	1X1	1
LEVEL 4	RESIDENTIAL	APT A.5	55 m²	1X1	1
LEVEL 4: 16					
LEVEL 5	RESIDENTIAL	APT C.1	136 m²	3X2	1
LEVEL 5	RESIDENTIAL	APT B.2	84 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT C.2	109 m²	3X2	1
LEVEL 5	RESIDENTIAL	APT A.1a	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.1	57 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT A.3	65 m²	1x1	1
LEVEL 5	RESIDENTIAL	APT B.1	91 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT B.5	77 m²	2X2	1
LEVEL 5	RESIDENTIAL	APT A.4	65 m²	1X1	1
LEVEL 5: 10					

Grand total: 42

NLA SCHEDULE

Area	Name	Level
475 m²	GROCERY	GROUND FLOOR
73 m²	CHILLER ROOM	GROUND FLOOR
63 m²	DRY STORAGE	GROUND FLOOR
32 m²	CAFE	GROUND FLOOR
45 m²	KITCHEN	GROUND FLOOR
66 m²	DELI	GROUND FLOOR
78 m²	RETAIL	GROUND FLOOR
124 m²	RETAIL	GROUND FLOOR
13 m²	COMMERCIAL BIN STORE	GROUND FLOOR
969 m²		
435 m²	RESTAURANT	LEVEL 1
1111 m²	RETAIL COMMERCIAL BAYS	LEVEL 1
14 m²	COOL ROOM	LEVEL 1
13 m²	OFFICE	LEVEL 1
37 m²	FISH SHOP	LEVEL 1
16 m²	FREEZER	LEVEL 1
18 m²	COOLER	LEVEL 1
87 m²	PREP KITCHEN	LEVEL 1
131 m²	WINTER DINING	LEVEL 1
152 m²	OUTDOOR SEATING	LEVEL 1
118 m²	OUTDOOR SEATING	LEVEL 1
66 m²	OFFICE	LEVEL 1
50 m²	LIQUOR STORE	LEVEL 1
112 m²	OFFICE	LEVEL 1
85 m²	OFFICE	LEVEL 1
76 m²	OFFICE	LEVEL 1
272 m²	OFFICE	LEVEL 1
2791 m²		
236 m²	OFFICE	LEVEL 2
344 m²	OFFICE	LEVEL 2
108 m²	OFFICE	LEVEL 2
77 m²	OFFICE	LEVEL 2
66 m²	OFFICE	LEVEL 2
72 m²	OFFICE	LEVEL 2
276 m²	OFFICE	LEVEL 2
259 m²	OFFICE DECK	LEVEL 2
1437 m²		
5197 m²		

Parking Schedule

USE	Count	Level
Commercial/Retail/Restaurant	51	BASEMENT
Commercial/Retail/Restaurant	35	GROUND FLOOR
Commercial/Retail/Restaurant (ACROD)	1	GROUND FLOOR
New On Street	2	GROUND FLOOR
Visitor	7	GROUND FLOOR
Visitor (EV)	1	GROUND FLOOR
Commercial/Retail/Restaurant	29	LEVEL 1
Resident	10	LEVEL 1
Resident	41	LEVEL 2

Grand total: 177

Bike Schedule

USE	Count
PRIVATE	20
PUBLIC	28

Grand total: 48

Apartment Type and Count

Name	Count
APT A.1	6
APT A.1a	3
APT A.3	3
APT A.4	3
APT A.5	2
APT A.6	2
APT A.8	2
APT A.10	2
APT A.11	2
APT B.1	3
APT B.2	3
APT B.4	2
APT B.5	3
APT C.1	3
APT C.2	3

Grand total: 42

DEEP SOIL GROUND FLOOR:
17 %

SOLAR ACCESS:
81%

NATURAL CROSS VENTILATION UNDER DESIGN WA:

4.2.2(a): 31%
4.2.2(b): 100%

Sheet List 1

Sheet Number		Current Revision	Current Revision Date
DA050	Cover	H	20/09/2021
DA200	Basement	G	09/09/2021
DA201	Ground Floor	H	20/09/2021
DA202	Level 1	G	09/09/2021
DA203	Level 2	G	09/09/2021
DA204	Level 3	G	09/09/2021
DA205	Level 4	G	09/09/2021
DA206	Level 5	G	09/09/2021
DA400	Elevations	F	09/09/2021
DA401	Elevations	F	09/09/2021
DA500	Section	E	09/09/2021
DA501	Section	F	09/09/2021
DA601	Solar Analysis & Cross Ventilation	B	09/09/2021
DA602	Solar Analysis & Cross Ventilation	B	09/09/2021

Cover

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Drawing Number: DA050
Revision: H
Date: 20/09/21

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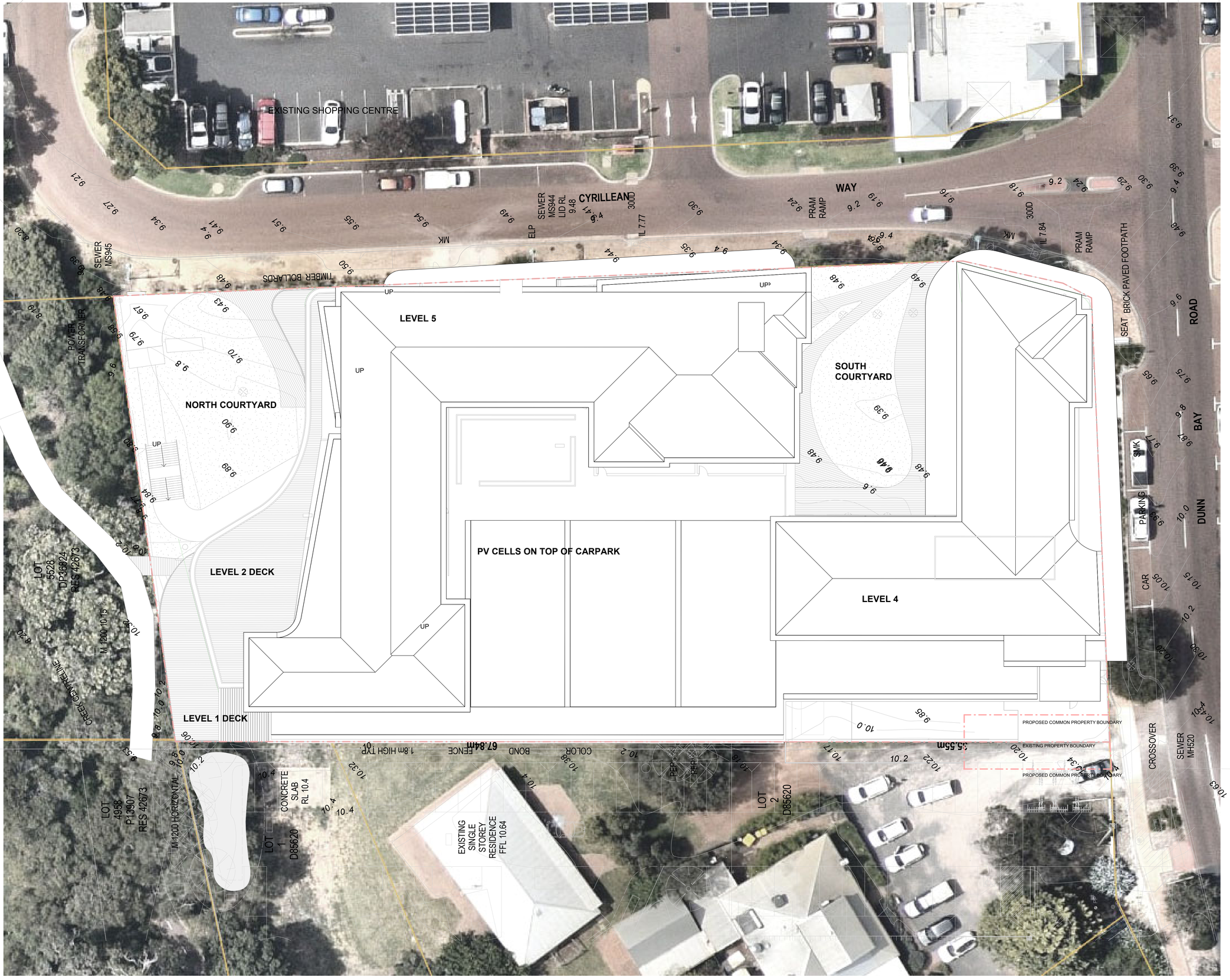

Site Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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North:

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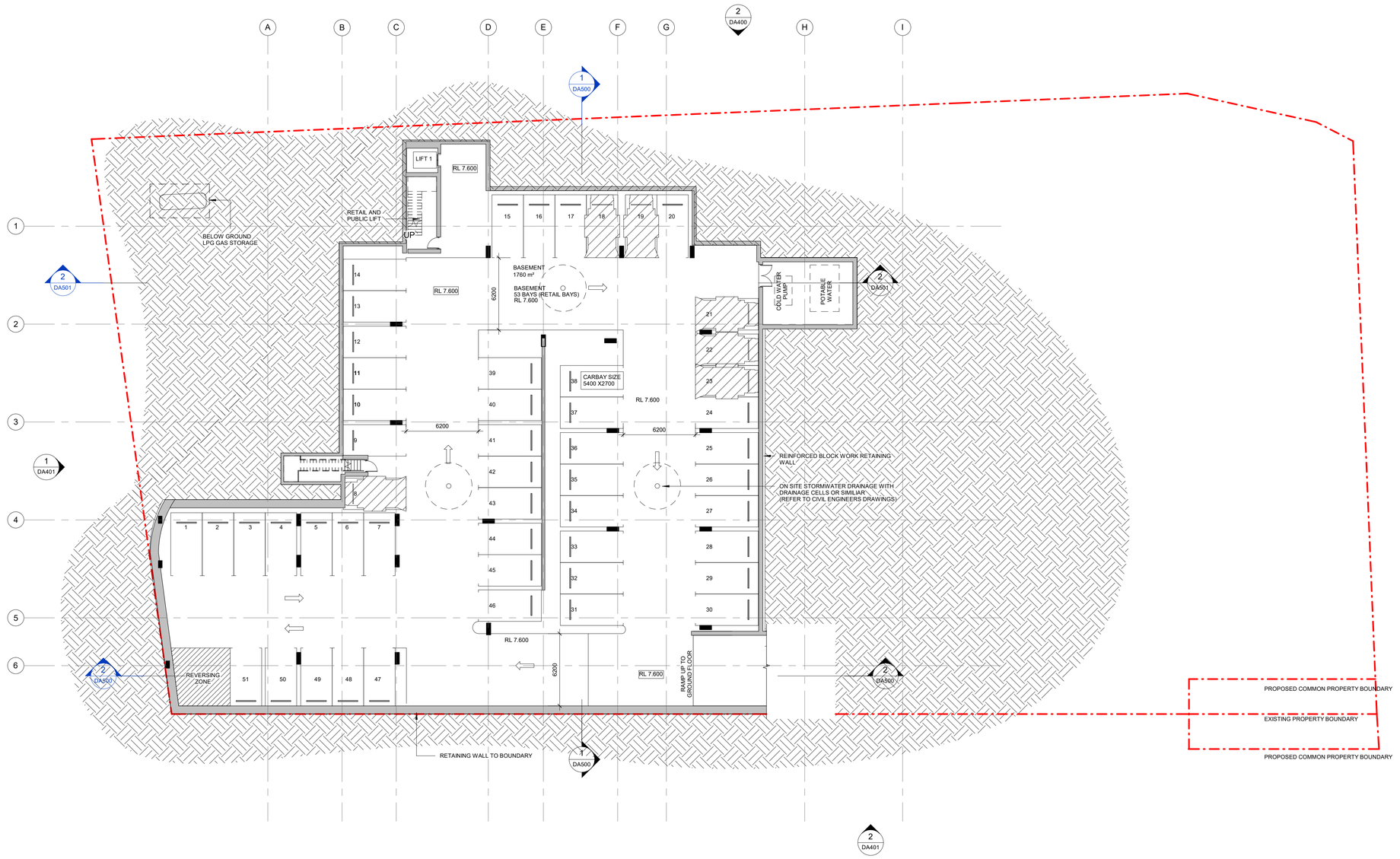

Basement

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North:

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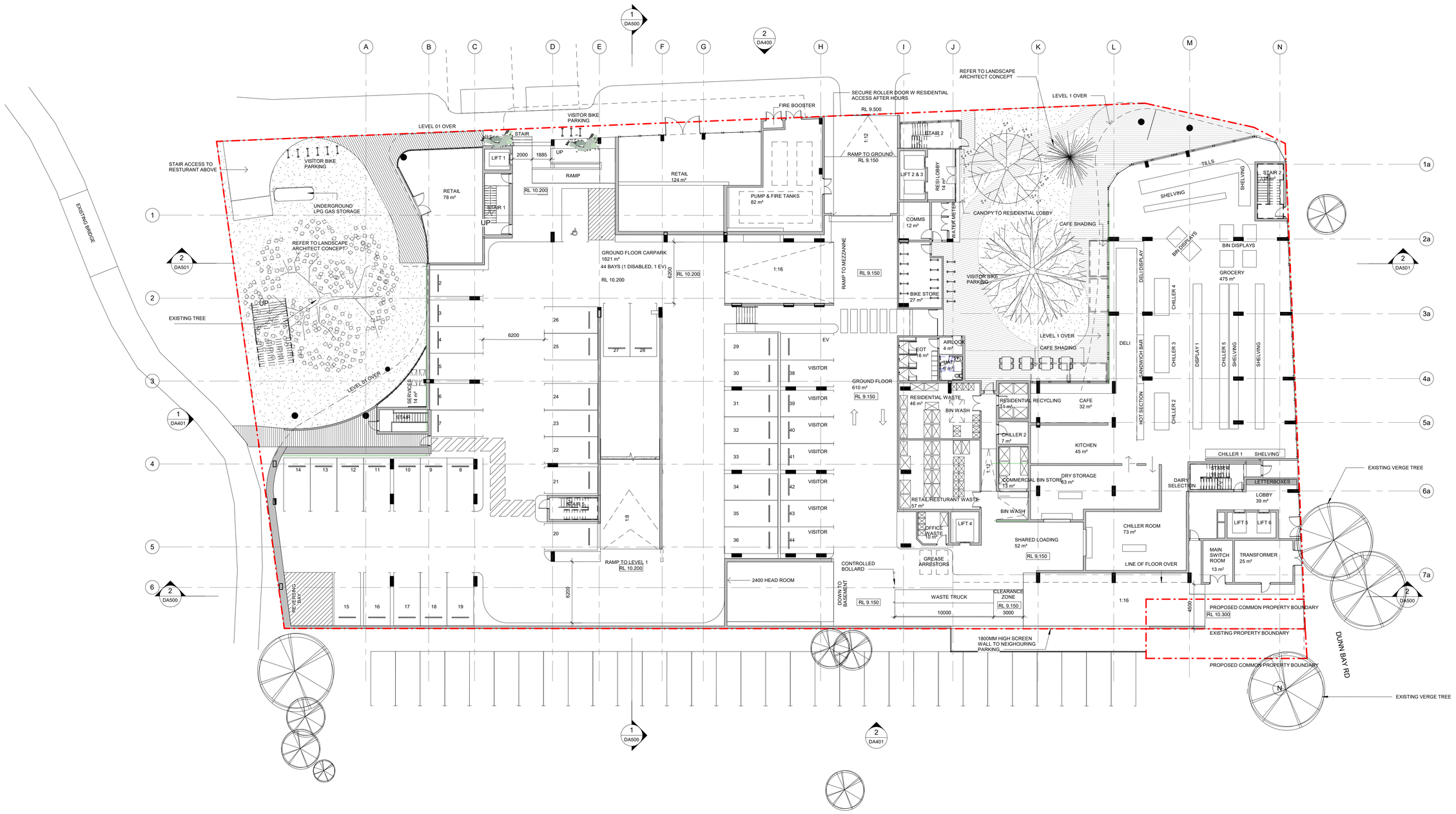

Ground Floor

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North:

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Drawing Number:	DA201
Revision:	H
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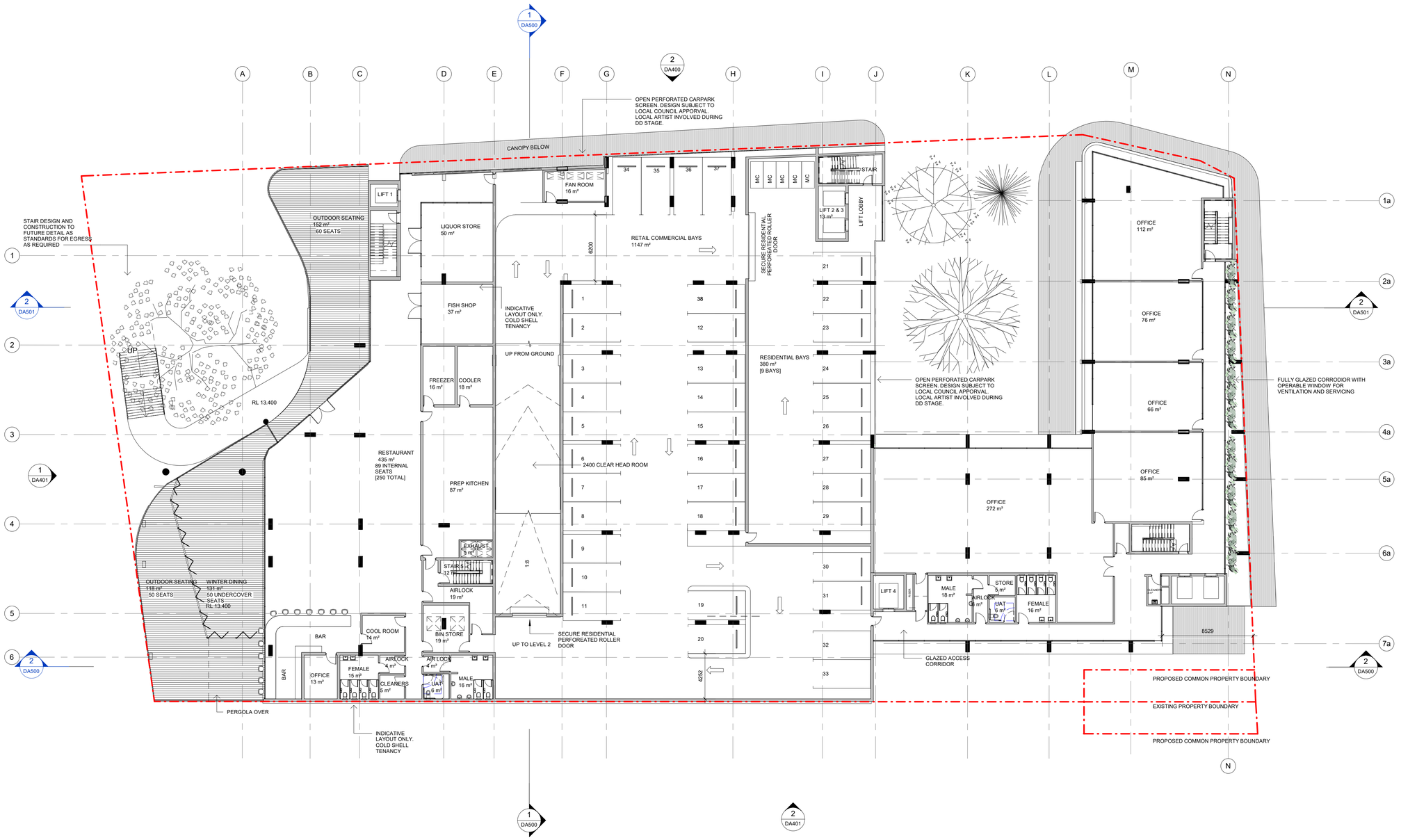

Level 1

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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North:

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Drawing Number:	DA202
Revision:	G
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OPEN PERFORATED CARPARK SCREEN. DESIGN SUBJECT TO LOCAL COUNCIL APPORVAL. LOCAL ARTIST IN VOLVED DURING DD STAGE.

1000mm HIGH PLANTER TO BALCONY PERIMETER

LIMESTONE

LACED FENCE SCREEN

LOBBY 42 m²

AIRLOCK 18 m²

UP STAIR 2

LIFT 2 & 3

LOBBY 16 m²

STAIR 1

OFFICE 344 m²

UP FROM LEVEL 1

RESIDENTIAL BAYS 1567 m² 41 BAYS

FENCE ART SCREEN TO FUTURE DETAIL

OFFICE 108 m²

OFFICE 77 m²

COMMON AREA PLANTING TO DUNN BAY ROAD

OFFICE 66 m²

OFFICE 72 m²

POTENTIAL TENANCY SPLIT

RL 17.250

OFFICE DECK 259 m²

ROOF OVER

2300mm CLEAR HEADROOM

OFFICE 276 m²

AIRLOCK 11 m²

STORE 4 m²

STAIR

LOBBY 34 m²

EXHAUST 5 m²

STAIR 6

OFFICE 236 m²

STORE 5 m²

UAT 6 m²

AIRLOCK

FEMALE 16 m²

STORE 3 m²

AIRLOCK 4 m²

MALE 16 m²

LIFT 4

AIRLOCK 4 m²

MALE 18 m²

AIRLOCK 5 m²

STORE 5 m²

UAT 6 m²

FEMALE 16 m²

CORRIDOR WALKWAY 72 m²

LIFT 5

LIFT 6

GOODS LIFT

PROPOSED COMMON PROPERTY BOUNDARY

EXISTING PROPERTY BOUNDARY

PROPOSED COMMON PROPERTY BOUNDARY

11.23 in

Level 2

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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North:

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Drawing Number: DA203
Revision: G
Date: 09/09/21

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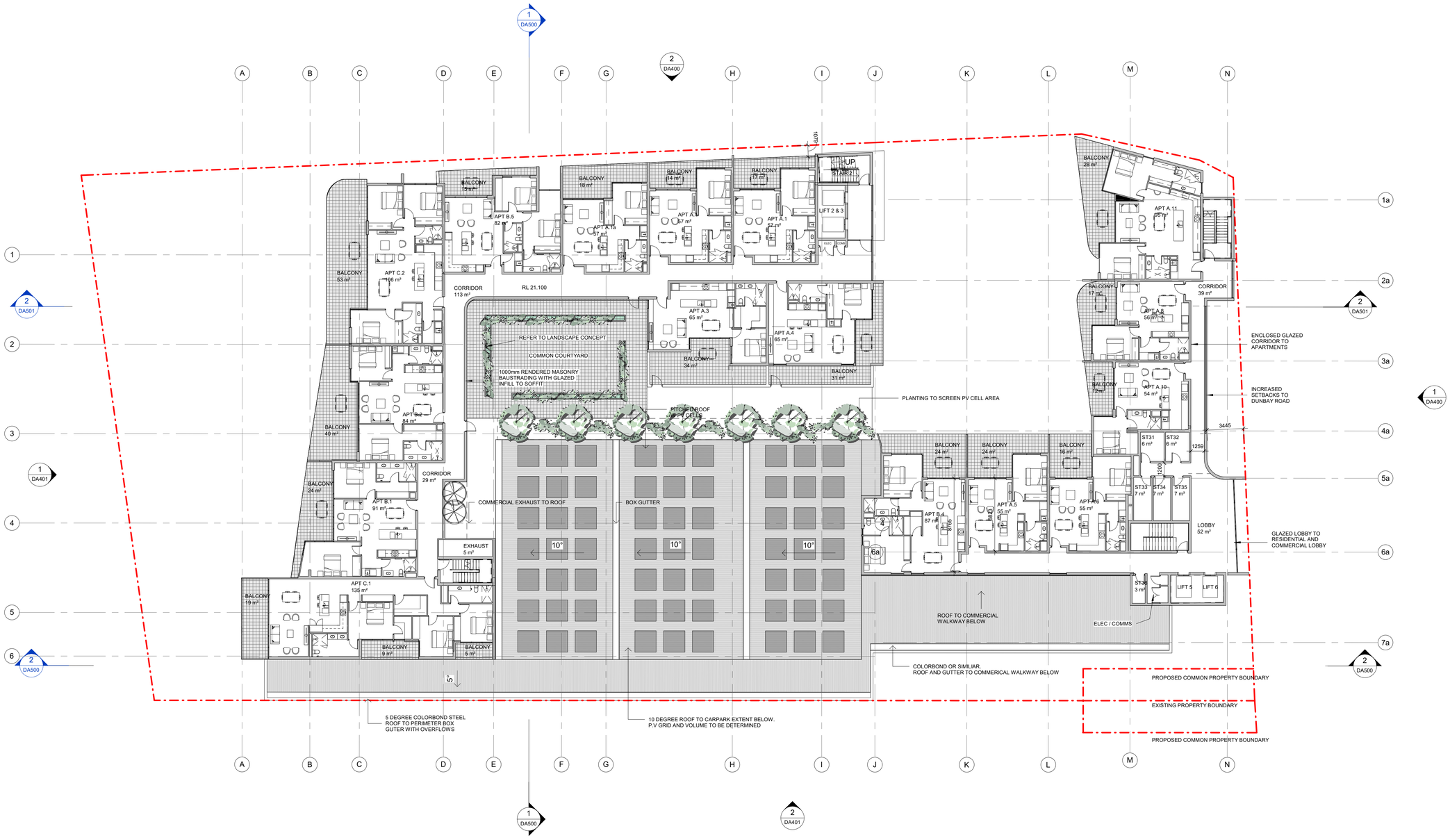

Level 3

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Scale: 1:200 @ A1

0 16

North:

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Level 4

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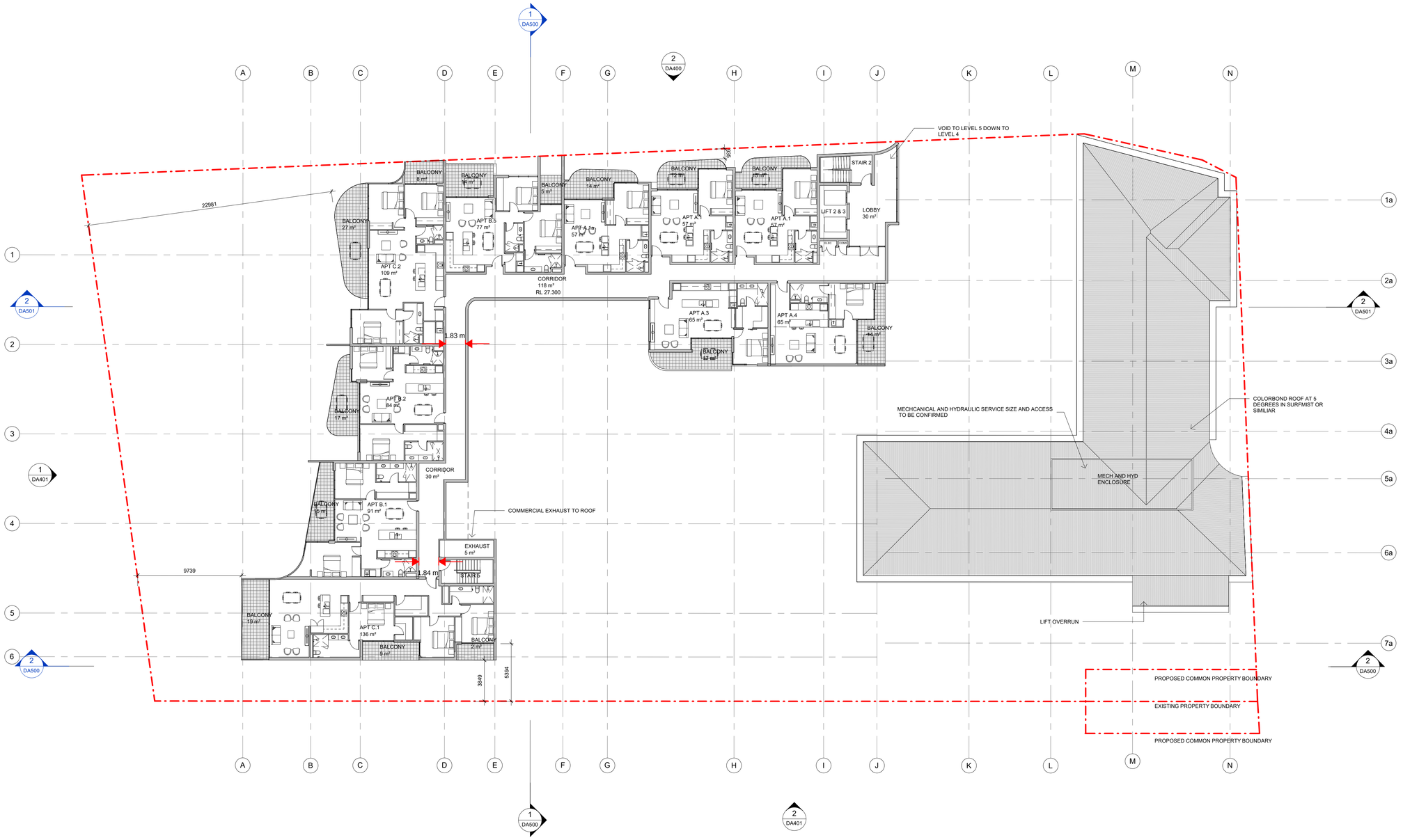

Level 5

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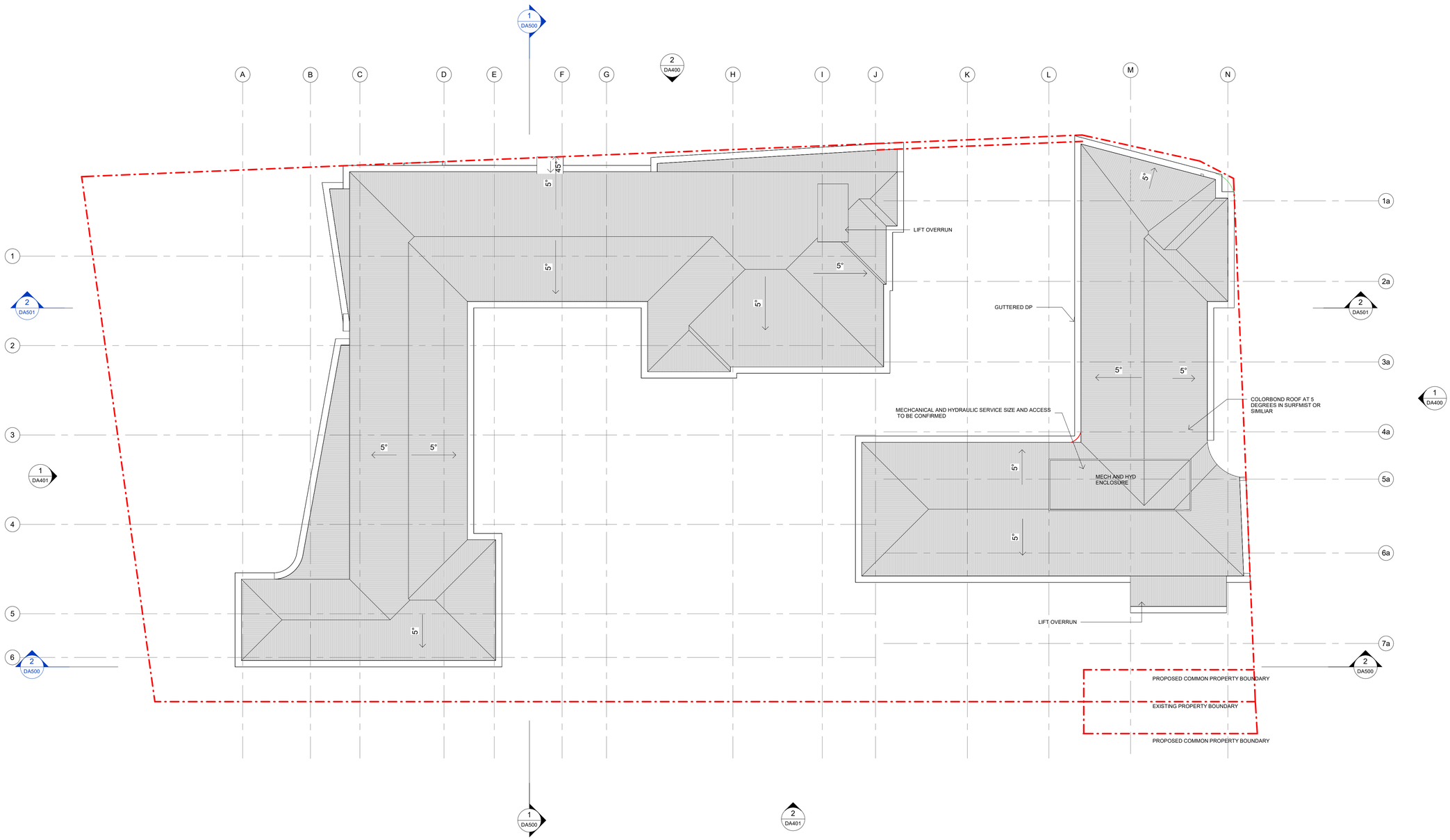

Roof Plan

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA207
Revision: B
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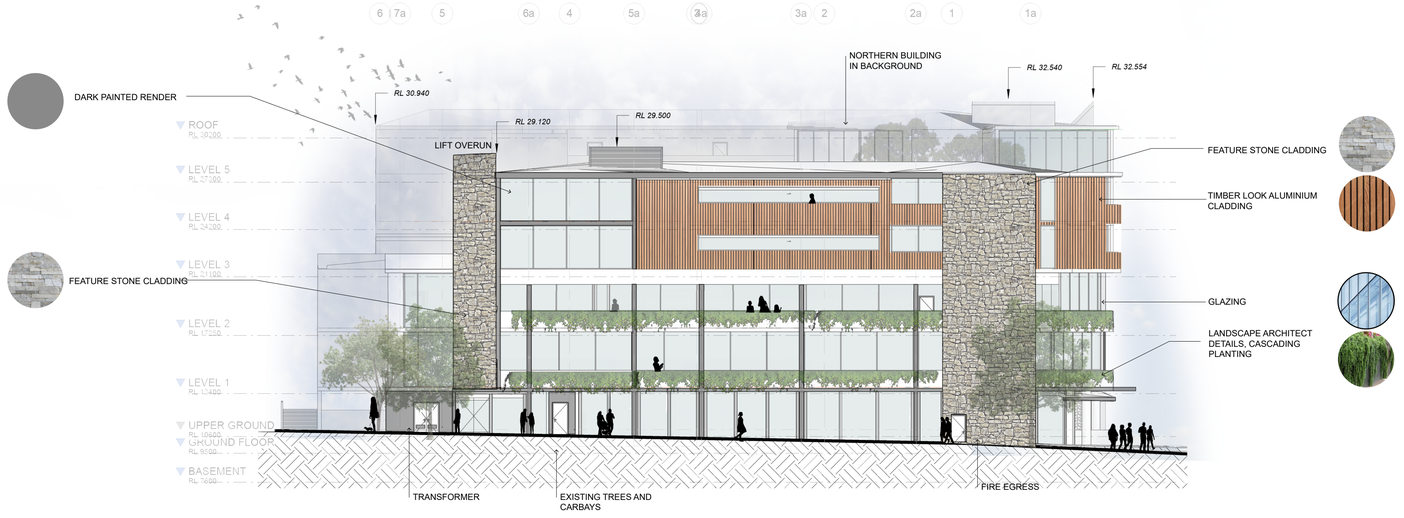

SOUTH ELEVATION

5 STOREY BUILDING GROUND FLOOR RETAIL WITH COMMERCIAL AND APARTMENTS OVER



EAST ELEVATION

5 STOREY BUILDING GROUND FLOOR RETAIL WITH COMMERCIAL AND APARTMENTS OVER | WINTER GARDEN | 6 STOREY BUILDING CARPARKING, WITH COMMERCIAL AND APARTMENTS OVER

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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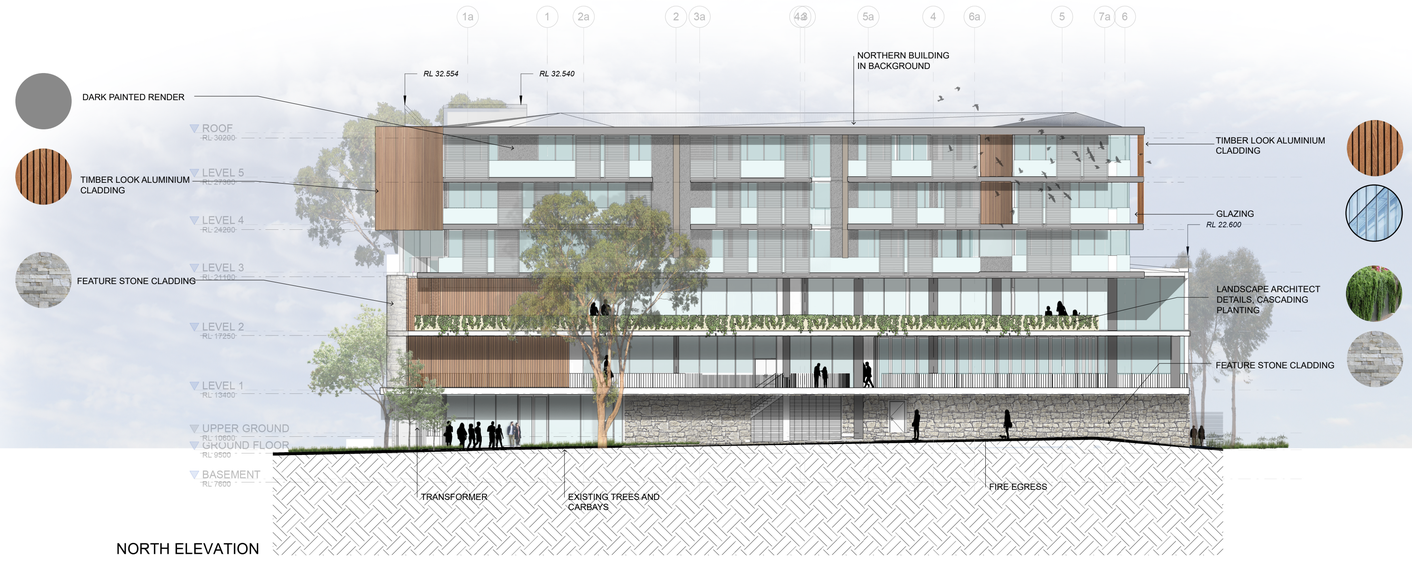

NORTH ELEVATION



WEST ELEVATION

6 STOREY BUILDING RESTARUNT AND LEVEL 1, WITH COMMERCIAL AND APARTMENTS OVER

Elevations

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA401
Revision: F
Date: 09/09/21

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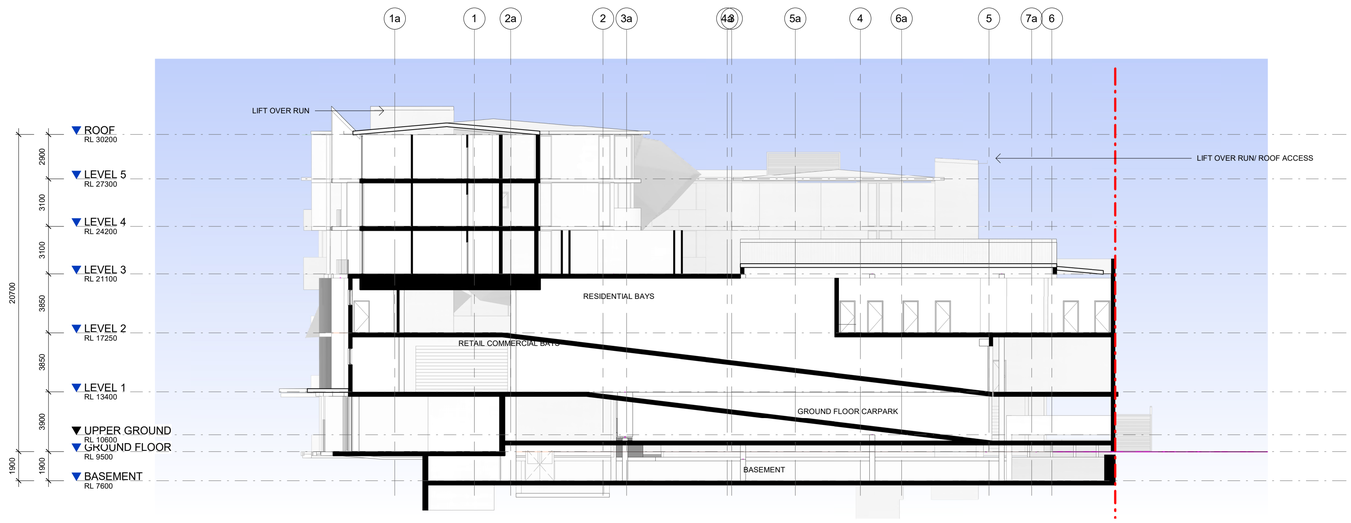
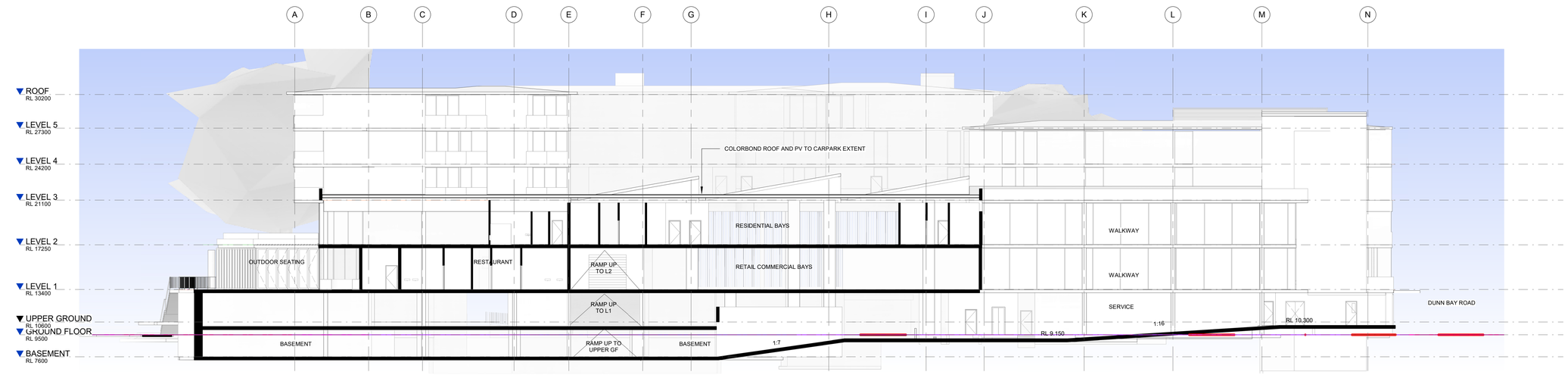


1 Section 1 (Car Park Ramp)
DA200 1 : 200



2 Section 2
1 : 200

Section
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2 Section 4 (Pedestrian B Access)
DA200 1 : 200

Section
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Drawing Number: DA501
Revision: F
Date: 09/09/21

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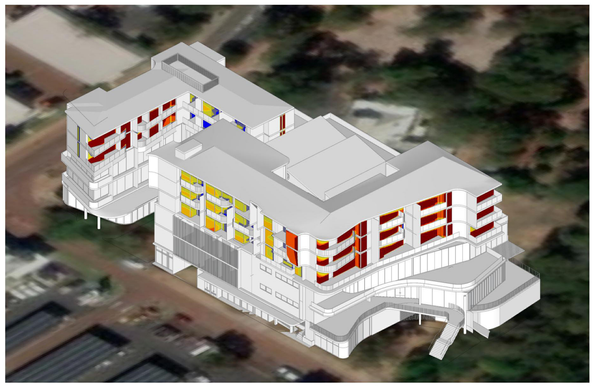
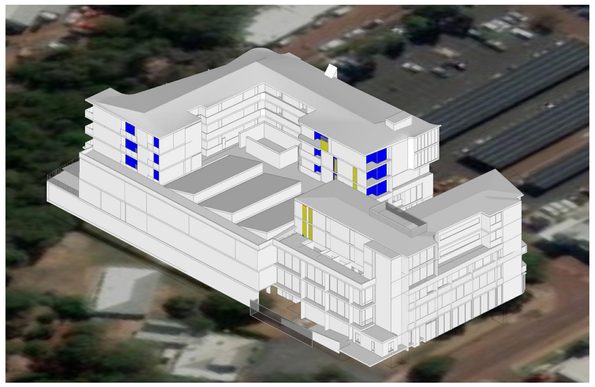
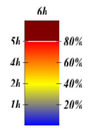
June 21st: 9:00am - 3pm View from North East



June 21st: 9:00am - 3pm View from South West



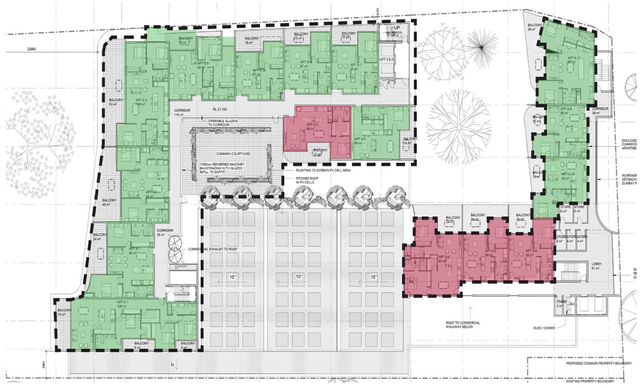
SUMMARY TABLE	
Total Units	42
Total Units Complying with DesignWA	34
% of Units Complying with DesignWA	81%
*Minimum Compliance Required: 70%	



dunsborough

Solar Analysis

TYPICAL LEVEL 3,4,5



TYPICAL LEVEL 3,4

L 3	COMPLIANCE	L4	COMPLIANCE	L5	COMPLIANCE
C1	Yes	C1	Yes	C1	Yes
B1	Yes	B1	Yes	B1	Yes
B2	Yes	B2	Yes	B2	Yes
C2	Yes	C2	Yes	C2	Yes
B5	Yes	B5	Yes	B5	Yes
A1a	Yes	A1a	Yes	A1a	Yes
A1	Yes	A1	Yes	A1	Yes
A3	No	A3	No	A3	Yes
A4	Yes	A4	Yes	A4	Yes
A11	Yes	A11	Yes	A11	
A8	Yes	A8	Yes	A8	
A10	Yes	A10	Yes	A10	
A6	No	A6	No	A6	
A5	No	A5	Yes	A5	
B4	No	B4	Yes	B4	

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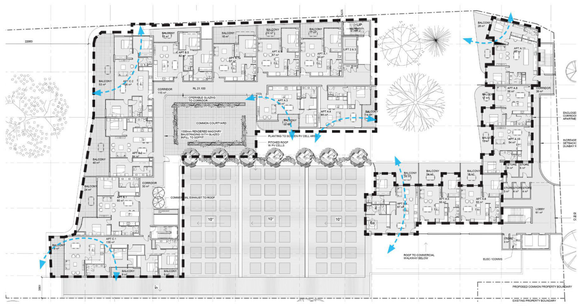
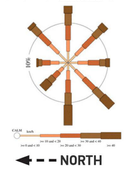
Solar Analysis

TYPICAL LEVEL 3,4,5



TYPICAL LEVEL 3,4



dunsborough

Cross Ventilation

L3	4.2.2(a)	4.2.2(b)	L4	4.2.2(a)	4.2.2(b)	L5	4.2.2(a)	4.2.2(b)
C1	Yes		C1	Yes		C1	Yes	
B1	No	Yes	B1	No	Yes	B1	No	Yes
B2	No	Yes	B2	No	Yes	B2	No	Yes
C2	Yes		C2	Yes		C2	Yes	
B5	No	Yes	B5	No	Yes	B5	No	Yes
A1a	No	Yes	A1a	No	Yes	A1a	No	Yes
A1	No	Yes	A1	No	Yes	A1	No	Yes
A3	Yes		A3	Yes		A3	Yes	
A4	Yes		A4	Yes		A4	Yes	
A11	Yes		A11	Yes		A11		
A8	No	Yes	A8	No	Yes	A8		
A10	No	Yes	A10	No	Yes	A10		
A6	No	Yes	A6	No	Yes	A6		
A5	No	Yes	A5	No	Yes	A5		
B4	Yes		B4	Yes		B4		

SUMMARY TABLE		4.2.2(a)	4.2.2(b)
Total Units (under 9th storey)	42		
Total Units Complying with DesignWA		16	42
% of Units Complying with DesignWA		31%	100%

1) Minimum **60% compliance** as per DesignWA

2) **A4.2.2(a):** A minimum 60% of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building.

3) **A4.2.2(b):** Single aspect apartments included within the 60% minimum must have ventilation openings oriented between 45^0 - 90^0 of the prevailing cooling wind direction AND room depth no greater than 3x ceiling height.

Solar Analysis & Cross Ventilation

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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Drawing Number: DA601
Revision: B
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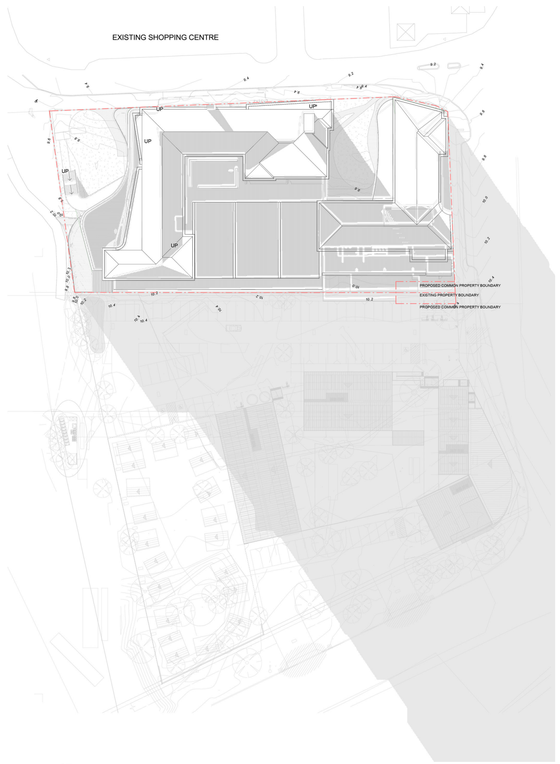
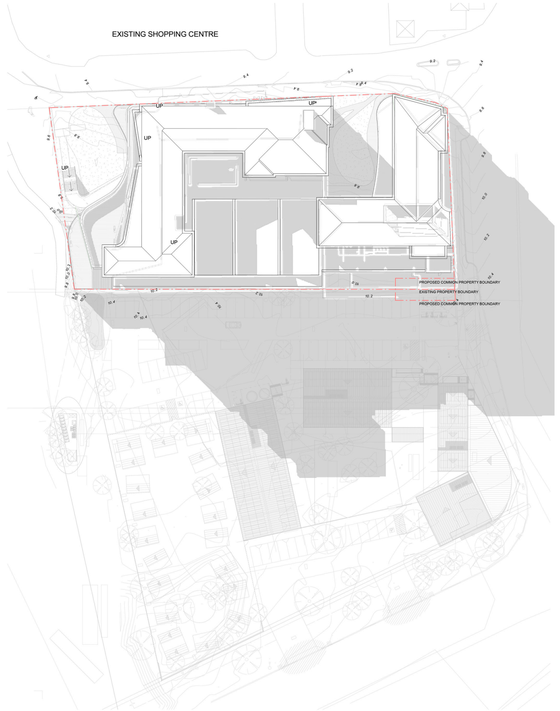


JUNE 21ST 8AM



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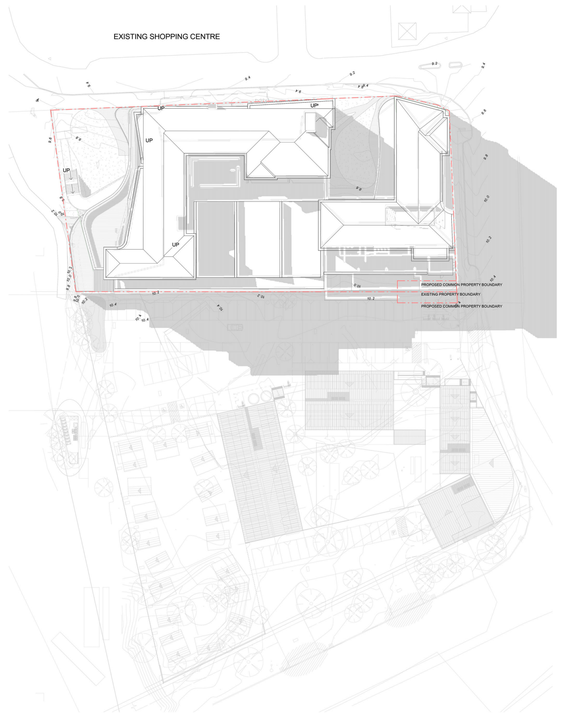

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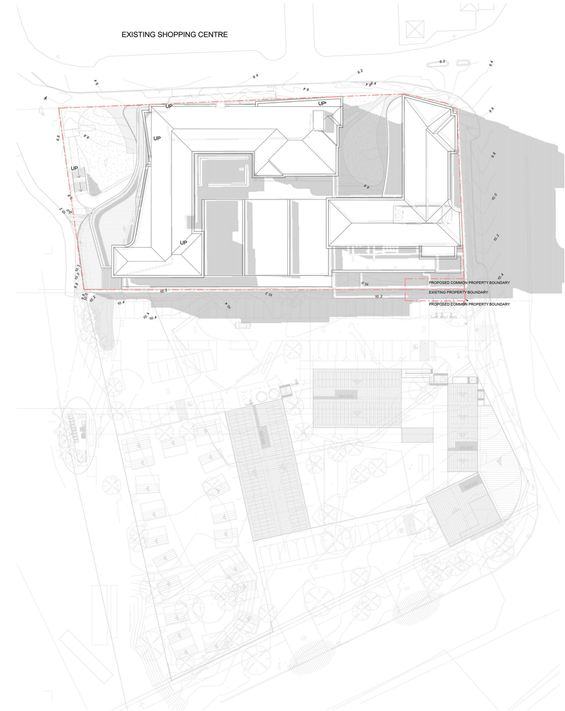
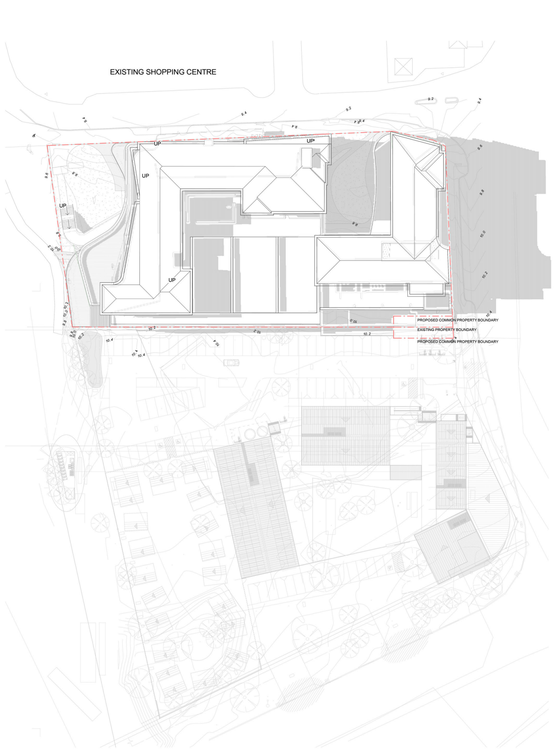
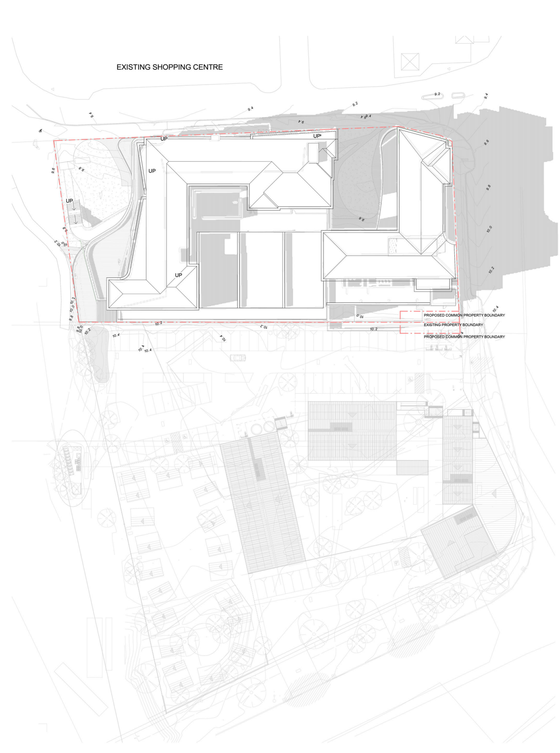


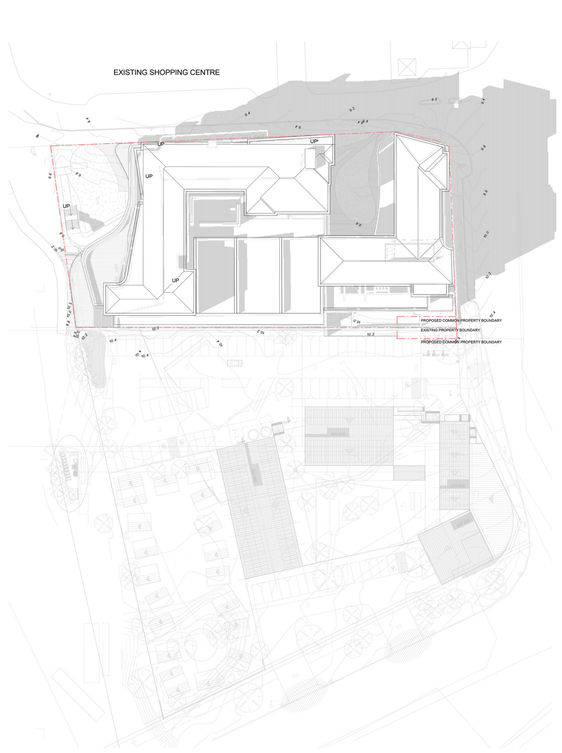
JUNE 21ST 11AM



JUNE 21ST 12PM



JUNE 21ST 1PM



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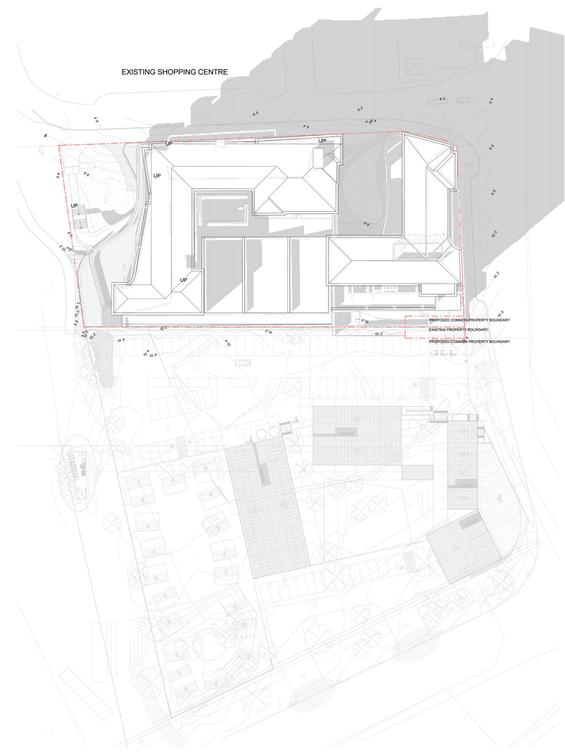

JUNE 21ST 3PM

Solar Analysis & Cross Ventilation

DUGALUP CENTRE, 57 DUNN BAY RD, DUNSBOROUGH

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North:

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Drawing Number: DA602
Revision: B
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SCHEDULE OF SUBMISSIONS
PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
Agency Submissions		
1.	Department of Water Environment Regulation - PA 045829, DWERT308-2~24 Krish Seewraj krish.seewraj@dwer.wa.gov.au	**See Attachment 19.10**
2.	Department of Planning Lands and Heritage Moss Wilson Moss.Wilson@dplh.wa.gov.au	**See Attachment 19.11** No objections are made to the proposed development. However, given that the development will involve ground disturbance, and is in the vicinity of a known Aboriginal heritage place, there is the possibility that Aboriginal cultural heritage material may be uncovered during works. It is therefore recommended that DCSC Pty Ltd take into consideration the DPLH's Aboriginal Heritage Due Diligence Guidelines before any works, which have been developed to assist proponents to identify risk.
Public Submissions		
1.	Dunsborough 2030	**See Attachment 19.1**
2.	Element David Read	**See Attachment 19.2**
3.	Geoff Barr Geoffbarr18@yahoo.com	Supports
4.	Jenni Taylor tjenni806@gmail.com	Doesn't Support The size any function of the proposal does not meet the lifestyle that IS country coastal living here in WA. No-one in WA wants our pristine coastline turned into another crime filled version of the Gold Coast all for the profit of a few greedy developers.
5.	Caron Reynolds Bccreynolds@telstra.com	Doesn't Support A six story development would destroy the village feel of this town. This is not Bunbury or a city and we don't need a 6 story building in this town. None of the local towns in the CoB or AMR Shire have 6 storey buildings in the middle of town. Would be more acceptable if it were a 3 storey limit. 3x liquor stores are more than enough for this town, we do not need any more.
6.	Katrina McNamara klpearce@outlook.com	**Submission 1** I don't feel a 6 story building is appropriate for the centre of Dunsborough and it will set the precident for future building. The design does not suit the town's aesthetic and will look out of place.
6	Katrina McNamara klpearce@outlook.com	**Submission 2** Height of the building not in line with the community feel within Dunsborough. The town area is not equipped for increased traffic/parking.
7.	Joshua Harkins josh-harkins@hotmail.com	**Submission 1** Further removes the towns atmosphere, catering mostly only for holiday makers and not the residents. Dunsborough is a holiday destination for its uniqueness not its commercialisation
7	Josh Harkins josh-harkins@hotmail.com	**Submission 2** This does not support the agenda of the town and locals and only panders to the commercialisation of

SCHEDULE OF SUBMISSIONS
PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		dunsborough. Dunsborough is a holiday destination for the beach town atmosphere, This application is out of touch with the community and only benefits the developers
8.	Ross Sorgiovanni ros7777@outlook.com.au	The town is expanding very fast and we need more accommodation.
9.	Sarah Wright sarahwrightwk@gmail.com	Building level is too high, we have two local bottle shops and a third would mean 3 in the space of 100m from each other.
10.	Sabine Hofferberth Shofferberth@westnet.com.au	I believe 6 story high buildings in the centre of Dunsborough is too much. It shouldn't be more than 4.
11.	Anita Smith Findanita@mac.com	We need to cap the height of the buildings to retain the small town village feel.
12.	Maggie Anson verypawsable@optusnet.com.au	This proposal is completely out of proportion to the Dunsborough townsite. It is excessive and definitely will cause major congestion to the area putting pedestrians at risk. A proposal of 3 stories would be more in keeping with this coastal town.
13.	Frederick VanRanzow threebearswa@bigpond.com	A six story building is not conducive to the aesthetics of a small town like Dunsborough. Every person, both friends and family agree with this statement. Many people we have spoken to are horrified and are passing out the survey details. If the building height was more to the feel of our town, the development would be more agreeable.
14.	John Kuppens jtkuppens@gmail.com	**Submission 1** It's too big, too tall and will further ruin the amenity of Dunsborough township.
14	John Kuppens jtkuppens@gmail.com	**Submission 2** • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
15.	Danielle Buchan danibbuchan@gmail.com	The height and magnitude of the proposal will destroy the character, charm and village feel of our town.
16.	Natasha Blefari Natashablefari@gmail.com	The size of the proposed development is abhorrent and excessive in the current Dunsborough town centre character. The local community do not want the small country town feel to change to an over commercialised space. Such a development does not suit the surrounding environmental appeal and does not consider vehicle

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		parking and traffic congestion already problematic for the town centre. Any development should be more suited to the current landscape and character of the town centre and its surroundings, instead of something that does NOT benefit town improvement
17.	Janet Applegate Swishbushgrove@gmail.com	**Submission 1** Too big for that area. I would support something similar use but limited in height to fit in with existing development.
17	Janet Applegate swishbushgrove@gmail.com	**Submission 2** It is far too big and imposing for the site. Dunsborough will lose it's small town feel and this is one of the main reasons why it is currently so popular with locals and tourists. Why ruin something that works! Surely there can be development that fits in with the area - there are lots of examples of towns that have maintained their low key feeling while still providing growth.
18.	Brad Stokes stokesbrad83@gmail.com	Not aligned with the ethos of the town. Proposed building appears overbearing for the middle of Dunsborough (far too high). Unnecessary to have any more liquor stores or cafes in town.
19.	Lee Stenhouse oompalee@hotmail.com	**Submission 1** Dunsborough is a seaside, tourist village, it's charm is held within its quaintness, construction such as this diminishes the charm of the town and turns it into another suburb just like Perth. People come here to get away from the city. Please don't bring it here. Protect the town.
19	Lee Stenhouse oompalee@hotmail.com	**Submission 2** Extreme concern over logistics for traffic/parking. I work in Dunsborough and current parking is already at its limits, it's not even December and I am driving loops of the carpark just to check the mail & pick up milk for the office. Where will all the parking be, once the only lots currently available to park on are turned into buildings? Regardless of the height, which the Busselton council had never even envisioned as a possibility in this quiet town. It's becoming ridiculous, Dunsborough doesn't need further development, why not improve what is already exisiting if you're wanting to "improve" or "bring progress to" town? We need to think of the practicalities of every day life here, for the people who already live here, and for the tourists, they'll end up out of town visiting all the breweries/wineries and avoiding the cluttered town they can't find a car park in.
20.	Andrew Bromley abromley@smartline.com.au	6 stories in the heart of Dunsborough is absolute madness. I really hope this doesn't need to be fought because common sense must prevail.
21.	Martin Lindsay Whereisthatsultrydevil@gmail.com	Keep high rise out of Dunsborough, it's a town not a city.
22.	Holly Morrow Hmorrow@live.com.au	It's too high, should not be allowed to exceed the roof height of the Coles complex. We are a country town, this high-rise will ruin the atmosphere

SCHEDULE OF SUBMISSIONS
PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
23.	Samantha Findlay Findlaysamantha@hotmail.com	**Submission 1** Doesn't fit and you know it! We are a rural town not a city! How do we have a 6 storey monstrosity on our foreshore but Busselton CITY doesn't. Families pushed out of rentals to make may for a tourist hub??? That isn't wanted!
23	Samantha Findlay samantha@hotmail.com	**Submission 2** Doesn't fit. Huge possible impact to environment and community. Congestion issues. Unwarranted
24.	Kristen Gardner Kgadsdon@live.com	I support the building just not the height. 4 stories max in Dunsborough please!!
25.	Paul Gardiner Pdgardner70@bigpond.com	Support the building at FOUR stories only, not 6
26.	Jessica Dodd Jessicadodd000@gmail.com	This new design is very different to the original drawings, it will also change the landscape of our town turning into towering buildings. It is important we keep the essence of our town so people will continue to come here.
27.	Allan Gell agell85@gmail.com	It's brilliant, looks stunning and provides more growth centrally rather than urban sprawl. Build it and then build the next one's bigger with better views!
28.	Ruth Thomas ruthelizabeththomas@hotmail.com	Inappropriate size and scale for the location. Inappropriate size and scale creating an adverse effect on the character of the town. Exhibition venues are not needed, any demand could be met by existing venues in the general locality and which would sustain those businesses and premises. Competitive commercial uses with Busselton, thus diminishing prospects of sustaining Busselton facilities. Local residents don't need the facilities planned and does not meet local housing needs (affordable and permanent and suitable for single and couples).
29.	Ashleigh Webb ashleigh.g.webb@gmail.com	Too tall.
30.	Trihh McLeod 10 Troon Loop Dunsborough WA 6281	It's good for the town will be great to see more night life and people out and about
31.	Fionna Brazier fionna.brazier@yahoo.com.au	Dunsborough is a country town that is fast losing the tourism charm it had. I think six storeys in Dunsborough is way too high, three would be adequate. Why do we need 42 residential dwellings in town? I am worried about the additional traffic and parking in the town centre. i bet half the 176 parking will be for residents and not public?
32.	Helen Kontoolas Hkontool@gmail.com	Dunsborough is a small holiday town. This does not fit in with relaxed holiday feeling. You will spoil this little place and its unique character. It allows a lot more people to holiday here. The town centre is already congested during holidays and food gets short in the supermarkets. Don't ruin my Dunsborough please.
33.	Jenny Elson Jenmax3@bigpond.com	Do not support 6 stories.
34.	Clayton Lindley Clayton@nakedarchitecture.com.au	Excessive bulk, too little relief.
35.	Mark Thomas Ericsonthomm@gmail.com	Doesn't Support Inappropriate scale, size and competition for existing local businesses, and Busselton.
36.	Carmen Robinson carmenlucy1967@hotmail.com	Doesn't Support
37.	Robin Sheppard robynsheppard71@gmail.com	Doesn't Support

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
38.	B Watts Palmerwatt@hotmail.com	**Submission 1** I do not think it is in fitting with the small community town feel we all know Dunsborough to be. This is why tourist come here. This is why we live here. I am not against progress however why do these proposed projects have yo be so intimidating and so large they ruin the small town feel. Look at Brugge, they are unable to build above 2 storeys high- allowing the city to maintain its charm. Why are others, who in most cases, do not live here, get to determine how our town develops.
38	Bronwyn Watt palmerwatt@hotmail.com	**Submission 2** • Dunsborough is a village, a small coastal town - this totally opposes this. 4-5 storeys is too high a development for the town to retain this village feel. It is not a nescessity to ensure the viability of the town. When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
39.	Patricia Roach frances.p.roach@gmail.com	Far too large and totally unsuitable for the town. This building is out of context with the environment and not what we expect or want. Cannot believe it is even being suggested. Our beautiful town is being destroyed. I am feeling quite sad about this as it doesn't seem to matter what the residents want at all.
40.	Pam Thomasson thomassonpam@hotmail.com	**Submission 1** Im appalled that this has even gone as high up the planning ladder as it has.Beside the fact its so ugly im disgusted that money talks when this town has all of these changes. Its not a CITY its a COUNTRY TOWN.
40	Pam Thomasson thomassonpam@hotmail.com	**Submission 2** I strongly disapprove of this building. There has been no thought to enviromental damage.The trees have all gone. The creek at the back will suffer with pollution from this building. I will be approaching Aboriginal elders to discuss the destruction.It will be nothing but a city look with no concern for our beautiful country that was but is now just for greed of a few parties.
41.	Paul Jordan Paul26Jordan@gmail.com	**Submission 1** I can see Dunsborough is growing larger whether I like it or not, however the reason a lot of people live here is for the relaxed lifestyle and small town centre atmosphere. There is no need to ruin that in the name of "progress" or to line yet another developers pocket (let's be honest, the real reason behind all these recent proposals)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Keep it low-key and please get developments like this vetted and discussed by local government.
41	Paul Jordan Paul26Jordan@gmail.com	**Submission 2** It is completely out of character with Dunsborough and the down south atmosphere, not to mention out of scale with the town. Dunsborough is a popular destination out of the city precisely because it does not have a cities hustle and bustle. The multiple applications for 6 storey buildings will damage the environment for both tourists and locals. The only deciding factor for development at the moment appears to be money and how much can go into the developers pockets.
42.	Charlie Shepherd charliehugh@icloud.com	it would be cool to have more shops
43.	Daniel Hind downsouthdan@gmail.com	Not in keeping with the community values
44.	Paul Richardson Prichos@yahoo.com.au	**Submission 1** 6 storey building not in keeping with small town feel, particularly given furore around 4 storey building development less than 5 weeks ago.
44	Paul Richardson Prichos@yahoo.com.au	**Submission 2** Not in line with vision of small coastal town. Will kill it. Extremely poor high rise design out of touch with local sentiment. There was mass concern with a four storey building- this is 6. Why did planning dept allow for this to even get to this point. Visual and cultural eyesore.
45.	Darrell Mayes darrell.s.mayes@gmail.com	**Submission 1** Dunsborough is not a place for high rises it's a beach side community people leave Perth to get away from places like this so why build it here even busselton doesn't have one this tall just say no
45	Darrell Mayes darrell.s.mayes@gmail.com	**Submission 2** Dunsborough a small country town and doesn't need it busselton is the heart of the area and it hasn't even got a four story its a joke community is against it and government are disrespecting it by not listening
45	Darrell Mayes darrell.s.mayes@gmail.com	**Submission 3** Overuse of resources more traffic and the fact that a good part of community doesn't want it
46.	Heath Werrett hlwerrett@gmail.com	This is not the type of development our town wants. We want less congestion and parking and I am not opposed to more shops and cafes. But you are trying to cram too much into an already congested space when surrounding space is abundant in areas on the perimeter of town. This development directly impacts local Wadandi culture and myth disturbing an already unsettled and damaged brook water system and it is clear no consultation was even made in its design. We do not want to turn Dunsborough into Subiaco and lose the charm that our town holds over most other towns in our state. Stop trying to add to the town by taking away everything that makes it great in the same breath. We will protest this development (many of us), whether you get high numbers of comments before Dec 3

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		or not. This will not be allowed to occur. So many other options rather than sticking it in the worst possible location you could of chosen. Unbelievable council oversight yet again.
47.	Penny De Cuyper Pandpdecuyper@gmail.com	I do not think Dunsborough should have a 6 storey building as it is completely out of character with the village feel. I am concerned that if the height of this building is approved it will open the door to many other such buildings to the detriment of the character of Dunsborough.
48.	Kate Pollard whkpollard@bigpond.com	My concerns surrounding this development are that there has been no forward planning for the infrastructure to support this development and others that have been passed by either the CoB or the State Planning Department in recent times. My concerns are as follows: 1. Road access into Dunsborough is limited to a 90kph narrow road with limited passing places and no provision for extra lanes to be added; 2. There is no 24-hour police coverage for the incidents that will occur with increased population; 3. Both Ambulance and Fire Services are manned by volunteers, ok for a small country town BUT Dunsborough is Not a small country town anymore; 4. The state primary school is overcrowded and as most of the school population live in the Dunsborough Lakes area therefore Gifford Road, Naturaliste Terrace and Cape Naturaliste Drive are busy at both start and close of school each day making it almost impossible for residents living along those routes as well as the traffic passing through the centre of Dunsborough. Not only that the large numbers schoolchildren riding bikes to school (a good thing I know) which can be hazardous. Dunsborough pre-Covid was a sleepy beachside town of maybe 5 – 7 thousand growing to 50 odd thousand in the summer, now it is at that level and more on weekends putting pressure on the limited infrastructure that is here. I would strongly suggest before any decisions are made for more coffee shops, speciality shops, short term accommodation, offices etc to be built in the town centre some planning for improved infrastructure by addressed. Kind regards Kate Pollard
49.	Jane Emory janeemory@hotmail.com	**Submission 1** The proposed development is just far too large. The reason for living in Dunsborough/Yallingup was to escape the multi storey city and suburban environment. Dunsborough is in huge danger of losing that which attracts visitors to the region- the small, welcoming coastal town vibe. If such developments are allowed to proceed and proliferate we might as well all just live in the city. The town is already struggling to support the restaurants and coffee shops

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		which we already have, staff-wise. Although it could be argued that more accommodation could attract more hospitality staff, I'm reasonably doubtful that this proposed development would be in the affordable range for such staff. Why do we need a 6-storey building looming over the town centre? And will this then be just the beginning for such developments? Once a precedent is set it would be very difficult to deny further applications along the same scale.
49	Jane Emory janeemory@hotmail.com	**Submission 2** When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough. . The proposed development is not in keeping with the small coastal town vibe which attracts people to Dunsborough. If such developments continue to be proposed/approved, we will end up with a claustrophobic effect down Dunn Bay Road.
50.	Jon Murch jmurch49@gmail.com	Does not comply with local planning guidelines and has not allowed sufficient notice and no meaningful consultation, it is a fait .accompli
51.	Patricia Murch patmurch3@gmail.com	Multiple dwellings in an already stretched capacity in town is NOT a good idea!!More people ,more cars ,outside local planning guidelines.no consultation with the people that live here !!!The traffic that arrives here at different times of the year already causes so much trouble that also add multiple dwellings in the centre of town …and their cars …is just a hideous idea!! Parking is at a premium in normal times let alone holidays and more dwellings being occupied in the centre! especially when these multiple dwellings are going to be over 2 story …up to 6story!!! Shops restaurants cafes all with proper parking facilities is not so bad!
52.	Kerry Fraser Kerryfraser58@hotmail.com	TOO HIGH AND DOES NOT FIT OUR COUNTRY TOWN FEEL
53.	Brad Russell-Lane brad_shelley@bigpond.com	The biggest issue to this development is obviously its proposed planned height of a 6 story development yet the application is close to silent on the public benefit test of such a 6 story development. The Development Application is 50 pages containing commentary on a) 21 seperate Development Standards b) 4 Local Planning Policies, c) 10 Design Assembly Categories and d) 79 R code vol 2 element objectives and sub categories YET there is one sentence on the 6 story height of the planned development. I attach that comment to this submission (2.2 sub section O 2.2.1).

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		Given such a development is the first 'test case' for a multi-level building in the centre of a small town I would want a wholistic 'public benefit test' containing a comprehensive SWOT analysis done. Such a development would be under intense scrutiny in a capital city suburb such as Applecross, Subiaco, Mt Lawley, Leederville, Scarborough etc etc, let alone what the City of Busselton needs to do to conduct a full public benefit analysis for such a development in Dunsborough. A town where two story developments are currently the limit. This 6 story development application is therefore a major test case for the future of this town and i would expect the City and relevant authorities to treat it as such. As mentioned above the ONLY comment on the 6 story building in the submission is sub-section O 2.2.1 which states 'The proposed development is consistent with the desired future scale and character of the area'. HOW CAN THIS BE SO when this is the first 'test case' of such a massive building in the centre of town and at 6 story's is 300% higher than any other building in town. A total of 15 words in a 50 page application on the biggest issue this development faces, namely its height as a 6 story building. The authorities looking at this application are obligated to ensure that this major issue is investigated thoroughly, consulted with the local community and faces the most significant analysis (inc a true and wholistic economic and public benefits test). The development application is therefore (close-to) silent on the biggest issue for the development and it should be updated and re-submitted.
54.	Daniel Tscheuschler Dan.and@iinet.net.au	Not consistent with Dunsborough's village character and the development is too big.
55.	Tracey Barnard Trabar@westnet.com.au	The height is too tall
56.	Kelli Howell kellihowell@hotmail.com	The height of this building is excessive and out of character with other buildings in the town centre. Height should be capped at 3 stories. Building materials are not complementary to surrounding development. Design of building generally not in theme with development in Town Centre.
57.	Brett Pescod brettmilne@westnet.com.au	Height of building.3 stories max. Serious traffic problem being created.
58.	Andrew Moore Andrew.moore88@hotmail.com	It does not fit in with the current landscape nor architecture within the area
59.	Michael Melsom mandjmelsom@bigpond.com	**Submission 1** The building is too tall and does not contribute to the 'village' environment that makes Dunsborough unique. A priority should be on providing low cost accommodation not executive style apartments
59	Mike Melsom mandjmelsom@bigpond.com	**Submission 2** I believe 6 storeys is too tall for Dunsborough. The design of the building does not suit the village atmosphere and will unnecessarily dominate the local landscape.

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60.	Andrew Hembroff andrewhembroff@gmail.com	Dunsborough needs it
61.	Dellice Larcombe dellice3@bigpond.com	**Submission 1** The building is too big for the site and should not be more than four stories high. It destroys the natural environment and is too close to the Dugalup creek,
61	Dell Larcombe dellice3@bigpond.com	**Submission 2** It has too large a footprint and height for the area. It does not have enough ground garden area especially close to Dugulup creek and Dunn Bay road. It is out of character because of its size with the rest of the township of Dunsborough. It will also overpower by its size the new development beside it which is in keeping with the character of the town.
62.	Gary Dagg Garry.Dagg@education.wa.edu.au	Doesn't Support
63.	Luke Pearce lpearce24@hotmail.com	A 6 storey building effectively ruins the country village feel of Dunsborough and opens the flood gates for further super high density developments in the CBD. Dunsborough is successful as a tourist destination and as a town because it is so different from suburbia and the city- this development will significantly take away from that.
64.	Louis DeChiera Ldechiera@gmail.com	Supports Will bring vibrancy to the town centre. It complies with planning guidelines set by the City. It is zoned for this purpose
65.	Lizzy Pepper Lizzy@fairtel.com.au	Because it is 5 and 6 storeys tall and will negatively impact Dunsborough's seaside town feel. I would support a three storey development but not anything over 4 storey. Very disappointing.
66.	Daniel Momsen Danielmomsen@gmail.com	It's a sheer size and magnitude is going to have a negative effect on the town vibe, follow (traffic), visual look, more cafes? and honestly way out of proportion to our small Dunsborough lifestyle. It's ugly and out of step with what the communities wants. We still haven't felt the impact of the other major developments in town under construction.
67.	Ian White icwhite@westnet.com.au	Support Good for the growth of our pretty little town
68.	Dan O'Leary dunsboroughdentalcentre@outlook.com	The density as it is, is far too great for the infrastructure in place, the traffic system will be unable to cope with it. The height factor is completely out of character with the rest of the town (remember this is still a town, not a city). The precedent this will set will mean that there will be any number of six story or more developments approved on appeal which will add to an already untenable situation.
69.	Catherine Emory catherine.emory@hotmail.com	1. Height: Height of the development is way too high and out of step with the feel of the town. 2. Traffic congestion: The intersection is already congested given poor traffic management - particularly at peak time and seasons 3. Safety: Increased risk of pedestrian and vehicle accidents
70.	Adam Doropoulos adam.doropoulos@gmail.com	Supports
71.	Peter De Cuyper pdecuyper@iinet.net.au	Here we go again! Another application where the mode of operation is to push the development boundaries to their

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		very limit and beyond. It seems the planners at the City of Busselton, Paul Needham's department, do not have a sense of what is overdevelopment. This particular application is scheduled to go straight to the DAP and the JDAP, neither of which ever seem to represent the local communities wishes or concerns. I am not against development per say, in fact I supported the recent Woolworths redevelopment proposal for the centre of Dunsborough. What I am against is overdevelopment where rules are overridden, such as the recent decision on the corner of Dunn Bay Road and Geography Bay Road, which saw a split decision by the JDAP 3 in support, all out of town career planners and 2 against, both from the local community including the mayor of the City of Busselton. The community that lives here has a stake in what is approved for development in the centre of Dunsborough appears yet again about to be completely disregarded. The cynicism on this comment stems from the fact that the community has barely turned its back on a totally inappropriate 4 storey development on Geographe Bay Road well within 150 meters of the high water mark on the shoreline, therefore in total breach of that particular fundamental condition, but also in breach of the R80 coding that it held temporarily. I cannot understand how a 6 storey building, ground floor plus 5 storeys above can be considered anything other than another abuse of process and of the underlying rules of development, where all the architecture in a street scape is supposed to integrate with its neighbouring properties to form a fluid landscape that welcomes the community to use it rather than crush the neighbourhood under the weight of its elevations. It was always my impression that this is 101 Town Planning. I have lost all faith in the planning process at a local level, even more so at a State level, which is supposed to protect the community from the excesses that Dunsborough is facing on a regular basis. It seems recent decisions that have been handed down have telegraphed to every developer that it is open season to undertake whatever they wish however outrageous the proposal is. In fact the more outrageous the better to guarantee success. Surely this proposal cannot succeed.
72.	Janine Pittaway Jpittaway@iinet.net.au	It's height isn't in proportion to the buildings in Dunsborough, the design is suburban at best, no thought gone into designing for the location and it doesn't reflect the coastal holiday town. It appears to be solely a money grabbing exercise for the developers.
73.	Steve Claudio Steveclaudio@hotmail.com	Supports Far superior than a service station, great design.
74.	Sarina Millar saramill63@icloud.com.au	It is ugly and most of all - too many stories- should be 3 stories or less
75.	Anne Marie Budd Rosebudd64@yahoo.com	I understand owners have a democratic right to develop their property, however residents also have a right to reside in a small country town and for that town to

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		maintain its authenticity and vibe. A 5-6 story high density. The increased traffic, with roads that are already busy will be overloaded. It just astounds me that the size of this building can even be considered necessary in Dunsborough. Just no to this development at this height, 2 storey would be more in keeping with the Vibe and authenticity of the area.
76.	Patricia Peterson pat.peterson@bigpond.com	We don't need another place to purchase Alcohol when we have 3 already in town. The building far too high, not what majority of locals want to be built? But the rich get richer & the working man has no say in these matters, shame on the ones developing it, as they are not talking to locals to get their input
77.	Brett Wilson plantvis@iinet.net.au	D Too high Too large, no Green space. This will over power the green village feel that draws people to Dunsborough. It belongs in a city not in a small country town. Back to the drawing board with something more sympathetic to the surroundings. doesn't Support
78.	Jacquie Lymbery Purealignmentpilates@gmail.com	It too big for Dunsborough. A town myself and so many others moved to, as it's a small coastal town with a small coastal town feel. High rise buildings change this. This is too big and not want locals want. Tourists might but not locals. Wake up City of Busselton and start listening.
79.	Claire Sorgiovanni grenvilles@westnet.com.au	It is too big and unattractive.
80.	Douglas Craig dmzc.craig@bigpond.com	The scale and size is out of character for the area. At 6 stories it will tower above the town Centre and does not align with the surrounding amenity, which includes close by bush land and single story shopping areas.
81.	Dane Wilkins Dane.Wilkins0@gmail.com	This development isn't in the view of Dunsborough local families and people.
82.	Philippa D'Arcy blubay@bigpond.com	**Submission 1** The design is similar to a fortress, has no green space and is uninviting and ugly. It looms over the street like an ugly monster. The design does not suit a relaxed seaside holiday vibe but suits a big city situation. It is also a heatsink in its design. There is no consideration for the needs of the community.
82	Philippa D'Arcy blubay@bigpond.com	**Submission 2** When the new zoning came in in 2017 the COB said it would mean 4/5 stories would be permissable. 6 stories were not invisaged by the COB or the community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 stories high. The traffic stats used are no longer relevant. The stats are from over 3years ago during winter when the town is at its quieties. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. The proposed development will mean the loss of the tallest tree in Dunsborough centre.
83	Frazer Witts Eco01@bigpond.com	Doesn't Support

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		As above we are in Dunsborough regularly in short stay rentals. Future town residents. 1. The access to the car park of the property is off Cyrillian way. This access way to the retail car park is already congested and I have witnessed near miss accidents in this location. Without expansion of the access road I consider the additional traffic to be at risk to pedestrians and vehicles. Access should be solely from Dunn bay road. 2. The height of the development is not in keeping with the streetscape of the town. Land in the area is not at such short supply to allow the high density development to commence and set precedent for future developments to add more height and effect the overall simplicity of what attracts people to Dunsborough. What next 10 floors to gain view over this one. 3.1 Design, It seems to all be contemporary and without any heritage or unique coastal appeal. Even turning its side to Dunn bay road. After recently being involved in the Karrinyup sc redevelopment I can see urban similarities that are paralleled on the elevations and artist submissions, this isn't metro. A rethink on "where" this building is proposed is critical, At least I would press the aluminium slats and stone cladding to the elevations would be made from natural materials not just the cheapest facade available to save cost. 3.2 Is this design to isolate the more wealthy residents that can afford the dwellings? Again having been involved in numerous metropolitan mixed used developments (while being constructed) many miss the mark even in the metro area to really engage with the community they tend to be compartmented (or apartmented) into exclusivity with no engagement for the wider community. The design should have expanded thoroughfare and open space for town visitors and residents further connecting cape nat. Road with PSP as the residential expansion to the south western side of cape nat road surely would add to cycle and foot traffic to the centre of town. In conclusion I oppose the development. It doesn't seem to connect with the town as it should. One could argue that many tilt panel retail spaces have found their space I disagree. The town misses connection after the northern entrance centre point in many ways. The design should do everything to improve these lost connections. This being the largest development the inner town has seen, more effort to provide something uniquely Dunsborough should be the result. Regards Frazer and Heather Witts
84	Georgina Harrison Georginaboydell@hotmail.co.uk	Support

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		I support aspects of this proposal as I think the town, with its ever increasing population, requires more commercial outlets.
85	Phil Morgan p.morgs@westnet.com.au	Once again we are seeing a development not in keeping with Dunsborough townscape This is boarding on ridiculous or is a ploy once again by Brierty ,De Cheira ,Zinnecker & co to shoot for 6 stories & maybe get 4 Why are we still allowing this sort of proposal when we had to fight the Puma fuel station on grounds it was a convenience store. When are we having along term look at where we need to be as a token in 10/20 plus years Removal of the BP & Shell gas station out of town (god Europe has had this in place for decades)even :Margaret River has that plan. Fat cat developments have no place Plus we are loosing those beautiful big trees Change planning rules to stop multi story building You dont even have these in Busso 85. Can't wait for the Woolworth develop be another concrete eye sore
86	Thomas Burbidge tburbid@bigpond.net.au	**See Attachment 19.3**
87	Drew Brent-White wine@windance.com.au	I strongly oppose another liquor outlet small or otherwise , Dunsborough is well catered for liquor outlets and this is a business that needs to be decentralized
88	Julia Carrico jukiacarrico55@gmail.com	Wow! A 6 storey building in the middle of Dunsborough? How absolutely ridiculous! Dunsborough is a seaside town that used to have some personality, peace, tranquillity and a semblance of a community. Trying to turn it into a mini-Gold Coast is incomprehensible. A proposal for a 4th liquor store? Really? Like we need 4 in town? Multiple dwellings I assume are for short stay? That does nothing to address the issue we have with the lack of rentals in town. Many local families have been displaced which adds to the crumbling of the heart of the local community. Tourists come and go, they do nothing to contribute to that local community. They don't care!, but we locals do and enough is enough. And last but most importantly is the destruction of those beautiful old Marri trees. The new development of the old Peko Peko block is already destroying the natural habitat of so many of our endangered possums. This proposal saddens me, but mostly it angers me and fills me with despair. What the hell are we doing to our once-beautiful town?
89	Aeron Paterson aeronpato@gmail.com	6 storey building is not in line with the aesthetics of our tourist town. It looks like a hospital or low-cost housing it is extremely ugly. Too many apartments when we are lacking office space for business. The footprint is too large and does not utilise the creek line. The intersection at Dunn Bay Road and Cyrillian way is already a considerable issue even during winter, no traffic consideration. No Need for another Liquor store in a town with 3 already.

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		NO NEED FOR ANY 6 LEVEL BUILDING ruining the beautiful Dunsborough vista from our Bay area. On our beautiful bay, you will look back and see an ugly building. This is a decision that will change the landscape of our town for generations to come and need much more consideration for our environment, and what our town actually needs..... Parking, workspace/offices. Public car park in our other work area in the Light industrial area. Businesses are forced to this area due to lack of office space in town, it offers no parking for workers in this area and no public transport and is causing much friction between the businesses. Office space would be more suitable.
90	Albert Haak albertjanhaak@gmail.com	**See Attachment 19.4** The current design is inappropriate for the site
91	Annabelle Davies belle852@hotmail.com	I believe the mixed use of the land is suitable given the growth of the local and tourist population, however I do not support the overall proposed height of the building. Whilst there are guidelines for height limits in the town centre, I don't believe this should be the only factor in determining the height. The popularity of Dunsborough stems from its uniqueness. It is renowned as a boutique beachside village. People come here to walk along the bay, explore the national parks and to wander through town exploring small shops and cafes. Population and visitor growth should not deter from the aesthetic and individuality of the town. Neighbouring developments, at the existing Peko Peko site, and across the road with the new Woolworths complex, have clearly taken into consideration the existing aesthetic of the town in their design and planning process. Now is our opportunity to set a precedent for the future of the town. Similar towns across Australia have managed to support growth while not losing their charm. Coastal towns like Byron Bay have limited vertical growth and still remained a popular and functional tourist town. The developers appear to have strived to include 'everything' in one small lot while pushing the limits of development guidelines, and I believe the city holds a responsibility to draw the line on such developments. The Cowaramup Village Strategy is another example of a city recognising the unique characteristics of a town and putting guidelines in place to ensure new developments are in line with this vision. This creates a cohesive and unique township that will continue to appeal to locals and tourists regardless of growth. More is not always better, and I really hope the City can recognise this issue and demonstrate to the public that they care for the future of Dunsborough.
92	Natalie Venosi natalie@pindariwa.com	6 storeys is absurd and unnecessary in our small beachside town. It will set a terrible precedent. Be real. Consider the aesthetics and amenity of our town which is already being damaged by the Lakes high density development putting untold pressure on what was once a relaxing place to live. What is the benefit to our community? Duplicating existing services in a town that suffers from seasonal fluctuations. Lining the pockets of the same group of developers. We don't need to be a CBD! We don't need to spoil what

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Dunsborough is so valued for, we are getting very close to ruining it already.
93	Peter Emory peteremory@hotmail.com	Doesn't Support I have lived in Naturalist Heights for over six tears and the traffic on Cape Naturalist Road has steadily increased in volume over that time. No works have been done to make the flow of traffic any better. The new subdivision along Butterworth Springs Ave will also add to the traffic density on Cape Naturalist Road.. With the addition of this high rise and additional accommodation, shops etc, the access to Naturalist Rise will be further degraded due to the increase inn traffic density. Currently there is only one access road into Naturalist Rise and that is Martingdale Drive. This will be the same access issues for the other residential developments that run off Cape Naturalist Drive. As the current proposal stands it is hugely ugly, intimidating, and is not a positive for the Dunsborough life style.
94	Luke Gerson lukegerson@yahoo.com.au	Doesn't Support The development is too large and not in keeping with the character of the town. It will totally dominate the area and I believe it is wholly inappropriate. I am also worried about traffic congestion and issues surrounding this development. The traffic analysis seems to have been taken on a Saturday in winter, which as we all know is not a true representation of how busy the surrounding streets are through the months of October - May. It seems like they have deliberately chosen a quiet period to conduct this survey, so as to bolster their chances of approval
95	Bev Stone bevripper@hotmail.com	the bulk, size, height, and overall look of the building does not fit the Village character of Dunsborough - the reason why the majority of people live and visit here. The Dunsborough 2030 group was established because of the concerns for the future development of Dunsborough. Proposal advises it consulted widely - where??? Parking is inadequate again Environmental concerns for Dugalup Brook Increased traffic congestion on Dun Bay Rd
96	Lisa Oldfield lisa.oldfield@iinet.net.au	Support It will lift the look of the Dunsborough town centre, offer high density housing not currently available in the area, and increase employment
97	Ange Wall angewall.photos@gmail.com	Doesn't Support This development is too high for our town, 6 storeys is too high, it will block out light to the town and be an absolute eyesore, the town should never go above 3 storeys, the idea in general is ok, although should never be above 3 storeys, this is a small country town, it is not a city
98	Brett Mason Brett@valleyroad.com.au	It's over the top .I started a life here 22 years ago because I loved the small country town. That's what I haves signed up for. I'm a builder that has been a max capacity for the past 7 years .we Don't need extra people here for the economy. No one in any industry can find enough staff. Dunsborough is a joke in summer can't handle the influx of

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		people. Why make it any busier .I don't mind the tourist they come and go back home. Dunsborough goes back to normal. Dunsbourgh is the best place in all of Australia it just needs to be left alone.
99	Natasha Patton natashalurie@gmail.com	Too much development, to soon with no regard for infrastructure for traffic and parking. This are is already congested with limited parking especially at weekends and school holidays. I work and alive in Dunsborough and finding it increasingly busy in the town center with traffic congestion and lack of adequate parking is becoming an issue. As the microbrewery development has been approved and construction already planned this area will be a nightmare to navigate through once completed. I understand new development is good for the town & business, however thought has not been given to the long term effects this will have on our infrastructure, water, electricity, internet, road networks, parking, waste management, pollution and environmental damage it will have on the town. Why does it need to be 6 stories high? Creating high rise in town visually will be, an unappealing. I would not have an issue with a more simplified version of the development being on 2 stories high, adequate parking and road structure with allocations made for open spaces, trees and gardens creating a more calming environment.
100	Bridget Haak bridgethaak@gmail.com	It is too high. Is not in keeping with the built environment of the village. Cyrillean Way is a narrow problematic road and in the new plans will bear a great deal of traffic from the north side. MRiver, Busselton, don't have have such buildings and even Bunbury has only 2. I believe it will entirely ruin our lovely small seaside township.
101	Mark Collins mark@leeuwinfinance.com.au	Being a long term resident of Dunsborough with an office and home and love of the "spirit of Dunsborough" I think a 6 storey building is a bit over the top. Surely a 3 storey building is ample. Traffic congestion is also a concern with parking difficulties currently.
102	Thomas Mayoss tommayoss@hotmail.com	A 6 storey development in a rural coastal village like Dunsborough is unthinkable. This would set a precedent and would completely ruin what the town is known for. A 3 storey development would be ample. The architecture proposed has no cohesion with the existing architecture in the area - I believe this needs a rethink. Completely insane idea.
103	Gabrielle Ahern-Malloy malloys@westnet.com.au	Doesn't Support I strongly do not support this proposal only because of one reason being the very, very small number of carparking bays provided for the size of this proposal.176 car parking bays is nearly half the amount I thought there was going to be . We have commercial property over the road at 56 Dunn Bay Road where we have provided ample parking for only 6 retail outlets (with paying no payments in lieu for less carparks), many people are using these parks who work at other properties. We have received complaints from our tenants regarding this and are now going to have to take action against them. The development adjoining

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		this proposal where there are several restaurants and retail facilities has probably 15 carparks (In could be wrong) in front at the maximum which has just puts more pressure on the Coles carpark and others. As you would be well aware many of us are not wanting to even shop in Dunsborough because of the limited parking. Now and long term we need more car parking in Dunsborough, which has been an issue for many years. Unfortunately the City of Busselton keeps approving these developments with insufficient parking and I am not sure if they still received payments in lieu from the developers! We are proud of our town and made an effort to provide a commercial property that has ample parking, well landscaped (a major portion at our own expense on Council land) and a quality building. Please think about Dunsborough for the future and be proud of what we have.
104	Denise Perkin dc@aperkin.net	**Submission 1** 6 storey is completely out of proportion and character for Dunsborough, People visit because of how it is now, unique so please keep it that way
104	Denise Perkin dc@aperkin.net	**Submission 2** Proposal is totally inappropriate given the existing fabric and character of Dunsborough 'village 'plus the impact of additional traffic, overshadowing and effect on surroundings
105	Lori Carr lorifulton4@gmail.com	Doesn't Support Proposed dwelling is too large for the community/area - a smaller development may benefit the community, however something of this scale and nature would be counter-beneficial.
106	Amii Florenca amii@leeuwinfinance.com.au	Doesn't Support A 6 storey building in that location seems highly unnecessary and, in my opinion, would ruin the down area. There would be increase traffic and parking congestion and would make the downtown area unpleasant for visitors and locals.
107	Rachael Payne rpayne@live.com.au	Supports Dunsborough needs to expand to meet the demands of our visitors and locals. It's currently an utter nightmare to do simple things like find a car park to go to coles or your favourite coffee shop. Unfortunately the planning of the town 30+ years ago didn't plan very well for expansion and because of this I can only see one way to provide for the towns needs and that's by developing up rather than out. This development is promising over 170 car bays which is going to relieve the current problem as well as a really cool hang out for locals as well as tourists. I think they have a lot to offer Dunsborough and going off the drawings it looks visually appealing. I don't go to the shops or restaurants here to look at the sky or ocean so I don't see a problem with the amount of stories.
108	Graeme Forbes Goforbes@icloud.com	Doesn't Support Dunsborough definitely does not need multi storey developments. The town centre is already over congested and poorly laid out.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		The town has too much traffic at all times and especially at holiday periods and is not a nice place to be for residents during high seasons. This application should go out for a full public hearing before any approvals are considered or made.
109	Jeff Forrest jeffreycforrest@gmail.com.au	Doesn't Support Traffic impact assessment is flawed. It is based on traffic movements on the 24th July 2021. This is just after the school holidays in the middle of winter when traffic in Dunsborough is at it's absolute quietest. As a significant Western Australian tourist town account must be made for peak tourist traffic. Carparking is ill concieved. The Coles carpark does not cope with its existing needs and it's overflow has gone both into the streets and onto the proposed development site. People park where they can see the parking provisioned. The open Coles carpark is visually obvious and the proposed development s carparking is obscured. The Coles carpark is simpler to park in whilst the proposed developments carpark is complex in nature and will be second choice. It will directly impact on shoppers at Coles and cause ongoing issues with trollies Pushing a shopping trolley up a storied carpark will be problematic and their abandonment in the proposed developments carpark will also be a problem. The proposed development needs to be.assessed from the view of the capacity of the towns roads to be able to cope with traffic created by both it AND the future development potential of all other allotments within the CBD.
110	Karin Greening karin@isswa.com.au	Doesn't Support As I have stated in my other submission DA/21 0892 I am not in support of any development over 3 storey high for the township of Dunsborough. In fact I am fervently opposed. I do understand that Dunsborough is a growing, and developing town, so I am embracing the advantages of this as a permanent resident, planning on spending all my retirement years in this most beautiful place. I do however strongly believe that this town will be completely ruined, and spoilt with any developments that are over 3 storeys high. Such a shame the one down at the end of Dunn Bay Road snuck through! I feel this development, or any other development more than 3 storey high would be detrimental to the whole vibe, and amenity of the lovely village like feel that Dunsborough currently has. We used to live in a place called Dee Why, NSW over 30 years ago, and if you google that place you can see for yourself what destroying a place looks like. Council after Council were sacked over the developments allowed there, but now there is nothing that can be done to undo the damage caused by extremely poor Town Planning practises and disasters. Please do not allow this to happen to our beautiful Dunsborough. NO MORE THAN 3 STOREY FOR DUNSBOROUGH!!!!!!
111	Michael Ogden Mikeandkerri@bigpond.com	Doesn't Support

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		Why should Dunsborough have to be burdened and further spoilt by a 6 storey building when Busselton City Council has already given carte Blanche to developers to build the biggest housing estate outside of Mandurah, Bunbury and Busselton ie The Lakes. The permanent population of Dunsborough is a fraction of the above mentioned places. Visitors from interstate and overseas come to visit Dunsborough and the surrounding coast and countryside (which includes great wineries and restaurants) to get away from the mundane high rise life styles that confront them every day.in their sterile city lives If you want a 6 storey building catering for the rich and famous stick it in the middle of Busselton.
112	Mark Kleinman mk808list@runbox.com	Doesn't Support I am concerned about the excessive height and the traffic congestion it will bring. The fact that the traffic report starts with a image mislabeling Clarke St with Cyrillean Way isn't a good start. I just don't believe the traffic assessment is comprehensive enough. Just 1 day of observation is not sufficient for a true assessment of traffic conditions. Residents and commercial businesses will generate a lot more traffic on adjacent roads Building heights has always been an issue of concern for Dunsburough residents who don't want the feeling of this town to change. I feel that 4 stories is more than enough for any proposal to generate the return needed to make it profitable.
113	Peter Kyle peter@kyleco.com.au	Doesn't Support **See Attachment 19.5**
114	Andrew Donaldson andrew_otoc@yahoo.com.au	Doesn't Support
115	John Lethlean JohnLethlean@me.com	A dirt patch in the middle of Dunsborough is an eyesore; the site must be developed. But six storeys is completely out of character with the neighbourhood. I fully endorse the observations of Dunsborough 2030. Namely.· When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
116	Peter Darcy blubay@bigpond.com	The traffic statistics used are no longer relevant. The stats arefrom over 3 yrs ago during Winter when the town is at its quietest. When the new zoning came in in 2017 the COB said it would mean 4 or 5 stories would be possible. 6 stories were not invisaged by COB or community.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		The new zoning was justified to allow for mixed use buildings (living, business) not for building to be 6 stories high. The proposed development is totally out of scale with the surrounding buildings, both those under construction and existing. It will mean the loss of the tallest trees in the centre of Dunsborough.
117	Kerrie Purse kerriepurse@gmail.com	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
118	John Purse mullidup@gmail.com	· When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
119	Anthony Proffitt tony.proffitt@westnet.com.au	Doesn't Support · 6 storeys has never been were not envisaged by the COB or the Dunsborough community. The site is not appropriate for a 6 storey building. · The traffic statistics used are not relevant as they were obtained 3 years ago in winter when the town is relatively quiet. During the summer months it is a VERY different traffic/car parking situation. · The proposed development is completely out of scale with the surrounding buildings, both ones under construction and existing.
120	Diana Purse dianapurse79@gmail.com	Doesn't Support · When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.

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		· The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the centre of Dunsborough.
121	Bronwen Horan-Anderson bronwen@highway1.biz	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
122	Jai Macrides Jaimacrides@outlook.com	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
123	John Lawrence johnlawrence@live.no	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest.
124	Sussane Siegrist Info@soundwaves.net.au	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.

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		· The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
125	Jonnine Wilson jonninewilson@bigpond.com	Doesn't Support The development of our rural towns is getting out of hand and the very reason people like to go down south is for nature so why are we developing so much of the south with out good cause.
126	Cameron Dinneen dinnazd@gmail.com	Doesn't Support I visit Dunsborough because of it's small town charm and laid back lifestyle. It's always lovely to stroll through town and see the small businesses and markets. I was shocked to hear about this proposal which will radically alter the village feel. Having a massive 6 story building dominate the landscape will not only be out of place amongst the existing town buildings but will change the sprawling village to nothing more than another CBD which is not what the COB or community ever envisaged. The obvious escalation in local traffic (which is already at a ridiculous all time high) will no doubt overwhelm the current town layout leading to other unwanted unforeseen changes.
127	Suzanne Thomas aussiesmthomas@hotmail.com	Doesn't Support I'm not in favour of the development being six stories, it is too high. I' m also concerned about the proposed parking or the development and the future traffic issues that will arise on both Dunn Bay Rd and Cyrillean Way. It is bad enough now let alone when these other developments happen including the proposed Woolies Development.
128	Kerry Fleay gkfleay@gmail.com	Doesn't Support Dunsborough is a Town and a six story building does not fit into our landscape or village feel. Added traffic pressure on the town center that already struggles to cope.
129	Fiona Chandler martyandfee@westnet.com.au	Doesn't Support Too high - although it is within it's planning right to be 6 storeys, it is not in keeping with the town's visual amenity to be this high. Traffic flow and counts - some data was taken from City of Busselton reports from 2018 - which is outdated due to the growth in the town post-pandemic. The proponent's report says they will generate an additional 1,640 daily trips on a Saturday yet in the same report claims that there will be no adverse issues with the surrounding area, including intersections at Cyrillean Way and the Centrepoint carpark entry, or Cyrillean Way and Dunn Bay Road, which includes an entry point to the current shopping centre adjacent to that intersection, which currently already has issues in busy periods and foreseeably would need an roundabout intersection put in. The height of the development is meant to recognise the need for daylight and solar access to adjoining and nearby

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		developments (0 2.2.4) yet this development would block out the entire morning sun from the approved development on the adjacent block which has begun construction. The town does not need another liquor outlet. We already have 3, plus probably another one with the new Woolworths development going ahead. This development is not in keeping with the town's visual amenity.
130	Mary Lang Marylangbiba@gmails.com	Doesn't Support Height of development is obscene
131	Claire Sp fernonoo@yahoo.co.uk	Doesn't Support Building too tall
132	Lorraine McGann Bollibree@gmail.com	Doesn't Support The whole attraction of Dunsborough for residents and visitors/ tourists is that it is a country town close to pristine beaches and countryside. If this proposal goes ahead Dunsborough becomes an extension of the big city- this is craziness fueled by the greed of only a few people.
133	Liz Wise-Miller wisemillerliz@gmail.com	Doesn't Support Too many storeys high! · When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
134	Bianca Todd biancatodd@hotmail.com	Doesn't Support I find this proposal is not at all in keeping with the aesthetic, vibe or harmony of our town. A six story development is not in keeping with our local environment and is NOT appropriate for a regional coastal town like ours. My main issues of contention are as follows; • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest.

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		• The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
135	Jennifer Monkman jennymonkman@outlook.com	**Submission 1** I think this proposal is way too big. Why are we subjected to this development when you don't even have anything like this in Busselton. We already have major traffic problems and so many people in town that we can't function properly. It is too much to constantly be packed with people, cars and pedestrians. If you keep allowing these developments it is going to spoil everything we have as a town. We already can barely get to our favourite beaches or walk on our walkways because it gets so crowded. Also you are going to cut down more trees and have this development right on a creek. Please rethink what you are doing to our town. I feel it's really unfair and want this kind of development to stop before it's too late. Jenny Monkman
135	Jenny Monkman jennymonkman@outlook.com	**Submission 2** Because we are a country town and I don't think this fits in. This will then be the start and we will have our home changed in a way we don't want but in a way developers and the shire decide. No other small town is having this forced upon them. You are not doing this in Busselton! We already have major issues with traffic and parking. Traffic jams constantly. We can't get into restaurants unless we book a month in advance. Can't get a park at our local beach we've been going to for over 45 years. People speeding along our pathways on road bikes! It's all too much and we don't seem to have a say or feel we are even considered. Already our hospital is too small and doctors can be hard to get appointments with. Please don't wreck our home ! It has already changing so quickly with so many new houses and people. We need a break otherwise we will become a constant building site, with traffic jams and too many people to deal with!
136	Jodie Stallard Jodiestallard@yahoo.com.au	Doesn't Support I feel that a 6 storey development is far too tall for a small seaside town. It will ruin the country town feel of Dunsborough which is the reason people want to live and visit the town.
137	Simon Taylor Simon.z.taylor@icloud.com	Doesn't Support When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		• The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
138	Angela Filardi Angelafilardi999@hotmail.com	Doesn't Support I don't really think more shops, restaurants, cafes, offices are required in town. There are plenty of options for all of these currently within a one km radius. The township is congested and like a parking lot as it is and then adding this to it is going to just make things worse. The town clearly lacks green space. It definitely does not need more of what we already have. There are already three liquor stores in town and multiple pubs! As well as a proposed brewery. It's crazy. There must be at least 10 cafes in a 1km radius of this location and restaurants, well I can count about 15 existing off the top of my head. Definitely more. These proposals are killing the heart and soul of this town. Even business owners complain of the congestion and how busy it is (and they are the ones who are benefiting financially) and they are over it. This proposal is like the nail in the coffin. Everyone loves to come here because it's so easy going and relaxing but as the town continues on this development trajectory it is just becoming another congested, busy, stressful (future city) which everyone is ironically trying to get away or have a break from.
139	Danielle Aungier Danielle.aungier@hotmail.com	Doesn't Support Dunsborough is a small seaside town not a city for skyscrapers. The building does not fit in with the culture or look of the area. Road on the intersection is already an issue and the size and amount of extra traffic of the complex will add to the dangers and inconvenience of that road. This would be better placed in The CITY of Busselton not our country town.
140	Christine Kershaw Bridon@westnet.com.au	Doesn't Support Too high, too intrusive on the landscape of the town. Changes the style of the town from people and landscape focussed to building focussed. Destroys all the work of so many people over so many generations to have a community focussed centre
141	John Lethlean katherine.parry@gmail.com	Doesn't Support I am not against development in Dunsborough but this proposal is enormous. I support a building of 3 stories but no more than that. The plans are undoubtedly attractive, however if one thing has been demonstrated over the past 20 months that is Dunsborough could not cope with that level of traffic at that particular corner. It would be like a lobster pot! I'm also very concerned about the height of the building. It is completely out of scale with the rest of the town.
142	Allen Cooper stagcoop@westnet.com.au	Doesn't Support Due to traffic management issues. The vacant block of land is currently used as parking (with or without owner's permission) for staff and customers of surrounding businesses. The traffic flow and carparking is currently inadequate around the CBD area. The data used for the traffic plan is out of date and does not predict future traffic flows taking into consideration proposed (Woolworths and Dunsborough Place) and approved large scale

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		developments (Cnr Dunn Bay Rd and Geographe Bay Rd) . More detail traffic flow modelling should be undertaken. the CBD road infrastructure will not handle additional traffic nor will the on street parking accommodate additional vehicles 6 story developments in the CBD area does not meet the village atmosphere proposed by the city and that there would be less vehicles in the CBD and encourage people to walk through the village town centre. The vision of Dunsborough by the city does not match the planning scheme
143	Matthew Stewart mattyup74@yahoo.com.au	Doesn't Support Overdevelopment of Dunsborough is going to spoil the feel of the town we have all come to enjoy. Most of the residents move here to get away from the city and don't want Dunsborough to turn into another suburb of Perth.
144	Lesley Adams Lesley.adams369@gmail.com	Doesn't Support We have multiple lite industrial sites around Dunsborough if we needed to put in more offices and shops - Vasse isn't that far either. Just do a good job of advertising them to get the custom up. Any visitors to town have cars so a 10 minute drive won't hurt. We don't need to spoil our town with more offices and stores in the centre. Let's keep it as a tourist town and if we indeed do need more offices/shops then build that on the outskirts. Thanks for your time.
145	Robert Redhead robredhead74@gmail.com	Doesn't Support The scale of the proposal is not in keeping with the ambience and character of the town.
146	Sara Hill Sara.lindsay@bigpond.com	Doesn't Support A more comprehensive and realistic traffic study needs to be done before approval takes place. Cyrillean Way is extremely congested and difficult to navigate as is. The traffic report states 1414 daily trips. I estimate the shopping centre carpark would have double that amount alone and yet both the entrance to the existing carpark and the new complex are directly opposite to one another. The developer has not taken into account: Traffic flow and the neighbouring businesses, holiday peak periods, the visibility of the driver leaving the underground carpark and; the width of Cyrillean. On a personal note, I park in the shopping centre carpark most days for work and witness problems with Cyrillean Way and the Dunn bay road intersection everyday such as: The wide swing drivers take exiting the carpark to avoid hitting the kerb, cars towing caravans and boats taking up the whole road to use the area, Inadequate parking leading to obstructive verge parking, reduced visibility,

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Lengthy waits due to large volumes of traffic and delivery trucks blocking access. Many times I have witnessed compete gridlock. If this development were to go ahead, I would recommend a developer contribution towards improving Cyrillean Way and the possible installation of a roundabout on the Cyrillean/Dunn Bay road intersection.
147	Jessica Green jessgreenmedia@gmail.com	Doesn't Support Yes Dunsborough is growing quickly but six storeys is far too high and completely changes the feel of our town. It will cause significant shading on to the road and if it goes ahead - more six storey buildings will occupy the Main Street of our town. It is completely at odds with the heritage of Dunsborough and at odds with the small, relaxed beach holiday culture of the town.
148	Billie Forrest billieforrest7@gmail.com	Doesn't Support Two reasons: Aesthetics and practicality. Firstly, a six storeyed building at the entry to a town well-known and loved for its rural charm and low-key atmosphere is completely contradictory to its ethos. This building is more suited to the busy, industrial aesthetic of a built up city, and tourists come here to escape from that. Secondly, a multi-storey carpark is an illogical concept; this is based on the fact that no one would choose to walk up multiple levels with shopping trolleys when there is a level carpark, plus overflow parking nearby. Additionally, the traffic readings taken in preparation for this construction were taken at the least busy time of year: Just after the winter break. This means that the design of the building is based on the assumption that traffic is always low, so unless alterations are made to the plans, traffic jams are imminent. This is a money-making ploy with very little understanding of the environment and the people it is being pushed upon.
149	Linda Nixon lonix7@iinet.net.au	Doesn't Support DO NOT TURN DUNSBOROUGH INTO THE GOLD COAST!. 1. TRAFFIC IMPACT: Traffic count survey undertaken in the middle of winter 24/7/2021 - a joke, as is the May 2018 traffic count! Surveys should be spring/summer when Dunsborough is full of absentee landowners, visitors and tourists. Dunn Bay Rd is main artery to medical centre, post office, IGA and with new Woolworths development afoot, Dunsborough will be a "walk only" community, thereby discriminating against the many elderly and disable who live/shop in the township, as there will be no parking available, and grid-lock to access/egress Coles. Woolworths planned access/egress to Caves Rd. will further add to the "summer gridlock in Dunsborough"! 2. ARBORIST REPORT; Tree No. 6 on the "mud map" Jacaranda mimosifolia (Jacaranda) garners "not significant" in the Arborist report which shows how much the Aborist/developers know about the history of the township and the property therein. This property was part of the Seymours farm and is of historical significance, and I believe the Jacaranda is now listed with the Heritage Society. It flowers profusely each year and any gardener

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		knows Jacarandas once established can be pruned effectively. 3. EMERGENCY PLAN. Similar to year 1988/1990? when a public LEMAC ? planning session was conducted at the Dunsborough pub, based on a "Geoffrey Robertson Hyperthetical" scenario of Japanese divers lost on the dive wreck off Meelup; a heart attack passenger on the dive boat needing urgent attention; a fire on Naturaliste Ridge; multiple car accidents on Caves Road with emergency needs - and it was Boxing Day in Dunsborough - so gridlock in the town - a similar emergency planning session involving Police, Busselton Hospital, Fire brigade, Ambulance, Sea, Search & Rescue, local GPs, City of Busselton planners, communication guru should be re-introduced to see just how Dunsborough with its sudden high rise developments will cope with an emergency situation, especially access/egress for emergency personnel and vehicular traffic.
150	Andrew Cohen andrew@fixedstars.com.au	Doesn't Support The style and scale are greatly disproportionate to the casual, coastal village environment that currently characterises Dunsborough. This development will forever change the ambience of Dunsborough, primarily to the benefit of the developers and new residents, with little regard either to the views of existing residents, or to the style and values that have encouraged many to make Dunsborough their home over the past 50+ years. In doing so, it effectively disenfranchises those people who through their businesses and community activities have made Dunsborough what it is today.
151	Kate Fysh ronneby@fyshgroup.com.au	Doesn't Support This building at 6 storeys is totally out of character and totally inappropriate for Dunsborough. We are not the Gold Coast nor intend to be. This community has fought so hard against the 4 storey development. 6 is so wrong. Dunsborough is a beautiful seaside town. Why should we have the tallest buildings south of Bunbury. Put it in Busselton or Bunbury. Traffic congestion is already a major issue around that site. There are no longer quiet times. What is the plan to mitigate this? There is already an oversupply of AirBnB and no rentals available for the workers who we desperately need. The apartments designed for this development only support the high end market. Not locals. The greed and selfishness of the developers is mind boggling. Not to mention CoB desire for more rates. It is even worse that the chair of the planning approvals process is the developer. This development and the other 6 storey developments planned must be stopped. Where is the consultation with the community?
152	Lindsay Cohen lindsay@fixedstars.com.au	Doesn't Support 1. It's just too BIG. Way too BIG! 2. Dunsborough is a coastal village, not the Gold Coast.

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		3. 6 story developments are inappropriate, totally out of character and just plain greedy. 4. Who benefits? The local residents certainly don't. Nor the local businesses. 5.The actual designs are not very attractive - being solid , heavy and somewhat oppressive.
153	Anne Russell-Brown anne.russellbrown@gmail.com	Doesn't Support As much as I would prefer the Council stick to its original plan of 4-5 storeys as proposed in the new zoning which came in in 2017, my primary objection is for the traffic that this development will bring to an already busy area. The traffic statistics used in this proposal are no longer relevant. The statistics are from over 3 years ago during Winter when the town is at its quietest. Dunn Bay Road already has more traffic than it can comfortably handle - particularly on weekends. This development will end up providing short stay accommodation so the influx of visitors on weekends and holidays will increase. Adding this development to the two others which are already approved will make the traffic snarls long and dangerous. It is already difficult to turn out of Cyrellian into Dunn Bay Road. This development also will attract additional foot traffic to an infrastructure which will not cope. There are no designated cross walks in central Dunsborough other than the one outside the post office. We DO NOT want traffic lights. We need the traffic to be re routed away from the centre of town. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. The current amenity of the town centre will be adversely affected by the size of this development. it will also mean the loss of an ancient and very beautiful tree which is potentially the tallest tree in the centre of Dunsborough. More than just losing a tree, this signifies the shift from green spaces to concrete and glass. A sad change to the ambience of our town.
154	Craig Beenham cbeenham@bigpond.net.au	Doesn't Support A 6 story building in the middle of a country town is ridiculous and unnecessary
155	Hannah Newton hmn_710@hotmail.com	Doesn't Support The proposal will result in the loss of the tallest and oldest tree in Dunsborough CBD. The height of the building is ridiculously out of proportion to surrounding buildings, both current and being constructed. The traffic statistics used are no longer relevant, being from 3 years ago and during winter- Dunsborough quietest time of year and pre-pandemic which has greatly effected town traffic year round. The new zoning laws where to allow for multi use buildings (living and business) of 3-4 stories, NOT SIX! Ridiculous, unnecessary and not in the communities best interest.
156	Kate Hunt cakeyvet@hotmail.com	A development of this size and stature will completely change the visual amenity of the small holiday town of Dunsborough. It is suitable for a city not a small coastal town which features buildings under 3 stories , mainly single to double. The town needs to retain estabilished trees to keep it cool and does not need a large building

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		containing restaurants etc The local shops /restaurants will be effected by such as development and there certainly is not the staff to support such a venture due to lack of local rental accommodation. Dunsborough is a small town with set of restaurants and shops which are struggling to keep up with staffing levels required. It is not appropriate for this town. I totally oppose such as development
157	Rachel Standish R.Standish@murdoch.edu.au	It is too tall compared with buildings in Dunsborough and will result in the loss of a tall, old tree.
158	Alison Butler alisonbutler1@bigpond.com	1. Doesn't comply with the element objective 02.2.1 of the R codes Vol 2. It is not in keeping with the future scale and character of the street and local area - two recent approvals - the adjoining block currently being erected is 2 storeys and the future Woolworths building is also 2 storeys. Plus it is totally out of scale with existing surrounding buildings. 2. It is going to cause traffic congestion - the traffic stats used are no longer relevant as they are over 3 years old and taken during winter, the towns' quietest time. 3. When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. 4. The new zoning was justified to allow for mixed use buildings, not for buildings to be 6 storeys high. 5. Another liquor store! Surely 4 is more than enough for a seaside town of our size!
159	Meagan Bliss meaganbliss@hotmail.com	The building is too tall and not in keeping with the existing village character of Dunsborough. At 6 stories this development will over shadow neighbouring properties creating a cold windy street scape for most of the year. .
160	Sarah Gautrey enviro@iinet.net.au	**See Attachment 19.6**
161	Jill Rodgers jillrogers@live.com.au	We have lived in Dunsborough for 30 plus years, and have been open to change, growth and progress. However, this latest proposal is wrong on many levels! When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. As we all know, Dunsborough is no longer the quiet town in winter! The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. It will just add to the already mismatched architecture of Dunsborough The proposed development will mean the loss of the tallest tree in the center of Dunsborough. Instead, as you drive from any direction into town, there will be no greener seen, but a monster building.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
162	Samantha Chandler Jazgra2@bigpond.com	Too large for the town. Unnecessary
163	Reid Henderson reid@reidhendersondesign.com.au	Anything over 3 Storeys will change the dynamic of the Tuen and region
164	Gaylene Johnson gaylenejohnston@hotmail.com.au	It's too high and too big for Dunsborough causing too much congestion to an already congested town. There is no infrastructure in Dunsborough to support these huge buildings. All developments are for tourists. What about a high school, swimming pool and a cycle path to Yallingup for the local community. Busselton and Margaret River have all of these but no high rise buildings.
165	Patrick Bloomer p.j.bloomer@bigpond.com	scale of six stories
166	Kelsey Sweeney Sweeney.kelsey@gmail.com	6 storeys isn't in the approval and we don't want a 6 storey building towering over Dunsborough. Inadequate parking bays. Cutting down trees in Dunsborough when we already don't have that many, plus even less habitat for local animals.
167	Tracey Chappell hara@aapt.net.au	I object to a 6 storey building in the centre of town especially when council had agreed to 5 storey maximum recently. I object to the large tree that would need to be removed and would like to see a new survey done on traffic in the area particularly the busy periods as this building will have an effect on extra residents etc needing parking and access.
168	Melanie Smoker melanie@streamlinews.com	Development is too high. So disappointing to think the owners would believe this is in keeping with our town plan. Dunn Bay Road will become a wind tunnel and full of shadow. If they have to .. three stories would be enough. Selfish of the three owners to propose this.
169	Adrian D'Espeissis edge@eaglebaybrewing.com.au	The highest building in Dunsborough is two stories. I am for progress though think this should be capped at 4 stories max. To go to 6 stories in Dunsborough is too much.
170	Tania Sommerville tsommerv@hotmail.com	Again, completely unnecessary for our town. Your town planners are not thinking of the infrastructure that is already lacking in Dunsborough to support such developments!! The town centre barely copes now with the traffic and people every Summer, weekend etc. People come here to escape the city theme. Clearly nothing but a bunch of greedy, wankers from Perth who just don't get why people move to Dunsborough. You all need a "Out of touch with the common man" t-shirt.
171	Mandy Edwards polleymandy@hotmail.com	The development is an inappropriate scale for Dunsborough. It offers little to the street and to the people of Dunsborough. Traffic statistics taken in winter three years ago are out of date and inappropriate given the growth in Dunsborough even since that time, and in the quietest season of the year. Even now the corner of Cyrillean Way/Bay Rd is atrocious. The trees have heritage value, particularly the jacaranda.
172	Claire Strong strong@westnet.com.au	The scale of this development is totally out of touch with the ambiance and feel of Dunsborough. I grew up in Dunsborough in the 1970s, and owned homes and businesses in town through the 80s and 90s, and while i see

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		that development is a natural progression for a township in such a spectacular place, most of the developments since the the first awful Dunsborough pub have been equally awful. All with design "styles" ranging from fake 'federation' to ghastly 'modern'. Wrong and out of keeping with the origins and holiday feel of the township. Six stories, four or five above everything else in town, feels like the same flash new thing happening again.
173	Wendy Hermon Wendy.hermon@outlook.com	6 stories is way out of scale with surrounding buildings Traffic surveys 3 years old and traffic has increased enormously in that time Traffic surveys taken in winter do not reflect the huge increase which occurs in summer and holiday seasons
174	Julia Carrico juliacarrico55@gmail.com	This is not what Dunsborough is about. We're a holiday town. We're not Scarborough. We don't want to be turned into a mini-city. That's not why the majority of residents made Dunsborough and surrounding areas their home. We're a community, where people know each other and look out for each other. We want to keep the village feel. We understand that "progress" happens, but we, the residents need to be able to control what that "progress" looks like, and not be dictated to by money hungry developers who ruin our community with their mini city concepts and then leave us to bear the brunt of their destruction. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the centre of Dunsborough.
175	Kristie Leahy kristiedt@hotmail.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.
176	Shelley Steedman leoshell@bigpond.com	Let's look at restoring nature and keeping the beauty of our beautiful south west town safe and environmentally friendly. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of an important tree when we all know that we re educating all

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		of Australia to retain trees and help the struggling environment.,
177	Helene Fuller helenetpd@gmail.com	No high rise, unattractive, too much pressure on environment so close to sea.
178	Elaine Dodd contact@whitesandsbeach.com.au	A big NO. It is totally inappropriate for our small coastal town.
179	Yvonne Hirst yvonne@chival.com.au	It is not in keeping with the environment, it is much too big, not enough parking and just unsightly. A big NO from me! Please stop this monstrosity.
180	Caroline Rolfe caroline@leeuwinfinance.com.au	Dunsborough is a small country town, the building is not in keeping with this. I am not opposed to development but it needs to be with done with some acknowledgement of the style of the town. This multistory city building looks like it should be in Perth. Traffic flow is a major problem in that area, this needs to be addressed.
181	Danielle Clark drdclark@gmail.com	There are so many reasons. 1. This is basically a hotel proposal with an alternative funding model. I.e rather than being a stand alone hotel, they will sell the apartments that will be used as air bnb/ short stay or left vacant. 2. Dunsborough's economy runs on tourism- and this is a big ugly building that does not encourage a holiday atmosphere. No one chooses to holiday in West Perth or Coburn Central surrounded by soulless apartment buildings. What is the plan for Dunsborough's economy when poor development decisions kill the tourist economy? The developers are just interested in making money and leave the mess for the City to clean up, much like the Port Geographe development. 3. Residents and tourists who stay in the apartment building are surrounded by the Dunsborough pub and restaurants, which are noisy at night. What assurances can the City provide to local businesses that they will not be adversely impacted by inappropriate residential development, and calls for them to reduce their noise/ opening hours etc. 4. The height of the building overshadows all other buildings in the area, and harms the new development next door which provides for tourism businesses and accomodation and will enhance the local economy. 5. The council has recently approved residential development near Simmo's, so this development does NOTHING to reduce urban sprawl or improve the social amenity of the town. 6. The city of Busselton is allowing massive new development without making any submissions to JDAP, or planning for increased services. If the 2 new apartment buildings and the new housing development go ahead, where are the new facilities? The Quindalup, Abbey and Dolphin Road boat ramps will all need upgrading for the increased residents. What are the plans for waste management? What about library and sports facilities? Given the population predictions an Olympic swimming pool is probably needed. What about parking at local beaches? The city needs to urgently consider the future.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Poor planning results in poor social outcomes and conflict. The City needs to represent rate payers and residents.
182	Nigel Smith nigel.smith@diabrands.com	This development is out of character and proportion to the general amenity required for Dunsborough and will completely change the overall character of the town. This is more in keeping with an urban city location such as Claremont or Perth City and will change the whole character of Dunsborough as a coastal town that is a destination for those looking to escape the city. As such it will significantly undermine Dunsborough as an attractive tourist destination. It would be much more in keeping with the overall character of the town to limit the building to a maximum of 4 storeys and require a mixed-use development that adds to Dunsborough's character while employing architectural styling and building design that is in keeping with the regional character of Dunsborough as a coastal holiday town. The scale of the development will also put enormous additional pressure on the services and traffic flow in the area, which are already under significant pressure during the summer months and increasingly so at weekends throughout the year. No building should exceed 4 storeys so the town is at maximum tree height or below and the buildings remain integrated within the landscape. Port Douglas in Queensland is an excellent example where this has been applied and the town has retained its original character while accommodating significant development and growth.
183	Trevor Dillon trevordillon@hotmail.com	A 6 storey building is completely out of place in Dunsborough.
184	Davina Glatz davinaglatz@gmail.com	It will completely change the demographic of the town. We love it for being a simple country town and this proposal will make the town into an overcrowded, uncomfortable mess.
185	Peter Wilkins wilkco@iinet.net.au	I refer to the City of Busselton Strategic Community Plan - June 2021. In particular the City Snapshot (page 5) states in relation to growth and development the City will "seek to conserve our environment and maintain a sense of local identity and character" The proposed 6 storey development will in no way maintain a sense of local identity and character - in fact it will help destroy the local character. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. Serious consideration needs to be given to revamping the proposal with a development that better fits in and maintains a sense of local identity and character.· In addition to the above the following points are of concern and require further consideration: · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest.

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		· · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
186	Moira Price dpri3807@bigpond.net.au	The new zoning of 2017 was for 4 - 5 storeys - not for 6. 6 storeys is out of scale with surrounding new and under construction buildings. Traffic congestion will be terrible at that location. The traffic stats for this project were done 3 years ago in the middle of winter which is the quietest time of year. In reality during the warmer months and holiday periods when Dunsborough's population increases greatly the area will be overwhelmed by traffic.
187	Anna Huxtable annah55@westnet.com.au	Because there are now going to be FIVE new developments in Dunn Bay Road including this one; two of which have already commenced, one has been approved and no doubt this one and the proposed development of 24 Dunn Bay Road will also be approved. I don't support this proposal or the other four due to - . an already traffic congested town centre with too many vehicles trying to enter and manoeuvre in a small area; . it already being very dangerous for pedestrian in the town centre, with only one pedestrian crossing near the Post Office, not only in the town centre but for the whole of the Dunsborough area!!! . the height of this proposed development being six storeys. This is certainly not in keeping with the Dunsborough town centre with the height of current buildings being two storeys. Does the City of Busselton have a total town planning development of Dunsborough, which includes the capacity of people living and staying in the town centre and surrounds; pedestrian safety; traffic management, maintaining the current small town lifestyle? Or is the City of Busselton and the power of money and development its main focus and purpose rather than the consideration of local residents and visitors to the town centre? I disagree with this proposal and suggest that a new shopping complex with adequate parking is developed on the south side of Dunsborough Lakes housing on Commonage Road.
188	Vicki Collins Vicky@leeuwinfinance.com.au	6 stories high is not in keeping with the rest of town, it will look out of place and cause congestion on an already tricky intersection
189	Jennifer Bryce jennybryce@gmail.com	A six storey building will be huge there, I work in the building next door. It will be even bigger than the new development over the road. It will not be in keeping with the character of the town. It is higher than the building zoning that came in with COB for 4-5 storeys in 2017. There is not the infrastructure to support all the people who are moving here.
190	Sherylee Tutt safekete67@hotmail.com	I believe the ambience of the town of Dunsborough will be irrevocably damaged if 6 storey developments are allowed. New applications should be restricted to the current zoning allowances. Furthermore:

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		• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
191	Mark Webster markwebsterdesign@gmail.com	To whom it concerns, Subject: Proposed Development: DA21 / 0815: I am opposed to this development for the following reasons: 1) At six stories tall the building is completely out of scale and character with the town and the streetscape. While RAC3 zoning does permit developments up to 6 stories this is not a given and the development must still demonstrate that it can achieves the elemental objectives of the R-codes at the same time. This development in no way demonstrates that ”O 2.2.1 - the height of development responds to the desired future scale and character of the street and local areas, including existing buildings that are unlikely to change” In the entire development application, there is not a single image which shows the development in its context. This is because it in no way responds to the two-story scale of the adjacent buildings – the recently approved development on the Peko Peko block, the recently approved Woolworths development, Coles shopping centre which is unlikely to change any time soon, or the other restaurants along Cyrillean Way. To claim it responds to the desired future scale and character is untrue too. It is certainly not the future scale and character desired by the community. The RAC3 zoning was sold to the community at the time as a means of gaining mixed use developments in town centre which is broadly supported. It was also sold to us at the time as allowing 4-5 story buildings – certainly not 6. I would encourage the City to immediately undertake actions to see the town centre recoded to RAC 4 - a neighbourhood centre as opposed to RAC 3 - a mid-rise urban centre. Dunsborough has a coastal village atmosphere as noted in the recent Urbis planning report for the town centre. It is not West Perth or Subi Centro. It doesn’t even reflect the scale anticipated by the development itself of its neighbours. Why would you have 3 levels of commercial / parking and 3 levels of apartments

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		with balconies, if those balconies just looked out at other 6 story buildings. The same can be said for DA21/0892 at 24 Dunn Bay Road. Its design and the placement of living areas and balconies is predicated on the idea of being the tallest building in the immediate areas for the foreseeable future 2) This 6-story building looks to be taller again than the 21m suggested in the R-codes. This development measures its 21m to the ceiling level of the upper floor, and then has the roof and lift overruns taller again. The R-codes allow for 2m of roof articulation within this 21m, but at 5 degrees pitch which roof won't be seen beyond the eaves line so can hardly claim to be visually articulated. This is just another example of the development seeking to take as much for itself as it can from the site. 3) We have been told by the planner in the past that higher density / taller buildings in the centre of town will alleviate the pressure on the housing market and help mitigate the alternative force of urban sprawl. This development will do none of that. The apartments are designed predominantly for the holiday accommodation not permanent residents. The minimum storage requirements do not meet those of a permanent family with trailers, surfboards, jet skis etc. These apartments will be taken up by short term accommodation and again we will again be left with the problem of where the service industry workers will be accommodated to provide for this. 4) The development is mixed use predominantly in order to gain the plot ratio bonuses which allow the apartments to reach a 6-story level. The largest areas of the development are overwhelmingly providing for the apartment and their parking. The commercial areas are a means to an end of making lots of money selling holiday apartments. That the development oversupplies on residential parking and at the same time undersupplying on the commercial is testament to this. 5) Along its western boundary the development has an unarticulated parapet wall 12m tall and 60m long. This is an appalling face to present to the neighbouring development, and painting a parrot on in will do nothing to mitigate the negative impact on the amenity of the adjoining property. Nor is it a desirable first impression for visitors seeing Dunsborough for the first time from the roundabout of Cape Naturaliste Road and Dunn Bay Road. 6) The Traffic Impact Assessment appears to be based on statistics from 3 years ago in the middle of winter. I have little faith that they represent the true values and impact of the development. The corner of Cyrillean Way and Dunn Bay Road is regularly backed on weekends at present without a development of this nature. Furthermore, the assessment says nothing about the entry / exit to the new building being located directly opposite to the entry / exit of the Coles carpark. This will impact on the traffic flow but

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		has not been reflected on in any way in the traffic impact assessment 7) LPS21 calls for verandahs, awnings, or the like to be provided over public footpaths. This development has chosen not to do so, but has adopted a zero setback along Dunn Bay Road to maximise the commercial floor area to the detriment of public amenity. This is unlike Coles and Peko Peko on either side. This fact is buried in the report, but the 3D rendered images incorrectly and deceptively show an awning along Dunn Bay Road. This should be noted and corrected. 8) I find it appalling to think that the development has adopted the name ''Dugalup'' without any consultation with the local indigenous representatives. This is very disrespectful to them and the whole community. It is vital for Dunsborough to retain any sense of its current character as a coastal tourist town, that the City of Busselton brings into effect planning regulations which prevent this kind of development going forward. As long as the planning conditions remain that allow the consideration of such developments, then there will be developers who will want to take advantage of this for their own benefit and to the detriment of the town and community. From previous experience I believe that the Responsible Authority Report for this development is likely to recommend its approval. I don't believe that a development of this size and scale represent the wishes of the residents (and visitors) of the town. Councilors old and new are quick to suggest they are in council to represent the wishes of the community, and I would call on the elected councilors to do so now. If this development is approved then the floodgates are open.
192	Richard Barnard trace.rich@westnet.com.au	The height of the building does not fit in with the Dunsborough townscape, will create vast shadowing and also more traffic congestion.
193	Susan Poynton Chopsui53@gmail.com	Having grown up on the East Coast I am concerned that our small country/seaside town with its low rise buildings is potentially being transformed into another 'Gold Coast'. I am not totally against development however I feel that any new developments must be in keeping with the height of other buildings (precedent) and must share the community's vision for their town. No one I have spoken to supports a multi story development that will over power surrounding infrastructure and change the face of our lovely seaside town. The majority of residents were against the Puma development because of issues with traffic, parking, etc but I see this development as creating far worse issues for locals especially during the busy holiday season, leavers, etc. Parking is at a premium during these times and any large development such as the one proposed

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		will not ease congestion but create more havoc. Please help retain the unique feel of our town as it is the very reason most residents moved to this part of the world. Low density development rather than 6 storey development! Thank you.
194	Elizabeth Newman nenewman@bigpond.com	A 6 storey building in Dunsborough would not be in keeping with the feel of a relaxed under developed coastal holiday destination. It would not be in the best interest of the future of the town.
195	Joyce Odom rovingjoyce@gmail.com	6 storeys is too much for the landscape values.
196	Sarah Gatty sarah@geoex.com.au	This development will spoil the visual amenity of town. Taking it from coastal seaside vibe to a inner city / Claremont quarter feel. This will impact directly on the shops in town
197	Paul Dwyer Pdwyer092@gmail.com	The height and scale of the proposal is not in keeping with the town. Traffic issues associated with the development will result in a town centre that is to be avoided Please do not allow the town to travel down the path of developer driven towns on the eastern seaboard. The community does not want to lose the country feel that currently exists
198	Jenny Marshall jennywren8@hotmail.com	We don't support the above proposal... Dunsborough just doesn't have room for any more traffic.. Surveys have been done at the wuietist time of the year,3 years ago.. Dunsborough is gridlocked much of the time these days...We are losing our little holiday town, we are losing the uniqueness of Dunsborough which is a crying shame. We do not want it to become another Mandurah...a mini city. Also losing a beautiful big tree is shameful.
199	Terry Carmicahel arsenaltc@iinet.net.au	its not in keeping with the town / village design of Dunsborough, the planning code was never for a 6 storey building thats not fit for Dunsborough, you would not do this in a village in Europe, its design is like a block off flats, no care factor of surrounding buildings , homes adds nothing to the village, three storey with some culture would be acceptable, and new vegetation we don't want to be a Scarborough.
200	Breann Watts Abwattsy@outlook.com	Country town Dunsborough is no place for a 6 storey city building. With buildings like this the town will slowly stop becoming a holiday town. If people wanted to go to the city they would go to Perth. Yes it could bring my job opportunities but right now there are job opportunities everywhere. The town is struggling already to fill job opportunities which is due to the housing shortage and rental increases.
201	Tracey Plester traceandtim@yahoo.com.au	I do not support this proposal. I am not against future development. I am against the height of this proposal. I would like to see development to fit in with the existing heights of buildings within this area. I would like Dunsborough to retain it's coastal country aesthetic.

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202	John Carrico jcarrico@bigpond.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
203	Kaye Bryan kaye.bryan3@bigpond.com	Too big for the area and imagine the traffic problem
204	Kavan Hynd Kavanhynd@live.com	This building will dwarf everything in town and create an eyesore in comparison to the local flora and fauna. It is not in keeping with the town and sets a poor precedent for ongoing development. It should not be granted for 6 stories and the design should be in keeping with the town.
205	Chris Bowen-Sant homewardbound@westnet.com.au	This proposal is out of line with height restrictions and also not needed .
206	Jim Fraser Jimfraser1956@gmail.com	The building height and design is not in sync with the character of the township.
207	Michael Howes michael.howes@bigpond.com	I don't believe that 6 storeys is a suitable height for Dunn Bay Road and is not compatible with the rest of Dunn Bay Road
208	Serge LeGoueff sergelegoueff@gmail.com	It is a sure way to destroy forever the beauty of our town and pave the way for more awful developments of similar kind. No to multi storey developments in our coastal town.
209	Jasmin Anderson jasminanderson@westnet.com.au	This proposal is not keeping with the Dunsborough township down south vibe, village feel, or aesthetic of the town. This monstrosity should not have even been considered. There is enough congestion in this area already, especially during the peak times. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.

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		If the proposal goes ahead at this scale, those giving approval should be ashamed of themselves for not being in touch with the community wants or needs.
210	Julien Matthews matthews.julien@gmail.com	Supports Good investment in the town, more car parking for the town, making good use of a vacant block, more business opportunities, it woy be nice if the old Redgum can be saved
211	Anna Momsen annamomsen@gmail.com	As a resident and business owner in Dunsborough I strongly encourage development of town. However, it is essential to include the existing surroundings in the planning of new projects. A 6 storey building is out of proportion and not well thought out in relation to the existing landscape and town space. It is very important to think of the whole town planning, logistics and aesthetics before another building project is approved (quite a few projects in town already being build/planned). Therefore a big need to consider the outcome in the long run, ensuring logistics are in place, include the general public and community in the discussions and ensure that decisions on new developments are not rushed through! Big need for specific guidelines before more is build - ex. maximum height, colour scheme, choice of materials ect, a general vision and guideline for Dunsborough Towncentre. Thank you for reading and taking all comments into consideration. For further discussions don't hesitate to contact me. Kind regards Anna
212	Barbara Black barbara_mccartney@hotmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. - The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. - The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. - The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. - The proposed development will mean the loss of the tallest tree in the center of Dunsborough. - What strategies have been put in place to protect the creek line this building is sitting on the edge of? - How will you ensure Dugalup Brook is maintained to the level we have spent years rebuilding and revegetating?
213	Tahlea Allen allen.ttc@gmail.com	The height is too high and certainly out of context of its surroundings. Certainly support the development but not 6 storeys high.
214	Marty Farrow marty.farrow@quiksilver.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.

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		• The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
215	James Thomasson thomassonjim@hotmail.com	Despite the WA State Government and Busselton Council's efforts to pander to developers and turn Dunsborough into a high-density residential suburb of Busselton, this is still a rural area with limited employment and very community resources. Current infrastructure in Dunsborough (parking, electricity, internet, water supply, drainage/ sewerage, parks, boat ramps and public facilities) are demonstrably insufficient for the current population - let alone the increased population and increased population density related to this (and other) proposed developments. How was permission given for this development? When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. The new zoning was apparently justified to allow for mixed use buildings (living and business) not for buildings to be 6 storeys high. The traffic statistics used are no longer relevant. The statistics used for this proposal are derived from information gathered over 3 years ago during Winter when the town is at its quietest. Traffic in Dunsborough is currently gridlocked on weekends, public holidays and school holidays. Finding a parking spot in Dunsborough at these times is extremely difficult and access to existing amenities is limited. A six storey building perched between two of the larger trafficways into/ out of town will only add to the current chaos and further limit vehicle and pedestrian access to the town centre and existing facilities. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
216	Melia Brent-White meliabrentwhite@icloud.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.

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		• The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
217	Jacqueline Borrello borrellofamily@hotmail.com	As above. I don't agree to the heights of either of the two proposed buildings being submitted presently in Dunsborough.
218	Zoe Cornellius zoe.cornelius876@gmail.com	I feel as if it takes away from the charm and personality of this town and what it's all about. It will cost a stupid amount of money for something that really does not benefit locals at all. it won't bring in a whole lot of revenue and the money could be put towards thousands of other things - homelessness, Vasse river, youth mental health, education system, domestic violence relief, etc. all of which is much more necessary
219	Lynette Ward lynward@iinet.net.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. The proposed development will mean the loss of the tallest tree in the center of Dunsborough. This development proposal will destroy the village feel of the centre of Dunsborough and will add to existing traffic congestion. This 6 storey development will destroy the existing 'human' scale of the centre of Dunsborough. This is a broad statement, and I'm not a psychologist, but this development, its destruction of the tallest tree in town, added pressure on all services, parking, shopping, restaurants etc, etc will in a subtle way add to already heightened levels of stress and mental dis-ease. In relation to increased population, people will expect hospitality and other services to be 100% where at the moment food outlets and restaurants are struggling to hire staff because there is no where for staff, usually young people, to live (rent or buy). This development does nothing to alleviate this housing shortage for workers in this town. Extra population will put undue pressure on the natural environment with the potential for more pollution on land and in the ocean, increased COB rates etc.

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		This development proposal for the centre of Dunsborough is myopic in its concept, in that it appears not to have taken a holistic view of its impact outside its proposed footprint, its amenity and consideration of how it will merge with the landscape in its wider context. Thank you for considering these points.
220	Drew Hoar Drew@dunsboroughep.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
221	Narelle Sproule narellesproule@outlook.com	Appearance of building does not suit coastal town. Too invasive and tall should be 4 storeys maximum. Impact on Dugulup Brook, extra traffic in small side street will create issues
222	Jean Nicoll jeanpnicoll@gmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. The surrounding roads will not cope with the additional traffic. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
223	Julie Cary jcary@westnet.com.au	This building does not fit in with the character of Dunsborough. Our town is unique. Visitors and locals I have spoken to express dismay at the proposal. They don't want Dunsborough to become another Sunshine Coast or Gold Coast with high rises dotted everywhere. They will go to Queensland for that. They come to visit and live here because Dunsborough is different. They like the low rise village atmosphere. Surely we can impose restrictions which preserve the character like Byron Bay and Noosa have done. I visited Skidaway Island Savannah USA in 2019 and was impressed with their insistence that all new buildings followed a similar theme - low rise, attractive materials which blended with their environment. Don't

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		rush this decision please It requires more thought to save our unique town for future generations. I've lived here since 1987 and welcomed most changes, but this is going too far.
224	Bianca Hart tinglebee@westnet.com.au	There is no need for anymore bottle shops in Dunsborough, we are a small town and there is already 4 bottle shops that are easily accessible in town. • I live in Schooner Cres and we are already woken up early in the morning with the noise from trucks delivering to Coles, we do not need anymore supermarkets getting early morning deliveries. • We already have a massive shortage of parking in Dunsborough and throughout summer that block is full of cars, the parking you have allocated is not sufficient for another building in town of this size. • 6 storeys will completely obliterate the sustainable coastal town feel of Dunsborough and open the door to more eyesore buildings around town. This would be suitable for Busselton as it is a city but is not appropriate for Dunsborough. 4 storeys is the highest possible limit that should be allowed in the town. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough. • We all know that the developers have probably put a 6 storey building in so it will get knocked back and they will get the 4-5 story building that they originally wanted. Rather than thinking about the money, start thinking about the long term future of saving what one of the main attractions down here is. If you continue to decimate Dunsborough you are going to end up with Mandurah where nobody will want to be anymore. All major development like this needs to be focused in Busselton where you have the facilities for the crowds and also a town crying out for more business's and tourists needed rather than going to Dunsborough or Margaret River. Protect the golden egg (Dunsborough) and people will still

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		come down to the area but will bring more life into the city of Busselton.
225	Steve Taggart Sktaggs@yahoo.com.au	Too big too high, not wanted in Dunsborough
226	Elizabeth Manson Mansone07@gmail.com	This is suited to a city, not a town like dunsborough. Most of us moved here to get away from this kind of development.
227	Alison Craig Oldscrumlo@gmail.com	The property is above the 4-5 limit set in 2019 set by the community & agreed to by everyone on the Busselton city shire . The roads & parking for other users has not been taken into consideration at all, it is 3 years since the statistics were taken also pre COVID & in winter . This is a small community & will never cope with what you are proposing as a plan for this community. There is a lot of talk about climate change & conserving trees but here yet again they will take the tallest trees around on this block just as you aloud all the trees to be removed on the gross oversized building on the foreshore, not an old growth tree left .
228	Justin Liu eut195b@gmail.com	6 Stories in Dunsborough will ruin the town.
229	Nicole Cartledge Nicolecartledge1@bigpond.com	The height and size of this proposal is not only unnecessary but not within keeping of the township and the culture of dunsborough, when it was suggested would the town like the height of 3-4 stories it was not expected that the default height would be 6 stories. Parking is already an issue, the wild life and encroachment into the creek behind is upsetting and will impact the wildlife. Once again tired of having to constantly fight the greed of the developers over sensible progress. Progress is not always about money and greed.
230	Natalia Ward nataliaw@iinet.net.au	'For the following reasons: - When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. - The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. - The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. - The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. - The proposed development will mean the loss of the tallest tree in the centre of Dunsborough. - 4 storeys would be more in keeping with DUNSBOROUGH townsite. - The proposed development does not allow adequate streetscape setbacks and provision of sufficient street tree canopy for shade, to alleviate the urban heat effect from solid building materials and roadways. - The proposal is more in keeping with that of a City urban centre not a small town centre like DUNSBOROUGH with smaller scale roads, footpaths, buildings and trees.

SCHEDULE OF SUBMISSIONS
PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Would like to see the proposal scaled back. - despite the on-site car parking provision the increase in traffic flows from /to such a large building would potentially inundate the already heavy traffic movements through the town centre. - with due respect, I am concerned to hear that the " Development Assessment Panel which will decide if this proposal will get to go ahead is chaired by the planner of this very development". Most remarkable!
231	Mark Fabian mark.fabian205@outlook.com	This proposed development is totally out of scale and character with surrounding buildings both existing and under construction in the Dunsborough area. It will set an unwelcome precedent being the tallest building in Dunsborough and in my view the ambience and appeal of Dunsborough will be significantly diminished. When the new zoning was implemented in 2017 (R-AC3) it is my understanding that this zoning was chosen to enable mixed use (ie. living and business) and the City of Busselton indicated that it would mean 4 to 5 storey buildings would be permissible. 6 storeys were not envisaged by the community. The traffic statistics used in section 7.5 of the Transport impact Assessment are no longer relevant as the statistics are based on surveys conducted in 2018 during the winter, which is the quietest period. Since that time traffic has increased and from my experience as a permanent resident, traffic has noticeably increased in 2021. These statistics also do not account for the cumulative impact on traffic in the Dunn Bay Road and Cyrillian Way area from other "under development" and "proposed developments" in Dunsborough in the future. Residential expansion in the Dunsborough Lakes area, along Cape Naturalist Road and proposed developments in the Dunsborough town centre (such as DA21/0892) will add to the traffic load in the area beyond any individual project.
232	Jeanie Ladner owenjean@iinet.net.au	I feel it doesn't fit in with the area being a small beach town not a large city Even Noosa Queensland does not have six storey buildings Please don't destroy this beautiful special small town just for developers to profit
233	Fiona Webster feewebster@hotmail.com	The proposed development does not fit in with the look and feel of Dunsborough, nor any small south west town on the coast, close to National Parks and other places of natural beauty. The scale and height of the building is inappropriate for the setting and has no link to the rest of the town. Unfortunately in the south west there are people who want to build a mini Noosa or mini Great Ocean Road town which just doesn't suit this part of the world and should not be allowed to proceed. Unfortunately local decision-makers are not protective of the unique natural beauty of the area and do not appreciate how special the area is. The natural beauty is what draws people to Dunsborough. Please don't try to make it like other suburban built up coastal towns, it simply won't be successful and will deter visitors to the region and people in the town will not enjoy living with it. The area's most special selling point is the natural beauty and the fact that

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		it isn't built up. The town needs more trees, shrubs and gardens to soften the dry look of the place, not multi story buildings.
234	Julie Williamson julie@rotherbridge.com.au	It is moving Dunsborough from a community to a large scale tourist development which it cannot sustain due to traffic congestion etc. This might be appropriate for Busselton, but certainly not for Dunsborough. Too tall, too imposing, not what residents want or the council told us was possible.
235	Kathryn Ginnane kathrynginnane@hotmail.com	I think this will look absolutely horrendous if this goes ahead. An complete eyesore. It's already bad enough all the trees that have been hacked down not to mention the pressure this will put on surrounding nature and water sources. Currently in the tourist season there is already not enough parking in town and the congestion is already appalling in this area. To have something this large that would attract a huge amount of patrons, and in turn place even more pressure on the local traffic and parking. I will be incredibly sad if this huge high storey development goes ahead in our town. The original plan I saw of this area was much more appealing and sensible. It would not put as much pressure on our town our lack of parking, and already congested traffic area.
236	Owen Ladner owenjean@iinet.net.au	I totally reject the proposal to build this or any building in Dunsborough and surrounds that is higher than 3 storeys as this will DESTROY the very reason people live and visit this very nice part of the world. Keep the high rise for the larger towns/cities where there is lesser impact .
237	Amber Shanks ambershanks@hotmail.com	Completely unnecessary, the reason people live & visit this small costal town is just that! This is not the next city! There are streets with out lights, roads without footpaths a school bursting at the seems, not enough support for the small business that are already established in regards to having enough staff & permanent places for these people to live here with their families & keep the existing community afloat..
238	Luke Hill Luke@naturalistetreecare.com.au	6 storeys does is to much for a coastal town
239	Ian Mutch info@kingbrownmag.com	I am ok with a mixed use building, but 5-6 storeys is too high. It is out of scale with the rest of the town, including surrounding buildings and current new developments. Dunsborough is still a relatively small and cosy-feel tourist town. We should try and maintain this through buildings and landscape appeal. Traffic congestion also needs to be addressed in town.
240	Catherine Hill hillcf5@gmail.com	The necessary development of Dunsborough and surrounding areas requires consultation with and agreement from those who live and work in the area. For this particular development the following are essential considerations; • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		• The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough. The local community, together with the City of Busselton and other stakeholders are best placed to take into account how Dunsborough can be developed, while still maintaining the character that has been the reason for it's popularity and continuous growth. These decisions are NOT generally of interest to developers whose main interest is financial nor civil servants in Perth who are not best placed to consider what is best when developing our town.
241	Jan Rees janaka.1@iinet.net.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.
242	David Pidek dave@pindariwa.com	Simply put the proposed development is way too large and too tall. This is incongruous with the qualities which gives Dunsborough any level of appeal, character, and charm. Three attributes which seem to be slowly disappearing
243	Peter Tyrrell peter@capeprojects.com.au	The scale detracts from the village environment and atmosphere. Additional traffic will further congest the CDB.
244	Julia Clarke julia.clarke@westnet.com.au	In recent years, Dunsborough & its surrounds have become increasingly popular as a place to live permanently & not just to visit for a holiday. One of the reasons that people desire to live in the locality is the 'small country town vibe' that is associated with Dunsborough. Change & progress are inevitable but surely by allowing multi storey (in excess of 4 storey) developments the council is effectively destroying the character and reason why people come to live or visit the area. Why drive 3 hours to Dunsborough from Perth if it looks like Mandurah which is only 1 hour away. Why is a 6 storey building even being considered if the zoning is 4-5 storey? Has anyone from the council tried to drive or park in Dunsborough recently? It is a nightmare even during winter. The number of parking bays for the proposed building are totally inadequate. The proposed development is not in keeping with other developments in Dunsborough

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		City of Busselton is keen to be seen as a protector of the environment but is OK to approve the destruction of trees for this development.
245	Deb Banyard mjbanyard@hotmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
246	David Griffiths marmionhome@me.com	I think the proposal is a monument to greed and an absolute lack of respect for the local community, its members (not the tourists) and our council who represent us in these issues. I cannot imagine how any developer could believe a building of this proportion would add to the amenity of the area or enhance town livability . The building will be an ugly duckling, an eyesore in the current zone and i do not believe the amended zoning at any stage contemplated buildings of this size or density. Traffic and parking in the town are already stretched, this will simply add to that problem with no viable solution for it. Imagi ne peak tourist times and then foist this on top. It will be a nightmare. Overall i think its an affront with a quick profit pocketed and us the community left with the problems that this structure will surely bring. It should be rescaled consistent with existing properties and preferably limited to 3 stories. If thats not acceptable maybe Busselton has room?
247	Tania Pitt taniapitt@bigpond.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		• The proposed development will mean the loss of the tallest tree in the center of Dunsborough too late!. As well as removal of previously re vegetated creek line.
248	Simon Noble Simonthenoble@hotmail.com	It's completely over the top and will ruin the lovely charm of Dunsbourough that has brought me back here many times after discovering the town in 2007. It's makes me genuinely sad to see Dunsborough heading in this direction. In the UK, certain small towns are protected from further developments to retain their charm and attractiveness. Please listen to the people. Thank you. Simon Noble.
249	Kim Pearce kimbadesigns@bigpond.com	Do not want 6 story building as it spoils the look of our town and we have too much traffic congestion already.
250	Nik Selheim nik.sellheim@westnet.com.au	Unnecessary & excess development in our people friendly town of commercial & residential units. · When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the centre of Dunsborough.
251	Elizabeth Kirsop Bethkirsop@gmail.com	The proposed development is totally out of scale with surrounding buildings, both ones under construction and existing. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. .The proposed development will mean the loss of the tallest tree in the centre of Dunsborough
252	Helen Jones aurora_images@yahoo.com	Because it is too large and too tall for the township of Dunsborough. It is not in keeping with the town of Dunsborough.
253	Beryl Anderson Bandc@wn.com.au	I would like to see Dunsborough as a dynamic Holiday Destination WITHOUT any buildings higher than 3 yes THREE stories. Anything higher will impact hugely on the aesthetics of a country village feel and are totally not needed in Dunsborough.
254	Karen Griffiths karen.purcell@gmail.com	There are a number of reasons I do not support the project: The proposal is totally at odds with the current environment, is not in keeping with the surroundings nor does it support the reason people live or holiday in the region. Dunsborough is a relaxed and relaxing town which will be threatened by this development. The current zoning was justified for residential and business but not to be 6 storeys high. It will tower over any other building in the shopping district while simultaneously

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		increasing the traffic and noise in the area, neither of which has been modelled on recent information. Parking in summer and other busy periods is already chaotic, this development would only amplify chaos.
255	Duncan Gardner Duncan@rotherbridge.com.au	Contrary to CoB vision. Does not preserve environment. Degrades not enhances Dunsborough. Far too tall - should be 3-4 stories. Reduces amenity for locals. Disadvantages tourism. Town is too small to take additional traffic people & cars from this development. Not what was intended by the zoning. Y seems the owners have gone out of their way to annoy the community
256	Pip Witham bjwitham@bigpond.com	A 6 story building in the middle of Dunsborough is ridiculous. It is totally out of keeping with the rest of our village. In addition it will create a traffic and parking problem.which will only add to the existing chaos.
257	Jill Moyes jillmoyes13@gmail.com	It is far too large a building for an already crowded town centre Dunsborough is a village & 6 story buildings more suited to cities like Bunbury & Busselton. Please do not allow such an over the top monstrosity in a already busy area, cars everywhere & nowhere to park!
258	Angela Corrigan paulange@westnet.com.au	The scale of the building is much too big for a village/small town like Dunsborough. Even our big sister town of Busselton doesn't have a 6 storey building. It is right in the Centre of town and will throw considerable shadows over the surrounding areas. The adjacent development on the corner of Dunn Bay Rd and Naturaliste Terrace is the sort of development more appropriate for this site. Whilst supporting having more short stay accommodation in central area as against in residential streets, i d think this building is completely out of keeping with the Dunsborough Town Centre Plan. The proposal does smack of revenge for the local community knocking back the previous proposal for the site - the Puma Petrol Station. It appears this plan will maximise profits for the owners of the blocks with absolutely no consideration for the majority of ratepayers who call Dunsborough home. The congestion in this area of town is already really difficult , especially during the summer months, and since Covid has increased numbers visiting all year round, but this additional building, plus the Woolworth shopping centre on the opposite side of Dunn Bay Rd would mean traffic congestion would become unbearable and dangerous.
259	Yolande Russell yrussell4@gmail.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.
260	Shantell McClenaughan ishantellm@gmail.com	6-storey development application for Dunn Bay Road. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		• The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
261	Pippa Jarvis pippa.jarvis@bigpond.com	6 Stories is not in keeping with the ambience of the small town that we live in. It will be overwhelming and have a dominating impact. No building in town should be more than 4 stories, preferably less.
262	Robert Jarvis bobjarvis@bigpond.com	6 stories will be disproportionate to the surrounding buildings and will destroy the "Small Town" ambience that the City has strived to establish. It will dominate and the skyline and detract from the gentleness of the Brook surrounds.
263	Anthony Baker Abaker@brats.net.au	I am not impressed with the level of tree clearing and replanting will not bring back the same level of mature trees. I am also opposed to the building height. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
264	Chris Binns chrisbinnsis@gmail.com	Dunsborough needs to be bulldozed and started from scratch. A high rise in the middle of the existing mess would be a farce.
265	Louise Huxtable l.m.huxtable@gmail.com	I think the proposal is completely unnecessary in Dunsborough. Not only will a building of this size and statute have negative effects on the environment and aesthetics, it completely hinders Dunsborough's renowned reputation as a small, family friendly and local coastal town. Dunsborough is rapidly becoming overdeveloped and locals are becoming marginalised over this unnecessary expansion

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
266	Amie Meyer amie.meyer@cewa.edu.au	The multi story aesthetic doesn't suit the village environment and will detract from the lifestyle people move here to enjoy. There will be significant impact on traffic flow, there is already Insufficient parking in the town centre. There are also implications for temperature increases by introducing a structure of this height and material in the centre of town.
267	Erica Lawrence edot.420@gmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.
268	Kellie Lemon kellielemon10@gmail.com	Because it's not in keeping with the aesthetics of the town, it's ugly, it's too big for our town.
269	Peter Huxtable Peter.Huxtable@westnet.com.au	It is not compatible with Dunsborough lifestyle. Far too high at 6 levels. Not appropriate for a village centre. The centre of Dunsborough should be low rise, pedestrian, and quiet. It is being far too developed, with so many approvals and applications for the main street. All this is changing radically from what the community wants. All this high rise will make Dunn Bay road etc cold, shaded and uninviting especially in winter. Basically far too much development in the centre of Dunsborough. It will contribute to far too many cars than what the limited capability of the town centre lends itself too. It is dangerous crossing the road in Dunn Bay road and precincts as it is, especially in summer and holiday periods. The community , as distinct from developers and it seems the Council and it's planners, wants to retain a village , beach side holiday ambience for Dunsborough, not moving it along the road to another Surfers Paradise. Development gone mad !
270	Darren Lemon Lemonsglobal@gmail.com	I don't think we need it
271	Maureen King kingwitton@gmail.com	Currently many Dunsborough residents shop in Vasse or Busselton at peak periods because of lack of parking and poor traffic flow. With the approval of the Brewery /Restaurant/Accommodation which has a maximum occupancy of approx 1,000 patrons, the Woolworths (DAP/21/01996) development and the application for Dunn Bay Rd /Seymour (DAP21/0892) plus this development, how is this intersection expected to cope with the increase in traffic flow. This development has no set back on Dunn Bay Road and very little on Cyrillian Way to allow for either a round- a - bout or extra turning lanes. The fact that the traffic assessment was from mid 2018, in low season is hardly relevant. Busselton a much bigger town, does not even have 6 storeys. Yet in Dunsborough we have two possible developments within a few hundred metres on the same

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		street without addressing the traffic flow and adequate parking.
272	Douglas Kirsop kirsop@westnet.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough. This, like other out of character proposals, is an example of developers' greed and exploitation of the building limits for their own ends, foisting an ugly over the top proposal on the residents of Dunsborough who do not accept it nor want it in its current form. I'm not against some form of development but this is another building which pushes the boundaries and is inappropriate and must be limited to the strict height limits and be a smaller scale. New traffic surveys must be done to be relevant and more up to date than what's been quoted. The character and appeal of Dunsborough must be upheld and protected, because this will change it. The destruction of trees, especially tall ones, and the building height, is a blight on the town, and the developers don't seem to care as they won't be living here full time. This is an outrageous Development proposal in its present form, and I urge the council to strongly oppose it.
273	Christina Paul Noumy44@hotmail.com	I am dumbfounded at these planners, do they live in the area?? Have they seen what the one main street in town looks like in middle of christmas/summer. Proposing a six storey building will not help the community housing issues or parking . It clearly will not fit into the scale that the town is already. The town already lacks clear vision and planning as it is growing at a rapid rate. There are multiply shops that are empty on town due to high rents , no functionality. Having expensive apartments right in town do not help the crisis in town and never will. If the planners keep catering to the rich there will be no workers in the town. There is 100% no need to have a 6storey building in town. Yes we need to develop the area but in smart and sustainable manner. This is a coastal town. Development is needed but not at the cost of the community.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		I have lived here for 11years now. I have lived in many towns across the country. All on the beach. None of them have over 3 storeys. It's an eye sore. Planner's need to see that less is more.
274	Darren Hawkes Darrenhawkes999@hotmail.com	In 2017 when the new zoning came in the COB said 4-5 storey permissible. Why is this proposal now allowed to be 6 storey? The community did not envisage that the new zoning would allow six stories. A six storey building does not blend or fit in with the current surroundings of the town. It will be an eyesore. The community are not happy with this. It will change the entire feel of the town and offers services which already exist in adequate numbers. The town does not need another liquor store or cafe. The town needs a better central green space. The existing one is not big enough. the township is being built up and the road network and green space elements are not being improved at the appropriate rate. The town is already like a traffic jam during holiday season. You can hardly cross the road and allowing this six story development is going to make traffic congestion a whole lot worse. The traffic report used for the development is out of date. The survey was done three years ago during winter! Surely the traffic statistics need to be updated and completed during peak season. The community do not want anymore trees lost. Mature trees are precious and cannot just be replaced with another juvenile tree planted. They are not equivalent in their value to the wildlife, environment and the community. The tallest tree in central Dunsborough is apparently being knocked over for this development. The community is furious with the amount of trees the city approves to be cut down. The development needs to be designed around trees if they are mature. The zoning was justified for mixed use buildings not for buildings that were six storeys high.
275	Stephen Spelman stephen@spelman.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed-use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the centre of Dunsborough

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
276	Joy Watling joy.allmymail@gmail.com	There is no place for high rise buildings in our village. The fragile strip that faces the sea, that is our village, will be proportionally overwhelmed. There is no allowance available for the large increase in traffic that will ensue .
277	Laura Gilbertson gilbertsonlaura3@gmail.com	Over building will destroy the very essence and heart of what attracts people to chilled out Dunsborough. Not to mention the stress lack of parking will impose. Please don't destroy Dunsborough's soul
278	Chris Gibbins Pepper.lizzy@gmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
279	Terri Mitchell terri@seafari.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
280	Steve Mitchell steve@seafari.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
281	Emma Bouhalissa Emmalin76@Hotmail.com	It's way too big for this town. I'm concerned about the traffic congestion, parking shortage, the height is alarming. It will really bring a different feel to this town that many of

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		us that live here don't want. Why put a 6 storey building here? How will this benefit the community? It's all just money in the pocket for the developer, buts who's thinking about the town planning for the future long term??? Once things like this start to go up there's no taking it down. Such a shame as we live in such a beautiful community and small town which is now starting to be ruined by planning badly for the future.
282	Peter Holland pih6@icloud.com	The proposed development is absolutely out of character with the town of Dunsborough & does not fit in scale with any of the existing buildings nearby or anywhere in the entire shire for that matter, Busselton included. It would look comfortable in inner suburbs of Perth but totally out of place in Dunsborough & completely dominate the space & surrounds.
283	Jenny Morris jennymorris0718@live.co.uk	**Submission 1** The height of the proposed development is totally inappropriate for the town of Dunsborough. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
284	Jenny Morris jennymorris0718@live.co.uk	**Submission 2** Far too many storeys high, not in keeping with Dunsborough's character.
285	Robert Demkowicz demko100@hotmail.com	The height of the proposed development is totally inappropriate for the town of Dunsborough. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
286	Georgia McKay georgiamckay90@gmail.com	The building will be much too big for the area. It will be an eyesore that changes the feel of the town. Traffic congestion in the area is at an all time high and will worsen with a building of that size with 6 storeys including apartments.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
287	Carolyn Levien Carolyn.levien@hotmail.com	The proposal in my opinion does not blend in with the Dunsborough community now or with future developments. I believe this development is more about the dollar signs at the end of the day than what it can do for the community. Reduce the size to 3/4 storeys and I would support it.
288	Stephanie Kircholfer Stephanie.kirchhofer@gmail.com	The new development to the left has made an effort to keep with the look and feel of the existing but this is too big and tall for that space. A smaller development in this spot would make more sense. 2. There are already traffic congestion issues in this area particularly in high tourist season and this will make them worse. To use traffic data from 3 years ago In the quiet season is misleading. 3. I don't understand how existing infrastructure will support this type of development particularly with others in proposal stage - in high season we have multiple power outs in town because the electricity grid can't cope and large developments like this will add more burden to infrastructure that needs improving before this happens.
289	Matthew Johnson mattjohnno11@gmail.com	the proposed developments are far to tall. 2 stories maximum with in the town centre. I enjoy spending time in the dunsborough town centre as it still holds a small town feeling and it's this feeling and aesthetic that draws tourist from all over. Perth tourist.dont travel to dunsborough to stay in high rise apartments. They come for the trees. Beach and sand and this is reflected in the current town layout and buildings. If you were walking through town you will notice that the tallest things around are trees, providing shade and a different setting compared to the high rises of larger coastal towns on the east coast. Many things have changed over the years but nothing has been built to the size of this proposal. The building would dominate the skyline and forever set a precedent for future builds. If this proposal were to go ahead I can see no reason why larger multi story buildings would not be allowed in the future and then the town would really lose all its charm. I'm already saddened to here of the giant 5 story hotel being built on dun Bay road and I do not wish to see it repeated elsewhere with in the dunsborough town centre.
290	Nicole McDonald nicole_cartwright@hotmail.com	The building proposed is too large for Dunsborough, it does not fit in the character of the area. We moved our family to Dunsborough 2 years ago for the small town upbringing that we wanted them to have. With buildings like this going in the whole feel of the town will change. 6 stories seems ridiculous when nothing else in town is even close, if this is approved where will it stop. I'm not against progress in Dunsborough, but this is not in keeping with the towns appeal, people come to visit or live here because it is a small coastal town, these buildings need to stay in cities or Mandurah! This will tower over the new brewery and make the town feel disjointed. Traffic and parking are already an issue with many locals choosing to visit Vasse to

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		shop in the holidays and on weekends, this is going to add even more traffic to town. This does not belong in Dunsborough, it is not what locals will want for their families or visitors who enjoy leaving these kind of buildings behind and enjoying a quiet weekend away in a small old school coastal town.
291	James Brooks jamlenbro@yahoo.com.au	Too big
292	Anna Sidebotham Annasidey@icloud.com	Too much congestion on Dunn Bay road and loss of business for my shop.
293	Carina Schumann Carina_Schumann@gmx.de	Not sufficient car parking. 176 bays isn't enough if all parties would be there. It's bad enough already for parking & this would add further to congestion. This building might suit the koombana foreshore in Bunbury but is out of place for Dunsborough unless the intention is to turn Dunsborough ASAP into another gold coast. Unfortunately green space doesn't make the developer any money. More established trees need to go. 6 storeys are not what Dunsborough represents. There is a lot more to list against it & I can not find any reason to vote for it. This building is created for tourists and city people but not for the true locals.
294	Karen Johnson gkjohnno@hotmail.com	**Submission 1** I do not support the proposal because the development does not match the sentiment of the City of Busselton Strategic Community Plan 2021 - 2031, or Community Expressions in the 2018 Dunsborough have your say forums and workshops or the 2011 Vision for the Dunsborough Town Centre that was developed.
294	Karen Johnson Gkjohnno@hotmail.com	**Submission 2** This development will dominate the town centre of Dunsborough. It out of proportion to rest of the town shops. It is also not in keeping with the seaside country feel of the shops and accomodation currently in Dunsborough. The height of this development is more suited to a dense city environment not a small country town. Dunsborough is a destination of choice for many people because of its laid-back country feel. Development of this height and density is not in keeping with what makes Dunsborough such an unique destination. Why would people visit from Perth if Dunsborough feels and looks like Perth
295	Jo Tseng tryfer0622@gmail.com	Traffic and parking issue Building is too big to block the view in the small town centre
296	Jake Paterson Jakepato@gmail.com	It's just too much, it's a country town that people come to holiday in and get away from places like this. I feel the developers have gone over the top and once there is one building like this there will be no end. I have a surf shop across the road and feel this building shouldn't be any higher then the Coles building. Thanks
297	Carly Cranswick Carly.cranswick@iinet.net.au	Please don't destroy and take away from the Dunsborough we know and love. We need to stop these actions now before it's too late! Every change and development now makes a difference.

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		• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
298	Geogina Beniston Georgina.sharp@icloud.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
299	Kelly Gablonski gabwajaffa@hotmail.com	This Building is too high, please keep our town looking less like a city and more like a rural country town, put this building in Busselton town.
300	Finn Reilly finnreilly4@gmail.com	It is too big and will ruin the vibe in dunsborough as well as the main reason people holiday here from Perth. Which is to come to a nice seaside town. The last thing they want is to see a six story building.
301	Olive Lipscombe Olive.Lipscombe@gmail.com	A 6 story development is unnecessary. Something that large is an eyesore and will affect the aesthetic of the town.
302	Shelley Buswell shelley.buswell2@gmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.

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		• The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
303	Robyn Clifton robynjoy7@gmail.com	Much too under cover Dunsborough village has become congested already.
304	Edwin Pope Exdy@unicornrisk.com.au	Support There is a level of density required to sort out the housing and facilities shortage. It's proposed location is understandable. This is becoming a small town centre, it's what happens with progress.
305	Terrence Hodges wcd@iinet.net.au	When this land was rezoned we were informed by the COB that a development of 4 or 5 storeys would be permissible, NOT 6 storeys. The community do not want a 6 storey development. It appears that the traffic statistics may be out of date and based on traffic movement over winter. We all know that there is a big difference in traffic volume between summer and winter. The existing road network will not be able to cope with the additional traffic volume generated by this development. A 6 storey development will be totally out of scale with existing surrounding buildings and will adversely impact the visual amenity of this part of town. It will be too visually dominating, destroying any sense of place. This is not the way that the community want to see developments in Dunsborough go. It is ugly.
306	Robin Braham robinbraham@portstationery.com.au	Dunsborough has already been allowed to become overbuilt and overcrowded, we need to retain the reason we all go there. Building height should also be controlled so we don't create another Scarborough.
307	Paul Martin Nxt.level@yahoo.com	It's way to big for this small little town! It doesn't fit in, it's going to add to our already bad parking issues. It will block out the sun to adjacent properties and create wind tunnels! Why does the council feel that's this is ok? It's a eye sore and is going to destroy our village atmosphere that has been created over the last few years!
308	Mary-Lynne Stratton mst09656@bigpond.net.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would b e permissible. 6 storeys was not envisaged by the COB or community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during winter when the town is at it quietest. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing The proposed development will mean the loss of the tallest tree in the centre of Dunsborough.
309	Garry Morris Garry@profsduns.com.au	The proposed height is ridiculous and will ruin the character and ambience of the area . No high rise in town above 3 storeys. The town does not cope during busy times currently and there is not enough parking .

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
310	Kathleen Lim kathleen_lim@outlook.com	As a young adult (in my 30s) resident of Dunsborough, I support developments of the town centre area, but am opposed to this proposed project. 1: I am concerned about the implications on the already busy Dunn Bay road, especially the impact on Cyrillean Way leading into the existing Coles carpark. The proposed visitor and residential vehicle entry to this new building is off Cyrillean Way. This new building will impact not only vehicle traffic but more importantly foot/pedestrian commuting. The best feature of Dunsborough town currently is its walkability and accessibility, which will be negatively impacted by a building of this size in the town centre. 2: A six storey building is not necessary, there are currently plenty of shops in the main town centre area, and plenty of accommodation options too. I support the development of the current project site to expand the footprint of the town, however not with a building this high and large. Based on the proposed plans, it looks like the building will take up almost all of the lot. The top three levels are all residential apartments which I feel is excessive. One level of apartments would be sufficient, bringing the maximum height of the building to three storeys. Understandably, the developer wants to provide a view of the Dunsborough bay to potential residents. However being so close to town and proximity to the bay, I argue that any residents can simply walk to the foreshore in 5mins. This would allow the rest of the town to still enjoy their town centre without sacrificing the functionality, accessibility and aesthetics of the town for a small group of residents living in the apartments of the new proposed building. 3. The Dunsborough town centre is especially busy during the Summer period Oct-Mar plus school holidays (April, July). This new proposed development appears to bring additional parking to the town, however on close inspection of the proposal, only 68 of the total 174 parking bays is marked as Retail/Restaurant. The remainder (60%) of bays are reserved for Residential and Offices use. This is a concern as the visitors will likely move to park at the outdoor Coles carpark opposite the proposed development instead, therefore increasing the strain on already limited resources. 4. Last but in no way the least, my utmost concern is that the 'community small town feel' of Dunsborough which is beloved by so many, residents and visitors, will be negatively impacted by the proposal of such a large development in the heart of the town. There is a real sense of community spirit in Dunsborough which is exemplified by the small businesses that currently operate in the town centre area. Thank you very much for reading my submission. I sincerely hope that all responses will be taken into serious consideration by the City of Busselton and project managers.
311	Ian Smith ismith21@outlook.com	I don't support the proposal in its current form as the form/bulk of the prosed building is contrary to what generally attracts residents and visitors to Dunsborough -

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		a seaside village environment. Despite what is stated in the proposal I disagree that the is mid-rise and has been designed in a contextual manner sympathetic to its surroundings. In my view a six storey development in Dunsborough is inappropriate on these grounds.
312	Louise De Chiera lde41637@bigpond.net.au	I believe with a growing population the town centre needs more facilities including office space and hospitality venues. This development provides this along with high density residential which could help with the housing situation in town. Plus it will provide needed additional parking within the town centre. I think this block of land has been vacant for a long time and with other developments happening closeby it will be a welcome addition to the town centre which I am sure will become fully utilised.
313	Joe McEncroe jomac@treko.net.au	My main concerns are obvious to most. The height of the building is totally out of context with what exists in Dunsborough at the moment and of equal or of more importance is the question of traffic control. Traffic flow in town is now a problem all year round but in the peak season it is chaotic. The developers will be looking to maximise their return on investment but in this instance they need to take a step back and consider what is acceptable to a very large percentage of the local community.
314	Colleen Shanhun cshanhun@bigpond.net.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. A six storey development is totally out of scale with the surrounding buildings in Dunsborough, both ones under construction and existing. The traffic statistics used are no longer relevant. I believe the traffic stats are outdated and taken during winter when the town is at its quietest. Residents who live in the complex are not just going to walk around town. It would be ludicrous to think they won't drive and visit wineries, etc in the Dunsborough/Margaret River region. Cyrillean Way X Dunn Bay Road, Dunsborough was listed in the RAC 2018-19 survey as the 3rd riskiest regional intersection. Little chance to turn/cross traffic. Confusing layout. Unsafe or poor pedestrian crossing. This development can only exacerbate this issue and to think otherwise would be naive. https://rac.com.au/about-rac/media/media-releases/may-2019/riskiest-regional-roads-in-wa-revealed
315	Maryrose Hall maryrosehall53@gmail.com	A building of this magnitude detracts from the 'village' aesthetics of Dunsborough, and clears the way for more of the same to be erected in this town. The new zoning (2017) was not to allow buildings to be 6 storeys high. Also, the proposed development is totally out of scale with all surrounding buildings, both under construction and existing - and I believe will be a total eyesore! The traffic statistics used were from over 3 years ago, and during our quiet winter (that we once enjoyed) - and are therefore not

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		relevant. This area is extremely busy with local traffic and the proposed development is only going to add to traffic and parking problems. Please reconsider this proposal before our quaint town resembles the Gold Coast!
316	Thomas Harrison tom_harrison9@yahoo.com.au	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
317	Kevin Hall kevma@westnet.com.au	A building of this size detracts from the 'village' aesthetics of Dunsborough, and also clears the way for more of the same to be erected in this town. The new zoning passed in 2017 was not to allow buildings to be 6 storeys in height. Also, the proposed development is totally out of scale with all the surrounding buildings, both under construction and existing. The traffic statistics used, were from over 3 years ago - and during the quieter months of winter, and are therefore not relevant. There is also the traffic through the town centre to consider and this development will only add to this chaos. We have noticed over the past 12 months or so, that the traffic trying to enter the town centre, has grown considerably with long queues at the roundabouts, insufficient parking and pedestrians putting themselves at risk. As a concerned resident, I request that you please reconsider the size of this proposed development.
318	Lana Halloran Talk2lana@yahoo.com	Due to the height of the build- 3 stories max. It isn't in keeping with the rest of the town and doesn't provide enough parking.
319	Kristie Chapman mrschapstar@westnet.com.au	6 storeys is completely excessive for a town centre that currently has nothing over 2/3 storeys.
320	Justin Ryan Justinamryan@me.com	I feel the proposed 6 storey development will negatively impact the town of Dunsborough both aesthetically and functionally. I don't believe that it is at all in character for the Dunsborough environment, which is typically a laid back, coastal community that prides itself on being personable, friendly, somewhat old school and laid back. Large scale multi storey developments introduce a very different aesthetic to a town and as is currently in evidence they can quickly snowball to create a wholesale change to the environment and "feel" of a town. It seems developers are very keen to pursue these large scale developments at maximum height and that means many more people and

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		businesses in Dunsborough. At the moment there is not enough parking as it is, particularly with the increase of travellers since Covid-19 began and also there is not enough workers to staff the businesses that are currently in town. Please consider why so many of us moved to the area in the first place - I can assuredly say it wasn't to find high rise developments and heavy traffic/no parking!!
321	Richard Paterson rpaters@yahoo.com.au	The proposal does not comply with the 4-5 storey limit for Dunsborough. It is too high and the depiction of the building shows significant overshadowing of Dunn Bay Rd. This is not the "village" atmosphere that Dunsborough should be aiming for. The bulk of this building is excessive and would set a precedent for more of the same, completely destroying the traditional Dunsborough lifestyle. A total of 172 parking bays are provided, but only ONE of these is suitable for electric vehicles. This is totally unacceptable, particularly as many visitors and residents will travel from Perth using EVs and require recharging.
322	Kate Garcia Katepunyer@hotmail.com	Too big and and no parking to support
323	Irene Hughes hughes1@iinet.net.au	View this email in your browser
324	Suzanne Smorthwaite suesmorthwaite@btinternet.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. I believe that Busselton has not agreed to high rise buildings in their town, so why should we be allowed to have one here in Dunsborough.
325	Phaedra Watts Hottempered@westnet.com.au	The enormity of something in a supposed rural town. The need vs the impact. The vision - imposing monstrosity. Is this really needing What gap is it filling
326	Emma Johnson emma.johnson@live.com.au	I do not support the proposal because the development does not match the sentiment of the City of Busselton Strategic Community Plan 2021 - 2031, or Community Expressions in the 2018 Dunsborough have your say forums and workshops or the 2011 Vision for the Dunsborough Town Centre that was developed.
327	Michael Pope michaelpope15@hotmail.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. · The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. · The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. · The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. · The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
328	Victoria Tomba toritomba@hotmail.com	I visited just last week and appalled by the amount of traffic conjestion in the town centre. This development will only make matters worse.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
329	Max Royce f4mewa@yahoo.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
330	Clint Lester cleclester@westnet.com.au	The 6 storey height is totally inappropriate to the amenity of Dunsborough. That Council even contemplate buildings of this size are appropriate is a travesty. The traffic around this area is already a mess & to say the building will have little effect is a nonsense & the credibility of the traffic assessment has to be questioned. On one hand the proposal espouses the increased facilties it will present the town & on the other it says it will have little effect on traffic. More amenities means more traffic in an already congested area.
331	John Flesher jkflesher@bigpond.com	• The community fought and won the Puma development proposal on the grounds of it's unsuitability and incompatibility with the existing town infrastructure. With this new DA the developers have again shown complete distain for the Dunsborough community. Who else apart from the developers and those with a vested interest would support this proposal, which is designed to grossly exploit the planning framework set down by the COB and to maximise profit. • Traffic considerations have been addressed in the DA using data from 2018, (overlooking the fact that traffic conditions have changed significantly since the start of Covid), and a one hour period in mid July 2021. Based on this completely inadequate and flawed data the traffic report states the "proposed development would generate approximately 1640 total daily Saturday trips (both inbound and outbound) with approximately 153 trips(both inbound and outbound) during the Saturday midday period" That's just one hour between 11am and noon. It then goes on to conclude as such " the proposed development will not have an adverse impact on the local road network". Remarkable. Surely additional congestion at the Centrepoint carpark entry and in Cyrillean Way and on Dunn Bay Road are inevitable on a permanent basis and will be very problematic during construction phase. The current parking status quo in Dunsborough town centre is maintained by the casual parking available on land

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		slated for current or future development. Once these sites are developed parking will become a major issue in the town centre. Exacerbating this issue ongoing is the inadequate provision of street parking as proposed in this and other developments (Seymour Park apartments). The two bays offered in this DA are totally inadequate and the COB should insist on a more realistic provision of parking bays. Recent events suggest that developers expect to brush aside community and COB concerns by referring matters to an arbitrator. Isn't it possible that the COB and developers could come to a reasoned compromise that will provide a commercially viable outcome that is acceptable to the community. Failing that surely COB can identify the means to make contentious developments difficult if not impossible. Currently the tail is wagging the dog . Avarice and arrogance prevail.
332	Danae Plowman danaeplowman@gmail.com	**Submission 1** The proposal does not comply with state planning policy 2.9 - Water which reqires a foreshore reserve and development setback from water ways. Dugalup Brook is an important site environmentally and has aboriginal significance. Maintaining the health of this water way is imperative to the aesthetics of Dunsborough with many businesses now being developed along it. I do not agree with the size of this building, being the height and building right on the Dugalup boundary. A 10 m setback from Dugalup Brook should be a minimum requirement. The character of this building does not fit a coastal town holiday location and should include a more natural character.
332	Danae Plowman Danaeplowman@gmail.com	**Submission 2** There is no setback from Dugalup Brook. Requires at least a 10m setback k
333	Alison Curtis Alison@investorsinpeople.com.au	Six storeys is most definitely out of character for Dunsborough. Visitors / tourists do not come to Dunsborough to see a high rise building…. They come here for the village vibe we have. Residents live here because they enjoy the small town country that is here. I moved from Perth to escape high rise built up congested areas. We do not need another liquor store. VERY concerned about parking and traffic congestion. Also VERY concerned about impact on Dugalup Stream. I am not against progress as long as it is in keeping with or enhances the unique village that we have currently love and enjoy. The space designated for this proposed building/development should be carefully and thoughtfully used with public consultation taken into consideration. PLEASE do not approve a building that is any higher that 2 storeys. Allow for unique eateries/shops that compliment current businesses in Dunsborough, perhaps include an outdoor / all weather setting that could allow for small live music performers on occasions. Thank you for your consideration to my concerns and objections.

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334	Kim Kiosses kimkiosses@gmail.com	FINAL DAYS to HAVE YOU SAY on the 6-storey development application for Dunn Bay Road. ! Submissions close Fri Dec 3rd 2021! Use this link to have your say https://yoursay.busselton.wa.gov.au/DA21-0815. Copy and paste (or rewrite in your own words) the bullet points below, and feel free to also add your personal spiel. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough
335	Annie Mussell mussellptyltd@gmail.com	I feel the development doesnt support the aesthetic of the beachside quaint town feel that Dunsborough is famous for. The height (due to parking restraints) ruins the skyline and gives this entry into the town centre a slick city feel. Visitors may as well be in Perth.
336	Kaye Smith kaye218@hotmail.com	I understand that current zoning does not include provision for 6 storey developments in Dunsborough. There are none in Busselton - why allow them in the smaller town of Dunsborough? Traffic in Dunsborough is already extremely heavy and parking at a premium most of the week now as well as weekends and peak holiday periods. in fact some of these empty blocks have been used as parking areas. This development along with others planned is only going to exacerbate the parking and traffic problems. These large "high-rise" developments are completely out of kilter with the village atmosphere that brings people to the town to live or holiday.
337	Justine Ward juzward@hotmail.com	I am against this proposal as the size of this development is inconsistent with the village of Dunsborough. This is because: * The CBD of Dunsborough is small and cramped. It's a tourist village, not a regional town or city like Busselton or Bunbury. The current City of Busselton height limits of 4-5 storeys (which are already too high) were designed to reflect this. This proposal is 6 storeys high which is beyond the COB height limits. * The proposed 6-storey height (along with the other Dunsborough CBD developments currently proposed or already under construction) will result in a 'canyon' effect along Dunsborough's narrow roads. These will become

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		shaded wind tunnels, especially in winter, reducing the amenity of the village for residents and tourists. * The corner of Dunn Bay Road and Cyrilliean Way is already very difficult for traffic to turn in and out of. In fact, it's consistently named in the RAC's Top Ten Riskiest Regional Intersections (issues include little chance to turn/cross traffic). As this development is built up to the property boundary, it will reduce visibility when attempting to turn right out of Cyrillean Way. Thus reducing safety for drivers and pedestrians. * This proposal will also add to traffic using Dunn Bay Road and Cyrillean Way (as drivers access Dunsborough Centrepoint shopping centre). The developer has stated they did traffic statistics in July. This is the quietest time of the year in Dunsborough. The town's population swells by over 300% in the Christmas holidays and Coles Dunsborough (opposite the proposed development) is reported as being the busiest Coles store in Australia at Christmas. * To counteract the traffic safety issues above, it's likely traffic lights will then be needed for the corner of Dunn Bay Road and Cyrillean Way. This will then reduce the tourist village attraction and amenity of Dunsborough. * The proposed development will also destroy magnificent old native trees currently on the site. Although the developer has stated the tallest tree will be saved, it will be boxed in-between towers of 5-6 storeys high and no longer visible from Dunn Bay Road. The impact on the stream and Peppermint trees in endangered Ringtail Possum habitat is also concerning. Therefore, this proposal will have further amenity and environmental impacts. While development can't be stopped, I would only support this proposal if the following limits were placed on it: 1) The southern section of the development (corner of Dunn Bay Road and Cyrillean Way) is limited to 3 storeys to help avoid the overly built-up, canyon effect down Dunn Bay Road. Hopefully this will mean the tallest tree also remains visible. 2) The facade facing Dunn Bay Road is pushed back approx. 2 metres to allow for traffic and pedestrian visibility and safety (and also reduce the overly-built-up effect). 3) A serious attempt is made to protect and preserve the native environment. Finally, I would like to state that it saddens me that these developments are being approved one by one with little appreciation for the overall amenity of the Dunsborough village. Before long, the Dunsborough CBD will be full of built-up developments over 4 storeys high with shaded wind tunnels for streets. The village atmosphere that has attracted tourists and new residents will be lost forever. I leave the fate of Dunsborough in your hands... Thank you for your time.

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338	Barbara Marks barbm77@icloud.com	The very nature of Dunsborough and why it is so popular as a holiday destination is being eroded by the poor planning decisions being made that support big business who make their profits and walk away leaving the heart and soul of the town completely ruined. We have been holidaying in Dunsborough several times a year for many years and can see the decline in the beauty of the area with the unsightly new development at the foreshore. Before you go further and approve simialr high-rise developments I want to provide the following: When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
339	Sanford Waters swaters@westnet.com.au	City of Busselton considered that buildings of 4-5 Stories may be permitted, in the changes to zoning in 2017, not 6 stories . A building of this height was not envisaged by C.O.B. or residents and ratepayers. The proposed building is enormous and out of scale with the surrounding buildings,and approximately double the height or at least 3 stories higher. The Development application was proposed by Planning Solutions Pty Ltd Whose Managing Director appears to be Mr Paul Kotsoglo. Mr Kotsoglo also appears to be the Presiding Member for the regional JDAP which will asses the Development Application. This appears to me to be a conflict of interest. Proposals with an estimated cost in excess of $10,000,000 like this, must be assessed by the JDAP, thereby reducing C.O.B. scrutiny and residents, ratepayers and visitors wishes and input. This appears to be a plan to avoid scrutiny by the community and fast track the proposals. The Traffic Analysis was done on on the 21st of July (Mid Winter) and is surely not indicative of the traffic congestion experienced in the town center most of the year. The study indicates that a proposal of this size will add another 1640 vehicle movements on Saturdays that are already experiencing heavy traffic. In short ..a proposal of this size is inappropriate and not acceptable to the majority of residents,ratepayers and visitors in this area.
340	Sharon Fulcher	Support

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	Getgeofit@gmail.com	Progress
341	Franck Bouhalissa franckkb@gmail.com	I believe 6 storeys is too high for the town, 4 maybe? It will stick out above the tree lines and will change the character of this beautiful country town. The traffic will be a nightmare with the growing population. Build 6 storeys in the fields away from the shore.
342	Christine Emerson allemersons@bigpond.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. It will be the tallest building between here and Bunbury. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. There was no real traffic analysis for Cyrillian Way, there should have been a traffic flow analysis. In summer there are about 6,000 cars down that street in 2021. There will be bottlenecks and congestion. . No consideration has been given to the ecological damage due to the underground car park. The water table near the creek is high and will be impacted by the dredging for this development. • The proposed development is totally out of scale with the surrounding buildings, It does not sit with the streetscape, especially on such a narrow road. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
343	Stephanie Haigh steph_haigh@westnet.com.au	The traffic issues for that section of Dunn bay Rd has not been addressed. The service station, a brewery and now this. Come an take a look at 11am any day during summer holidays. This whole area is an absolute mess. Terrible planning Busselton Shire.
344	Sue Brigss suebriggs1953@gmail.com	• In 2017 when the new zoning came in, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not mentioned or envisaged by the COB or the local community. • The new zoning was justified to allow for mixed use buildings (living and business to increase dwellings and offices for locals) not for building to be 6 storeys high and possibly for more Airbnb. • As the traffic statistics used are from over three years ago and were taken in winter which is the quietest time in the town, they are no longer relevant any more. Parking is at a premium already in this area. How do the developers envisage managing construction material deliveries will be able to access the site during the clearing and building

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		period and still provide traffic flow around the Dunsborough Centerpoint shopping and parking complex? • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. Plus the shadow caused will change the light quality and open feeling of the main street and other surrounding businesses. * The proposed development will cause the loss of several trees including the tallest tree in Dunsbourough. There appears to be no room for verge planting to replace the trees that will be lost.
345	Lauren Major Lauren.major1@bigpond.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
346	Kim Standish	I feel this proposal will destroy the whole village feeling of Dunsborough. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
347	Josiane Roux Joroux@upnaway.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.

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		• The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
348	Shelley Dorizzi shelleyblyth@yahoo.com	Dunsborough is a small coastal town that does not need and can not sustain a 6 storey building for so many reasons. The proposal is ludicrous and is not why we live here . We need proper infrastructure first like a decent recreation centre including a swimming pool as we are all having to trek to Busselton for most sports . There are so many issues with this development. We have lived here for over 25years and the decisions and directions that are being taken are not representative of the community that live here .
349	Alice Mouritz Lamouritz@hotmail.com	It is not suited to the small town feel and sets a precedent for more building of the same stature. It could very easily get out of hand. 6 storey is just not ok here. Even the Hilton in Busselton won't be that tall.
350	John McManus john.mcmanus@upnaway.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
351	Graham Johnson graeme.johnson576@gmail.com	I do not support this building application because a building of this height in the Dunsborough town centre will dominate the whole town centre. When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or the community. A building of this magnitude is totally out of scale with the surrounding buildings. The CoB strategic community plan 2021 -2030 mentions the desire of the community to have the Town centres as relaxed country towns with green corridors and a connection to

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		the seaside. This proposed application does not met this brief. The new zoning for the Dunsborough town centre was justified to allow for mixed use buildings (living and business) not for building to be six storeys high. The building will result in traffic congestion problems. The traffic statistics used are no longer relevant. The stats are from over three years ago during Winter when the town is at its quietest. The proposed development will mean the loss of the tallest tree in the center of Dunsborough. The removal of this tree again is not in keeping with the statements within the City of Busselton Community strategic plan. The plan discusses the need to create green corridors and to respect the environment.
352	Rod Winchcombe rgwinch@hotmail.com	I do not support this building application on Dunn Bay Road. The proposed building is totally out of keeping with the rest of the buildings within the Dunsborough Town Centre because it is at odds with the City of Busselton Strategic Community Plan 2021 – 2031. On several occasions the CoB has asked the community their views on the town center in Dunsborough. The plan states that multi-purpose developments would be beneficial for the town centres but it also states that the community desires towns that are relaxed, with a country feel, public open spaces, family orientated areas, services that support healthy community tec. I do not think a high rise development of this magnitude will create a country seaside feel to the town center in Dunsborough. Most people live here or visit because Dunsborough is not like a city with tall buildings that dominate the town-scape. The new zoning for the Dunsborough town centre was justified to allow for mixed use buildings (living and business) not for building to be six storeys high. This development proposal is totally out of keeping with the other buildings within the town centre. It will make Dunsborough feel like a congested city. It will dominate the horizon and be totally out of proportion to all the other buildings in the town. This development will require the removal for the tallest tree in the Dunsborough Town centre which demonstrates very little consideration to green corridors and respect to the natural environment. Traffic congestion is a huge issue currently in Dunsborough with traffic often reduced to a crawl or stand still. Concentrating development on this part of Dunn Bay Road and Cyrillean way will only exacerbate the situation. The traffic statistics used are no longer relevant. The stats are from over three years ago during Winter when the town is at its quietest. Community Expectations in the 2018 Dunsborough have your say forums and workshops identified the strengths and attributes of the Dunsborough Town Centre as being

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		unique and special with a laid-back atmosphere and connection to coast. It highlighted the experiences that people wanted to have when visiting the town and the family friendly spaces within the town centre. It also highlighted the threat that development could be allowed that destroyed the feel of the towns and that the communities may lose their country, laid back feel. Please don't let this happen.
353	Phyl Winchcombe Winch@wn.com.au	I do not support the devolvement proposal because the proposed will destroy the fabric of what makes Dunsborough town unique and special. A six story building is totally out of proportion to all the other buildings with in the town centre. A building of this size does not match the sentiments the community expressed within the City of Busselton Strategic Community Plan 2021 – 2031. Nor does it match the views expressed within the Community Expectations in the 2018 Dunsborough have your say forums and workshops. Both these documents mention the community wishes that the town centres remain small, country like, family friendly, have a seaside connection etc. Not one of these documents mentions the need to have high rise development in the town centre of Dunsborough. The proposal will dominate the town scape being totally out for proportion to the other buildings in the town center. The community was asked to accept a rezoning with in the town center to accommodate multi-purpose buildings not to have six story buildings build. It feels like we have been tricked. This development will require the removal for the tallest tree in the Dunsborough Town centre which demonstrates a lack of respect for green corridors and the natural environment. Concentrating development on this part of Dunn Bay Road and Cyrillean way will result in dramatically increased traffic congestion. The traffic statistics used are no longer relevant as they are from over three years ago during Winter when the town is at its quietest.
354	Oakley Driscoll oakleydriscoll@hotmail.com	The proposal doesn't align with Dunsborough town values and a 6 storey building is unnecessary. Economical growth is important but a building of that size right in the centre of town sets an ugly baseline for future development.
355	Ian Wilson Ian.mamdy@bigpond.com	I support a development but the height should be limited to a maximum of 4 storeys only as this is a reasonable compromise. Dunsborough should retain its country town feel and a 6 storey building would stand out too much. The town should keep as many trees as possible to help buildings blend into the landscape. If Cairns can do it so should we.
356	Trish Waters triki997@westnet. Au	Too tall and would overlook my property which belongs to me and my husband Kim Marsden. 6 stories is out of character with the town. We would be happy with 4 storeys and rooftop amenities.
357	Andrew King andrew@moonshadowholdings.com.au	The development is totally out of context and scale with the surrounding buildings and general Dunsborough Streetscape.

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		An overall target GreenSmart Rating of 4 is not acceptable within current environmental expectations in relation to the impact of climate change. A target is an aspirational statement NOT a commitment. The traffic survey is totally inadequate. It has been undertaken in the middle of winter which is the quietest period of tourist and commercial activity in Dunsborough. In fact, many locals travel to the Northern regions of WA during this period decreasing activity even further. Recent weekend activity as a result of improved weather bringing more people to the area has shown extreme congestion in and around the proposed development
358	Richard Dougherty Ricknhelen@westnet.com.au	Dunsborough is a smallish coastal town with a charm based on a mixture of small businesses, tourist attractions and a local community that provide tourists and its resident population with a wonderful lifestyle and a mixture of the old and the new. However this proposed development is in danger of changing this wonderful combination with its imposing structure which is totally out of kilter with the surrounding architecture. It doesn't combine it takes over !!
359	Helen Leppard ricknhelen@westnet.com.au	The City of Busselton has done such a great job of improving the CBD of Dunsborough and keeping the feeling of a very inviting seaside country tourist town, a break from the City. This development is a disgusting eyesore which is going to ruin the whole feel of Dunsborough, these developments belong in the City not in a beautiful picturesque rustic country town. People go on holiday to the beautiful beaches and the country feel of Dunsborough, not to be visually insulted by a concrete six storey disgrace.
360	John Emerson allemersons@bigpond.com	When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. A proper traffic analysis has to be done, especially around the proposed building. To have an entrance exactly opposite the entrance to the Coles car park is a recipe for disaster. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. Why should a little town have building heights comparable to those in Bunbury. The underground carpark is likely to disturb the water table and the whole development is too near Dugalup creek. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.

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361	Geoff Spalding geoff@no-rock.com	Not in keeping with what is existing or planned on other sites. I am not against progress but this is too large for the site.
362	Holly Crute Hollyannaliese.hc@gmail.com	6 stories is very excessive, you will be able to see the building from Caves Road when entering Dunsborough and it will stick out as it will be a very modern building. 3 or 4 stories is understandable as it will only just peak over the top of the trees. We are not a city yet. The developers need to understand that the whole point of Dunsborough is people want to move away from the cities. I also understand that we need to keep up with the ever growing town so i do not opose to a better thought out design. I have lived in Dunsborough for 25 years and wpuld hate to see all the trees gone and glass buildings. They would turn us into a concrete jungle over night.
363	Trevor Thompson trevorlouisthompson@gmail.com	I would support the plan if there were adequate parking & traffic management has been considered. too many projects are taking place without consideration of traffic management. These older towns were not designed for growth and traffic management needs to be considered. If you want a good example for town Planning & traffic management only need to look at Busselton.
364	Tia Tregear Midnight-tia@hotmail.com	Dunsborough is not a town of city dwelling. It is a coastal getaway and community. We don't want to tarnish it's touch with more plasterboard square boxes and clinical finishes. Please keep Dunsborough as the quirky and local town that it is. You cannot reverse development, so let's have a say on it before it goes too far. As Joni Michel sings " You paved paradise and put up a parking lot".
365	Phil Cartwright deec@iinet.net.au	The buildings are too high •There is already congestion on the roads around Dunsborough cbd • no consideration to the biodiversity around the site • the traffic survey is outdated and does not include recent population explosion in Dunsborough • this building construction is not in keeping with the surrounds of our country town
366	Nancy Paterson Paters@yahoo.com.au	It is against planning rules, it is against the wishes of local people, it goes against sensible and respectful building in the town, and it sets a bad precedent. It is beyond what the town should have imposed on us.
367	Carol Smith kasbar1@westnet.com.au	At 6 storeys it is too tall. Not only is it out of character with the existing buildings, all of which are half the size of proposed building, but it is out of character with the whole village. Six storeys is bigger than anything in Busselton by half; even the new Hilton will be a third lower. The new zoning was justified to allow for mixed use buildins (living and business) not for building to be 6 storeys high. The traffic statistics used are not longer relevant. The stats are from over 3 years ago during winter - when the town is at its quietest. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.

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		The reason visitors like and come to Dunsborough is for the village size atmosphere of the town - they do not want another Mandurah in Dunsborough e.g. over developed. Surveys from visitors to Dunsborough and Busselton from cruise ships that stopped into Busselton - consistently showed Eastern States/overseas visitors they loved the towns of Dunsborough and Busselton because of they were not like over developed towns in the East and overseas e.g. do not lose your unique personalities.
368	Janette Trainer Jan.trainer@bigpond.com	Dunsborough needs more infrastructure before we put in more buildings.We continually have 'bottlenecks'in town during 'peak' tourist season.We also have surges in power and blackouts,this needs to be rectified first.Parking needs to be upgraded to accomodate more people.
369	Helen Baker hbaker@brats.net.au	6 storeys is too high for the character of Dunsborough, locals were not adequately advised or listened to regarding our opinions of the future of the town. Please reduce the height of the development. The traffic survey done in winter is ridiculous, parking and driving congestion is already causing blockages, congestion, driver irritation at the moment. More traffic into the development would further increase these issues.
370	Geoff Musto geoffmusto@yahoo.com.au	the proposal does not fit in with (or sympathetic to) the surroundings either as built form or streetscape. the proposal does not present itself in scale, size or form to the pedestrian encouraged ambience of Dunsborough town. The proposal will set dangerous precedent if for others to do the same ...imagine this size development along ALL the street fronts of the town. Dunsborough community is enraged by this proposal showing that it is not in the community interest so it has the potential to divide the community ...not galvanise it. There are numerous questions about this proposal that have not been supported sufficiently by the proponents submission;ie Traffic and parking...the specialist report presented is not worth the paper it is written on. Any person who knows or visits Dunsborough is appalled by the PRESENT traffic nightmare ALL the time...so to substantiate traffic calculations and projections on a 1 hour period in the middle of Winter saying everything is fine is an insult to the Community of Dunsborough .The COB Must engage an independant Traffic consultant immediately to prepare its own findings AND to take into account the traffic projections of the Woolworths and the PekoPeko projects. What happened to the promised Roundabout that the COB were including in their plans for the future traffic control of the Dunn Bay Road /Cyrillean way intersection? .If the Proponent has been dealing with the Councils planning Dept for a year AND the Councils "Design Review Consultant" (whoever this is) at 3 meetings as stated in the submission ..then how has this not been discussed or commented on or noted on the plans?

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Basement car parking...REALLY...in Dunsborough with such a high water table ..one dig of the shovel will hit water.How will this affect Dugalup Brook now and in the future?Has a Report been submitted about this...I don't see one.Have the COB requested a geotechnic report?if not why not? Similarly the poor lone tree that is the focus of the submission that the proponent has used to woo over the Community.What affect will the basement car park have on this tree? now and in future and the "suffocation"_of the tree from the surrounding built form. Accommodation? will not help the Community .No local families will live there.It will be sold off to the high end residential market to out of towners and be used as holiday rental accommodation..therefore no community benefit. Public consultation...the report says the proposal is the result of extensive public consultation.When was this ?No one i have spoken to in these circles has ever heard or been informed/advised/attended any such action in the last 12 months so the COB MUST investigate and report on this NOW. In conclusion the COB MUST delay approval of this project to allow correct time for consultation on this WATERSHED project for the town of Dunsborough.Anything less wil be a failure in the CITY' s elected duty to the community of Dunsborough.
371	Eris Ardon erie@westnet.com.au	Keep Dunsborough beautiful, I am not anti development but please, nothing higher than 4 storeys. Dunsborough's attraction is it's natural beauty it's not an urban suburb. Leave the high rise to Scarborough & Cottesloe! Learn from the Gold Coast, be more like Noosa!
372	Sandy Winkle winkle.wa@bigpond.com	Dunsborough is a beautiful little holiday village that is an escape from the city, if we start letting developers build 6 story buildings amongst our little village it will turn into a place where people will not want to come and holiday. The roads also around this development are not suited to high road use as it is already congested during peak holiday times. The Visual aspect will look totally out of character to our county atmosphere we have created.
373	Sally Thomas elthomas1@bigpond.com	The overall development is too imposing on the street scape. There is far too much traffic congestion in the town centre all year round and especially in the holiday season. I believe this development is not in keeping with our townsite. Progress is not necessarily bigger is better. Plan it in harmony with the surrounds.
374	Emma Barsden Emkopke@hotmail.com	Development too high (I would like to see 4 stories max). Traffic/parking availability limited particularly over holidays, long weekends, entire summer period and typical Fridays to Mondays. Winter Tuesdays to Thursdays likely to be only days traffic will be unaffected. That's not many days in a year!!!
375	Leigh Barrett leigh.barrett@ntwa.com.au	The National Trust of Western Australia has recently received a nomination for its Significant Tree Register for the Jacaranda tree located on site near the intersection of Cyrillean Way and Dunn Bay Road. Preliminary assessment of the nomination indicates that it is likely that the tree, which was planted by a member of the Seymour family over 65 years ago, has local cultural heritage significance.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		As a result, the National Trust of Western Australia would encourage the retention of this tree. It is noted that the proposal intends that another species of tree (an avocado tree) be transplanted into the south courtyard which would be located quite near to the current location of the Jacaranda tree. The National Trust encourages the developer and the City of Busselton to consider the careful removal and retention of the Jacaranda and its replanting in the proposed south courtyard instead of the proposed Avocado. In addition, attention is drawn to AS 4970 - Protection of Trees on Development Sites - 2009 which should be taken into consideration on all development sites where there are existing trees and the National Trust would encourage the retention on site of as many trees on this site as possible.
376	Andy Bee Andybee100@hotmail.com	Support This is a great way to bring vibrancy back to the heart of Dunsborough and possibly ease the urban sprawl that is happening to the town. I would be happy to go and shop there again.
378	John Vitale john.vitale@bigoond.com	Historically this development is in no way in scope nor in keeping with the history of a small town that has for many years been known as a small holiday town for many people over the years. As one of those people in the community I hope that the COB will support the community for not supporting this development going ahead. Further I hope the COB and Councillors consider change current zoning so that further developments like this are unable to forge ahead. We don't need to be subjected to concrete let's keep DUNSBROUGH as it is, a small amazing place for future generations to come.
379	Fran Musca franny_jay@hotmail.com	The proposed height is inappropriate for the spirit of Dunsborough town. A similar development at half the height would be acceptable.
380	Cameron McEvoy cnrmcevoy@gmail.com	The height of the building does not fit with the character of the town. No residents were consulted on this new planning height. Don't kill the golden goose. People come to the town to get away from the rat race. Don't make this the rat race.
381	Tania Chapman taniachapman@bigpond.com	I am happy to see a development on this site but not a 6 storey development. Four storeys should be the limit to avoid our beautiful Dunsborough feeling boxed in by buildings and maintain it's street appeal.
382	Rob Barton realdad.robert@gmail.com	Dunsborough is unique in layout and lifestyle, having resisted the ravages of gross commercialisation thus far. This is just another greedy developer attempting to break down the laid back, cosy village style of Dunsborough. Their contempt for everyone is reflected in the application that exceeds the current height restrictions. Reject this and anything else similar from any other applicants. Do the right thing and protect Dunsborough from this style of development. Dunsborough is not and never should become anything like the Gold Coast. if this application is approved, then Dunsborough as we know it, is lost.
383	Sally Davis sal.davis@snakeandherring.com.au	I believe a 6 story development is too high & not at all sympathetic to the fact that we live in a rural costal town.

SCHEDULE OF SUBMISSIONS

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		It over shadows and undermines the tasteful development on the site next to it and it's out of character with the town and not in keeping with community sentiment. I wonder how it will be tenanted and if it is tenanted how on earth it will then be staffed? Will It's
384	James Copeland jcopeland1996@hotmail.com	Support The continued urban sprawl in the Dunsborough periphery has and will continue to have a significant environmental, economic and social impact if not appropriately addressed. This consolidated development application within the Dunsborough Town Centre addresses the issue of unorganized and poorly planned urban sprawl.
385	Jo-Anne Miller joanne@wearethemillers.com.au	We need more facilities for locals NOT TOURISTS!! If we don't look after the people who live in this town then we can't accommodate any more tourists. LISTEN TO THE LOCALS!! Your ruining this beautiful country town.
386	Michael Hartfield Mike@hhp.net.au	A 6 level development in the proposed location is completely out of character with Dunsborough with the associated issue of increased traffic and parking issues. We chose to live in this part of WA for the relaxed traditional feel that it has not some developer lead profit maximization regardless of the impact on the local community. Should council go down the path of supporting/promoting this type of unnecessary development/infill we will certainly review our long term commitment to the area.
387	Jim Winter jim@attitude-adjustment.com	This is totally inappropriate for Dunsborough. It is also not in keeping with other planning proposals for the town. When discussing the town centre realignment (Phase 6), it apparently to retain the village atmosphere of Dunsborough. Then we are supposed to believe a 6 story monstrosity is also part of our village. The tallest building anywhere south of Bunbury belongs in a village? At what point do we take back the future direction of our village from developers that only think in terms of profit per square meter? In most cases, they don't live within 250KM of here... This is so wrong.
388	Samuel Foster Fostersamuel6@gmail.com	The proposal is too big and do does fit the current landscape of the area. Busselton or Bunbury (both regional cities) would be better suited to this size development. Dunsborough is a small coastal town and in my opinion will destroy the vibe and look of the town. I would support a small development of 2/3 stories in line with all the other developments in the area.
389	Kate Leuwenburg info@halcyonbay.com.au	The sheer size of this development is completely out of scale to its surrounds, both built and natural. If built it will set a precedent for future developments of similar size in the town centre. This will completely take away from the small town/village feel that so many of our guests come to Dunsborough to enjoy. The road infrastructure in the area, particularly Cyrillean Way and nearby intersections are not at a standard to cope with the increased vehicular traffic that this size development would bring to the area.

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SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
390	Debra Tyrell debbie_tyrrell@hotmail.com	6 stores is too high for Dunsborough Central and will spoil the village atmosphere. It will totally dominate the street scape and parking / traffic is already congested in Peak season.
391	Martina Hopkins moondahlodge@gmail.com	I do not want six storey buildings in our town.
392	Christopher Harding chrismarkharding59@gmail.com	The excessive height of 6 stories is outside the agreed zone changes proposed by council in 2017/18 which stated 4/5 maximum stories for the cbd of Dunsborough. The Developers are trying to circumvent community wishes yet again and, will destroy the very character and atmosphere of Dunsborough that attracts so many people to visit the town.
393	Annaliese Heard Anna.heard94@gmail.com	As a young person in this region, I don't believe that this proposal is inline with the values of the community, nor do I think it will alleviate the deeply inaccessible rental market that many young locals have previously relied upon (including the much needed hospitality and tourism workers that support the foundations of this region). I further think it's setting a damaging precedent for future development, which could potentially negatively impact the flora and fauna of this precious region. I am absolutely for progress and believe that adjustments will need to be made in terms of Dunsborough's development, but strongly disagree that this is the solution.
394	Jodie Smith smileys@iinet.net.au	Halve the height and it will be alright. The height of the proposed development is beyond any development in Dunsborough and above the zoning rules for the area. With the statistics used for traffic management in the area being outdated and taken from figures during the quietest period of the year (how strategic) The town and its infrastructure now does not cope with the traffic, parking and people during the busier periods how can it possibly cope with a development of this size, and the totally under estimated parking required to support such a large development. Existing businesses and buildings in town are all ready at capacity and beyond during this time. Why can a development right next door with a Brewery, accommodation etc be so well planned, with in keeping to the size, aesthetically designed to fit into the area and environment be so right for the town, the people and the visitors but this proposed development get it so wrong.
395	Christopher Harding chrismarkharding59@gmail.com	The previous submission for this site was within the agreed height limits of the cbd zoning ie max 4/5 stories and appeared to garner mixed community support and opposition at that height. The new proposal is excessive in height at 6 stories and contrary to community wishes and local cbd zone height limits. There is a very worrisome trend with current development applications to submit applications for buildings above the zone height limits, and in doing so, inflate the development cost above $10million to enable it to bypass local council control for approval and send it directly to the DAP. There appears to be a need for Major Development Planning criteria to be made absolutely clear to the Developers by Council Planning Department prior to the

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Developer submitting a proposal. The Council must give clear instruction, before plans are drawn up, that any submission outside the gazetted height limits etc will be instantly rejected. This would save Community and Council a lot of grief and, might just start to get developers to act with community rather than against it.
396	Imke Van Der Merwe imke.vdmerwe@hotmail.com	I think this development is way to big for the town. I am not opposed to progress and development but it has to be in keeping with the town. The property is close to the creek line which will be overshadowed and will struggle to grow. In addition the traffic for this increase in businesses and apartments means a worsening traffic and parking situation. I am living very close by and am already experiencing the traffic jams and inability to cycle my bike into town in between cars being parked everywhere as they cannot find appropriate parking spaces. Please, City of Busselton take some pride in what you are approving and limit the hight and the building distance to the creek.
397	Leo Kiosses Leokiosses@gmail.com	Traffic, parking and height.
398	Marina Woodley marinak78@hotmail.com	All for progress and town are growing but that building is way to high. Will ruin the small country feel and feel more like we becoming something like Mandurah or Perth. Keep to maximum of 3 stories
399	Kevin Stanley Kevma@westnet.com.au	My only objection to this development is the 6 story height. Currently only one building of four stories is under construction and is so against the community sentiment. As it is in the commercial precinct I believe 4 story's should be the maximum to retain the charm of Dunsborough
400	Elle Lucas Elle_s_lucas@yahoo.com.au	The proposed building is far to high, it isn't cohesive in the area and surrounds of our beautiful foreshore.
401	Amanda Kennedy kennedy.aj77@gmail.com	I don't support this proposal due to the issues a development of this size will cause to the small town of Dunsborough. This development will be on one of the main roads of the town at a major intersection to enter the Coles carpark. This intersection is already overloaded from normal traffic use, a development of tis size will only encourage increased traffic pressures of the area. In addition, the development mentions a Liquor Store, we already have two well sized liquor stores in town, there is absolutely no need for a 3rd, no matter the size intended. The development at 6 STOREYS HIGH is obscene and unnecessary, trying to fit too much on such a small area, scale it back please.
402	Corrynne Keelty Corrynnekeelty@bigpond.com	Its is completely out of character with this country town . there is very old trees opposite that may be affected due to lack of ground exposure. No eaves on the dunn bay side which is very unenvironmental , will it make a wind tunnel, will it shadow all the surrounds there is No Regard To Nature in this development . disgraceful and its UGLY. It reminds me of those buildings that over look the freeway at Beeliar when you head to perth . Lastly do you look at building designs from the eighties and go yuk, they stick out because they arent in keeping with the other building.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		If the shire approves this look i think people will think you are corrupt .
403	Jane Huxley janemh70@hotmail.com	The proposed building is way too high and not in keeping with the town centre appeal.
404	Leah Hawkesford leah.hawkesford@bigpond.com	Doesn't Support – **See Attachment 19.7** See Attached
405	Michael Baldock michaelbaldock1@gmail.com	The properties to be developed are zoned R-AC3. The State Planning Policy 3.1 Table 4 for R-AC3 states heights as follows - Top of external wall 18m - Top of pitched roof 21m. The proposal has the ground floor at RL9.50m. The line marked on the development drawings marked as Roof at RL 30.200m is actually the ceiling level and is 20.70m above ground floor level. The highest roof element is at RL 32.54m so is 23.04m above ground floor level. Ground floor level is up to 150mm higher than the natural ground level. The proposed heights exceed the height limits for a R-AC3 zoning by more than two metres (and even exceed the R-AC2 height limits). The development exceeds the heights specified for the R-AC3 zoning and should be redesigned to satisfy zoning requirements. The proposals height exceeds the communities expectation of 4-5 storey developments consistent with the R80 and R-AC3 zoning of the Dunsborough town centre.
406	Rebekah Passmore Rebekahpassmore@icloud.com	Support Adding huge value to our community - I'm all for more infrastructure and businesses
407	Brendan Webster wrendanbebster@gmail.com	It's MASSIVE and doesn't keep with the street scape at all, will cause traffic mayhem in an already busy area and just looks bad
408	Shelley Guy yallingupshell@gmail.com	I don't have a problem with a new development on this site, but it is the scale of the proposed development which I find totally inappropriate for the small seaside town of Dunsborough. There is no doubt that as the popularity of our little town escalates so too will the attraction to developers, but it is rare for this to happen in a way that is sympathetic to the environmental, aesthetic and cultural aspects of the setting. It is time this approach changed, especially given that the approval of this development as it exists will set a precedent for future development. A six-storey building in a town with a low height profile will not only mar the landscape but bring an additional strain to an already challenged town by way of traffic and parking congestion and the drain on other aspects of local infrastructure (the post office, service stations and banks to name a few). A compromise can be reached by reducing the height of the proposed development from six to four storeys. This would not only mean a structure more in keeping with the existing environment, but a more amenable attempt by the developers and the government planning bodies to respect the wishes of the local

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		community who truly care for the future of our town. Many thanks for your time.
409	Stephen Hayes stephenhayes121@bigpond.com	The proposal is yet another attempt to destroy the town of Dunsborough by the COB town planners. This proposal is outside the town planning guidelines and not welcomed by the towns people. It does nothing to enhance the liveability of Dunsborough and just like your foolish plan to remove parking bays in the centre of Dunsborough it will create even more chaos and traffic problems as there is obviously not enough parking in the development. I note Coles carpark that is often close to capacity will obviously provide the missing parking for the development to their detriment and to the businesses in that centre. What will it take to wake up the planners that a growing town of Dunsborough needs more parking and not more gardens. There is no justification to include yet another liquor sales outlet as there are two in the immediate vicinity. The big question is why do the town planners insist on supporting developments outside the planning guidelines when it is obvious they do not match the desires of the local community. It makes me wonder if they have an agenda that is to destroy the liveability of Dunsborough. I don't know why they insist on going against the obvious views of townspeople and I would like to know what is motivating them. What benefit to the town is there of a six story development ? I cannot imagine one. What we need is development the enhances the town and not ones that simply maximise profits for developers who build and leave their monstrosity behind them. Development is not all about maximum profits and it is time you factored this into planning guidelines and approvals. Can you tell me why you have lied about six stories being part of the town plan when it is not. Again what motivates you? You are supposed to be servants of the ratepayers and nothing else but it seems instead you serve the developers. I doubt my words will do anything to stop the development but honestly it is motivating me and others to consider if Dunsborough is a town that serves the residents or is it just rich pickings for developers with planners doing all they can to accommodate the builders of the unwanted unworkable developments. I guess the COB wants more rate income to pay for the Arts Complex and Dunsborough can be sacrificed to get the cash flow. Please wake up and stop being puppets of developers and start serving the interests of the Dunsborough community.

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		I urge you to reject the proposed development for what it is a blatant ambit claim to get the maximum approval in negotiations with the COB. You might cut it back a little but the developers will win as you are on their side when it counts. The town residents and the liveability of Dunsborough simply don't matter to you lot. As usual it is all about the money!
410	Nola Leppard nola01@westnet.com.au	6 storeys not in keeping with what already exists within townsite. While zoning may provide for this it is incumbent on developers to ensure townsite does not become overcrowded. To this end, I am concerned that ingress & egress from this site will cause huge problems given heavy density traffic already using Cyrillean Way to enter Coles & other shops on street.This will be exacerbated once brewery is complete as well as Woolworths on Dunn Bay Rd. I believe these roads cannot cope with the extra traffic which could lead to a rise in traffic accidents. I am also not convinced we need yet another liquor outlet and let's give existing small retail businesses an opportunity to thrive before adding yet more of the same. As was mentioned in local paper - "this is a selfish development that takes no heed of its neighbours nor the sensibilities of the community"
411	Cynthia Water hermitage@westnet.com.au	In response to the proposed 6 storey development application for Dunn Bay Road. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
412	Helen Ball helenball1976@yahoo.ie	From the plans I have seen the building looks too big for our town. I don't like the idea of having a six storey building in Dunsborough.
413	Don Walker hermitage@westnet.com.au	In response to the proposed 6 storey development application for Dunn Bay Road. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.

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		• The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
414	Kelly Lamp Kelly.j.lamp@gmail.com	I believe that the building is far too close to Dugalup Brook, an important freshwater stream of the Dunsborough area. Thorough investigation into the impact of the development on the stream has not been conducted. The one tree that is to remain within the development site has been incorrectly identified as Corymbia calophylla when it is actually Eucalyptus patens. I am very concerned about the basement levels and the impact this will have on the stream. Due to the proximity of the development to the stream it is essential that the landscaping plan does not introduce additional weed species into the riparian area. Plants should be sourced locally from propagation material as close to the site as possible. Of particular concern are the species Sollya (Now Billardiera) heterophylla 'alba' - this species is known to be weedy and using a cultivar could cause issues to our local population. Other plants of concern are Nandina 'lemon lime', Dianella 'tasred', Melaleuca leucadendra, Grevillea and Lomandra cultivars. There are suitable local alternatives that can be used to prevent the spread of more weeds into Dugalup Brook, which is already in poor condition due to the impact of introduced flora species. The upper levels include a range of introduced Australian native and exotic species, once again local indigenous species should be chosen due to the risk of spread by birds and mammals of seeds into the Brook. There are some very concerning species on this list, including grasses, Pittosporum, Liriope - these groups of plants are already seen spreading into bushland in the south west and should be avoided next to a creekline.
415	Renate Clancy Clancyrenate@gmail.com	Much to big, like nothing before seen here and not in keeping with a community feel.
416	Lorraine Guest Guestl@westnet.com.au	With all the vehicles coming and going on a already busy road it would be safety risk…it tower over any other building…maximum of 4 levels is enough
417	Lorraine McCrossan roddiemccrossan@hotmail.com	There's currently too much traffic congestion also the fact the town is growing too fast, without proper infrastructure. Dunsborough needs a high school not another shop cafe or liquor store. The council should be looking at supporting the current community with a high school or a medical centre.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
418	Maddison O'Brien maddiobrien@outlook.com	1. Not taking into the current housing crisis situation, more business's with nowhere for the people whom work them to live. 2. 6 storey building does not suit the area 3. Limited parking - concerns for locally owned close by business may loose customers
419	Julie Smith Sesenarts@westnet.com.au	Too high for the centre of town. The size of this development does not reflect the village 'feel' of the Dunsborough town area, and the reason why people choose to both live and visit here.
420	Fiona Duyvestein Fwduyvestein@gmail.com	After living in DUNSBOROUGH for 6-7 years I have seen the town grow exponentially and have seen developments that have not been in line with the community or the environment, this proposal is one of those that I feel must be strongly opposed. The idea of six stories in the middle of Dunsborough town is pure recklessness and will only serve to ruin the village style atmosphere that Dunsborough is known and loved for - by tourists as well as residents. Even though the height is permitted to be six stories, doesn't meant it should go ahead. There are numerous arguments which would support this proposal to be declined: 1. The height is simply too high to be inline with current town buildings. Why would the decision be to build something that would stand out for all the wrong reasons. 2. The effect on existing parking in the town. Parking is already difficult, why would we encourage further pressure. 3. The environmental effect on the Dugulup Brook - already faces pressure by the existing development so close. A brewery and housing really would just accelerate its degradation. Why should the decision not be based on the future long term feel, atmosphere and environment of DUNSBOROUGH - that is already so popular and extremely successful. Why would we want to ruin it with a short-sighted 6 story building.
420	Wayne Duyvestein Wayne.duyvestein@gmail.com	After living in DUNSBOROUGH for 6-7 years I have seen the town grow exponentially and have seen developments that have not been in line with the community or the environment, this proposal is one of those that I feel must be strongly opposed. The idea of six stories in the middle of Dunsborough town is pure recklessness and will only serve to ruin the village style atmosphere that Dunsborough is known and loved for - by tourists as well as residents. Even though the height is permitted to be six stories, doesn't meant it should go ahead. There are numerous arguments which would support this proposal to be declined: 1. The height is simply too high to be inline with current town buildings. Why would the decision be to build something that would stand out for all the wrong reasons. 2. The effect on existing parking in the town. Parking is already difficult, why would we encourage further pressure. 3. The environmental effect on the Dugulup Brook - already faces pressure by the existing development so close. A

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		brewery and housing really would just accelerate its degradation. Why should the decision not be based on the future long term feel, atmosphere and environment of DUNSBOROUGH - that is already so popular and extremely successful. Why would we want to ruin it with a short-sighted 6 story building.
421	Allison Mellis ali_chinery@hotmail.com	Doesn't Support
422	Greg O'Rourke Greg.orourke1962@gmail.com	Scale, character and traffic congestion
423	Roanna West roannaw81@gmail.com	We don't need it!
424	Leba Cockburn Lena.m.baumann@gmail.com	Supports I think it will help Dunsborough's inevitability growth.
425	Amanda Smith sr.al.smith1@bigpond.com	It's simply way too high for the area. It will cause traffic congestion, visual pollution and social division. The design needs to be a maximum of three stories to remain in keeping with the infrastructure and community needs of the centre of Dunsborough. It's time to listen to what quiet community members really want for their town…Not developers who seem intent on creating these ridiculously large buildings with the sole purpose being financial, rather than sensible and ethical.
426	Coby Cockburn Cobyacockburn@gmail.com	Supports Dunsborough needs to move forward. I grew up in similar towns on east coast and feel Dunsborough needs to grow
427	Lyn Baker lynny_b&yahoo.com.au	Should keep anything in the town to no higher than 2-3 storey
428	Louise Robinson louisesarah79@gmail.com	I support a low-level (2-3 storeys) development but six storeys will create visual pollution, block out our skyline and change the feel of our town. Protecting the feel of a tourist town like Dunsborough is in everyone's best interests. If it ends up like a suburb in a major city then why would people travel to come here on holiday? New developments should be in keeping with the town's overall planning. Once one eyesore is permitted, the rest will follow. The Cape Care development is a good example of how large developments can be done sensitively without a negative visual or conflicting impact on the surroundings.
429	Rachael O'Connor Rachael.oconnor@bigpond.com	The height is too much for our small town and will effect the visual amenity.
430	Lucy Mckay Lucyjmckay@gmail.com	Development on this scale does not enhance the town or support the local community. It will disproportionately dominate the town, compromise the natural creek and cause significant traffic congestion. It is not necessary and will destroy the unique charm of dunsborough.
431	June McEnroe jomac@treko.net.au	The height of the building is too high and there will be many 80 year old trees removed to make way for it.
432	Shan Chamizo shanchamizo@outlook.com	I believe that six storeys is far higher than should be allowed in this location. The density is also far grater than I would like to see in this location. There is no space reserved for landscaping which could potentially soften the visual

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		impact and provide more consistency with the Dugulup Brook area. Cyrillean Way at its entries into the Coles Carpark, Dunn Bay Road and Naturaliste Terrace is already heavily congested in holiday periods and this along with the new brewery this proposal will add to the congestion. I feel that this is an area which should encourage pedestrians rather than vehicles. I fear that this increase traffic will have a negative environmental impact on the flora and fauna of the brook and wildlife corridor. Approval of this proposal would be at odds with the work that had been done further down the brook to build low impact developments, revegetate, provided possum boxes and establish the Djiljit Mia gathering place. In my opinion these along with the brewery are the type of development which are acceptable and inviting to residents and tourists alike not a 6 storey box. I don't believe that the town needs another convenience store / supermarket as Coles is open 12 hours a day / 7 days a week. Similarly, I feel that the 3 existing retail liquor outlets meet the town's needs even in peak tourist season. I feel that the developers are pushing the limits of the R codes for maximum financial gain with little regard as to how this will impact the town and that this is a truly dreadful precedent to set. Please don't turn Dunsborough into another. Mandurah, I'm pretty sure that this is not what most permanent residents, holiday home owners or tourists want to see in our beautiful part of the world.
433	Lisa Albrey Lisakiddell@hotmail.com	The height and scale of the building is inconsistent with the rest of Dunsborough. It will shade out surrounding buildings and affect neighbouring properties. The traffic data used in the modelling is outdated and this presents the risk of inadequate parking in the event this building is approved. This will have significant flow on affects for the community and neighbouring businesses.
434	Gary Kilian gkilian@bigpond.net.au	6 storeys is way too high and does not fit in with the current low lying Dunsborough village feel. Current by laws/legislation appear to cap a building height ceiling of 4-5 storeys, why should 6 storeys be considered as acceptable?
435	Melissa Aggiss Melissa.aggiss@gmail.com	It's far too big for it's location compared with existing surrounding buildings. It will not suit the appeal of the town having it at that height.
436	Kyle Woosnam rumblesuit@hotmail.com	The town is losing it character, the parking and traffic flow is already an issue, this will amplify the issue and ruin the town vibe we all love..
437	Larry Youngman music.bookings.wa@gmail.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.

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PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		• The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. From Christmas to Easter Time there is often a traffic jam between the two roundabouts on Dunn Bay Road between Naturalist Terrace and Naturalist Road. Traffic exiting Cyrillean road onto Dunn bay road is particularly affected. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.Here is a town centre that is quaint and this proposed building is in no way in character to the amenity of the place.
438	Shae Small bigtreeshae@hotmail.com	Why does this coastal town require a 6 story building? We all live in the country town..not Perth! What is the need for another bottle shop (even if it's small,) is there enough parking to support this development? As a community member of 23 years I am NOT in support if this vision or development for the Dunsborough township...
439	Eloise Williams Eloise@roeco.com.au	The sheer scale of the project will put pressures on local traffic and infrastructure. Are the dwellings assisting the housing shortage or creating more short stay accommodation options for more tourist numbers which puts pressures on local businesses who are unable to staff their businesses due to no housing.
440	Nadia Murphy nadiamurphybookkeeping@gmail.com.au	The visual impact a 6 storey building will make is not in tune with the town. The traffic congestion this building would be the cause of would horrendous, holiday traffic is terrible already. I am concerned about the impact on Dugalup Brook.
441	Bradley Boxall brad.box@westnet	A Totally out of proportion and inappropriate development for the location. Adding another liquor store when there is one 100m away already at coles and another 100m away at dunsborough cellars is completely unnecessary. Traffic increase will be horrendous at peak times when the area is already under extreme pressure, this will be a big eye sore and take away from the local beauty of the area. This development MUST be scaled back.
442	Kale Roberts kaleroberts@westnet.com.au	The proposed height is inconsistent with the rest of town. it is out of character and will irreversibly alter the feel and visual aesthetic of the town forever. I believe people come to, and love Dunsborough because of its coastal town feel and atmosphere. The addition of one, and more 6 story developments to follow will damage that attraction and detract from the things that make the town appealing. Many districts in the city and around the country have fallen victim to the affects of over development and have found themselves struggling to attract visitors to their shopping cold, shadowed and windy precincts. Surely we can learn from these mistakes I am concerned about the shadowing of adjacent streets, particularly in winter. If this development goes ahead at this height and others follow, the main street will become a cold, dark wind tunnel and the appeal for local and out of

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		town visitors to shop and spend time in the CBD will be gone. Another concern I have is the traffic issues. All ready the intersection of Dunn Bay rd and Cyrillean Way is difficult to navigate. There are plenty of minor crashes all ready. Wait times at the intersection can be extremely long and turning right from Cyrillean Way to Dunn Bay Rd is next to impossible in peak season. I would like to see the site developed and am not anti development. I feel strongly that this development is to the wrong scale and shows a complete disregard for the community, its needs and desires. The development under way on the old Peko Peko site is far more tasteful, to an acceptable height and provides visitors and locals with amenities.
443	Craig Sisson craig9.sisson9@gmail.com	Dunsborough town centre is already highly developed with major traffic and parking problems at peak times. The proponent states The traffic counts sourced from City of Busselton indicate that Cyrillean Way, north of Dunn Bay Road, carried approximately 3,270vpd on average weekday in May 2018. A weekday in May must be the lowest possible traffic count in the whole year. There needs to be an assessment at a more indicative time, during holiday periods or over summer. Also it seems unlikely that the number of parking bays will be sufficient considering there will be 13 Offices and Shops a large Restaurant/Café, Liquor Store and an Exhibition Centre. The appeal of the South West to visitors has always been the relaxed atmosphere, the slow pace of the region and it's closeness to nature and the countryside. The approval of 6 story building would set a dangerous precedent and the question is do we want to have a copy of the Gold Coast? I think most people, residents and visitors alike would answer no to this question.
444	Sara Roberts snartydart@westnet.com.au	The proposed height is the main issue. It is totally out of character with the desired feel for a small coastal holiday town. If this is allowed to go ahead, the town will be changed forever. I am deeply concerned about the developers disregard for the community and the town with this proposal. I have concerns about the traffic data used for the traffic study. Winter has a lot less traffic and the data is old. Dunsborough is growing at an alarming rate and the intersection of Cyrillean Way and Dunn Bay rd is all ready over burdened. In peak season form Christmas to Easter, there constant traffic jams and sometimes grid lock. Turning right from Cyrillean Way is nearly impossible. How will this be managed? My other concern is the undesirable shady and windy conditions that are created in a CBD with 6 story buildings. The attraction of Dunsborough for locals and tourists alike comes from the relaxed coastal town feel. This will be permanently altered for the worse if the development goes ahead. I would like to see a 4 story maximum height in town and more green space incorporated.
445	Steve Hooyberg	It is to high and will spoil the look of this country town

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
	Steve.hooyberg@bigpond.com	
446	Jo Kennedy jo_kennedy_@hotmail.com	Way too tall for Dunsborough, inadequacy in parking, removal of yet more trees - unacceptable. Not enough accommodation in Dunsborough for staff now where will the people required to work here live? Just hopeless.
447	Julie Seabrook julieandsimon@iinet.net.au	The proposal buildings on this property will cause the removal of a Jacaranda Tree which was planted 65-70 year ago by my grandparents (Kip and Phyl Seymour). This tree is part of history as it was planted on Seymour property, William Frederick Seymour, my great great grand father was a Pioneer of this district. Robert John Seymour, my great grand father and my grand father Kip Seymour worked tirelessly to build this community in Dunsborough running a dairy farm and developing the community in all other projects, ie St John Ambulance, Progress Association, The Dunsborough Country Club. My Nana, Kip's wife Phyl was a very hard community worker in the district. Kip Seymour was also awarded and presented a BEM for community service by Prince Charles in 1983. This tree is part of Dunsborough history and should be retained, all it needs is someone to give it some attention as it has survived for so long by itself since the family home was removed. This tree is admired every year when it blooms by all the visitors to Dunsborough. Please see attached photo of original home of Kip and Phyl Seymour built in 1938, the Jacaranda Tree is the tree at roof height on left side of photo.
448	Nicole Cartedge nicolecartledge1@bigpond.com	once again the dunsborough yallingup community are being asked to defend our town from greedy developers. the height and size of this development in unnecessary and definitely not in keeping with the scape of the town. it will impact our town in regards to parking, people. the height is completely inappropriate for our beach side town. if we wanted to live on the golf coast we would. why is our unique little town not being properly protected form unnecessary design and building heights? we are exhausted from constantly having to protect what we love all of the time.
449	Fiona Mcauliffe fiona502hotmail.com	I believe this will drastically change the feel and spirit of Dunsborough in a negative way.
450	Linsi Walter Linsiwalters61@gmail.com	Doesn't Support
451	Freedom Garvey-Warr freedomgarvey@westnet.com.au	There was never any indication to the local community the 6 storeys high would be permissible in Dunsborough. We all know that there are traffic problems and parking is already an issue in town, and we have been made aware that the statistics that it is being based on was from the quieter winter period and from over 3 years ago. The population has grown in this time even more & summer numbers are always higher. A building of this heigh would be a total eyesore & so out of character to the surrounding heights & style of existing buildings. And to be made aware

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		that one of the tallest trees in town would be lost for this goes ahead is just another bad decision when we need more trees not less within our community environment. As a local of 22 years, it has been a shame to see the lack of thoughtful planning going into our town moving forward. We and so many love this area for it's country feel, this needs to be nurtured and protected, not developed and abused. Thank you for taking the time to read our concerns.
452	Rebecca Weeks Rebecca.weeks@mac.com	6 storeys is completely inconsistent with the character of, and of inappropriate scale for our town. It would visually overwhelm the town centre and set an unwanted precedent for future high rise developments. I welcome development (and improved infrastructure!) in Dunsborough, but not in a form that will irrevocably change the character of the place, reducing its attraction for both locals and tourists alike. Please don't approve this at this height.
453	Damien Warr taco@westnet.com.au	There was never any indication to the local community the 6 storeys high would be permissible in Dunsborough. We all know that there are traffic problems and parking is already an issue in town, and we have been made aware that the statistics that it is being based on was from the quieter winter period and from over 3 years ago. The population has grown in this time even more & summer numbers are always higher. A building of this heigh would be a total eyesore & so out of character to the surrounding heights & style of existing buildings. And to be made aware that one of the tallest trees in town would be lost for this goes ahead is just another bad decision when we need more trees not less within our community environment. As a local of 22 years, it has been a shame to see the lack of thoughtful planning going into our town moving forward. We and so many love this area for it's country feel, this needs to be nurtured and protected, not developed and abused. Thank you for taking the time to read our concerns.
454	Cheryl Haak cherylhaak2020@gmail.com	6 stories is too high and will have a detrimental impact on the nature of our town. It will block out light, give an imposing feeling to what is now a lovely open area. It will also increase traffic density to an unacceptable level and bring a busyness and congestion to the village feel we currently have.
455	Bernard Haak haaksbandc@gmail.com	We don't want 6 story buildings ruining the open village nature of our town. The size will increase congestion and bring about a higher level of activity, creating more of a dense CBD than we want or need. The lovely ambiance of the town and walk down towards the beach will be spoiled and traffic will increase.
456	Geoff Fysh geoff@fyshgroup.com.au	I'm not opposed to the block being developed but I am opposed to the Gold Coast by stealth approach of allowing six stories on this site (or any other site in Dunsborough for that matter). It should be three stories at an absolute maximum for the town. Six stories in a seaside town is totally inappropriate and will destroy the character of the place. Bigger is NOT better. The next development might be for ten stories or fifteen. Who knows? But this is

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		EXACTLY how the Gold Coast started in the 1960's and this is not what Dunsborough is about. Three stories absolute max.
457	Tony Borrello borrellofamily@hotmail.com	It will totally destroy the village atmosphere of our town and cause chaos re traffic management. It is also a dreadful looking design, totally lacking in any empathy for the town.
458	Billie Wheatly Billie@windance.com.au	It's way to big for our small town. We're not a City. It does not belong here.
459	Rebekah Okle Rebekah_okle@yahoo.com	6 storys is too high for Dunsborough town centre
460	Geoff Davies geoff@dunsboroughcellars.com.au	Doesn't Support – **See Attachment 19.8**
461	Helen Bennett mablac@activ8.net.au	6 story is to high and it doesn't suit the town centre. Not enough research has gone into the proposal. Parking, environment just to name a few.
462	Wendy Gent Wendygent@live.co.uk	Firstly, might I clearly state that I am in favour of development but strongly oppose development that has no bearing on its surrounds and in fact is completely incongruous with the rest of the area in which it is proposed. This particular proposal is, in my opinion, like trying to fit a quart in a pint pot. It is far to large/tall and is uncongenial to this particular locale. The street scene would be irreversibly damaged by this monolith, an extremely important part of Dunsborough's appeal that should indeed be vehemently protected. The development will undoubtedly impact on the traffic issues (particularly during summer months) that already are of some concern. It is of great interest that the traffic survey carried out in support of this development was indeed carried out during the winter, thus, quieter months of 2018. Therefore, findings are somewhat dubiously skewed and not a true representation of traffic volumes in and around the town centre during months in which the more serious traffic issues are apparent, like parking problems and congestion through the town. A survey that focuses on a time when traffic is substantially lighter in volume is completely invalidated due to bias, that being an ulterior motive to deliberately misrepresent the data to achieve a favourable outcome for this proposal. The location in itself must not be ridden rough shod over. The ecosystem surrounding the brook running adjacent/to the rear of the property must also be taken into serious consideration. The huge, ancient tree on the block ought also have mention, as again, once this magnificent specimen is destroyed, a significant part of Dunsborough's natural history is lost forever. These are some of the reasons that I strongly oppose the ridiculous suggestion that this six storey, jarring building be allowed in Dunsborough town and sincerely hope that any development given permission will wholeheartedly endeavour to protect Dunsborough's absolute natural beauty, not set a dangerous precedent which will only serve to completely alter this magical location. The old adage goes,'you don't know what you have until it's gone'...

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
463	Stephen Cox Stephencox@live.co.uk	It is 6 stories high! It is absolute Overdevelopment. It is Not in keeping with the buildings around it, or in fact the entire region. This development, on this scale will only serve to have a detrimental affect on the town of Dunsborough for a myriad of different reasons. It is not positive developmental progress by any means. I vehemently oppose this application.
464	Stacey Randell abro50268@bigpond.com	This does not enhance the seaside town of Dunsborough.leave the high rises to the city.
465	Dorothy Dellheim d.sellheim@outlook.com.au	A Height & design are totally out of character with current village design. This proposed 6 storey development destroys an environment which attracts both visitors. and residents. B The design appears to create shading & MUST conflict with potential solar panel development. C Traffic & parking are frequently inadequate now, particularly during peak holiday season. The 2018 traffic study in no way reflects the road congestion which has developed during the past three years. D. To allow a six storey building sets a precedent for future. poor inappropriate planning in lacking consideration for community impact E. This building is being passed in haste without due diligence & without consideration of global warming & environmental assessment.
466	Ruth Hills ruth@clean-living.com.au	I feel It is over sized eye sore with not enough space for the xtra traffic.
467	Cathryn Gunter dandl@westnet.com.au	A six storey building is completely out of character for Dunsborough town. I can not understand how this little town with narrow streets has zoning for such high developments.
468	Geoffrey McKillop g_mac@sky.com	To have a multi-storey development on this scale is just to large for Dunsborough and will detract from Dunsborough's seaside town character. I'm not anti development, if this is the first, more developments like this will proceed in the following years.
469	Michael McGiveron michaelmcgiveron@bigpond.com	This project does not fit within the overall look and feel of the existing Dunsborough shopping precinct. People flock to Dunsborough to enjoy a relaxed and open spaced feel, not the replica of the multi storey concrete ugliness they are being forced to live with in Perth.
470	Dwayne Palmer dwayne.palmer@bigpond.com	Not in keeping with the natural heights of the trees in the area, looking back to Dunsborough from the Ocean it will stick out way above the the tree height and won't be in keeping with the natural beauty of the sounding landscape .
471	Michelle McGiveron m.mcgiveron@bigpond.com	Are you trying to totally destroy the look and feel of Dunsborough. This is no way fits with the existing framework of the Dunsborough shopping area. If these developments are allowed to keep creeping in you will remove one of the very things that holiday makers flock to this area for - the relaxed, open spaces and the country town feel. Surely something that fits into the overall aesthetic of the area could be designed. Surely 2-3 storeys is more than sufficient.

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		We are already going to get the ugly multi site development where peko peko used to be (and the added congestion as that has insufficient parking) this will simply turn that whole area into an eye sore! Tourism in this town brings considerable money into this area. People come to experience the relaxed lifestyle it offers. Turn it into a congested concrete jungle and they'll stop coming - they can get that at home already ,
472	Terry Old terryold01@bigpond.com	It will cause more congestion in a already congested town and is completly out of context with the rest of the town. We dont need high density development in Dunsborough or Busselton. We have towns of unique character and feel and great communities that support them. Lets keep it that way
473	Tony Van Es tony@climaticservices.com.au	Doesn't Support
474.	Helen Cullen helen.cullen3@bigpond.com	The sheer size of the proposed building is not suited to Dunsborough, a country, coastal community. Tourists come here to escape the look of the cityscape. Furthermore, as someone who works in the Centrepoint centre, Cyrillian Way will not cope with an increase in traffic there. As it is now I never exit onto Dunn Bay Rd to turn right. I exit via Naturaliste Tce and go around the block. Same for parking. Weekend parking in Cyrillian way is dangerous. And while talk is of retaining the tallest tree in Duns town, more effort should be made to retain current, majestic trees, or plant more to help cool the environment. There needs to be more trees in Dunn Bay Road to counter the cement factor.
475.	Rhonda Yardley Alan.yardley@gmail.com	Over 2 story's in height,not necessary in Dunsborough town centre as will also cause more congestion. What is going to happen to the village feel of the town.
476.	Leonie Wilkinson Nannalones@gmail.com	Building is for city not in a country town. Looks ridiculous n not in keeping with our town. No necessary
477.	Kirstie Pallier Kirstie.pallier@gmail.com	I would love another place to go out & about besides Bungalow or Har Bar but if it's at the cost of having a 6 story monster plonked in the middle of town then strap on my heels, we're going to Bungalow again. The other day I nearly blew my lid trying to find a car park in town & once we have the people that live in this complex taking their designated spots, the people that work there taking their spots, that leaves about 10 car parks for customers. Therefore, the bar that I'm looking forward to attending is probably going to be quite dull & I'll end up at Har Bar anyways. COB didn't listen to us about Geo Bay Rd, my confidence is wavering about them listening to us on this, and if we're not heard on this topic then I've lost all confidence on the Smiths Beach development. Dunsborough has yelled & screamed about things they actually want but none of them have been proposed yet. Please read the surveys from earlier this year & please revisit what will make locals & tourists in this town happy, not just wealthy people from afar.
478.	Deb Tomalin Millyandgeorgedesigns@gmail.com	6 stories is too high for Dunsborough, should be capped at 4 in town centre. This ain't no Gold Coast. We need

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		development, but it needs to be in line with the aesthetics of what Dunsborough is. A small coastal town. We also need more infrastructure first for the families living here…. Ie high school , town pool.
479.	Will Tomlinson wt9044@yahoo.com.au	The height of the building will completely dominate the town, and change it irretrievably.
480.	Gemma Henchie gemma@peperi.com.au	6 stories is setting a precedent too high. Why not stay at the 4 stories? If we allow 6 stories all the way through the middle of Dunsborough I fear a cold, shaded, wind tunnel will be created in the middle of town. Just like the Gold Coast and that has no atmosphere, it feels like a ghost town. If people want to live like they are in the city then live in the city. Not a small coastal town. Let's not benefit the developers deep pockets at the cost of the residents.
481.	Amelia Hart Beachhouseart@hotmail.com	I think this is out of character and feel of Dunsborough. It will also open up the opportunity for other similar developments. I think the height of this development needs to be re-evaluated to a more appropriate height for the Dunsborough community vibe.
482.	Alan Yardley alan.yardley@gmail.com	Scale is too large, building too tall. Out of sympathy with surrounds.
483.	Lizzie Nunn admin@littleupstart.com.au	Dunsborough from Perth in distance, just like planet Earth is from the sun, is in the same perfect circumstellar zone (nicknamed the Goldilocks zone). It is the perfect weekender driving distance for tourists to travel down to escape the City, which is similar to how Earth is perfectly situated from the sun for optimum living conditions. Not to warm, not to cold and able to sustain life.
484.	Lucia Macri luciamacri24@outlook.com	Doesn't support
485.	Melanie Amend M.amend28@gmail.com	FINAL DAYS to HAVE YOU SAY on the 6-storey development application for Dunn Bay Road. ! Submissions close Fri Dec 3rd 2021! Use this link to have your say https://yoursay.busselton.wa.gov.au/DA21-0815. Copy and paste (or rewrite in your own words) the bullet points below, and feel free to also add your personal spiel. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.

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		The reason I moved across from the other side of the world, was this little seaside town. No traffic lights, no tall buildings, just beach without this Sunshine Coast feeling! Absolute bliss!! I love town in winter, when there is only a few cars around and you wave friendly to everyone, everything has its own pace in dunsi. Please don't destroy it with tall buildings. You are very welcome to do this in Busselton. Please let dunsborough be a tiny little village.
486.	Sue Wirrell suewirrell@gmail.com	Supports
487.	Tony Davis spdtcd@bigpond.net.au	The proposed 6 stories is too high and monolithic for a the amenity of a small country seaside town.
488.	Chris Wirrell chris.wirrell@gmail.com	Additional accomodation needed locally. Improves an ignore and degraded lot in the centre of our business district.
489.	Margarita Wallace margarita@eaglebaybrewing.com.au	I think that 6 stories is too high for Dunsborough, it will stand out too much. Traffic flow is already a huge issue in Dunsborough, this development is going to cause more problems
490.	Kathryn Langridge Mkofl@bigpond.net.au	Because the town of Dunsborough is bursting already from all the people and the traffic. A building of this size does not align with what the town needs or wants. It's greedy.
491.	Tamlyn Rector tamlynrector@hmail.com	The proposal for a 6 story building in the Centre of Dunsborough does not fit the town aesthetic. We are essentially a small coastal town with a small community and this building is only to please the tourists which have been coming to our town for over 50 years. They don't need it and nor do we.
492.	Anna Langer annalangerartist@gmail.com	It will destroy the whole vibe of the towns as well there aren't enough parking spaces already when all people come down holiday if from Perth.
493.	Donna Shaw oceanbeach2863@gmail.com	The town is not big enough for another lot of infrastructure and said location of new dwellings makes the town hemorrhaging for space already, we do not need any further developments like this in such a small town space.
494.	Jake Cattell jakecattell@outlook.com	This development is no way inkeeping with any part of the town, that is absolutely beyond debate. It has 'not Dunsborough' written all over it. Despite its size, it will add very little, given we already have an over abundance of everything the development will provide. It's quite frankly infuriating that anyone is suggesting we need more hospitality venues or short stay accommodation, let alone 6 storeys of it. Ridiculous. Using traffic statistics from winter is either underhanded or stupid. There is no third option. There's no way these people don't know what it's like in summer, there's no way they don't know they are just trying to pack more sardines in the tin. 'Sneaky' is not a trait I look for town development planners. So a 6 storey building twice the height of anything else, planned using deceptive/underhanded tactics, providing only things that we already have in abundance. It's a no from me.

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
495.	Karen Anstee karenanstee509@gmail.com	It is too tall and out of keeping with the surrounding area.It swamps the new micro brewery and Cole's precinct. All but one tree is removed- goes against the shires promise to protect the environment. Changes Dunsborough's unique character which goes against the Shires recent 10yr plan. Parking with be negatively impacted and increased congestion caused.
496.	Karen Thomas karenthomas79@hotmail.com	My husband and I recently relocated from Perth to Dunsborough to escape the congestion and noise. We chose this area as it is a very lovely small town offering a peaceful lifestyle. After hearing about this proposed development, I am hugely disappointed to see that this area will become congested with the impact such a massive building will bring. I do not agree with a development of this size.
497.	Chella Beckett Chella.beckett@gmail.com	The size of this building will take away the quaint feel of this countryside town.
498.	Peta Fysh peetie_pumpkin@hotmail.com	It is an outrageous monstrosity that DOES NOT fit the rest of the town!
499.	Jasmin Fussell Jasminfussell@hotmail.com	Unnecessary for the entrance into Dunsborough. Sends the wrong message
500.	Catnetine Woulfe woulfec@hotmail.com	I do not agree with having a 6 store building in Dunsborough Centre. I do not believe the current infrastructure can support the parking required and the additional ~ 174 spaces will not go nowhere near accomodating the extra parking required. A revised height level would be far more appropriate. Dunsborough as a seaside town and tourist destination will ultimately be destroyed. It will become a generic town that offers no unique differentiating point and will in the long term have lost the essence of Dunsborough. Please reconsider this
501.	Gillian Redfern jillw2@gmail.com	**Submission 1** Waaaay too high. 3 storeys Max.
501	Jill Redfern jillw2@gmail.com	**Submission 2** • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of town
502.	Thomas Davidson viv@cvj.com.au	Unnecessarily high! Just trying to get a view from a shopping precinct. If the need the area let them go down not up☺

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
503.	Llewyn Green thegreenhouse@westnet.com.au	It completely spoils the attractiveness of our town and will turn away future tourists, residents and businesses causing economic casualty. Also a traffic nightmare it must not go ahead unless limited to only 2 stories.
504.	Karen Stevens Stevens.crew@bigpond.com	The height of the building is not proportionate to surrounding infrastructure. Could be half the height and include the same facilities.
505.	Julie Ramm 5hildreds@gmail.com	The structure has too many stories and will ruin the dunsb coastal vibe. We should not be building such high structure as the Busselton/ Dunsborough area is rapidly loosing its identity and seems COB is motivated by tourist dollars and ongoing progress is not benefiting the natural beauty of the area and not supported by local community
506.	Fiona Clarke fionalclarke5@gmail.com	It looks hideous. Unnecessary for dunsborough, you planners, council and anyone else involved are ridiculous in your decisions you allow to go through. 6 storeys what the hell for??? Loose a few storeys and you could stand a chance
507.	Sam Davies Nicko_95@hotmail.com	It's to high/tall for the town, halve the height and it will suit better without dominating surrounding buildings
508.	Robyn Wheeler robynw_1@hotmail.com	The town doesn't need a 6 story building
509.	Nathan Brown Yahhoo1@hotmail.com	I've grown up and lived in Dunsborough my whole life (26 years) Everyone's thoughts of Dunsborough are a small beach side country town, putting a building of this scale in the heart of town is going to completely ruin the feeling that the town now has It is absolutely outrageous that this is possibly going to happen The town already has a parking shortage and this is only going to make this 10x worse If this goes ahead Dunsborough will never be the same
510.	Kim Collins kimcollins@iinet.net.au	Such a large building is absolutely wrong for the aesthetic of our small beach-side town.
511.	Renny Carroll rennycarroll@gmail.com	The proposed 6 storey building is too high. Reckon a 3 storey building would fit in better with the rest of the town. Standing on the site and seeing that the building will be the same height of the existing tree on the block is really confronting and does not fit in with the coastal town feel of Dunsborough. Is it really necessary to have a 6 storey building?
512.	Jenny Norton jennynorton@westnet.com.au	This development is not in keeping with the character of the town or the surrounding buildings. Whilst I realize that 6 stories is a permissible height, Paul Needham talked of any 6 storey development still being required to suit the location and not to be imposing from the street. He talked of requiring these buildings to be staggered so that they did not appear as large therefore preserving the country feel and charm of our town. This development does not fit into that category. It is vast, tall and imposing. It will change Dunsborough and not for the better. I hope that the CoB can see that this development is not in the best interests of Dunsborough, surrounding businesses or the community.
513.	Jessica Storey jessicasutton99@yahoo.co.uk	The six storey building is not in keeping with the town and will ruin the look and feel of our town.

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
514.	Mary Pirazzoli mlpirazzoli@gmail.com	It does t suit out town . It will look awful compared to the buildings around and want to keep the coastal vibe of a small town that makes Dunsborough so unique
515.	Sharon Hawkesford david-hawkesford@bigpond.com	Dunsborough (and even Busselton) is the WRONG LOCATION for this development.
516.	Christain Fletcher christianfletcher@westnet.com.au	This building is too big for Dunsborough. It is not in keeping with our small country town character. Having lived in Dunsborough for 32 years and having my business here for 26 years, I have seen many changes in Dunsborough over that time. It has grown and thrived over, which I have supported and enjoyed. This building however will be detrimental to Dunsborough. It does not belong in a small town. It is too high, too big and has little architectural appeal. If allowed, I believe it will damage Dunsborough for the tourists that come for the charm and character of the town.
517.	Sukhma Sandhu Sukhman2k@gmail.com	Support It's good for growth of town I love it
518.	Peter Bennett thebennetts_family@bigpond.com	Because our town,Dunsborough,does not require such a monstrosity…Bloody hideous.😟😟😟😟
519.	Philippa Van Ryk Vanryk@bigpond.com.au	6 storeys is too tall and out of character with the rest of town
520.	Anthony Nelson nelsonian@westnet.com.au	It is much taller than originally agreed. It is out of keeping with the visual amenity of the townsite and the feel of the townsite.
521.	Shay Fletcher shayfletcher652@gmail.com	I don't support this large building. It is too big and doesn't belong in this small town. I don't think any 6 storey building will suit the look and character of Dunsborough.
522.	Joshua Hill joshhill31@me.com	Dunsborough is currently In The midst of a housing crisis, more affordable housing should be key to any residential developments, not fancy apartments that exacerbate the situation, drive prices up and encourage more holiday homes and short term rentals. The community does not want 6 storey buildings, no other buildings are struggling in town due to being previously limited to 2 storeys, any suggestion that going to 6 storeys is "the only way to be profitibale" is pure fiction. The developers have sat on this land for many years waiting for an opportunity to cash in which is fair enough but busselton shouldn't let them do so to the detriment of the town, which is already overstretched and risks losing any identity it once had that bought tourists here
523.	Alicia Reagan aliciaandjoshreagan@gmail.com	The height and size of the development. You are loosing sight of why people live and visit Dunsborough. This building is far too large and doesn't fit in with the rest of the dwellings in Dunsborough. Please COB have a vision, a feel for a town and stick to it. This is making little Dunsborough into a city!! Soon no one will want to live or visit here.. they will prefer quaint little Denmark, Augusta even Margaret river.
524.	Sherrie Makeham shirazza88@gmail.com	the height of this building is an eyesore in a small town such as Dunsborough and will set the precedent for more such developments. It should be kept to 4 storeys. The traffic problems that will result are of particular concern. It is already too congested in such a small area.
525.	Amanda Simonetti mandy.simonetti@icloud.com	Is not the right size,shape look for a rural town. Not enough parking in this town as it is

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Another developer coming in for the purpose of making big money then leaving the community to live with an unsuitable development
526.	Geoffrey Hayes gwhayes@outlook.com	The building does not fit in with Dunsborough. The town infrastructure is already stretched, especially in the peak season. The town that people come to visit is being ruined by tasteless development.
527.	Rebecca Beverley Christopherbec1@bigpond.com	It's far too big and 4 storeys too high. All other commercial properties surrounding it are 2 storeys high at the most. It needs to keep with the fitting of this country town. We already have 3 liquor stores within 150 metres of this development.
528.	Don Evill adevill@bigpond.com	Totally out of keeping with the locality. Too high. Traffic congestion and absolute lack of parking. does not meet the environment standards. Access and egress problems not in keeping with the overall surroundings of existing structures and in keeping with the Dunsborough precinct
529.	Lisa Redman Hello@indiansummerco.com	It's overwhelming horrendously oversized in height and presence for the streetscape and town. It's completely goes against the coastal holiday village vibe that Dunsborough is known for and the entire reason that people come and stay in the region. Leave Perth in Perth. This would be much more suited situated in Busselton.
530.	Charles Thomas charkar2000@gmail.com	6 stories is a joke, please let the people of Dunsborough enjoy our town
531.	Jenny Mckay Mckaywines@gmail.com	Building height needs to be reduced by 2 floors
532.	Erica Blumenthal ericablumenthal@hotmail.com	It's just too tall for the township of Dunsborough. What happened to the 3 storey limit?
533.	Mohini Smith mohini.smith@outlook.com	The town doesn't need a building that high. What we need is more thought going into planning in terms of the better use of the surrounding areas. Dunsborough doesn't have the capacity / space / need to support such infrastructure as it invites the area to be more busy which is undesirable. Keep our community the way it is
534.	Darryl Seward accounts@wildwoodstone.com.au	I own a business across the road from the development which is leased to Country Kids. I am concerned about parking, vehicle access to our shop and others, in what is the busiest corner in Dunsborough. The height of the building, 6 stories, is not in keeping with the appearance of the town center. The high number of occupancy will create a parking problem which is already under stress. Please don't approve this high density development of 6 stories, particularly as it will be right next door to another high density development currently under construction. .
535.	Narelle Ward Ward.narelle@gmail.com	It's ugly and huge, it turns our country town into a high st.
536.	Patrick Redman Patrick.redman@hotmail.com	I have lived in Dunsborough my entire life. I have seen many changes and welcomed all and everyone new to the area. People have always moved here and always will. Dunsborough will always grow. It always has. But please don't completely change the feel of the scape of the town. This development does not fit in with the streetscape. It's height is overwhelmingly to large for the area. It will congest an already congested area. This part of

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SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Dunn Bay Rd in peak period and basically any weekend of the year is almost impossible to navigate. Most locals try and avoid it at all costs. It's chaos with the Empire & Dr's car parks and the Coles entrance as it is. It's a logistical nightmare for pedestrians and cars.
537.	Meredith Thorn Rmthorn@bigpond.com	The height and size of this complex is not in keeping with the town and will send a precedent for the future . This will create a urban city not a coastal village. I am not against development, logics just needs to prevail.
538.	Glynn Murray Bootsmurray@hotmail.com	It's pretty big and doesn't seem to fit into the small coastal township that we live in.
539.	Janine Peace Janinekimber@hotmail.com	This construction of 6 stories belongs in an urban area - we are … or possibly were a beautiful seaside town and holiday destination. This monstrosity looks to belongs in the suburbs of Perth that have already been destroyed by this style of amenity (Subiaco is a great example- once an interesting destination for retail and food venues now high density ugly that has all but destroyed the attraction of going there for anything) When you move or live in a coastal seaside town/village we are not seeking high rise concrete structures that destroy the ambiance and nature fill state of our village! Progress is one thing but this being forced into our village as a norm is completely another. Towns like Port Douglas do not seek to destroy that which others find attractive- bringing these types of development to the wrong environments just defeats the reason we all chose to live or holiday here! Sorry I think 3 story's high is more than sufficient. And a lot more mindfulness of developers and planning people.
540.	Cecily Hancock cecily@westnet.com.au	6 Storey's is TOO TALL and unnecessary. The amendments to the Town Planning scheme in 2017 approved buildings up to 4-5 storeys - even this height is at risk of spoiling the 'laid back' and causal ambience that has attracted visitors to the region and town for many years. It seems developers are hell bent on maximising their returns rather than taking a more 'human' approach to the lifestyle that Dunsborough residents embrace and visitors come here for. Lets not become another 'Gold Coast' but rather retain the very essence and character of Dunsborough as a beautiful and relaxed seaside gem, and keep within the already established limits, and preferably 3 - 4 storey's max.
541.	David Steward david@wildwoodstone.com.au	I own a building over Dunn Bay Rd that is leased to CountryKids , when we did this development 12 years ago we had to construct a great deal of parking and as such have had no parking issues till the last year or so . Now we are finding that Workers who work in town park on our site all day because of the insufficient parking already available to them elsewhere. This is starting to impact our tenant who has vocalised that she is loosing business which in turn effects her ability to run a profitable business which puts our lease arrangement at risk . A six story building is well above the reasonable and previously advised height limits for this site , it should definitely be limited to 4 stories . We have already been forced to accept a 4 story building that should have been 3 Stories on the Geographe Bay Rd and Dunn Bay Rd corner

SCHEDULE OF SUBMISSIONS
PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)
SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		. Please don't turn Dunsborough into an uncontrolled free for all that is at the whim of the developers plans . I am all for making the town centre more vibrant with residential lots but 42 in one development is way too many , please don't approve this development in its present form . The Proposed Puma development was not appropriate for this site and neither is this latest proposal . I have been a local resident since 1976 and own multiple commercial and residential properties in the COB . I am not anti development in any way but it must be done so that it enhances not destroys the character of Dunsborough .
542.	Henry Simoneti henrysimo365@gmail.com	The town is being over run by developers, this is supposed to be a sustainable small town The infrastructure is not designed for it, the elderly people who come here for a peaceful retirement are over run by tourists! The litter is getting excessive, The national parks are getting hammered, More fauna is getting g injured or killed due to influx of people Stop development!!!!!!
543.	Glen Pearce Glen.pearce@bigpond.com	Who in their right mind would put forth not only an unattractive proposal but 6 story's in a small coastal town! There is no need for a monsterous building like this in our town. 3 story's is sufficient for visual amenity and purpose. We are not trying to build a Midland here are we! At what point could anyone think this was a suitable style of building for a small coastal town!?! Your planners need to look at better solutions to developing, towns do not need to be born ugly they can have a blend of nature and natural amenity with buildings that suit the environment and are on point with the feel of the area! This is an urban nightmare dumped into a coastal setting! Who really thinks this is a path forward?! We do not.
544.	Georgia Moore Georgia.moore@gmail.com	The height and scale of the development is not in keeping with the town character and aesthetics. 6 storeys was not part of the master plan/design guidelines for the CBD and is too high, creating shadowing and setting a precedent that could lead to unattractive overdevelopment of the town centre, losing the feeling of open space and access to light and sun that characterises the town. I would support a reduced height development with a focus on the requirement for mixed owner occupier residential stock.
545.	Noah Henry-Fiddes noah.henry.fiddes@hotmail.com	From the proposal, this building is an eyesore. Sorry to put it bluntly. It looks so imposing and completely out of step with the character of our town. I am in staunch opposition of this development. 6 storeys is too high. Especially for a structure that casts such a dramatic silhouette, going right up to the street. Furthermore, I am concerned about the tendency to cram more and more in to such a finite CBD. If this is to continue, I would suggest first building a SUBWAY TERMINAL under the city. Not everything needs to be crammed in to the microscopic town centre. Shopping districts can be put slightly out of the heart of the town to make way for liveable space and other attractions that may drive tourism in a less generic way. We have something

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SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
		good going in this town, why should we want to become less like ourselves and more like every other coastal town on the map. I must yet again stress how bad an idea I think it is to crowd down town Dunsborough, as the pedestrian and vehicle traffic already makes it very difficult to navigate. The infrastructure is simply inadequate. I think this path leads to disruption to our community. I would urge the new councillors in particular to listen to their ratepayers when reviewing these surveys. It was rather a disappointment to the community when a majority disagreed with another certain development and it went ahead anyway. It betrays the true motivation of council to clearly be something other than their constituents. </rant>
546.	Megan Scerri meganscerri@hotmail.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
547.	Kylie Duffau holyland69@hotmail.com	Too congested & impacting the environment very negatively
548.	Victoria Russell russells07@westnet.com.au	The height will be an eyesore and not in keeping with the aesthetic of the town.
549.	Kirsty Gutheridge locaraw@gmail.com	Too big
550.	Suzanna Baarspul Suzi0207@yahoo.com.au	1) Parking- there is not enough parking bays on this proposal to suit the demands of all the tenants, staff/workers in the offices and shops, and also customers. 2) Height- the height in comparison to all the other buildings in the area will not only be an eye sore but also block out ALOT of natural light and the breeze that blows through town. 3) Small town appeal- a 6 story building doesn't fit with Dunsborough's small town appeal which I believe is one of Dunsborough's major assets for both tourists and local.
551.	Margaret Steele hampers@capehampers.com.au	There is considerable value in the local area due to it's lifestyle factor and defined difference to built up and commercialised suburban areas - escaping these modern suburban area's with large and numerous buildings is why this area has value. To begin eroding the very thing that makes this area great is to destroy something that can not be replaced or rectified. Just because something can be built, doesn't mean that it should and just because a developer spins a grand 'best interest' story doesn't mean

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		they're not exploiting the local people and government for profit.
552.	Renee Mouritz reneemouritz@iinet.net.au	I am writing in opposition to the proposed development for Lots 8 and 9 Dunn Bay Rd, Dunsborough. At 6 storeys the proposed development is talller than the permissible 4-5 storeys that resulted from the City of Busselton's 2017 zoning changes. As a result of this, the proposed 6 storey development is not something either the City of Busselton or the community envisaged for Dunsborough. Additionally the justification for this zoning change was to allow for mixed use buildings (living and business) not so buildings could be 6 storeys tall. The proposed development is totally out of scale with any of the existing buildings or ones under construction within the Dunsborough town precinct. It will completely overshadow the surrounding infrastructure, and be taller than any existing trees in the area. It will also see the removal of the tallest tree in the town centre. Another point to note is that the traffic statistics used in the proposal are outdated, they are 3 years old and are from winter when Dunsborough is at its quietest. While we all know that growth is inevitable for our region the proposed development does not reflect the majority of residents and visitors expectations for the area, and what the south west, in particular the Capes area, means to us all.
553.	Steven Chapman witchy696@gmail.com	The height of the proposed property
554.	Kerry Goodreid kbgoody@bigpond.com	Dunsborough is a beachside town that represents scenic natural wonders. We do not need or want a huge 6 storey concrete building that monopolizes our town centre and is an eye sore. Do we need more shops, liquor outlet, definetly not for the local population, we all live here for the tranquility and beauty of this exceptional area. Our town centre barely copes with traffic as it is now. Keep our town free of multi story buildings, we don't want to look like the Gold Coast.
555.	Travis Patterson Travis@thp.net.au	Too tall and out of character. Sets a precedent of monstrous buildings in a town that does not want them
556.	Adam Harris harria754@googlemail.com	Proposed building is too tall for the centre of town
557.	Kris Davis kris.davis@outlook.com	Whilst in general i understand the need to stop sprawl and increase dwelling density in town sites I am concerned with the height of this application and the precedence it sets for Dunsborough town. This building will be significantly higher than anything in the region and not inline with simliar small coastal tourist towns (see Byron Bay, Exmouth) which limit building heights to 3 stories to maintain their attractiveness and character.
558.	Kari Hopkins dkhopkins@westnet.com.au	' I dont support this development because: - this development will be totally out of scale to the surrounding buildings, it will totally change the outlook of our town and what the town of Dunsborough represents:

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		the beach, relaxed lifestyle, town blending with the environment NOT a replica of the Gold Coast!!! - this structure means the tallest tree in central Dunsbrough will be killed - Please make sure the City of Busselton takes into account the environment and the future of development and really makes decisions built on what our town represents now and in the future.
559.	Lauren Horrocks laurenredfern@hotmail.com	It is going to be way too high and ruin the country appeal Dunsborough has.
560.	Shelby Foster Shelby@themovementfitness.com.au	This does not fit with the culture of our town
561.	Hannah Russell Hannahrussell246@gmail.com	Because it is going to cause harm to other businesses in town that have been here for years. It doesn't fit the rest of the town
562.	Ingrid Spelman ingrid@spelman.com.au	I do not support this proposal for the following reasons: 1. It is not compatible with its setting. The proposed development is discordant and incompatible in its height in terms of its immediate streetscape setting and presents to the street with excessive bulk and scale when viewed in its immediate streetscape context. The proposed building (20700mm) is more than three times the height of the adjacent Coles annex building (6510mm). 2. It does not achieve the Element Objectives for design elements 2.2 Building height in State Planning Policy 7.3 - Residential Design Codes Volume 2 - Apartments, is not compatible with its streetscape setting and will have an unacceptable adverse impact on the amenity of the adjoining property to the west by reason of overshadowing and bulk and scale. This building presents an oversized and incompatible assault as you enter Dunn Bay road from the roundabout at Cape Naturaliste Terrace. It will dwarf the adjacent new microbrewery building and present an unwelcoming presence at an important junction. 3. Architectural detailing on all levels and facades. The three storey parking lot directly on the boundary with No 61 Dunn Bay road has not been treated with a high level of architectural detailing. A 35m long by 12m high wall with no articulation, just painted with a mural is not fine detailing. Showing tall trees which cannot be planted because there is no landscaping option at a zero lot boundary wall is a clever trick to dumb down the scale of this building. Black cockatoos and imaginary trees do not present an appealing façade at one of the major entrances to our town. 4. The height of development does not respond to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change. The microbrewery development at 61 Dunn Bay Road, presently under construction, is two stories – this is unlikely to change. The Shell garage and adjacent buildings is one story – this is unlikely to change. The one storey Empire/Cellars etc buildings across the road are unlikely to change. The single storey Coles 'annex' such as Dome etc,

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		and the two story Centrepoint shopping centre are unlikely to change. The new proposed Woolworths complex is two stories and is about to commence construction, this is unlikely to change. The Yarri/Blue Manna Building in Cyrillean Way is one storey with a two storey component which has recently been built so is unlikely to change. Hence the future scale and character of the west end of Dunn Bay Road is single and two storey and it is unlikely this will change. At present there are no buildings higher than three storeys anywhere in Dunsborough or even Busselton. So, this proposed five/six storey will dominate the local area, and will be discordant and incompatible with the local area. 5. This development does not respect the community vision of the development of the district. The LPS 21 Omnibus Amendment 1 states 'Relaxation of height limits within Busselton and Dunsbrorough CBD's, to align with R-Codes (effectively enabling up to four-five storeys).' Six stories was never mentioned. There were 46 submissions against five storeys, and six in favour. Of the six in favour only one person resided in Dunsborough. There was a petition of 700 signatures against the four-story building on the corner of Geographe Bay Rd and Dunn Bay Rd, and the adjacent area is currently being down graded from R80 to R60 to reduce building heights. It is evident that the community vision of Dunborough is for buildings which do not exceed three or four stories, not five or six stories. Regarding height for buildings the Omnibus Amendment 1 proposes a modification to 'increase the general permitted height for buildings across the City – from 7.5meters from natural ground level (NGL) withing 50m of the mean high water mark to 9.0 meters; and 10 meters from NGL elsewhere to 12 metres,'. The proposed building is 20.7 meters. This far exceeds both the City's and the community's vision of the development of the district.
563.	Dale Huntington D.w.huntington@gmail.com	Supports I think the buikding looks great and its required to service the needs of a growing community
564.	David Russell Djr.graphics@westnet.com.au	Too big/ height in relation to surrounding buildings and not in keeping with community expectations
565.	Ann Ross ann.ross2@bigpond.com	I think a six storey building will look totally out of place in this location. I think the maximum should be a 3 story building to fit in with the surrounding buildings.
566.	Sheryl Mott sheryl.1957@hotmail.com	This building is out of context with the village feel of our community, we do not want to feel like Subiaco or any other city , I've no doubt these apartments will be expensive & only add to the perceived image that Dunsborough is a " rich persons holiday playground". Our community are not anti development as such, we understand things do need to change . However the changes need to be sympathetic to our community's other buildings, rather than standout as out of character, a giant concrete monolith with its oversized proportions. I welcome a smaller height wise version that is going to fit into the concept of a village feel .

SCHEDULE OF SUBMISSIONS

PROPOSAL: MIXED USE DEVELOPMENT (OFFICE, SHOPS, RESTAURANT/CAFE, LIQUOR STORE - SMALL EXHIBITION CENTRE, MULTIPLE DWELLINGS)

SUBMISSIONS CLOSE: 3 DECEMBER 2021

No.	NAME & ADDRESS	NATURE OF SUBMISSION
567.	Don Watt dwat2918@bigpond.net.au	Firstly and most importantly, we don't want a gold coast example here as there will be far too much congestion. There is too much congestion already Because after the decision of the performing art council I have no faith the council decision will reflect the ratepayer's wishes. This current council is run by Archer and he should be sacked immediately as he can't manage the finances of the Busselton / Dunsborough area with continually raising rates. He is a very poor CEO Busselton can do better!
568.	Sally Kerr sally.kerr@outlook.com	Height is a major issue. I am originally from the Northern Beaches in Sydney. The same thing happened in Dee Why. Once a beautiful little quaint suburb now looks like a mess of a mix of different heights and designs. Dunsborough is beautiful and quaint. People love the little village because that's what it feels like. You don't want to be like the major cities. I am all for development when it is done right. I understand that the town needs to grow and infrastructure needs to support the population. This is simply just greed, trying to maximise as much as possible on investment. We are in such a great position to be redesigning the ultimate town but we continue to do the same thing as everyone else...slap in a multi rise building. Be different, do the research, design something that no one has seen before. Be innovative. There are so many incredible designers out there that would be up for the challenge. Why do we need another liquor store or cafe? How about a great exhibition centre, town pool, community gym facility (not just classes), high school etc.
569.	Evonne Patterson Hill sundance420@gmail.com	I do not support a six storey building on the corner of Dunn Bay and Cape Naturaliste Roads . Until recently, buildings were not permitted at that height in the Dunsborough village and with good reason. The scale of a 5-6 storey building is incongruous with the established low-scale town planning scheme in Dunsborough and sets another precedent for the ongoing development of large scale builds in the village. A 5-6 storey building will dwarf the other buildings in the area and the sheer scale of the build will likely be an oppressive presence on that corner, destroying any remaining vestige of the village “feel” which has always been a vitally important part of Dunsborough’s appeal to visitors and residents alike. Traffic congestion will be a significant issue. Given that the site is situated on two of our busiest and most significant arterial roads coupled with the rapid expansion of our town in recent times, it is vitally important to consider the potential impact a build of this scope will have on an already challenging traffic congestion issue in the area, particularly during peak times. Any traffic data supplied would need to be recent and collected during peak periods. Of particular concern is that emergency services rely upon Cape Naturaliste Rd during an emergency response. Current peak period traffic congestion would be

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		exacerbated by a 5-6 storey development on the corner site and is of major concern. Current and accurate data needs to be carefully considered by council before any decision is made.
570.	Jennifer Troy jennifertroy60@gmail.com	A 6 storey development is outrageous and goes against what is already in our town centre. Parking is already impossible, the shade a six storey building will throw will make the area, especially in the winter even colder than a Dunsborough winter already is. I see plenty of empty shops in town already. Dunsborough is not the place for high rise development. If you approve this and other plans of this type you will change the face of our town forever and not for the better.
571.	Brad Glasgow trinnben16@outlook.com	A 6 storey development is outrageous and goes against what is already in our town centre. Parking is already impossible, the shade a six storey building will throw will make the area, especially in the winter even colder than a Dunsborough winter already is. I see plenty of empty shops in town already. Dunsborough is not the place for high rise development. If you approve this and other plans of this type you will change the face of our town forever and not for the better.
572.	Kathleen Wilson kjwilson11@bigpond.com	I believe this will be an absolute blight on our beautiful coastal town. It is totally opposite to the vibe of the town and everything that most people came here to enjoy. If this was a three storey building it would not be so bad but six storeys will destroy the amenity of our town. The new brewery which is currently under construction and has been designed to take advantage of the beauty of this place and will be severely impacted on by the proposed building and the developers will also remove a lot of old trees which add to the feeling that is so desirable to all who visit Dunsborough. I know that the submission says that they will keep the mother tree but there are numerous other trees that will be destroyed and I think that the mother tree will also "accidentally" be destroyed in the process. It wont be seen even if it is still there because of the monstrosity in front of it. I believe this is just a money grab by the owners with little or no care for the feeling of the town. I do understand that they have a right to develop their land but there are rules of ethics and community which should be given serious consideration. We do not want to be living in a thriving city - if we did we would have chosen Perth or Bunbury or somewhere that offered that. I implore you to decline this building submission and allow the people of Dunsborough to live the quiet small town life they came here for.
573.	Sue Ellen Phillips sue-ellen@westnet.com.au	The scale of the building is too large and not in line with the towns planning. Additionally, the traffic is congested as it is. Please consider type Industrial area for a development like this.
574.	Matthew Sproule sprouley73@hotmail.com	6 storeys visually impacting the entry to Dunsborough from the west.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Way too big fronting Cape Naturaliste Road. No attempt made to minimise the visual impact. Overlooking carparks and shopping centre will not be a great view for residents.
575.	Tyson McQuade Tyson.mcquade@hotmail.com	Dunsborough doesn't need a massive building like that. Doesn't fit with absolutely anything in town. We have Busselton 20mins away with an already built up district… not needed here
576.	Elia Mazzoleni elia1962@westnet.com.au	Too high and too big. Would support a scaled down plan.
577.	Tamara Harrington Tamwade@hotmail.com	The height of the building will make it an eyesore that will negatively affect the look and feel of the township.
578.	Doug Horsford doug@assurity.net.au	A development of this size and scale is greater than what was originally envisaged for the Dunsborough community. This part of town is already incredibly busy with traffic, having noted a significant increase over the past 12 months, possibly due to covid and greater in-state travel. Adding a development of this size will undoubtedly have a negative impact on traffic management in the area. Furthermore, with respect to the surrounding buildings, this development will dwarf all other nearby properties by a significant margin. It's not just a "bit" bigger than the neighboring properties, it is totally out of proportion and will wipe out nearly every bit of vegetation on the block. The brewery being developed next door by comparison, seems to have had a far better approach in developing a project that fits in with the community, preserves some of the vegetation on the land and does not dramatically and materially impact on the visual aspect of town centre. While I am typically pro-development, I do feel that this proposal is, on balance, a poor outcome for the Dunsborough town centre.
579.	Jenny Van Doornum jennyvandoornum@gmail.com	I am saddened and disappointed that DCSC have once again allowed the maximisation of their profits to over ride the long term wishes of the majority of Dunsborough residents to have a development on that site that complements rather than dominates other buildings in the town. Traffic issues and the impact of such a large building so close to Dulgulup Brook need further study.
580.	Victoria Bain victoriabain@hotmail.com	I'm not opposed to development; however, I am passionate that it's done in a sustainable way. Extending the town's skyline by upwards of 6m is too much. I would prefer to keep some of our identity that residents all know and love.
581.	Marika Brock Marikabrock@yahoo.com.au	I feel 6 stories is too high and will look totally out of place in the small township of Dunsborough. 3 or 4 maximum. There is nowhere else in the south west bar Bunbury to have such tall building.. we aren't even a city. I'm also concerned with the traffic congestion this building will bring.
582.	Claire Huxtable clairehuxtable88@gmail.com	Hi there, I don't feel there is enough parking for a building like this to be built. The town is already short on parking the purposed parking for this building is simply not enough. Thanks

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
583.	Caroline Moylan caroline@carolinemoylan.com	Dunsborough does not need multilevel developments
584.	Mandy Bate m.wbate@hotmail.com	Doesn't support
585.	Philip Rees philiplrees@hotmail.com	It's too massive. This type of development is more appropriate for a city centre (think Forrest Place in Perth) not a small coastal town. It is also monstrously ugly to my eyes and it's construction to this design would change and spoil the very ambience that plays such a role in creating visitors' affection for Dunsborough. I have no objection to the building of shops, offices, exhibition centre, cafe/restaurant, parking and apartments (though the need is for long-term residential accommodation, not short stay holiday) in that part of town, but it's a question of scale - if the proposed development matched more closely the design and scale of the adjacent brewery complex, currently under construction, I think it would be welcomed by most residents and tourists.
586.	Helen Scott hkscott11@yahoo.com.au	This type/style of construction does not add or enhance to the nature of the town. More suitable options would be favourable and reducing traffic issues surrounding that site needs to be seriously reviewed.
587.	Jenna Barker Jenna.barker@outlook.com	Survey used for traffic was done in 2018 pre our new Covid world. Local businesses will be affected as their car parks will be used for over flow. Light will be blocked from the street. This is Dunsborough. I don't want it to start looking like Bunbury or Mandurah or Rockingham.
588.	Rob Blechynden Robblechy@hotmail.com	It doesn't suit our small town and is an eye site
589.	Astrid Nader-louw Swissastrid@gmail.com	It shows a complete disregard for what dunaborough is as a community and small town. It's far far too big and will forever change the atmosphere of our small village like town.
590.	Neville Louw Neville.c.louw@gmail.com	Our current infrastructure needs upgrading before we do anything like this. Dunsborough doesn't need this.
591.	Robyn Cross Jamesandrob@iinet.net.au	The height of the building is not in keeping with the feel of Dunsborough town center. It will look terrible amongst the other existing buildings, and will drastically increase traffic to an already busy road. No thanks.
592.	Moira Buckley moiraandadam@gmail.com	6 storeys is too high for the Dunsborough township. It is not in keeping with the coastal village atmosphere that Dunsborough is known and enjoyed for. We also do not need another bottle shop in town. There are 3 already
593.	John Malloy jmalloy_@outlook.com	We are the owners of units 1,2 and 3 at 56 Dunn Bay Road, Dunsborough. Our property is directly across the street from this proposed development. Our concern is the lack of car parking per square meter of floor area in this proposed development as well as the building height of this proposed development. Currently Dunsborough has a car parking problem that impacts our tenants and their potential customers with non customers using their car parks. This proposed development will only make this car parking situation worse. We also do not agree with the 6 story building height on this development or on any other developments in Dunsborough. The height of this proposed development and any other proposed 6 story

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		development in Dunsborough is unnecessary, is not what our community wants and it is not what visitors come to Dunsborough to see. Both locals and visitors alike love Dunsborough for its small country town feel and introducing 20 meter tall buildings on our main streets is out of step with our town.
594.	Claudia Rebmann claudiarebmann@hotmail.com	'- 6-storey is too high and completely out of character for Dunsborough or the whole of the South West coast for that matter. - We want Dunsborough to maintain its "Village" feel and relaxed atmosphere as we think that it is what residents and visitors alike most value, together with the natural beauty of the Capes region. We don't want this development to set a precedent for a "Gold Coast" style development on our coast. - 176 car bays to service both the commercial and residential tenants seems on the low side and is likely to cause more congestion with the added traffic of vehicles and pedestrians in the area. - This style of development is unlikely to attract long term residential tenants and additional short term rentals at this location will contribute further to the loss of Dunsborough's original identity.
595.	Natalie Halliday Nhalliday@aol.com.au	The proposed building is too tall, is not in keeping with the surrounds, access to the site is already congested. There aren't enough bays during holidays as it is for parking. We don't need another liquor store. And the majority of locals are fine with the 3-4 story development however now the building has miraculously gone up 2-3 story's.
596.	Melissa Meek Melissameek11@hotmail.com	The scale is too big and wont fit the asthetics of our town. We dont need a concrete jungle which will ruin the small town relaxed vibe which is a massive appeal for tourist and residents a like!
597.	Jean Thoral Jean.thoral@outlook.com	I believe that the height at wich they want to build will definetly impact the town feel. I think that developing that land is great and will look a lot better than what's there now but there is no need to go this high.
598.	Lee-anne Li Leah_mccahon4@hotmail.com	Too high and over powering
599.	Robyn Palmer Palmers65@bigpond.com	It's 6 stories high making Dunsborough look like a concrete city. Aesthetically it is ugly.
600.	Karly Nicholls karly.n13@live.com.au	It is too big and will ruin the aesthetics of the town. Not to mention the whole area is struggling for staff-where will you house the people affordably to work there? I'm all for progress, but really I think 2 stories would be enough.
601.	Krysten Palmer krysten.palmer@bigpond.com	I don't think the height of the building is cohesive or complimentary to Dunsborough's townscape. I don't agree that any building should be above 3 storeys in the town or most particularly on the waterfront.
602.	Andrew Judkins ajudkins58@gmail.com	Town car parking currently doesn't handle any holidays what is another 42 units going to do.

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		And the share size 6 stories is ridiculous inli e with the rest of the towns height
603.	Stephen Jardine steve.j@swisp.net.au	Totally out of character with the surrounding buildings, shadows cast onto adjoining buildings, inadequate parking for the number of buildings and occupants (45 additional houses, that's at least 90 car bays, assuming they don't have children..let say half do so that's 110 car bays . Where are the people using the commercial aspect going to park?) Increased vehicle traffic not catered for. It's crowded enough as it is in the normal times. Weekends are chaotic. Christmas and Easter are just horrendous. This is a city style building. Build it in the city of Busselton, not the town of Dunsborough.
604.	June Pierzak juneandyurek@bigpond.com	To congested in such a small area, traffic is already horrendous. Population is already to large for the area, Not enough water Not enough open space etc etc
605.	William Guest kasbar1@westnet.com.au	The new zoning was justified to allow mixed use buildings (living and business) not for building to be 6 storey high. The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietist. The proposed development is totally out of scale with the surrounding buildings - both ones under construction and existing. Visitors to Dunsborough DO NOT want another Mandurah or over developed Eastern States coastal towns - Dunsborough has a unique village style ambience - please do all you can to retain this ambience.
606.	Jessie McCamish jess.mccamish@gmail.com	Six levels is far too tall, it will be a giant monstrosity in the centre of town and look awful from Caves Road.
607.	Catie Shepherd Catieshepherd@gmail.com	It's too big
608.	Jack Bangham Jackbangham@gmail.com	Because it doesn't fit in town and ruins the reputation of Dunsborough
609.	Brooke Regan reganfamily1978@gmail.com	Far too large, taking up too much dominance of the area with smaller buildings and bush land within close proximity. Not in keeping with the aesthetic of Dunsborough Village.
610.	Katie Farrow Katie@ktfitness.com.au	It's scale is too large - unless your going to manage short term rentals to allow people to move into town, this town can't support it.
611.	Jess Daley Jessdaley@live.com.au	Doesn't Support
612.	Kerry Brandis skbrandis@westnet.com.au	Thank you for the opportunity to provide feedback onDA21/0815 : Mixed Use Development (Office, Shops, Restaurant/Cafe, Liquor Store - Small Exhibition Centre, Multiple Dwellings) - Lots 108 and 109 (Hse 57) Dunn Bay Road, Dunsborough It is a substantial proposal with some merits. However, I have significant concerns: WHAT IS THE ESSENCE OF DUNSBOROUGH?
613.	Bernie Andersen redned55@gmail.com	Dunsborough is a beautiful place because of the fact that there aren't any high rise buildings. Once you permit one six storey building to be built more will soon follow.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Tall buildings just don't fit in the layout and feel the town has, so why destroy it. Scarborough is the perfect example of how to destroy a beautiful place with ugly high rise buildings whether it be Hotels or apartments the end result is still the same the relaxed holiday lifestyle is ruined forever.
614.	Sean Brandis skbrandis@westnet.com.au	I think six storeys is way too high in Dunsborough, will look horrendous, and is totally unnecessary. Please leave the gold coast where it is and keep what we still have that is unique to our town and region, before it is too late!
615.	Keith Sims Keith.sims@westnet.com.au	6 stories is not in keeping with not only Dunsborough but Busselton too. No one except the people developing or investing in that increase in height want this type of development. No more than three stories is more than enough to keep the village type atmosphere of Dunsborough and stop Busselton becoming even higher than the 4 stories and loft of the Hilton Hotel.
616.	Shirley Thompson asthomps@bigpond.net.at	6 stories is too high for Dunsborough town sites If it was out a bit maybe?? Also it would need more parking
617.	Richard Stubbs richardstubbs2@bigpond.com	The building is far too big and high fir what is meant to be a seaside village.
618.	Tim Timbo_9294@live.com.au	There's no need for it. Terrible design. Think of the other buildings around it. Too big. And doesn't fit the town
619.	Jarrad Sherborne Jarrad_sherborne@hotmail.com	I'm not anti-development at all but 6 storeys is too much. There's a mass of reasons why, from environmental to social and economic reasons. Why not just stop at 4 storeys. 6 would be a blight on the town centre and completely alter the culture of what the town is.
620.	Katharine Reagan Katiebun1@hotmail.co.uk	The proposed building is excessive, too high, ugly and not in keeping with the surrounding area of Dunsborough. Totally undesirable, spoiling the 'feel' and aesthetics of the place I chose to live as my home.
621.	Sofia Samoal Sksamoal@gmail.com	Multi-storey buildings are definitely not in keeping with the feel of Dunsborough that should be protected in a long term sense or we will ruin what makes this tourist town so attractive to our visitors
622.	Danielle Marsden danimarsden81@gmail.com	I have grown up in Dunsborough and lived here for the past 32 years. I am getting very concerned about the development that is happening in DUNSBOROUGH. I understand that our town is expanding, but I don't think we need a 6-story complex in the Centre of town. There are plans for more multi-storey buildings happening, and Dunsborough is going to lose its beautiful charm that brings people here in the first place. The accommodation that is being proposed may only be affordable to a certain demographic and will end up being mainly holiday apartments. Please don't make this complex six story, it is not suited for our town and un-necessary.
623.	Trish Flower Trishflower@aapt.net.au	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.

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		• The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough. . There is inadequate set back from Dugalup Brook The design is awful and does not fit with the feel of the town. Similar to the coles centre it does not engage with the street.
624.	Jarron Keyser jarron.keyser@gmail.com	This is Dunsborough not Perth! It will significantly add to what is becoming an increasingly hectic and busy 'town' and will only aid in assisting the ruin of this beyond beautiful and peaceful place to live and visit.
625.	Glenn Peczka glenn_peczka@hotmail.com	This is just stupid. 6 stories. No where else in the south west has something so big. 2 stories? Yeah. 3 stories? Pushing it. I just can't believe reasonably minded people can put a proposal like this through. It's all a money grab with no concern what so ever about the local area. Put this shit in Busselton. That's an actual city. Does the City of Busselton just look at Dunsborough as a cash grab? An experiment? We've seen enough with federal politics about how corrupt they are. But geeez CoB has to be up there.
626.	Maurice and Elizabeth Swanson mauricegswanson@hotmail.com	We are strongly opposed to the proposal that the development be six stories high. Six stories is completely inconsistent with the current building profile of the Dunsborough village centre. We are not opposed to redevelopment of the site in general, but it must be in keeping and consistent with the surrounding built environment. We understand also that a height of six stories would would exceed the height of any building in the town of Busselton. We urge the Council not to approve this development in its current form. Maurice and Elizabeth Swanson 44 Schooner Crescent Dunsborough.
627.	Till Spielhoff tillspielhoff@gmail.com	The infrastructure for a development like this is not currently available in Dunsborough.
628.	Emily Bolton ehboltz05@outlook.com	It would ruin our small town feel, we have had no say in this and it's way too over the top. Very sad and it's a very ugly building.
629.	Sofia Watt watts@gmas.wa.edu.au	Because there is absolutely NO need for a building like that, it is not our town and it will ruin the feel we have created as a community. we have had no say and that sucks, i think it's sad that kids are now filling out this survey to stop something adults have created to ruin our town. Plus it's ugly.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
630.	Tricia Woods tricia@triciawoods.com.au	Six stories is too high in my opinion. It will substantially impact the look and feel of Dunsborough in a negative way.
631.	Rachael O'Reilly Rach.matkovich@gmail.com	It goes against the look, feel and part and present direction of the town and its community. Not to mention what attracts all tourists and $ to the town and region. It may prove to create jobs and $ but in the long run it will not be beneficial financially or environmentally.
632.	Jessica Lane Contact@childboutique.com.au	It's an eyesore for our picturesque town - we don't want to become the Gold Coast. One HUGE ugly building going up paves the way for more and literally no body wants that. I've been living here since I was 7 and I'm not against development but this is far too tall for our town.
633.	Leah Hawkins leah_mccahon4@hotmail.com	Doesn't Support
634.	Christopher Adams ceadams102hotmail.com	scale of development is too big in regard to the existing development in this area and in Dunsborough generally. Traffic study is a sham as existing traffic counts were conducted in a 1 hour window on one of the quietest times of the year. The landscape study does not say what will be done but talks about "may" and "will be considered" It appears that the landscape plan was prepared for another site and a few modifications made for this site. The intersectionDunn Bay Rd/Cyrillean way is a difficult intersection already. I believe taht the accident history of this intersection is much higher than quoted but most are relatively minor and not reported. If this development was foolishly approved, then a roundabout should be constructed at this intersection. I think that there is a lot in the plan that is good but the scale is over the top. Will destroy the Dunsborough village atmosphere.
635.	Georgia Brown georgia_brown_@hotmail.com	It is unnecessary. We already have multiple new building being built in Dunsborough and the last thing we need is a 6 story one. The space should be used as a pedestrians friendly park area to make up for all the large new builds such as the brewery and Woolworths
636.	Chris Reagan Reaganchris@hotmail.com	This proposed building design and height is totally unacceptable, out of character for this area, an eye sore and undesirable to look at. Too high and ugly, a monstrosity which would ruin Dunsborough!
637.	Joanne Rudland J_rudland@hotmail.com	The height of the building (6 stores) does not fit with the township. Three stories would be a better fit . The shadowing on the proposed new brewery (previous peko peko site) The car parking bays being supplied are not enough to accomodate commercial tenants and their employees, residents, resident visitors and customers of commercial properties. Their is currently a shortage of parking bays at times where overflow park on the current vacant land. How will this issue be managed? The intersection on dun bay and Cyrillean way is already a busy intersection and will be even more congested . Are their plans to improve traffic flow with the increase of

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		traffic ? Roundabout? Addition access from another point onto cyrillean that avoids Dunn bay?
638.	Brent Peterson shannan_31@hotmail.com	This building is way too high. 6 storey development is not needed in Dunsborough town centre. Public sentiment of locals is completely against development like this. We would welcome 3 storey applications if they deal with traffic issues correctly, but 6 stories will alter Dunsborough forever, and not in a positive way.
639.	Grady Morris Mcgradyrose@icloud.com	Eye-sore! Design doesn't fit with the rest of the town.
640.	Veronica Lepidi veronica.piper@bigpond.com	the size and scale of the development of the land in question is suited to a city scape not a small country town. the 6 stories and development right to the edge of the block right in the middle of town, will not create the right atmosphere and flow that tourist and people that live here need in a town. Not to mention the shading, the closed in feeling and the close proximity to the other buildings. It will be a intimidating structure that would dominate the land and the centre of town, making it even uglier and disconnected with the rest of the town scape. Leased shops/ offices currently have too high a rent in dunsborough thus a large number sit vacant for months. Accomodation space will be on the high price end thus making it even harder for the average family to rent only allowing for the wealthier to rent. This generates this need (or to simply say a development oppurtunity) to create family friendly accomodation while only accomodating for the wealthy, thus developments of this scope and the many others that have been covid stamped lately keep selling but falling short on the price end. Traffic flow in town and around that corner too near coles will be even more impacted and disjointed. Currently there is no slow season so traffic every day is at holiday levels. There needs to be survey done now on road useage and traffic using this years stats not a few years ago, as holiday home occupancy is 100% and has been for more then a year. The air bnb rentals have gone crazy with bookings. there is more people in dunsborough consistently. this is not reflected in the traffic management and developments application. Especially considering the next door development with their access ways near a fuel station and near the roundabout into town and this current proposed development. There is no need for a building of this size in Dunsborough. I know there is a saying make hay while the sun is shinning, and the sun is shinning in dunsborough for developments but there is also too much too quickly with no foresight and decent planning.
641.	Kirstin Sherborne kirstin.wiseman@hotmail.com	I'm pro development but am not sure the appropriate planning process is being followed.

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		Seems a number of high density dwellings are to go in within the town of Dunsborough which I far prefer to clearing bushland at Cape Care, Cape Rise, Dunsborough Lakes etc but I haven't heard anything about planning for facilities, shopping, parking, cycle paths (crossing Caves Rd is already very difficult), boat ramps, the list goes on. I'm concerned about support infrastructure and town getting very busy with all appartments full. Traffic data collected outside of peak season didn't help to reassure me.
642.	Robyn Smyth czichygraphics@iinet.net.au	For so many reasons but in a nutshell the sheer scale of the building isn't at all in conjunction with the town. The congestion in the centre will be unbearable in an already chaotic area.
643.	Dee Tucker Dee.tucker1@iinet.net.au	I'm not so much against the proposal per se, as against the removal of the jacaranda tree which grows on this land and is proposed to be removed. My reasons are that this tree was planted by my parents Christopher (Kip) and Phyl Seymour approximately 65 to 68 years ago and has stood in the corner of what was the front garden of our family home. Kip and Phyl were pioneers of Dunsborough with Kip's Grandfather being an early settler in Dunsborough in 1838. Kip and Phyl ran a dairy farm on the other side of Dunn Bay Road, which was previously part of Caves Road and they supplied milk and cream to the community. Apart from this they worked tirelessly for the community and assisted in creating some of the community areas and organisations which are still utilised today such as the St. John Ambulance Sub Centre, St. John's Anglican Church and the Dunsborough County Club. They also volunteered in such organisations as the Dunsborough Cementry Board, Quindalup School P and C, Farmers Union, Red Cross, CWA, and the Fisheries Association. With so much history being lost in cities and towns across Australia, it would be nice to think that Dunsborough and the Developers of this complex are prepared to keep some of its early history and I believe this tree marks a piece of land settled on by pioneers and is worth saving, with perhaps a plaque which actually states why it has been saved. The arborist states in their report that the tree is in poor condition, I'm not surprised, as it has looked after itself for 47 years after my parents sold the property and moved to Geographe Bay Road Dunsborough. The house(for awhile) became the Cyrillion Gallery. The arborist also states that it is not a significant tree, maybe not to a developer but to us as Seymour descendants and possibly some of the Dunsborough community who care about heritage and history, it is significant. If the tree is within the building envelope perhaps it can be relocated to somewhere within the new landscaping of the development and with some pruning and a little TLC it will grow back to its full glory. I hope you will look upon this suggestion favourablely
644.	Frank Duffau	**Submission 1**

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
	fduffau@iinet.net.au	…. beyond the monstrous aspect of this ecological incongruity, the erection of that building will further wider the social gap already hurting so many families and widening the community in communities of Dunsborough, the rich and the poor, the tradies and the nobles. Similar negative social impact have crippled historical landscapes, often pushing to societal breakdowns. Dunsborough is unique for its remoteness, relative isolation and yet again its growing middle working class population. Allowing the super rich to impose their presence by disfiguring what was and could still remain an urban settlement at human size, will for ever shift our horizontal social web into the most feared and very abject vertical struggle of power. In the midst of COP26 where the people's power is finally being recognised by the world's leaders for the undeniable benefit of its social diversity: why on earth does "Our (democratically elected) Government" allows this urban landscape to change our small society for ever?
645.	Frank Duffau fduffau@iinet.net.au	**Submission 2** …. why is it so hard for our leaders to simply impose ergonomie rules adapted to our town, respecting the very values that had made our little corner of Australia so attractive in the first place?.. small, remote, trees, waterways, trees, clean beaches, trees, long lines of sight and by reference: no visual obstruction, trees, wide pathways, .. etc!?!?.. most towns, big and small in the western world are ALL decongestioning their urban centres, taking down buildings that had become an eyesore to public, widening walkways, planting trees (again and again), making space for flower-patches and even promoting "urban bee-keeping". Exemples of initiatives towards carbon neutral and human-scale cities are multiplying at an incredibly rapid pace … so why, WHY, WHY are our leaders continuing to approve the kind of tree-slaughtering ecosystem-massacring concrete-giangitism (is that a word?😀) building development that will change our quiet beautiful peaceful urban landscape for ever ?…
646.	Alison Walster awalster@iinet.net.au	I am opposed to any high rise development in Dunsborough. It is inappropriate for Dunsborough and the area. It will set a precedent for future developments., cause traffic problems and change the nature of the town etc. Dunsborough deserves better than this plan. Visitors both local and international come to the south-west for many reasons, for the natural beauty and tranquillity of the area and to get away from the urban concrete developments of the cities. This plan is not progressive or considering the best interests of the people who live there.
647.	Olivia Norton olivia.norton@bigpond.com	It's way too big in comparison to surrounding buildings. I don't mind a building but not that many stories high.
648.	Juliet Vile Julietvile@optusnet.com.au	A six storey development in the heart of Dunsborough is not in keeping with the character of the town . A development like this belongs in Perth or Bunbury . The charm of a small country town like Dunsborough is in not having high density, high rise type buildings. It will be able to been seen from miles around & will be very unattractive.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		Developers ruin small towns with these high rise style developments. A maximum of 3 stories would be ample & would fit into the surrounding streetscape much better . I hope the council uses it's common sense in regards to this matter & does not destroy a beautiful, charming country town & make it look like the City. Thank you.
649.	Shelley De Klerk sdeklerk@westnet.com.au	4 stories should be the limit in our beautiful LITTLE town. You will be spoiling the aesthetics of our piece of paradise.
650.	Vikki Viela gravik_oz@hotmail.com	It's too high! I am not opposed to development, just not this high as it's out of character with Dunsborough's village feel; keep it in line with the rest of the buildings and that will be plenty. Additionally: • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community - why is this suddenly acceptable to the planning department? Given prior consultation with the community and consensus of LOCALS, 4 storeys should be the absolute maximum with ANY developments going forward. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. Traffic should be measured at the worst case scenario i.e. Xmas or Easter, or at least during January as is best practice. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing - it's too much for a small town and I don't want the beginning of the Gold Coast. There are other small towns around Australia that are developing in a sensible manner whilst maintaining the character of the town - I've been to Port Douglas and the Planning Department can use that as an example. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough - there aren't enough trees as it is and plenty can be done with the health of trees if someone is actually invested in it; additionally, with ever decreasing tree canopy cover, ANY tree, native or otherwise, should be retained as long as possible. Please accept the community's views on this - it's what we want, and our wishes are what your elected mandate is based on. Thank you.
651.	Lisa Richards Lisa@iddhiroads.com.au	Too large - dominate landscape - loose town village feel
652.	Graham Cahill grahamlcahill@gmail.com	It's too high! I am not opposed to development, just not this high as it's out of character with Dunsborough's village feel; keep it in line with the rest of the buildings and that will be plenty. Additionally: • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community - why is this suddenly acceptable to the planning department? Given

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		prior consultation with the community and consensus of LOCALS, 4 storeys should be the absolute maximum with ANY developments going forward. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. Traffic should be measured at the worst case scenario i.e. Xmas or Easter, or at least during January as is best practice. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing - it's too much for a small town and I don't want the beginning of the Gold Coast. There are other small towns around Australia that are developing in a sensible manner whilst maintaining the character of the town - I've been to Port Douglas and the Planning Department can use that as an example. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough - there aren't enough trees as it is and plenty can be done with the health of trees if someone is actually invested in it; additionally, with ever decreasing tree canopy cover, ANY tree, native or otherwise, should be retained as long as possible. Please accept the community's views on this - it's what we want, and our wishes are what your elected mandate is based on. Thank you.
653.	Jo Jackson Jacksons48@bigpond.com	It's too high. Take it down to 4 storeys and I am in!
654.	Tony Sharp (on behalf of Dunsborough Progress Association) afsharp@yahoo.com	**See Attachment 19.9** The Dunsborough Progress Association opposes the development for a number of reasons. It: doesn't comply with Deemed Provisions, doesn't achieve the Element Objectives, traffic statistics are so out of date to be useless, almost all the existing trees will be lost, insufficient attention paid to Dugalup Brook.
655.	Nash Moritz nashipear66@gmail.com	It's a waste of money and ugly and useless compared to potential for property.
656.	Peter Walster pwalster@iinet.net.au	The height of the proposed development is too great. It is inappropriate for the ambience of the town. Three storeys should be the absolute limit. People who live in Dunsborough and those who are holidaying there, do not want to see tall buildings, that is a major reason for their being there. If one six storey building is allowed others will follow and the town will soon lose its character and it appeal. Buildings of this nature should also allow room for trees around the perimeter to provide a cool environmentally sustainable living and working environment. The street scape needs to be aestheically pleasing, with shade, and safe for pedestrians. The proposal is too close to the street boundry to enable this to occur.
657.	Craig McConville shop@yallingupcoffee.com.au	Support Will provide employment for the new youth that are coming through school

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
658.	Julian Boyd juliannboyd123@gmail.com	Supports It will help bring more money into the economy with more places to buy things locally, hoping that the new stores aren't mega corporations or multinational conglomerates/companies. I hope that whoever is in charge has the foresight to allow more local businesses to make applications.
659.	Allan Hardingham alhar26@hotmail.com	The design I have seen is an eyesore and does not fit with the small village atmosphere that is so attractive about Dunsborough. Not opposed to any development, just the height of this proposed development. 2-3 storeys would be far more appropriate.
660.	Shay Hawke Shayhawke26@gmail.com	It is way too big!! It is not in keeping with the town. It is an eyesore and will leave the rest of the town sitting in its shadows. 6 stores is way too big and should most definitely be reduced! I am against anything over 3 storey
661.	Sarah Williams Sarahlwilliams1975@hotmail.com	Because it is NOT a pretty sight, because if we let this eyesore eventuate it paves the way for more buildings of this nature. What happened to listening to the people? Why do we not get a say in how our town is being pushed, coerced and side swiped into looking like any other high rise, over populated beachside towns. How many times to we need to fight developers to keep to our town scape in line with our visions? STOP this development from going so high & make sure future developers know what the people of Dunsborough want.
662.	Kaye Filmer kayefilmer@gmail.com	Traffic statistics used are no longer relevant. The stats are from over 3 years ago during winter when town is quietest. COVID has resulted in a much busier town all year round. The proposed development is totally out of scale with surrounding buildings, both ones under construction and existing. The proposal will mean the loss of the tallest tree in the centre of Dunsborough. The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.
663.	Jacquie Mommone j.mammone1@bigpond.com	It will forever change the feel of our coastal town , and I believe one of the reasons people live and visit here is to escape busy urban towns with towering concrete structures.
664.	Laoighse O'Connell Laoighseoconnell@outlook.com	It's ugly, too high and does not suit our beachside town. Redesign and 2 storey maximum would be better. Maybe even a rooftop bar on the 2nd storey perhaps, but this looks like it belongs in Perth.
665.	Chris Foley cfoley64@bigpond.com	Increasd traffic congestion and Dunsborough is not the place for six story buildings .
666.	Jodie Reynolds Jodie@jodie-reynolds.com	It doesn't suit the vibe of the town. 6 storeys is too much.
667.	Sienna Foley sfoley2816@gmail.com	The proposed development does not suit the small town character of Dunsborough.
668.	Peter O'Connell indicoastcarpentry@gmail.com	Its too big, scale is all wrong and it looks like any other new development in perth. We are a country coastal town so maybe think about the dtyle of building a hell of a lit more
669.	Matthew Hawke Matt.hawke47@gmail.com	It's way too high. It changes the the idealic town centre to a city like monstrosity.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
670.	Kerry Bennett Kerryb@flyingfishcove.com	Too many stories absolutely ridiculous for a small town. Not necessary
671.	Donna Osboine dosboine@bigpond.com	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
672.	Annie Churack amiechurack@gmail.com	Building is too high and does not fit into the lifestyle of the town
673.	Frank Bear grrbeargrr@gmail.com	'- The developer has no social license to make such a big change to the skyline of a rural coastal town - In Perth I work in a precinct of 5 and 6 storey office blocks. Buildings like this mean work. Building equivalent size and scale in a town whose primary role is a holiday destination is anathema to the sense of place. - When the zoning changed in 2017, the COB said 4 to 5 storeys would be permissible. - 6 storeys were not envisaged by the COB nor the community. - The new zoning was to allow for mixed use buildings (living and business) not for building to be 6 storeys high. This mix-used planning has been subverted - The traffic statistics are not relevant as they do not consider peak times and pandemic driven extended peak times. There will be traffic congestion in the town centre that is unsafe, bad for business, and generally annoying - The proposed development is out of scale with the surrounding neighbourhood buildings - The proposed development will have environmental impacts on Dugalup Brook during construction and subsequently, especially in terms of pollution and run-off concerns
674.	Diva Danti Diva33_@hotmail.com	Doesn't Support
675.	Vanessa Bishop Vanessabishop@westnet.com.au	The height is an eye sore and will block out natural light to other buildings around it.
676.	Robert Anson verypawsable@optusnet.com.au	Traffic Management Survey totally incorrect considering the time of year it was done- I actually avoid Cyrillian Way if at possible due to the traffic chaos that is there already. The height is completely out of context with the village feel of Dunsborough as is the actual design They should not be allowed to pay in lieu of actual car bays. Distinct LACK of green open space. Severe overshadowing of Brewery going up next door. Halve the height. Sack the Town Planner
677.	Heidi Teasdale Heidi.teasdale@gmail.com	We don't need that many high storey levels in Dunsborough. It's too high density, wrong vibe for our

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		town and what about the parking??? It doesn't fit the landscape at all.
678.	Ralph and Maureen Upton ralph.upton@bigpond.com	The traffic stats used are no longer relevant and the stats are from 3years ago during winter when the town is at its quietest. The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. This development will totally change the landscape of Dunsborough central area and turn the lovely town we have into a miniature Perth area.
679.	Jannine Uren Neen13@gmail.com	It belongs in a city
680.	Jo-Ann Wallington njwbuild@iprimus.com.au	• When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
681.	Jan Davis wmdavis@live.co.uk	I have read the planning submission for the proposal and my main objections relate to the scale (height and plot ratio) and the character of the proposed building. The scale is completely out of place with existing developments and even if the building is reduced in height to 4 or 5 stories the mass of it does not in any way enhance the amenity. This proposal does not fit in with or enhance the area now and does not reflect my idea for a town centre. The character of the design, sort of modern generic, would be more appropriate in a Perth inner city suburb like Como. Dunsborough is a quirky, eclectic mix of commercial buildings. This building is not the way I want the Centre to be developed. There has been a lot of work and planning lately on the streetscape and landscape in and around the town. This has really added to the linking of the different parts with pathways and plantings and seating. Visitors and locals make good use of them and it seems to be emphasising that this is not just a retirement village but a lively holiday town. I don't believe this building should be approved. It may also have potential problems with inadequate parking, with access and duplication of retail services.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
682.	Jason Walsh jwalsh87@live.com	The building is far too high and an eyesore. The town will lose its charm with buildings like this.
683.	Neil Wallington njwbuild1@iprimus.com.au	. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of town
684.	Georgina Valmadre georgie@valmadre.net.au	This building is two stories too high !!
685.	Mel Kent m.kent@westnet.com.au	A 6 story development is not keeping within the small country coastal town feel that people love and know Dunsborough to be. It will ruin our town.
686.	Sabrina Mconville Sabrinaalmcc@gmail.com	Supports It looks great! Will bring something new to dunsborough
687.	Louisa Walker louisa.walive@icloud.com	The scale of this development is out of step with the rest of Dunsborough and the natural setting we wish to preserve for the future, whilst acknowledging the need for growth and development. I strongly feel this proposal is to large, too dense and too tall to blend in and not negatively impact the environment of Dunsborough. Such a large building being constructed so close to Dugulup Brook it clearly going to impact this vital but narrow natural wildlife corridor and potentially cause polluting run-off into Geographe Bay. Dunn Bay Road and Cyrillean Way already carry much more traffic than designed for and this intersection is congested verging on dangerous at peak times of the day.
688.	Emma Woolley emmaw1808@gmail.com	6 stories is a tall building that will dominate the town centre. 3 stories is ideal. cut it in half so it fits into the setting, while still providing a service to the town and making a profit. Keep Dunsborough beautiful and on a humble scale.
689.	Janice Brown Jonbr00n@hotmail.com	Too big for the town
690.	Tracie McKeon traciemckeon@hotmail.com	High rise concrete monstrosity on Dunn Bay Road does not fit esthetically within the DunsboroughBayside community.
691.	Caitlin Carter envyb1@hotmail.com	It's out of place, I drive to school every morning and I cannot picture something so huge in that area, such an eye sore and the traffic is already horrendous with Cole's shop and petrol station let alone have that giant centre on the

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		corner. Tone it down. It needs to blend into the surroundings, we don't want to look like Perth.
692.	Kylie D'Arcy Kylie.rachelle1@gmail.com	Dunsborough does not want a six storey building in the middle of our town!!! It's not at all what our small coastal town represents.
693.	Jess Wilson aquarius74jess@hotmail.com	I don't feel as if the proposal has been thought through for long term planning. I feel it hasn't taken into account what the majority of the community want and it certainly isn't a 6 storey building or a 4 storey building for that matter. My children 13 and 11 are devastated that a 4 storey has been allowed. They say it is their future and tall buildings is NOT the Dunsborough vibe they are concerned for the animals and the environment. My 13 year old can't understand why Dunsborough is trying to be a mini Perth . As a family we moved here because there was no 4 storey building. Please consider that Dunsborough is a town not a city and perhaps look at lowering the height and keeping in line with the building next door . Our Family really DON'T WANT a Six Storey building it just doesn't fit with the Dunsborough vibe.
694.	Kerstin Woosnam Kerstin.woosnam@gmail.com	It is too high and to invasiv for a small country/holiday town and will impact the whole environment and feel of our "town" nestled in nature.
695.	Rebecca Cunningham Becloprese@gmail.com	Six storey proposals like this are devastating for Dunsborough. There is nothing higher than half this currently - at best, in town. The affect it has on the scale and context of buildings currently within the townsite is huge. Not only would this be the beginning of the end of small town living, it would mean a large majority of development/ construction applications commence for future 6 storeys on foreshores, beaches, forest edges - anywhere overlooking anywhere beautiful or in fact, valuable (I.e living/renting/short term within the townsite such as this). Alongside this, Dunsborough cannot cope with the amount of traffic it already experiences (in peak periods like December / January or events or school holidays in particular - not studies completed in winter/July periods). Yes - I agree it's sensible for there to be apartments within the town development to condense the also problematic urban sprawl, however not apartments at this height. A limit of 3 stories to maintain the culture, aesthetic, general 'feel' of the town, and in keeping with general maximum tree height to maintain the leafy, bush vibe in our community.
696.	Melanie Watts Mel@capeevents.com.au	My family have a long standing in the area. Seymours, Hayley's, Scott's to name a few. I am a third gen local and this proposal does not suit the aesthetics of our town. Very disappointed in the developers for even thinking this is a

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		good idea. There are already many shops vacant in Dunsborough and I just can't see how this can bring more to the town and it's people. I strongly oppose!
697.	Nadia Cocker nkcocker@gmail.com	Too high Stands out too much
698.	Karinda Ashley karinda.ashley@gmail.com	Doesn't Support
699.	Reegan Jones Reedanjon@gmail.com	Firstly, In no way does this eye sore of a building match the rest of the town and secondly, being right on the roundabout to the entrance of town, this would cause absolute chaos In regards to traffic. The town centre is too small a place to handle even more traffic directed at one of the main roads in and out of town. You've only got to drive down that road in Easter to see how quickly it gets congested, now add a few 20 cars pulling in and out of there and imagine what it would be like then.... no thanks 👎 Please take your concrete jungle ideas back to the city.
700.	Michael Tutt tuttml@westnet.com.au	Will destroy the relaxed holiday feel Dunsborough is known and loved for
701.	Jodie Philips jodiejodes@hotmail.com	Dunsborough as it is, is why tourist come to this town. If they wanted a concrete jungle , high rise building then they would stay in the city. Please don't distroy the beautiful town of Dunsborough, if you listen to the people we say no to six store building in our small town. By
702.	Jeremy Hill Hilljandc@gmail.com	It's too large and too rushed a proposal. Another commercial development with absolute minimal design consideration. It's cheap, like the Coles complex. A new development on this scale in the middle of Dunsborough deserves much better. A real shame.
703.	Pete Ripley Sydneysails@yahoo.com	The application was initially for 4 storeys but it now appears 6 are being applied for. The traffic statistics that were taken for the application are no longer relevant and were taken mid year and not at peak times. Dunsborough grid locks traffic wise during peak seasons. More up to date traffic data should be used. The proposal will mean the loss of the tallest tree in Dunsborough. Finally, the height is not in keeping with surrounding buildings. Any more than 4 floors should not be approved.
704.	Wendy Hooper Whooper@comswest.net.au	It will spoil the feel of this wonderful town. Multi-storey building will not enhance the casual down south beach feel of Dunsborough. This town does not Need to ruined like Scarborough. It is not necessary to develop the town in this way to make progress. Please do not allow this development to ruin the feel of Dunsborough. We just bought here because we love it the way it is.
705.	Linda Pougher Stirlz85@yahoo.com.au	Because it's changing the country feel of Dunsborough. There has already been so much change, it's supposed to be a place to get away from the hustle and bustle.
706.	Ann Gobby anngobby@me.com	The height and scale of the building is not compatible with the townscape of Dunsborough. There are no other buildings of this size in Dunsborough, and it will dominate

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		the landscape in a most unpleasant way. The number of car parking bays is inadequate for the number of apartments and will exacerbate the current situation, particularly at peak times. The current vegetation will disappear, with the exception of one lonely tree, and whilst the artist's impression shows lots of greenery overhanging balconies, this almost certainly will never happen in practice, so all we'll see is concrete... cold, hard, uninviting and drab. It will be like a giant alien edifice dominating the surrounding landscape. It does not appear that any consideration has been given to the shade it will cast over its neighbours. Surely there is some rule that does not allow this. I'm not against progress, but this money grubbing way of making the people who live in the town suffer this monstrous development is not progress. This development does not benefit the town in a way that is in keeping with the lifestyle that West Australians have come to love and appreciate about Dunsborough. Dunsborough is unique in Western Australia and well known for its lovely beaches and relaxing lifestyle. We need to be complementing what we have, not going in the opposite direction. Six story developments are not appropriate in a small country town. Thumbs down!
707.	Nicola Macklin Nic.macklin@gmail.com	I do not support the proposal. The proposed building is inappropriately sized for the rest of the town. A structure this size (height) does not fit with the current building environment or the feel of the town. I am not opposed to development of Dunsborough however I think more care needs to be taken as to what and where things are placed. This is an eyesore, over scaled for the location and an inappropriate development for the town now and in the future.
708.	Annie Winchcombe annieart@bigpond.com	It is out of character with the town - both historically and looking to the future. Myself, family and friends who live here, value a coastal village feel. We abhor the style and height, the whole scale of this development. I am incredibly disappointed that the developers have so blatantly gone against the towns wishes- and being long time locals there is no way they are unaware of how the community feels about these greedy, city-style type developments. My heart is breaking that we locals seem to be losing a battle against greed, rampant development and profits at all costs. Our town needs sensible and scaled back amenities that value our coastal/ rural way of life first and foremost. I am concerned about deep shade and wind tunnels - have those matters been researched properly and approved? My family has lived in this town since the 1940's… and I feel my grandfather would turn in his grave if he could see the incongruous design and scale of this development. Please don't approve it- listen to what the community want!!!!
709.	Danielle Philips Danielle.phipps@bigpond.com	This building and it's proposed design is completely overbearing- it does not fit the existing street scape nor does it embody the vision the community has for the future of our town.
710.	Sue Morrison Susanmmorrison@bigpond.com	Dunsborough is becoming over- developed, resulting in a loss of the friendly small town atmosphere. Developments

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		seem to be catering more for short term visitors rather than the full time residents. There is insufficient physical space for more buildings in the centre of Dunsborough & certainly no room for all the extra parking that will be required. I am already regretting moving to this delightful region because of all the rapid in- filling of every available space that developers can get their hands on. I am not against a certain amount of development that will enhance the lives of local people & visitors, but the natural environment cannot support what is currently going on.
711.	Loraine Duffy lorraineduffy3000@gmail.com	**Submission 1** • This development does not align with Draft State Planning Policy 2.9 - Water as it does not have adequate setbacks from or provide protection for the Dugulup Brook from this development. Incresingly private development is encroaching on this public amenity and compromising the ecological and recreational value of a public asset. • The Arboricultural Survey undertaken incorrectly identifys a mature significant tree (of heritage value) to the north of the Site as a Marri (Corymbia calophylla). This is not correct and management recommendations should be ammended to correctly reflect specific requirements of this species (Eucalyptus patens), including the maintenance of moist loam sub soils. Significant alteration of the sub surface water flow, soil compaction and shade from the construction of 6 stories is a significant threat to the ongoing health and longevity of this tree which is iconc to the town of Dunsborough. • Implementation of the underground carport has significant potential for disturbance of groundwater flows and impact to the riparian vegetation and significant tree (Eucalyptus patens) to the north of the Site. • Stormwater management has not been adequately addressed in this proposal. It does not adeqautely specify the quality of waters exiting the property (treatment level and monitoirng), the quantity of water, the infrastructure used to withold or carry this water and the placement and disposal of this water. The ecological values and character of Dugulup Brook are highly susceptible to hydrologcal change and as such should not be subjected to unregualted disposal of stormwater and infrastructure from this high density residentail - commercial development. • The Cyrillean Way and Dunn Bay Road intersection has been voted by RAC as one of the Top 10 Most Dangerous Intersections due to pedestrian issues, iInadequate crossing or turning opportunity and the confusing road or intersection layout (RAC, 2016/17). Nothing has changed to improve these issues. This development will only increase pressure on this dangerous intersection exponentially and render it completely impractiale and unsafe as a pedestrian.

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		• This development is not ireflective of the vision of the Town Centre to develop and facilitate a "vibrant, functional and attractive centre of the local community, providing a high level of services and experiences for both residents and visitors". The development is astethically characterless, cold and and out of synch with the relaxed coastal town feel of Dunsborough and neighbouring businesses and the neighbouring micro brewery-restaurant in construction. It is also most likely to provide higher end accomodation for select visitors rather than local families in desperate need of permanent accomodation. • When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community. • The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high. • The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. • The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing. • The proposed development will mean the loss of the tallest tree in the center of Dunsborough.
711	Loraine Duffy lorraineduffy3000@gmail.com	**Submission 2** '- 6 Storeys is overbearing on existing buildings, the micro brewery/restaurant in construction and out of synch with the overall feel of town. It was cast significant shadow on the surrounding lots and businesses. - In 2017 when the new zoning was introduced the CoB said 4-5 storeys would be permissible. 6 Storeys were not envisaged by the CoB or community. - The new zoning was justified to allow for mixed use buildings (living and business) not for buildings to be 6 storeys high - Traffic statistics presented are misleading and no longer relevant.
712.	Matt Adam Mathewcumin@gmail.cum	Support I love the new design so much that whoever designed it can Fuckin take me anywhere
713.	Neil Finnie neilfinnie73@gmail.com	If you want this then simply just move to Perth and stop destroting our town we dont want it no one wants it except the greed grubs lining their pockets go develop somewhere else stay out of town this is not what we want for Dunsborough 3 stories is to much this is disghusting and not needed
714.	Jennifer Cross jennyc52@icloud.com	Totally out of context with style of architecture in the area will destroy the village holiday appeal of Dunsborough the building is too high and looks like a monstrosity compared

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		to its surround buildings needs to be at least two storey less
715.	Liz Watts Liz@coralcoastpark.com	It it's too high and will completely change the landscape.
716.	Margot Nelson margotnelson1961@gmail.com	The town should not have any buildings past the tree level height . I believe the proposal is out of character for a small rural township .
717.	Rochelle Randles randlesr13@gmail.com	Too high.
718.	Nina Johnson Ninajohnson@outlook.com.au	Because the size of the développement is too big
719.	Myriam Zaggia mymz@live.com.au	"This is unnecessary and absolutely appalling. Such an eye sore. It will make our little town look like mini Subiaco. Why do not need or want it. Full stop. "
720.	Nathan Day nathan@nathandaydesign.com.au	It's a monster of a building. 6 stories is at least 2 Too many. Reduce the hight. I just saw the renders of the West side and also in relation to surrounding buildings. Needs to be scaled back. Every time I see the milk carton in Bunbury I think about how they must really regret letting that thing be built. 6 stories in Dunsborough will be a regretful decision forever.
721.	Mike Bibby Mabibby2205@gmail.com	The proponent has not submitted a viewshed study to allow a proper assessment of the impact of this building, not only on surrounding buildings but on nearby residential areas. A six storey building will be visible from the Commonage Road roundabout, Dunsborough Lakes Drive, and other areas. It will create a precedent for other multi storey projects which are not in keeping with the existing character of the town centre.
722.	Sharlee Momsen admin@swbuildingco.com	SIX storey building is too large and would look obtrusive in our lovely, relaxed town. The extra traffic congestion would likely become a problem too
723.	Bronte Bentley-Gibbs brohensun@westnet.com.au	It is totally out of character with even modern Dunsborough developments. It looks like a an oversized skyscraper compared to everything around it. The scale of it is massive and so not in keeping with what is so attractive about Dunsborough. It actually totally takes away from the charm of Dunsborough as the small town it is, especially being so central. It totally detracts from what locals and tourists come to Dunsborough to experience. I accept progress but progress in keeping with what the town represents as a small seaside getaway.
724.	Trish Chandler trishc22@hotmail.com	Too large & too high. Not in keeping with area
725.	Nadine Richardson nadinebrichardson@hotmail.com	Unfortunately this development isn't fitting with the style and feel of the town. I was born here nearly 45 years ago and the change so far has be incredible but this would completely change the feel. Tourists and locals really don't want to change the town they love it the way it is, that's why they come here.
726.	Anna Philips Philliac@hotmail.com	1. Will don't have the infrastructure to support a further increase in people.

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		2. We are changing the dynamic of the town without fair voting from the residents 3. The incentive encourages further air b and bs which will had pressure to our already present homeless situation.
727.	Paul Keenan pkeenan@westpac.com.au	Because of the road mapping and traffic congestion a large build like this will create. Traffic volumes are increasing every year ..the height of the building is an issue as well . Will destroy that country feel that Dunsborough has . A smaller complex would better suited...
728.	Jaslyn Turnity jtumilty16@gmail.com	This is yet another short sighted 'development' project proposed by a money hungry council that cares little for the people of the Dunsborough. Nothing is being done to protect the local families here that have lost their houses, their jobs, our wonderful native flora and fauna, or the sense of community that Dunsborough is so famous for. Please stop thinking with your bank accounts and have a heart.
729.	Jo Lambert mmjlambert@iinet.net.au	It is a terrible eye sore, Dunsborough should only be a maximum of 3 story buildings. The community do not want large building like the city. Keep Dunsborough small, put the big building and the urban sprawl in Busselton, the city!
730.	William Pearce kimbadesigns@bigpond.com	There is far too much traffic congestion in the town already. 6 stories will spoil the atmosphere of the town. There has not been any thought or planning given for Dunsborough, the town is like a jigsaw puzzle.
731.	Deb Pickett debsumkhi@hotmail.com	It is too big & not what Dunsborough is all about or needs. The traffic congestion in that area is already bad & dangerous. 6 stories is going to block so much light from current business,s, especially in the winter, when it is needed. The street will look over crowded & ugly. We dont want or need highrise in this area. I think 2 storey, max, for this section would be acceptible, but no more.
732.	Jeannette Elson Jenmax3@bigpond.com	Too tall at 6 stories Traffic flow plan very old. Shading other developments.
733.	Max Hovell Jenmax3@bigpond.com	At 6 stories too high. Too shading of surrounding properties. Traffic /parking will be a nightmare.
734.	Cassandra Kelly cassielkelly@hotmail.com	Impacting on the lifestyle of Dunsborough & the fundamental reason for the town & reason why people visit a small coastal town. The overdevelop of the town will impact on the towns functioning, current infrastructure & will significant impact on the wellbeing of the town.
735.	Judi Bromley Jasonandjudi@bigpond.com	This development is totally unneeded in the town of Dunsborough.
736.	Michelle Wood shelwood69@hotmail.com	To allow such a large monstrosity in this lovely quaint little town is disgusting. There is no empathy to the town or the town folk who live near by. To allow a building or dwelling of such a height in this little town would be the beginning of the end of everything a country town prides itself on. We didn't move away from the congestion of a city to a country town to watch it become everything we've escaped from.

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No.	NAME & ADDRESS	NATURE OF SUBMISSION
		It's ugly and far too large for this area.
737.	Libby Willis libbywill63@gmail.com	Though I don't live in Dunsborough, (unaffordable) it was one of the myriad of reasons I moved to the Busselton area in 2010. I spend a great deal of time in & around Dunsborough & part of its attraction for myself, my friends & those that live there, is its simplicity, great community & laid back lifestyle. Most of us who choose to live down here, do so to escape the ratrace of the city, the constant noise, the traffic jams, the polluted air, the exhaust fumes, the overcrowded multi-storey buildings that intrude on privacy, create wind tunnels & are a blight on the landscape.
738.	Clayton Lindley clayton@nakedarchitecture.com.au	Due to internet issues yesterday here in Dunsborough and other unforeseen circumstances I was unable to get this submitted by the deadline. I don't know if it is possible to at least 'take on board' my comments if not allow them to be considered as a formal response to the invitation to respond, but it would be most appreciated if you could accept them. Whilst generally in favour of Omnibus 1, I find the submission excessive in its scale and bulk. As you will well understand these are two quite separate issues. 'Scale' is size of unbroken elements that make up the building, walls, windows, canopies, projecting roofs etc. The proposed building is out of scale with Dunn Bay Road. The buildings immediately east, that form part of the Coles street front to DBRd are far more successful in creating a more human scale, with each shop having a defined entry, with individual, smaller roof forms and steps in plan that break up a very long façade. The proposal for 57 DBRd has too many large unbroken elements that coalesce to create an oversized looking building. 'Bulk', speaks for itself. The building is simply too large for its location. It exceeds allowable heights as contained in Omnibus 1, and for this reason alone it should be refused.
739.	Katrina Burgess katrinaburgess2@gmail.com	Monstrosity of an eyesore….
740.	Leah Pisconeri Leah@pageeleven.com.au	I believe the design and sheer scale of this building is terribly unsuitable for the coastal town aesthetic of Dunsborough. At 6 x stories high, it will tower over literally every other building in the town centre. It has clearly had no design brief to work towards and I can't imagine any local business adjacent would be impressed. As a local that can't walk into town, I already have issues with parking for everyday items during off peak season. I don't understand how the height, scale and visual facade can be approved. People holiday in the south west for the charm, to escape the city and escape the heavy cityscape they see everyday. Surely we can demand better suited buildings that will add practicality, value and beauty to this town.
741.	Anthony Edwards Yourcrapinmy@gmail.com	Too tall
742.	Danielle Beckwith Dbolts1969@gmail.com	Because we don't need 6 story's in Dunsborough.

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743.	Catherine Keall crk@keall.com	It is far too high for this area and also I think too many trees will have to be removed for this large footprint.
744.	Chris Wijins chris.wijns@fqml.com	Not enough setback, overpowering the streetscape and incongruous with the existing streetscape. Greater setback from street with four stories would be very acceptable.
745.	Hayley Simpson hayley_simpson24@hotmail.com	Way to big!
746.	Michael Turnity manddtumilty@bigpond.com	The proposed multi story building is not only out of character with the town but also its people. The proposed design will scare the town esteicly for ever. It is a lazy cheap option. The jobs this proposed building will bring in will be on the lower income scale and being in the middle of a rental crisis this to will have no benefit for the town.i under stand this site will be developed but please don't just go for the cheap lazy no thought opinion.
747.	Jeanette Rhodes janettejanette@yahoo.com	I think more than 3 stories in height would be detrimental to the country feel of the town. I don't think the additional parking will be adequate for the size of the development. The additional traffic will be very problematic for an already congested section of road.
748.	Sue Eva gav.sue@bigpond.com	This building is inappropriate for Dunsborough, at 6 storeys it will visually impact the town beyond recognition. Dunsborough is a holiday town and people live and holiday here for its laid back, seaside little town feel and by allowing this building to go ahead at its current height will steam roll the changing of Dunsborough for the future and forever. I fail to understand why developers and planners, from both the City of Busselton and private concerns are determined to change Dunsborough into a place that will no longer have that coastal, holiday town feel, other than for financial or personal ego gain - there is nothing about this development that will improve Dunsborough. Obviously those making financial gain and the completely out of touch planners in Perth are not seeing the local impact. This looks like a building designed for Subiaco implanted into a small low rise seaside town. Throughout the world there are beautiful and amazing towns and villages that haven't really changed in hundreds of years, due in part to planning laws that have held back planners and developers and these are places that are wonderful to visit as they have retained their character and charm. Development for the sake of development is unnecessary, why do places always have to get larger and bigger?
749.	Gavin Milne gavin.milne@bigpond.com	Completely out of character for a small seaside resort town, this is a building that belongs in Perth or some other city. Purely a financial driven design ahead of all other aspects. No doubt there is 4-storey design ready and waiting.
750.	Kathleen Dawson kate1955@me.com	6 storeys is not in keeping with the town's profile, village feeling or aesthetic vistas.
751.	William Grogan billkate@westnet.com.au	I believe it's incongruous with the current village feeling which is why Dunsborough is such a popular town to live in and to visit. Also it's short- sighted to allow large developments to clutter the CBD. An active policy of

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		decentralisation of significant developments in to the new housing development areas is more sensible. Also it will greatly exacerbate already tight traffic flow and parking problems in the CBD.
752.	Lara Centa Lara_jayne@hotmail.com	The building proposed is too high for the remaining area. Nothing in the town is that high and it will overshadow the neighbouring properties
753.	Steve Kent kent@hotmail.com.au	Does not fit in with the theme or aesthetics of the township. The current infrastructure, services & amenities are quite poor for the area, this will just add more burden and frustration to the access and amenity of the township
754.	Avril Elkerbout aelkerbiut6@bigpond.com	Too high
755.	Maureen Nicholson maureennicholson@iinet.net.au	There is already not enough parking. Already too many liquor stores. The complex is too big
756.	Jasmine Scott McDonals thescottmcdonalds@gmail.com	1. A six storey building is not in keeping with the character of the town. A three storey building is more consistent with the built form of the town. 2. A six storey building will unnecessarily increase the volume of traffic moving through the town centre and contribute to further congestion.
757.	Caleb Faulkner Cfaulkner1998@@gmail.com	Support Good for town and community
758.	Catherine Burton tiggy@it.net.au	The height of the proposed building is completely incongruent with the character of the Dunsborough townsite and with the strategic view and aspirations that the Dunsborough community has expressed and fought for for over a decade or more. The village atmosphere of Dunsborough needs to be maintained to continue to support the culture and ambience that residents and visitors alike enjoy about Dunsborough. The height of the building will disrupt the vista and change the relaxed atmosphere of the town. It is a fact that open spaces are more inviting that tall buildings that create long street shadows. The town already has parking and traffic problems and the facilities proposed will only exacerbate the situation. I do not oppose the concept of this proposal. Yes - a small exhibition/convention space in the town is sorely needed. However, I do oppose the height of the building and another liquor outlet. There are already many 'drinking' options in the town. Six storeys is too much. If it is to be built, please limit it to three storeys.

25 November 2021

The Chief Executive Officer
The City of Busselton
2 Southern Drive
BUSSELTON WA 6280

Dear Sir,

The people of Dunsborough are extremely concerned by the proposal by DCSC Pty Ltd to develop a six storey residential and business block of units on the vacant land on the corner of Dunn Bay Road and Cyrillian Way Dunsborough. We have received a very large number of strong expressions of concern about the six storey proposal. We have absolutely no doubt that they represent the general view of the community.

We submit that the proposal should be opposed on the following grounds.

The proposed development does not achieve Element 2.2 of the Element Objectives of the R-AC 3 zone in the following ways:

1. The height does not respond to the desired future scale or character of the street and local area. At no stage in any planning document produced by the City has a height of six storeys been envisaged for the centre of Dunsborough. When discussing the impact of the R-AC 3 zone your advice to ratepayers and residents in an information sheet was that a height of four-five storeys would be the maximum.

2. Has anyone ever imagined all lots with an R-AC3 zoning in the town ie in Clark Street, Hannay Lane, Naturaliste Terrace and Dunn Bay Road, having buildings of six storeys on them? Could you possibly say that that is your desired scale and character for the town centre? The Urbis report on the town centre, dated January 2021, which the City commissioned, correctly describes the desired scale and character of the street and local area as follows:

   "▪Architecture not as important as people and places.

   ▪Maintain Dunsborough's low key friendly atmosphere.

   ▪Architecture should reflect a contemporary seaside vernacular."

   If one building of six storeys was approved could anyone possibly suggest that that would not happen on other lots in the town centre. The new proposal for 24 Dunn Bay Road says that it could. That would be totally unacceptable to the community and could not possibly be the "desired future scale or character of the area.

3 The height does not respond to the existing buildings in the street and the local area that are unlikely to change. Clearly it would be completely out of scale and character with every modern building in Dunn Bay Road and Cyrillian Way. It obviously is more than twice the height of the existing Coles and approved Woolworths buildings. It obviously does not respond to the

development on the old Peko Peko site or of the buildings in Cyrillean Way or on the opposite side of Dunn Bay Road. You have to go down Dunn Bay Road to the Forum shopping centre and the BP Service Station to find buildings that might change in the forseeable future. So the result of that is that this proposed building would inevitably stick out like the proverbial sore thumb if it was ever allowed.

The fact that six storeys is said in Table 2.1 to be an Acceptable Outcome for the R-AC3 zone does not mean that the proposal should be approved. The R- Codes require that whether or not that acceptable outcome is achieved the development must still achieve the Element Objectives. The introduction of Vol 2 of the R-Codes makes that quite clear when it says " This is a performance-based policy. Applications for development approval need to demonstrate that the design achieves the objectives of each design element. While addressing the Acceptable Outcomes is likely to achieve the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved...."

Planning Solutions, in its Application for the proposed development, merely says at Part 6.2 , "The proposed development is consistent with the desired future scale and character of the area." as if by simply saying it, it makes it true. They would need to demonstrate good reason for saying that and they made no attempt to do so – Why? – obviously because it is not true.

Compare that to the extent to which Planning Solutions canvassed the question of responding to the scale and character of existing or approved buildings in their proposal for a block of units in Broadway Nedlands this year – see attached Assessment Template page 7. The scale and character of each new building in the Street was described and characterised to show that the proposal responded to them. Why have they not done the same here? We suggest that that is because a detailed review of existing buildings unlikely to change would inevitably demonstrate that this proposal does not respond to them, or indeed, to any of them.

We draw your attention to the recent decision of the State Administrative Tribunal in BHY Alexander Unit Trust v City of Nedlands (2021) WASAT 41 in which the Tribunal determined the proper interpretation of the Element Objectives of Volume 2 of the R Codes for Design Element 2.2 Building Height. See paragraphs 25-67 of the Reasons for decision in which the requirement to respond to the desired future scale and character of the street and local area and the existing buildings that are unlikely to change is discussed at great length. As you would know, Judge Parry is highly regarded in both legal and planning circles and we suggest that an RAR in respect of the current application could not be complete without a detailed consideration of his reasons for decision in that case.

We note that Mr Paul Kotsoglo is the Managing Director of Planning Solutions. He is also the Presiding member of the Regional Joint Development Assessment Panel which handles all development proposals which come before the DAPs from regional WA. No doubt Mr Kotsoglo will declare his interest in the proposal and will not sit on the DAP that determines this application but the reality is that he inevitably has great influence over the proceedings of the RJDAP and the conduct of its members. No doubt also the members who do sit on this DAP would protest that he will have no influence over their consideration of his application. However the reality is that such protest would not pass "the pub test".

Why has a professional planner who is the presiding member of the RJDAP so obviously and blatantly submitted to his own DAP that "the proposed development is consistent with the desired future scale and character of the area" when it plainly is not? In the face of this situation we suggest that it is absolutely incumbent on the planners of the Responsible Authority to expose this attempt to obtain an approval in such circumstances.

We do not suggest for a moment that you are likely to agree with Planning Solutions. In fact we are confident that you will recommend refusal of the application on this ground. But we urge you to do so very forcefully because we have seen what can happen when the RAR is not outspoken in its criticism of an application.

Our purpose in writing to you in this vein is to say to you that if you do that you will have the very strong support of the Dunsborough community.

Height is not the only issue with this proposal. Bulk and scale, traffic issues and the impact on the neighbouring property are among the many other objections which we will deal with separately.

Yours sincerely,



Chairman

Dunsborough2030

Our Ref: 19-317

2 December 2021

Chief Executive Officer
City of Busselton
2 Southern Drive
BUSSELTON WA 6280

Attention: Andrew Watts – Principal Planner (Major Developments) – City of Busselton

Dear Andrew,

SUBMISSION – DA21/0815 – MIXED USE DEVELOPMENT - LOTS 108 AND 109 (NO.57) DUNN BAY ROAD, DUNSBOROUGH

On behalf of the Atzemis family (Eldorado Pty Ltd - Eldorado) as owners and developers of Lots 1 and 2 (No.61 and 59) Dunn Bay Road, Dunsborough, **element** has prepared the following submission in relation to the above application for a six-storey mixed use development at Lots 108 and 109 (No.57) Dunn Bay Road, Dunsborough (the subject site). The subject site shares a 100 metre east-west boundary with Eldorado's site with the treatment of that proposed interface being a primary concern.

Background

After working with the City of Busselton (the City) for nearly a year, Eldorado obtained planning approval from the Council to develop what we considered to be a quintessentially a 'Dunsborough suited' boutique entertainment, leisure and accommodation facility on the corner of Dunn Bay Road and Cape Naturaliste Road, adjacent to the subject site.

The approved development has progressed through detailed design, a builder contracted and construction commenced. The approved development is planned to begin operation in late 2022.

The proponent of the proposed development was consulted in conjunction with the City during the design and assessment of the approved development. It is understood that their design of the proposed development has progressed from this point, however, the interface with Eldorado's site has been significantly modified to a point where the detrimental impact on the approved development is unreasonable and unacceptable.

Submission

The notion to develop the subject site in accordance with the future intent for the Dunsborough Town Centre and provide additional retail, food and beverage and residential housing options in this location is generally supported. Notwithstanding, the design and operational considerations of the proposed development adversely impacts on the amenity of the area without consideration of the future public and private realm in this location. The proposed development is not considered to meet the element objectives of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP7.3) or the technical assessment and operational information required for a development of this nature.

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Element Advisory Pty Ltd

Chief Executive Officer
City of Busselton

element.

SUBMISSION – DA21/0815 – MIXED USE DEVELOPMENT - LOTS 108 AND 109 (HSE 57) DUNN BAY ROAD, DUNSBOROUGH

It is requested that the City and Regional Joint Development Assessment Panel (JDAP) consider the following matters in their assessment of the proposed development and require modifications to the proposed design prior to determination of the development application.

Given the level of concern, Eldorado has also engaged Lavan to provide an additional submission on the application. Lavan's submission is appended to this submission.

Planning Framework

It is noted that the proposed development is largely compliant with the 'Acceptable Outcomes' of SPP7.3 and the majority of the general development requirements of Local Planning Scheme 21 (LPS21). Notwithstanding the proposed design and operation of the development does not consider the future compatibility of the proposal with the desired future character of the area, the relationship with adjoining development and the amenity impact on the surrounding locality. These matters are outlined in the *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations) as follows:

> *(2) In considering an application for development approval (other than an application on which approval cannot be granted under subclause (1)), the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application —*
>
> *(m) the compatibility of the development with its setting, including —*
> *(i) the compatibility of the development with the desired future character of its setting; and*
> *(ii) 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;*
>
> *(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;*

The proposed development has not considered that the built form outcome on the adjoining site will be a low rise, outdoor venue with a short stay accommodation component. Despite the flexibility provided in the planning framework for this area, the assessment of the proposed development must consider the certain outcome that the adjoining site will not be developed to six storeys on the east-west boundary of the two sites. Other operational aspects of the proposed development must also consider the future amenity impacts on the approved development on the adjoining site.

As outlined in Lavan's submission, the Tribunal has clearly determined that compliance the *'acceptable outcomes'* of SPP7.3 does not satisfy the element objectives, and where those element objectives have not been satisfied the application must be refused. It is also made clear that the '*likely future amenity'* is wholly informed by the development approval that is currently being implemented by Eldorado. Regard must therefore be had for the height, bulk, scale, orientation and appearance of that proposed interface, which is obviously unacceptable.

These design and operational issues are outlined in this submission and should be rectified prior to determination of the proposed development application.

Design and Operational Issues

Building Height

The proposed building height is assessed against the provisions of SPP7.3 and is required to meet the following element objective.

> ***O 2.2.1*** *The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.*

Chief Executive Officer
City of Busselton

element.

SUBMISSION – DA21/0815 – MIXED USE DEVELOPMENT - LOTS 108 AND 109 (HSE 57) DUNN BAY ROAD, DUNSBOROUGH

As established above, the reality of the future scale and character of the street is that there will be a low scale building on the corner adjoining the proposal site and that this is unlikely to change. In this context, the proposed building height is inappropriate, creating a difference in scales that is visually obtrusive and detrimental to the Dunn Bay Road streetscape.

The proposed development is also required to meet the ten design principles of State Planning Policy 7.0 (SPP7.0). The following extracts of Design Principle 3 – Built Form and Scale are required to be met by the proposed development.

- *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
- *Good design delivers buildings and places of a scale that responds to landform characteristics and existing built fabric in a considered manner, mitigating the potential for negative amenity impacts on both private land and the public realm.*
- *The scale, massing and height of new development should respond positively to that of the adjoining buildings, the topography, the general pattern of heights, and the views, vistas and landmarks of the place, reinforcing a coherent local identity.*
- *The orientation, proportion, composition, and articulation of built form elements should deliver an outcome that is suited to the purpose, defines the public domain, contributes to the character of adjacent streetscapes and parks, and provides good amenity for people at ground level.*

The proposed development does not consider the future context of the site and the impact of a six-storey building on surrounding single and two storey development. The scale does not respond positively to adjoining buildings, turning its back the only shared boundary with a six-storey built form a three-storey boundary wall. The proposed built form outcome will jeopardise amenity for those at a pedestrian level on the Eldorado site and jeopardise the interface of the two sites with the public realm.

It is requested that the proposed design be amended to reduce the building height which is proposed to interface with the Eldorado site to the west of the subject site, and a more measured and stepped approach be undertaken. As detailed below, it is suggested that this be undertaken with a combination of additional setbacks and landscaping on the ground level as well as on each level as building height increases.

Dunsborough Precinct Structure Plan – Urban Design Assessment

Based on experience with the approval on the Eldorado site, it is understood that the Dunsborough Urban Design Assessment (January 2021) (DUDA) should considered, addressed and used as a general assessment tool for development applications in the Town Centre. This document demonstrates the future intent for the Town Centre and has not been addressed in the applicant's development application report or accompanying materials.

The DUDA identifies a series of key directions, including specifically in relation to building height and scale (relevant to the streetscape interface) which are outlined as follows:

- *Retaining a village atmosphere was important.*
- *Managing scale between different areas was important so that there wasn't a harsh transition.*
- *View corridors are important both from the centre looking out and from outside looking in.*
- *There may be opportunities to utilise landscaping to screen height.*

Underline is author emphasis.

The proposed development does not manage the scale between areas and as identified below, proposes a harsh transition to the neighbouring site to the west.

Boundary Walls and Setbacks

The three-storey parapet wall on the boundary between the subject site and the Eldorado site has no consideration of the future scale and character of the area. A boundary wall such as this would be appropriate where is it being reflected on the adjacent lot, however, as established above that will not

be the case in this situation. The intent of the Design WA suite of documents is to take a more holistic view of the building assessment, understanding that some 'deemed-to-comply' codes are not appropriate in all sites, contexts and situations. The proposed development is an example where the future context and interface is absolutely known and therefore needs to be considered. The boundary wall has an imposing effect on the pedestrian oriented public realm and development to the west. It does not consider the amenity, aesthetics, built form and scale or context and character as required by SPP7.0.

The three storey boundary wall is provided with a nil setback to the western boundary. By contrast, the approved development on the Eldorado site is a car park in this location and was setback 1.5 metres to allow for landscaping. It is requested that the proposed development is setback 1.5 metres from the boundary, to allow for a three metre landscape buffer in this area. This would allow for some trees to be planted, screening the larger building to the east of the low-rise approved development. This 3 metre wide deep soil zone will provide for small trees pursuant to SPP7.3. It is noted that the elevations of the proposed development show trees that are over 20 metres tall as a buffer to this wall which demonstrates the applicant must recognise that the impact of this wall needs to be mitigated. These trees do not exist and there is no space to plant them.

In addition to a ground level setback, it is requested that a setback of a minimum two metres be provided on each level facing the western boundary to allow for raised landscaping and planting of small trees and other vegetation. These landscaping areas should be provided with a minimum of two metre deep of soil and be maintained for the life of the development. This stepped back approach will improve the interface with the neighbouring development and the aesthetics from the public realm. This is also a solution which is suggested by the DUDA.

The active aspects of the proposed development on the western boundary such as outdoor dining and entertainment areas for commercial tenancies are proposed to have a nil setback to the western boundary. This is entirely inappropriate and is not an issue that can be resolved by screening. This pergola covered entertainment areas needs to be significantly set back from the lot boundary.

It is entirely reasonable to review the design and this juncture and the significant redesign of the built interface on the western boundary can be undertaken without compromising the entire proposal. The proposed development has a surplus of car parking bays and there is scope to review the access arrangements within the site.

Street Interface and Activation

The proposed development treats Dunn Bay Road as a secondary street, locating the servicing exit, transformers and emergency exits on a road that is intended to be the main activated pedestrianised thoroughfare for the Dunsborough Town Centre (Town Centre). This design will minimise pedestrian activity along Dunn Bay Road, impacting the flow of pedestrians to surrounding businesses within the Town Centre. Part 4.21 of LPS21 sets out the built form requirements for developments within the Regional Centre and Centre zones, specifically requiring:

d) At the ground floor level, developments shall address the street with a primary business entrance and a shop front façade;

The proposed development does not comply with this requirement, shifting the main business entry to the lower order secondary street and turning its back on Dunn Bay Road. This is significantly detrimental to the overall urban design and future operation of the Town Centre.

In addition to the above Part 4.21 of LPS21 also requires:

i) Pedestrian shelter, through the provision of a verandah, awning or the like, shall be provided over the public footpath for the full width of the lot frontage;

The proposed development shows an awning in some plans and not others. The applicant has provided the following statement in their planning report in relation to the matter:

> *The pedestrian shelter is unable to be provided due to the nil setback and lack of entries to the southern retail tenancy from Dunn Bay Road.*

If the pedestrian shelter is not provided, this is not sufficient justification. It is requested that a condition be implemented on any future approval requiring the provision of an awning along Dunn Bay Road.

An awning should be provided over the public footpath and the proposal can be redesigned to provide a southern entry to the retail tenancy. This is an internal layout matter and can be easily corrected to reflect the good design intended for the Town Centre and the requirements of the planning framework.

The DUDA provides a comprehensive analysis of the urban design within the Town Centre with the subject site locating within the Shopping Centre Character Zone. The DUDA recommends that the urban structure on the subject site orientate towards Dunn Bay Road to the south and the vegetated Dugalup Brook area to the north as opposed to Cyrillean Way which should not be used as the primary street as proposed in this development application.

Servicing and Vehicle Access

Crossover

The crossover on Dunn Bay Road is proposed to be a service vehicle / truck exit only. Part 4.21 of LPS21 does not permit vehicle access to/from Dunn Bay Road where alternative vehicle access points are available. It is entirely possible for the proposed development to have no access / egress on Dunn Bay Road and for vehicle turnaround space to be provided within the proposed development with service vehicles simply reversing into the loading dock from within the parking area. If two crossovers are required they should both be located on Cyrillean Way in accordance with LPS21. This is a fundamental urban design consideration which will impact the amenity of the overall Town Centre, but primarily on the main entry to the approved Eldorado development that was forced to allow for this unnecessary shared crossover.

Service Vehicles

Given the traffic concerns, Eldorado also engaged traffic engineers Stantec to review the report provided and the application. After a review of the TIA against Volume 4 – Individual developments of the WAPC Transport Impact Assessment Guidelines the following points were noted:

- Pg. 8 Ch. 4.2 Crash History: the text does not appear to reflect the data presented in Table 1. Clarification is needed, the crash history in Table 1 suggests the intersection of Cyrillean Way and Dunn Bay Road had 54 crashes over the past 5 years and 8 causality crashes. Suggests potential safety concerns with this intersection. If the crash rates in Table 1 are correct then there needs to be discussion of proposed mitigation measures, because that's a very dangerous intersection.

- Pg.11 Ch. 7.1 Assessment Period: The average weekday trip generation for the site also nneds to be considered given the office and residential component of the site. Whilst the TIA states that the development results in the greatest demand mid-day Saturday, there are no figures that support that statement.

- Pg. 12 Ch. 7.3 Traffic flows: as the TIA has focused on midday Saturday peak hour, no information has been provided on the number of service vehicles proposed to be using the Dunn Bay Road crossover.

- Pg. 15 Ch. 7.5 Impact on Surrounding Roads: it does not appear that development traffic from 61 Dunn Bay Road has been taken into account when considering the impact of additional traffic from Dunsborough Central. Whilst it is unknown whether this would cause an issue, but given the proximity it should definitely be considered.

- Pg. 16. Ch. 7.6 Impact on Neighbouring Areas: this section should discuss ithe mpact on Lot 61 Eldorado development with shared crossover and service vehicles.

- Pg. 17 Ch. 8 Parking: this is missing quite a lot of information.
  - What class of parking facility is this?
  - Has the parking design being assessed against AS2890.1?
  - Justification needed for the number of parking bays supplied.
  - Ramp grades?
  - End of Trip facilities? (Particularly for the Office land use)

- Pg. 18 Ch. 9 Provision for Service Vehicle: given the land use types, more than one type of service vehicle will surely be needed at this location,
  - Delivery vehicles for Grocer/Retail?
  - Waste vehicles for residential, grocer and office may all differ.
  - Number of vehicles using the common crossover on Dunn Bay?
  - Hours of servicing?
  - Sight distance for service vehicles at shared crossover?
  - Swept paths of other service vehicles?

It is clear that the TIA is deficient and does not allow for adequate consideration of the impacts of the development. The proposed development with a grocery store, full service restaurant, liquor store, fish shop and multiple other general retail tenancies will obviously be serviced by vehicles other than a waste truck. If a 19 metre articulated or 12 metre semi rigid delivery vehicle is required with a 4.5 metre height clearance, then this must be identified and addressed, especially given the TIA does not even address the exit with the Eldorado site.

The TIA does not address the gradient of the entry from Cyrillean Way where our understanding is that a 1:20 ramp gradient is required for the first six metres of the service driveway exiting onto Dunn Bay Road. Again, this is a safety consideration due to the interface with the crossover of the approved development to the west and therefore needs to be addressed.

Whilst it may be acceptable for a garbage truck servicing the development after hours, the portion of Cyrillean Way proposed to have a truck traveling in the wrong direction in the wrong lane is right at the exit of the main shopping centre car park where drivers will typically be looking right and not left for oncoming vehicles. This is a safety concern with the volume of traffic exiting the shopping centre.

Acoustic Assessment and Land Use Conflict

The western interface of the proposed development at the northern end of the subject site is entirely inappropriate. The proposed full service, open air restaurant and bar facility faces out to the short stay accommodation units with a nil setback to the western boundary and an active outdoor entertainment area with no screening.

The acoustic assessment and report provided in support of the proposed development does not consider the approved future context in which the proposed building will be located. As identified above, the planning framework requires that an assessment be undertaken with due regard to the compatibility of the proposed development within the future character of the setting and the impact on the future amenity of the area, especially when that setting is known. The acoustic impacts of the proposed development on the future surrounding area are therefore a vital aspect of the assessment of this proposal.

Acoustic Impact of the Proposed Development on the Neighbouring Sensitive Land Uses

The acoustic assessment and report does not model the impact of the proposed development on the adjoining short stay accommodation units. As identified above, construction is commencing on these units now and therefore it is considered reasonable that their development is certain.

The fact that the proposed development includes a full-service, open-air restaurant and bar facility and back of house service areas adjacent to sensitive land uses under constriction warrants assessment by a suitably qualified acoustic consultant. This work has not been undertaken.

It is anticipated that additional screening / redesign of the boundary interface of the proposed development be required following an acoustic assessment of the proposed development with consideration to the future adjoining development. Conditions will also be required restricting the timeframes for the use of the outdoor and indoor portions of the restaurant, deliveries and waste collection, as well as the music / noise levels associated with each of these matters.

Acoustic Consideration of Surrounding Development on the Proposed Sensitive Land Uses

The revised acoustic assessment should also consider the impact of the approved bar and outdoor beer garden area (Eldorado site) on the residential units included in the proposed development. These residential units orientate major openings and balconies towards a full-service tavern and brewery and it is queried whether this is an appropriate interface, noting the development doesn't even achieve the required privacy distances. Dependent on the revised acoustic assessment, which as a minimum should indicate how the noise sensitive development will achieve the required noise levels in internal and external living areas, it is requested that a notification pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the relevant Certificates of Title, noting the proximity to an existing noise source.

Summary

This submission has been prepared by **element,** on behalf of Eldorado as owners of and developers of Lots 1 and 2 (No.61 and 59) Dunn Bay Road, Dunsborough. The submission addresses key issues associated with the mixed-use development application on the subject site, currently being advertised by the City.

As detailed above, Eldorado hold legitimate concerns in relation to the design and operation of the proposed development, summarised as follows.

- The building height of the proposed development does not mediate the transition to the lower scale development to the west which is considered to represent the future character and scale of the area / that specific site.
- The three-storey boundary wall and nil setback to the western boundary of the subject site is a poor design outcome and does not consider the development to the west which is currently under construction.
- The proposed development does not prioritise the activation of Dunn Bay Road which will compromise the urban design and function of the future Town Centre.
- The crossover on Dunn Bay Road is unnecessary and inconsistent with the planning framework applicable to the site.
- The TIA has not appropriately assessed and reported on a range of matters related to servicing, waste collection, sightlines and service vehicle egress.
- The acoustic assessment and report does not consider the approved development under construction to the west which includes noise sensitive land uses.

The concerns detailed in this submission are fundamental design and operational considerations which would result in detrimental outcomes if not corrected prior to determination. The assessment considerations outlined in the Regulations, combined with the outcomes based assessment intent of SPP7.3 mean that this proposal should not be assessed on a 'deemed-to-comply' or 'tick-box' basis. The final built outcome and associated environment should be closely considered during assessment, which will demonstrate that the proposed development is not appropriate in its current form.

On this basis it is evident that to address the inconsistency with the planning framework and improve the design outcomes and operation of the proposed development, significant redesign and additional reporting is required. It is requested that the application is re-advertised following the provision of that additional information and that we are notified of when this is likely to occur.

We trust our submission will be taken into consideration by the City during its assessment of the proposed development and will result in the proposal being significantly redesigned prior to determination by the JDAP.

Chief Executive Officer
City of Busselton

element.

SUBMISSION – DA21/0815 – MIXED USE DEVELOPMENT - LOTS 108 AND 109 (HSE 57) DUNN BAY ROAD, DUNSBOROUGH

If you require any clarification or wish to discuss the information contained within this letter further, please do not hesitate to contact the undersigned on 9289 8300.

Yours sincerely
element



David Read
Director

Our ref: AMG:CHW:1171153
Your ref: DA21/0815

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2 December 2021

City of Busselton
Locked Bag 1
BUSSELTON WA 6280

Dear Sir/Madam

DA21/0815 – Legal submission on development application

Background

1 Lavan acts for Eldorado Pty Ltd.

2 My client is the owner of the land at 59 and 61 Dunn Bay Road, Dunsborough.

3 I write on behalf of my client to provide this legal submission to the City of Busselton (**City**) in relation to the development application for a mixed-use proposal on the neighbouring land at 57 Dunn Bay Road and 6 Cyrillean Way, Dunsborough.

Nature of submission

4 Although my client is not opposed to development this type within the Dunsborough town centre generally, my client is opposed to this development application in its current form, due to what my client considers to be significant unresolved design issues at the interface between the two properties.

5 These unresolved design issues would warrant the proponent updating its proposed design prior to the development application being determined.

6 On this note, the purpose of this legal submission is to address the assessment parameters relevant to the question of the interface between the subject land and the land owned by my client, for the benefit of the City.

Context

7 Under the *City of Busselton Local Planning Scheme No 21* (**Scheme**), both the subject land and the land owned by my client are zoned “centre” and have designations of “R-AC3” for the purposes of *State Planning Policy 7.3 – Residential Design Codes* (**R-Codes**).

8 Volume 2 of the R-Codes provides that the “acceptable outcome” for building height in an “R-AC3” location is 6 storeys.

9 On 12 May 2021, the City granted development approval under the Scheme to my client, in respect of a proposed development on its land for the land uses of brewery, tavern, restaurant/café, shop and tourist accommodation.

10 The development approval granted to my client contemplates something that is considerably less than 6 storeys, but will otherwise comprise an important future component of the Dunsborough town centre.

11 My client is currently in the process of implementing its development approval, which means that the above land uses will be operational within the near term.

12 In making submissions on this development application for the neighbouring site, the objective of my client is to ensure that the proposed development does not have any unacceptable adverse impacts on the proposal for which my client already holds a development approval and for which works have already commenced.

13 A particular concern of my client in this regard is the proposed three storey boundary wall with a nil setback along the common boundary, which my client considers would have a material adverse impact on its land.

14 I am aware that this particular issue has already been identified as part of the design review of the development application (see Item 1 bullet points 3 and 10 and Item 10 bullet point 1), which means that it should be addressed and revised appropriately before this development application is determined.

15 My client suggests that wholesale design changes along the interface between the two properties would be appropriate and that minor tokenistic design changes are unlikely to resolve the issues.

Assessment of amenity and compatibility

16 The Scheme provisions of course need to be read together with Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA) (**Deemed Provisions**).

17 Clause 67(2) of the Deemed Provisions lists the various relevant considerations that must be taken into account by a decision-maker when assessing and determining a development application under a local planning scheme.

18 Relevantly, clause 67(2)(m) of the Deemed Provisions refers to:

> *the compatibility of the development with its setting, including —*
>
> *(i) the compatibility of the development with the desired future character of its setting; and*
>
> *(ii) 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;*

19 Similarly, clause 67(2)(n) of the Deemed Provisions refers to:

> *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;*

20 The term "amenity" is defined in the Deemed Provisions as follows:

> ***amenity** means all those factors which combine to form the character of an area and include the present and likely future amenity;*

21 In circumstances where a local planning scheme in its zoning contemplates a general future intensification of development within an area, it can be tempting for a decision-maker to assume that the future amenity of the area will be something that is generally consistent with the default maximum development yields associated with the zoning.

22 In this matter, it may be tempting to assume that by reference to the "R-AC3" designation under the Scheme, most land within the Dunsborough town centre will have 6 storey buildings within the foreseeable future.

23 The reality though is that my client has very recently had a development approval granted by the City for a very different form of development, which is currently being implemented and will likely be in place for decades to come.

24 That being the case, under clause 67(2) of the Deemed Provisions, this development application for the neighbouring site must be assessed and determined with consideration given to the development approval that is being implemented by my client and not on the basis of some false assumption that the land owned by my client will be developed to 6 storeys in the near future.

25 An equivalent approach was recently endorsed by the State Administrative Tribunal (**SAT**) in *BHY Alexander Unit Trust and City of Nedlands* [2021] WASAT 41.

26 In that case, an application for review of a development application for multiple dwellings (that complied with the "acceptable outcome" on building height under Volume 2 of the R-Codes) was refused because of the impact on low-rise neighbouring dwellings that were recently constructed and therefore unlikely to be redeveloped in the foreseeable future (despite a recent upcoding).

27 By reference to the above extracts from the Deemed Provisions:

27.1 the "likely future amenity" of the land owned by my client is wholly informed by the development approval that is currently being implemented by my client;

27.2 due regard must be given to the "likely effect of the height, bulk, scale, orientation and appearance" of the proposed development on the premises currently being developed by my client; and

27.3 the "desired future character" of the area must be taken to include the development being carried out by my client (as this is the subject of a recent development approval that is being implemented).

28 With respect, such an analysis appears to be absent from the planning report that accompanies the development application, which does not appear to give any proper consideration to the development approval already granted to my client.

Approach to R-Codes assessment

29 The proposed development likely complies with many of the "acceptable outcomes" in Volume 2 of the R-Codes, including with respect to matters such as building height and setbacks.

30 Volume 2 of the R-Codes does not however incorporate a "deemed-to-comply" model and the position is instead that even where "acceptable outcomes" have been met, development approval should only be granted if the corresponding "element objectives" have also been satisfied.

31 If a decision-maker makes an evaluative assessment and forms the view that an "element objective" in Volume 2 of the R-Codes has not been satisfied, then the development application should be refused.

32 Such an approach was endorsed by the SAT in *Kemstone Investments Pty Ltd and City of Joondalup* [2020] WASAT 115, where the SAT held at paragraph [82]:

> *The R Codes are primarily focused on whether the Element Objectives are achieved or demonstrated. The answer to that question, regardless of what the acceptable outcomes may provide, is always as an assessment of the Proposed Development in its context. A proposed development must demonstrate how the relevant element objectives are demonstrated, achieved or met.*

33 As an example, an "element objective" in relation to building height reads (O2.2.1):

> *The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.*

34 Given that the land owned by my client has the benefit of a development approval (that is being implemented), the "desired future scale and character of the street and local area" would necessarily include the development being implemented by my client, which means that any building height on the neighbouring site must appropriately respond to this development.

35 As another example, an "element objective" in relation to side and rear setbacks reads (O2.4.4):

> *The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.*

36 By reference to this particular "element objective", development approval may only be granted under the Scheme if the decision-maker is reasonably satisfied that there is an appropriate "transition" between the development being carried out by my client and the development that is being proposed for the neighbouring site.

37 With respect, the planning report that accompanies the development application has not properly addressed these particular "element objectives" as they relate to the development being implemented by my client.

Requirement for articulation

38 The Scheme itself contains an express requirement for new buildings within the "centre" zone to be adequately articulated.

39 In particular, clause 4.21.1(c) of the Scheme provides that development within the "centre" zone shall address the following:

> *Buildings shall be articulated to break up perceived bulk and provide visual interest, particularly with buildings occupying a large/long site frontage;*

40 This provision is of particular relevance to the three storey nil setback wall proposed for the common boundary.

41 The planning report that accompanies the development application mentions clause 4.21.1(c) of the Scheme but does not offer any explanation as to how the western façade of the proposed development (in particular, the three storey nil setback wall) is said to satisfy this requirement.

Conclusion

42 My client does not support the current design contemplated by this development application, as it relates to the interface between the two properties.

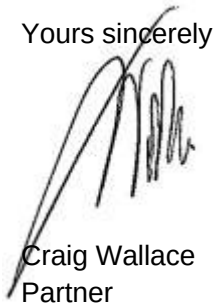
43 With this in mind, my client would support appropriate design changes being made before this development application is determined.

44 By reference to the above legal analysis, in order to grant a development approval, the decision-maker must first be satisfied that the proposed development is appropriate in terms of its impact on the development already being implemented on the land owned by my client.

45 In my respectful submission, the planning report that accompanies the development application (as read together with the design review) does not enable the City to conclude that the impact is acceptable.

46 Please contact me or Alex McGlue if you have any questions.

Yours sincerely



Craig Wallace
Partner

Please notify us if this communication has been sent to you by mistake. If it has been, any privilege between solicitor and client is not waived or lost and you are not entitled to use it in any way.

Submission to Busselton City Council

Re: DA21/0815 : MIXED USE DEVELOPMENT (OFFICE,SHOPS, RESTAURANT/CAFÉ, LIQUOR STORE (SMALL), EXHIBITION CENTRE, MULTIPLE DWELLINGS) : LOTS 108 AND 109 (HSE 57) DUNN BAY ROAD, DUNBOROUGH

- 42 Multiple Dwellings
- 13 Offices
- Shops
- Restaurant/Café
- Liquor Store(small)
- Exhibition Centre
- 176 car Parking Bays

Reasons for not supporting this proposal:

- 42 Multiple Dwellings

Multiple dwellings or Units/Flats immediately downgrades an area and makes houses harder to sell as prices go down immediately. It makes for a slum in the future in the middle of a genuinely nice quiet town.

- 13 Offices

There are already enough of these in the town More office space will just exacerbate the present situation.

- Shops

At present some shops in the town are operating with staff problems. Covid-19 has caused this. If the town has more shops, there will be more staff problems than there are now. Even when restrictions go, they will still be hard to fill. Dunsborough already has at least two of every type of shops now

- Restaurant/Café

About every sort of restaurant is already in the town without adding more of them.

- Liquor Store (small)

There are already two liquor stores in the town, and it does not need another be it small or larger. Both stores have an excellent choice of beers, wine, and spirits.

- Exhibition Centre

Dunsborough does not have an Exhibition Centre. The only places for these are either of the two halls in the area. There is no place to have any big exhibition of any sort. However, If Busselton City is in the process of having one built, then Dunsborough does not need one at present.

- 176 Carparking Bays

Everybody knows that carparking is at a premium in the town during school and public holidays. At other times there is sufficient carparking. Another 176 would be extremely useful at holiday times but not in a multi storey building such as that proposed. If a multi-storey carpark were added to the town this would help at busy times.

A six-storey building would definitely be out of character in the town of Dunsborough. If it goes ahead, it will constitute the thin edge of the wedge and would give other companies that would propose similar development the green light to build more buildings of the same size or higher. Dunsborough does not want this to happen under any circumstances.

Submission to City

I have no objection to the development of the proposed site, but the current design is poorly conceived and inappropriate.

It is, simply, wrong.

Height of the building: At 6 stories it is too tall. Not only is it out of character with the existing buildings, all of which are half the size of proposed building, but it is out of character with the whole village. Six stories is bigger than anything in Busselton by half; even the new Hilton will be 1/3 lower. Nothing in Margaret River's charming street front is above three stories.
Two very new developments have accepted that Dunsborough is not the place for high buildings. The design of the new Woolies, and the excellent new facility on the Pico Pico site, acknowledge this and have been widely accepted by the community.

This building will establish a precedent. What happens when the site across Dun Bay Road is redeveloped as it soon will be? Or the center of town? Or down Dun Bay Road to the sea? Current town planning zoning allows this whole area to be up to 6 stories, or, with discretion, even higher. Try walking down Subi Centro on a breezy day. Or any city street. The canyon walls funnel and concentrate the wind and you're enveloped in dust and detritus. Or freezing drizzle or horizontal rain. And, for the most part you're in deep, unrelenting shade. Running East-West, Dun Bay Road will funnel our easterlies up the canyon, and our westerly gales down. Pleasant public places such as Merchant's front garden will be simply blown away as will Mealup and other al fresco entertainment?

Six stories cast a large shadow, especially in winter when sunshine is at a premium. The proponents' plans show that Dun Bay Road will be in perpetual shade in winter, as will the north-facing facades of the lower shops opposite. The garden-filled surrounds of the new Pico brewery will

be shaded for most of the winter. So poor is the design of the new Puma building that over one third of their solar panels will be shaded in winter! This is a selfish building that takes no heed of its neigbours, nor the sensibilities of the community.

The layout of the floors. Other than the lower floors that are principally car parking and offices, the building is a hollow quadrangle, an arrangement of outward-facing apartments with a huge, empty gap in between the outer rim. No attempt has been made to use this massive volume. Good design would allow a greater volume of useful space in a building of 4 stories or less. And solar panels that worked!

Covered carparks: Over 7500 sqm are given over to covered car parks. In size, that's over 30 average homes, 100 apartments.
Adrian Fini might not be locally loved for his involvement in Smith's Beach, but there is no doubting his talent with developing exciting and appropriate buildings such as Little Creatures Brewery, the Treasury Building and the Alex Hotel in Northbridge. Fini's attitude to covered car parks internal to buildings is that they will fast become stranded assets as our use of motor vehicle changes. In Northbridge he has preferred open, ticketed parking that can readily be converted when ride-share and driverless vehicles reduce the need to take your own car wherever you go. I understand that the owners of the Coles development are the same group that plan this new building. They could addi a steel deck to the Coles park and link with a sky-walk and have solar that works. When no longer needed, the structure could be recycled and the carpark turned into a kids' playground.

Appearance: The drawings that illustrate the elevations of the Puma building show an unimaginative vertical block typical of those built in the 60's in our cities. No attempt has been made to soften the vertical slope of the main buildings by setting them back from Dun Bay Road or by raking back each story to minimize the impression of a bullying bastion.

Pedestrian access: The minimalist sidewalk, narrower than the one past Coles, will give no protection from the westerlies' winter blast and will further isolate pedestrians trying to get to town center from Pico or the new suburbs further west. No attempt has been made to accommodate

the growing number of cyclists that commute to town for a coffee or to shop.

Summary: This is a selfish building in an inappropriate place, in short an insult to the site and to Dunsborough.

Albert Jan Haak
4 Newberry Rd Dunsborough
0418479474

16/11/2021 9:19:00 AM

Dunsborough 2030
Planning for the future

25 November 2021

The Chief Executive Officer
The City of Busselton
2 Southern Drive
BUSSELTON WA 6280

Dear Sir,

The people of Dunsborough are extremely concerned by the proposal by DCSC Pty Ltd to develop a six storey residential and business block of units on the vacant land on the corner of Dunn Bay Road and Cyrillian Way Dunsborough. We have received a very large number of strong expressions of concern about the six storey proposal. We have absolutely no doubt that they represent the general view of the community.

We submit that the proposal should be opposed on the following grounds.

The proposed development does not achieve Element 2.2 of the Element Objectives of the R-AC 3 zone in the following ways:

1. The height does not respond to the desired future scale or character of the street and local area. At no stage in any planning document produced by the City has a height of six storeys been envisaged for the centre of Dunsborough. When discussing the impact of the R-AC 3 zone your advice to ratepayers and residents in an information sheet was that a height of four-five storeys would be the maximum.

2. Has anyone ever imagined all lots with an R-AC3 zoning in the town ie in Clark Street, Hannay Lane, Naturaliste Terrace and Dunn Bay Road, having buildings of six storeys on them? Could you possibly say that that is your desired scale and character for the town centre? The Urbis report on the town centre, dated January 2021, which the City commissioned, correctly describes the desired scale and character of the street and local area as follows:

   "▪Architecture not as important as people and places.

   ▪Maintain Dunsborough's low key friendly atmosphere.

   ▪Architecture should reflect a contemporary seaside vernacular."

   If one building of six storeys was approved could anyone possibly suggest that that would not happen on other lots in the town centre. The new proposal for 24 Dunn Bay Road says that it could. That would be totally unacceptable to the community and could not possibly be the "desired future scale or character of the area.

3 The height does not respond to the existing buildings in the street and the local area that are unlikely to change. Clearly it would be completely out of scale and character with every modern building in Dunn Bay Road and Cyrillian Way. It obviously is more than twice the height of the existing Coles and approved Woolworths buildings. It obviously does not respond to the

development on the old Peko Peko site or of the buildings in Cyrillean Way or on the opposite side of Dunn Bay Road. You have to go down Dunn Bay Road to the Forum shopping centre and the BP Service Station to find buildings that might change in the forseeable future. So the result of that is that this proposed building would inevitably stick out like the proverbial sore thumb if it was ever allowed.

The fact that six storeys is said in Table 2.1 to be an Acceptable Outcome for the R-AC3 zone does not mean that the proposal should be approved. The R- Codes require that whether or not that acceptable outcome is achieved the development must still achieve the Element Objectives. The introduction of Vol 2 of the R-Codes makes that quite clear when it says " This is a performance-based policy. Applications for development approval need to demonstrate that the design achieves the objectives of each design element. While addressing the Acceptable Outcomes is likely to achieve the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved...."

Planning Solutions, in its Application for the proposed development, merely says at Part 6.2 , "The proposed development is consistent with the desired future scale and character of the area." as if by simply saying it, it makes it true. They would need to demonstrate good reason for saying that and they made no attempt to do so – Why? – obviously because it is not true.

Compare that to the extent to which Planning Solutions canvassed the question of responding to the scale and character of existing or approved buildings in their proposal for a block of units in Broadway Nedlands this year – see attached Assessment Template page 7. The scale and character of each new building in the Street was described and characterised to show that the proposal responded to them. Why have they not done the same here? We suggest that that is because a detailed review of existing buildings unlikely to change would inevitably demonstrate that this proposal does not respond to them, or indeed, to any of them.

We draw your attention to the recent decision of the State Administrative Tribunal in BHY Alexander Unit Trust v City of Nedlands (2021) WASAT 41 in which the Tribunal determined the proper interpretation of the Element Objectives of Volume 2 of the R Codes for Design Element 2.2 Building Height. See paragraphs 25-67 of the Reasons for decision in which the requirement to respond to the desired future scale and character of the street and local area and the existing buildings that are unlikely to change is discussed at great length. As you would know, Judge Parry is highly regarded in both legal and planning circles and we suggest that an RAR in respect of the current application could not be complete without a detailed consideration of his reasons for decision in that case.

We note that Mr Paul Kotsoglo is the Managing Director of Planning Solutions. He is also the Presiding member of the Regional Joint Development Assessment Panel which handles all development proposals which come before the DAPs from regional WA. No doubt Mr Kotsoglo will declare his interest in the proposal and will not sit on the DAP that determines this application but the reality is that he inevitably has great influence over the proceedings of the RJDAP and the conduct of its members. No doubt also the members who do sit on this DAP would protest that he will have no influence over their consideration of his application. However the reality is that such protest would not pass "the pub test".

Why has a professional planner who is the presiding member of the RJDAP so obviously and blatantly submitted to his own DAP that "the proposed development is consistent with the desired future scale and character of the area" when it plainly is not? In the face of this situation we suggest that it is absolutely incumbent on the planners of the Responsible Authority to expose this attempt to obtain an approval in such circumstances.

We do not suggest for a moment that you are likely to agree with Planning Solutions. In fact we are confident that you will recommend refusal of the application on this ground. But we urge you to do so very forcefully because we have seen what can happen when the RAR is not outspoken in its criticism of an application.

Our purpose in writing to you in this vein is to say to you that if you do that you will have the very strong support of the Dunsborough community.

Height is not the only issue with this proposal. Bulk and scale, traffic issues and the impact on the neighbouring property are among the many other objections which we will deal with separately.

Yours sincerely,



Chairman

Dunsborough2030

To: Whom it may Concern,

28th Nov, 2021

Development Proposal - Dunns Bay Rd

As a regular visitor to Dunsborough, and prospective resident in coming years, I would like to make a submission regarding this development in the town centre.

I am all for the town centre to grow and mature over time to meet demand and creat a vibrant town centre, but there are planning laws in place which seem for this submission to have been 'stretched' to favour the developer and not the Dunsborough community.

My points in relation to this development are:

- When the new zoning came in in 2017, the COB said it would mean 4-5 storeys would be permissible. 6 storeys were not envisaged by the COB or community.
- The new zoning was justified to allow for mixed use buildings (living and business) not for building to be 6 storeys high.
- The traffic statistics used are no longer relevant. The stats are from over 3 years ago during Winter when the town is at its quietest. We all know that things have gotten busier since then and a new traffic study should be submitted by the developer (in summer)
- The proposed development is totally out of scale with the surrounding buildings, both ones under construction and existing.
- The proposed development will mean the loss of the tallest tree in the centre of Dunsborough. Trees are an invaluable asset to any urban town centre - and you cannot replace this!!

Thankyou,

Sarah Gautrey

DCSC 'POWER STATION' DEVELOPMENT

DA21/0815 Cnr Dunn Bay Road and Cyrillian Way Dunsborough
Survey Comment Submitted 2nd December 2021



AN IMPOSING AND AGGESSIVE MONUMENT

Given comments contained in the DA it is evident the Developers are aware of the two glaring issues which are immediately visible with the concept: namely height and bulk. The concept and design give the impression they make no apologies for applying the zoning and framework (*clause 3.2 of LPS21)* in a manner of such excess that the building appears crammed and beyond capacity to the point of bursting.

If these words are harsh then it is because we are truly sad that the Developers appear to have taken liberties with their privilege and the communities trust. To be fair, the fact the zoning and framework enables this 'exploitation' is the pinnacle of the problem in the first place. The City of Busselton and State Government are also culpable.

SUMMARY

Vale Dunsborough: A development which gives the distinct impression of an attempt to bully the village's future in line with the Developer's own vision undercover of zoning and framework to protect them.

Aside from an attempt to 'be everything'*, the sheer density and mass is out of proportion to the block and location making it feel like a black hole which would suck the life out our Dunsborough **village** with its weight, height and heat generating 'in your face' boundary to boundary block facades. Rather than invite interaction it repels with its heavy bulk.

It is understandable the Developers are excited about their proposal, however existing and approved developments within the vicinity evidence the Developer's vision is not Dunsborough's future. Although it appears it could be a high-quality development, Dunsborough is the wrong location. Accordingly, it does not comply with DesignWA requirements, namely: "Collectively, the policies and

supporting documents work together to ensure high-quality development **in the right location.”**

Perhaps the Developers could focus on a couple of things and do them well rather than endeavour to do everything* and do it poorly. Allow the concept, building and location to 'breathe'. We implore the Developers to reconsider their legacy and the impact this building would impose on Dunsborough, and the City of Busselton and State Government of Western Australia (JDAP) to reject this application.

** bottle shop, grocery store, restaurant/cafe, commercial retail premises, commercial office premises, multi storey car park, residential apartments, exhibition centre.*

BROADER ISSUES

- '**Brand**': Dunsborough is a 'village' and that character is unique and valuable. Its beauty and wealth are contingent on it remaining so. These types of developments do not belong as they will ultimately sabotage Dunsborough's 'brand'.

  It takes vision and courage to not 'commercialise' a brand in response to current demand, a profit and short-term economic stimulus*. 'Commercialising' the village brand will result in:

  i) creating an atmosphere which will no longer be a serene destination for a holiday or community to live in, and
  ii) it’s demise long term as people move on and away to escape to an new location. This is hardly a visionary outcome.

  As one long term permanent resident commented: "We don't need any more stimulus. We've been stimulated enough." This individual has since been forced to leave Dunsborough because her home is to be turned into an Airbnb by the owners. She will cease to provide valuable and sort after services in Dunsborough.

- **Atmosphere**: If there is one aspect to an increase in population and density in a small compressed location that is very evident, it is that the atmosphere deteriorates. Mood declines, stress levels and anti-social behaviour increase, health and safety issues, with accompanying legal implications, prevail.

  In contrast to Colin Lofts assertion of a "relaxed town centre"* the general conclusion of permanent residents, visitors, shop owners and employees is that Dunsborough is already becoming "fast", "competitive" and "more aggressive". These outcomes of dense population are the very reason people are trying to escape Perth. So why should Dunsborough embrace developments such as this to create the same atmosphere that people are trying to escape from?

  **Quote from local newspaper 1st December 2021*

- **Infrastructure, Affordable Housing, Hospitals and Aged Care**: With broader vision it is evident Dunsborough, Vasse and Busselton do not have the infrastructure to facilitate developments

which encourage increased population; not least a hospital which was too small even before it was built and an aged care system which is in a state of collapse and was so even before the pandemic.

The pandemic has hastened the influx of people to the area providing real time evidence we are years away from supporting, rather than just entertaining, permanent residents and visitors. The communities are already deeply suffering and Developers, the City of Busselton and State Government are ignoring this in favour of profit, increased rates and the economy. This is causing a decline in living standards for the many and only benefiting the few. Pitching small apartments on the top of a building is not the answer to a housing crisis for permanent residents.

DIRECT ISSUES

- **Planned Character**: This development does not flow with the Dunsborough townscape or the character of the area. Rather, it would be a shocking contrast and jolting experience. The Developers choice of vocabulary which focuses on the use of words such as 'future' and 'planned' evidences they are aware the development is not in character with the existing buildings, townscape, lifestyle or environment nor existing development approvals.

  It would be of benefit for the community to have the Developers explain and demonstrate, rather than just state, how:

  "The overall bulk and scale of the development is considered entirely appropriate, having regard for the ...ultimate planned character of the area."

- **Urban Vision**: Deference to a future vision does not hold up given developments currently approved set the future in place now, not least being the serene developments next door (Brewery/Chalets) and across the road (Woolworths) from this proposal. Are the Developers envisioning the demolition or redevelopment of existing buildings?

  It would be of benefit for the community to have the Developers explain and demonstrate, rather than just state, how this development:

  "....is entirely consistent with the desired long-term future urban vision of the Dunsborough Town Centre."

- **Bulk and Height**: The application does not provide long range street or ocean level perspective for the impact of the building on the Dunsborough skyline or Dunn Bay Road. Doing so would make it very obvious the height and bulk is excessive regardless of the Dunn Bay - Cyrillian facade being 5 stories rather than 6. The building should be limited to mix of 3-4 stories at the most to sit within the landscape.



Current 2 and 3 story high buildings on the foreshore.
The DCSCs development would be double the height towering well above ... well everything.

Dunsborough is not a 'South Perth' and nor should it become so in order to retain its unique and valuable village 'brand'

- **Traffic management**: The report is irrelevant and selective if it uses the following to assess impact:

  i. data *"Based on the 2018 traffic counts"** especially during May 2018 - that's nearly 3 1/2 years old and off season;

  ii. data based on off season counts accumulated in July 2021 (winter).

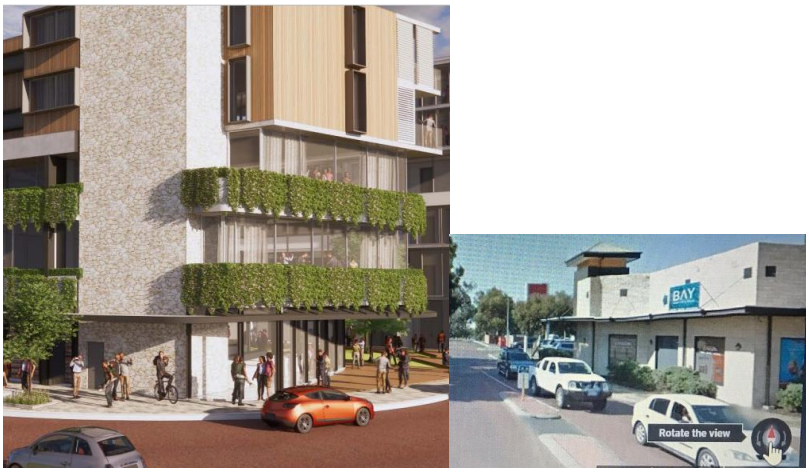
  The Dunn Bay Road - Cyrillian Way and shopping centre access are already difficult, narrow and congested. Adding traffic access to the development, *including trucks*, will exacerbate the issue. Despite the report's conclusion to the contrary, the estimated increase even on 2018 traffic is not an acceptable outcome, let alone on 2021 traffic.

  Driving and walking in Dunsborough already requires people to be on higher alert. Pedestrians are challenged to safely cross the roads (it was traumatic to witnessed a pedestrian be hit by a car at the central round about). Real life experience, as opposed to data extrapolations, indicate this development will compound these issues exponentially in this location.

  Because access to the Coles shopping centre is difficult during peak seasons, holidays and weekend events, and the Coles shop so congested, we and many other locals have chosen to regularly shop in Vasse. We will reconsider shopping in Dunsborough when Woolworths is opened. Given the close proximity of Vasse, we do not consider this to be a great imposition for our major shopping if it means the Dunsborough village retains its character and serenity.

  ** quote from Transport Impact Assessment*

- **Facade Softscaping**: the Dunn Bay and Cyrillian facades rely heavily on private planters on balconies to supply greenery and softening. Let's be honest and remove this on the basis it may or may not happen. It is conjecture. Without this the reality of the building and corner is starker.



Remove greenery from planter boxes on balcony's and the building and corner is very stark and hot.

- **Streetscaping**: Relying on small street trees planted by the City, doubtful private planter boxes on balconies, retention of one tree ("an amazing Marri") and interior courtyards is not adequate. The Developers are relying on trees and softscaping on the other side of the road and 'freeloading' on rate payers (the City) and other developments to provide shade, cooling and visual beauty to the Dunsborough village.

- **Heat trap**: Has any consideration been given to the amount of heat this development will generate and impose on the landscape and streetscape, especially as climate change induced temperatures escalate? This could be alleviated with reduced/varied height, increased setbacks for landscaping, streetscaping and softscaping thereby reducing heat trapped by heat generating building materials, hard surfaces and multi-story height which limits airflow.

- **Footprint**: The idea of allowing height should be to reduce building footprint on a smaller block thereby enabling retention of and planting of trees and landscaping to interrupt hard surfaces and provide perspective, balance, shade, amenity and natural beauty to the village environment. No building in the Dunsborough village town centre should be higher than 3-4 stories.

- **Compliance:** When is it okay for design of apartments to be 81% compliance let alone only 70%?

SUMMARY TABLE	
Total Units	42
Total Units Complying with DesignWA	34
% of Units Complying with DesignWA	81%
*Minimum Compliance Required: 70%	

HEIGHT AND BULK

COMPARISON TO EXISTING AND APPROVED DEVELOPMENTS



Building next door on Dunn Bay Rd



Proposed DCSC Development



Shopping Centre "next door" on Cyrillian Way and building across the road



"Woolworths" Development





Buildings across the road on Dunn Bay







Cnr Dunn Bay and Naturaliste Tce
The thoughtful, serene and community sensitive design and development next door Is serene and an inspiration. This is a truly inviting environment.



Proposed 5-6 story DCSC Development



"Woolworths" Development
The Woolworths development opposite is similarly inviting.

2nd December 2021

To Whom it may concern,

I am writing to express my Opposition to the 6 Storey Development at Lot 108 and 109, called the Dugulup Centre. My opposition to this develop stems from two main concerns that will affect my business in the town centre. They are parking and increased traffic. The document that addresses these 2 concerns, the Transport Impact Assessment, fails to address any of the traffic problems, uses inaccurate and unreliable collected data to extrapolate inaccurate models of traffic flows and fails to address clear expected problems with traffic flow.

As a result of the assumptive nature of the report, the inaccurate data collected and the lack of information in the report, at the very least the council or DAP should instigate their own independent report in order to get a clear and accurate picture for residents and business owners to contemplate. I will outline why the report lacks any credibilty in relation to traffic and then address the parking concerns.

The conclusion to the report states that the building "will have no adverse impact on the operation of the local network". The company who produced this report Transcore , concluded that the greatest demand on the road network was during Saturday from 11.00am – 12.00non. They carried out the data collection on this time period on July 24th 2020. In the middle of winter. For 1 hour. They then use modelling tools (SIDRA NETWORK) to extrapolate the data. They use an hours worth of data in the middle of winter to base their assumptions on traffic behaviour.

Traffic counts at the very least should be taken over the 6 week Christmas/Summer Tourist season as well as the 2 week Easter period. This will accurately take into consideration a significant increase of vehicle movements and demands on parking.

In relation to aspects of the report I note;

Section 5 – Changes to Surrounding Transport Networks. "No known planned changes to road network". The City has a planned roundabout at the intersection of Cyrillian and Dunn Bay that was not noted by Transcore. These models can be found on the City's website.

Section 6 – Integration with Surrounding Area. "The proposed development is in line with the land uses planned for the locality". No mention of local infrastructure contributions or road upgrades.

7.1 – Assessment Period. Saturday 24th July for 1 hour between 11.00am and 12.00noon. This represents traffic for one hour in the middle of winter. Fails miserably to capture any real traffic modelling. Fails to capture school holidays , Easter, Christmas, long weekends

7.2 – Trip Generation and Distribution. The "assumed" distribution of development traffic and how it flows are literally made up from these assumption. They cant be proven because the building has not been built.

7.3 - Traffic Flows. Figure 6 is incorrect. It does not show the egress and regress points from the development or the Coles carpark in the correct area. In fact the do9cument does not have a clear diagram stating exaxctly where the egress and regress points are.

7.4 – Analysis of Intersections and Development Crossovers. Made no mention of the Cyrillian Way/Naturalist Terrace Intersection in its findings, even though this may turn out to be a busier intersection if the plan goes ahead. Analysis of the Cyrillean Crossover (For the development) and the Centrepoint Carpark Crossover noted no notable queues would result even though the two crossovers are meters apart on Cyrillian way and would be draining over 400 car bays combined.

7.6 – Impact on Neighbouring area. “Minimal impact on local residential developments”. It made no comment on how it will/would affect business developments. Even though the report states it will increase traffic on these roads, it made no comment on the impact this would have on Neighbouring areas in relation to parking , noise or increased traffic

7.8 – Road Safety. “No particular road safety issues have been identified” Transcore felt there were no road safety issues. They did not see that 3 egress and regress points crossing over pedestrian footpaths was a problem. They did not see service vehicles leaving the development trying to turn right across Dunn Bay Road whilst negotiating pedestrians on the footpath a problem. They did not see large delivery vehicles using Cyrillean Way as a safety concern. They did not even see the increase in traffic as a safety concern. They have not even taken into account the current traffic issues in the town or the current demand for parking in peak seasons.

Parking

Parking for this development is severely underestimated and it is here that the proposal will dramatically effect our businesses. The development has 174 car bays. At Capacity the development can accommodate 142 guests. There are 55 car bays allocated the guests behind a gated carpark. The developer has stated that there will be 82 staff/ workers using the building. This leaves 37 remaining car bays. This has to accommodate a 260 seat restaurant and a 500ms Grocery outlet, not to mention servives a fish shop, bottle shop and some other smaller retail shops and a café.

This will result in customers who are trying to use these facilities parking in other convenient locations nearby. I am a business owner in a nearby location and I will be severely inconvenienced if this was to happen. If I don’t have car bays available I don’t have customers. If I don’t have customers I don’t have a business.

In Summary the Transport Impact Assessment provided by Transcore is inadequate and inaccurate and fails to address the true impact of traffic flow and parking for this development and the current traffic problems and parking. Parking bays are inadequate for the development and need to be reassessed.

Dugulup Centre-Height and Scale Comparisons



Note drone on right measuring height

The image at left shows a tree on the site of the proposed development. It is 21m tall, the height of the top of the ceiling of the sixth storey. This has been the measure used to compare the proposed development with existing and future buildings



The development from Caves Road



The development from Dunn Bay Rd roundabout with new brewery in front



The development on Dunn Bay Rd with existing buidings



The development on Dunn Bay Rd with new brewery



Dunn Bay Road now and in the future


OFFICE
S2
DUNN BAY RD
Town Centre

From: Krish Seewraj
To: Enquiries - City of Busselton
Subject: DA21/0815: Mixed Use Development, 6 Cyrillean Way Dunsborough
Date: Wednesday, 17 November 2021 8:25:47 AM
Attachments: 2021-11-16 City of Busselton - Technical Report - Noise - 6 Cyrillean Way Dunsborough - FINAL.pdf

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17 November 2021
Our Reference: PA 045829, DWERT308-2~24
Your reference: DA21/0815
To: City of Busselton
From: Department of Water and Environmental Regulation

RE: DA21/0815: MIXED USE DEVELOPMENT, 6 CYRILLEAN WAY DUNSBOROUGH

Thank you for providing the development approval application for a Mixed Use Development at 6 Cyrillean Way Dunsborough for the Department of Water and Environmental Regulation (Department) to consider.

- **Issue:** Acid sulfate soils (ASS)
  Advice: An ASS condition and advice note should be applied to the development approval

- **Issue:** Water licensing
  Advice: The proponent is to assess the dewatering requirements and liaise with the Department's water licensing officers in Busselton (9781 0111, busselton.admin@dwer.wa.gov.au) to assess regulatory requirements.
  Advice: A Dewatering Management Plan condition should be applied to the development approval, and where the presence of ASS has been identified a Dewatering and Acid Sulfate Soils Management Plan will be required

- **Issue:** Stormwater management
  Advice: A Stormwater Drainage Management Plan should be a condition of development approval, which should include referencing to meeting LPS6.1 and not allowing any discharge to Dugalup Brook

- **Issue:** Noise assessment
  Advice: As requested the Department's Environmental Noise Branch has reviewed Rev C of the *Environmental Noise Assessment (Lloyd George Acoustics, 2021)*, please see the attached report

- **Issue:** Native vegetation
  Advice: Clearing of native vegetation will be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations, if and only after development approval is issued

More detail pertaining to the above issues are provided in table below.

In the event there are modifications to the proposal that may have implications on aspects of

environment and/or water management, the Department should be notified to enable the implications to be assessed.

Should you require any further information on the comments please contact the undersigned.

Yours sincerely,

Item No.	Reviewer comment/advice
2	**Issue:** Acid sulfate soils (ASS) **Advice:** An ASS condition and advice note is recommended to be applied to the Development Approval **Discussion:** Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. This development has a substantial basement in an area subject to high groundwater, and as such dewatering is likely to be required. Therefore, the Department advises that a model ASS related condition is deemed necessary in this instance, the following condition and advice is recommended to be applied to the relevant approval. **Condition:** An acid sulphate soils self-assessment form and, if required as a result of the self-assessment, an acid sulphate soils report and an acid sulphate soils management plan shall be submitted to and approved by the Department of Water and Environmental Regulation before any development is commenced. Where an acid sulphate soils management plan is required to be submitted, all development shall be carried out in accordance with the approved management plan. (Department of Water and Environmental Regulation). **Advice**: Condition [INSERT CONDITION REFERENCE] makes reference to an "acid sulphate soils-self assessment form". This form can be downloaded from the Western Australian Planning Commission's website at: www.dplh.wa.gov.au. The "acid sulphate soils self-assessment form" makes reference to the Department of Water and Environmental Regulation's "Identification and Investigation of Acid Sulphate Soils" guideline. This guideline can be obtained from the Department of Water and Environmental Regulation's website at: https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines.
3	**Issue:** Water licensing **Advice:** The proponent is to assess the dewatering requirements and liaise with the Department's water licensing officers in Busselton (9781 0111, busselton.admin@dwer.wa.gov.au) to assess regulatory requirements.

	Advice: A Dewatering Management Plan condition should be applied to the development approval, and where the presence of ASS has been identified a Dewatering and Acid Sulfate Soils Management Plan will be required **Discussion:** The subject property is located within the Busselton-Capel Groundwater Area, as proclaimed under the *Rights in Water and Irrigation Act 1914*. Any taking or diversion of surface water or groundwater in this proclaimed area (whether by direct pumping, construction of a dam, or excavation) can be subject to licensing. Any interference of the watercourse (such as the construction of a dam or crossing, or excavation of the watercourse) may require a *permit to interfere with the bed or banks* from the department. Groundwater is known to be shallow in this area and it is expected that dewatering will be required to facilitate construction of the basement. This will be required to be licenced unless the dewatering can be shown to meet the following exemptions: 1. The development is within the water table (non-artesian) aquifer; **and** 2. water is taken from the well solely for the purpose of removing underground water to facilitate construction or other activity (that is, dewatering); **and** 3. the water is taken at a pump rate not exceeding 10 litres per second over a period of less than 30 consecutive days; **and** 4. the volume of water taken over the period does not exceed 25 000 kilolitres. The proponent is to assess the dewatering requirements and liaise with the Department's water licensing officers in Busselton (9781 0111, busselton.admin@dwer.wa.gov.au) to assess regulatory requirements. It is recommended that a Dewatering Management Plan be conditioned, and where the presence of ASS has been identified that a Dewatering and Acid Sulfate Soils Management Plan be required.
4	**Issue:** Stormwater management **Advice:** A Stormwater Drainage Management Plan should be a condition of development approval, which should include referencing to meeting LPS6.1 and not allowing any discharge to Dugalup Brook **Discussion:** It is acknowledged that the development approval report states "The proponent acknowledges the provisions contained within Local Planning Policy 6.1 Stormwater Management (LPP6.1) and will ensure the proposal meets these

	requirements during the detailed design stages" and that "A Stormwater Drainage Management Plan is expected to be enforced as a suitably worded condition of development approval and will be prepared in accordance with the applicable requirement contained with LPS6.1". In addition the intention is to "ensure that no direct water runoff to Dugalup Brook". Noting that there have been flood issues for this brook, this is supported and it is considered that this should be worded into the development approval condition.
5	**Issue:** Noise assessment **Advice:** As requested the Department's Environmental Noise Branch has reviewed Rev C of the *Environmental Noise Assessment (Lloyd George Acoustics, 2021)*, please see the attached report
1	**Issue:** Native vegetation **Advice:** Clearing of native vegetation will be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations, if and only after development approval is issued **Discussion:** Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless undertaken under the authority of a clearing permit, or the clearing is subject to an exemption. Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations). Based on the information provided, should development approval be issued, the proposal is likely to be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations. Note that this exemption does not apply prior to development approval being issued. This exemption is described in the Departments 'A Guide to the Exemptions and Regulations for Clearing Native Vegetation'. It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required. If further clarification is required, please contact DWER's Native Vegetation Regulation section by email (admin.nvp@dwer.wa.gov.au) or by telephone (6364 7098).

Krish Seewraj
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South West Region

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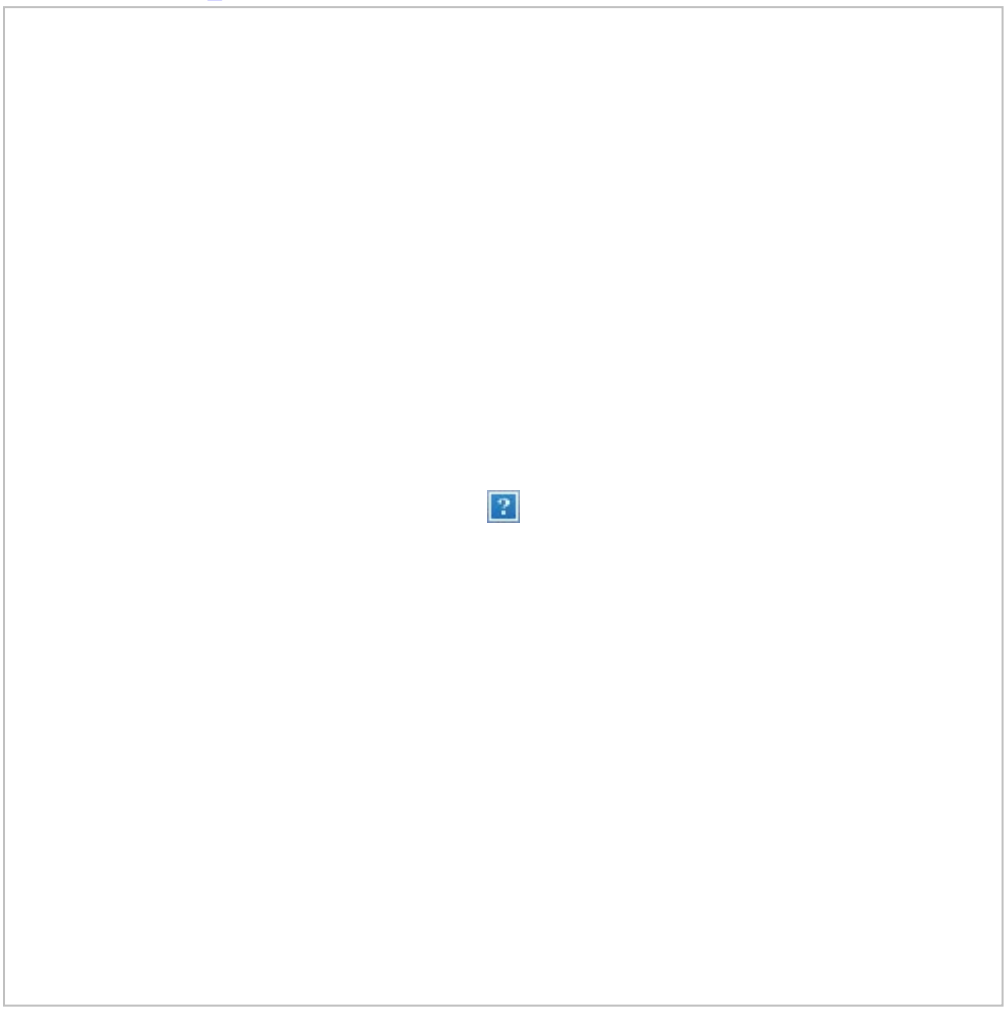

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Government of **Western Australia**
Department of **Water and Environmental Regulation**

Technical (Review) Report

Advice on environmental noise assessment for the proposed mixed-use development – 6 Cyrillean Way, Dunsborough, prepared for the City of Busselton

Department of Water and Environmental Regulation

November 2021

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The information contained in this document is general. It does not constitute, and should be not relied on as, legal advice. The State of Western Australia recommends that users of this information seek advice from a qualified lawyer on the legal issues affecting them before relying on this information or acting on any legal matter.

Acknowledgements

For more information about this report, contact

Environmental Noise, Department of Water and Environmental Regulation.

Document control

Document version history

Version	Date	Description	Author	Reviewer
0.0	12/11/2021	Draft – internal review	PPA	JG
1.0	15/11/2021	Final - Issued	PPA	JG

Corporate reference

File number and/or name	File owner or custodian
DWERDT523917	South West Region Planning Advice

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Position title	Principal Environmental Noise Officer
Signature 	Date 15/11/2021

Reviewer details

Name	Dr Jingnan Guo BSc (Physics), PhD (Mechanical Engineering)
Position title	Senior Environmental Noise Officer
Signature 	Date 15/11/2021

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1. Introduction

This advice was prepared for the City of Busselton in response to a request for comment dated 5 November 2021 on the environmental noise report for a proposed six storey mixed-use development (Office, Specialty Retail, Restaurant/Café/Bar, Supermarket, Liquor Store and Multiple Dwellings) on Lot 108 (57) Dunn Bay Road and Lot 109 (No. 6) Cyrillean Way, Dunsborough, in the City of Busselton.

2. Documentation

In support of this request, the City made the following documents available which form the basis of this technical expert advice. The City did not request any specific advice.

Material / document name	Author	Date
Environmental Noise Assessment -Lots 108 & 109 Dunn Bay Rd, Dunsborough – prepared for DCSC Pty/Ltd (Ref. 21026115-02C – Environmental Noise)	Lloyd George Acoustics Pty Ltd	24/9/2021 (Rev C)
Development Application – Dugalup Mixed Use Development – Lot 108 (57) Dunn Bay Road and Lot 109 (6) Cyrillean Way, Dunsborough – prepared for DCSC Pty/Ltd	Planning Solutions (Aust) Pty Ltd	4/11/2021
Development Plans – Dugalup Centre Dunsborough (Project no. 44369)	Hames Sharley	9/9/2021 to 25/10/2021

3. Advice

The Environmental Noise Branch (ENB) of the Department of Water and Environmental Regulation has reviewed the environmental noise assessment report prepared by Lloyd George Acoustics Pty Ltd (LGA), and would like to make the following comments:

1. The noise criteria, including the influencing factor calculations for the neighbouring noise sensitive receivers appear reasonable.
2. Methodology of the noise modelling, including the topographical and meteorological inputs, building envelopes and general modelling assumptions seem reasonable and acceptable.
3. As the report notes, sound power levels (SWLs) attributed to patrons in a bar/restaurant is problematic as it can vary considerably depending on the number of patrons, the time of day, the venue type, the patron demographic and the level of alcohol consumption, to name a few factors. This venue is proposed to be a restaurant with a bar, however there is considerable difference in the potential patron (and other) noise output between a restaurant and a bar. The Association of Australasian Acoustical Consultants (AAAC) provides some guidance regarding assessment of crowd noise at licensed premises. The AAAC SWLs for a single male talker equates to L_{A10} values of approximately

70 dB(A) for a “raised” voice and 78 dB(A) for a “loud” voice. Depending on the factors mentioned above, the L_{A10} SWL of 70 dB(A) used by LGA for a single outdoor patron on the alfresco area may be an underestimate, particularly as it appears that a portion of the bar opens up to the outside deck area. While the assumption that one in three patrons are talking seems reasonable, if the voices of the patrons on the outside deck rise to the level of being “loud”, then there is a potential that the levels received at the neighbouring premises might be some 8 dB higher than the predicted levels presented in Table 4-1.

4. The hours of operation of the proposed restaurant/bar are proposed to be from 12pm to 10pm, hence the daytime and evening periods under the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations) would then apply, as nighttime starts at 10pm. The limiting assigned levels for this period of time of operation are the evening period levels, being 5 dB higher than the nighttime assigned levels quoted for assessment purposes in Table 4-1. Given that, and assuming an 8 dB increase in the SWL of patrons, patron noise will still meet the assigned levels at all considered receivers. Should the restaurant/bar continue to operate into the night period, the assigned levels would potentially be exceeded by patron noise at the residences at 59 Dunn Bay Road and 2 Martingale Drive. `
5. It is unclear to what extent the carparks allocated to retail (as accessed from Cyrillean Way) are open to the public and hence may be exempt from complying with the assigned levels, however it appears that from the design of the building carpark noise for the most part is contained within the building and a hence a substantial acoustic barrier is afforded to all noise sensitive receivers.
6. The SWL of slow-moving service trucks seems reasonable. The predicted noise levels are stated to be assessed against the daytime L_{Amax} and L_{A1} assigned levels for the noise sensitive receivers, however the results in Table 4-2 and 4-3 are assessed against the nighttime assigned levels. While this indicates that the truck movements are likely to comply at nighttime, and hence also with the less restrictive day time levels, ENB notes that LGA recommended that service truck movements shall ideally not take place during the night.

ENB notes that the development also includes noise sensitive receiver locations within its own envelope. It should be noted that each apartment within the proposed development envelope is a separate premises and separate from the retail premises and the restaurant/bar premises. Noise from the retail and restaurant/bar premises also must comply with the assigned levels under the Noise Regulations at these noise sensitive receivers. It would be prudent to assess the potential for non-compliance at these locations. Noting that the detailed design of the project is not yet available for a noise compliance assessment within the project, the following issues should be noted when assessing the noise compliance:

1. Background music in the restaurant/bar has been assumed to be at such a low level as not to be a consideration, as the patron noise is assumed to dominate. This may be true for the neighbouring residences that are located about 200m away. For the noise sensitive premises located within the project, the background music may not be at such a low level. Unless the patron noise is very constant in nature and is present in the same frequency bands in which the music resides, which may not be realistic, background music will be significantly

present and cannot be ignored for assessment. While the level of music can be strictly capped using an electronic limiter in the audio system, music noise remains a potential issue. This is as the level may be readjusted to account for the expected ambience required depending on the patron demographic the venue attracts, or the spectral content of the music may contain high levels of low frequency material, also depending on the patron demographic the venue attracts. Though ENB notes that LGA recommended subwoofers are not to be installed in the venue, many full range speakers also have considerable low frequency capabilities.

7. It can be noted that there is no (acoustic) barrier proposed to the east of the alfresco area, particularly as it appears there is to be an open bar area to the east side of the alfresco area. This may need to be considered, as the nearest residential apartment is only about 20 m away from the alfresco bar area, noise from the bar area may be difficult to mee the assigned noise levels at the closest noise sensitive premises.

In summary, ENB would agree that, excluding at the noise sensitive receivers within the development, the proposed development has the capability of complying with the Noise Regulations.

4. Limitations

Technical expert advice in any field is subject to various limitations. Important limitations to the advice include:

- No computer modelling was undertaken to verify LGA's predicted results.

From: Moss Wilson
To: Maureen Dolan
Subject: Response - Proposed Dugalup Centre, Dunsborough
Date: Tuesday, 16 November 2021 9:48:04 AM

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Hi Maureen, thanks for sending this through to us.

In regards to your request for comment on the proposed mixed use development at Lots 108 and 109, Dunsborough, a review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database confirms that the proposed works do not intersect with any recorded Aboriginal Heritage place. It is noted that the works are close to the boundary of Aboriginal heritage place ID 21307 (Unnamed Creek (Dugalup Brook)).

No objections are made to the proposed development.

However, given that the development will involve ground disturbance, and is in the vicinity of a known Aboriginal heritage place, there is the possibility that Aboriginal cultural heritage material may be uncovered during works. It is therefore recommended that DCSC Pty Ltd take into consideration the DPLH's Aboriginal Heritage Due Diligence Guidelines before any works, which have been developed to assist proponents to identify risk. The document is available at:

https://www.wa.gov.au/sites/default/files/2021-05/AH-Due-diligence-guidelines_0.pdf

I hope this clarifies things, please don't be afraid to email me back or call me on 6552 4056 if you require any further information.

Sincerely,

Moss Wilson | Senior Heritage Officer | Heritage Services
140 William Street, Perth WA 6000
6552 4056 | 0437 502 369
www.dplh.wa.gov.au

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The Department acknowledges the Aboriginal peoples of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.

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