

**WA METROPOLITAN REDEVELOPMENT AUTHORITY ACT 2011:
METRONET EAST REDEVELOPMENT SCHEME**

Strata Community Association (WA) Submission

15 September 2020



Introduction

Strata Community Association (WA) welcomes the opportunity to provide feedback to Development WA on this submission.

The Strata Titles Institute of WA (STIWA) now known as Strata Community Association WA (SCA WA), was born in 1989 due to some passionate individuals who determined the need for a unified industry body to bring about understanding, awareness and uniformity in the Strata Industry. The 'Industry Body', should also when necessary provide representation to Government on whatever amendments may be required to the Strata Titles Act.

The aim of SCA WA is to:

- provide a structure and forum for better communication between regions
- enhance the responsibilities of industry members in a nationally consistent manner
- enable representation at a national level to the Department of Education, Science and Training and other statutory bodies.

Based on the 2020 Australasian Strata Insights Report, more than 90,000 Western Australian residents live in apartments with 51,798 strata schemes and 251,425 lots registered. Australia-wide, more than 2.2 million people live in flats and apartments, the vast majority being strata titled.¹ This figure does not include other forms of strata title such as townhouses and community titled developments. Nor does it include businesses operating in strata titled commercial buildings. The estimated value of property under strata title in Australia in 2020 exceeds \$1.3 trillion.²

As the growth of apartment and strata living has intensified over the last decade, the strata management strata services industry has grown in lock step to serve it. Strata managers navigate through a maze of legislation and regulation ranging from actual strata specific legislation, regulation, workplace, health and safety issues and building codes as well as measures applicable to the management of body corporate funds.

¹ Hazel Easthope, Sian Thompson and Alistair Sisson, *Australasian Strata Insights 2020*, City Futures Research Centre, UNSW, Accessed at <https://cityfutures.be.unsw.edu.au/research/projects/2020-australasian-strata-insights/>

² Ibid, p6

SCA’s Response to the Proposal to the MetroNet East Redevelopment Scheme

Our response to the draft redevelopment scheme will be divided into sections, with each section identifying challenges with the current scheme and potential solutions or recommendations. The sections are:

- Parking
- Noise
- Waste management plans
- Dilapidation reports
- Community Consultations for Development Applications (DAs)
- Transport and accessibility

Parking

Minimum and maximum car parking spaces and visitor bays

The scheme lays out details about guidelines for parking including minimum and maximum number of parking spaces as featured in Table 6.3 of the report.³

TABLE 6.3: Car Parking Requirements

LAND USE	MINIMUM CAR PARKING SPACES	MAXIMUM CAR PARKING SPACES
Single and Grouped Dwellings	N/A	2 bays per dwelling
Multiple Dwelling	Average of 0.75 bays per dwelling	An average of 1 bay per dwelling
Residential Visitor	0.1 bays per permanent residential (rounded down)	
Transient Residential	1 bay per 4 accommodation units	1 bay per 2 accommodation units
Non-residential	1 bay per 100sqm of NLA	1 bay per 50sqm of NLA

Although the goal of the scheme is to ‘reduce car dependency’ and have a maximum car rate that is ‘respectful of the urban location’, the approach has the potential to lead to crowded street parking, unauthorised parking and a general inadequacy in the ability of residents to park or secure their cars.

‘Multiple dwellings’ as defined in the document, are apartments and townhouses that are part of complexes. Although one and two bedroom apartments are the most common format, three-bedroom apartments are growing in popularity and are a significant part of the mix in multiple dwellings. Many three-bedroom apartments are households that have two cars, not one, and will exceed the average of one parking bay per unit.

In addition, many residents house-share with other occupants, often with two singles or couples living in an apartment, each with their own car. Again, these residents will have an additional car to the parking options provided.

³ Development WA, *MetroNet East Redevelopment Scheme, draft August 2020*, p75, Accessed at https://developmentwa.com.au/docs/planning-and-approvals/planning-items/metronet-east/Metronet-East-Redevelopment-Scheme_DRAFT.pdf

Strata managers are constantly fielding requests for more parking options, or attempting to provide solutions to, or police violations or perceived violations of parking rules for complexes. In the experience of many strata managers, visitor bays can cause significant issues and tensions between residents, and sometimes members of the general public

Recommendation: The scheme should either raise the maximum number of parking bays for multiple dwellings to allow developers to cater for diverse households, or work through alternatives to provide flexible parking to residents who need or request parking in addition to that provided by the complex.

Recommendation: Each individual lot approved under the scheme should have its own car park approved, as the lack of a car park for an individual unit is often where parking problems begin.

Recommendation: Complexes with more than 15 lots should have a minimum of four visitor bays, and as the development grows in size, the number of visitor bays should grow proportionately and be individually assessed by the Scheme Authority based on its impact.

Managing car parking spaces within the scheme area

The draft scheme does not detail how parking will be managed within the scheme area, including if there will be paid parking, who will manage fines, towing, etc., and if there will be special provisions put in place to 'reduce car dependency' and in light of the parking requirements of the scheme.

Recommendation: Provide additional detail about how residents, strata managers and members of the community will be provided with fair parking options. Education and additional consultation sessions with residents, strata managers and other stakeholders in relation to parking should be facilitated.

Noise

The scheme mentions noise as one of the key considerations when evaluating whether a DA should be successful, however noise, or the measures to evaluate it, are not covered in detail by the scheme.⁴

There are three aspects to noise that in SCA's experience are most concerning to residents and owners within tenanted multiple dwellings: noise transmission between units, noise disturbances and noise from transportation corridors.

Noise transmission between units and building plant machinery

Poor construction work, damage or the lack of provision in building requirements to design efficiently or place enough soundproofing between walls, complexes and common areas results in unsatisfactory living conditions and unhappy residents. This scenario can be avoided by mandating appropriate design elements and enhancing minimum provisions in DAs to include an adequate level

⁴ Ibid, p53

of soundproofing or more effective design elements. The majority of new high-density schemes (50 or more apartments) include extensive common plant machinery such as central cooling towers, central hot water systems and servicing pumps for pools and air ventilation that are significant noise polluters. Given these schemes are generally multi-story, air conditioning plant is often located on every second level of the building along an external elevation, with louvered ventilation. There is no consideration given towards the adjoining balconies both within the scheme or the impact this noise pollution may have on neighbouring buildings. It is also relevant that adequate treatment for vibration resulting from the operation of the machinery is given due consideration.

Recommendation: Include provisions for buildings constructed within the scheme to meet minimum standards of noise transmission through soundproofing and relevant design elements.

Noise disturbances

The scheme details its vision for transport, the environment and a host of other areas, but the social development and social inclusion vision could be given additional development. Where the social inclusion vision often focuses on the physical features of the scheme area, adding a guiding vision that takes into account the social values of the community could better help define the scheme area and any local laws that might be relevant to the area specifically.

With the values of the community in mind, the scheme should be explicit about expectations within the general scheme area about noise disturbances and introduce appropriate noise disturbance guidelines to suit a development scheme that may experience high levels of density in the future and is trying to be at the forefront of accessibility and environmental standards.

Recommendation: Expand on the social inclusion vision part of the scheme to include a values-based approach and set goals for community expectations such as noise disturbances.

Noise from transportation corridors

The scheme intends to provide high levels of amenity by being close to transportation hubs and shops. One potential downside of proximity to transport corridors is the noise, in the scheme's case, from buses and trains.

Excess noise from transportation simultaneously decreases liveability and property values and should be ameliorated in any new developments in the scheme area on an individual level, but also attempted at a larger, scheme-level to be reduced.

Recommendation: The scheme includes provisions for, and assesses as part of DAs, the impact of transportation corridors on living standards of current and new residents and attempts to adhere to minimum noise cancelling installations where appropriate.

Bin Collection and Waste Management

Waste is only covered in the Scheme Objectives section of the scheme document, with the goal of reducing the production of waste.⁵ Waste management plans are not mentioned specifically, but the

⁵ Ibid

scheme provides an opportunity to remedy some of the issues that often occur with bin collection and waste management that are relevant to planning rather than waste management itself.

Narrow verges and sidewalks and multiple bins often create neighbourhood issues including an untidy image, attracting pests (birds, rats), blocking pedestrian pathways and limiting space for recycling bins which are then not collected and lead to waste overflow.

External waste collectors also offer an improved waste management service when compared to local authorities. They provide for multiple types of waste collection (i.e. glass, cardboard, food waste, general waste etc.) and will collect the bins from within the building and return them on the collection day, they also clean and replace the damaged bins, as required. This allows for improved building design which does not need to specifically cater for excessively large council trucks.

Recommendation: When assessing DAs as part of the scheme, make provisions that adequately allow spatially for waste collection under the waste management laws that will apply to the scheme area.

Recommendation: Allow for schemes to manage their own waste, rather than this being exclusively allocated to the local authorities. Alternatively, explore the option of including within waste management contracts for new buildings within the scheme area for the councils conducting the waste management to collect and return the bins from the bin allocated areas within the building.

Dilapidation Reports

The scheme document does not provide specific provisions for dilapidation reports either within the boundaries of the scheme, or for buildings on the fringe of the scheme. To deliver on the scheme's vision for amenity and accessibility, the scheme should lay out minimum requirements for dilapidation reports relating to any future works covered in application to the scheme authority.

Community Consultations for Development Applications (DAs)

Under the current draft scheme, community consultations on individual DAs will only take place if the DA is seeking to significantly alter the Design Guidelines or Policy or Structure Plans.⁶ Any community consultations undertaken should include guidelines to provide feedback, be widely advertised and include key stakeholders as a first round of consultation such as strata managers.

Transport and accessibility

The scheme has the overall 'vision' and goal of creating greater accessibility within the scheme area through greater 'connectivity', but at the scheme level does not contain individual provisions or quotas for bicycle and bicycle racks.

Currently bicycle parking and end of trip facilities shall be provided in accordance with the Design Guidelines applicable to that area, or where no Design Guidelines apply, requirements for bicycle

⁶ Ibid, p49

parking and end of trip facilities shall be determined by the Authority having regard to the nature of development and expected demand.⁷

Bicycle parking is incredibly important, especially considering the scheme's direction on car parking spaces.

Recommendation: An obligation by the developer to supply and install bicycle friendly options as part of the DA process, as well as end of trip facilities.

Conclusion

SCA WA has provided a series of recommendations based on the expertise, knowledge and experience of strata managers in Western Australia across six areas:

- Parking
- Noise
- Waste management plans
- Dilapidation reports
- Community Consultations for Development Applications (DAs)
- Transport and accessibility

To contact SCA WA about any aspect of our submission, please contact SCA WA President Scott Bellerby scottbellerby@strata.community or Shaun Brockman, National Policy Manager, shaun.brockman@strata.community.

⁷ Ibid, p75