Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 8 October 2026; 9:30am
Meeting Number: MIDAP/158
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/158 - 8 October 2026 - City of Stirling

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 112 (No.752) Beaufort Street, Mount Lawley - Child Care Premises – DAP/26/03097
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Karen Hyde (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Agata Cabanek
Cr Suzanne Migdale (Part B – City of Stirling)
Cr Rob Paparde (Part B – City of Stirling)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**

2. **Apologies**

3. **Noting of Minutes**

PART B – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 112 (No.752) Beaufort Street, Mount Lawley - Child Care Premises – DAP/26/03097

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1
LOT 112 (NO. 752) BEAUFORT STREET, MOUNT LAWLEY

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner Development Assessment Panel
DAP File No:	DAP/26/03097
LG Reference:	DA26/0507
Proposed Development:	Child Care Premises
Value of Development:	$3 million
Owner:	Ms Anna Stavertis
Applicant:	Carlo Famiano, CF Town Planning & Development
Local Government Area:	City of Stirling
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
Application Acceptance Date:	23 April 2026

LOCATION PLAN



Figure 1: Location Plan and Surrounding Context

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03097 for a Child Care Premises at Lot 112 (No. 752) Beaufort Street, Mount Lawley 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 Stirling Local Planning Scheme No. 3, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/ Document Name	**Reference**	**Date**
Existing Site Survey	Drawing No. 04 of 14	16 September 2026
Site Plan	Drawing No. 05 of 14	16 September 2026
Context Plan	Drawing No. 06 of 14	16 September 2026
Overlay	Drawing No. 07 of 14	16 September 2026
Ground Floor Plan	Drawing No. 08 of 14	16 September 2026
First Floor Plan	Drawing No. 09 of 14	16 September 2026
Elevations	Drawing No. 10 of 14	16 September 2026
Elevations	Drawing No. 11 of 14	16 September 2026
Roof Plan	Drawing No. 12 of 14	16 September 2026
Section & Solar Study	Drawing No. 13 of 14	16 September 2026
Breeze Path Plan	Drawing No. 14 of 14	16 September 2026
Planting Plan – Ground Floor	L-03	14 August 2026
Planting Plan – First Floor	L-04	14 August 2026
Irrigation Plan- Ground Floor and First Floor	L-05	14 August 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval, being 8 October 2026. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Building Design

3. Notwithstanding the requirements of Condition 1, amended plans shall be provided as part of the Building Permit application to the satisfaction of the City of Stirling that addresses the following;

a) The final location and height of the shade sail structures shall be demonstrated on the development plan.

Landscaping

4. Prior to lodgement of the Building Permit application, an amended Landscaping Plan shall be submitted to, and approved by, the City of Stirling incorporating the following modifications:

a) The five small trees located on-structure on the first floor of the Child Care Premises shall be provided with a minimum 9m2 planting areas. The planting areas shall accommodate for the nominated species on the approved landscaping plan free of impermeable surfaces.

5. Prior to occupation of the development, all landscaped areas shall be planted, reticulated and mulched in accordance with the amended Landscaping Plan and thereafter maintained by the landowner, to the satisfaction of the City of Stirling.

Parking and Access

6. Prior to occupation or use of the development, a minimum of 13 staff parking car bays and 9 visitor parking bays shall be provided on site in accordance with Australian Standard AS2890.1 and shall be clearly marked. The accessible parking bay shown on the approved plans shall comply with Australian Standard 2890.6:2022 - Off-street Parking for People with Disabilities.

7. Prior to occupation of the development, all parking bays, manoeuvring and circulation areas shall be sealed/paved and drained in accordance with Australian Standard 2890.1:2004 - Off-street car parking. The parking bays and manoeuvring areas shall thereafter be maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

8. Prior to occupation of the development, a minimum of four bicycle parking spaces shall be provided on-site in accordance with Australian Standard 2890.3:2015 - Bicycle Parking, and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

9. Prior to occupation of the development, pedestrian pathways providing wheelchair accessibility from all entries to buildings to public footpath and car parking areas shall comply with Australian Standard 1428.1:2021 - Design for access and mobility, Part 1: General requirements for access – New building work, to the satisfaction of the City of Stirling.

Acoustics and Operational Management

10. Prior to lodgement of the Building Permit application, the landowner shall provide written confirmation from a qualified acoustic consultant confirming that the noise amelioration measures contained in Section 6 of the State Planning Policy 5.4

Noise Management Plan (prepared by Herring Storer Acoustics, received 4 August 2026, Version No.1) have been incorporated into the working drawings of the Building Permit application, to the satisfaction of the City of Stirling.

The noise amelioration measures shall be implemented and thereafter maintained by the landowner, to the satisfaction of the City of Stirling.

11. Prior to the submission of a Building Permit application, an amended Environmental Acoustic Report (prepared by Herring Storer Acoustics, received 17 March 2026, Version No.1) shall be provided and approved by the City, demonstrating that the placement and type of mechanical plant complies with the requirements of the Environmental Protection (Noise) Regulations 1997. All recommended measures of the report shall be implemented.

12. Prior to commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the Transfer of Land Act 1893, being placed on the certificate of title of Lot 112 (No. 752) Beaufort Street, Mount Lawley stating:

"This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction."

Use of Premises

13. The operational details outlined in the Development Application Report (prepared by CF Town Planning & Development, received 14 August 2026, Rev. 2) forms part of this approval, and shall be implemented upon commencement of use, and thereafter operated accordingly for the life of the development, to the satisfaction of the City of Stirling, specifically:

    a) The Child Care Premises shall be limited to a maximum of 72 children and 13 staff on-site at any one time;
    b) The Child Care Premises shall be limited to operate between 6.30am and 7pm, Monday to Friday (no operation shall occur on Saturdays, Sundays or Public Holidays); and
    c) Customer arrival and departure shall occur between 7am to 6.30pm Monday to Friday.

Waste Management and Stormwater

14. The development is to comply with the Waste Management Plan prepared CF Town Planning and Development dated 15 September 2026, for the duration of the development, to the satisfaction of the City.

15. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reservation. There shall be no connection to the City's drainage infrastructure without the written concern of the City of Stirling.

General

16. Prior to commencement of development, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for its approval. The CMP shall address dust, noise, waste management, parking, storage of materials, traffic, site safety/security, staging of the development and any other relevant matters to the satisfaction of the City. The CMP as approved by the City shall be complied with for the duration of implementation of the development.

17. Where located along a public street frontage, air conditioning units, ducts and other services shall be screened from view to the satisfaction of the City of Stirling.

Colours and Materials

18. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.

19. Prior to occupation of the development, the external finish of the boundary wall/s shall be to the same standard as the rest of the development, to the satisfaction of the City.

Public Art

20. Prior to occupation of the development, a public art proposal for the subject development to the value of 1% of the construction value shall be submitted to, and approved by, the City of Stirling. Prior to commencement of use, the approved public art shall be completed and installed and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

Future Road and Laneway Widening

21. The portion of the awning and existing building shall be retained for a temporary basis only, on the basis that the applicant/landowner agrees to remove the structure(s) at the landowner/applicants, should the reserved land be required for road upgrading purposes in the future.

22. The right of way (Ingleton Lane) along the south-west boundary of the subject land to be widened by 0.97m and the required land ceded free of costs to the Crown, prior to occupation of development.

Development Contributions

23. The landowner/applicant must pay to the City a development contribution towards the cost of providing lighting infrastructure in the right of way (Ingleton Lane) abutting the land in accordance with the City's Local Planning Scheme No. 3. The contribution must be made to the City at or before the time an application is made for a building permit or within 60 days from the commencement of the development, whichever occurs first.

Advice Notes

1. Where an approval has so lapsed, no development shall be carried out without the further approval of the Development Assessment Panel or City of Stirling.

2. If an applicant is aggrieved by this determination, there is a right of review under Part 14 of the Planning and Development Act 2005. Any appeal must be lodged within 28 days of the date of the determination with the State Administrative Tribunal.

3. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.

4. This approval is not an authority to ignore any constraint to development of the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the Applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether it has been drawn to the attention of the City of Stirling or the Development Assessment Panel.

5. The applicant is responsible for ensuring all lot boundaries as shown on the approved plans are correct.

6. Development shall comply in all respects with the attached approved plans and any requisite amended plans required by a condition of this approval which have been stamped accordingly.

7. Where, in the opinion of the City of Stirling, achieving compliance with the conditions of approval requires significant modifications to the approved plans, a Form 2 application shall be required for consideration in accordance with Clause 17 or 17A of the Planning and Development (Development Assessment Panels) Regulations 2011.

Public Art

8. In relation to the Public Art condition requirement, please refer to the City of Stirling's Developer's Guide to Public Art, Public Art Masterplan and Local Planning Policy 6.12 - Public Art on Private Land.

   Based upon the estimated cost of development specified on the development application forms, the 1.0% public art contribution will equate to $30,000.

Future Road Widening, Rights of Way Widening and Development Contribution

9. The applicant is required to construct the 0.97m road widening for Ingleton Lane abutting the development site at their costs to the City's satisfaction. A performance bond equivalent to the estimated cost of the works as determined

by the City is required to be deposited with the City prior to an application being made for a building permit.

10. A monetary contribution towards the ROW lighting infrastructure for Ingleton Lane will need to be paid by the applicant/landowner in order to satisfy this condition of approval. The required contribution amount is currently estimated to be $4,729.00. Please note this is only an estimate which is subject to change and the amount payable will need to be confirmed with the City prior to payment.

11. The portion of the proposed awning that protrudes into the road reserve is to be constructed of material(s) that can easily be removed and to allow construction access to the road reserve.

Noise

12. In reference to condition 11, the State Planning Policy 5.4 Noise Management Plan identifies that the following noise amelioration is required:
    a) Activity 2 Skylight Upgrade to 6mm Glass (Minimum Rw+Ctr 27 dB)
    b) Activity 3 (All) Upgrade to 6mm Glass (Minimum Rw+Ctr 27 dB)
    c) Activity 4 (All) Upgrade to 6.38mm Laminate Glass (Minimum Rw+Ctr 30 dB)
    d) Activity 5 (All) Upgrade to 10mm Laminate Glass (Minimum Rw+Ctr 32 dB)
    e) Atelier Upgrade to 6.38mm Laminate Glass (Minimum Rw+Ctr 30 dB)
    f) Piazza Upgrade to 6mm Glass (Minimum Rw+Ctr 27 dB)
    g) All Other Windows Standard Construction
    h) Atelier Walls Minimum Construction Rw+Ctr 50 dB
    i) Activity 5 Walls Minimum Construction Rw+Ctr 50 dB
    j) All Other Walls Minimum Construction Rw+Ctr 45 dB

13. The condition in relation to the Section 70A is not imposing an obligation on the Local Government. If the Local Government chooses to lodge a Notification under Section 70A, the proponent's obligation is to give their consent to the Local Government's application and nothing more.

Miscellaneous

14. External lighting shall be positioned so as not to unduly affect the amenity of the locality in accordance with Australian Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting, to the satisfaction of the City of Stirling.

15. The location, installation and operation of all fixed plant and equipment shall ensure that noise emissions will comply with the assigned levels of the Environmental Protection (Noise) Regulations 1997.

16. With respect to food premises and handing practices;

    a) Compliance in all respects with the Food Act 2008, Australian Standard AS4674:2004 - Design, construction and fit-out of food premises, and the Food Standards Codes is required, including completion and submission of the City of Stirling Food Premises Notification Form prior to commencement of use.

b) The development shall operate in compliance with Standard 3.3.1 – Food Safety Programs for Food Service to Vulnerable Persons.
c) The premises operator shall submit a Food Premises Notification-Registration form.
d) Prior to the commencement of the use, details of the proposed kitchen fit out are to be submitted to and approved in writing by the City's Environmental Health Team. The following details will be required to support the application:
    i) Two copies of scaled floor plans showing the position of all fixtures and equipment (scale 1:50);
    ii) Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
    iii) Finishes of every wall, floor and ceiling;
    iv) Indication of hot and cold water supply and waste water services;
    v) Location of all sinks including hand washbasin; and
    vi) Details of ventilation and exhaust system servicing the kitchen area.
e) The landowner shall contact the City of Stirling Environmental Health team to arrange a final inspection, prior to commencement of commercial food operations.

PROPOSAL:

The key components of the proposed development are summarised as follows:

- Partial demolition of existing vacant single-storey commercial building.
- Construction of a two-storey Child Care Premises with a total floor area of 714m^2, with capacity for 72 children and 13 staff.
- Proposed operating hours of 6:30am to 7pm weekdays only (no weekends or public holidays), with customer drop-off and pick-up times limited to between 6.30am and 6:30pm.
- Vehicle ingress and egress proposed via a 6m wide entry point from Ingleton Lane.
- A total of 21 car parking bays on the ground floor, including one ACROD parking bay and a manoeuvring bay.
- A total of 177.5m² of landscaping, comprising garden beds, mulch, deep soil areas and on structure planting, including a total of six new trees proposed to be planted on-site.

SUBJECT SITE AND SURROUNDS:

The subject site is located at Lot 112 (No. 752) Beaufort Street, Mount Lawley and has a total site area of 1,113m². The site is located within the City's Heritage Protection Area Special Control Area and subject to the Beaufort Street Local Development Plan. Historically the site was developed as a shop and residence in 1920's and has been substantially altered throughout the years, including a conversion in 1969 to a 'Restaurant'. The site currently contains a vacant commercial building, which is proposed to be partially demolished and refurbished as part of this proposal. Though the existing shopfront remains intact, it is not original and is only minimally reflective of the original interior layout. The subject site and associated existing building are not listed on the State Heritage List, City's Heritage List or Heritage Survey.

The subject site is a regular rectangular shaped lot with a 20.12m frontage to Beaufort Street and has an approximate 2.0m fall from the south corner to the north corner of the site. Beaufort Street is a District Distributor 'A' road and vehicle access is proposed from Ingleton Lane.

The subject site is bound by Beaufort Street to the north-west and Ingleton Lane to the south-east. Mixed Use zoned land to the north-east of the site comprises two-storey mixed-use development with Residential zoned land to the south-west generally comprising two-storey Multiple Dwelling.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No.3
Local Planning Scheme - Zone	Mixed Use
Special Control Area	Heritage Protection Area
Lot Size	1,113m^2
Existing Land Use	Vacant land
Heritage Status	☐ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☒ Local Heritage Area
Bushfire Prone Area	No

Legislation and Policy:

The following instruments are relevant to the proposed development.

Legislation

- Planning and Development Act 2005
- Planning and Development (Development Assessment Panels) Regulations 2011
- Planning and Development (Local Planning Schemes) Regulations 2015
- Metropolitan Region Scheme (MRS)
- City of Stirling Local Planning Scheme No. 3 (LPS3)
- Draft City of Stirling Draft Local Planning Scheme No. 4 (LPS4)

State Planning Policies

- State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)

Planning Codes

- Residential Design Codes Volume 2 (R-Codes Volume 2)

Local Development Plans

- Beaufort Street Local Development Plan (Beaufort Street LDP)

Local Planning Policies

- Local Planning Policy 3.1 – Character Retention Guidelines (Mount Lawley and Menora) (LPP 3.1)
- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP 4.2)
- Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)
- Local Planning Policy 6.4 – Child Care Premises (LPP 6.4)
- Local Planning Policy 6.5 – Development and Subdivision Abutting Rights of Way (LPP 6.5)
- Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential (LPP 6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP 6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP 6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP 6.18)

Planning Assessment:

The proposal has been assessed against the relevant planning framework including LPS3, State Planning Policies and Local Planning Policies outlined in the Legislation and Policy section of this report.

The following matters have been identified as the relevant key considerations in the assessment of this application:

1. Land Use
2. Primary Planning Controls
3. Heritage Protection Area
4. Traffic and Access
5. Waste Management
6. Trees and Landscaping
7. Public Art
8. Rights of Way Widening and Development Contributions

Attachment 5 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework including reference to where discretion is sought.

1. Land Use

The land use of the proposed development is Child Care Premises. Land use permissibility provisions are contained in LPS3 Clause 4.3, as outlined below:

Local Planning Scheme No. 3 Clause 4.3 - Land Use Permissibility		
Land Use	**Use Class**	
Child Care Premises	A	'A' means that the use is not permitted unless the Council has exercised its discretion by granting planning approval after giving special notice in accordance with Clause 9.4 [public advertising]

By virtue of the permissibility designation 'A', Child Care Premises in the Residential

zone are not permitted unless the decision-maker exercises its discretion by granting approval after advertising has been undertaken. The statutory requirement for the application to be advertised has been completed, as detailed in the Public Consultation section of this RAR.

In considering the appropriateness of the proposed land use, the development has been assessed against the objectives of the 'Mixed Use' Zone, as per the City's Local Planning Scheme No. 3 (LPS3). This assessment is tabled below:

Mixed Use Zone Objectives	
Objective	**Officer Comment**
a) To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.	The proposed development provides for an active ground floor along Beaufort Street, the proposed development incorporates additional glazing at the ground floor level to Beaufort Street, increasing visual connectivity between the building and the public realm. The Beaufort Street elevation includes articulated façade elements and a combination of materials and colours. These design measures contribute to variation in the building's appearance and seek to respond to the established character of the locality, including the site's location within the Heritage Protection Area.
b) To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.	The proposed development is located on Beaufort Street, which is identified as a pedestrian-oriented corridor and is being serviced by high frequency public transport. The location provides future employees and visitors with access to public transport services and a range of surrounding commercial and community facilities.
c) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.	The proposed development incorporates design features and operational measures intended to minimise potential impacts associated with noise, odour and vibration. Subject to the recommended conditions of approval, these measures are considered capable of managing potential amenity impacts on future occupants of the development and adjoining properties.

Considering the above, the City is of the view that the proposed land use satisfies the LPS 3 'Mixed Use' zone objectives and is considered an appropriate land use for the locality.

City of Stirling Draft Local Planning Scheme No. 4

Draft Local Planning Scheme No. 4 (Draft LPS4) was advertised between 18 October 2024 and 24 January 2025 and was endorsed by Council at its 10 June 2025 Ordinary Council Meeting.

Council endorsed Draft LPS4 and has been forwarded to the WAPC for consideration. On 27 May 2026, the Western Australian Planning Commission's Statutory Planning Committee considered Draft LPS4, and it is currently before the Honourable John Carey Minister for Planning and Lands, Housing and Works and Health Infrastructure for final consideration.

Pursuant to Schedule 2, Clause 67(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations), due regard shall be given to a proposed local planning scheme.

Under Draft LPS4, the subject site is proposed to retain its Mixed Use zoning with a density coding of R80, Child Care Premises is proposed an 'A' use permissibility. Accordingly, the proposal is considered consistent with the expected future planning framework and is therefore acceptable in this regard.

2. Primary Planning Controls

The specific built form controls of the LPS3, Beaufort Street LDP, LPP 4.2, LPP 6.4 and LPP 6.6 apply to the development. A summary of the proposed development in relation to the primary built form controls are provided below.

Built Form Controls		
Element	**Provisions**	**Proposed**
Building Height	Requirements as per LPS3 Clause 6.6.6 – Figure 6.6.6 • Maximum height of 4 storeys	• Proposed 2 storeys – **Complies**
Street Setbacks	Requirements as per Beaufort Street LDP • Front setback of nil for minimum 70% of frontage. • Ground floor rear laneway setback of 2.0m • First floor rear laneway setback of 2.0m	• Proposed nil setback for 32% of frontage – **Discretion sought** • Proposed ground floor setback of 0.7m – **Discretion sought** • Proposed first floor setback of nil – **Discretion sought**
Building Setbacks	Requirements as per LPP 4.2 • Side setback of 3.0m to residential properties	• Proposed ground floor side setback of 2.4m from south-west boundary – **Discretion sought**

Built Form Controls		
Element	**Provisions**	**Proposed**
		• Proposed first floor side setback of 1.5m from south-west boundary – **Discretion sought**
Floor height	Requirements as per Beaufort Street LDP • Ground floor: minimum 4.2m floor-to-floor height • Upper floor: minimum 3.0m floor-to-floor height	• Proposed 4.2m floor-to-floor height on ground floor – **Complies** • Proposed 2.7m floor-to-floor height on upper floor – **Discretion sought**
Locational Criteria	Requirements as per LPP 6.4 • On a private or public school site; • Within 100m of a Centre identified in the Local Planning Strategy; or • Fronting a Corridor Class 1, Class 2 and Class 3 road as identified in the Local Planning Strategy	• The Child Care Premises fronts a Corridor Class 2 road as identified by the City's adopted Local Planning Strategy – **Complies**
Landscaping and Trees	Requirements as per LPP 6.6 • Minimum of 10% of the site area is to be provided as landscaping in deep soil area. • A tree requirement rate of 1 medium tree per 500m^2 of the site area.	• The proposed development proposes 64.2m^2 (5.77%) of deep soil area as landscaping and six small trees. – **Discretion sought.**
Parking	Requirements as per Beaufort Street LDP • 3.5 car parking spaces per 100m^2 of net lettable area (20 bays) Requirements as per LPP 6.7	• 21 car parking spaces proposed – **Complies** • 4 bicycle bays proposed – **Complies**

Built Form Controls		
Element	**Provisions**	**Proposed**
	• 1 bicycle space per 400m^2 of Gross Floor Area (2 bays)	

Comments relating to areas of discretion to the City's planning framework are provided in Attachment 5 to this Responsible Authority Report, with the exception of landscaping and tree retention matters, which are addressed separately below.

3. Heritage Protection Area

As the subject site is located within the City's Heritage Protection Special Control Area, consideration is required against the objectives of Clause 6.6 Heritage Protection Area Special Control Area, as detailed below:

Clause 6.6 Heritage Protection Area Special Control Area	
Objective	**Officer comment**
To ensure the conservation and retention of buildings within the Heritage Protection Area Special Control Area dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;	The proposed development retains the existing building fronting Beaufort Street, which contributes to the character of the Heritage Protection Area. While the building has been modified over time and does not wholly retain its original architectural form, the proposal provides for the continued retention and adaptive reuse of the existing structure. The development also retains the awning along the Beaufort Street frontage, with a replacement awning proposed that generally maintains the existing form and geometry.
To ensure the retention of existing buildings referred to in (a) irrespective of whether the demolition of the building would have no adverse impact on the streetscape;	The proposed development retains the original portion of the building fronting Beaufort Street. While the building has undergone alterations over time and no longer wholly reflects its original architectural form, the proposal retains the existing built form within the streetscape and incorporates the replacement of the existing awning with a structure of similar form and geometry. The proposal therefore facilitates the retention of the building.
To ensure that new buildings (where permitted), alterations, additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The development proposes a well-proportioned building that is

Clause 6.6 Heritage Protection Area Special Control Area	
Objective	**Officer comment**
scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;	reflective and simplistic in appearance whilst proposing whilst proposing to replace the existing awning, to the same geometry, in keeping with the existing streetscape.
To maintain and improve existing street trees, grass verges and front gardens;	The verge adjoining the subject site does not contain any street trees, grassed verge areas or front gardens. The site's location within a mixed-use urban corridor and the built form outcomes envisaged by the applicable planning framework result in limited opportunities for substantial verge landscaping. In this context, the development does not remove any existing verge landscaping and opportunities to improve the verge environment are constrained by the built form, access and servicing requirements associated with the site.
To retain mature trees wherever possible; and	The subject site does not contain any mature trees identified for retention. The proposed development incorporates landscaping and tree planting at ground and first floor levels. The existing site contains limited vegetation, with the proposal providing six trees in addition to other landscaped areas. Landscaping is distributed throughout the site, including areas adjacent to the street frontage and residential interfaces, contributing to increased vegetation coverage and providing separation between the development and adjoining residential properties.
To ensure that new development within the area which is subject to the Beaufort Street Local Development Plan enhances and respects the heritage, character and amenity of Beaufort Street.	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details.

The City's assessment concludes that the proposed development appropriately addresses the requirements of the Heritage Protection Area Special Control Area.

Partial demolition of existing building

In support of the proposed development, the Applicant submitted a Heritage Impact Statement (HIS) prepared by Hocking Heritage + Architecture (refer Attachment 6f). The Applicant's HIS indicates that documented evidence shows that the existing building was constructed in 1920's and has undergone numerous modifications over the years, resulting in a shopfront that is not considered an intact example of its original form.

The HIS concludes that there is no cohesive built form as the remnants of the original development of the area are now largely separated by later developments of varying form. Accordingly, the partial demolition of the existing building would not diminish the existing buildings heritage value and is capable of consideration under this application.

Proposed Built form

To ensure that the proposed development is sympathetic to the existing streetscape, architectural styles such as masonry and capel-style fencing, vertical emphasised windows and a colour and materials palette have been implemented into the design, consistent within the Heritage Protection Area.

The proposed Child Care Premises also proposes refurbishment works to the existing façade which include:

- Construction of a new awning to the replace the existing awning, to the same geometry.
- Maintaining the roof pitch of 25 degrees for the first 3.0m.
- Incorporating single width entry door of vertical emphasis.

These proposed features ensure that the refurbished façade reflect the original shopfront and preserve the character of immediate streetscape.

Based on the City's assessment and conclusions of the HIS, the City is satisfied that the proposed development of the Child Care Premises and partial demolition of the existing building meet the objectives of the Heritage Protection Area Special Control Area, LPP 3.1 and the Vision of the Beaufort Street LDP (refer Attachment 5).

4. Traffic and Access

In support of the proposed development, the Applicant submitted a Traffic Impact Statement (TIS) prepared by Premise Australia, received 1 April 2026. The TIS forecasts the development will generate approximately 214 vehicles per day (vpd), including 58 vehicular trips per hour in AM and 58 vehicular strips per hour in PM peak. This is considered to be a moderate impact on the surrounding network in accordance with Western Australian Planning Commission Guidelines.

The TIS concludes the additional traffic generated by the development can be accommodated by the existing and planned road network without any undue adverse impacts on safety or efficiency.

The TIS also notes that vehicle access to the site is proposed via a 6.1m wide entry point via Ingleton Lane which allows for access to the at-grade covered car parking area. The proposed width exceeds the 3.0m to 5.5m Australian and New Zealand

Standard, however, is appropriate as it provides additional safety and operational flexibility for vehicles entering and exiting the site.

The findings of the TIS have been reviewed by the City and is considered acceptable from a traffic and access perspective.

5. Waste Management

A Waste Management Plan (WMP) prepared by CF Town Planning & Development has been prepared in support of the proposal (refer Attachment 6c). The WMP provides for waste collection from the Ingleton Lane by a private contractor. It is intended that the waste truck will remain stationary on Ingleton Lane for a short period of time outside of peak vehicle movement periods for Child Care Premises. This will result in waste being collected between 9:00am and 2:00pm once per week, per rubbish type. Waste collection services will not be undertaken on the same day as the City's domestic waste collection day, as to avoid conflict with service vehicles.

The bin store is located to the south corner of the site and is accessed via a gate connecting to the car park. The 12m² bin store accommodates four bins, comprising two 660L general waste bins and two 660L recycling bins. The WMP identifies that on collection day, all bins will be transported to the on-site bin pads along the Ingleton Lane frontage by staff and collected by a private contractor from the Ingleton Lane frontage. When the bins have been emptied, staff will also be responsible for arranging for bins to be returned to the bin storage area.

Based on the above, the proposal is considered acceptable from a waste perspective.

6. Trees and Landscaping

The proposed Child Care Premises has been assessed against the relevant development standards of the City's LPP 6.6. The development meets the provisions of LPP 6.6, with the exception of the amount of deep soil area and number of medium trees, where discretion is sought:

- 5.77% (64.2m^2) of the site is to be provided as landscaping in deep soil areas, in lieu of 10% (113m^2).
- Six small trees in lieu of one medium tree per 500m^2 of the site area.

An assessment of the development against the objectives of LPP 6.6 is provided below.

Local Planning Policy 6.6 – Objectives	
Objective	**Officer comment**
a) To improve the amenity of areas by providing suitable landscaping for development sites;	The proposed landscaping includes a variety of tree and plant species distributed throughout the site. Landscaping is provided in several locations across the development, including areas adjoining the street frontage and residential interfaces, contributing to vegetation coverage within

Local Planning Policy 6.6 – Objectives	
Objective	**Officer comment**
	the site and the transition between the development, adjoining properties and the public realm.
b) To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;	The proposed development is considered to incorporate appropriate levels of landscaping on the ground floor and first floor. The existing site consists of limited vegetation, with the proposal providing six small trees which will significantly increase tree canopy coverage on-site.
c) To provide shade coverage to car parking areas;	The proposed development proposes under-croft parking arrangement. Trees will not be required to cover these areas. Notwithstanding, suitable levels of landscaping along the south-west boundary has been proposed to provide a buffer between the car parking area and the adjoining residential site.
d) To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;	Proposed landscaped areas provide for suitable growing conditions. To ensure the small trees proposed on the first floor, the City has recommended the imposition of a condition for amended landscaping plans at Building Permit application stage, that demonstrate minimum 9m^2 tree planting areas to free of impermeable surfaces, to encourage tree growth to maturity and to maintain healthy trees in perpetuity.
e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions; and	The proposed landscaping demonstrates significant diversity of tree and plant species dispersed in several pockets around the site improving amenity and green relief for users of the site, adjoining residences and the streetscape.
f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.	The proposed landscaping incorporates drought tolerant and waterwise species to minimise irrigation requirements. Landscape areas are designed to maximise infiltration and utilise stormwater where practicable, reducing overall water consumption while supporting healthy plant growth.

The City is satisfied that the proposal development achieves the objectives of LPP 6.6, subject to the recommended condition setting requiring the applicant/landowner to provide amended landscaping plans at Building Permit application stage. By demonstrating a minimum 9m^2 tree planting areas. The City is satisfied dimensions will

be sufficient to encourage tree growth to maturity and to maintain healthy trees in perpetuity.

7. Public Art

Local Planning Policy 6.12 – Public Art on Private Land (LPP 6.12) applies to all development with a cost of $2 million and above, with a minimum 1% cost-of development contribution provided as on-site public art. The cost of the development is $3 million which will result in a $30,000 public art contribution requirement.

The applicant has engaged with an artist to prepare and install artwork for the development to address the requirements of LPP 6.12. The public art proposal will comprise a mural, to be located on the south-western wall of the first floor, visible from Ingleton Lane (refer Attachment 6g). The City considers that this matter can be adequately addressed via a condition of any approval with further details being considered as part of the City's public art panel and conditions clearance process.

8. Rights of Way Widening and Development Contributions

The subject site abuts Ingleton Lane, which is identified as a Category 1 Right of Way (ROW) under the City's Rights of Way Management Strategy and currently has a width of 5.03 metres. In accordance with Local Planning Policy 6.5 Developments and Subdivisions (LPP6.5), developments adjoining a Category 1 ROW are required to utilise the laneway for access and contribute towards the creation of a safe, legible and attractive streetscape environment. To facilitate this outcome, Category 1 ROWs are proposed to be widened to a minimum width of 6.0 metres.

While land required for ROW widening is generally shared between properties on either side of the laneway, the City's policy framework recognises that commercial and other higher-intensity developments derive a greater benefit from the ROW and generate higher traffic volumes. In such circumstances, the full widening requirement is ordinarily carried by these developments. Given the traffic-generating nature of the proposed Child Care Premises and the established residential development located on the opposite side of Ingleton Lane, it is considered appropriate that the full 0.97 metre widening requirement be provided from the subject site.

It is further noted that existing development along Ingleton Lane is setback sufficiently from the current road reserve to facilitate the formation of a consistent 6.0 metre wide ROW.

Additionally, the subject site is located within Development Contribution Area 5 (DCA 5) as identified under Schedule 11 of LPS 3. In accordance with the provisions of the DCA 5, land required to facilitate ROW widening is to be ceded at the applicant's cost, with construction works undertaken by the City. Having regard to these requirements, it is considered that the ceding of the necessary land and payment of the associated contribution can be appropriately secured through the imposition of conditions of approval.

CONSULTATION:

The proposed development was advertised for a period of 28 days in accordance with the 'Complex Application' requirements of clause 64(3) and (6)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

The consultation period commenced on 29 May 2026 and concluded on 26 June 2026. During the consultation period a total of 10 submissions were received comprising six objections, two letters of support and two comments relating to the proposal. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 100m Radius of Proposed Site	Within 200m Radius of Proposed Site	Within the City of Stirling	Outside of the City of Stirling
SUPPORT	1 (10%)	1 (10%)	0 (0%)	0 (0%)
OBJECT	3 (30%)	2 (20%)	1 (10%)	0 (0%)
OTHER (Comment)	2 (20%)	0 (0%)	0 (0%)	0 (0%)

All matters raised in submissions received during the advertising period have been summarised in the table below. Also provided is the number of submissions in which the matter was raised, and the City's response to each matter.

Public Consultation Submissions		
Number of times matters raised	**Submission Comment**	**Officer Comment**
6	Pedestrian safety concerns.	The proposed development forms part of the Beaufort Street corridor which is identified as being pedestrian oriented. The proposed development has been designed to encourage primary pedestrian access via the existing shopfront entrance fronting Beaufort Street. A pedestrian path is also proposed along the north-east boundary which is intended to service parents utilising the under-croft parking arrangement for drop-off and pick up and/or cyclists.
5	Traffic volume concerns	The TIS concludes the additional traffic generated by the development can be accommodated by the existing and planned road network without any adverse impacts on safety or efficiency. The Applicant's TIS has been reviewed and the conclusions of the document are accepted by the City.
3	Concerns relating to vehicle ingress and	The proposed development proposes vehicle access and egress via Ingleton Lane. This is

Public Consultation Submissions		
Number of times matters raised	**Submission Comment**	**Officer Comment**
	egress via Ingleton Lane instead of Beaufort Street	consistent with the provisions of the Beaufort Street Local Development and is considered appropriate given Ingleton Lane is a lower volume access road. The TIS also identifies that additional safety is provided through the proposed width of the access point which offers operational flexibility for vehicles entering and existing the site.
3	Noise impact and loss of residential amenity.	The Environmental Acoustic Assessment concludes that noise received at the neighbouring residences from outdoor play areas would comply during the day period and it is intended that that play would be limited to the day period only. The proposed development incorporates masonry 2.5m high screening abutting first floor outdoor play areas to minimise noise and vibration.
3	Traffic and road safety concerns at the intersection of Second Avenue, Beaufort Street and Ingleton Lane. The need for traffic lights at the intersection of Second Avenue, Beaufort Street and Ingleton Lane	The TIS outlines that the available crash data does not identify any existing road safety deficiencies associated with the subject site, nor does it indicate that the proposed development would exacerbate local crash risk subject to compliance with standard access and traffic management requirements.
2	Impacts on heritage streetscape.	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details
2	Impacts on development through construction phase.	The City has recommended the imposition of a condition which will require the landowner/applicant to submit a Construction Management Plan (CMP) to the City of Stirling for its approval. The CMP shall address dust, noise, waste management, parking, storage of materials, traffic, site safety/security, staging of

Public Consultation Submissions		
Number of times matters raised	**Submission Comment**	**Officer Comment**
		the development and any other relevant matters to the satisfaction of the City.
1	Security and safety risks	The proposed development incorporates appropriate levels of glazing on the ground floor and first floor. This is considered to encourage passive surveillance of the public realm. The proposed development is also provided with security gates as an additional safety measure of users/staff of the development.
1	Parking and congestions issues.	The TIS outlines that the actual parking demand for the proposed Child Care Centre is lower than anticipated, with the proposed number of bays considered sufficient to accommodate parking demand. The City's assessment also concludes the proposed development achieves the required number of car parking bays in accordance with the relevant provisions of the Beaufort Street LDP.
1	Impacts on property value.	This not a valid planning consideration.
1	Concerns relating to location of Child Care Premises	The Child Care Premises is located on a Corridor Class 2 Road (Beaufort Street) which aligns with the Preferred Location as outlined with the City's LPP 6.4
1	Concerns relating to waste management, emissions/ventilation management.	The applicant has prepared a WMP that demonstrates that waste on site is capable of being stored on site reducing the potential impact on amenity of adjoining properties, whether it be through noise or smell. The bin store is appropriately located to the south corner of the site, away from sensitive areas of adjoining properties.
1	Concerns relating to privacy.	The proposed development proposes 2.5m high screening on the first floor of the Child Care Premises to mitigate direct overlooking into adjoining properties to the south-west. All other overlooking on the first floor either captures Beaufort Street or an existing driveway to Ingleton Lane.
1	Impacts on access to sunlight and outlook.	The proposed development is appropriately setback from both side boundaries and has been proposed to improve the outlook of adjoining residences. The proposed

Public Consultation Submissions		
Number of times matters raised	**Submission Comment**	**Officer Comment**
		development also complies with the overshadowing provisions as outlined within the LPP 4.2.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The application was referred to the Department of Planning, Lands and Heritage (DPLH) in accordance with the applicable 'Notice of Delegation - Powers of Local Governments Metropolitan Region Scheme' gazetted 31 March 2025 (DEL2025/04), as the site abuts Beaufort Street, a 'Category 2' Other Regional Road reservation under the Metropolitan Region Scheme.

The City's received comments relating to the portion of the new awning and existing building which is to be retained. The DPLH advised in principle no objection to use of the reserved land for the awning and retained building, providing it be on a temporary basis only and on condition that the proponent agrees to remove the awning at their own cost should the reserved land be required for road upgrading purposes in the future. The comments relating to the portion of awning and existing building which is to be retained is has been incorporated into the recommended condition of approvals. All other referral comments from DPLH are contained in Attachment 7.

DESIGN REVIEW PANEL ADVICE

The role of the City's Design Review Panel (DRP) is to provide design advice and is supplementary to City's planning assessment. The proposed development was reviewed by the City's DRP on 20 November 2025. The DRP report undertaken in relation to the design of the proposed development is contained in Attachment 8.

The DRP's key comments and recommendations are:

- The proposal retains and adapts the existing Beaufort Street building, supporting the ongoing use of a site that has been vacant for an extended period.
- The Child Care Premises is considered a suitable land use for the site, with the proposal demonstrating adaptive reuse of the retained building and supported by a heritage assessment.
- The design responds to the site's context and character, however further consideration was recommended regarding the architectural expression, roof form and transition between the retained and new built form.
- Opportunities were identified to further integrate the retained building into the operation of the Child Care Premises, including as an educational or play feature.
- Additional refinement of the building elevations was recommended to achieve a more consistent architectural approach, having regard to the Beaufort Street Local Development Plan.

- Landscaping outcomes were identified as an area requiring further consideration, including the provision of deep soil areas and the quality of outdoor amenity spaces.
- Further information was recommended to demonstrate how solar access to outdoor play areas can be maximised.
- Sustainability initiatives should be clearly identified and supported by an implementation commitment.
- The proposal generally provides for legibility, safety and passive surveillance, with further clarification recommended regarding the treatment of stair cores and pedestrian access from the laneway.

The amended plans received in September 2026 address the majority of the items raised by the DRP, in response to the relevant planning framework. As such, further consideration of the proposed development by the DRP was not undertaken.

A summary of the revised submission against SPP 7.0 is contained in Attachment 5.

Based on the above, the proposal is consistent with SPP7.0 and is therefore acceptable in this regard.

CONCLUSION:

The proposed development is located within a 'Mixed Use' zone and forms part of an immediate streetscape that varies in building typology and character despite being within the City's HPA. The proposed development responds the existing streetscape and proposes the use of varying aesthetic features to mitigate potential adverse impacts to adjoining properties.

The proposal demonstrates a high-quality built form through articulation of the façade and colours and materials reflective of the HPA. The selected colours and materials are considered compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details.

Additionally, the proposal is consistent with the character of Beaufort Street and the more immediate streetscape through the retention and refurbishment of the existing shopfront façade. Vibrant public art is also proposed fronting Ingleton Lane, enhancing the outlook of visitors and residences facing the laneway.

Additional landscaping is also provided on-site which is co-located with outdoor activity spaces and appropriately dispersed amongst the subject site to improve visual outlook for users, adjoining residences and passers-by.

Accordingly, the application is recommended for approval subject to conditions.

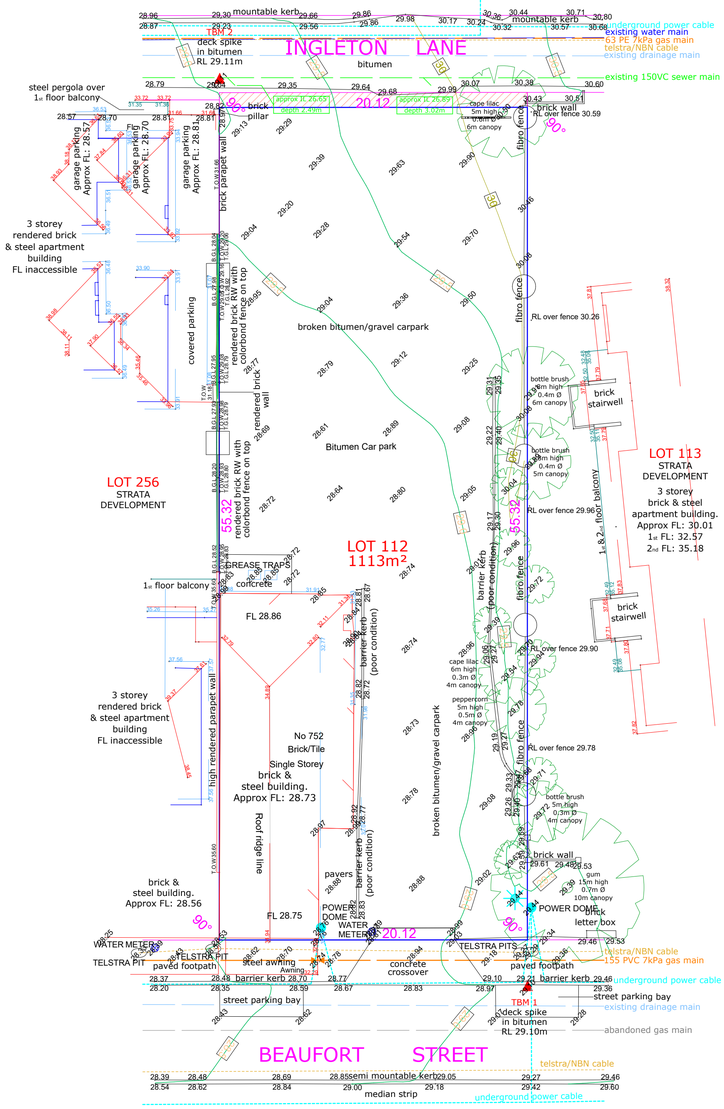
ATTACHMENTS

1. Development Plans as specified in Condition No. 1
2. Location Plan
3. Metropolitan Region Scheme Map
4. City of Stirling Local Planning Scheme No.3 Zoning Map

5. City of Stirling Planners Assessment
6. Applicant Final Submission:
   a) Applicant's Planning Report received 14 August 2026
   b) Transport Impact Statement prepared by Premise Australia received 1 April 2026
   c) Waste Management prepared by CF Town Planning and Development received 15 September 2026
   d) Noise Management Plan prepared by Herring Storer Acoustics received 4 August 2026
   e) Environmental Acoustic Report prepared by Herring Storer Acoustics received 1 April 2026
   f) Heritage Impact Statement prepared by Hocking Heritage + Architecture received 1 April 2026
   g) Public Art Proposal prepared by Peter McMeikan received 28 July 2026
   h) Colours and Materials Schedule received 26 July 2026
   i) Perspectives received 16 September 2026
7. External Agency Referral Response (Department of Planning, Lands and Heritage) received 12 May 2026
8. City of Stirling Design Review Panel Report dated 20 November 2025
9. Applicant's Response to Public Consultation received 22 July 2026

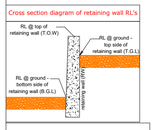
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16 September 2026
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Note: Service lines are plotted from before you dig (BYDA) information and must be verified before adopting their positions.
The location of underground assets provided by a service or utility provider may not be accurate and the position of underground assets must be proved by hand excavation, pot holing, surface scanning or other approved techniques.

Cross section diagram of retaining wall RL's



LEGEND
TBM
Balcony
Edge of Patio/Structure
Gutter Line
Ridge Line
Underground Power Cable
Abandoned Gas Main
Gas Main
Drainage Main
Water Main
Sewer Main
Underground Telstra/NBN Cable
Water Meter
Light Pole
Power Dome
Gas Valve
Telstra Pit
Tree

TBM 1 deck spike in bitumen equals RL 29.10m AHD
TBM 2 deck spike in bitumen equals RL 29.11m AHD
Based on previous TBM and checked against sewer manhole 4582 RL 31.20
Contractor to check datum before adopting levels

Feature Survey by
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Survey Date: 22 September 2025			Scale 1:200@A3	
Client: Germano Designs				
Rev	Date	Description	Surv	Drawn
0	24/09/2025	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY
OF LOT 112 ON PLAN 2473
752 Beaufort Street, Mount Lawley
C/T Vol: 1485 Fol: 145
our ref. 25-0860

NOTES: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT BEFORE YOU DIG (BYDA) TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION. 8) POSITION AND DEPTH OF SERVICES TO BE CONFIRMED ON SITE BY CONTRACTOR. 9) FEATURES ARE RELATED TO FENCE-LINES ONLY. NO CONNECTION MADE TO BOUNDARIES. **REPEG RECOMMENDED.**





Revision	Description	Date
9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

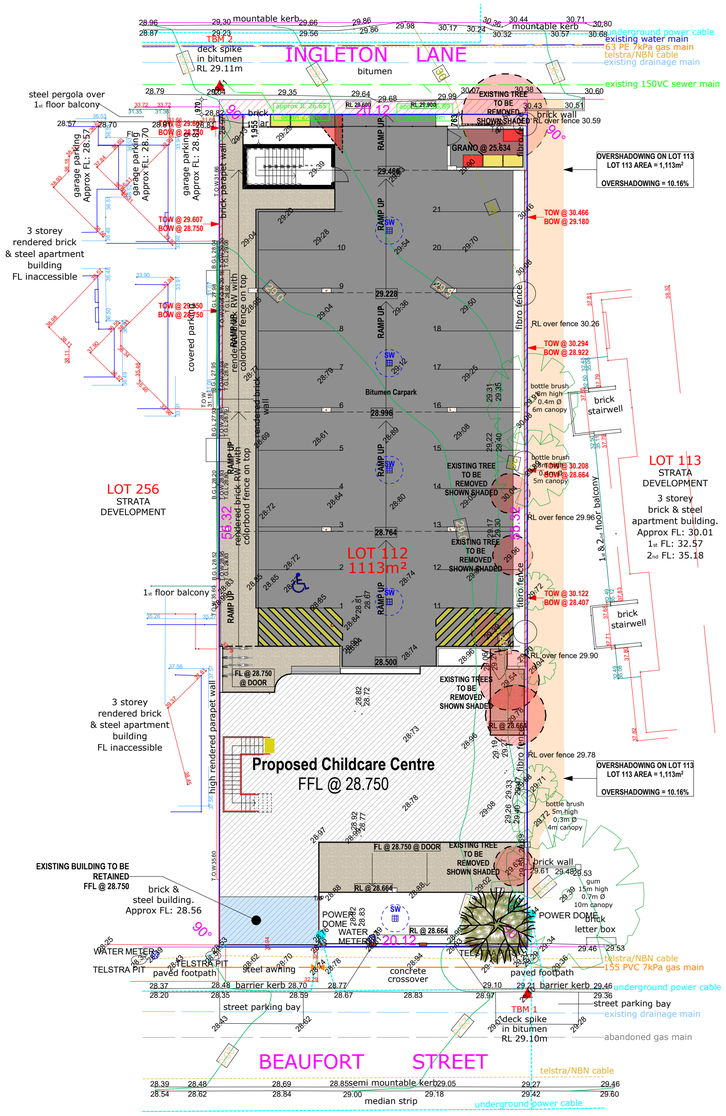
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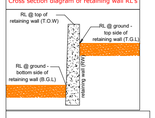
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Water Main
Sewer Main
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Tree

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Zone	Area	Perim
First Floor		
Fire Stairs	17.34	17,780
Childcare	457.97	119,190
	475.31 m²	136,970 mm
Ground Floor		
Services	10.80	13,600
Bin Store	14.88	16,080
Fire Stairs	17.34	17,780
Childcare	252.39	76,089
	295.41 m²	123,749 mm
	770.72 m²	**260,719 mm**

Site Calculations	
Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	NA%
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

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Childcare Centre

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Drawing Title:
Site Plan

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22082	9.00

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760 Beaufort St, Mount Lawley 6050





31 Lawley Cres, Mount Lawley 6050



755 Beaufort St, Mount Lawley 6050

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Project Name
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Project Address
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Drawing Title:
Context Plan

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Revision	**Description**	**Date**

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Drawing Title:
Overlay

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Project No: 22082	**Revision Number:** 9.00

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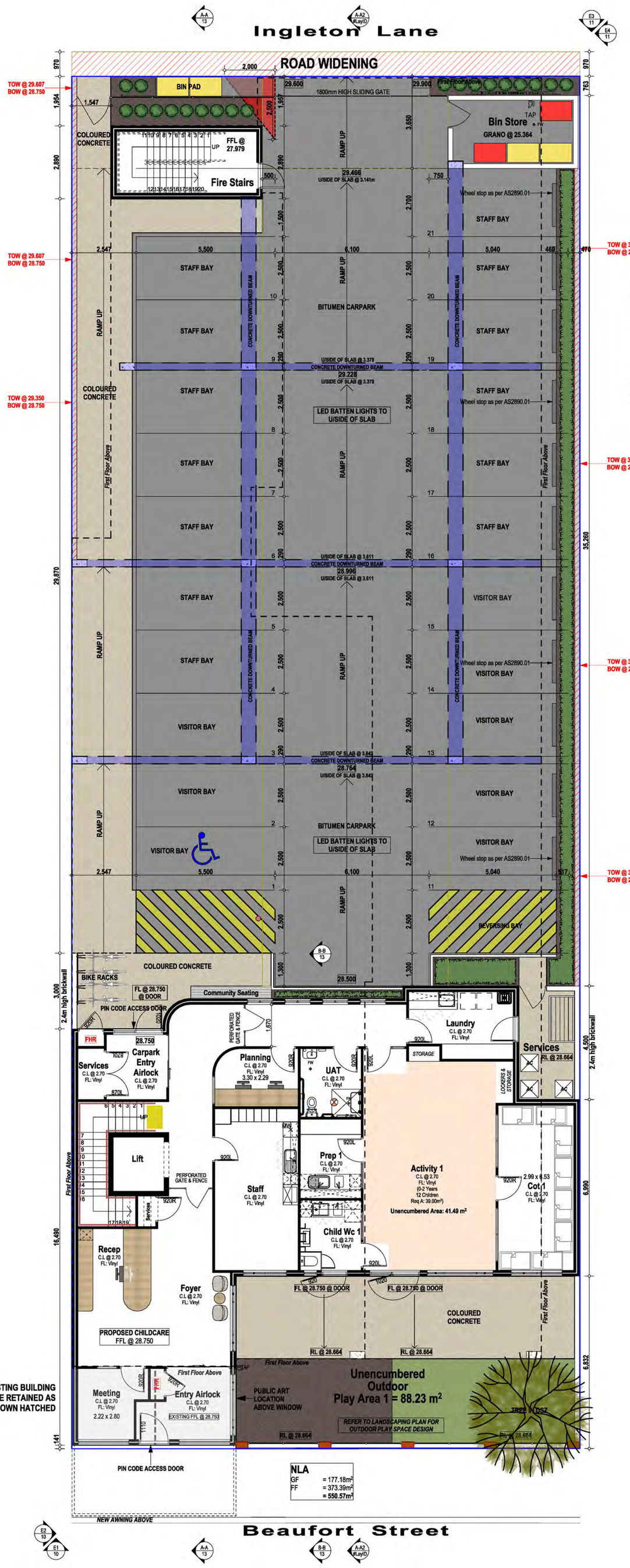
City of Stirling
16 September 2026
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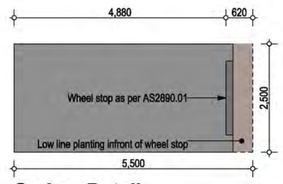
Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*39.57m²*	*2*
Activity 3	*2-3*	*10*	*32.62m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*47.88m²*	*2*
Atelier			*17.79m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**504.55m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description	Provided
3.5 bays per 100sqm of NLA	*550.35m²*





Carbay Detail

Zone	Area	Perim
First Floor		
Fire Stairs	17.34	17,780
Childcare	457.97	119,190
	475.31 m²	136,970 mm
Ground Floor		
Services	10.80	13,800
Bin Store	14.88	16,080
Fire Stairs	17.34	17,780
Childcare	252.39	76,089
	295.41 m²	123,749 mm
	770.72 m²	**260,719 mm**

Site Calculations	
Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	NA%
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
9.00	RFI	15.09.26
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7.00	Development Approval	15.04.26
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4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Ground Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	9.00

Drawing No.:
08 of 14

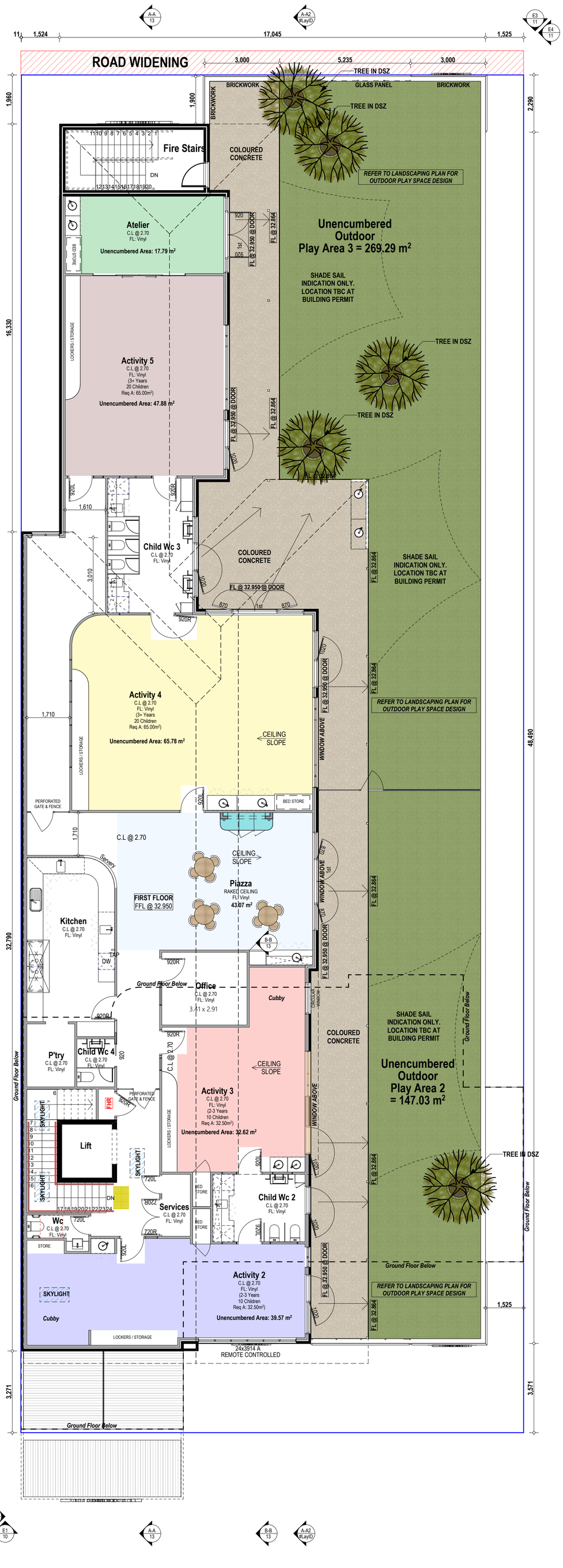
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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
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Activity 3	*2-3*	*10*	*32.62m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*47.88m²*	*2*
Atelier			*17.79m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**504.55m²** (Min 504.00m² req)	



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3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
First Floor Plan

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 09 of 14

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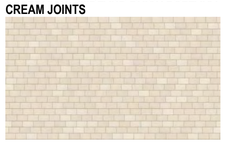
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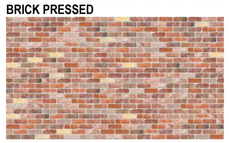
ROOF, GUTTERS & FASCIA - ZINCALUME



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



FACEBRICK - MIDLAND BRICK RECYCLED BRICK PRESSED



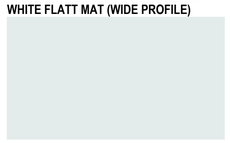
MAIN RENDER - DULUX VIVID WHITE



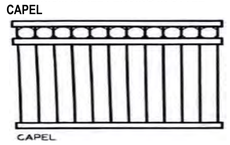
JAMES HARDIE SCYON AXON CLADDING 133mm - WHITE



CAPRAL WINDOWS & DOOR FRAMES WHITE FLATT MAT (WIDE PROFILE)

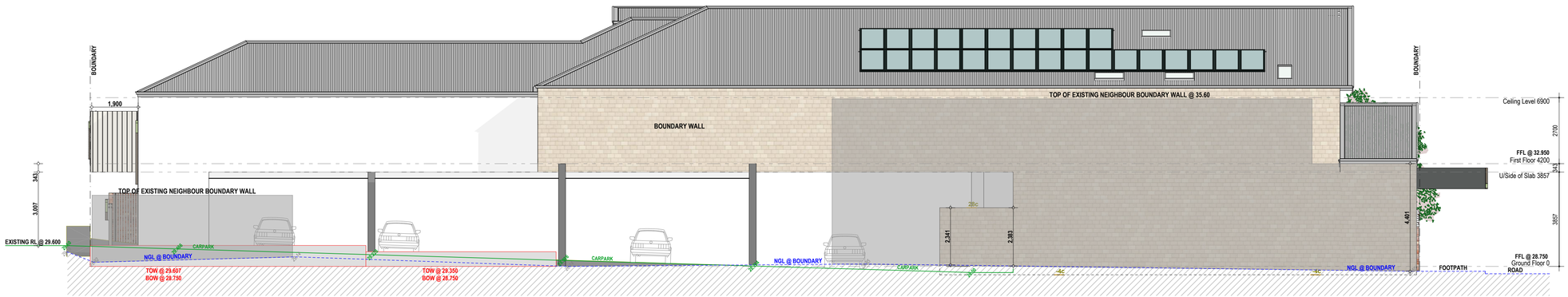


ALUMINIUM INFILL FENCING IN STYLE CAPEL





E1 North West Elevation
1:100



E2 North East Elevation
1:100

Revision	Description	Date
9.00	RFI	15.09.26
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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 10 of 14

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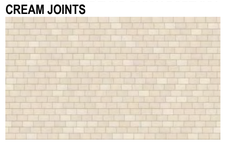
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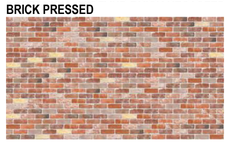
ROOF, GUTTERS & FASCIA - ZINCALUME



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



FACEBRICK - MIDLAND BRICK RECYCLED BRICK PRESSED



MAIN RENDER - DULUX VIVID WHITE



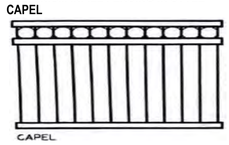
JAMES HARDIE SCYON AXON CLADDING 133mm - WHITE



CAPRAL WINDOWS & DOOR FRAMES WHITE FLATT MAT (WIDE PROFILE)

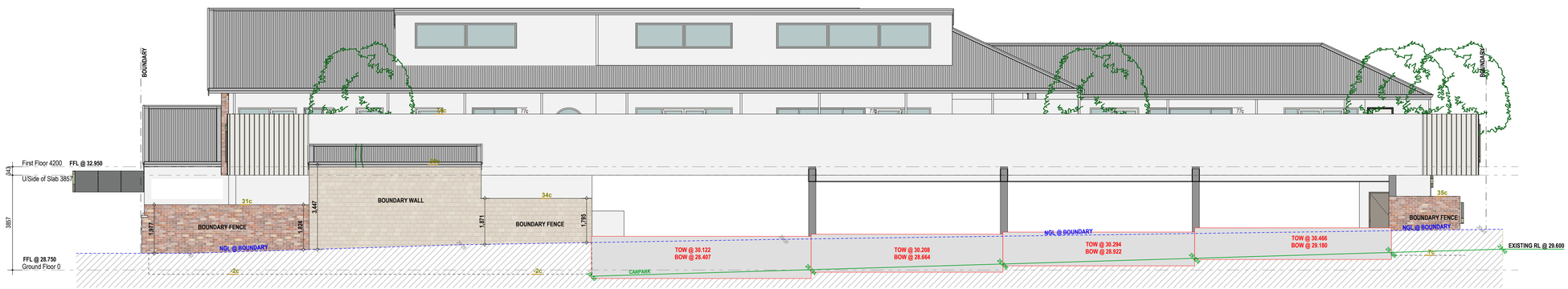


ALUMINIUM INFILL FENCING IN STYLE CAPEL





E3 South East Elevation
1:100



E4 South West Elevation
1:100

Revision	Description	Date
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2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Elevations

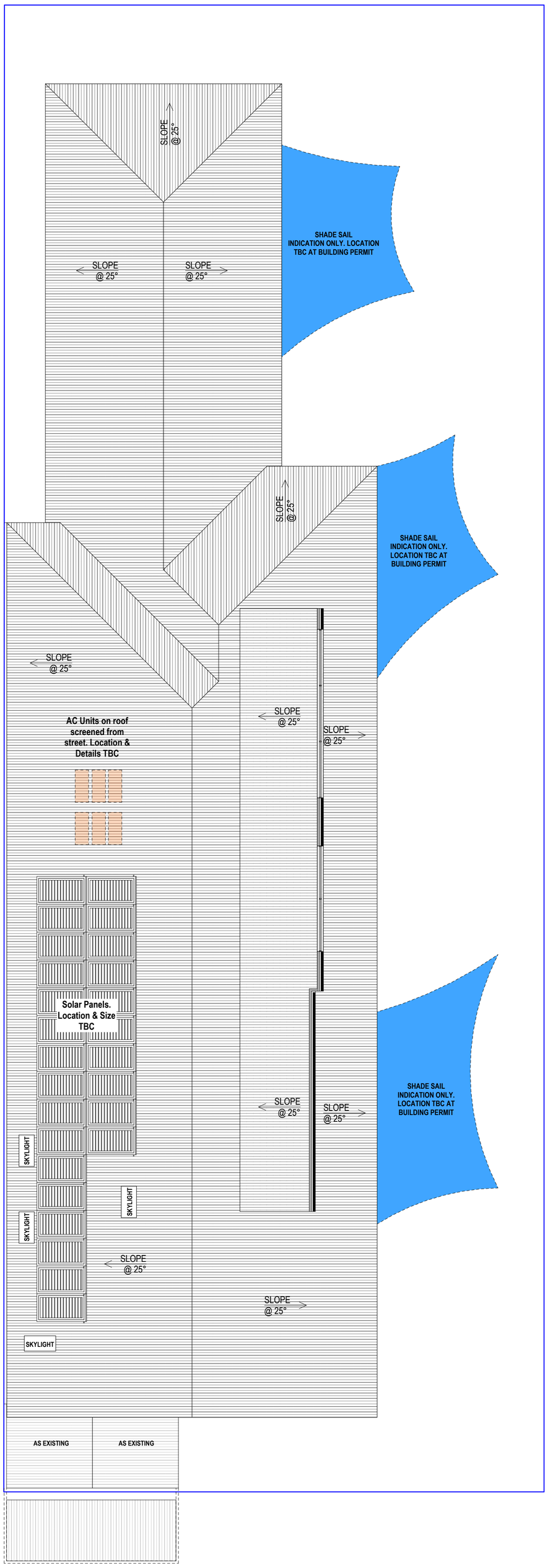
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1:100	A1
Project No:	**Revision Number:**
22082	9.00

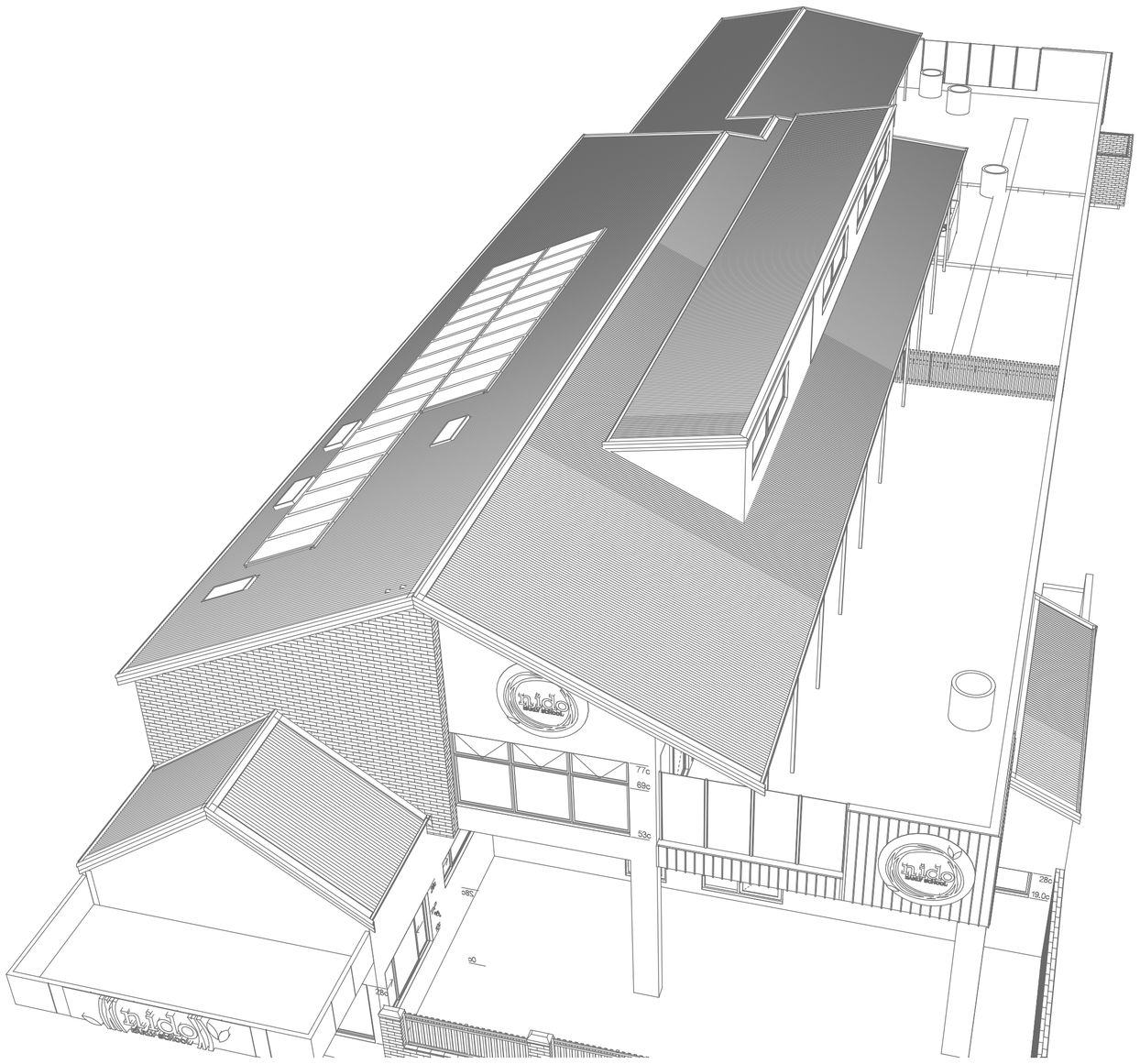
Drawing No.:
11 of 14

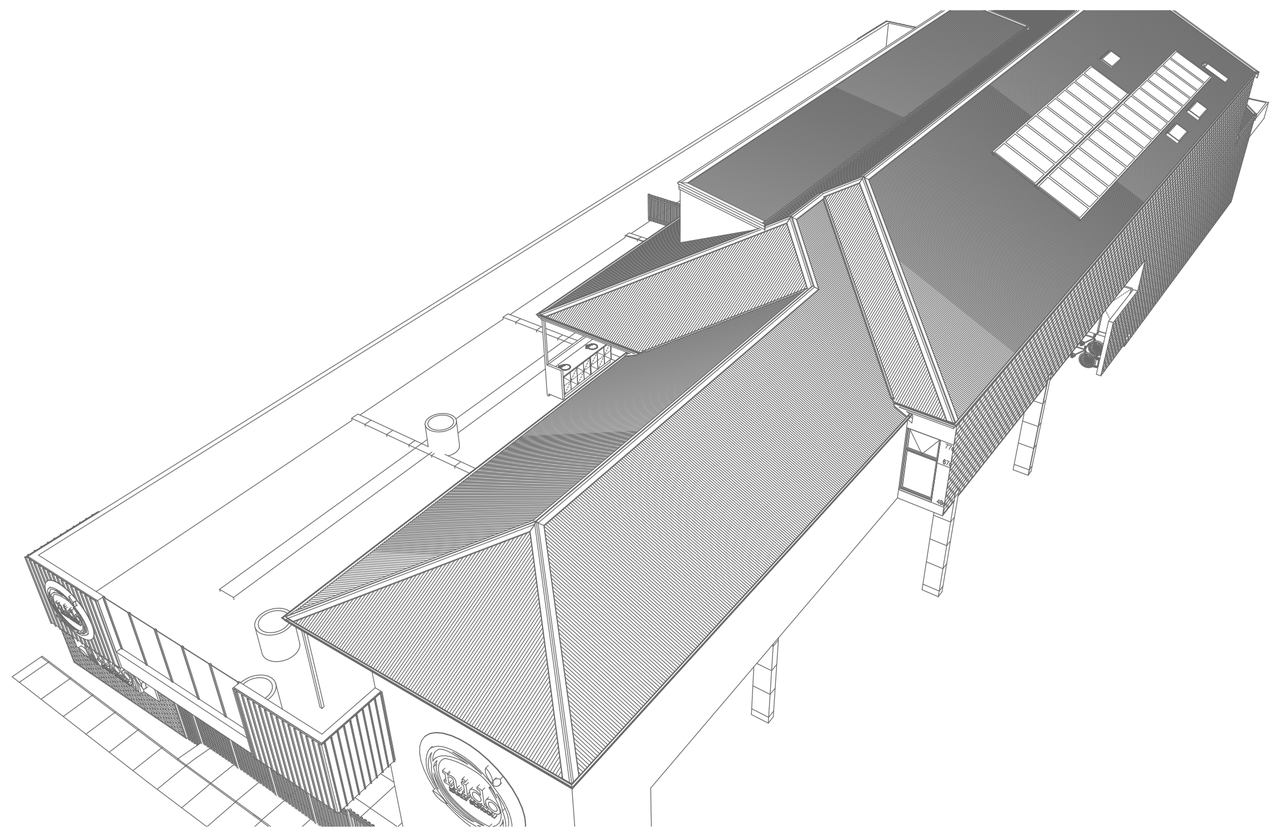
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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	9.00

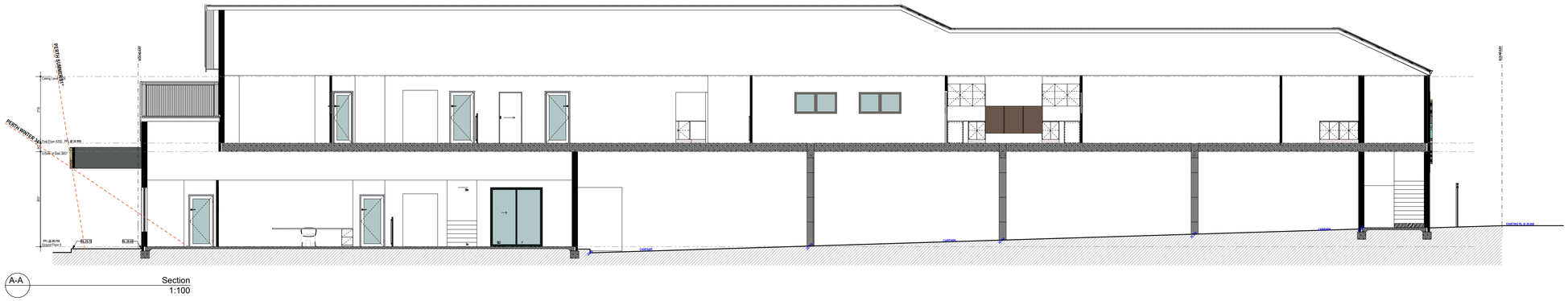
Drawing No.:
12 of 14

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

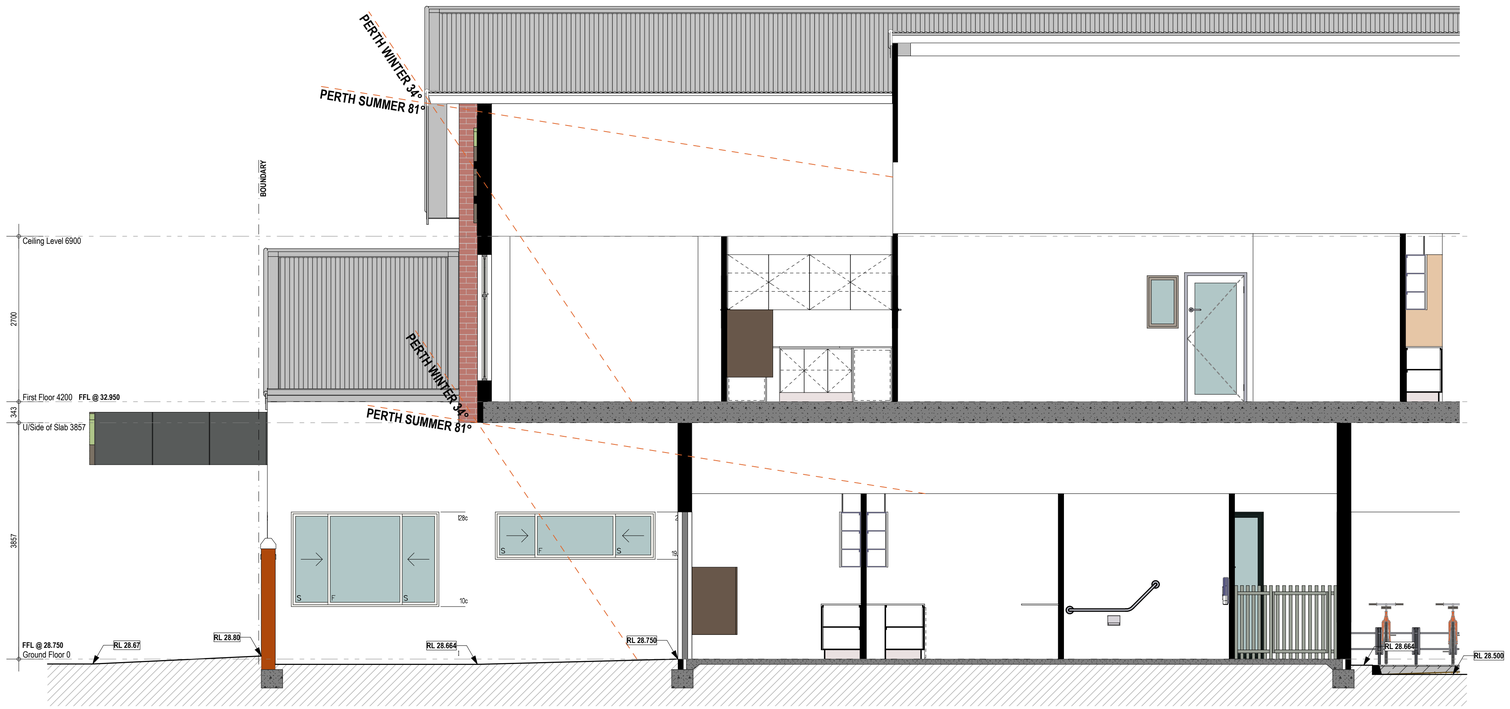
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A-A Section
1:100



B-B Section
1:50

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

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2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Section & Solar Study

Scale:	Sheet Size:	
1:100, 1:50		A1
Project No:	Revision Number:	
22082		9.00

Drawing No.:
13 of 14

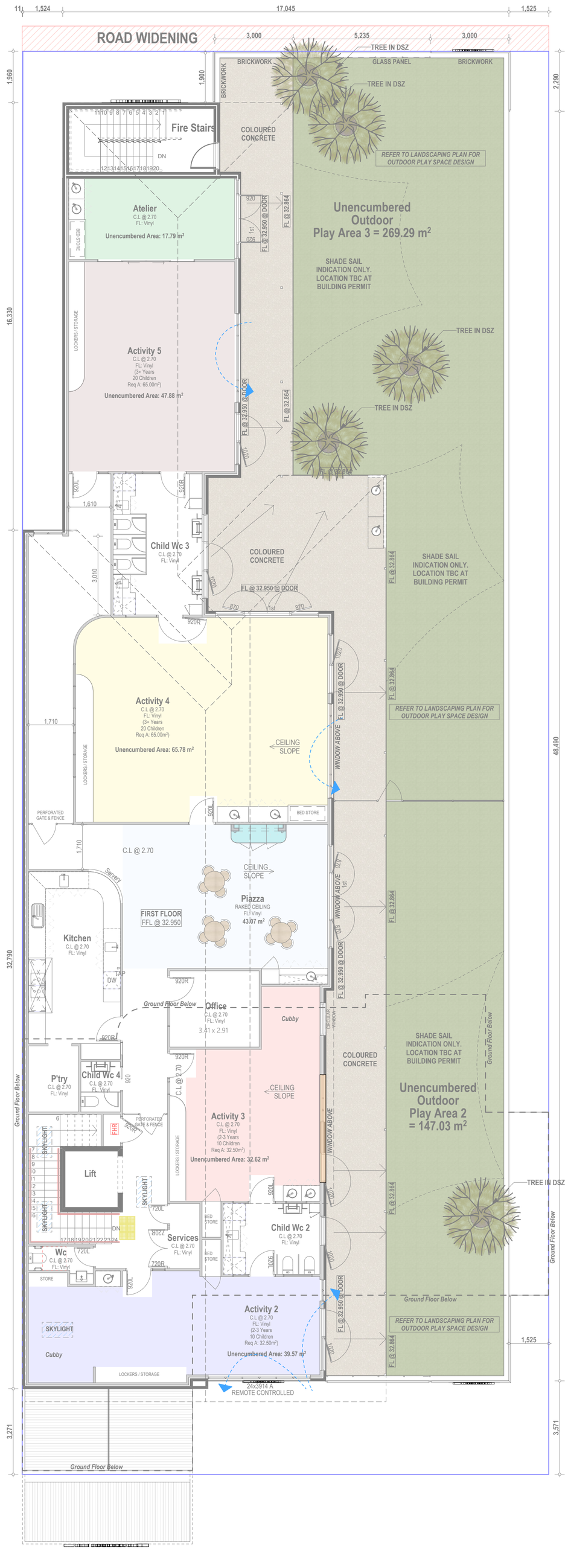
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GF Breeze Path Plan
1:100



FF Breeze Path Plan
1:100

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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

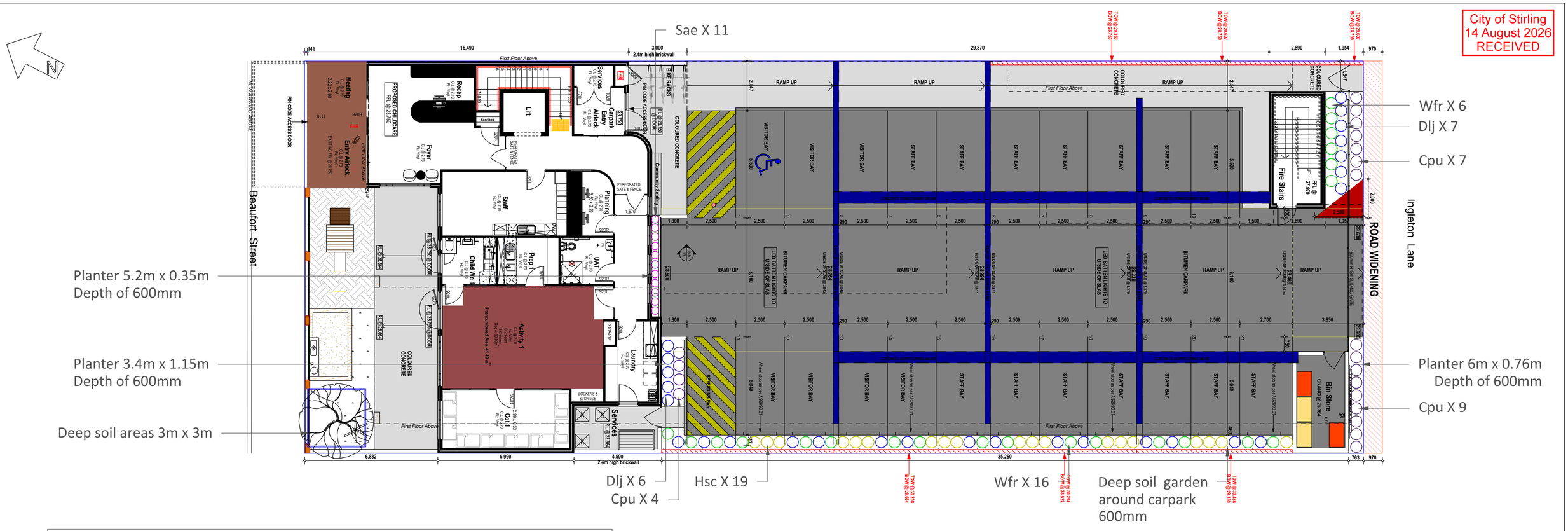
Drawing Title:
Breeze Path Plan

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 14 of 14

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PLANT SCHEDULE

	SPECIES	SPACINGS	SIZE	MATURE SIZE	WATERWISE LEVEL	QTS
SHRUBS						
Cpu	COLEONEMA PULCHELLUM	600 MM	140 MM	1 M	YES	20
Hsc	HIBBERTIA SCANDENS	600 MM	140 MM	1 M	YES	19
Dlj	DIANELLA 'LITTLE JESS'	600 MM	140 MM	0.4 M	YES	28
Sae	SCAEVOLA AEMULA	400 MM	140 MM	0.5 M	YES	11
Wfr	WESTRINGIA FRUTICOSA	600 MM	140 MM	1.5 M	YES	22

SHRUBS:



DIANELLA 'LITTLE JESS'



HIBBERTIA SCANDENS



SCAEVOLA AEMULA



WESTRINGIA FRUTICOSA



BORONIA CRENULATA

NOTES

1. LANDSCAPE WORKS

1.1 All areas are to be fine graded to conform with kerb levels and surrounding surfaces.

1.2 Surfaces shall be free from depressions, irregularities, and noticeable changes in grade.

2. SOIL PREPARATION

2.1 Planted areas shall be spread with min of 50mm soil conditioner ripped into soil to a min depth of 200mm.

2.2 Soil on rooftop garden shall be eclipse light weight soil and garden beds to filled to a minimum of 300mm.

3.PLANTING

3.1 Planted areas shall be mulched with pine chip mulch to a minimum of 75mm.

3.2 Tree locations are as shown please refer to plan.

3.3 Shrubs & groundcovers in mixed planting areas are to be planted in random groupings.

3.4 All garden beds to be mulched with pine chip at a min of 50mm depth.

4.IRRIGATION NOTE:
All planting areas to be serviced by drip irrigation. irrigation to operate twice weekly as required.

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e-mail: admin@childscapes.com.au
web: childscapes.com.au

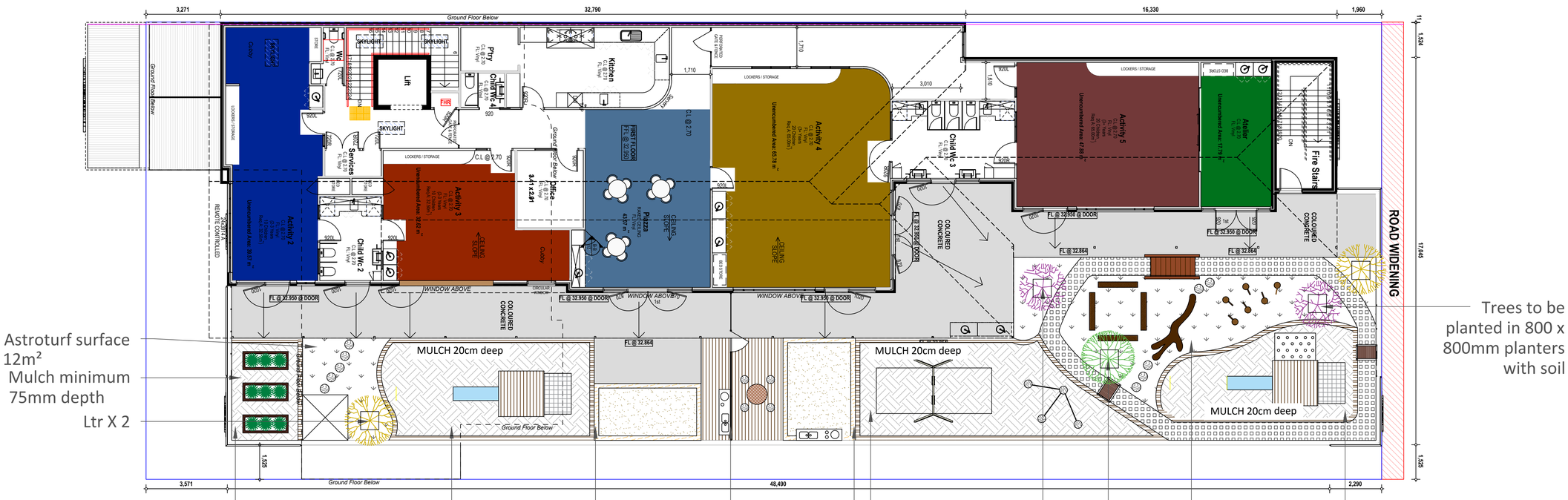
PROJECT	DRAWING	ISSUE
752 BEAUFORT ST MOUNT LAWLEY ground floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-03	1:100	A1	4	NK	28/07/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	10/11/25	NK	PLANTING- ISSUED FOR FEEDBACK
1	23/03/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	15/04/26	NK	PLANTING- ISSUED FOR FEEDBACK
3	16/04/26	NK	PLANTING- ISSUED FOR FEEDBACK
4	28/07/26	NK	PLANTING- ISSUED FOR FEEDBACK

City of Stirling
14 August 2026
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PLANT SCHEDULE

	SPECIES	SPACINGS	SIZE	MATURE SIZE	WATERWISE LEVEL	QTS
TREES						
Ope	ORNAMENTAL PEAR	AS SHOWN	90L	8 M	YES	1
Mtr	MANDARIN TREE	AS SHOWN	90L	3-6 M	YES	2
Ltr	LEMON TREE	AS SHOWN	90L	3-6 M	YES	2

TREES:



MANDARINE TREE



ORNAMENTAL PEAR



LEMON TREE

NOTES

1. LANDSCAPE WORKS

1.1 All areas are to be fine graded to conform with kerb levels and surrounding surfaces.

1.2 Surfaces shall be free from depressions, irregularities, and noticeable changes in grade.

2. SOIL PREPARATION

2.1 Planted areas shall be spread with min of 50mm soil conditioner ripped into soil to a min depth of 200mm.

2.2 First floor planting to be provided in 800 x 800mm planter pots with soil.

3.PLANTING

3.1 Soft fall areas to be mulched with pine chip mulch to a minimum depth of 200mm and retained by timber sleepers.

3.2 Tree locations are as shown please refer to plan.

3.3 Shrubs & groundcovers in mixed planting areas are to be planted in random groupings.

4.IRRIGATION NOTE:
All planting areas to be serviced by drip irrigation. irrigation to operate twice weekly as required.

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e-mail: admin@childscapes.com.au
web: childscapes.com.au

PROJECT	DRAWING	ISSUE
752 BEAUFORT ST MOUNT LAWLEY first floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-04	1:100	A1	4	NK	13/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	15/04/26	NK	PLANTING- ISSUED FOR FEEDBACK
1	16/04/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	28/07/26	NK	PLANTING- ISSUED FOR FEEDBACK
3	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK
4	13/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

City of Stirling
14 August 2026
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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER PROS SHORT RADIUS NOZZLES SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL
	HUNTER PROS ADJUSTABLE ARC SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL WITH UV RESISTANT MATERIAL.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	MASTER VALVE RAIN BIRD DVF STANDARD CONFIGURATION, ELECTRIC REMOTE CONTROL VALVE. PLASTIC RESIDENTIAL IN 25MM. WITH FLOW CONTROL.
	RAIN BIRD DVF (GARDENS) 25MM
C	HUNTER PRO HC - 24 STATION CONTROLLER PROPOSED LOCATION
W	WATER SOURCE ASSUMED LOCATION
QC	RAIN BIRD QUICK-COUPLING VALVE
	RAIN BIRD TREE DRIP IRRIGATION
	IRRIGATION LATERAL LINE: UPVC CLASS 9 25MM
	IRRIGATION MAINLINE: UPVC CLASS 9 25MM

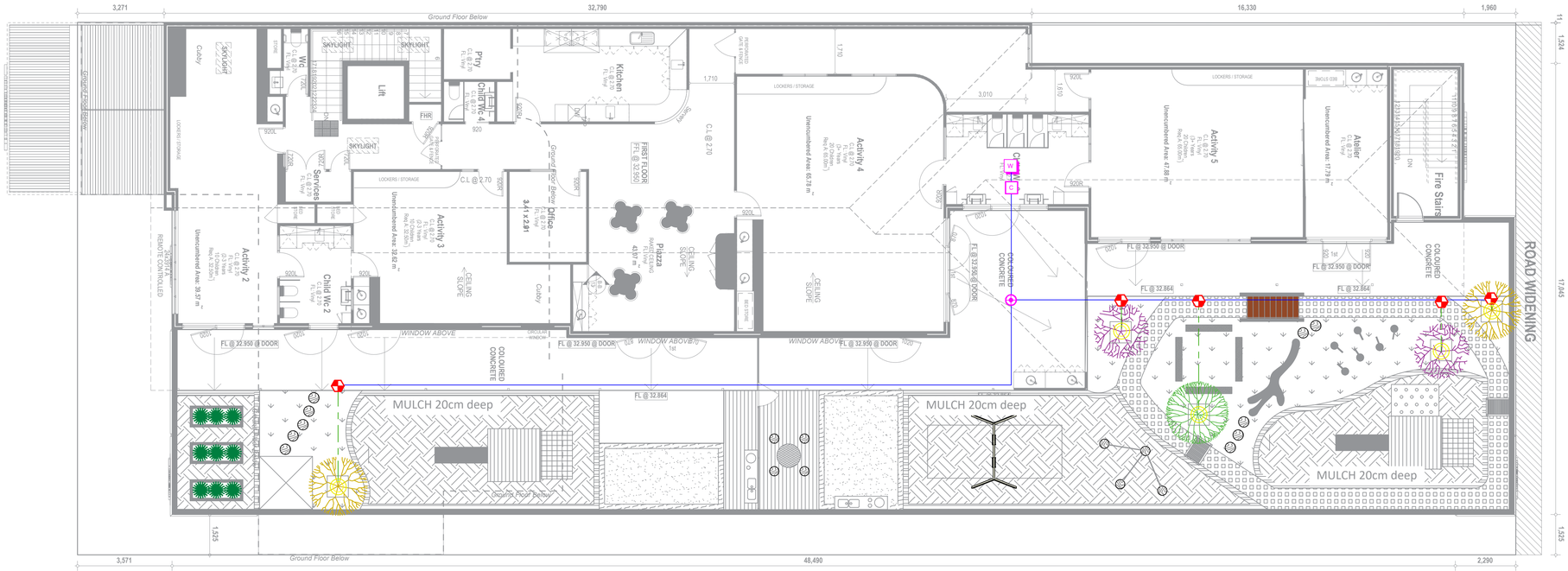
IRRIGATION SYSTEM DUTY

30 L/MIN @ AN OPERATING PRESSURE OF 300 kPa

NOTE: A FLOW vs PRESSURE TEST MUST BE CONDUCTED PRIOR TO INSTALLATION COMMENCING TO ENSURE ABOVE SYSTEM DUTY IS MET. FAILURE TO DO SO MAY RESULT IN SYSTEM NOT FUNCTIONING AS INTENDED

IRRIGATION NOTES

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE OTHER CONTRACT DOCUMENTS & ANY INSTRUCTIONS ISSUED DURING THE COURSE OF THE PROJECT. CONTRACTORS SHOULD VERIFY ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO ANY COMMENCEMENT OF IRRIGATION WORKS. IF ANY DISCREPANCIES ARE FOUND, BRING THESE IMMEDIATELY TO THE ATTENTION OF THE IRRIGATION DESIGNER. PRIOR TO COMMENCEMENT OF IRRIGATION WORKS, A FLOW TEST AND PRESSURE TEST SHOULD BE PERFORMED ON-SITE TO CONFIRM SYSTEM DUTY. IF SYSTEM DUTY IS NOT REACHED, A RE-DESIGN MAY BE REQUIRED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WITH ALL RELEVANT AUTHORITIES. DISTANCES BETWEEN OUTLETS, VALVES, FITTINGS & THE LIKE ARE INDICATIVE ONLY AND MAY BE ALTERED BY THE CONTRACTOR / INSTALLER AT THEIR DISCRETION.



5.0m

0 5 10 15 20

Note: While all effort has been taken to ensure the design is safe, this is a concept design only. It is the responsibility if the construction/ landscape contractor to ensure the playground meets playground safety standards

NOTES

4.IRRIGATION

4.1 All planting and turf areas are to be irrigated via a fully automatic system from the mains.

4.2 All garden beds within playspace to be irrigated with 300mm pop up risers, trees with bubblers on 100mm pop ups, sub surface drip irrigation may be used in skinny harden beds to prevent excessive overspray.

4.3 As constructed irrigation plans shall be submitted on completion of works.

4.4 Irrigation controller must be dual program.

4.5 The verge is existing lawn that is not currently irrigated and it will not be touched, changed or irrigated.

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PROJECT	DRAWING	ISSUE
752 BEAUFORT ST MOUNT LAWLEY first floor	IRRIGATION PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-05	1:100	A1	0	NK	13/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	13/08/26	NK	IRRIGATION- ISSUED FOR FEEDBACK

City of Stirling
14 August 2026
RECEIVED

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	HUNTER PROS SHORT RADIUS NOZZLES SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL
	HUNTER PROS ADJUSTABLE ARC SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL WITH UV RESISTANT MATERIAL.

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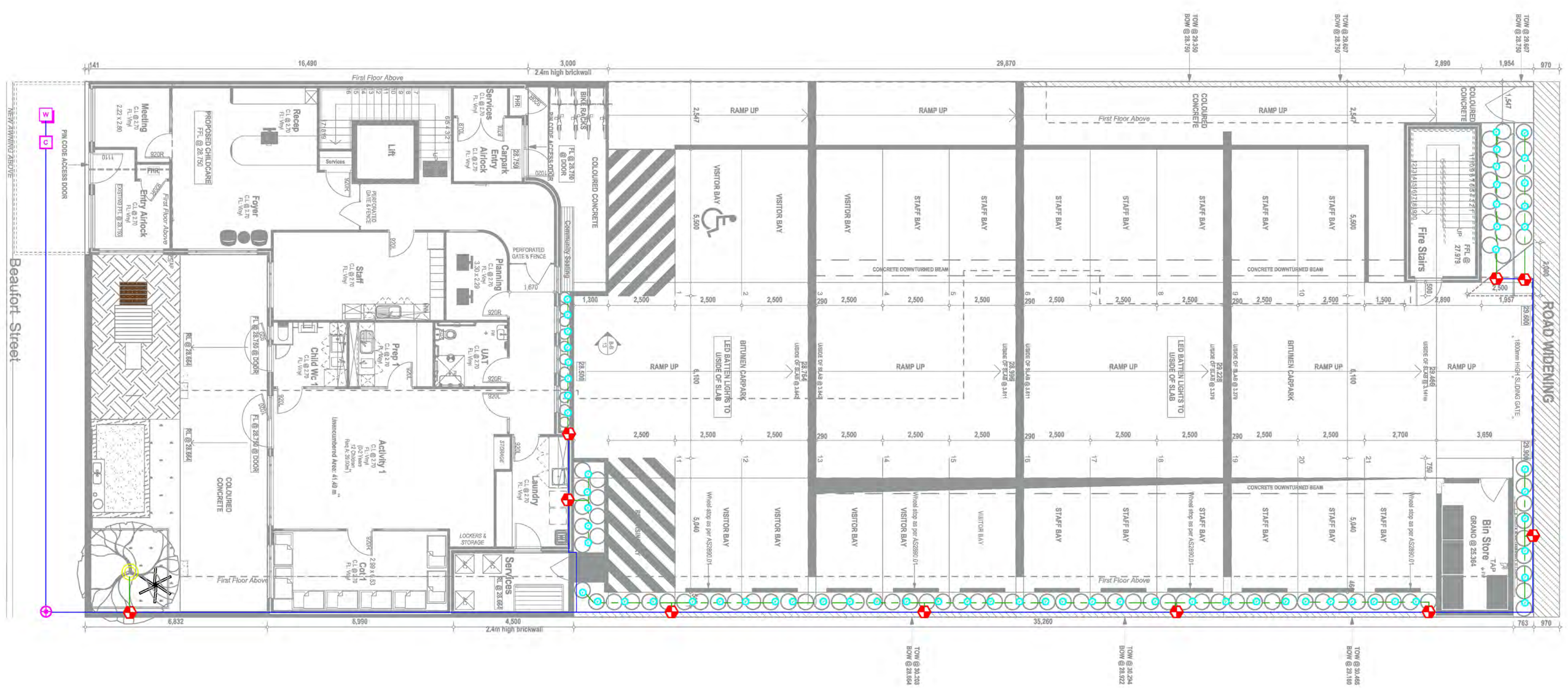
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PROJECT	DRAWING	ISSUE
752 BEAUFORT ST MOUNT LAWLEY ground floor	IRRIGATION PLAN	ISSUED FOR FEEDBACK

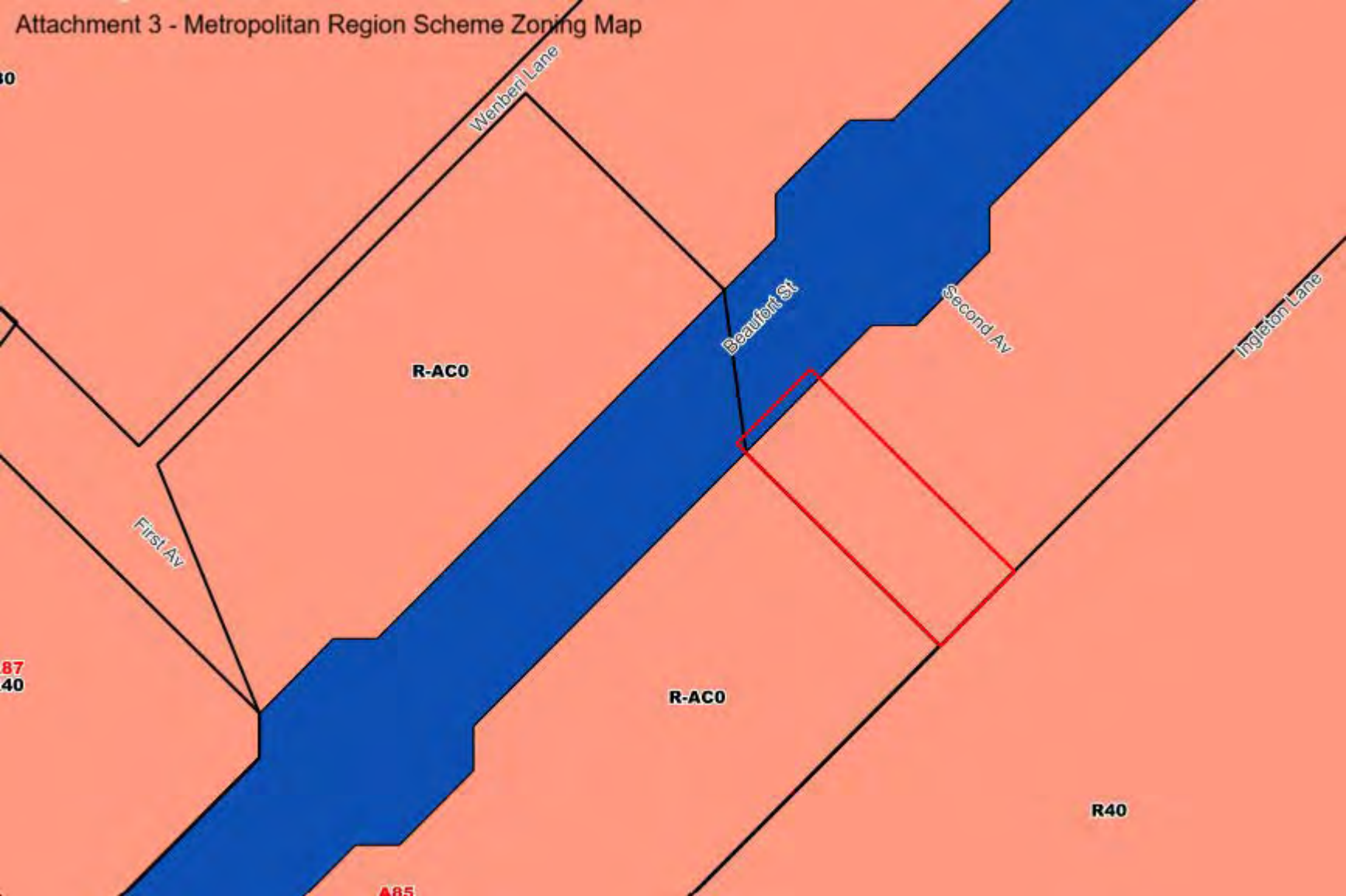
CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-05	1:100	A1	0	NK	13/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	13/08/26	NK	IRRIGATION- ISSUED FOR FEEDBACK


Attachment 2 - Location Plan

Attachment 3 - Metropolitan Region Scheme Zoning Map



Attachment 4 - City of Stirling Local Planning Scheme No. 3 Zoning Map



Attachment 5 – City of Stirling Planning Assessment

1. Noise and Acoustics

The applicant has submitted an Environmental Acoustic Assessment prepared by Herring Storer Acoustics in support of the application, which concludes that the development can operate without prejudice to the surrounding properties subject to:

- A 1.2m high noise barrier being placed surrounding the outdoor play area on the upper floor
- Play areas not being used before 7am
- Once mechanical selection and placement is finalised, it is recommended than an updated acoustic report be provided to ensure the selection complies

A condition of approval is recommended to be imposed requiring the development to be constructed and to operate in accordance with the requirements and recommendations outlined in the acoustic report. It also requires the acoustic report to be updated prior to the issue of a building permit to reflect the final detailed design, details of mechanical plant.

As the subject site is located within close proximity to Beaufort Street, which is classified as an other strategic freight and major traffic route. Accordingly, the provisions of State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) apply to this development.

Clause 6.5.3.1 of SPP 5.4 allows decision-makers to impose conditions on development approvals requiring the implementation of mitigation measures where forecast noise levels exceed the policy's outdoor noise targets. These measures may include construction of physical barriers, application of quiet house design requirements, or preparation of a noise management plan. In addition, notifications on title are required to inform future owners of the presence of transport noise.

The applicant has submitted a State Planning Policy 5.4 Noise Management Plan prepared by Herring Storer Acoustics concludes that noise received at the development from future traffic exceeds external noise criteria, and therefore noise amelioration is required.

To ensure compliance, a condition is recommended requiring the submission of details demonstrating adherence to SPP 5.4 at the building permit stage. Acoustic treatments such as upgraded glazing and wall material requirements are to be endorsed by a suitably qualified acoustic consultant.

The City acknowledges that the report identifies that the outdoor play areas should take into consideration the noise targets, however no noise amelioration measures have been recommended for the ground floor outdoor play area. The City is supportive of this, noting that a second outdoor play area is provided that has been designed to meet the noise targets, and noting that any design measures to meet noise targets, such as upgrades to the proposed fencing along Beaufort Street may impact on other planning requirements. SPP 5.4 also supports this as it recognises in some instances that noise targets may not be reasonable to achieve. Accordingly, no further noise amelioration measures are required.

A further condition will require a notification on the title advising of potential transport noise impacts, consistent with the requirements of SPP 5.4.

On this basis, the development can be appropriately managed to mitigate noise impacts and subject to the implementation of all recommendations provided in the Noise Management Plan prepared by Herring Storer Acoustics, date of issue: 4 August 2026 and to the satisfaction of the City of Stirling.

2. Local Planning Scheme No.3 – Clause 6.6 – Heritage Protection Area Special Control Area (Heritage Protection Area SCA)

In accordance with Clause 6.6.3 of the LPS3, all development shall conform with the objectives of the Heritage Protection Area Special Control Area, as outlined under Clause 6.6.1.

An assessment of the development against the objectives of Heritage Protection Area SCA is provided below.

Heritage Protection Area SCA Objectives	
Objective	**Officer comment**
To ensure the conservation and retention of buildings within the Heritage Protection Area Special Control Area dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces a well-proportioned building that is modern and simplistic in appearance whilst proposing whilst proposing to replace the existing awning, to the same geometry, in keeping with the existing streetscape.
To ensure the retention of existing buildings referred to in (a) irrespective of whether the demolition of the building would have no adverse impact on the streetscape;	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces a well-proportioned building that is modern and simplistic in appearance whilst proposing whilst proposing to replace the existing awning, to the same geometry, in keeping with the existing streetscape.
To ensure that new buildings (where permitted), alterations, additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces a well-proportioned building that is modern and simplistic in appearance whilst proposing whilst proposing to replace the existing awning, to the same geometry, in keeping with the existing streetscape.
To maintain and improve existing street trees, grass verges and front gardens;	The verge adjoining the subject site does not consist of street trees, grass verges or front gardens. Accordingly, the frontage does not include sufficient space for verge treatment improvement.
To retain mature trees wherever possible; and	The subject site does not consist of mature trees worthy of retention. Notwithstanding, The proposed development is considered to incorporate appropriate levels of landscaping and tree plantings on the ground floor and first floor. The site consists of limited vegetation, with the proposal

	providing six small trees which will significantly increase tree canopy coverage on-site. The diversity of vegetation is dispersed in several pockets around the site improving amenity and green relief for occupants, the streetscape and providing a buffer to adjoining residential lots.
To ensure that new development within the area which is subject to the Beaufort Street Local Development Plan enhances and respects the heritage, character and amenity of Beaufort Street.	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details.

3. <u>Beaufort Street Local Development Plan (Beaufort Street LDP)</u>

The development is seeking discretion to the following development standards:

- Front setback of nil for minimum 70% of frontage.
- Ground floor rear laneway setback of 2.0m
- First floor rear laneway setback of 2.0m

The proposed development proposes a nil setback of 32% of the frontage, a ground floor setback of 0.7m from the Ingleton Lane and first floor setback of nil from Ingleton Lane

An assessment of the development against the Vision Statement of the Beaufort Street LDP is provided below.

Beaufort Street LDP - Objectives	
Objective	**Officer comment**
The Beaufort Street Plan will create a series of mixed use precincts interspersed with residential precincts;	The proposed development contributes the existing mixed use Precinct which comprises a mix existing of residential and commercial development.
Mixed use precincts will include new multi-storey buildings, which include retail, business and community uses at ground floor level and predominantly incorporate residential dwellings above;	The proposed development contributes the existing mixed use Precinct which comprises a mix existing of residential and commercial development. Though residential component on the first floor, the proposed development provides for a high quality built form and encourages passive surveillance through the incorporation of glazing to the upper floor component.
Mixed use precincts have been limited in size to ensure viable commercial areas with low vacancy rates;	The proposed development is appropriate in size with respect to its built form. The proposal has been carefully designed to remain functional and viable for the mixed use precinct.

Residential precincts will include new multi-storey residential buildings, to provide visual and land use breaks along the corridor;	The proposed development is not located within the Residential precinct.
Beaufort Street will be vibrant while protecting the integrity of adjacent neighbourhoods by ensuring that; • *Built form outcomes of individual developments are consistent with their surroundings and preserve Beaufort Street's distinctiveness and special sense of place;* • *New development has character and coherence that acknowledges the established pre-1960 building convention and context along Beaufort Street by embodying the architectural styles set out in the Local Development Plan;* • *Buildings are designed holistically to achieve a unified design, including building placement, building volume, attached architectural elements, openings, fixtures, utility placement, and landscape;* • *New buildings are pedestrian-friendly by engaging, framing and activating Beaufort Street; and* *Buildings on the boundary of adjacent residential neighbourhoods have regard to mitigating possible overlooking and overshadowing impacts through setting the building back, stepping back upper floors and screening views into private spaces.*	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details. The proposed development involves the retention of the original shopfront. Whilst no apparent cultural significance, modifications such as maintaining a render finish, maintaining the original roof pitch and incorporating a window design consistent with other established shopfronts along Beaufort Street, ensures that the retention of the building is sympathetic to the existing streetscape. The proposed development forms part of the Beaufort Street corridor which is identified as being pedestrian oriented. The proposed development has been designed to encourage primary pedestrian access via the existing shopfront entrance fronting Beaufort Street. Visually permeable fencing and glazing components to the ground floor and upper floor encourage engagement and activation of the public realm. The proposed development meets the required building height provisions in accordance with the Beaufort Street LDP. The proposed development is appropriately setback from both side boundaries and has been proposed to improve the outlook of adjoining residences. The proposed development is also sympathetic in its scale, with a proposed height of two storeys, reflective of the built form to either side of the subject site.

Parking

Under Clause 6.1.1. of the Beaufort Street LDP, non-residential development requires parking at a rate of 3.5 bays per 100m2 of net lettable area (NLA). The LDP does not distinguish parking requirements for staff or visitors.

As proposed, the development has a total NLA of 578.6m^2, it requires a total of 20 bays with 21 bays proposed. To ensure that sufficient bays are allocated to accommodate staff, a condition has been recommended for 13 bays to be allocated to staff and the remaining to visitors.

4. Local Planning Policy 3.1 – Character Retention Design Guidelines (LPP 3.1)

As the proposed development involves the partial demolition of the existing shopfront, consideration has been given to the objectives of LPP 3.1. The intent of the policy is to ensure that the heritage character of Mt Lawley is retained and protected, as well as being reflected in new development.

An assessment of the development against the objectives of LPP 3.1 has been provided below.

LPP 3.1 - Objectives	
Objective	**Officer comment**
Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces a well-proportioned building that is modern and simplistic in appearance whilst proposing to retain the original shopfront building and construct a new awning to replace the existing awning, to the same geometry, as to remain consistent with the existing streetscape.
Ensure that new buildings, alterations and additions to existing buildings, carports, garages, and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces a well-proportioned building that is modern and simplistic in appearance whilst proposing to replace the existing awning, to the same geometry, in keeping with the existing streetscape.
To maintain and improve existing street trees, grass verges and front gardens;	The verge adjoining the subject site does not consist of street trees, grass verges or front gardens. Accordingly, the frontage does not include sufficient space for verge treatment improvement.
Retain mature trees wherever possible; and	The subject site does not consist of mature trees worthy of retention. Notwithstanding, The proposed development is considered to incorporate appropriate levels of landscaping and tree plantings on the ground floor and first floor. The site consists of limited vegetation, with the proposal providing six small trees which will significantly increase tree canopy coverage

	on-site. The diversity of vegetation is dispersed in several pockets around the site improving amenity and green relief for occupants, the streetscape and providing a buffer to adjoining residential lots.
Provide a framework for the assessment of development applications in line with the above points.	The proposed development has been assessed against the relevant planning framework.

5. Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP 4.2)

2.1 Setbacks

The development is seeking discretion to the following development standards:

- Where adjoining sites are zoned Residential, LPP 4.2 requires side setbacks to be calculated as per the R-Codes applicable to the adjoining site.

The proposed development requires a 3.0m upper floor setback to the south-west adjoining site with a 1.5m setback proposed from the upper floor activity space.

An assessment of the development against the Objectives of LPP 4.2 is provided below.

LPP 4.2 - Objectives	
Objective	**Officer comment**
To ensure that building setback provides street setback continuity and suitable transition between land uses.	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details.
To improve the visual appeal of development and provide landscaping to increase tree canopy cover.	Proposed landscaping demonstrates significant diversity of tree and plant species dispersed in several pockets around the site improving amenity and green relief for users of the site, adjoining residences and the streetscape.
To ensure the height of buildings does not adversely impact on the streetscape and amenity of adjoining residents by minimising building bulk and maintaining daylight and solar access.	The proposed development meets the required building height provisions in accordance with the Beaufort Street LDP. The proposed development is also sympathetic in its scale, with a proposed height of two storeys, reflective of the built form to either side of the subject site. Overshadowing from the proposed development is largely created from the wall associated with the outdoor activity area located on the first floor, with the highest

	point of the building and its bulk located to north side of the subject site. This arrangement ensures that the southern adjoining lot maintain access to natural daylight.
To ensure car parking areas do not detract from the amenity of the streetscape.	Proposed car parking is located in and under-croft arrangement and proposed to be accessed from Ingleton Lane. No car parking areas are visible from the main frontage (Beaufort Street), providing for an elevation that does not detract from the amenity of the streetscape.
To ensure sufficient space is provided for the delivery of good and the removal of waste materials. These areas are to be located to minimise the impact of service and waste areas on residential properties.	A Waste Management Plan (WMP) prepared by CF Town Planning & Development has been prepared in support of the proposal. Additionally, sufficient space is provided for service and waste areas and not considered dominant as viewed from the public realm. The proposed bin store is located to the south corner of the subject site and has been designed to reduce impacts of service and waste areas to the adjoining residential property to the south-west.

The development satisfies the objectives of LPP 4.2.

6. Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)

The development is seeking discretion to the following development standards:

- LPP 6.1 requires a maximum of two signs per tenancy on a lot.

The proposed development proposes a total of four signs.

An assessment of the development against the Objectives of LPP 6.1 is provided below.

LPP 6.1 - Objectives	
To ensure advertising signs do not pose a safety threat and do not prevent passive surveillance;	Proposed signage is fixated to walls and/or a awnings, providing sufficient head clearance for pedestrians and vehicles. Proposed signage is classified as 'Wall sign' & 'Projecting sign' and do not prevent passive surveillance from the office space.
To ensure businesses can display advertising signs without, in certain circumstances, the need to obtain development approval;	The proposed signage forms part of the development application for the Child Care Premises.
To ensure that the display of advertising signs does not adversely impact on the amenity of surrounding land and streetscapes;	Given the small scale of proposed signage, it does not create any visual clutter of the streetscape or the building. Any perceived clutter is largely insignificant relative to the area, given the immediate streetscape

	comprises commercial development and proliferation of signage. The proposed signage does not cover any architectural features or detailing of a building and should not dominate the shopfront or building frontage. Signage is positioned and designed to fit within spaces created by architectural elements on the building.
To ensure advertising signs are appropriately scaled for their setting;	Given the small scale of proposed signage, it does not create any visual clutter of the streetscape or the building. Any perceived clutter is largely insignificant relative to the area, given the immediate streetscape comprises commercial development and proliferation of signage.
To avoid the proliferation of advertising signs on individual sites and buildings to minimise visual clutter;	Given the small scale of proposed signage, it does not create any visual clutter of the streetscape or the building. Any perceived clutter is largely insignificant relative to the area, given the immediate streetscape comprises commercial development and proliferation of signage.
To encourage the incorporation of advertising signs into the design consideration of buildings and avoid obscuring or detracting from prominent architectural features; and	The proposed signage is incorporated into the overall design of the building ties in with the feature colours and materials cladding on the front elevation and rear laneway elevation.
To ensure advertising signs only relate to services and products available on the site.	Advertising signs only advertises the product/service available on the lot, that being, Child Care Premises (Nido Early School).

7. Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)

The proposed development seeks discretion regarding the following provisions of LPP 6.3:

Bin Storage Area Size – Non-Residential Zones

The development is seeking discretion to the following development standards:

- Bin storage areas in non-residential zones shall have the following minimum sizes of 10m² and 3.5m width.

The proposed development proposed a bin storage area of 12m^2 and a minimum width of 2.5m

An assessment of the development against the Objectives of LPP 6.3 is provided below.

LPP 6.3 - Objectives

Objectives	Officer Comment
To provide sufficient space for the storage of bulk refuse bins; and	A Waste Management Plan (WMP) prepared by CF Town Planning & Development has been prepared in support of the proposal. Sufficient space is provided for service and waste areas to accommodate for two 660L general waste bins and two 660L recycle waste bins.
To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.	The bin storage area is located to the south corner. The bin storage area is well-designed and not visible from the main frontage (Beaufort Street) and is therefore considered to be the most appropriate location.

The development satisfies the objectives of LPP 6.3.

8. Local Planning Policy 6.4 – Child Care Premises (LPP 6.4)

The proposed development seeks discretion regarding the following provisions of LPP 6.4:

Child Care Premises

Development Standard

- Where abutting a residential boundary a minimum 1.5m landscaping buffer is required.
- Bin storage areas are not permitted abutting a residential property.
- Hours of operation are to be between 7:00am – 6:30pm on weekdays and 8:00am to 6:00pm on weekends.

The proposed bin storage area abuts a residential property to the south-west with a proposed setback of 1.0m, in lieu of 1.5m. The proposed development also intends to operate between 6:30am – 7:00pm on weekdays.

An assessment of the development against the Objectives of LPP 6.4 is provided below.

LPP 6.4 - Objectives	
Objectives	**Officer Comment**
Prioritise the location of Child Care Premises close to activity centres and along urban corridors	The subject site is located along a District Distributor A category road as per the City's Functional Road Hierarchy and fronts a Corridor Class 2 Road (Beaufort Street) as identified by the City's Local Planning Strategy.
Ensure new buildings respect the existing or future built form, scale and character of the area.	The proposed development satisfies the relevant built form controls and integrates well with both the existing and future context of the character area.
Provide landscaping to mitigate development impacts on the amenity of the surrounding area.	The proposal includes 179.6m² of landscaping and the planting of six small trees that will provide for an improved

	streetscape and quality of outlook internal to the subject site. The proposed development is considered to incorporate appropriate levels of landscaping and tree plantings on the ground floor and first floor. The existing site context consists of limited vegetation, with the proposal providing six small trees which will significantly increase tree canopy coverage on-site. The diversity of vegetation is dispersed in several pockets around the site improving amenity and green relief for occupants, the streetscape and providing a buffer to adjoining residential lots.
Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.	The TIS forming part of this application concludes the additional traffic generated by the development can be accommodated by the existing and planned road network without any adverse impacts on safety or efficiency.
Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.	The proposed Child Care Premises has been designed to complement the residential character and scale of buildings in the locality. The proposed location for the bin storage area is located within the car parking area of the Child Care Premises and away from any habitable rooms from existing dwellings on adjacent properties and designed to ensure amenity is preserved for adjoining residents. The capacity of the centre, staffing levels, car parking provision, noise attenuation, external lighting, waste management, and access for vehicles and pedestrians has been addressed by the development application and relevant condition setting.
Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.	The proposed development has been carefully designed to minimise the impacts of noise, overlooking, overshadowing, traffic, car parking and access. This has been demonstrated through the proposed setbacks and height of the building, access to parking from a lower volume access road (laneway) and measures to be implemented to preserve the amenity of adjoining residences.
Provide a safe and connected environment for pedestrians both on and around the site.	The City is contented that the proposed development has been carefully designed to provide for a safe and connected environment for pedestrians both on and around the site, with suitable access arrangements and security measures such as gated fencing to the laneway.

The City is satisfied that the proposal development achieves the objectives LPP 6.4, subject to the recommended condition setting requiring the applicant/landowner to provide amended plans at Building Permit application stage, demonstrating confirmed location and heights of the shade sails. This is aimed to ensure that the play spaces operate in a manner that provides protection for users of the spaces (Children).

9. State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of the SPP 7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP 7.0 is as follows:

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
1. Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposed development provides for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing, in addition to respecting the existing streetscape. The proposed development also incorporates appropriate levels landscaping, tree plantings and amenities, contributing to a sense of place for users of the development and passers-by.
2. Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The proposal includes 179.6m² of landscaping and the planting of six Small Trees that will provide for an improved streetscape and quality of outlook internal to the subject site. The proposed development is considered to incorporate appropriate levels of landscaping and tree plantings on the ground floor and first floor. The site consists of limited vegetation, with the proposal providing six small trees which will significantly increase tree canopy coverage on-site. The diversity of vegetation is dispersed in several pockets around the site improving amenity and green relief for occupants, the streetscape and providing a buffer to adjoining residential lots.
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.*	The proposed development has been designed to address the City's relevant planning framework providing for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing. The proposed development also incorporates appropriate levels of landscaping and tree plantings. The proposed development is consistent in its mass and aligns with the intended heritage character of Beaufort Street and the immediate streetscape.
4. Functionality and build quality	The proposed development provides for safe and legible access for pedestrians, cyclists and vehicles with adequate parking facilities provided. The proposed

Attachment 5 – City of Stirling Planning Assessment

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
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.	development includes separate pedestrian access points to facilitate separate entry and exit to the site, providing for improved functionality and efficiency.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The proposal includes 179.6m² of landscaping and the planting of six Small Trees that will provide for an improved streetscape and quality of outlook internal to the subject site. The Applicant has acknowledged further tree plantings for additional shade, delivering a greater environmental and social outcome.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The scale of the development is consistent with the City's planning framework and will not have an adverse impact on the adjoining properties. The proposed development will provide for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing. The proposed development also incorporates appropriate levels of landscaping and tree plantings in and around the site for improved canopy coverage and improved outlook for residents.
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.*	The development has a legible layout, with evident pathways and entrances internally and externally within the development. Subject to the recommendation condition setting, the proposed development provides for safe and legible access for pedestrians, cyclists and vehicles with adequate parking facilities provided. A clearly identifiable entry point is provided via Beaufort Street via the existing shopfront, additionally, a pathway parallel to north-east boundary proposes access from the under-croft parking.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development incorporates passive surveillance measures and minimises safety risks from vehicle movements. The proposed development proposes vehicle access and egress via Ingleton Lane. This is consistent with the provisions of the Beaufort Street Local Development and is considered appropriate given Ingleton Lane is a lower volume access road. The proposed development incorporates appropriate levels of glazing on the ground floor and first floor. This is considered to encourage passive surveillance of the public realm. The proposed development is also provided with security gates as an additional safety measure of users/staff of the development.
9. Community *Good design responds to local community needs as well as the wider social context, providing*	The proposed development provides for a high-quality built form outcome, relevant to its setting within a Mixed Use Zone. The proposal also respects and preserves the character of Beaufort Street and the more immediate streetscape through the retention and

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
environments that support a diverse range of people and facilitate social interaction.	refurbishment of the existing shopfront. Vibrant public art is also proposed fronting Ingleton Lane, enhancing the outlook of visitors and residences facing the laneway. The development provides for social interaction and fosters a streetscape relationship through significant glazing on the ground and upper floor, delivering a positive social outcome and facilitating social interaction opportunities.
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.*	The proposed development provides for a high-quality built form through articulation of the façade and contrasting colours and materials. The proposed development introduces colours and materials that are compatible with the heritage character of Beaufort Street and enhance the immediate streetscape which exhibits a range of architectural building styles, materials and details. The proposed development is expected to improve the locality and will provide for an improved streetscape.

10. <u>Planning and Development (Local Planning Schemes) Regulations 2015</u>

The proposed development is required to be considered against the relevant matters listed under Clause 67 (2) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. Commentary on the relevant considerations is provided below:

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The proposed Child Care Premises use is consistent with the zoning of the site (Mixed Use) as per Local Planning Scheme No.3 (LPS3).
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The development has been assessed in accordance with the applicable local and state planning instruments and is supported. Pursuant to Schedule 2, Clause 67(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations), due regard shall be given to a proposed local planning scheme. Under Draft LPS4, the subject site is proposed to retain its Mixed Use zoning

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	and 'A' use permissibility. Accordingly, the proposal is considered consistent with the expected future planning framework and is therefore acceptable in this regard. The development is consistent with LPS3 and the relevant planning instruments, and therefore is consistent with the requirements of orderly and proper planning.
(c) any approved State planning policy;	The development is consistent with SPP 5.4 and SPP 7.0. This assessment is contained in this report.
(g) any local planning policy for the Scheme area;	The City's assessment of the application has considered the relevant local planning policies. The proposal satisfies the objectives and provisions of those policies.
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	The proposal is considered consistent with the City's Mixed Use Zone Objective assessment and is therefore appropriate for the site.
(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	The City's assessment of the application has considered the relevant local planning policies and the effect of the proposal on the cultural significance within the Heritage Protection Area. The proposal satisfies the objectives and provisions of those policies.
(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;	The proposed development addresses the relevant planning framework and is appropriate within its setting. The development does not result in any adverse impacts on surrounding properties. The proposal respects and preserves the character of Beaufort Street and the more immediate streetscape through the retention and refurbishment of the existing shopfront. Vibrant public art is also proposed fronting Ingleton Lane, enhancing the outlook of visitors and residences facing the laneway.
(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 proposal includes 179.6m^2 and the planting of 6 Small Trees. The proposed development is appropriate within its setting and positively contributes to the character of the area. The development provides for activation and passive surveillance of the public realm. The proposed development does not result in any anti-social issues.
(p) whether adequate provision has been made for the landscaping of the land to which the	Adequate landscaping has been provided in which the land relates to. Subject to the

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
application relates and whether any trees or other vegetation on the land should be preserved;	recommended condition setting, the development provides for suitable deep soil areas to allow for growth of Small Trees.
(s) the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	The development provides for adequate car parking for the proposed use. Suitable arrangements are also in place for manoeuvring and parking of vehicles. Subject to the recommended condition setting, the development provides for suitable vehicle access and egress.
(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;	The Applicant submitted a Traffic Impact Statement (TIS) in support of the development, concluding that additional traffic generated by the proposed development can be accommodated by the existing road network. The Applicant's TIS has been reviewed and conclusions of the document are accepted by the City.
(u) the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The subject site is located within a 400m walkable catchment of public services located on Beaufort Street. The proposed development can be serviced by relevant utilities. The Waste Management Plan proposes on-site waste to be collected by a private contractor via Ingleton Lane and intended to be collected consistent with existing domestic waste collection arrangements in the surrounding area. Bin storage has also been incorporated into the design of the development, with amenities such as end of trip facilities proposed for users of the site. The development will also provide for universal access. Based on the above, the proposal is considered acceptable from a waste perspective.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The City's assessment concludes the proposed development is appropriate as there will be minimal impact on the amenity of the area, inclusive of the users of the site, passers-by and adjoining residences. High-quality design and landscaping is appropriate within its context and will rejuvenate a neglected site and provide community benefit.
(y) any submissions received on the application;	Public consultation was undertaken in accordance with Clause 64(2) of the

Attachment 5 – City of Stirling Planning Assessment

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	Planning and Development (Local Planning Schemes) Regulations 2015 and the City's Local Planning Policy 6.18 – Public Consultation. Matters raised in submissions received have been summarised within the report and considered as part of the City's assessment.
(za) the comments or submissions received from any authority consulted under clause 66;	Consultation to relevant authorities such as Department of Planning, Lands and Heritage has been undertaken with the relevant comments considered as part of the City's assessment and/or condition setting.

2026

DEVELOPMENT APPLICATION



LOT 112 (NO.752) BEAUFORT STREET, MOUNT LAWLEY

PROPOSED CHILD CARE PREMISES
CITY OF STIRLING

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CF Town Planning & Development

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Prepared for

Germano Designs and the landowners for the construction of a new 'Child Care Premises' on Lot 112 (No.752) Beaufort Street, Mount Lawley.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report	25 March 2026
Mr Carlo Famiano	Town Planner	Planning Report	13 August 2026

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Contents

1.0	**INTRODUCTION**		**4**
	1.1	List of Consultant Reports	**4**
2.0	**BACKGROUND & PURPOSE**		**5**
3.0	**LAND DESCRIPTION**		**5**
4.0	**LOCATION**		**5**
5.0	**PHYSICAL CHARACTERISTICS**		**6**
	5.1	Property Details	**6**
	5.2	Character of Locality	**8**
	5.3	Essential Services	**11**
	5.4	Existing Land Uses	**13**
6.0	**DEVELOPMENT PROPOSAL**		**13**
7.0	**STATUTORY CONSIDERATIONS**		**16**
	7.1	Metropolitan Region Scheme	**16**
	7.2	City of Stirling Local Planning Scheme No.3	**17**
	7.3	Beaufort Street Local Development Plan	**19**
	7.4	City of Stirling Local Planning Policy No.3.1 – Character Retention Guidelines	**20**
	7.5	City of Stirling Local Planning Policy No.6.4 – 'Child Care ~Premises'	**21**
	7.6	City of Stirling Local Planning Policy No.6.12 – 'Public Art on Private Land'	**22**
	7.7	WAPC Planning Bulletin No.72/2009 - 'Child Care Centres'	**23**
	7.8	State Planning Policy No.5.4 – 'Road & Rail Noise'	**25**
	7.9	Bushfire Prone Areas	**26**
	7.10	Contaminated Site Investigation	**26**
8.0	**STATE PLANNING POLICY No.7.0 – DESIGN OF BUILT FORM ENVIRONMENT**		**27**
9.0	**DEVELOPMENT STANDARDS**		**33**
	9.1	General Development Standards	**33**
10.0	**CITY OF STIRLING DEVELOPMENT REVIEW PANEL**		**38**
11.0	**OTHER CONSULTANT REPORTS**		**40**
	11.1	Acoustic Report	**40**
	11.2	Traffic Impact Statement	**41**
	11.3	Waste Management Plan	**41**
12.0	**SUMMARY OF JUSTIFICATIONS**		**42**
13.0	**CONCLUSION**		**43**

List of Appendices

Appendix 1: Certificate of Title

Appendix 2 - Site Development Plans

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1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of the landowners and Germano Designs as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of a new child care premises on Lot 112 (No.752) Beaufort Street, Mount Lawley ('subject land').

This report provides details regarding the following:

- Site details;
- Proposed development
- Technical information from specialised consultants (i.e. acoustic report & traffic impact statement);
- Planning considerations; and
- Provision of justification in support of the proposed development, addressing the relevant planning framework.

In light of the above, we respectfully request the Metro Inner Development Assessment Panel (DAP) and the City of Stirling's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlo@cftp.com.au.

1.1 List of Consultant Reports

The following consultant reports have been prepared in support of this development application:

i) Traffic Impact Statement Plan from Premise;

ii) Acoustic report from Herring Storer Acoustics;

iii) Landscaping plan and playground plan from Childscapes;

iv) Heritage Impact Statement from Hocking Heritage & Architects; and

v) Waste management plan (WMP) from CF Town Planning & Development.

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2.0 BACKGROUND & PURPOSE

The subject land has historically been developed and used for 'Restaurant' purposes and is located within the north-eastern part of the Mt Lawley locality, along the Beaufort Street Activity Corridor. Lot 112 is also located in close proximity to both the Inglewood and Mt Lawley Activity Centres.

An overview of the locality has identified that the subject land is within close proximity and comprises convenient access to the following key nodes/infrastructure:

- A regional road network (i.e. Beaufort Street and Walcott Street);
- High frequency bus routes, along Beaufort Street that provides a link to the Perth CBD and the Morley Activity Centre (see Figure 10 – Public Transport Network);
- The Mount Lawley and Inglewood Activity Centres/employment nodes;
- Nearby schools (i.e. both public and private schools); and
- A large residential area comprising low to high density type developments.

In light of the above key nodes, it is contended that the proposed child care premises will provide a service to a wide spectrum of employees and residents within the area. Furthermore, it is contended that the development will foster future growth of the Beaufort Street Activity Corridor and will provide a valuable service to the local community within the Mt Lawley area. In addition, the new child care premises will support the nearby schools.

It is significant to note that this site proposes the replacement of the existing restaurant (which is no longer operating) on the subject land which has become run-down and does not provide any positive elements to the Beaufort Street streetscape.

The Beaufort Street Activity Corridor is undergoing a change in character and built form, including the recent construction of various commercial and residential developments (i.e. more intense land uses with greater bulk and scale).

Accordingly, approval under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) is hereby requested.

3.0 LAND DESCRIPTION

The subject land is legally described as follows:

- Lot 112 on Plan 2473 on Certificate of Title Volume 1485, Folio 145.

The abovementioned lot is currently owned by Anna Stavretis. A copy of the Certificate of Title is provided within Appendix 1 of this report.

4.0 LOCATION

The subject land is located centrally within the Mt Lawley locality, along the Beaufort Street Activity Corridor and approximately 720 metres north-west of the Mt Lawley Train Station (see Figure 1 – Location Plan).

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Lot 112 is also located in close proximity to both the Mt Lawley and Inglewood Activity Centres, with good public transport links to the Perth Central Business District (CBD).

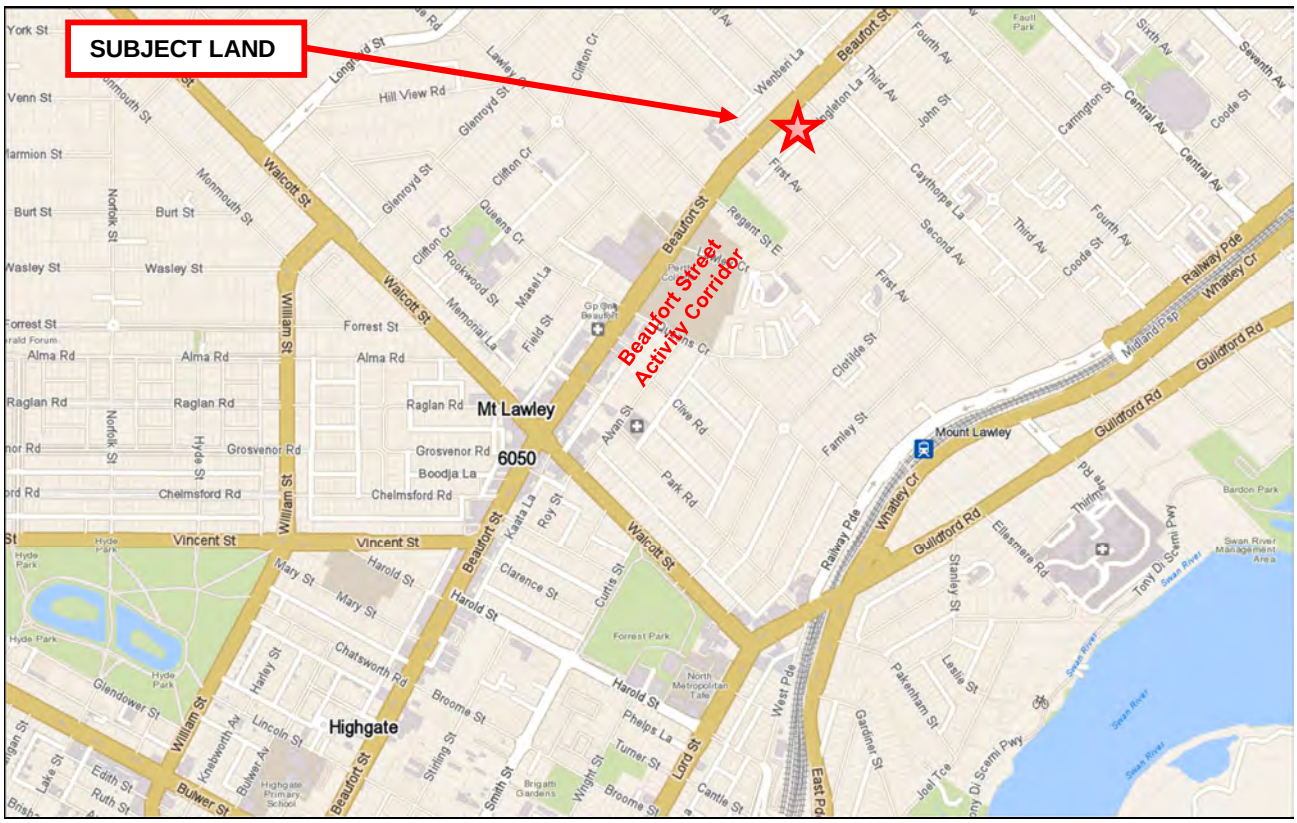


Figure 1 – Location Plan

5.0 PHYSICAL CHARACTERISTICS

5.1 Property Details

The subject land area is rectangular in shape, comprises a total combined lot area of 1,113m^2, has direct frontage and access to Beaufort Street along the land's north-western lot boundary and Ingleton Lane along its south-eastern lot boundary. It should be note that the existing development on the subject land currently comprises vehicular access from Beaufort Street.

The subject land comprises a moderate fall in natural ground levels (NGL) from 30.5 metres along the land's south-eastern rear lot boundary to 28.53 metres along the land's north-western front boundary. This equates to a fall in NGL of 1.97 metres down/across the site (see Site Development Plan – Site Feature Survey).

The current approved use of Lot 112 is 'Restaurant' purposes and currently contains a number of physical improvements including a single storey commercial building, on-site car parking (gravel standard), sealed driveway/crossover and boundary fencing (see Figure 2 – Aerial Site Plan, Figures 3 & 4).

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Figure 2 - Aerial Site Plan

This applications proposes that the front 3 metre portion of the existing building on the subject land will be retained, refurbished and incorporated within the proposed new building as the defined entry point to the child care premises. Other than the front portion of the existing building, all improvements on the subject land will be removed to accommodate the new child care premises development.

It is viewed that the existing development and use of Lot 112 is poor, does not contribute to the adjoining streetscapes and is considered to be an underutilisation of the subject land within a well serviced area. The proposed development will enhance the subject land, will enhance the streetscape and will provide a much needed service for the local community.

The existing structures on the subject and are not listed on the City of Stirling's Municipal Heritage Inventory (MHI) but are located within a Heritage Protection Area (HPA), therefore approval is required for the removal of the building prior to the City issuing a demolition permit.

It is noted that the verge areas abutting the subject land do not comprise any street trees (see Figure 2 – Aerial Site Plan).

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Figure 3 – The existing commercial development on the subject land (viewed from Beaufort Street).



Figure 4 – A view along the land's Ingleton Lane frontage.

5.2 Character of Locality

The subject and is located along the Beaufort Street Activity Corridor, which comprises a wide range of land uses and built form. Beaufort Street is a regional road and comprises a public transport route that provides a link to both the Perth CBD and the Morely Activity Centre.

In light of the Activity Corridor, the built form along Beaufort Street is constantly undergoing changes to accommodate a variety of land uses that include both residential and commercial type developments.

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The subject land is also located within the Mt Lawley Heritage Protection Area (HPA), which aims at preserving the pre-1960's built form of the suburb. Notwithstanding this, the traditional heritage character along this part of Beaufort Street has eroded. This includes the construction of a modern mixed use development on the adjoining north-eastern property (see Figure 5), the development of a shopping centre on the corner of Beaufort Street/Second Avenue (see Figure 6) and the existing post 1960's flats on the adjoining south-western property (see Figure 7).



Figure 5 – The modern take of a mock heritage building on the adjoining north-eastern property. The development comprises three (3) storeys and is mixed use (constructed in 2016).



Figure 6 – The shopping centre on the corner of Beaufort Street and Second Avenue constructed in 2012.

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Figure 7 – The existing 1960's flats on the adjoining south-western property. The development does not have any traditional heritage character.

It noted that there are some examples of existing older character homes along Beaufort Street, but these have been altered over the years and have lost a lot of the original heritage character (see Figure 8).



Figure 8 – An existing character dwelling located adjacent the subject land.

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Building heights along this part of Beaufort Street vary from single storey to three (3) storey. It should be recognized developments along the Beaufort Street Activity Corridor is expected to comprise greater building height, bulk and scale than the lower order streets radiating from Beaufort Street.

As outlined earlier in this report, the existing development on the subject land are run-down, of poor quality and does not provide adequate service to the community. The proposed new child care premises on the subject land will offer good connectivity and activation along the adjoining public roads, with the proposed built form of the building being modern and attractive.

It is considered reasonable to conclude that the character of the locality and the local streetscapes along this part of Beaufort Street is not uniform, is varied in terms of the built form and land uses and does not reflect any specific character or form. Furthermore, Beaufort Street is an Activity Corridor which is currently in a transitional period of re-development to reflect the high exposure and transportation volumes. It is envisaged that further re-development will take place along Beaufort Street, given the current planning framework and proximity to various key nodes.

In light of the above, it is contended that the proposed partial demolition of the existing structures of the subject land and the construction of new child care premises is consistent with the existing development emerging along Beaufort Street and is unlikely to have a negative impact on the existing character and amenity of the local streetscape.

5.3 Essential Services

The subject land is served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 9).



Figure 9 – The existing services in and around the subject land (MNG Mapping).

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This part of the Mt Lawley locality is well served by an efficient local and district road network with convenient access to Beaufort Street and Walcott Street. Public transport is available along Beaufort Street, with a bus stop being located approximately 75 metres from the subject land. The bus route is high frequency and provides a service to/from the Perth CBD and the Morley Activity Centre (see Figure 10 – Public Transport Network).

The subject land is also well served by a pedestrian path network. It is contended that the subject land's good access to public transport and a pedestrian path network will provide an alternative form of transport for the future occupants (employees) and patrons of the child care premises.

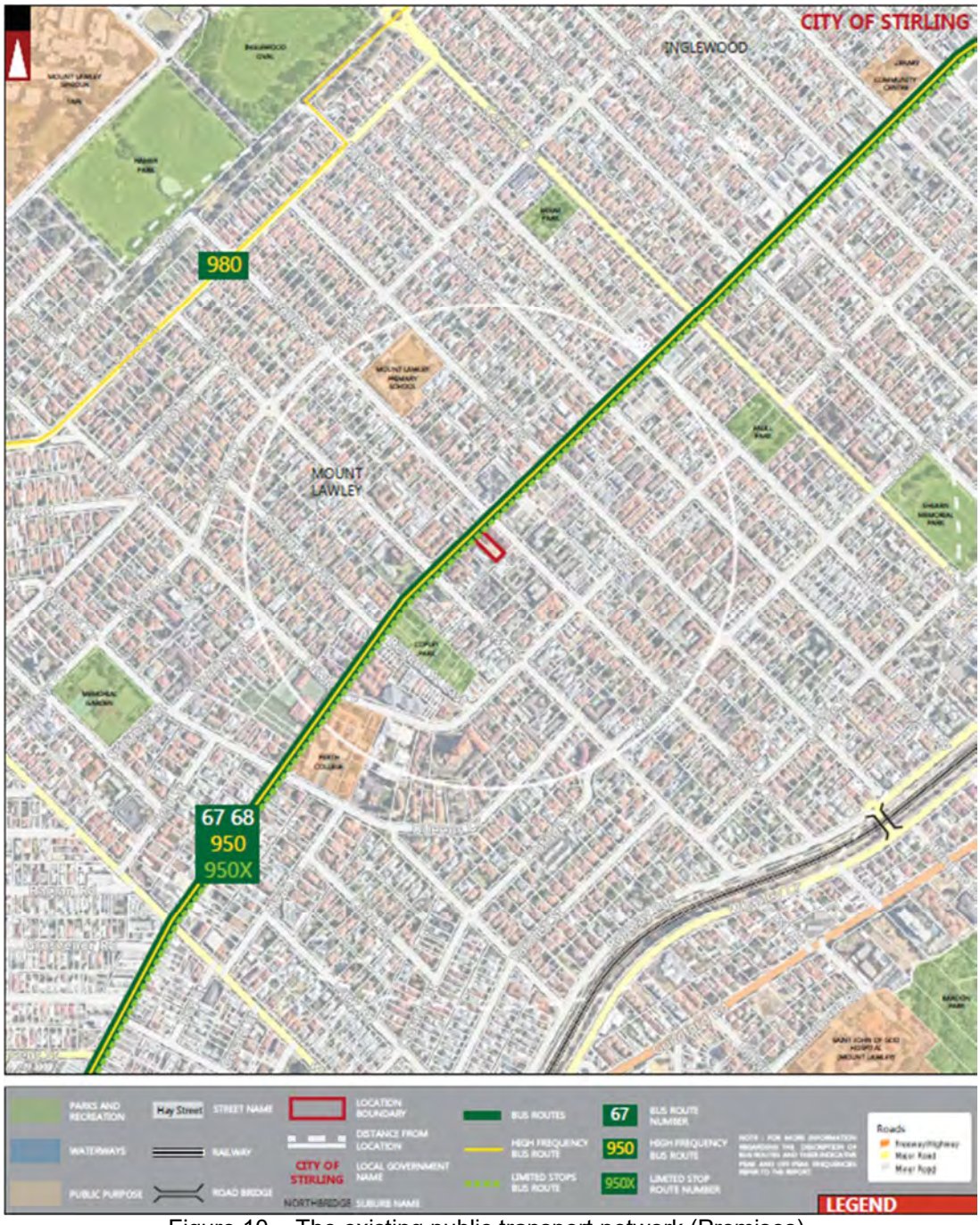


Figure 10 – The existing public transport network (Premises).

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5.4 Existing Land Use

As previously mentioned, the subject land is currently development and previously used for commercial purposes and comprises a number of physical improvements. Existing uses in the immediate locality are broadly described as follows:

- North-east: Mixed use development (including multiple dwellings) with the Second Avenue road reserve beyond
- North-west: Beaufort Street road reserve with commercial and low density development beyond;
- South-east: Ingleton Lane road reserve with medium density residential development beyond; and
- South-west: High density residential development (i.e. multiple dwellings) (see Figure 2 – Aerial Site Plan).

6.0 DEVELOPMENT PROPOSAL

This application seeks the DAP and the City of Stirling's development approval for the partial demolition of the existing commercial building on the subject land and the construction of a new child care premises. The key details of the proposed works include the following:

i) Construction of a new two-single building comprising a total floor area of 714.07m^2;

ii) Provision of an outdoor play area in support of the child care premises comprising an area of 506.88m^2. A plan illustrating the playground area will be finalized and lodged with the City of Stirling if and when a development approval is granted by the City;

iii) Construction of twenty one (21) on-site car parking bays to support the proposed development on the land. The on-site car parking area is covered by the upper floor of the building and will be screened from the adjoining streets;

iv) The development will include a two-way crossover along the land's Ingleton Lane frontage;

v) Installation of four (4) bicycle parking bays;

vi) Construction of a bin storage area to service the development. The bin store will be located abutting the car parking area to the rear of the subject land (abutting Ingleton Lane), The bin store will be screened from the streets;

vii) Installation of landscaping (including mature trees and required deep soli zones) throughout the development. A landscaping plan has been prepared in support of the application;

viii) Provision of public artwork along the Beaufort Street façade of the building (see Figure 15);

ix) Construction of a 1.8 metres high visually permeable fence along the land's Beaufort Street frontages;

x) Installation of signage for the development;

xi) The proposed development illustrates the ceding of land to the rear of Lot 112 for widening of the right of way; and

xii) Installation of solar panels to support the operation of the business on the land. It should be noted that provisions have been made to accommodate solar battery storage in the future.

The external facade of the proposed new development will be constructed using high quality finishes (i.e. varying materials and colours) (see Figure 11). It is envisaged that the proposed development

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on the land will enhance the streetscape, will improve activation and the extent of passive surveillance over the adjoining road networks.



Figure 11 – The façades of the new building will adopt varying materials, colours and landscaping to provide an element of visual interest and articulation.

Copies of the proposed site development plans and building elevation drawings are provided herewith for review and consideration by the City of Stirling and the DAP (see Appendix 2 – Site Development Plans).

Operating Details of Child Care Premises

The proposed child care premises will provide a much needed service to the local community and would support the employees of various nearby commercial nodes and residential area.

The proposed use is similar to other existing child care premises established in the Perth Metropolitan Area that are constructed along District Distributor Roads or a Regional Road. Furthermore, the proposed development is located along an Activity Corridor. In addition, the subject land is within a residential area. Details of the proposed child care premises use are summarized as follows:

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- Operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm (the outdoor play will not be used before 7am);
- In addition to the above point, the 6.30am start time will cater for parents to drop children off on the way to work. This will allow for the child care premises to provide a service to cater for working family members utilizing the public transport network along Beaufort Street or those working within various commercial businesses along Beaufort Street or the nearby Activity Centres/employment nodes that commence work at an earlier time.
- No large delivery vehicles are required to service the site, with any supplies/deliveries being undertake using a standard vehicles. Waste collection will be undertake along Ingleton Lane as discussed with the City of Stirling. This result in no need to large vehicle turning area on-site;
- The child care premises will be serviced by thirteen (13) staff members at any one given time; and
- The maximum number of children at any one given time is seventy two (72). This figure consists of the following breakdown:
  - 0 to 2 years – 12 children
  - 2 to 3 years - 20 children
  - 3 to 5 years - 40 children

Landscaping Plan

A landscaping plan (including play area layout) has been prepared by 'Childscapes' in support of the proposed development on the land (see Figures 12 & 13). The plan illustrates the planting of various tree/shrubs throughout the development (including within the play areas).

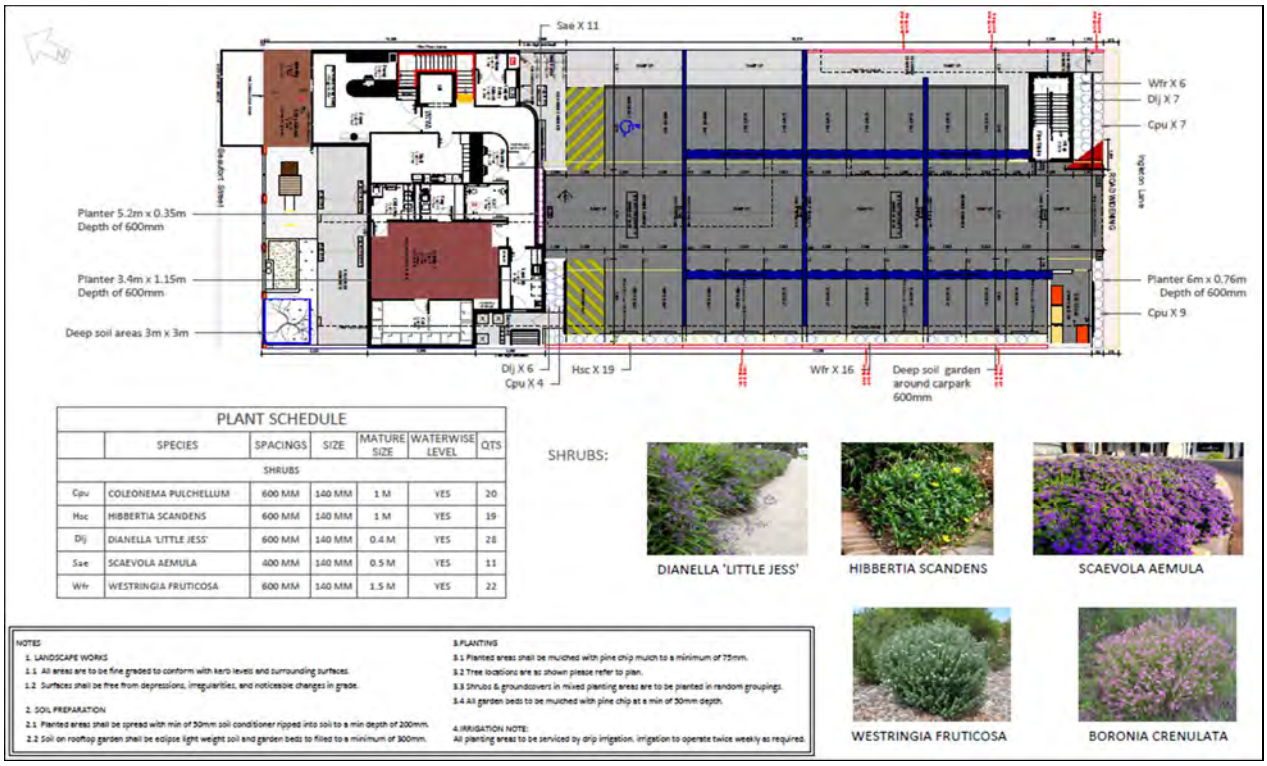


Figure 12 – Ground floor landscaping plan.

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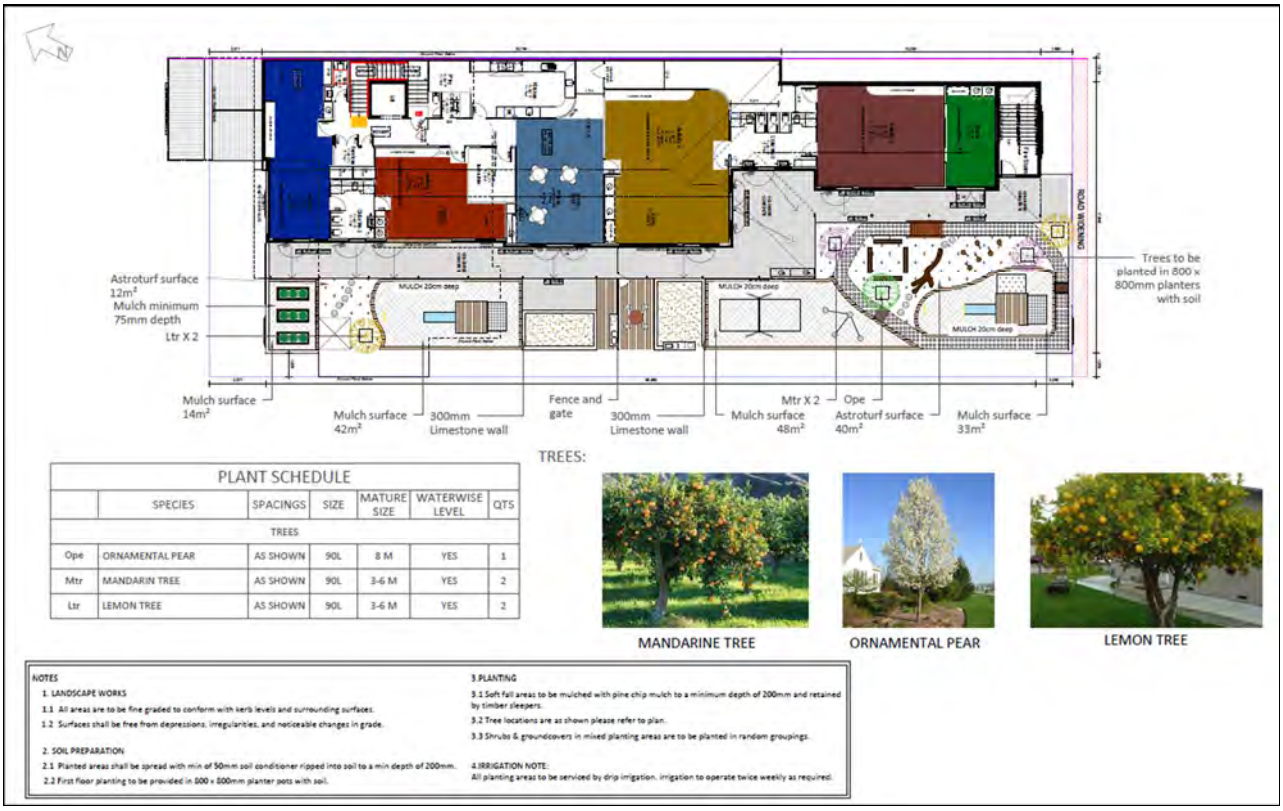


Figure 13 – Upper floor landscaping plan.

The proposed landscaping will enhance the development when viewed from the public realm and will provide for sufficient protection from the elements (in particular during the hot summer months).

7.0 STATUTORY CONSIDERATIONS

7.1 Metropolitan Region Scheme

The subject land is currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS) (see Figure 14 – MRS Map). It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

*"**Urban Zone** - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."*

The continued use of the Subject land for 'Child Care Premises' purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved.

City of Stirling
14 August 2026
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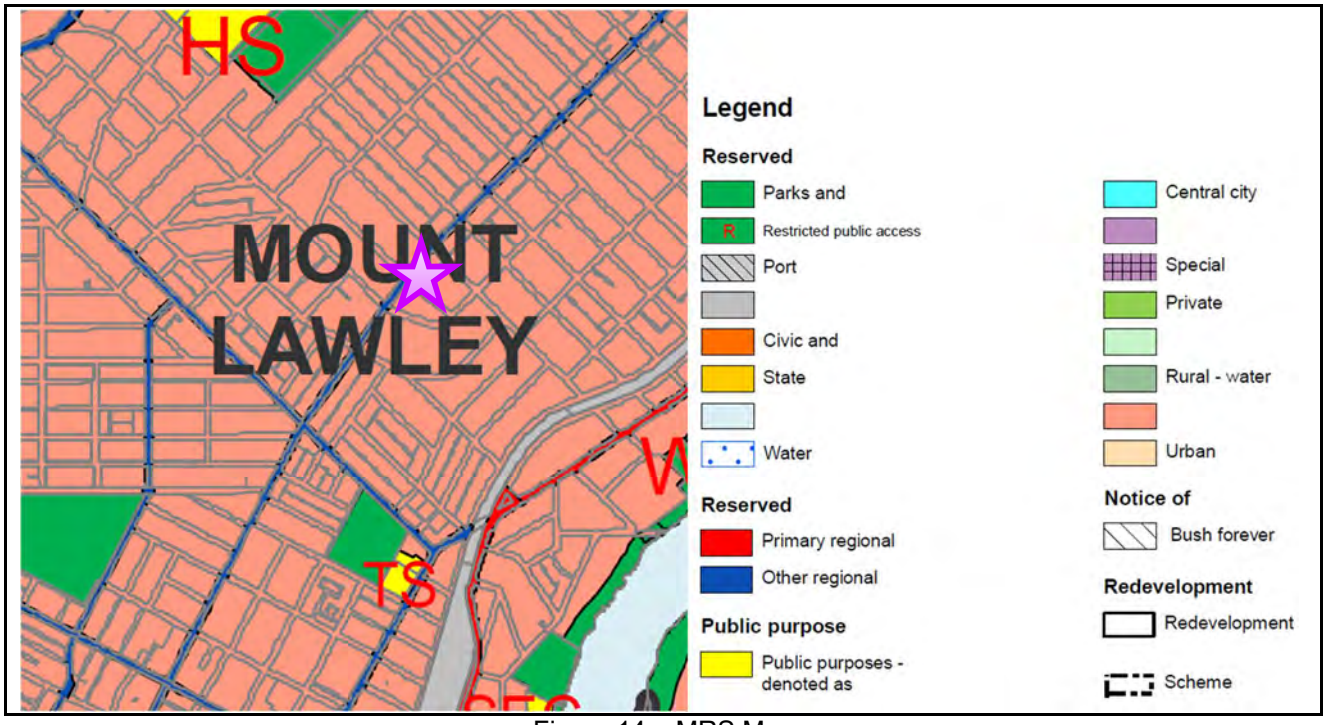


Figure 14 – MRS Map

In addition to the above, the MRS identifies Beaufort Street as being reserved 'Other Regional Road'. A review of the reserve has identified that road widening will impact the subject land. As this application proposed to retain the front portion of the existing building on the land to address the requirements of the City's Heritage Protection Area Guidelines, this application does not propose to cede the road widening area.

The existing development on the subject and currently comprise vehicular access from Beaufort Street. The proposed new development on the subject and will remove the vehicular access point along Beaufort Street and only proposes access from Ingleton Lane.

It should be noted that the Clause 1.3 of the City of Stirling's' Beaufort Street Local Development Plan states that the City will not require road widening that affects the redevelopment of buildings on the City's Heritage List, the State Heritage List and buildings built before the 1960s that are within the Heritage Protection Area. The existing building on the subject land was constructed pre-1960 and is partly being retained.

7.2 City of Stirling Local Planning Scheme No.3

The subject land is classified 'Mixed Use' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) (see Figure 15).

Schedule No. 1 of the City's LPS No.3 provides the definitions for the various uses that would apply to this application. Table 1 below provides an overview of the land use definition and permissibility within the zone, as prescribed in Table 1 ('Zoning Table') of LPS No.3, which will apply to the subject land:

City of Stirling
14 August 2026
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Table 1– Land Use & Permissibility

LAND USE	DEFINITION	USE PERMISSIBILITY
Child Care Premises	*Has the same meaning as in the Community Services (Child Care) Regulations 1988;* *a) an education and care service as defined in the Education and Care Services National Law (Western Australia) Act 2012 section 5(1), other than a family day care service as defined in that section, is provided; or* *b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.*	*Discretionary ("A") use, meanings that the use is not permitted unless the Council has exercised its discretion by granting planning approval after giving special notice in accordance with Clause 9.4.*

It is contended the proposed development and use of the land as depicted in this application falls comfortably within the aforementioned land use definition and permissibility prescribed in the City's LPS No.3. It should be noted that the current approved use of the subject and is 'Child Care Premises' As such, the use is already established on the land.

Council's stated objectives for all land classified 'Mixed Use' zone under LPS No.3 are as follows:

a) To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non-active uses on upper levels.

b) To facilitate the creation of employment within the area so as to reduce the demand for travel and enhance the level of self-sufficiency.

c) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments

It is contended that the proposed development and use of the subject land for the purpose of a 'Child Care Premises' is consistent with the objectives of the land's current 'Mixed Use' zoning classification in LPS No.3 for the following reasons:

- It will provide for a variety of active uses along Beaufort Street that will contribute to an active and vibrant street;
- It will provide employment opportunities within the area and will utilize the existing public transport network to assist with reducing motor vehicle usage;
- It comprises a high quality design and built form that will enhance the streetscape, provide for increased activity along Beaufort Street and is compatible/complementary with the surrounding land uses/developments; and
- It will provide a valuable service to the community and will service the existing commercial uses within the immediate locality.

City of Stirling
14 August 2026
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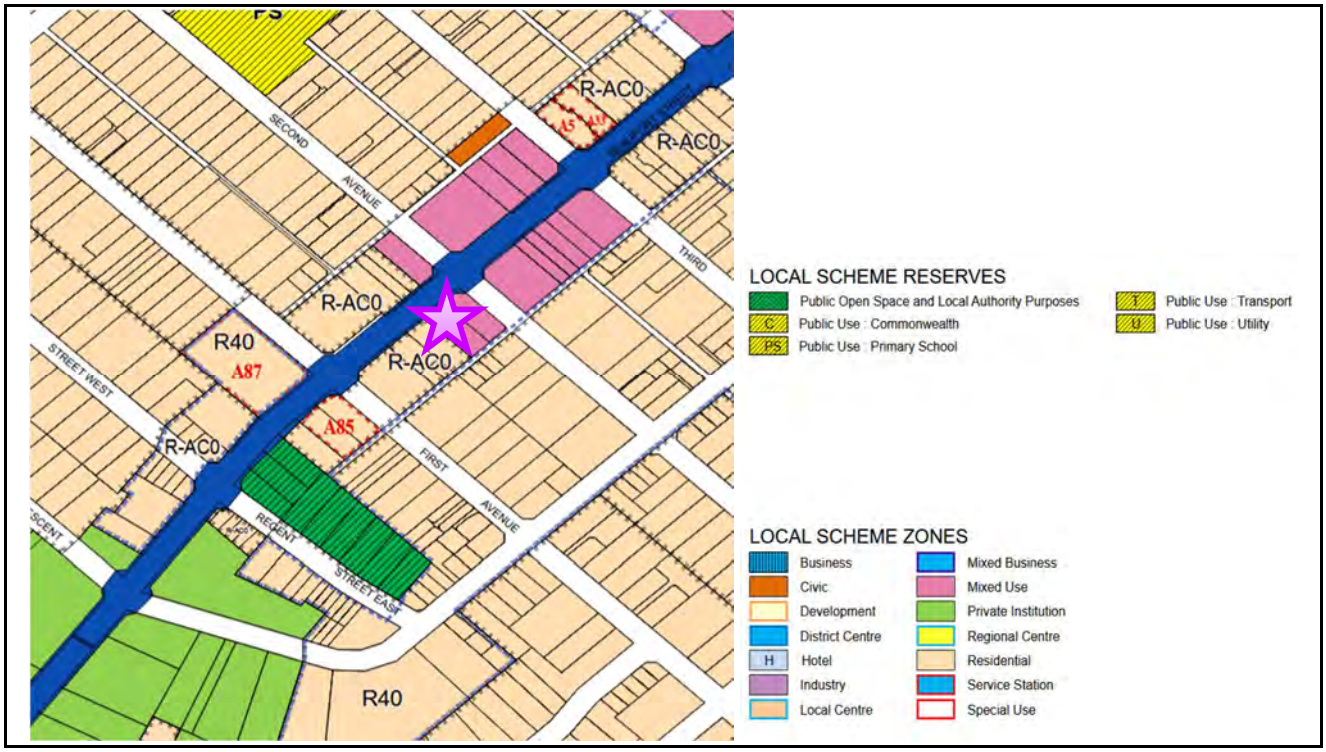


Figure 15 – LPS No.3 Scheme Map

7.3 Beaufort Street Local Development Plan

The Beaufort Street Local Development Plan (LDP) has been prepared to guide developments along the Beaufort Street Activity Corridor, including prescribing a number of development standards within various set precincts.

The subject land is located within the 'Second Avenue Mixed Use Precinct' of the LDP, which comprises the following Character Statement and Urban Form Outcomes:\

- *The Second Avenue precinct, from Second Avenue to Third Avenue, which includes the recent development of the new supermarket and shops, together with existing shop buildings, have consolidated the Second Avenue Precinct into a strong local centre, the character of which is to be intensified, and the range of commercial activities expanded.*
- *The Urban Form Outcomes include To ensure the retention of buildings built before 1960 and to encourage new mixed use buildings up to four storeys built to the street edge, where no buildings built before 1960 exist.*

The proposed development address the aforementioned state in that it will intensify development along Beaufort Street, provide a range of commercial activities and assist with retaining a portion of a building constructed pre-1960.

On-site Car Parking & Access' (LDP)

The proposed development has been designed to provide for twenty one (21) on-site car parking bays with vehicular access via dual width crossover along the land's Ingleton Lane frontage.(see Appendix 2 - Site Development Plans).

City of Stirling
14 August 2026
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The following car parking calculations are provided to assist the City of Stirling and DAP's assessment of the application and have been formulated with due regard for the parking standards prescribed in Table 1 of the Beaufort Street Local Development Plan:

Table 2 – Car Parking Calculation

LAND USE	PRESCRIBED PARKING STANDARD	No. OF PERSONS OR FLOOR AREA	PARKING BAYS REQUIRED
Child Care Premises	Non-residential uses – 3.5 bays per 100m^2 of NLA	546.35m^2	19.12 bays
Total number of on-site car parking bays required			**20 bays**
Total number of on-site car parking bays provided			**21 bays**
Proposed on-site car parking surplus			**1 bay**

As demonstrated by the above table, the proposed child care premises on the subject land meets the 'deemed to comply requirements' of Table 1 of the Beaufort Street Local Development Plan. In fact, the proposed development results in an on-site car parking surplus of one (1) bays,

7.4 City of Stirling Local Planning Policy No.3.1 - 'Character Retention Guidelines Mt Lawley & Menora'

Despite the subject land being located along the Beaufort Street Activity Corridor and subject to the Local Development Plan, the City's Local Planning Policy No.3.1 entitled 'Character Retention Guidelines mt Lawley and Menora' applies.

Local Planning Policy No.3.1 (LPP No.3.1) has been adopted by the City of Stirling to provide a comprehensive basis for the control and management of residential development within 'Heritage Protection Areas' (HPA). The key objectives of the guidelines are to:

- *Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- *Ensure that new buildings, alterations and additions to existing buildings, carports, garages, and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- *Maintain and improve existing street trees, grass verges and front gardens;*
- *Retain mature trees wherever possible; and*
- *Provide a framework for the assessment of development applications in line with the above points.*

It has been established that the existing commercial building on the subject land was constructed pre-1960. Through discussions with the City of Stirling, it was agreed that a majority of the existing building on the subject land has lost its heritage value and that demolition is supported, with the exception of the front 3 metre portion of the building that comprises the existing façade. This façade area will be refurbished to retain an element of the historical character of the former building and provide a feature entry to the new development.

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14 August 2026
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At the request of the City of Stirling, a Heritage Impact Statement has been prepared by Hocking Heritage Architects in support of the application and to address the requirements of the City's LPP No.3.1 (see copy attached herewith). The Heritage Report recommends that the proposed development on the subject land should be approved for the following reasons:

i) *The proposed childcare centre at 752 Beaufort Street, Mt Lawley, utilises an existing empty shop. The proposal has been designed to sit comfortably within the streetscape.*

ii) *Overall, the Beaufort Street streetscape between First Avenue and Third Avenue, where the subject site falls, demonstrates a range of architectural building styles, materials and details. There is no cohesive built form as the remnants of the original development of the area are now largely separated by later developments of varying forms and materials.*

iii) *The proposal does not adversely impact any of the key values and characteristics of the wider heritage area, the adjacent properties or the streetscape.*

iv) *The proposed childcare centre aligns with the key objectives of the City of Stirling's Character Retention Guidelines Mt Lawley and Menora, as well as the Beaufort Street Development Plan.*

In light of the finds of the Heritage Report and discussions with the City of Stirling, it is contended that the proposed development addresses the intent of Local Panning Policy No.3.1 and may therefore be approved by the City.

7.5 City of Stirling Local Planning Policy No.6.4 – 'Child Care Premises'

The purpose of the City's Policy is to promote the provision of child care premises in areas that are located close to Activity Centres and Activity Corridors to encourage the use of public transport and more walking, cycling and multi-trips. The subject land has been identified as being located along an 'Activity Corridor' and replaces an existing commercial development on the land.

Further to the above, the Policy contains a number of provisions that apply when considering development applications for a child care premises. The following provides a broad response to those provisions prescribed within the Policy to assist with the consideration of the application:

i) The subject land is located along an 'Activity Corridor' (as indicated in Figure 1 of the Policy), which comprises high frequency public transport service and a variety of land uses. As such, the proposal satisfies the locational criteria of the Policy;

ii) The subject land comprises an area of greater than 1,000m^2;

iii) The subject and is not located on a cul-de-sac road;

iv) The design of the proposed building is sympathetic to the existing commercial and residential developments within the immediate area and the anticipated built form within the Beaufort Street Activity Corridor;

v) The proposed development addresses the various development standards in regard to setbacks, site coverage and building height. This will be outlined further within this report;

vi) The development will include masonry boundary fencing;

vii) Landscaping has been provided within the front setback area of the development to assist with enhancing the appearance of the building when viewed from the street; and

City of Stirling
14 August 2026
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viii) The proposed development will comprise sufficient on-site car parking bays to accommodate the demand generated by the use. The car parking area has been designed to include a 6 metre wide crossovers (as prescribed within the Policy) and will comprise easy access for both staff and patrons.

The Policy prescribes the hours of operation for a child care premises shall be limited to 7:00am to 6.30pm, Monday to Friday and 8.00am to 6.00pm on weekends.

As previously mentioned, the hours for the proposed child care premises on the subject land will be Monday to Friday 6.30am to 7.00pm. Justification in support of the additional operating hours in addressed further within this report under the section outlining Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009.

7.6 City of Stirling Local Planning Policy No.6.12 - 'Public Art on Private Land'

The City of Stirling's Local Planning Policy No.6.12 entitled 'Public Art on Private Land' seeks to improve the appearance and amenity of places and improve the vibrancy and character of an area.

An artist has been appointed (Mr Peter McMeikan – Public Artist) to prepare and install the required artwork for the development to address the requirements of the City's Local Planning Policy. Peter is a well-established public artist hat graduated from Perth Art College in 1975 and worked as a commercial artist/ designer in advertising agencies in Perth, London and Hong Kong for over a decade.

Following a review of the development layout and preliminary discussions with the City of Stirling, it has been identified that the most appropriate location for the artwork will be along the buildings' façade with Ingleton Lane to enhance the streetscape along the laneway (see Figure 15 – Artwork).

At this stage, the proposed development intends to local/place the artwork along the land's Beaufort Street frontage (i.e. façade of the building) to provide greater exposure to the higher order road (see Figure 16).

Further details of the artwork will be provided once a development approval has been issued by the DAP and the City of Stirling. As such, it is requested that an appropriately worded condition be imposed on any development approval granted that the details, approval and installation of the public artwork be obtained prior to the completion/occupancy of the child care premises.

City of Stirling
14 August 2026
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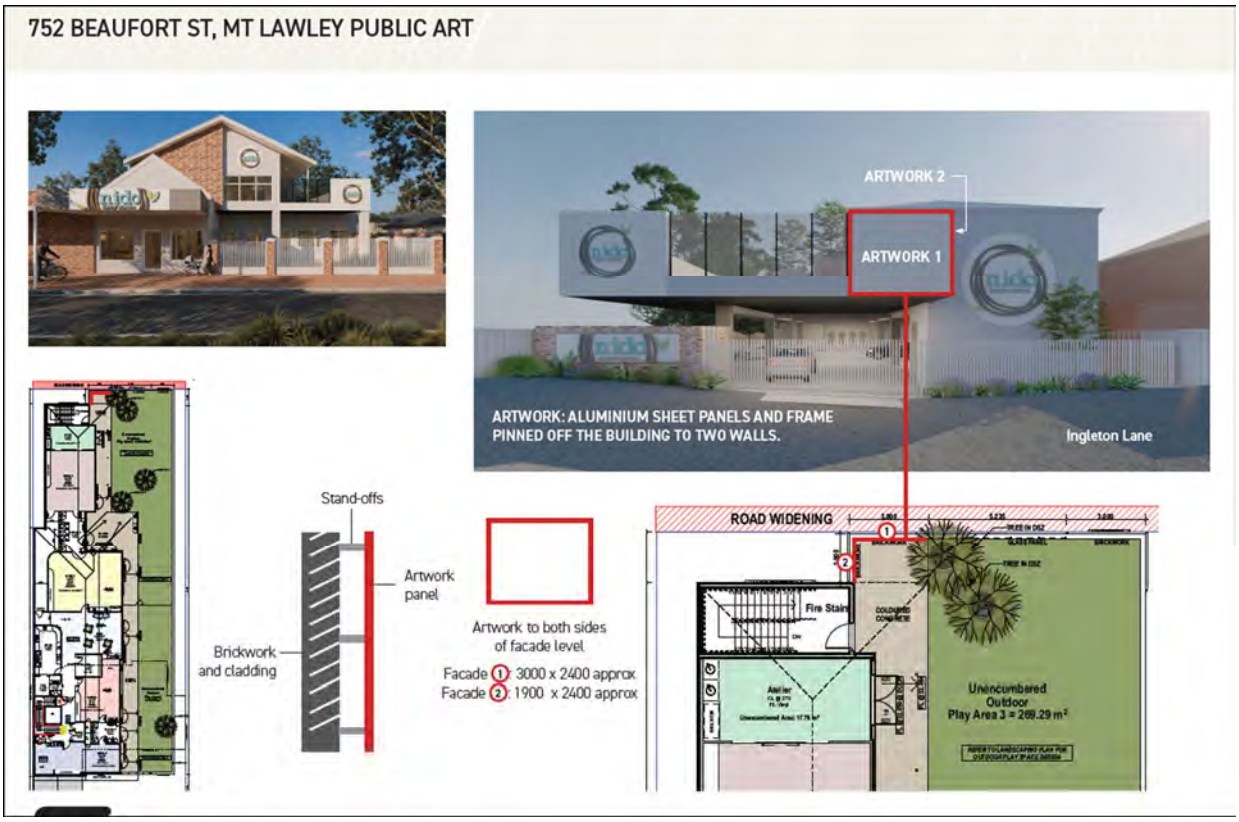


Figure 16 – Location of public artwork

7.7 WAPC Planning Bulletin No.72/2009 - 'Child Care Centres'

The Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009 entitled 'Child Care Centres' provides guidance to decision makers, developers and the broader community regarding the various matters required to be considered when planning for the development and use of child care centres. The objectives of this Planning Bulletin are to:

a) *locate child care centres appropriately in relation to their surrounding service area;*

b) *minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;*

c) *minimise the impact the surrounds may have on a child care centre; and*

d) *consider the health and safety of children attending the child care centre within the confines of the planning system.*

It is contended that the proposed child care premises on the subject land is consistent with the objectives of Planning Bulletin No.72/2009 for the following reasons:

i) It is well located in terms of access to a local, district and regional road network to allow for improved access and minimizes any impacts on the surrounding residential area;

ii) It will provide a much needed service in the Mt Lawley locality which will provide a significant benefit to the local community and the employees within the nearby Activity Centres and along the Beaufort Street Activity Corridor ;

City of Stirling
14 August 2026
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iii) It is a community type use that is commonly located within close proximity and within residential areas;

iv) It has been designed to comprise a layout that will ensure a safe environment for children attending the centre; and

v) It will not result in excessive traffic movements being generated and will therefore not have a detrimental impact on the surrounding road network.

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm, which is contrary to the hours prescribed within the Bulletin. Justification in support of this non-compliant aspect is provided below.

Hours of Operation

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm in lieu of the prescribed operating hours stated within the Bulletin of 7.00am to 7.00pm on weekdays. As such the application proposes to operate 30 minutes more during the morning period on weekdays. The following justification has been provided in support of the addition operating hours for the City's consideration:

i) The proposed extension to the operating hours (i.e. 30 minutes in the morning) is considered minor and will not have an adverse impact on the amenity of the immediate locality;

ii) Whilst the premises will accommodate for working parents to drop children off before 7am, the play areas could be limited so as to not be used until after 7am to reduce any adverse impacts on the surrounding area;

iii) The subject land is located along the Beaufort Street Activity Corridor and within close proximity of both the Mt Lawley and Inglewood Activity Centre. Furthermore, Beaufort Street comprises a high frequency public transport network that provides a service to the Perth CBD and the Morley Activity Centre. The additional start time will cater for parents using the public transport network to drop children off on the way to work;

iv) It is observed that a number of commercial development within the immediate area comment trade before 7am. Given this, the earlier starting time for the child care premises on the subject land will not adversely impact the amenity of the surround area;

v) A review of previous decision made by the City of Stirling and the DAP for similar developments has identified that the starting time of 6.30am has been supported where there is merit. Given the location of the subject land along Beaufort Street, it is contented that this application has merit;

vi) It should be noted that the subject land abuts Beaufort Street, which experiences high traffic volumes and traffic/road noise. Any noise generated by the child care premises at 6.30am would be less than the extent of noise generated by passing traffic along Beaufort Street; and

vii) In addition to the above point, an acoustics report has been prepared by Herring Storer Acoustics in support of the application reviewing the noise generated by the child care premises commencing operation at 6.30am.

In light of the above, the proposed operating hours have merit and may therefore be supported.

City of Stirling
14 August 2026
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7.8 State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is located along Beaufort Street, which is identified as a regional road (see Figure 17 - PlanWA). As such, this development application may require the preparation of an acoustic report to enable the City to undertake an assessment against *State Planning Policy No. 5.4 Road and Rail Noise.*

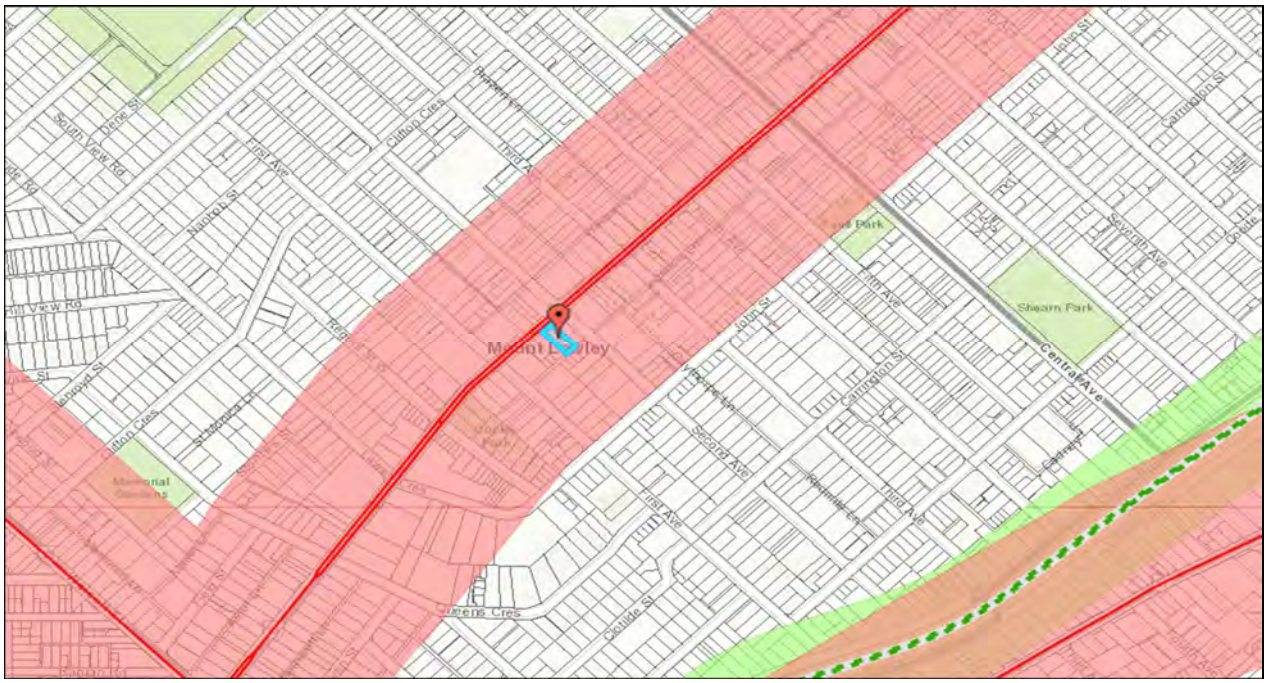


Figure 17 – Road Noise (PlanWA)

An acoustics report has been prepared by Herring Storer Acoustics in support of the application to address State Planning Policy No.5.4 in terms of road noise. The report provides the following conclusions:

- *In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of 752 Beaufort Street, Mt Lawley, from vehicles travelling on Beaufort Street has been undertaken.*
- *In accordance with the Policy, the following would be the acoustic criteria applicable to this project:*

  Internal

  Sleep Rooms - $L_{Aeq(Day)}$ of 35 dB(A).
  Play/Group Rooms - $L_{Aeq(Day)}$ of 40 dB(A).
  Staff Room - $L_{Aeq(Day)}$ of 45 dB(A).
  Office - $L_{Aeq(Day)}$ of 40 dB(A).
  Reception - $L_{Aeq(Day)}$ of 45 dB(A).
  Work areas (eg: Laundry) - $L_{Aeq(Day)}$ of 50 dB(A).
- *The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration is required.*

City of Stirling
14 August 2026
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- *Although under the Policy, there are no strict requirements with regards to the outdoor play areas, the Policy does indicate that the outdoor noise received within these areas does need to be considered. Outdoor noise level ranges from 53 dB $L_{Aeq(Day)}$ to 61 dB $L_{Aeq(Day)}$ dependent on location, thus meeting the target of 55 dB $L_{Aeq(Day)}$.*

7.9 Bushfire Prone Areas

The subject land has not been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 18).



Figure 18 – DFES Bushfire Mapping

7.10 Contaminated Site Investigation

A search of the site under the contaminated sites register has revealed that the land does not have any contamination (see Figure 19). In addition, the subject land is not impacted by floods plains, Bush Forever site and/or acid sulphate soils.

City of Stirling
14 August 2026
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Figure 19 – Contaminated Site Mapping (MNG Mapping). Contamination site shown in purple.

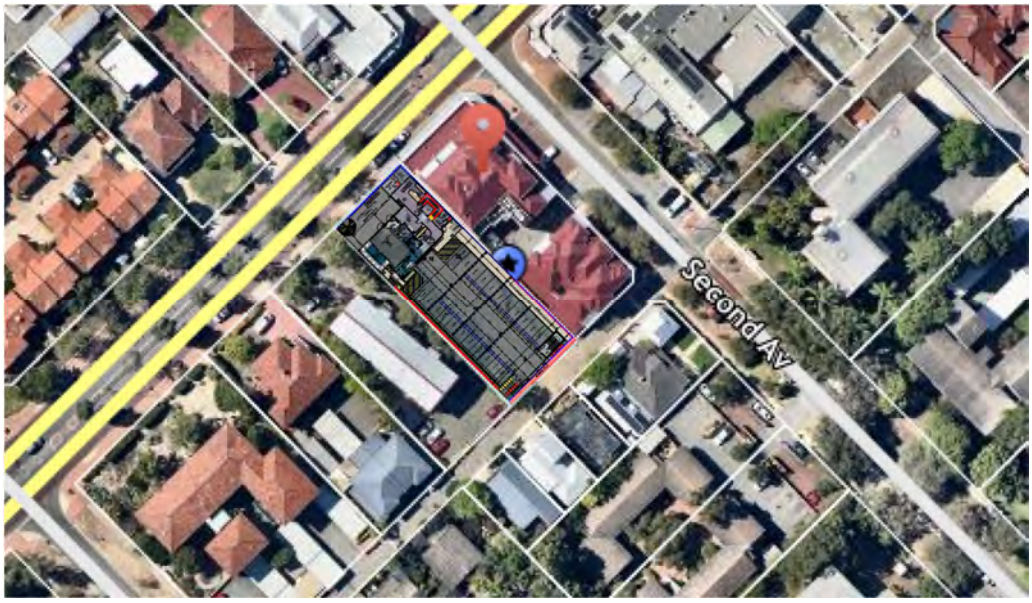
8.0 STATE PLANNING POLICY NO.7.0 – 'DESIGN OF BUILT FORM ENVIRONMENT

The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration by the City of Stirling and the DAP.

Table 3 – Design Principles

DESIGN PRINCIPLE	RESPONSE
Context and character *"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."*	• A review of the immediate locality has identified that the character within this part of the Mt Lawley varies in terms of land use and built form. • The subject land is located along the Beaufort Street Activity Corridor which contains a number of commercial uses. • The subject land has historically been developed and used for a restaurant with the car parking area located within the front setback area and to the rear of the existing building. • The existing commercial development along this part Beaufort Street ranges from single storey to two storey, with the adjoining mixed use development comprising a building height of three (3) storeys. It should be noted that other part of the Beaufort Street Activity Corridor comprises building heights greater than three storeys. • Residential development on the surrounding lots range from single storey character homes to three storey flats constructed in the late 1960's (i.e. adjoining south-eastern property). The flats comprise designated architectural style.

City of Stirling
14 August 2026
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	• In light of the above points, it is contended that the built form of the proposed child care premises on the subject land will reflect the existing built form character within the area. This has been expressed within the contextual report prepared by Hocking Heritage Architects). • The proposed child care premises has been designed to reflect the existing and emerging built form along Beaufort Street (i.e. Activity Corridor). Furthermore, the design of the new building on the subject land will improve the streetscape compared to the current development on the subject land. • The new building will include the use of various materials and colours that will provide an element of visual interest when viewed from the street. • The proposed development and land use will provide a vital and much needed service within this part of the Mt Lawley locality. 
<u>Landscape quality</u> *"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."*	• A review of the subject land has revealed that there is no significant vegetation on the subject land due to the historical use of the land. Given this, the proposed development will include the planting of new trees. This is a far better outcome to the current situation on the land. • The proposed development will not impact the existing mature trees on the adjoining south-western property. • The planting of a new tree within the front setback of the proposed child care premises will enhance the development, provide a positive contribution to the environment and provide shade to the front pay area. In addition, the tree will assist with softening the appearance of the development when viewed from the street and assist with on-site drainage. • A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide adequate tree canopy cover. This has been depicted within the indicative landscaping plan prepared in support of the application. • A landscaping and playground plan has been prepared for the application by a qualified consultant for review. The playground layout will reflect the requirements of the Child Care Services (Child Care) Regulations 2006.

City of Stirling
14 August 2026
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	• The development on the adjoining south-western property contains large mature trees that provide good shading of the play area of the new child care premises. • The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment.
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 proposed development will include the retention of the front portion of the exiting building on the land to retain some heritage character associated with the Mt Lawley area. This has been worked through with the City of Stirling. • The proposed development features good massing as the façade is broken up by multiple elements and articulation, including varied street setbacks, indentations along the Beaufort Street façade and use of varying materials (i.e. render, steel, timber, glazing etc). Given these key elements, it is contended that the future development on the subject land will provide a positive contribution to the built form character of the adjoining streetscapes and any future anticipated development along Beaufort Street and along the Activity Corridor. • In addition to the above point, the development will locate the play areas overlooking the adjoining street and the right of way, with the main entry point along Beaufort Street. This will provide some activation of the development at street level, provide an active frontage and assist with improved passive surveillance of the street and the right of way. • The bulk. scale and built form of the proposed building is reflective of the various existing and anticipated development along the Beaufort Street Activity Corridor. • The proposed development will be of two storey and is consistent with building height within the area. In fact, the existing development on the adjoining properties are three storey.
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 design of the child care premises is considered to be functional, with the internal layout being designed to meet the needs of the future operator and patrons (children). • In addition to the above point, the development has been designed to satisfy the statutory requirements for the child care premises (i.e. Child Care Services (Child Care) Regulations 2006), including the required internal and external area to accommodate the proposed number of children attending the venue. • The proposed development will include the use of robust materials and construction methods that will comprise a long life cycle. • The development will comprise an entry point (pedestrian access path) that provides a clearly definable entry and a sense of place for the future patrons to the child care premises. This also allows for a link between the child care premises and the existing pedestrian network within the area to encourage walking. • The development has been designed to allow for access to natural light (including access to the northern winter sun) and cross ventilation (air flow through the building). This could assist with reducing running costs for the business. • Verandah areas are included to provide shade protection to windows during the summer months. • The internal layout of the building provides for flexibility and efficient use of space for both the patrons and the staff. • The landscaping provided within the external play area will assist with providing some shading of the development during the summer months (to provide protection from

City of Stirling
14 August 2026
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	solar heating) and softening the appearance of the development when viewed from the public realm or the adjoining properties.
Sustainability *"Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."*	• The proposed development has been designed to obtain access to both natural light and ventilation. It is contended that the design layout of the development will assist with reduced running costs of the development and allow for access to natural light and ventilation. • The proposed solar panels will assist with reducing running costs and provide a positive benefit to the environment. • The use of landscaping within the front setback area and providing an undercroft car parking area will assist with providing adequate shading during the hot summer months. • Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. This includes the installation of new mature trees on the land to provide shading and reduce the 'heat island effect'. • The location of windows to key internal/external activity rooms and the entry points along the frontages of the building will provide for improved connectivity between the public and private realms that will assist with social interaction and good passive surveillance. • The proposed development will provide a vital community service within the immediate locality. • The development has good access to public transport and a pedestrian network which will assist with reducing motor vehicle dependency and provide for alternative methods of transportation to motor vehicle usage. 
Amenity *"Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive."*	• The development has been designed to meet the needs of the operator and to achieve the requirements prescribed statutory requirements associated with the running of a development. • The design layout also includes easy connection/access between the internal and external play areas for the children. In addition, the key administrative areas have been located so they do not adversely impact the children's active spaces. • The development, including both the internal and external play areas, will comprise orientation towards both Beaufort Street and the rear right of way to provide an outlook and provide for improved passive surveillance. • Adequate measures have been designed to provide for the protection of the children within the external play areas from the general public.

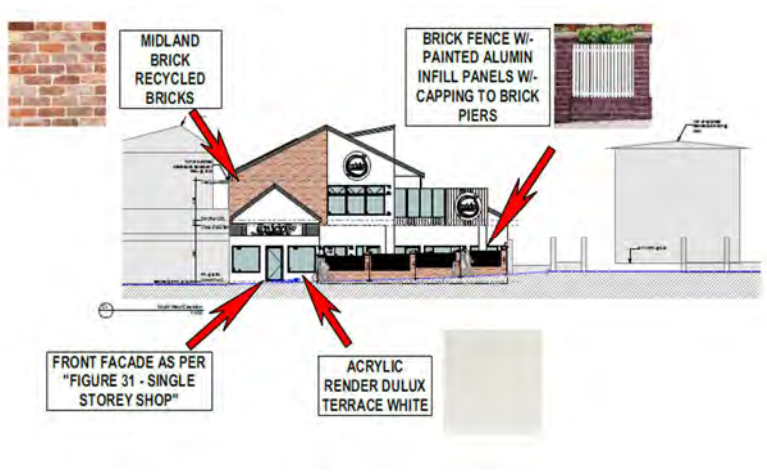
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14 August 2026
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	• Adequate boundary setbacks have been provided for sufficient separation between the buildings on the subject land and the adjoining properties. • Good pedestrian paths/access is provided for the staff and patrons of the child care premises. The path also connects onto the pedestrian path network along Beaufort Street. • The building has been designed comply with the Child Care Regulations. • The development has been designed to allow for easy access for both the staff and parents attending the development.
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 proposed development is legible in that it provides a distinctive façade and entry point along Beaufort Street. This has been achieved by retaining a part of the existing pre-1960 building on the land and refurbishing the section to create a feature entry point. • Car parking will be provided for the development from the right of way to allow for easy access for both staff and parents attending the child care premises. • The main entry into the development allows for easy access from both the street and the car parking area, with the entry being directly from the street via a pedestrian path and therefore allowing for easy access for patents and children to the child care premises. This entry is easily distinguishable and provides designated access to one secure entry area. This design philosophy will allow for clear and easy access for parents during pick up and drop off times. • The proposed development has been designed to establish clear definable area for pick up/drop off. This includes a clear entry point and designated car parking area to service the use. • The development is well connected to the existing pedestrian path network within the adjoining road network. • The development will comprise a covered entry point that will provide protection from the elements.
Safety *"Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use."*	• The proposal provides multiple windows facing the street, the vehicle/pedestrian entrances to the building, the car parking area and the outdoor play areas. • The development will provide adequate security (i.e. security cameras) to secure the child care premises after hours. • The child care premises has been designed to ensure that children will not have unsupervised access to the street. In addition, the entry foyer has been designed to ensure that parents pick up and drop of children in a safe environment and avoid the chances of a child walking into the car parking area or street without a parent. It should be noted that parents are required to sign in and out children. • The development has been designed to allow for all vehicles to entry the public street network in a forward gear. The vehicle access point comprises adequate visual sightlines to provide a safe pedestrian environment. • Security gates are being provided to the car parking area to allow the area to secure after hours. • Given the sensitivity of the business to operate from the land, the proposed child care premises has been designed to be secure and provide protection for the children. • The development will include numerous windows and gates to avoid any opportunities for concealment or entrapment by intruders.

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14 August 2026
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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 new child care premises on the subject land will provide a vital service for parents within the area. • The proposed child care premises on the subject land will provide a vital service for working parents within the existing commercial use along the Beaufort Street Activity Corridor. This will allow for parents to work, whilst having their children close by. • The development provides a child care premises with easy access to public transport, therefore catering for parents using public transport to travel to work. • The hours of operation for the child care centre will also cater for working parents that start work before 7.00am. • The proposed development will provide employment opportunities within the area and will foster growth within this part of the Mt Lawley locality. • The proposed child care premises will assist with early leaning for children within the Mt Lawley area. • The proposed development provides a number of windows and outdoor play areas which address the street to provide an active frontage and improved connectivity between both the private and public realms. 
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."*	• Aesthetics of the proposed street facing facades includes the use of a variety of materials and renders, varied setbacks and windows of varying sizes. • The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. • The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. This includes providing varying front setbacks for the development to reduce the overall impact on the street in terms of bulk and scale. • The design of the proposed development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as the bin storage area, administration areas and car parking. • The proposed façade for the development provides visual interest, includes an active frontage and articulation. The proposed building is impressive compared to other buildings along this part of Beaufort Street, therefore making the building and business inviting to prospective clientele. • The development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as bin storage areas and car parking. • The proposed development has been designed to include variable front setbacks, along with active spaces, which will provide an attractive and articulated front façades. The impressive façade designs will appeal to all passers-by and engage interest from the public realm.

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14 August 2026
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9.0 DEVELOPMENT STANDARDS

9.1 General Development Standards

The design of the proposed new child care premises on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) and all associated local planning policies, including the Beaufort Street Local Development Plan. Any variations to the development standards will be addressed within this report.

Table 4 below provides an assessment of the proposed development to assist with the consideration of the application against the applied development standards:

Table 4 – Assessment Table

DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	Min – Nil setback (minimum of 70% nil setback required – 13.2 metres)	Min – Nil Frontage – 34.5% (6.53 meters)	Does not comply. (refer to justification)
Upper floor setback buildings built before 1060	New building to be setback 2.5 metres	Min – 3.271 metres	Yes
Secondary street	Nil	Not a corner lot	N/A
Right of Way	LDP Provisions Ground – 2 metres Upper floor 3.5 metres	Ground floor – 763mm Upper floor – Nill	Does not comply. (refer to justification)
Northern side boundary	LDP • North-eastern boundary – Nil • South-western boundary – Nil	Proposed setbacks • North-eastern boundary – Nil • South-western boundary – 1.525 metres	Yes

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14 August 2026
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LANDSCAPING			
Total landscaping	10% of site area (111.3m^2)	11.4% (127.4m^2)	Yes
Shade Tree	1 tree per 6 car parking bays	Not required as car parking is located within an undercroft level.	Yes
GENERAL/ OTHER			
Building Height	LDP Max storeys - 4	Storeys - 2	Yes
Plot Ratio	LDP – N/A	N/A	N/A
Open Space	LDP – N/A	N/A	N/A
Awning Ht	Min – 2.7 metres Max – 3.2 metres	Awning Ht – 3.2 metres (existing awning)	Yes
Visual privacy	Avoid direct overlooking of habitable rooms and outdoor living area on adjoining property.	Use of highlight windows and screens to 1.6 metres to avoid any overlooking of any adjoining properties.	Yes
Storage/refuse areas	One bin store required, screened from the street	Located in undercroft level (screened from the street)	Yes
Location of car parking	Screen car parking from primary street	Located in undercroft level (screened from Beaufort Street)	Yes
Articulation along street frontages	Primary & secondary street facade to include varying use of materials and colours. Windows to be orientated towards the street.	Proposed development include varying setback, use of materials and colours to provide articulation and visual interest.	Yes
Bicycle parking	1 space per 400m² of gross floor area (GFA) Total of 4 bays required	4 bicycle bays provide	Yes
Vehicle access/egress	Vehicles to return to street in a forward gear & crossover 6 metres max	All vehicles to return to street in a forward gear and crossover is 6 metres.	Yes
Crossover/parking construction	Sealed and drained	Car parking area and crossover sealed and drained to the satisfaction of the City of Stirling.	Yes
Pedestrian access	Definable entry point from street, universal access.	The building comprises a definable entry point, provides pedestrian connection with foot path network within street and allows for universal access.	Yes
Site Works	LDP provisions – Excavation not to exceed 500mm from NGL within street setback area	Excavation within the street setback areas is greater than 500mm above NGL (max – 690mm.	Does not comply. (refer to justification)

The following table provides written justification for those aspects of the proposed development on the subject land that does not meet the relevant 'deemed to comply requirements' of the planning framework.

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Table 5 - Justification

DEVELOPMENT PROVISION	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
Beaufort Street Local Development Plan, Clause 3.5 – 'Building setback'	The application proposes that the portion of the development comprising a nil front setback will occupy 34.5% (i.e. 6.53 metres) of the lot frontage in lieu of a required minimum of 70% (i.e. 13.2 metres) prescribed by 'deemed to comply requirements' of Clause 3.5 of the Local Development Plan	1. The variation to the extent of the new building comprising a nil setback along the land's Beaufort Street frontage can be attributed to the retention and refurbishment of a portion of the existing building on the subject land. This allows for a separation between the old building and the newer more substantial building being constructed. As such, the design is aimed at show casing the old structure and creating a feature entry to the development. 2. In addition to the above, the building has been designed to allow for a play area to the front of the building and the planting of a mature tree to enhance the streetscape and allow for a transition between the development comprising a nil setback on the adjoining north-eastern property to the older residential development ('flats') on the adjoining south-western property that comprises a large front setback. 3. The front setback for the new development on the subject land will not have an adverse impact on the surrounding streetscapes of adjoining properties in terms of bulk and scale. 4. The development will include varying materials and landscaping along its Beaufort Street frontage to provide an element of visual interest of the building when viewed from the public realm. 5. The overall development on the subject land will include landscaping within the front setback area (including the planting of a new tree) to enhance the development when viewed from the street and soften any impact that the development may have on the Beaufort Street streetscape. 6. The overall development makes effective use of all available space and provides for the creation of adequate internal and external areas to support the operation and patrons of the child care premises. 7. The development comprises sufficient space to accommodate any required easements within the street setback areas of the development required by any servicing authorities. Having regard for the above it is contended that the proposed variation to the extent of the development comprising a nil setback along the land's Beaufort Street frontage for the proposed child care premises on the subject land does not undermine the objectives of the Local Development Plan, will not have a detrimental impact on the streetscape or the adjoining properties and may therefore be approved by the City and the DAP.
Beaufort Street Local Development Plan, Clause 3.5.3 –	The application proposes that the following aspects of the proposed development	1. The variation to the minimum required setback for the proposed development along the right of way is considered to be minor and will not have an adverse impact on the surrounding streetscapes of adjoining properties in terms of bulk and scale.

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14 August 2026
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'Setback to rear laneway'	on the subject land does not meet the 'deemed to comply requirements' of Clause 3.5.3 of the Local Development Plan: i) The ground floor will comprise a minimum setback of 763mm from the new lot boundary with the laneway in lieu of 2 metres; and ii) The upper floor will comprise a nil setback from the new lot boundary with the laneway in lieu of 2.5 metres.	2. In addition to the above point, the upper floor of the development is an open outdoor play area, with comprises minimum bulk/scale. 3. The proposed development has allowed for a 970mm widening of the right of way, which provides a greater setback from the existing pavement. 4. In reviewing the existing mixed use development on the adjoining north-eastern property, it is noted that the City has supported a nil and reduced setback for the building on that property (see Figure 19). Given the existing development on the adjoining property, the proposed reduced setback for the new child care premises from the right of way will not be out of character in terms of built form and/or bulk. 5. In regard to the adjoining south-western property, the older multiple dwelling development contains an open car parking area. As such, the reduced setback of the child care premises on the subject land from the right of way will not have an adverse impact on the existing development on that property. 6. The right of way streetscape is also characterised as having a number of solid fences, with little to no activation. As such, the reduced setback from the right of way will have minimal impact on existing developments along the right of way. Furthermore, the proposed development on the subject land will provide an element of connectivity and passive surveillance over the right of way. 7. The development will include varying materials and landscaping along its right of way frontage to provide an element of visual interest of the building when viewed from the public realm. 8. The overall development makes effective use of all available space and provides for the creation of adequate internal and external areas to support the operation and patrons of the child care premises. 9. The reduced right of way setback for the child care premises on the subject land will not have an adverse impact on the visual outlook from any existing dwellings on the adjoining properties over the right of way. 10. The development comprises sufficient space to accommodate any required easements within the street setback areas of the development required by any servicing authorities. Having regard for the above it is contended that the proposed variation to the minimum right of way setback for the proposed child care premises on the subject land does not undermine the objectives of the City's Local Planning Policy, will not have a detrimental impact on the streetscape or the adjoining properties and may therefore be approved by the City and the DAP.

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		 Figure 19 – The existing mixed use development on the adjoining north-eastern property com-rises a nil and reduced setbacks from the right of way.
Beaufort Street Local Development Plan, Clause 6.3.1 – 'Site works'.	The application proposes that a portion of the excavation within the front setback area will be greater than 500mm from NGL (max 690mm) contrary to the 'deemed to comply requirements' of Clause 6.3.1 of the Local Development Plan.	1. The subject land is characterised by a fall in natural ground levels of 1.97 metres down/across the subject land. Given this variation in the natural ground level down/across the site, the development has been designed to comprise an element of cut and a level site to meet the needs of the occupants of the child care premises. In addition, the levels of the proposed development has been set by the retention of the existing older heritage building within the front portion of the subject land. 2. The extent of cut within the front setback area (i.e. 190mm) is considered to be minor and will not have an adverse impact on the streetscape or any pedestrian access for the proposed development on the subject land. 3. Despite the variation to the excavation levels, it is contended that the proposed site works will not have any adverse impacts on the streetscape in terms of bulk and scale. 4. The proposed site works will not have an impact on the streetscape. 5. The location of the retaining wall along the boundaries will assist with providing for the effective use of all available space and the creation of adequate/usable space. 6. The proposed development on the subject land will not adversely impact access to light and ventilation for the existing developments on the adjoining properties. 7. The retaining walls excavation will be appropriately engineered to ensure that the works do not undermine the existing structures on the adjoining properties. Engineering details will be provided to the City of Stirling as part of any building permit application. Having regard for the above it is contended that the proposed retaining wall and excavation to be built up to the lot boundaries and within the front setback of the subject land is minor in nature, does not undermine the objectives of the Local Development Plan, is a result of the constraints of the land, will assist with providing a level/usable site, will not have a detrimental impact on the adjoining properties or local streetscape and may therefore be approved by the City and the DAP.

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10.0 CITY OF STIRLING DESIGN REVIEW PANEL

The application has been referred to the City of Stirling Design Review Panel (DRP) meeting on 16 20 November 2026 for consideration and comment. It is noted that the proposed use and development on the land is generally supported by the Panel, with a number of recommendations and comments being made to improve the functionality and appearance of the development.

The following table provides a response to the those matters/comments provided by the Panel that have been reflected on the plans prepared in support of the development:

Table 6 – Response to Design Review Panel

DESIGN PRINCIPLE	RESPONSE
Context and character	• The entry point ('shopfront') along Beaufort Street has been amended to provide a more usable space , whilst maintaining the required safety lock for children. • The window to the front façade of the existing building along Beaufort Street has been changed to allow for a ledge to reflect the traditional style in the area. • The entrance has not been concaved to avoid any further damage to the portion of building being retained. The current front portion of the existing building does not comprise the concave return. • The roof structure has been changed from a skillion to a pitched roof to reflect the character and prevailing roof styles within the area. • The style of the building has been referred to a heritage consultant, which has supported the architectural design/language of the building. This includes setting the new part of the building back from the old building to clearly defined the two. • Front elevation of building has been amended to reflect the adjoining development and other similar scale developments along the street.
Landscape quality	• Landscaping plan has been amended to address comments received by both the DRP and the City. Furthermore, additional landscaping has been provided within the Ingleton Lane frontage to enhance the appearance of the development when viewed from the laneway and the adjacent residential lots. • Plant/tree species have been amended. • The landscaping plan has been amended to provide additional information/details. • No shade sails proposed and artificial turf removed.
Built Form and scale	• The building layout has not been flipped as suggested by the Panel to avoid having any adverse impacts on the residential dwellings on the adjoining north-eastern property. Skylights have been included to allow natural light to penetrate into the building. • Cross ventilation diagram has been updated to ensure good flow through the building.

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14 August 2026
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	• Windows have been included to the existing building being retained to allow for improved solar access. The windows along the front facade of the building has been changed to reflect the character guidelines. • Stairs have not been moved. The proposed location addresses operational requirements and does not interfere with the required outdoor play areas.
Functionality and build quality	• A waste management plan has been prepared in consultation with the City of Stirling and will be collected from Ingleton Lane. • Artwork has been proposed along the laneway frontage, along with additional landscaping. This will benefit the community. • Road widening shown and noted regarding ceding. • Window provided to cot room as requested. No window has been provided the stairwell due to fire requirements.
Sustainability	• The plans indicate a number of sustainability measures that will be adopted for the development. • The schedule of materials and finishes has been amended. • The use of existing bricks is not possible given the brittle nature of the material, which will result in structural issues with the building.
Amenity	• The community seating has been illustrated on the plans. • A window has been included to the cot room as requested. • No details have been provided regarding the Panel's statement regarding amenity. The plans and reports prepared in support of this application clearly outlined sufficient details regarding the development, including any impacts on the surrounding land uses. • The outdoor play area is not predominantly orientated west. In addition, the location of the play area has been set to limit impacts on adjoining residential properties and to use the shade provided by the existing mature trees on the adjoining south-western, given that the DRP do not support shade sails. • Skylights have been provided to allow access to the northern sun.
Legibility	• The entry points for the building have been reviewed and enhanced.
Safety	• Gates and secure entry points have been included within the development. Gates have been provided for the car parking area to provide security after hours. • Passive surviellance of the laneway is provied.
Community	• The Panel's comments are noted.
Aesthetics	• Additional contextual information has been provided, with the façade/materials being updated.

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14 August 2026
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	• The demolish company undertaking the works are likely to recycle some of the materials for re-sale. • The quality of the building will not be compromised as suggested by the Panel. • The blank walls to the land's street frontages have been minimised. • Artwork has been reviewed and located along the land's Ingleton Lane frontage as requested by the City of Stirling. • Existing bricks will not be used for the new building given the brittle nature of the material and the potential structural issues in the future.

11.0 OTHER CONSULTANT REPORTS

11.1 Acoustics Report

An acoustic report has been prepared in support of the application by 'Herring Storer Acoustics' (see copy attached herewith). The report has undertaken an assessment of the noise emissions generated by the proposed child care premises and the potential impact that noise may have on the adjoining and surrounding residential properties.

The acoustics report provides a number of recommendations for the proposed development and concludes that the proposed child care premises is capable of operating without having any detrimental impacts on the surrounding residential properties.'

In light of the above, the acoustic report provide the following conclusion:

i) Noise received at the neighbouring residences from the outdoor play area would comply during the day period, thus, outdoor play would be limited to the day period (i.e. – after 7am).

ii) Noise received at the neighbouring residences from the mechanical plant would comply at all hours. Note, once mechanical selection and placement is finalised, it is recommended than an updated acoustic report be provided to ensure the selection complies.

iii) Noise received at the neighbouring residences from noise associated with vehicles would also comply at all hours.

iv) Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 for the proposed hours of operation, with the inclusion of the following:

- *For the outdoor play area, a 1200mm high wall on the first floor as shown in Appendix A would be required.*
- *Mechanical plant would need to be placed within the proposed plant.*
- *No car bays would be required to be restricted during the "Night Period".*

v) Finally, it is recommended to adopt best practices in managing a child care centre to reduce noise, including but not limited to no music to be played outside, and favouring soft finishes in the outdoor play area.

In light of the above, it is concluded that the design and location of the proposed child care premises on the land is suitable and can be managed in terms of noise generation.

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11.2 Traffic Impact Statement

A Traffic Impact Statement has been prepared by 'Premise' in support of this application (see copy attached herewith). The Traffic Impact Statement (TIS) comprises the following conclusions in terms of the proposed child care premises on the subject land:

i) This Transport Impact Statement concludes that the traffic and parking generated by the proposed childcare centre at Lot 112 (#752) Beaufort Street, Mount Lawley, can be accommodated by the existing and planned road network without any adverse impacts on safety or efficiency.

ii) The proposed parking supply and access arrangements are compliant with all relevant statutory requirements. Therefore, it is concluded that the development is supportable on traffic and transport planning grounds.

In light of the above, it is concluded that the design and location of the proposed child care premises on the land is suitable in terms of traffic movement and generation.

11.3 Waste Management

A waste management plan (WMP) has been prepared by 'CF Town Planning & Development' in support of this application (see copy attached herewith). The proposed waste collection for the development along the land's Ingleton Lane frontage of the subject land using a private contractor, servicing the site twice per week per waste stream (i.e. two collections per week).

The WMP concludes that sufficient measures are proposed to ensure that the development can adequately be serviced in terms of waste disposal & collection.

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12.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed construction of a new child care premises on Lot 112 (No.752) Beaufort Street, Mt Lawley is suitable and capable of being approved by the City of Stirling and the Metro Inner Development Assessment Panel for the following reasons:

- The proposed development is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City of Stirling and DAP have the discretion to grant approval for a child care premises use on land classified 'Mixed Use' zone within the City of Stirling's Local Planning Scheme No.3.
- The proposed development is consistent with the stated objectives the WAPC Planning Bulletin No.72/2008 entitled 'Child Care Centres'.
- The proposed development is generally compliant with the various standards and requirements prescribed in the City of Stirling's Local Planning Scheme No.3 and all associated local planning policies. Where a variation has been sought, the proposed development has addressed the 'design principles criteria' of the relevant planning framework.
- The proposed development on the subject land will complement other similar commercial land uses along Beaufort Street and reflects the anticipated built form prescribed within the Beaufort Street within the Beaufort Street Local Development Plan.
- The proposed development will result in the retention and refurbishment of a portion of the existing building on the subject land that was constructed pre-1960 to reflect the City's request and objections of the Heritage Protection Area guidelines. This has been bolstered by the preparation of a heritage report prepared by a Heritage consultant.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed development will foster development of the Beaufort Street Activity Corridor and the nearby Activity Centres, with the use providing a much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed child care premises will provide a much needed service within the immediate locality and will have significant benefits to the local community.
- The proposed development on the subject land is well serviced by a comprehensive pedestrian path network and good access to public transport that will provide access for staff and patrons to the child care premises.
- The proposed development use on the subject land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network, given the land's easy access to a comprehensive regional road network. Furthermore, there is sufficient parking available on the subject land to service the demand likely to be generated by the proposed development.
- The design layout has been amended to address the comments and recommendations provided by the City's Design Review Panel and as a result of a number of meetings with the City of Stirling's Planning Department.
- The new development on the subject land will not compromise the existing character, amenity or compatibility of land usage in the immediate locality or give rise to any land use conflicts.

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13.0 CONCLUSION

The proposed child care premises on the subject land will cater for the demand for such a service within the locality and provide a much needed services for the residential population and the commercial populations within the immediate locality. Furthermore, the proposed development will retain a portion of the existing pre-1960's building on the land and refurbish the section of the building to retain an element of heritage character for the development.

The proposed development has been designed to have due regard for the existing/anticipated built form and character along the Beaufort Street Activity Corridor whilst providing a safe environment for the future patrons of the child care premises. As such the proposed development will not have an adverse impact on the streetscape and the surrounding area in terms of appearance, bulk and scale. In fact, the proposed development provides an element of bulk/scale along the land's Beaufort Street frontage and provide good levels of connective/passive surveillance of all adjoining streets.

In light of the above information and justifications, we respectfully request the City of Stirling's and Metro Inner Development Assessment Panel's favorable consideration and conditional approval of the application to construct a new child care premises on Lot 112 (No.752) Beaufort Street, Mt Lawley in accordance with the plans prepared in support of this application at the DAP's earliest possible convenience.



CF Town Planning & Development
Planning & Development Consultants

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APPENDIX 1 – RECORD OF CERTIFICATE OF TITLE

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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1485	145

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 112 ON PLAN 2473

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ANNA STAVRETIS OF UNIT 301 114 CEDRIC STREET STIRLING WA 6021

(T P305744) REGISTERED 3/10/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1485-145 (112/P2473)
PREVIOUS TITLE:	506-148
PROPERTY STREET ADDRESS:	752 BEAUFORT ST, MOUNT LAWLEY.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

LANDGATE COPY OF ORIGINAL NOT TO SCALE 12/02/2026 07:58 PM Request number: 69411657

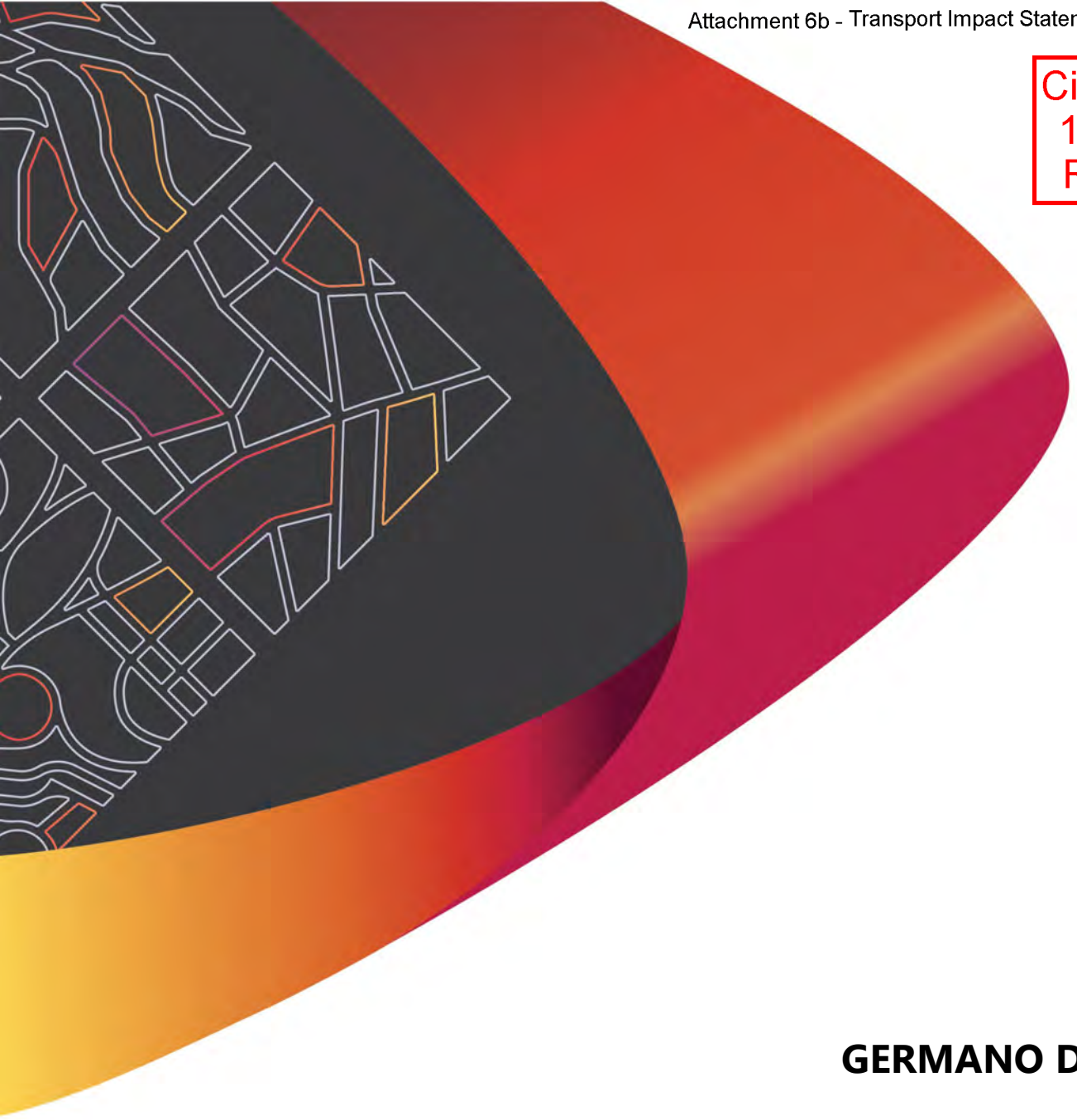
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APPENDIX 2 – SITE DEVELOPMENT PLANS

Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlo@cftp.com.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

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GERMANO DESIGNS

LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TRANSPORT IMPACT STATEMENT

Job No: P004693

Rev A

24 February 2026

Premise

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DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A Draft	20/02/26	Issued for Review			
Rev A	24/02/26	Issued for Review			
Prepared By		**Reviewed By**		**Authorised By**	
Abel Tan Jelena Simic		Jelena Simic		Marina Kleyweg	

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CONTENTS

1. EXECUTIVE SUMMARY 3

2. INTRODUCTION 4

2.1 Background 4

2.2 Scope and Study Area 4

3. EXISTING CONDITIONS 5

3.1 Site Location and Description 5

3.2 Existing Road Conditions 6

3.3 Review of the Available Planning Information 7

3.3.1 CITY OF STIRLING DRAFT LOCAL PLANNING SCHEME NO 4 7

3.3.2 BEAUFORT STREET LOCAL DEVELOPMENT PLAN 7

3.3.3 MOUNT LAWLEY AND MENORA HERITAGE PROTECTION AREA SPECIAL CONTROL AREA 8

3.4 Traffic Safety 9

3.5 Existing Traffic Flow 10

3.6 Public Transport 11

3.7 Pedestrian and Cyclist Infrastructure 12

4. PROPOSED DEVELOPMENT 14

4.1 Overview of Proposed Development 14

4.2 Vehicular Parking 14

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES 19

4.2.2 OVERVIEW OF COMPLIANCE WITH THE CITY OF STIRLING'S CROSSOVER GUIDELINES RESIDENTIAN AND NON-RESIDENTIAL 22

4.2.3 VEHICLE SWEPT PATHS 22

4.3 ACROD Parking 22

4.4 Bicycle Parking 22

4.5 Delivery and Service 23

4.6 Traffic Impact of the Proposed Development 23

4.7 Trip Distribution 24

4.8 Site-Specific Issues and Proposed Remedial Measures 24

APPENDICES 25

TABLES

Table 1 – Road Classification and Description 6
Table 2 - Crash Data (extract) 10
Table 3 – Traffic counts data 10
Table 4 - Bus routes and frequencies 11
Table 5 - PBN routes in the vicinity of the subject site 12
Table 6 - Proposed land uses and yields 14
Table 7 - Car parking provision rates 14
Table 8 – Car parking requirement calculations 14
Table 9 - Car parking requirement in accordance with the WAPC Planning Bulletin 72/2009 14
Table 10 - Car parking requirement in accordance with the WA Planning Manual 2024 15
Table 11 - Changes in parking needs during the sign-in period 16
Table 12 - Changes in parking needs during the sign-out period 16
Table 13 - Staff arrival and attendance patterns 17
Table 14 - Expected on-site car parking requirement throughout the full operational hours 18
Table 15 - Parking dimensions comparisons 19
Table 16 – Parking design and layout comparison 20
Table 17 - Accessible car parking provision rates 22
Table 18 – Bicycle Parking calculations 22
Table 19 - Trip generation rates 23
Table 20 - Calculation of vehicular trips 23
Table 21 - Trip Distribution Routes 24
Table 22 – Analysed Site-Specific Issues and Proposed Remedial Measures 24

City of Stirling
1 April 2026
RECEIVED

FIGURES

Figure 1 - Site Location 5
Figure 2 - Site Zoning 6
Figure 3 - Beaufort Street LDP Area 8
Figure 4 - Heritage Protection Special Control Area 8
Figure 6 - Crash records - 2020-2024 in vicinity of the subject site 9
Figure 7 - 30min public transport catchment (app.traveltime.com) 11
Figure 8 - 10min walking catchment (app.traveltime.com) 12
Figure 9 - 15min cycling catchment (app.traveltime.com) 13
Figure 10 - Parking Demand Graph 18

1. EXECUTIVE SUMMARY

Site Context

- The project location is Lot 112 (#752) Beaufort Street, Mount Lawley within the City of Stirling.
- The site has frontage to Beaufort Street to the northeast and Ingleton Lane to the southwest. It falls within the area of the Beaufort Street Local Development Plan and Character Retention Guidelines Mount Lawley and Menora.
- At present the site features an Indian restaurant that is to be demolished and replaced with a childcare centre. The childcare centre will cater for up to 72 children and will have a maximum of 13 staff at any given time.

Technical Findings

- The proposed development will generate up to 214 vehicular trips per day, including 58 vehicular trips per hour in AM and 58 vehicular trips per hour in PM peak.
- According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.
- No service vehicle access or loading facilities are proposed along the Beaufort Street frontage. Service vehicles will not enter the subject lot, instead, they will access Ingleton Lane and undertake waste collection from the laneway adjacent to the site. As noted in Section 6.1.5 of the LDP, the laneway will be widened to 6.0 metres, which will facilitate forward entry and exit manoeuvres for service and commercial vehicles.

Relationship with Policies

- The plans show 22 on-site car parking bays, while the statutory requirements vary under different documentation. Premise completed operational assessment of the proposed parking provision and believes that the practical parking demand for the proposed childcare centre is satisfied with the provision. This is elaborated in detail in **Section 4.2** of this report.
- The proposed development requires one (1) ACROD parking bay in accordance with the Building Code of Australia. Plans show one (1) ACROD parking bay in line with the requirements.
- The proposal includes the provision of 4 dedicated bicycle parking bays for use by staff or visitors, which is a surplus to City of Stirling's LPP 6.7 – Parking and Access requirements for 2 bicycle bays. This provision is considered more than sufficient to cater to any potential demand.

Conclusion

- This Transport Impact Statement concludes that the traffic and parking generated by the proposed childcare centre at Lot 112 (#752) Beaufort Street, Mount Lawley, can be accommodated by the existing and planned road network without any adverse impacts on safety or efficiency.
- The proposed parking supply and access arrangements are compliant with all relevant statutory requirements. Therefore, it is concluded that the development is supportable on traffic and transport planning grounds.

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2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by Germano Designs to prepare a Transport Impact Statement (TIS) for the proposed development at Lot 112 (#752) Beaufort Street, Mount Lawley within the City of Stirling.

The proposed development will comprise a childcare centre accommodating up to 72 children and 13 staff members.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed childcare centre.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 400-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

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3. EXISTING CONDITIONS

3.1 Site Location and Description

The subject site comprises Lot 112 (#752) Beaufort Street, Mount Lawley, located within the suburb of Mount Lawley in the City of Stirling. The site has frontage to Beaufort Street to the northwest and Ingleton Lane to the southeast.

The site is currently features hospitality premises (a restaurant), which are to be demolished to facilitate the proposed development.

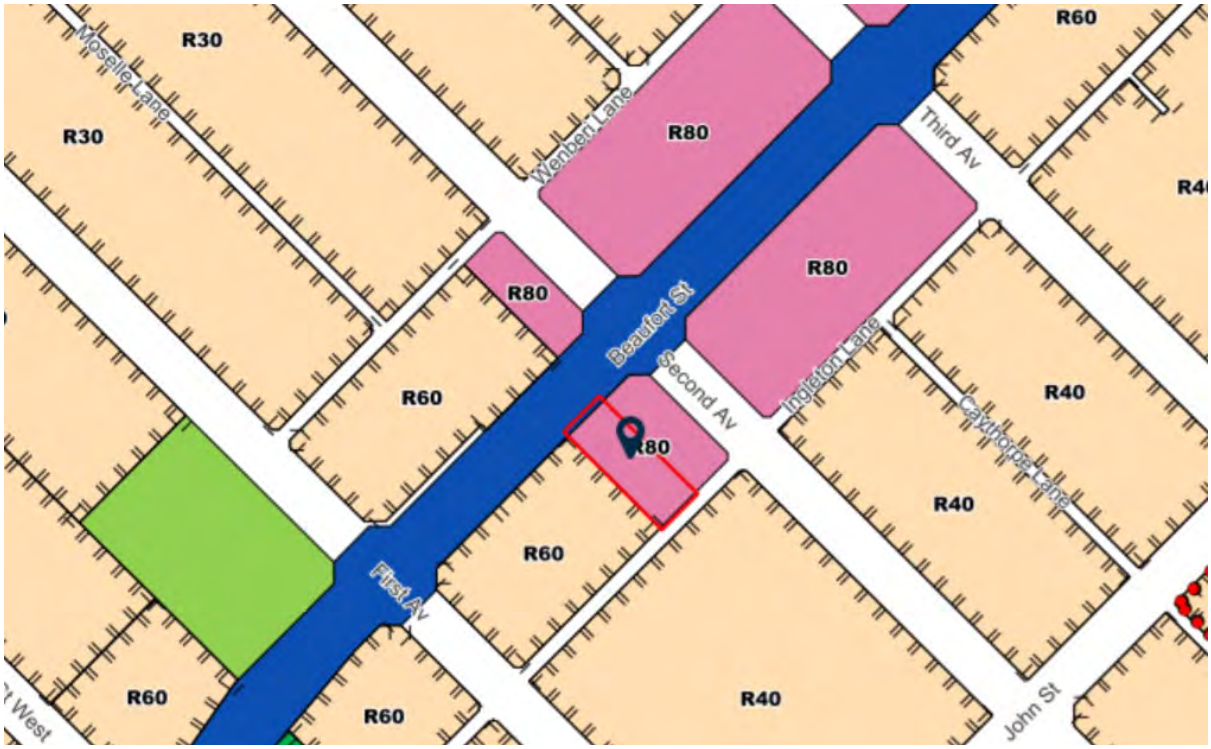
Figure 1 - Site Location



Under the City of Stirling's Local Planning Scheme No. 3 (LPS3), the site is zoned as 'Mixed Use' and falls within the area of the Beaufort Street Local Development Plan and Character Retention Guidelines Mount Lawley and Menora. The surrounding area is characterised by residential and other mixed-use developments.

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Figure 2 - Site Zoning



3.2 Existing Road Conditions

Table 1 – Road Classification and Description

Road Name	Beaufort Street
Number of Lanes	two way, one lane per direction, divided
Road Reservation Width	approximately 20m
Road Pavement Width	approximately 12m
Classification	Distributor A
Speed Limit	60kph
Bus Route	NO
If YES Nominate Routes	67, 68, 950, 950X
On-street parking	YES

Road Name	First Avenue
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	approximately 20m
Road Pavement Width	approximately 6m
Classification	Access Road
Speed Limit	40kph
Bus Route	NO
On-street parking	NO

Road Name	Second Avenue
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	approximately 20m
Road Pavement Width	approximately 6.7m
Classification	Access Road
Speed Limit	40kph
Bus Route	NO
On-street parking	YES

Road Name	Inlgeton Lane
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	approximately 5.4m
Road Pavement Width	approximately 5.4m
Classification	Access Road
Speed Limit	40kph
Bus Route	NO
On-street parking	NO

3.3 Review of the Available Planning Information

3.3.1 CITY OF STIRLING DRAFT LOCAL PLANNING SCHEME NO 4

The City of Stirling is currently finalizing Draft Local Planning Scheme No. 4 (LPS 4). A review of the draft scheme indicates that City of Stirling maintains that the development site as 'Mixed-use' and is currently progressing a Local Planning Policy (LPP) specific to the Beaufort Street corridor to replace the current Local Development Plan.

3.3.2 BEAUFORT STREET LOCAL DEVELOPMENT PLAN

The subject site falls within the boundary of the Beaufort Street Local Development Plan, which operates in conjunction with the City of Stirling Local Planning Scheme No. 3. The LDP establishes specific development standards aimed at revitalizing the corridor into a pedestrian-oriented urban environment. It is noted that this LDP will be replaced by the LPP released in conjunction with LPS4.

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Figure 3 - Beaufort Street LDP Area



3.3.3 HERITAGE PROTECTION AREA SPECIAL CONTROL AREA

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The subject site is located within the Mount Lawley and Menora Heritage Protection Area.

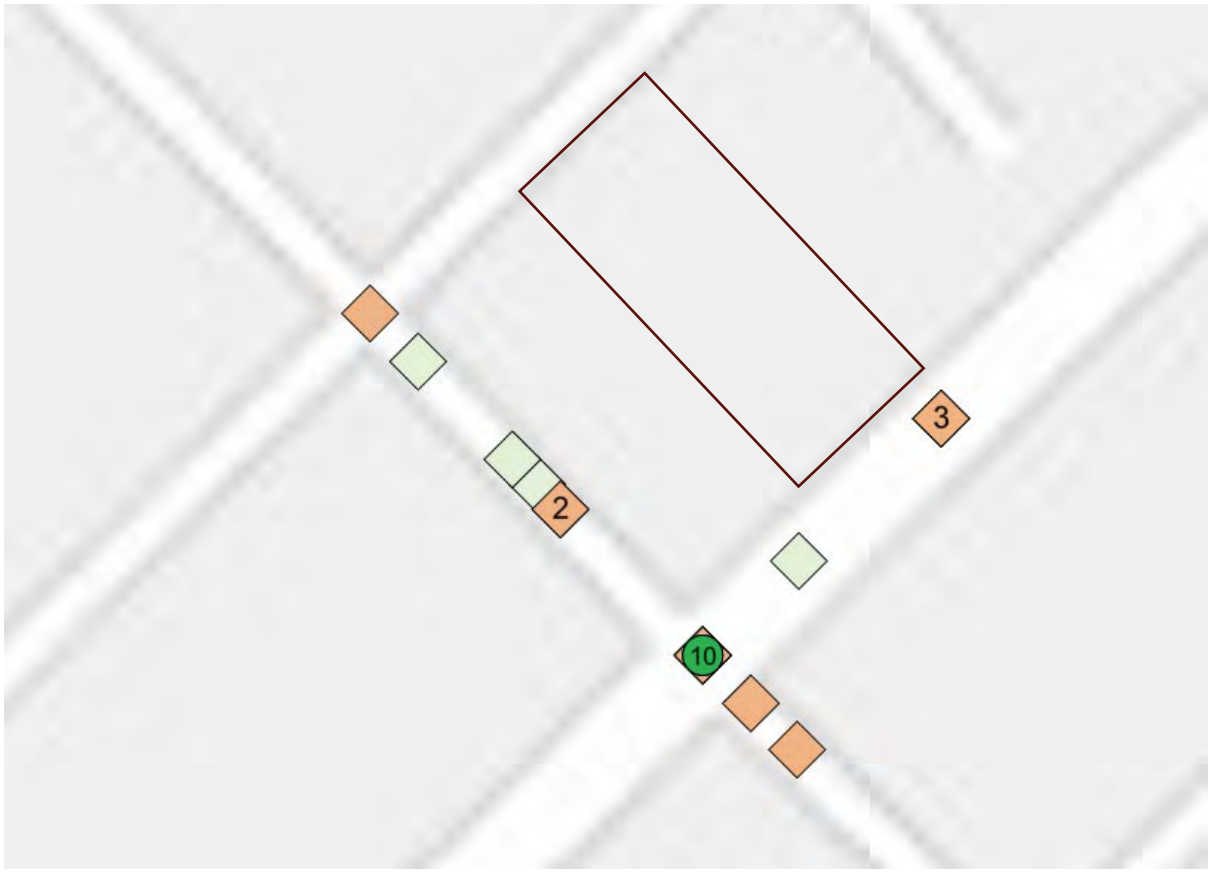
Figure 4 - Heritage Protection Special Control Area



3.4 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database currently provides the location and severity of all crashes for the five-year period from 2020 to 2024.

Figure 5 - Crash records - 2020-2024 in vicinity of the subject site



As anticipated, majority of the crashes occurred at Beaufort Street and Second Avenue intersection (total of 10 crashes with 3 crashes of medical severity). This cluster of crashes has high percentage of crashes relating to right turning movements (70% crashes), which is not unusual for a four-way sign-controlled intersection.

The analysis of the crash data shows that the intersection has 68.5 all crashes per 100 MKTV, which is slightly above the metropolitan intersection average (61.83). As the intersection had no KSI crashes recorded in the reporting period, the average is well below metropolitan intersection average (2.63).

Crashes along Second Avenue are predominantly related to parking manoeuvres. The only PDO crash that occurred at the intersection of Second Avenue and Wenberi Lane (in 2020) involved a vehicle reversing in the traffic.

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Table 2 - Crash Data (extract)

Location	Year	Severity	EVENT_NATURE
Second Av and Wenberi Lane	2020	PDO Major	Reversing (RUM 47)
Second Ave (SLK 0.87)	2020	PDO Minor	Leaving Driveway (RUM 45)
Second Ave (SLK 0.85)	2020	PDO Minor	Parking (RUM 44)
Second Ave (SLK 0.84)	2023	PDO Minor	Parking (RUM 44)
Second Ave (SLK 0.84)	2021	PDO Minor	Parking (RUM 42)
Second Ave (SLK 0.84)	2024	PDO Major	Parking (RUM 42)

The recorded crashes are limited in number and are generally distributed along Beaufort Street and nearby intersections, with event types including right-angle and rear-end collisions. The severity levels recorded (Medical and PDO Major) are consistent with typical urban arterial road conditions and do not suggest an abnormal safety concern specific to the site frontage.

Overall, the available crash data does not identify any existing road safety deficiencies associated with the subject site, nor does it indicate that the proposed development would exacerbate local crash risk, subject to compliance with standard access and traffic management requirements.

3.5 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 3 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Beaufort Street	South of Grand Promenade (SLK 0.20)	24,763	07:45 – 1,817	16:30 – 2,048	6.0	2021 /22
	North of Regent Street (SLK 0.69)	18,303	07:15 – 1,211	16:45 – 1,306	4.0	2021 /22
	North of Lawley Crescent (SLK 0.55)	18,119	07:15 – 1,163	16:45 – 1,294	3.2	2021 /22
	North of Chelmsford Road (SLK 1.53)	19,921	07:45 – 1,490	16:45 – 1,357	7.4	2021 /22
Central Avenue	East of Alexander Drive (SLK 2.50)	16,624	07:45 – 1,486	14:45 – 1,443	4.1	2023 /24

**Note – These traffic counts were collected from the Main Roads Western Australia Traffic Map.*

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3.6 Public Transport

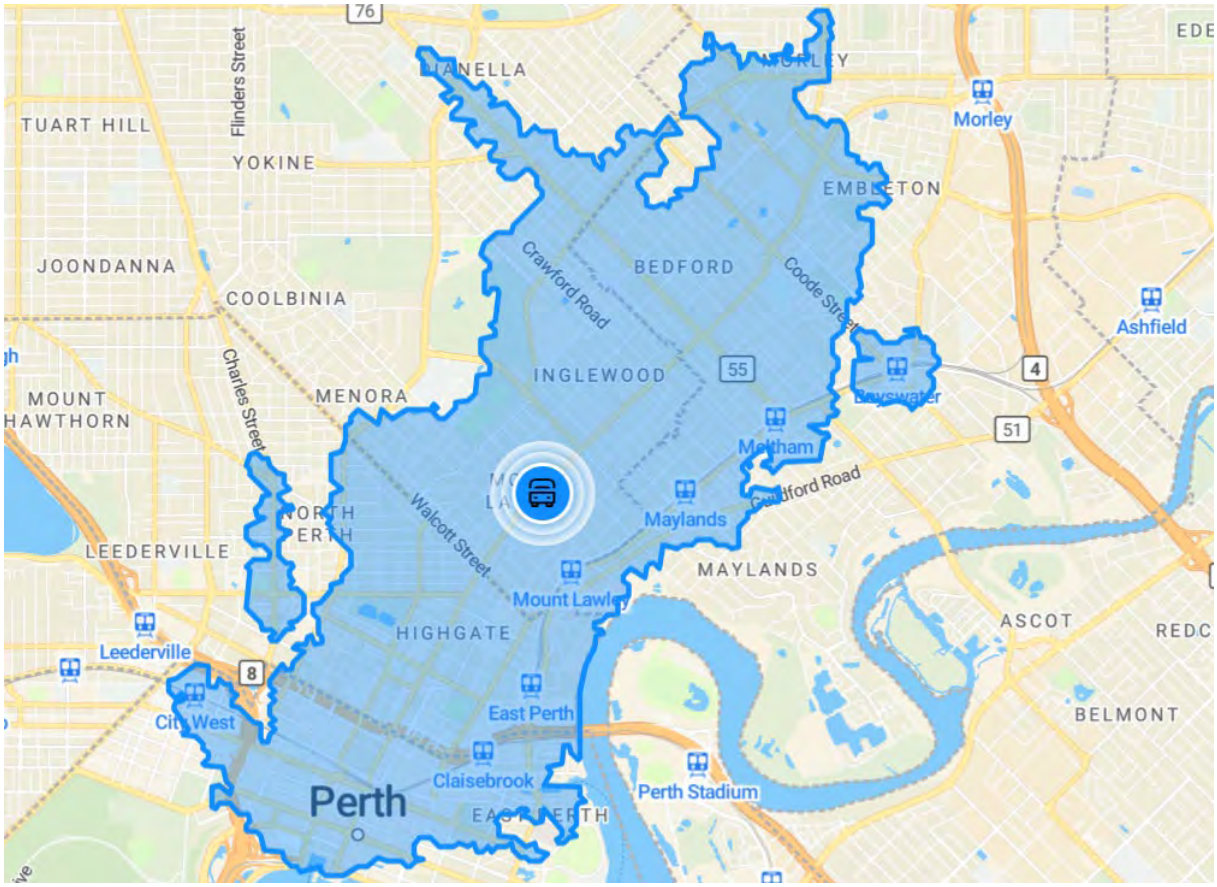
The site is serviced by bus routes operating along Beaufort Street. The closest bus stop is named 'Beaufort St After Second Av' and is located approximately 100m from the site. The bus stop is within a walkable catchment (typically a 5-minute walk or 400m). Mount Lawley is the nearest train station to the site. However, the train station is located outside the typical acceptable walking catchment (10 min walk)

Table 4 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
67 and 68	Perth Busport – Mirrabooka Bus Station	Every 17 minutes	Every 60 minutes on weekends
950 and 950X	Morley Station – QEII Medical Centre	Every 6 minutes	Every 30 minutes
What is the Walk Score Rating?			
58	Many nearby public transportation options		

Southbound buses from the site provide a direct and rapid link to the Perth CBD, terminating at or stopping adjacent to the Perth Busport. Given the site's proximity to public transport infrastructure, the development is well-positioned to achieve a higher non-car mode share than typical suburban childcare centres.

Figure 6 - 30min public transport catchment (app.traveltime.com)



3.7 Pedestrian and Cyclist Infrastructure

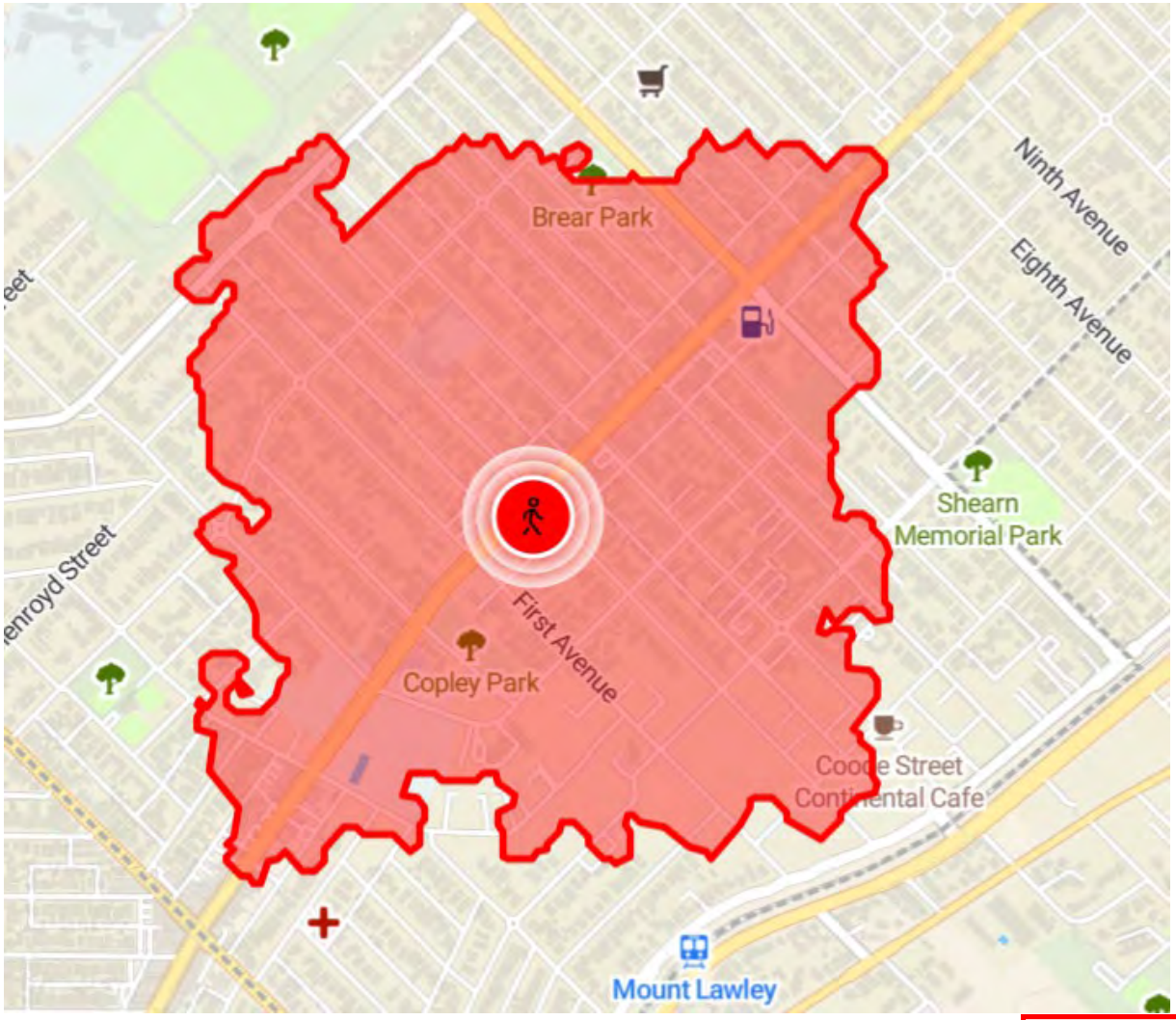
Premise have done a desktop review of the pedestrian and shared paths surrounding the subject lot. Refer to Appendix B for graphical representation of the below table.

Table 5 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Perth Bicycle Network (PBN) – Continuous Signed Routes"	Fourth Avenue, Clifton Crest
What is the Walk Score Rating?	
81 Very Walkable. Most errands can be accomplished on foot.	

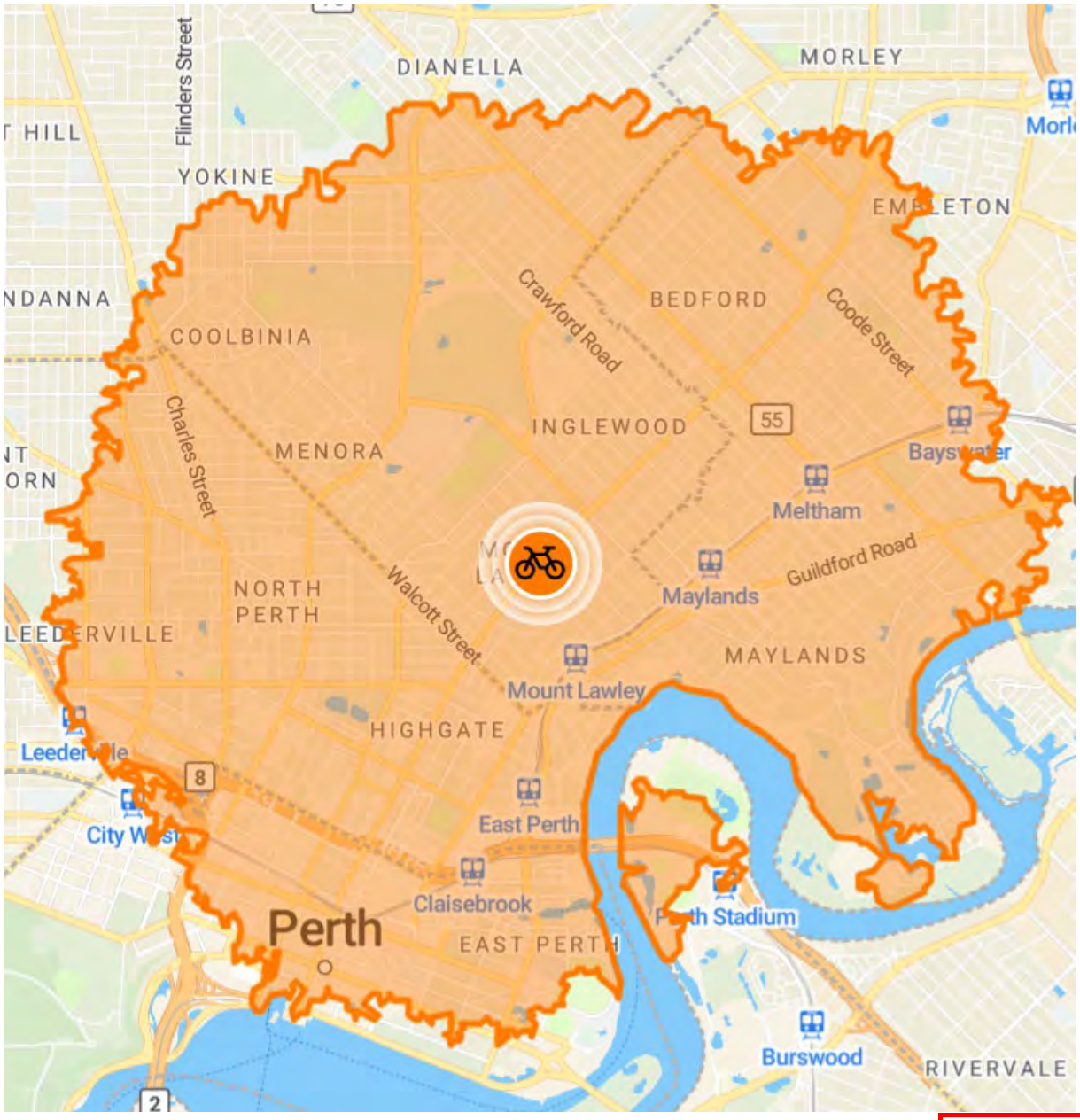
While there is no dedicated cycling infrastructure directly fronting the site, there are significant PBN networks within vicinity of the site. The networks around the site connect to the Perth CBD and the broader transport network. It is expected that the proximity to the PBN will encourage a degree of active transport usage.

Figure 7 - 10min walking catchment (app.traveltime.com)



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Figure 8 - 15min cycling catchment (app.traveltime.com)



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4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre that is proposed to accommodate a total of 72 children and is expected to employ 13 staff.

Table 6 - Proposed land uses and yields

Proposed Land Use	Yield
Childcare Centre	72 children
Staff	13 employees

4.2 Vehicular Parking

The City of Stirling's Beaufort Street LDP Section 6.1.1 Car Parking Standard states that the car parking requirements for developments are to be in line with the extracted rates from the table below.

Table 7 - Car parking provision rates

Guideline document	Car parking requirement
City of Stirling's Beaufort Street LDP Section 6.1.1 Car Parking Standard	Non-residential land use: 3.5 per 100m^2 Net lettable area

Table 8 – Car parking requirement calculations

Land Use / Type	Yield	Required Parking
Children in Childcare	714.67m^2	25 bays
	Total Parking Required:	**25 bays**
	Total Parking Provided:	**22 bays**

The proposed development provides a total of 22 on-site car parking bays. This provision has a shortfall of 3 bays against the calculated requirement of 25 bays for a centre of this proposed capacity. However, considering the site's proximity to public transport and cycling infrastructure, it is expected that the shortfall in bays will not affect operational capacity.

The adequacy of the proposed parking provision is further substantiated by an assessment of the required number of parking bays, undertaken in accordance with the requirements prescribed in WAPC Planning Bulletin 72/2009 and the WA Planning Manual (2024).

Table 9 - Car parking requirement in accordance with the WAPC Planning Bulletin 72/2009

Land Use	Requirement	Yield	Required Parking
Child Care Premises	> 1 Space per 5 Children	72 children	14.4
	Total car parking requirements:		**15**

Table 10 - Car parking requirement in accordance with the WA Planning Manual 2024

Land Use	Requirement	Yield	Required Parking
Child Care Premises	> Minimum 0.5 space per staff member and 1 space per 20 children > Maximum 0.5 spaces per staff member and 1 space per 5 children	72 children 13 staff	> Min. 7 + 4 > Max. 7 + 14
	Total car parking requirements:		**Minimum 11 Maximum 21**

An additional comparison undertaken against the WAPC Planning Bulletin 72/2009 indicates a surplus of 7 bays relative to the notional requirement of 15 bays, while the proposed provision aligns within the parking range of 11–21 bays recommended in the WA Planning Commission Planning Manual (2024).

Overall, the assessment demonstrates that while the proposed provision falls below the City of Stirling Beaufort Street LDP requirement, it exceeds or aligns with other key regional and State planning benchmarks.

Premise therefore considers that the following points further support the adequacy and suitability of the proposed car parking provision:

- **Drop off function of the childcare centre**

It is highly unlikely that the childcare centre would always operate at its maximum capacity. The peak time for childcare centres is typically a 2-hour period. The average length of stay, as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Our experience in surveying dwell times for childcare centres outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of parents' vehicles is likely to be spread throughout the 2-hour peak time.

The AM peak is likely to be the peak development period as most parents drop off their children before going to work, whereas the PM peak tends to be more spread out with pick up times depending on when parents become available.

The following tables were derived through many years of practice and research in this field that our office completed. We have worked with several established childcare providers who have provided sign-in data for a full week.
The percentages outlined below have emerged as the current average arrival/departure pattern. As per our transport impact assessment, the estimated average dwell time is 10 minutes, which is significantly higher than the dwell time suggested by NSW RTA Guide to Traffic Generating Developments.

While this pattern shows that up to 95% of children attend for the day (as practically recorded), the distribution still does not allow for siblings attending the centre. Furthermore, the distribution assumes that all children in attendance are driven to the childcare in a separate personal vehicle (not walked or brought on bicycles); therefore, the distribution below has a degree of conservativism.

In our previous experience, we have come across data indicating that siblings usually make up 15-25% of attendees. More than one child will be brought in a single vehicle in these cases, reducing the parking requirement.

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The table below was developed on the following assumptions:

- The arrival percentage is derived from data provided to Premise and described above.
- It was assumed there were no siblings in the centre.
- It was assumed that all children in attendance would be driven to the centre.

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Table 11 - Changes in parking needs during the sign-in period

Sign-in Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing In	Parking demand (assumed dwell time 10 minutes per vehicle)
07:00 - 07:30	13.97%	10	4
07:30 - 08:30	**40.55%**	**29**	**5**
08:30 - 09:30	30.68%	22	4
09:30 - 10:30	7.67%	6	1
After 10:30	1.37%	1	1
Total:	**94.25%**	**68 children (72 children – 100% capacity)**	

Table 12 - Changes in parking needs during the sign-out period

Sign-Out Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing Out	Parking demand (assumed dwell time 10 minutes per vehicle)
Before 13:30	0.55%	1	1
13:30 - 14:30	1.92%	1	1
14:30 - 15:30	11.23%	8	2
15:30 - 16:30	24.93%	18	3
16:30 - 17:30	**45.21%**	**33**	**6**
17:30 - 18:30	10.41%	7	2
Total:	**94.25%**	**68 children (72 children – 100% capacity)**	

The previous tables show that the parking demand is the strongest in the periods 07.30 - 08:30 and 16:30-17:30. When applied to the subject development, with an assumed dwell time of 10 minutes per vehicle, the childcare centre would require a maximum of 5 car bays to cater for the expected parking demand for the drop off and 6 car bays for pick-up function.

> **Staff arrival and presence on site**

Based on our prior experience with similar projects and the available data on staff arrival and attendance patterns, Premise anticipates that 13 staff members of the subject development will work in shifts, as shown in the following table:

Table 13 - Staff arrival and attendance patterns

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
ES	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
MS	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	0	0
LS	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
SSL	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0
SS	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
STAFF ON-SITE	3	3	3	3	7	7	9	12	12	12	12	12	12	12	12	12	12	12	7	7	7	7	3	3

Note – Abbreviations in the table above:

- *ES- Early shift 6:30am-3pm*
- *MS - Middle shift 8:30am-5pm*
- *LS - Late shift 9:30am-6pm*
- *SSL - Short shift for Lunch cover 10am-3pm*
- *SS - split shift 6:30am-9:30am`*

Therefore, it can be concluded that up to 13 staff members may be present on-site at any given time. However, during peak drop-off and pick-up periods (07:00-09:00 and 16:00-18:00), a maximum of 7 staff members would be on the premises.

During the middle of the day (outside of drop off and pick up times), when the majority of staff are expected to be on-site, staff will be able to use some of the visitors' bays, with plenty of spare capacity left. Furthermore, it is anticipated that some staff members might cycle or walk to the development site, given the walkable surrounding network. Given the public transport links, the staff should be encouraged to use public transport as much as possible. Additionally, it is not uncommon for the childcare centres to take on junior staff that is below driving age, therefore not inducting parking demand for prolonged period.

> **Expected on-site car parking requirement throughout the operational hours of the subject development**

The following table and graph clearly demonstrate the expected on-site car parking requirement throughout the full operational hours of the childcare facility.

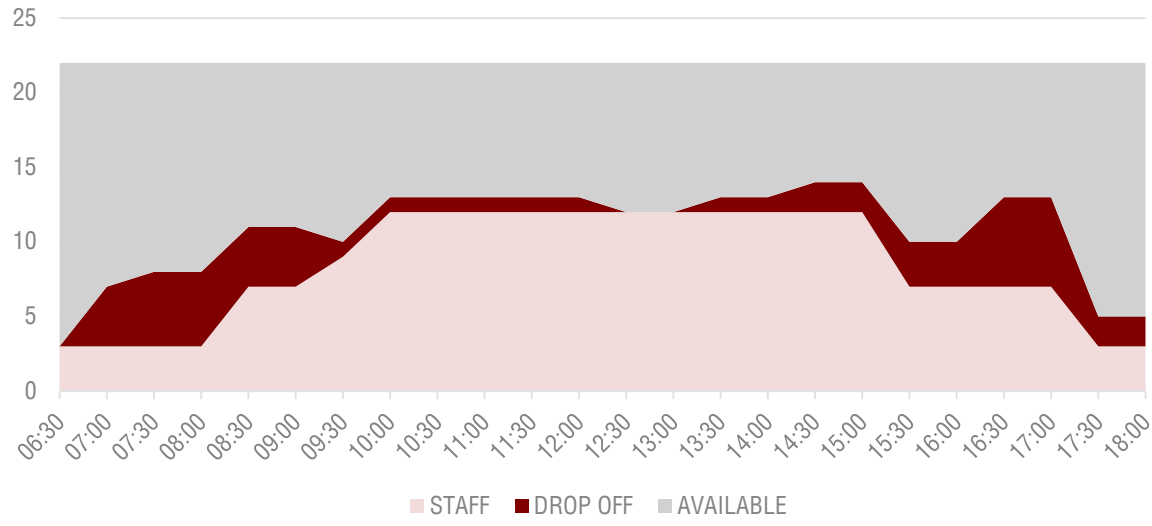
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Table 14 - Expected on-site car parking requirement throughout the full operational hours

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
STAFF	3	3	3	3	7	7	9	12	12	12	12	12	12	12	12	12	12	12	7	7	7	7	3	3
DROP OFF	0	4	5	5	4	4	1	1	1	1	1	1	0	0	1	1	2	2	3	3	6	6	2	2
Expected car parking demand during operational time																								
OCCUPIED	3	7	8	8	11	11	10	13	13	13	13	13	12	12	13	13	14	14	10	10	13	13	5	5
Available on-site car parking provision																								
AVAILABLE	19	**15**	**14**	**14**	**11**	**11**	12	9	9	9	9	9	10	10	9	9	8	8	12	**12**	**9**	**9**	**17**	17

Figure 9 - Parking Demand Graph



Based on the detailed assessment of applicable parking requirements, operational characteristics and the specific site context, it is concluded that the proposed 22 on-site car parking bays will be sufficient to meet the anticipated parking demand of the proposed childcare centre.

Furthermore, the staff demand conservatively assumes that all staff will arrive in their own personal vehicles and will require a parking spot for the duration of their shift. Given the location of the proposed development, it is reasonable to assume that staff will take advantage of convenient public transport connections and high active transport accessibility.

Accordingly, Premise concludes that the proposed car parking provision is appropriate and sufficient to support the day-to-day operation of the childcare centre and aligns with broader State and local planning objectives promoting accessibility, sustainability and integrated transport outcomes.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities; and Part 6: Off-street parking for people with disabilities – AS2890.06.

The site will provide 22 parking bays.

Parking areas are designed to accommodate User Class 1 - Employee and commuter parking (generally, all-day parking), User Class 3A - Short term, high turnover parking at shopping centres and User Class 4 - Parking for people with disabilities

The access driveway is classified as Category 1, allowing direct access to the parking bays from Ingleton Lane.

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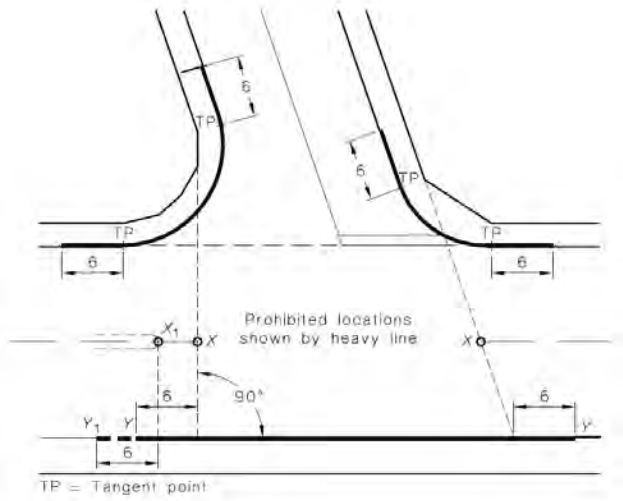
4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

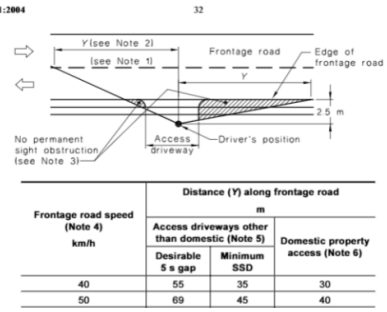
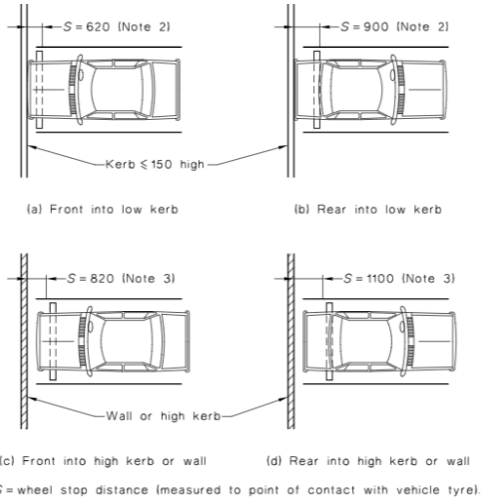
Table 15 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1) **RESIDENTS**	5.4m	5.5m / 5.04m* (sufficient with overhang)	2.4m	2.5m	5.8m	6.1m
All bays at 90° (User Class 3) **VISITORS**	5.4m	5.5m / 5.04m* (sufficient with overhang)	2.6m	2.5m	5.8m	6.1m
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m–shared space	2.5m 2.5m	5.8m	6.1m

*Note * - where parking is controlled by wheelstops installed at right angles to the direction of parking such is the case with parking bays on one side of the parking aisle, the minimum car parking length is 5.4m with wheel stop positioned in line with the AS2890.1:2004*

Table 16 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"3.2.3 Access driveway location *(a) Driveway Categories 1 and 2* *At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."*  	• The proposed driveway is located approximately 30m from the intersection of Ingleton Lane and Second Avenue which is in accordance with the standard. City of Stirling 1 April 2026 RECEIVED
"3.2.1 Access driveway widths **TABLE 3.1** **SELECTION OF ACCESS FACILITY CATEGORY** Class of parking facility (see Table 1.1) / Frontage road type / Access facility category — Number of parking spaces (Note 1) | Class of parking facility (see Table 1.1) | Frontage road type | <25 | 25 to 100 | 101 to 300 | 301 to 600 | >600 | | 1,1A | Arterial | 1 | 2 | 3 | 4 | 5 | | | Local | 1 | 1 | 2 | 3 | 4 | | 2 | Arterial | 2 | 2 | 3 | 4 | 5 | | | Local | 1 | 2 | 3 | 4 | 4 | | 3,3A | Arterial | 2 | 3 | 4 | 4 | 5 | | | Local | 1 | 2 | 3 | 4 | 4 | NOTES: 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access. 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway. **TABLE 3.2** **ACCESS DRIVEWAY WIDTHS** metres | Category | Entry width | Exit width | Separation of driveways | | 1 | 3.0 to 5.5 | (Combined) (see Note) | N/A | | 2 | 6.0 to 9.0 | (Combined) (see Note) | N/A | | 3 | 6.0 | 4.0 to 6.0 | 1 to 3 | | 4 | 6.0 to 8.0 | 6.0 to 8.0 | 1 to 3 | | 5 | To be provided as an intersection, not an access driveway, see Clause 3.1.1. | | | NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.	• The proposed crossover is classified as a Category 1 driveway, which typically requires a combined width of 3.0 to 5.5m. The actual width provided is 6.1m, which exceeds the standard. However, this provides additional safety and operational flexibility for vehicles entering and exiting the site.

REQUIREMENT	COMPLIANCE
"3.2.4 Sight distance at access driveway exits *(b) Sight distance to pedestrians* *Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."*  /NZS 2890.1:2004 32 Distance (Y) along frontage road m Frontage road speed (Note 4) km/h | Access driveways other than domestic (Note 5) Desirable 5 s gap | Access driveways other than domestic (Note 5) Minimum SSD | Domestic property access (Note 6) 40 | 55 | 35 | 30 50 | 69 | 45 | 40	• Fire stairs and bin pads partially blocking sight distances to the laneway from the access point City of Stirling 1 April 2026 RECEIVED
"2.4.2 Angle parking aisle *(c) Blind aisles* *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.*	• There is a dedicated reversing bay proposed • Blind aisles is extended by more than 1m beyond the last parking space • Parking bays bounded by a wall or object are widened by at least 300mm
"2.4.5.4 WHEEL STOPS *Wheel stops shall be between 90 and 100 mm in height, and 1650±50mm in width.* *If wheel stops are provided to restrain vehicle contact with a kerb higher than 150mm or a wall, a further 200mm shall be added to the wheel stop distance to cater for the B99 vehicle as illustrated in Figure 2.6(c) and (d).*  S = wheel stop distance (measured to point of contact with vehicle tyre).	• There are wheel stops proposed to allow vehicle overhang in bays with insufficient length. However, the wheel stops need to be positioned in accordance with the requirements set out in AS 2890.1.

4.2.2 OVERVIEW OF COMPLIANCE WITH THE CITY OF STIRLING'S CROSSOVER GUIDELINES RESIDENTIAN AND NON-RESIDENTIAL

All vehicular access to the site will be provided via a single crossover from Ingleton Lane with a proposed width of 6.1 metres. This complies with the City of Stirling's specifications, which stipulate a minimum width of 6.0 metres and a maximum of 10.0 metres.

4.2.3 VEHICLE SWEPT PATHS

The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m). The reversing bay requires widening and/or the proposed kerb should be kept low to allow for vehicle chassis overhang while manoeuvrings. This matter can be readily addressed in subsequent design phases. Apart from this, no navigability issues were identified. For further details, please refer to the swept path analysis plans in Appendix C.

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4.3 ACROD Parking

Table 17 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	• Class 9b — (b) Other assembly building — (i) up to 1000 carparking spaces; - 1 space for every 50 carparking spaces or part thereof	1
	Total Required	**1**
	Total Provided	**1**

The requirements for accessible parking size for this type of development is 1 bay. The proposed development has provided 1 accessible bay.

4.4 Bicycle Parking

The Beaufort Street LDP states that bicycle parking shall be provided in accordance with the City's Local Planning Policy 6.2 Bicycle Parking. However, as LPP 6.2 is unavailable, the provisions set by LPP 6.7 are used.

Table 18 – Bicycle Parking calculations

Guideline document	Bicycle parking requirements	Bike parking provision
City of Stirling's LPP 6.7 – Parking and Access	• All other uses: 1 space per 400m^2 of GFA	2 bays
	Total Required	**2**
	Total Provided	**4**

The proposal includes the provision of 4 dedicated bicycle parking bays for use by staff or visitors, which is a surplus to requirements. This provision is considered more than sufficient to cater to any potential demand.

4.5 Delivery and Service

All refuse and recycling materials for the proposed development will be managed from a dedicated bin store near the access point of the site on Ingleton Lane.

No service vehicle access or loading facilities are proposed along the Beaufort Street frontage. All servicing activity has been internalised to the rear of the site to preserve the pedestrian amenity and activation of the primary activity corridor.

Service vehicles will access the site via the Ingleton Lane laneway. As noted in section 6.1.5 of the LDP, the laneway is being widened to a width of 6m. This increased width allows for entry and exits of service and commercial vehicles in front gear.

4.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia including for childcare premises. The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used.

Table 19 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	• Site AM peak hour = 0.81 vehicle trips/licensed child places • Site PM peak hour = 0.80 vehicle trips/licensed child places • Daily = 2.97 vehicle trips/licensed child places

Table 20 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	72 child places	214	58	58

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate 214 vehicular trips daily, including 58 vehicular trips in the AM peak and 58 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

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4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

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Table 15 outlines the anticipated traffic distribution based on the above description.

Table 21 - Trip Distribution Routes

Route	Percentage
> From the north via Beaufort Street >> Second Avenue >> Ingleton Lane >> subject development and reverse	**15%**
From the northwest via Second Avenue >> Ingleton Lane >> subject development and reverse	**10%**
> From the southeast via Beaufort Street >> First Avenue >> Ingleton Lane >> subject development and reverse	**65%**
> From the south via First Avenue >> Ingleton Lane >> subject development and reverse	**10%**

4.8 Site-Specific Issues and Proposed Remedial Measures

The assessment of the additional traffic generated by the proposed development, concluded the following:

Table 22 – Analysed Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	
Site-Specific Issue No 1	> **Parking provision**
Remedial Measure / Response	Premise believes that the actual parking demand for the proposed childcare centre is lower than the anticipated requirement. The provision of 22 on-site car parking bays is considered sufficient to accommodate the parking demand of the subject development. This is elaborated in detail in Section 4.2 within this report.

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APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

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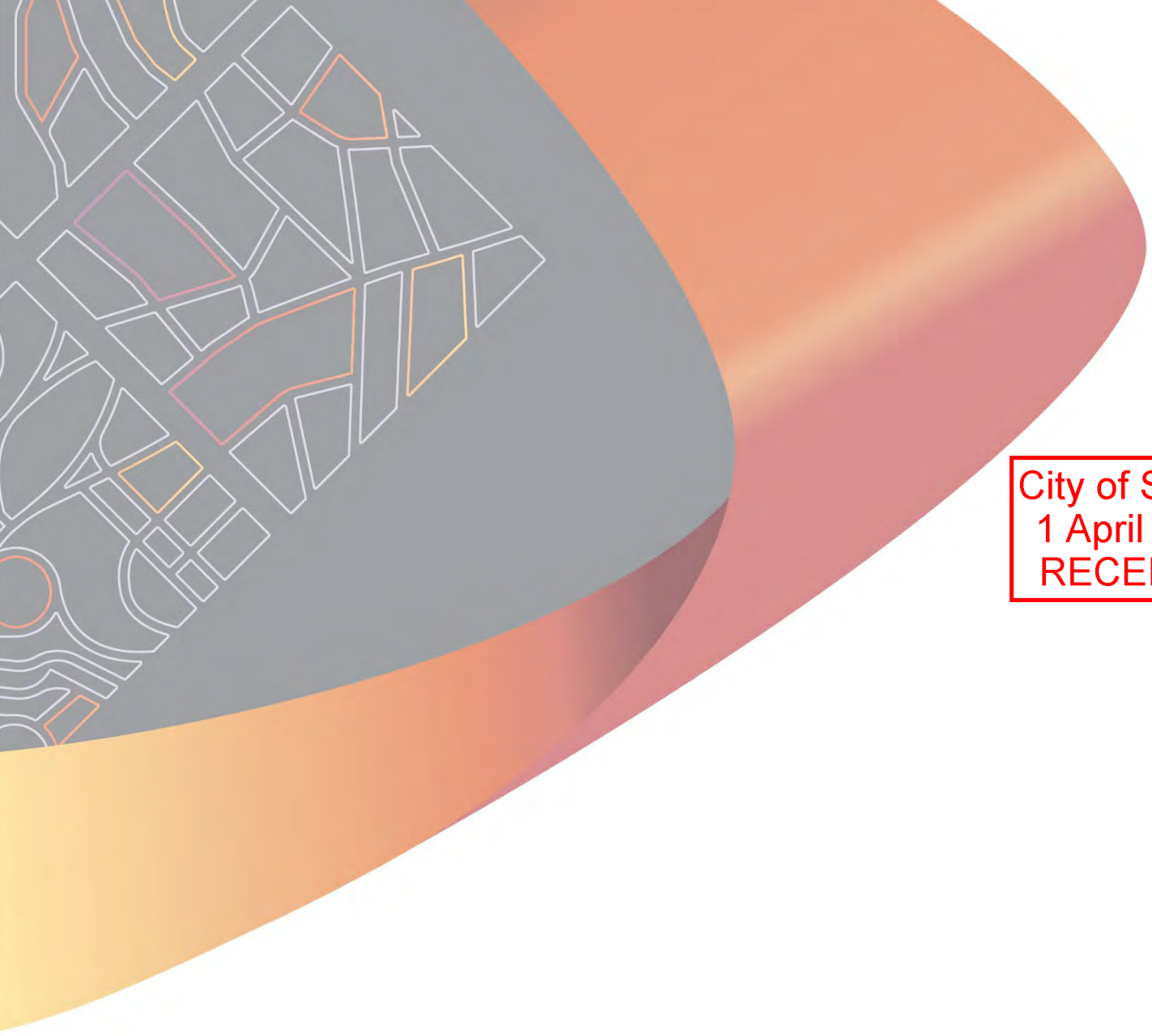
APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

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APPENDIX C

VEHICLE SWEPT PATH ANALYSIS



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Premise

Stavretis

Address:Lot 112 (#752) Beaufort St, Mt Lawley

Childcare Centre

Job Number: 22082

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Drawing No	Description
01	Cover Page
02	3D Street Perspective
03	3D Perspectives
04	Existing Site Survey
05	Site Plan
06	Context Plan
07	Overlay
08	Ground Floor Plan
09	First Floor Plan
10	Elevations
11	Elevations
12	Roof Plan
13	Section & Solar Study
14	Breeze Path Plan



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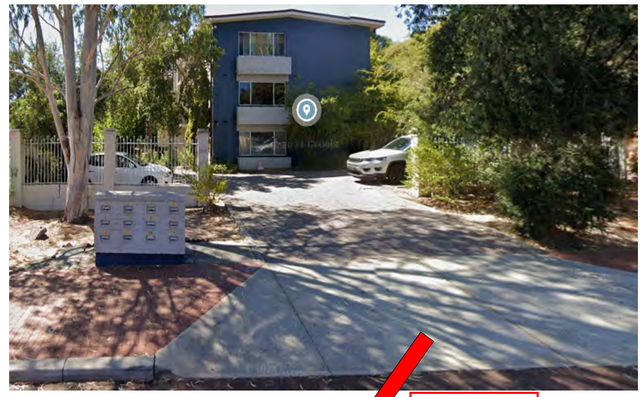
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760 BEAUFORT STREET, MOUNT LAWLEY



746 BEAUFORT STREET, MOUNT LAWLEY





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6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Street Perspective

Scale: 1:3.33
Sheet Size: A1
Project No: 22082
Revision Number: 6.00
Drawing No.: 02 of 14

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Project North:

Client
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Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Perspectives

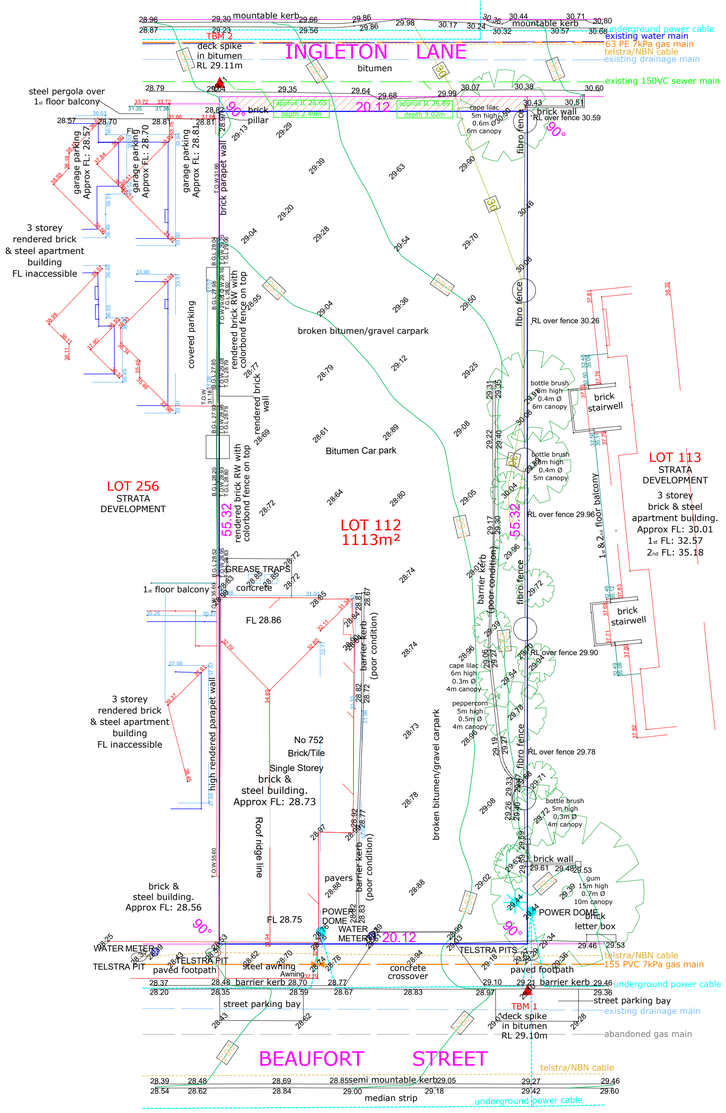
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Note: Service lines are plotted from before you dig (BYDA) information and must be verified before adopting their positions. The location of underground assets provided by a service or utility provider may not be accurate and the position of underground assets must be proved by hand excavation, pot holing, surface scanning or other approved techniques.

Cross section diagram of retaining wall RL's



LEGEND
TBM
Balcony
Edge of Patio/Structure
Gutter Line
Ridge Line
Underground Power Cable
Abandoned Gas Main
Gas Main
Drainage Main
Water Main
Sewer Main
Underground Telstra/NBN Cable
Water Meter
Light Pole
Power Dome
Gas Valve
Telstra Pit
Tree

TBM 1 deck spike in bitumen equals RL 29.10m AHD
TBM 2 deck spike in bitumen equals RL 29.11m AHD
Based on previous TBM and checked against sewer manhole 4582 RL 31.20
Contractor to check datum before adopting levels

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
phone: 08 9209 3232
www.landdivision.com.au

Survey Date: 22 September 2025 | Scale 1:200@A3

Client: Germano Designs

Rev	Date	Description	Surv	Drawn
0	24/09/2025	Feature Survey Drafted	TF	TF

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OF LOT 112 ON PLAN 2473
752 Beaufort Street, Mount Lawley
C/T Vol: 1485 Fol: 145
our ref. 25-0860

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Project Name
Childcare Centre

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Lot 112 (#752) Beaufort St, Mt Lawley

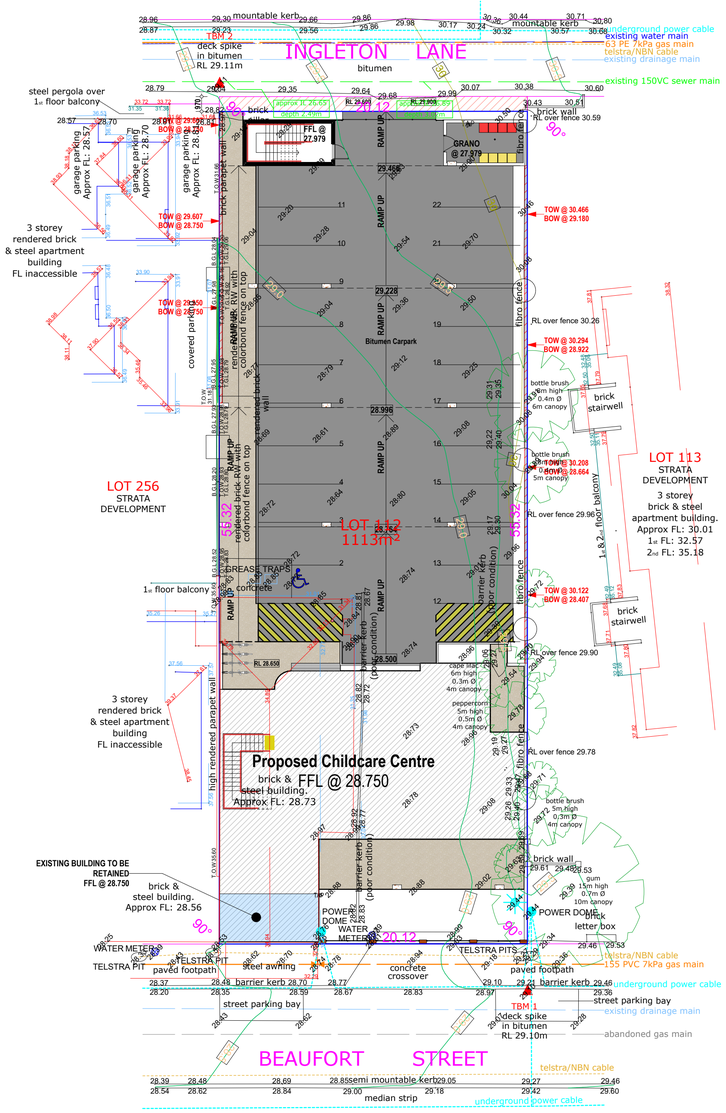
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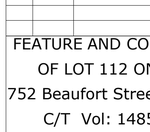
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Cross section diagram of retaining wall RL's



LEGEND
TBM
Balcony
Edge of Patio/Structure
Gutter Line
Ridge Line
Underground Power Cable
Abandoned Gas Main
Gas Main
Drainage Main
Water Main
Sewer Main
Underground Telstra/NBN Cable
Water Meter
Light Pole
Power Dome
Gas Valve
Telstra Pit
Tree

TBM 1 deck spike in bitumen equals RL 29.10m AHD
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Zone	Area	Perim
First Floor		
Fire Stairs	17.94	17.980
Childcare	462.28	120.062
	480.22 m²	138.042 mm
Ground Floor		
Services	10.80	13.600
Bin Store	16.15	16.780
Fire Stairs	17.94	17.980
Childcare	252.39	76.089
	297.28 m²	124.649 mm
	777.50 m²	**262.691 mm**

Site Calculations	
Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	NA%
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

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1.00	Concept	26.02.25

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Drawing Title:
Site Plan

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760 Beaufort St, Mount Lawley 6050

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31 Lawley Cres, Mount Lawley 6050



755 Beaufort St, Mount Lawley 6050

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Overlay

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Project No:	**Revision Number:**
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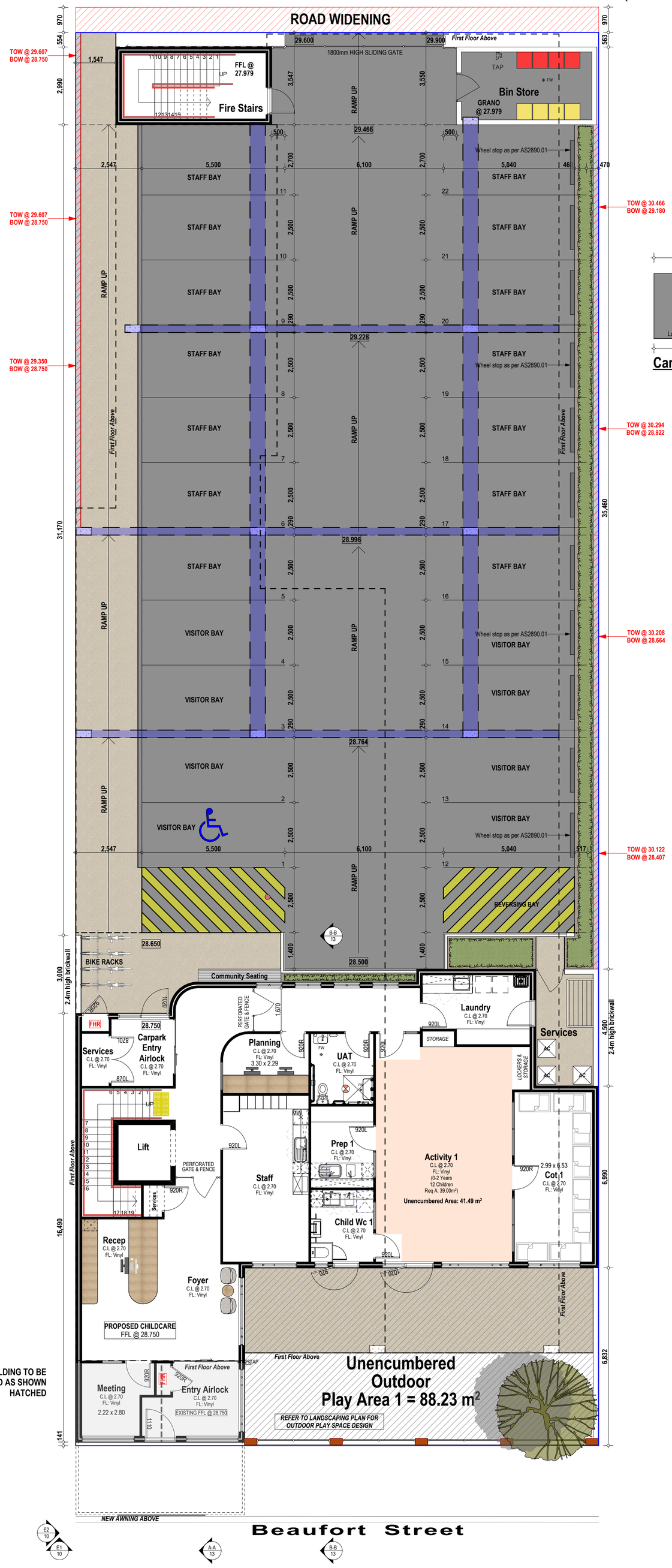
Childcare Calculations

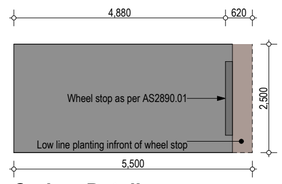
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*40.29m²*	*2*
Activity 3	*2-3*	*10*	*34.68m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*43.07m²*	*2*
Atelier			*22.62m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**291.007m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**515.06.86m²** (Min 504.00m² req)	

City of Stirling
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City of Stirling Parking Calculations

Description *1 bay per 7 childs and 1 per staff*	Req	Provided
Child Bays	*11*	*8*
Staff Bays	*13*	*13*
	24	***21***





Carbay Detail

EXISTING BUILDING TO BE RETAINED AS SHOWN HATCHED

Zone	Area	Perim
First Floor		
Fire Stairs	17.94	17,980
Childcare	462.28	120,062
	480.22 m²	138,042 mm
Ground Floor		
Services	10.80	13,800
Bin Store	16.15	16,780
Fire Stairs	17.94	17,980
Childcare	252.39	76,089
	297.28 m²	124,649 mm
	777.50 m²	**262,691 mm**

Site Calculations	
Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	NA%
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Ground Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	6.00

Drawing No.:
08 of 14

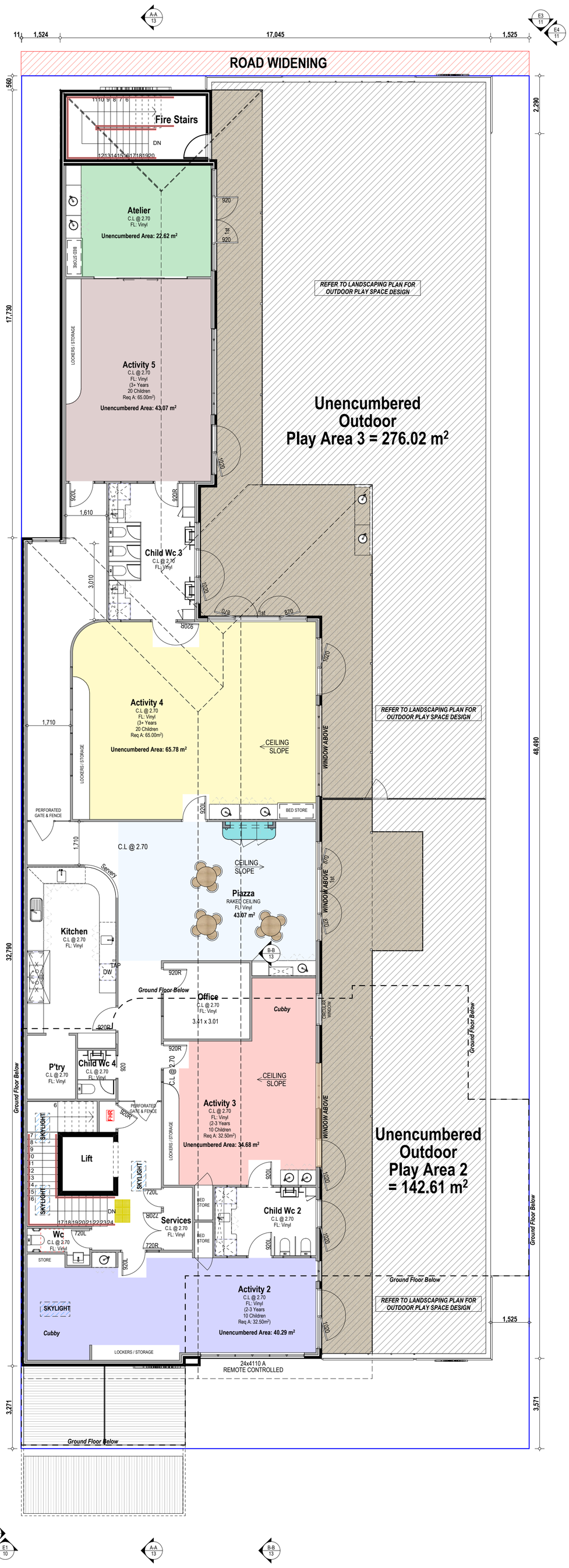
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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*40.29m²*	*2*
Activity 3	*2-3*	*10*	*34.68m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*43.07m²*	*2*
Atelier			*22.62m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**291.007m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**515.06.86m²** (Min 504.00m² req)	

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3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
First Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	6.00

Drawing No.:
09 of 14

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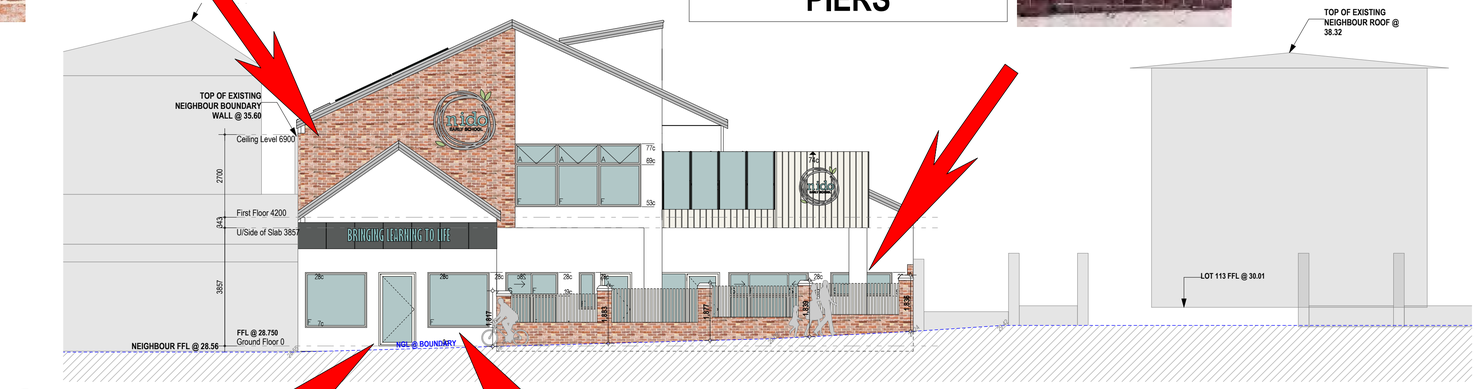
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1 April 2026
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MIDLAND BRICK RECYCLED BRICKS

BRICK FENCE W/- PAINTED ALUMIN INFILL PANELS W/- CAPPING TO BRICK PIERS





E1 North West Elevation 1:100

FRONT FACADE AS PER "FIGURE 31 - SINGLE STOREY SHOP"

ACRYLIC RENDER DULUX TERRACE WHITE



ZINCALUME ROOF





E2 North East Elevation 1:100

Revision	Description	Date
6.00	Development Approval	04.02.26
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4.00	Heritage Comments	22.08.25
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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

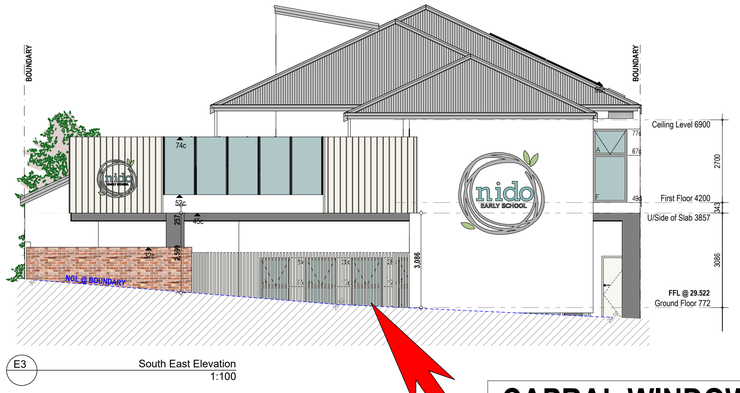
Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 6.00
Drawing No.: 10 of 14

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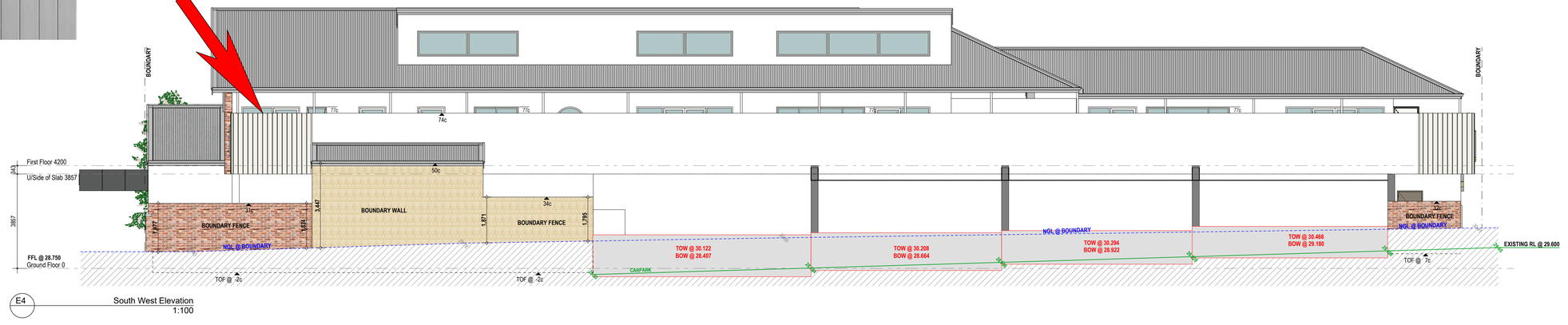


E3 South East Elevation
1:100

CAPRAL WINDOWS & DOOR FRAMES WHITE FLATT MAT (WIDE PROFILE)



AXON CLADDING PAINTED WHITE



E4 South West Elevation
1:100

Revision	Description	Date
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

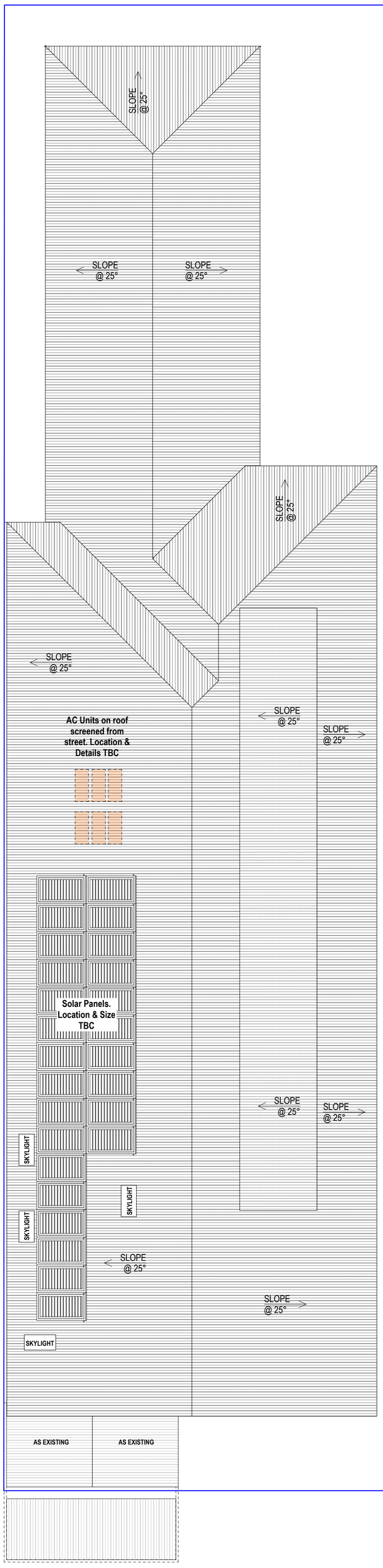
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Elevations

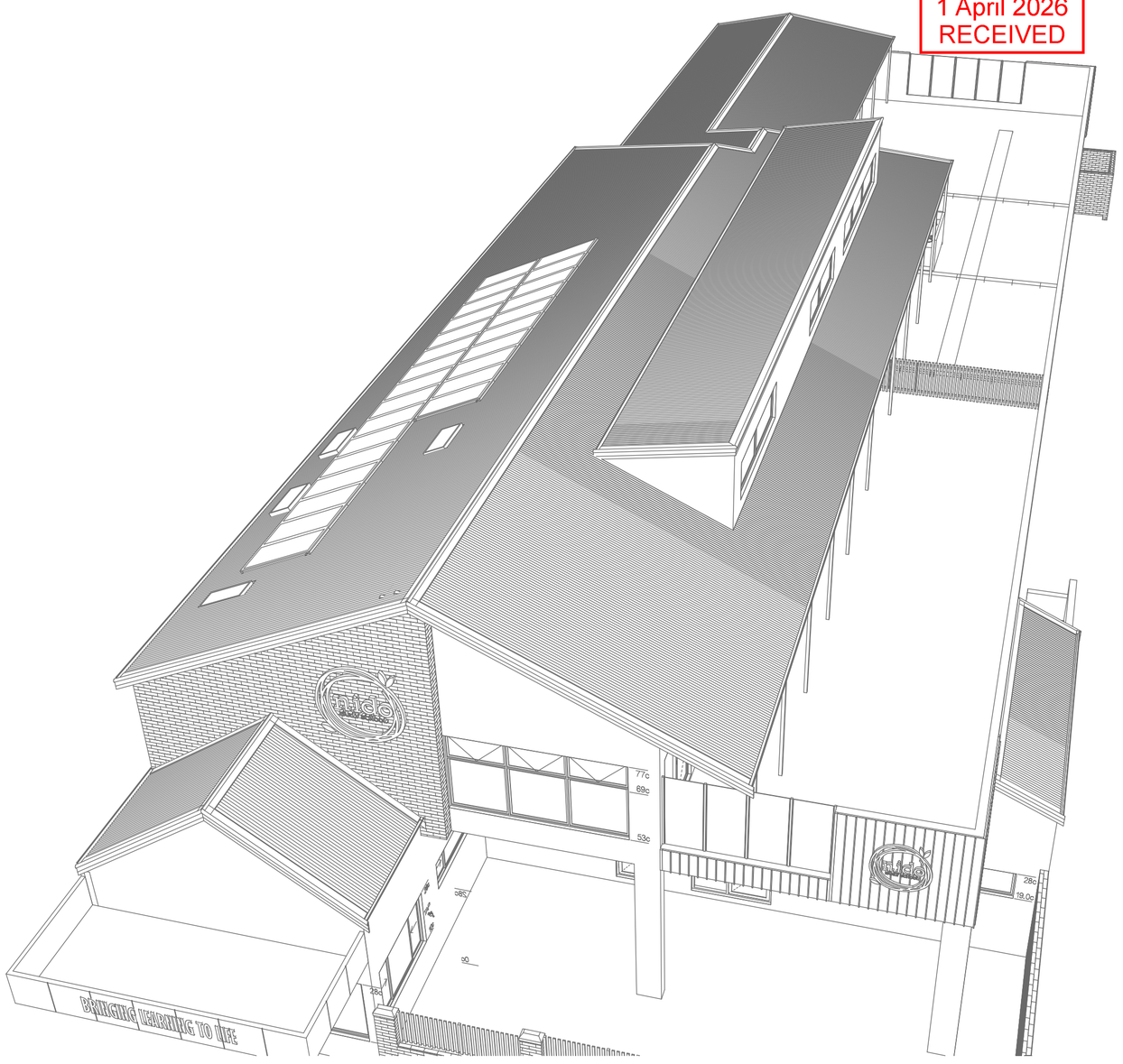
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Project No: 22082
Revision Number: 6.00
Drawing No.: 11 of 14

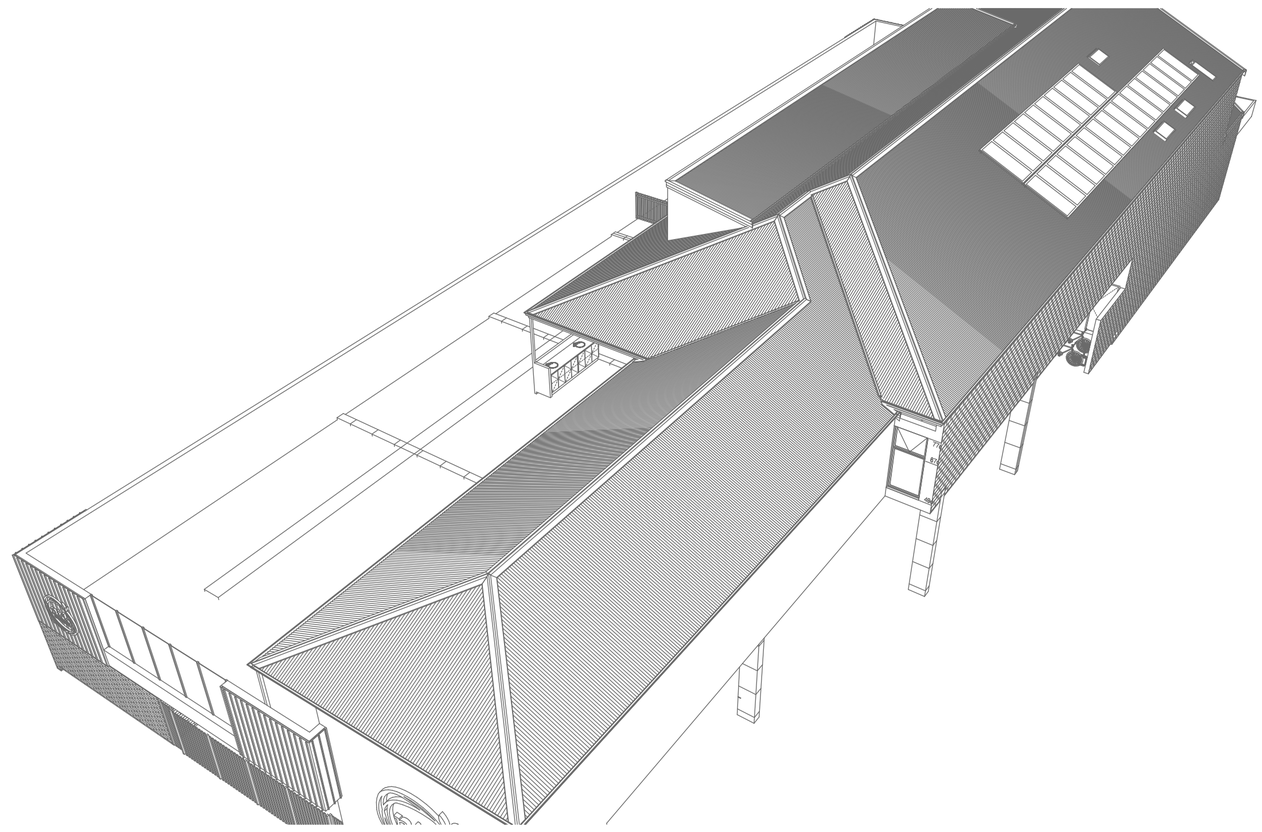
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3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	6.00

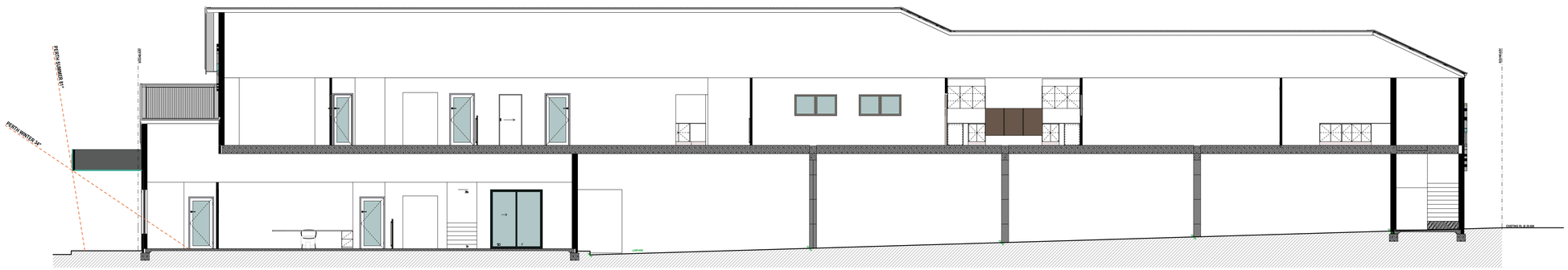
Drawing No.:
12 of 14

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

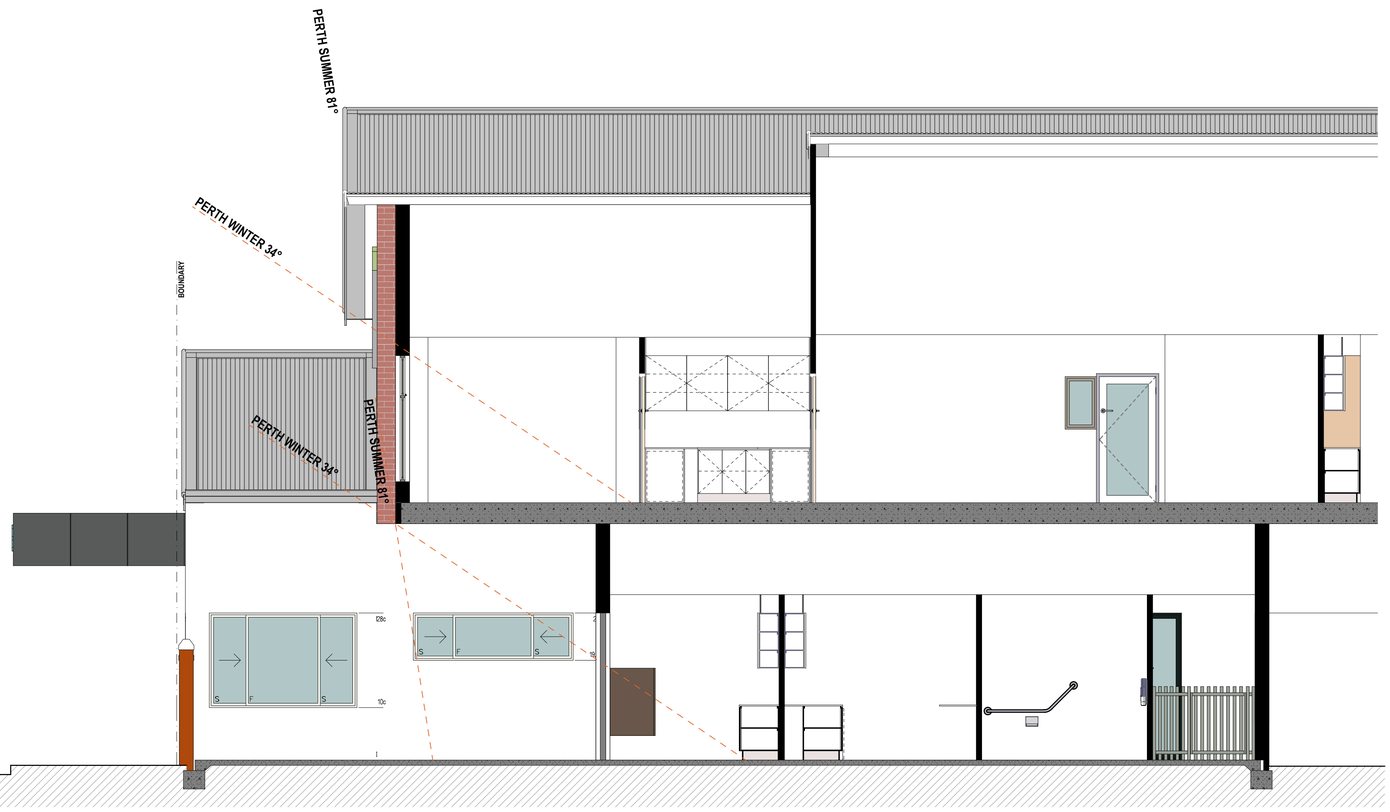
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A-A Section
1:100



B-B Section
1:50

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

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2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Section & Solar Study

Scale:	Sheet Size:
1:100, 1:50	A1
Project No:	Revision Number:
22082	6.00

Drawing No.:
13 of 14

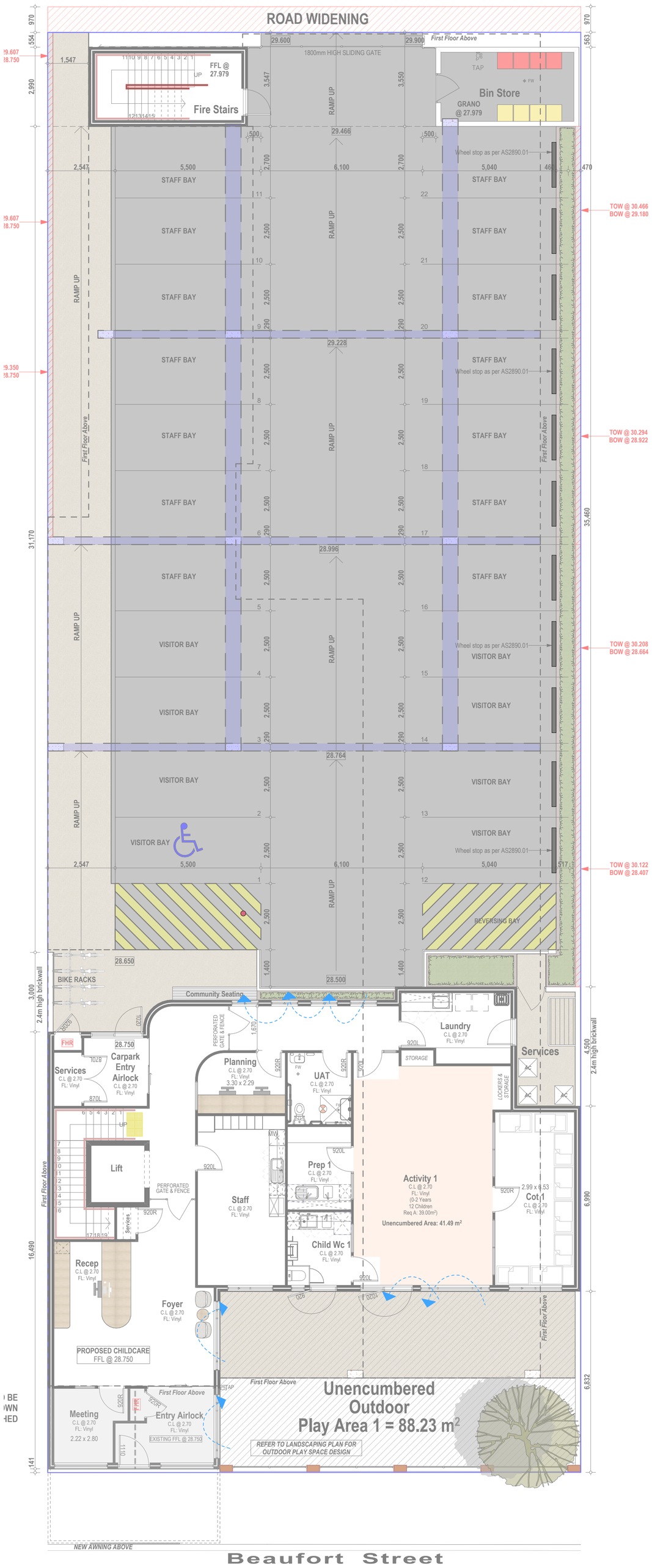
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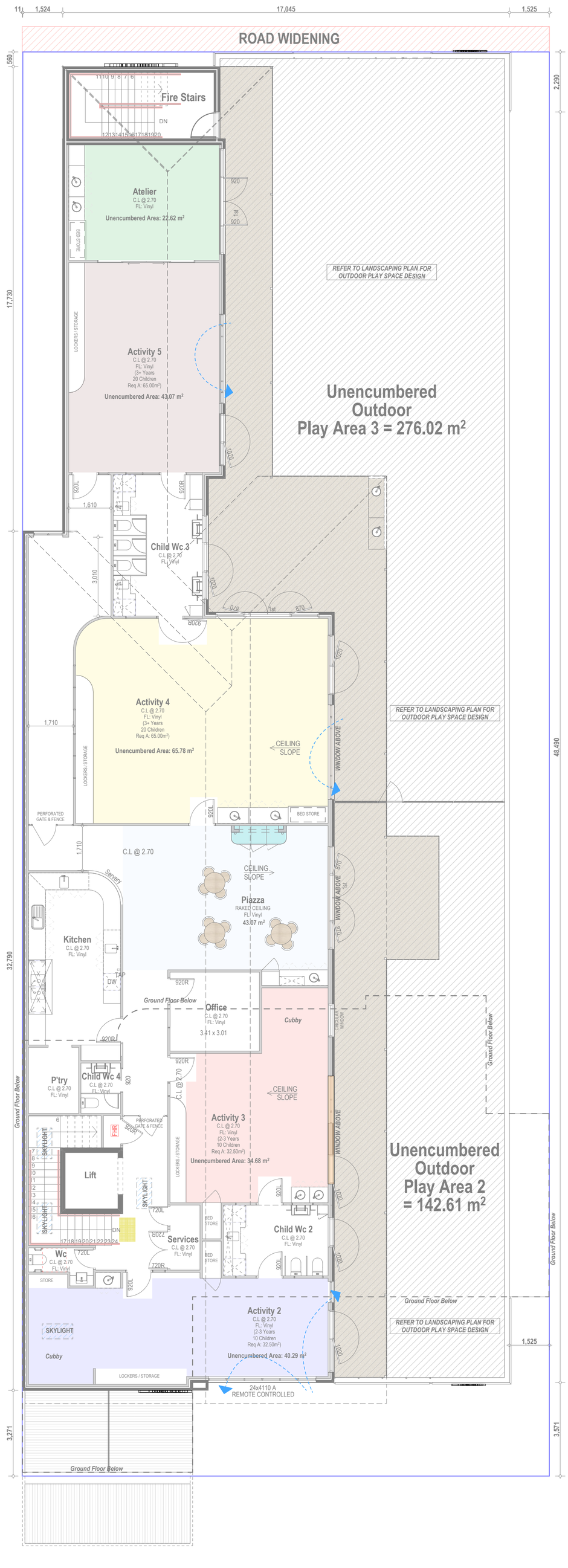
Ingleton Lane

ROAD WIDENING



Beaufort Street

GF Breeze Path Plan
1:100



FF Breeze Path Plan
1:100

Revision	Description	Date
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Breeze Path Plan

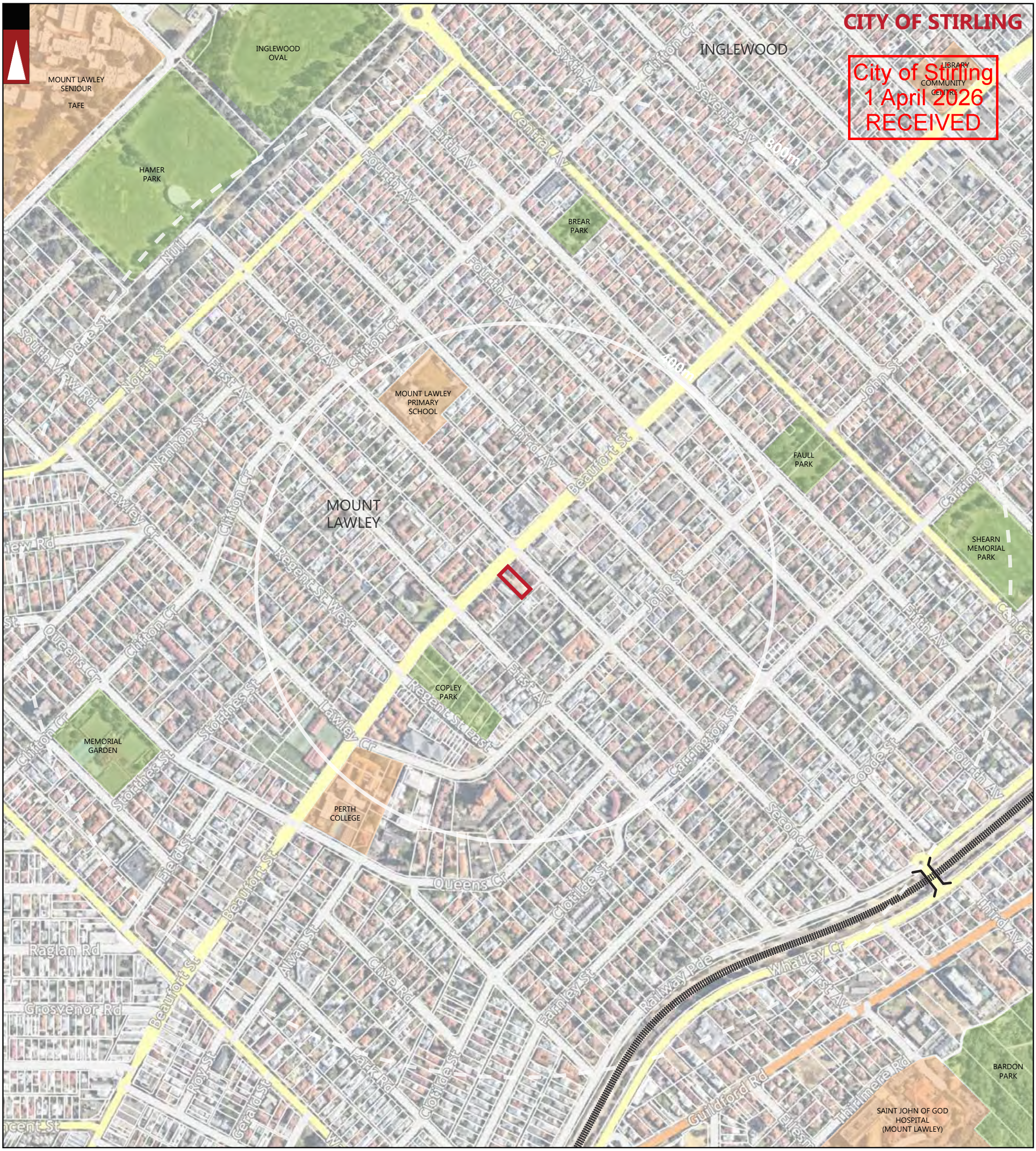
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Sheet Size: A1
Project No: 22082
Revision Number: 6.00
Drawing No.: 14 of 14

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PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING LOCAL GOVERNMENT NAME
NORTHBRIDGE SUBURB NAME

Roads
Freeway/Highway
Major Road
Minor Road

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER:
P004693_ S01

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

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City of Stirling
1 April 2026
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INGLEWOOD

MOUNT LAWLEY

INGLEWOOD OVAL
MOUNT LAWLEY SENIOUR TAFE
HAMER PARK
BREAR PARK
LIBRARY
COMMUNITY CENTRE
MOUNT LAWLEY PRIMARY SCHOOL
FAULL PARK
SHEARN MEMORIAL PARK
COPLEY PARK
MEMORIAL GARDEN
PERTH COLLEGE
BARDON PARK
SAINT JOHN OF GOD HOSPITAL (MOUNT LAWLEY)

Sixth Av
Seventh Av
Central Av
Fifth Av
800m
Second Av
First Av
Third Av
South View Rd
Dene St
North St
Nanhob St
Lawley Cr
Regent St West
Regent St East
Queens Cr
Beaufort St
Alvah St
Stoothes St
Field St
John St
Carrington St
Clotilde St
Grosvenor Rd
Park Rd
Roy St
Gerald St
Guildford Rd
Railway Pde
PSP

NE27
NE8
NE26
NW12

MT LAWLEY

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING LOCAL GOVERNMENT NAME
NORTHBRIDGE SUBURB NAME
PSP PRINCIPAL SHARED PATH (PSP)
HIGH QUALITY SHARED PATH
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
GOOD ROAD RIDING ENVIRONMENT
NW12 PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES
GRADIENT ARROW
TRAFFIC LIGHT
BIKE LOCKER
BIKE PARKING
Roads
Freeway/Highway
Major Road
Minor Road

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER:
P004693_ S02

DRAWN BY:
J.S.

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PART OF THE Arney GROUP

CITY OF STIRLING

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1 April 2026
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INGLEWOOD

MOUNT LAWLEY

MOUNT LAWLEY SENIOUR TAFE

INGLEWOOD OVAL

HAMER PARK

BREAR PARK

LIBRARY COMMUNITY CENTRE

MOUNT LAWLEY PRIMARY SCHOOL

FAULL PARK

SHEARN MEMORIAL PARK

COPLEY PARK

PERTH COLLEGE

MEMORIAL GARDEN

BARDON PARK

SAINT JOHN OF GOD HOSPITAL (MOUNT LAWLEY)

980

67 68
950
950X

800m

PARKS AND RECREATION	Hay Street — STREET NAME	LOCATION BOUNDARY
WATERWAYS	RAILWAY	DISTANCE FROM LOCATION
PUBLIC PURPOSE	ROAD BRIDGE	CITY OF STIRLING — LOCAL GOVERNMENT NAME
		NORTHBRIDGE — SUBURB NAME

BUS ROUTES	67 — BUS ROUTE NUMBER
HIGH FREQUENCY BUS ROUTE	950 — HIGH FREQUENCY BUS ROUTE
LIMITED STOPS BUS ROUTE	950X — LIMITED STOP ROUTE NUMBER

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

Roads
- Freeway/Highway
- Major Road
- Minor Road

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT: LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P004693_ S03

DRAWN BY: J.S.

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CITY OF STIRLING

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1 April 2026
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INGLEWOOD
MOUNT LAWLEY
INGLEWOOD OVAL
MOUNT LAWLEY SENIOUR TAFE
HAMER PARK
LIBRARY COMMUNITY CENTRE
BREAR PARK
MOUNT LAWLEY PRIMARY SCHOOL
FAULL PARK
SHEARN MEMORIAL PARK
COPLEY PARK
MEMORIAL GARDEN
PERTH COLLEGE
BARDON PARK
SAINT JOHN OF GOD HOSPITAL (MOUNT LAWLEY)
800m
400m
PSP

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING LOCAL GOVERNMENT NAME
NORTHBRIDGE SUBURB NAME
PSP PRINCIPAL SHARED PATH (PSP)
HIGH QUALITY SHARED PATH
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
PEDESTRIAN PATH WITHIN 400M RADIOUS FROM THE SUBJECT SITE
Roads
Freeway/Highway
Major Road
Minor Road

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

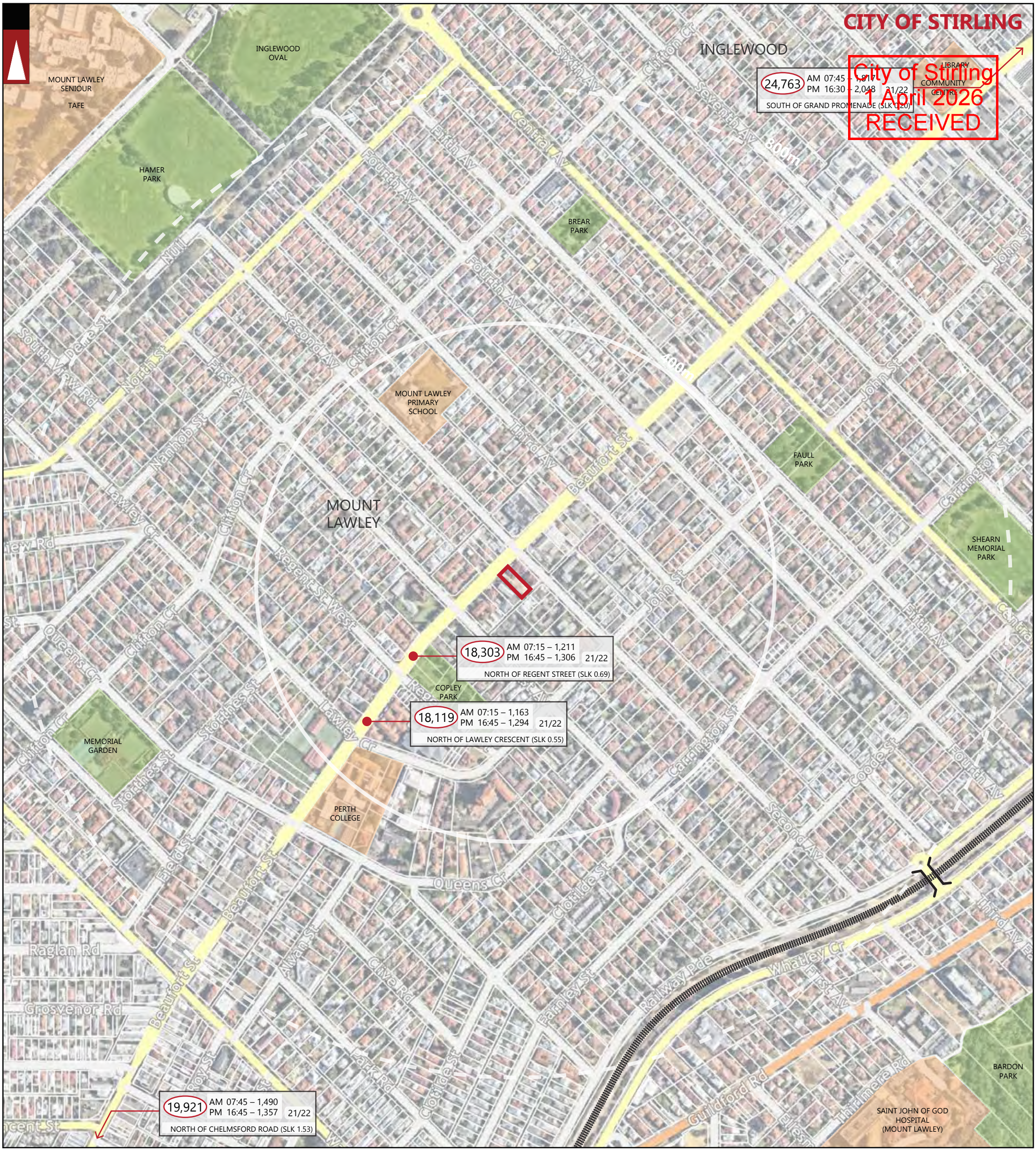
TITLE:
PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER:
P004693_ S04

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

CITY OF STIRLING



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
NORTHBRIDGE — SUBURB NAME
5,512 — NUMBER OF VEHICLES PER DAY
AM 1145 – 381
PM 1630 – 480
NUMBER OF VEHICLES PER AM PEAK HOUR
NUMBER OF VEHICLES PER PM PEAK HOUR
2014 — YEAR
EAST OF HARLOW ROAD — LOCATION

Roads
Freeway/Highway
Major Road
Minor Road

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER:
P004693_ S05

DRAWN BY:
J.S.

Premise
PART OF THE Arney GROUP



LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGN

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER:
P004693_ S06

DRAWN BY:
J.S.

Premise
PART OF THE Arney GROUP



REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER:
P004693_ S07

DRAWN BY:
J.S.

Premise
PART OF THE Arney GROUP



LOCATION BOUNDARY

Lewis Road ROAD NAME

Total Expected Traffic Generation from the proposed development

Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGN

LEGEND

REV	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER:
P004693_ S08

DRAWN BY:
J.S.

Premise
PART OF THE Arney GROUP

City of Stirling
1 April 2026
RECEIVED

Ingleton Lane

ROAD WIDENING

LOT 256
STRATA
DEVELOPMENT

3 storey
rendered brick
& steel apartment
building
FL inaccessible

LOT 113
STRATA
DEVELOPMENT

EXISTING BUILDING TO BE
RETAINED
FFL @ 28.750

EXISTING BUILDING TO BE
RETAINED AS SHOWN
HATCHED

brick wall

concrete
crossover

paved footpath

barrier kerb

Beaufort Street

PROPOSED CHILDCARE
FFL @ 28.750

Unencumbered
Outdoor
Play Area 1 = 88.23 m²

Unencumbered Area: 41.49 m²

Passenger vehicle (5.2 m)		
Overall Length	5.200m	Lot boundary
Overall Width	1.940m	Wheel Path (Forward Vehicle Motion)
Overall Body Height	1.804m	Vehicle Chasis Envelope (Forward Vehicle Motion)
Min Body Ground Clearance	0.295m	Wheel Path (Reverse Vehicle Motion)
Track Width	1.840m	Vehicle Chasis Envelope (Reverse Vehicle Motion)
Lock to Lock Time	4.00s	
Kerb to Kerb Turning Radius	6.300m	

LEGEND

NO	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P004693_S20

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

City of Stirling
1 April 2026
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Ingleton Lane

ROAD WIDENING

Reserve Width 12.2m

LOT 256
STRATA
DEVELOPMENT

3 storey
rendered brick
& steel apartment
building
FL inaccessible

LOT 113
STRATA
DEVELOPMENT

The parking bay should be widened and/or adjacent kerb and landscape to kept low to accommodate vehicle overhang.

EXISTING BUILDING TO BE RETAINED
FFL @ 28.750

EXISTING BUILDING TO BE RETAINED AS SHOWN HATCHED

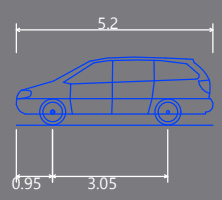
brick wall

concrete crossover

paved footpath

barrier kerb

Beaufort Street



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chasis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P004693_S21

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

City of Stirling
1 April 2026
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Ingleton Lane

ROAD WIDENING

LOT 256
STRATA
DEVELOPMENT

3 storey
rendered brick
& steel apartment
building
FL inaccessible

LOT 113
STRATA
DEVELOPMENT

EXISTING BUILDING TO BE
RETAINED
FFL @ 28.750

EXISTING BUILDING TO BE
RETAINED AS SHOWN
HATCHED

brick wall

concrete
crossover

paved footpath

barrier kerb

Beaufort Street

PROPOSED CHILDCARE
FFL @ 28.750

Unencumbered
Outdoor
Play Area 1 = 88.23 m²

Unencumbered Area: 41.49 m²

Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chasis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
A	20-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P004693_S22

DRAWN BY:
J.S.

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City of Stirling
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Ingleton Lane

ROAD WIDENING

LOT 256
STRATA
DEVELOPMENT

3 storey
rendered brick
& steel apartment
building
FL inaccessible

EXISTING BUILDING TO BE
RETAINED
FFL @ 28.750

EXISTING BUILDING TO BE
RETAINED AS SHOWN
HATCHED

LOT 113
STRATA
DEVELOPMENT

brick wall

concrete
crossover

paved footpath

barrier kerb

Beaufort Street

PROPOSED CHILDCARE
FFL @ 28.750

Unencumbered
Outdoor
Play Area 1 = 88.23 m²

Unencumbered Area: 41.49 m²

Passenger vehicle (5.2 m)		
Overall Length	5.200m	Lot boundary
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Min Body Ground Clearance	0.295m	Wheel Path (Reverse Vehicle Motion)
Track Width	1.840m	Vehicle Chasis Envelope (Reverse Vehicle Motion)
Lock to Lock Time	4.00s	
Kerb to Kerb Turning Radius	6.300m	

LEGEND

NO	DATE	AMENDMENT
draft	18-02-2026	ISSUED FOR REVIEW

PROJECT:
LOT 112 (#752) BEAUFORT STREET, MOUNT LAWLEY

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
P004693_S23

DRAWN BY:
J.S.

Premise
PART OF THE Amey GROUP

2026

WASTE MANAGEMENT PLAN



LOT 112 (No.752) BEAUFORT STREET, MOUNT LAWLEY

PROPOSED CHILD CARE PREMISES
CITY OF STIRLING

City of Stirling
15 September 2026
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CF Town Planning & Development

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Prepared for

Germano Designs and the landowners to service the proposed new child care premises on Lot 112 (No.752) Beaufort Street, Mount Lawley.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	4 March 2026
Mr Carlo Famiano	Town Planner	Waste Management Plan	10 August 2026
Mr Carlo Famiano	Town Planner	Waste Management Plan	15 September 2026

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Table of Contents

1.0	**BACKGROUND & DESCRIPTION**	**4**
1.1	Building Area	**4**
2.0	**PURPOSE OF THE WASTE MANAGEMENT PLAN**	**4**
3.0	**KEY REFERENCE MATERIAL**	**5**
4.0	**ESTIMATED VOLUMES & BIN TYPES**	**5**
4.1	Type of Waste Generated	**5**
4.2	Volume	**6**
4.3	Bin Type	**7**
5.0	**COLLECTION FREQUENCY & PROVIDER**	**9**
6.0	**LOCATION, SITES & FEATURES OF BIN STORAGE AREA**	**10**
6.1	Bin Storage Area & Layout	**10**
6.2	Bin Storage Location & Feature	**11**
7.0	**NOISE, ODOURS & MINIMIZING LANDFILL**	**13**
8.0	**SCREENING & BLENDING OF STORAGE AREA**	**15**
9.0	**IMPACT ON ADJACENT/ADJOINING PROPERTIES**	**15**
10.0	**GENERAL WASTE & RECYCLE TRANSFER**	**15**
11.0	**MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)**	**15**
12.0	**CONSTRUCTION WASTE**	**16**
13.0	**CONCLUSION**	**17**

List of Appendices

Appendix 1: Bin Store Location

Appendix 2: - Site Development Plans

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1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Germano Designs and the landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Inner Development Assessment Panel (DAP) and the City of Stirling for the construction of a new child care premises on Lot 112 (No.752) Beaufort Street, Mount Lawley (i.e. 'Subject Land').

The Subject Land is located within the Beaufort Street Activity Corridor and is classified 'Mixed Use' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3). In addition, the subject and forms part of the Beaufort Street Local Development Plan (i.e. within the 'Mixed Use Precinct')

Under the terms of the City's LPS No.3, the development and use of land within the 'Mixed Use' zone for 'Child Care Premises' purposes is identified as a discretionary ('A") Use, meaning that the use is not permitted unless the Council has exercised its discretion by granting planning approval after giving special notice in accordance with Clause 9.4.

Lot 112 is rectangular in shape, comprises an area of 1,113m^2, has frontage to Beaufort Street along the land's north-western lot boundary and Ingleton Lane along the land's south-eastern lot boundary.

The proposed development includes the construction of a two-storey building for 'Child Care Premises' purposes and will accommodate a total of seventy two (72) children.

1.1 Building Area

A copy of the site development plans are provided in Appendix 2. It is significant to note that the development will comprise a floor area of approximately 1,275.27m^2 (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Building	770.72m^2
Outdoor Plan Area	504.55m^2
Total Active Area of Child Care Premises	**1,275.27m^2**

For the purpose of calculating waste generation, it should be noted that the floor area of the reception area, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 335m^2.

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted with City of Stirling and the Development Assessment Panels (DAP) as part of the current development application being considered for the Subject Land.

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The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate on-street bin pick-up location, arrange for collection to reflect the same day as the City of Stirling's (responsible local authority) domestic collection and minimize any impacts on traffic safety/vehicle movements along the adjoining road network.
5. Develop the framework of operational procedures required from the center operator to ensure that the management of waste is to best practice.

3.0 KEY REFERENCE MATERIAL

- WALGA Commercial and Industrial Waste Management Plan Guidelines;
- New South Wales (NSW) Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities;
- Sustainability Victoria (Victorian State Government); and
- Discussions with the City of Stirling's Planning Department.

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

Commercial and industrial operations can generate a wide variety of the waste types. Table 2 below lists the types of waste typically generated for commercial/industrial developments (Table from WALGA *'Commercial and Industrial Waste Management Plan Guidelines'*). It is recognised that the waste type generated will vary between different business operations.

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.

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Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

The staff of the child care premises will be responsible to sort the waste through the provision of labeled bins throughout the building. The waste and recyclable streams that would apply to the proposed child care premises on the Subject Land would be as following:

- General waste; and
- Co-mingled recycling, which includes all paper, cardboard, plastic, glass, aluminum and steel cans.

4.2 Volume

As previously mentioned, the proposed new child care premises on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 1,275.27m^2. For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 335m^2.

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In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. The waste generation rates prescribed by 'Sustainability Victoria' has been adopted for the proposed child day care premises (using the generation rates prescribed for 'Commercial Development – Childcare'). These provisions are frequently applied by local governments throughout Western Australia to determine waste generation rates.

In light of the above and in accordance with Sustainability Victoria, the following weekly waste generations rates associated for each stream of waste (i.e. general waste and recycling) are provided:

Table 3: Waste Generation Rates

USE TYPE	GENERAL WASTE	RECYCLE WASTE
Childcare	350L/100m^2 per week	350L/100m^2 per week

It should be noted that the proposed child day care premises on the Subject Land will operate between Monday to Friday (i.e. 5 days).

The following equation was used to calculate the anticipated weekly general waste and recycling generation:

Waste, recycle generation calculations

Total Amount of Waste Type = (Floor Area/100m^2) x Waste Rate

The following weekly waste generation calculations are provided in support of the development for the purpose of establishing the number of bins required in support of the new child care premises, based on the active floor area:

Table 4 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING (ACTIVE SPACE)	GENERAL WASTE	RECYCLE WASTE
Child Care Premises	335m^2	1,172.5 litres	1,172.5 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land and discussions with the city of Stirling, this Waste Management Plan recommends the use of 660L rubbish bins to service the property with collection rates for each stream of waste being once per week. Figure 1 illustrates the dimension of a 660L bin.

As outlined above and later within this report, the waste collection intervals will be once per week for both general and recycled waste.

The following equation was used to calculate the number of bins required to service the development:

Total bins required for general/recycle waste

Total Number of Bins Required = Total Weekly Waste Generated/660L.

Given the waste generation calculation outlined in Table 4, the following bin requirements will be applied to the proposed child care premises on the Subject Land:

- General waste bins- 2 x 660L
- Recycle waste bins- 2 x 660L

It should be noted that there is sufficient space within the proposed bin storage areas to accommodate the various bins required to service the development.



Figure 1 – Bin type & dimensions

The following calculation are provided in support of the waste generation and the number of bins required to service the use:

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Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE GENERATION
General Waste	660L	2	1 per week	1,320L per week	1,172.5 litres
Recycle Waste	660L	2	1 per week	1,320L per week	1,172.5 litres

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers and pick up intervals listed in Table 5, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

5.0 COLLECTION FREQUENCY & PROVIDER

The operator of the child care premises will appoint a private contractor as the rubbish collection service provider.

Waste collection will be undertaken along the land's Ingleton Lane frontage, as it does not comprise excessive traffic volumes and that the City of Stirling's domestic services are undertaken within the lane. Furthermore, waste Collection will be staggered over two (2) separate days to reduce the number of bins being presented along Ingleton Lane at any one given time (reduce dwell time). As such, on-street waste collection for the Subject Land is proposed to be undertaken on Monday for recycling to avoid any conflict with the City's domestic waste collection service and Friday for the general waste service to limit any potential odours over the weekend.

In light of the above, the following collection services being provided for the development on the Subject Land:

- Weekly 660 litre general waste bin collection (i.e. Friday).
- Weekly 660 litre recycling bin collection (i.e. potentially Monday).

It is significant to note that all green waste will be collected and disposed of by a private landscape contractor which will collect and disposal of green waste (i.e. small garden prunings etc) as part of the weekly maintenance of the landscaping area and outdoor activity areas of the development.

On collection day, all bins will be transported to the bin pads along the land's Ingleton Lane frontage by staff and collected by a private contractor from the Ingleton Lane frontage, as recommended by the City of Stirling. The typical truck used is a rear loaded waste truck (approximately 11 metres long). It is noted that sufficient space within Ingleton Lane to accommodate the temporary parking of the waste truck on collection day to service the bins. Figure 2 illustrates the approximate information/specifications associated with waste collection truck that would typically be used to service the site.

As discussed with the City of Stirling, the waste truck will remain within the Ingleton Lane road reserve whilst the operator services the bins. The bins will be transported to the truck from the bin pad by the waste collection company and retuned immediately once the bins have been emptied.

It is envisaged that the truck will remain stationary within Ingleton Lane for a short period of time, with collection time being outside of the peak vehicle movement periods for the child care premises (i.e. outside the pick-up and drop-off times). In addition, the waste collection services will not be undertaken on the same day as the City of Stirling's domestic waste collection day to avoid any conflict.

This will result in the rubbish service attending the site between 9am and 2pm once per week per rubbish type (if required). Given this, it is expected that there will be little disruption to the on-site vehicle movements and vehicle movements within the road reserve during the weekly rubbish pick-up periods. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets.

Overall length	Up to 11m
Overall width	2.5m
Height (travel)	Up to 4.2m
Height (in operation)	Up to 4.2m
Weight (vehicle only)	16.5t
Weight (payload)	11t
Turning circle	20m



Figure 2 – Rubbish truck & specifications to be adopted for the development.
The truck comprises a reverse camera to allow for easy and safe access.

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of four (4) 660 litre mobile rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEUVRING SPACE ALLOWANCE	AREA REQUIRED
660L MGB (General Waste)	0.98m^2	2 bins	X 2 (shared access)	3.92m^2
660L MGB (Recycle Waste)	0.98m^2	2 bins	X 2 (shared access)	3.92m^2
			Total Area Required	**7.84m,^{2}**
			Total Area provided	**14.88m^2**

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials or additional bins (if required). The bin store area proposed for the development will comprise gates to allow for easy access and storage of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 4).

6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the proposed child care premises on the Subject Land.

The bin storage area will be located in the southern corner of the property, abutting the car parking area for the child care premises and abutting Ingleton Lane. The bins tore will also abut the car parking area of the existing multiple dwelling development on the adjoining south-western property.

The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from the street/laneway or the adjoining property (see Appendix 1 – Bin Store Location & Figure 3). It should be noted that the bin store will be well be provided sufficient separation from the existing residential development on the adjoining property.



Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

The proposed location of the bin storage area will:

i) Minimise odour levels impacting on the occupants/patrons of the child care premises;

ii) The bin store is located away from any habitable rooms of the existing dwellings on the adjacent properties (abuts a car parking area on the adjoining south-western property);

iii) The bin store will be located within the car parking area of the child care premises and abutting Ingleton Lane to allow for easy servicing on collection day; and

iv) Provide easy access for the future operators of the child care premises.

Key design points of the bin storage area are as follows:

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store will be located along the rear lot boundary, abutting the on-site car parking area of the development, abutting Ingleton Lane and abutting the car parking area for a multiple dwelling development on the adjoining south-western property;
- The bin store will comprise a screen wall and therefore the bins will not be visible from the street or the adjoining/adjacent properties.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the internal pedestrian path.
- The bin storage area will be secured from the operators of the development and will be secured from the adjoining outdoor play area.
- Adequate space to move and access bins.
- Provide adequate ventilation of the bins store area.
- Install appropriate signage.
- Provide a secure area from theft and vandalism.
- Easy access for transportation of the bins to Ingleton Lane for collection (see Appendix 1 – Bin Store Location & Figure 4).

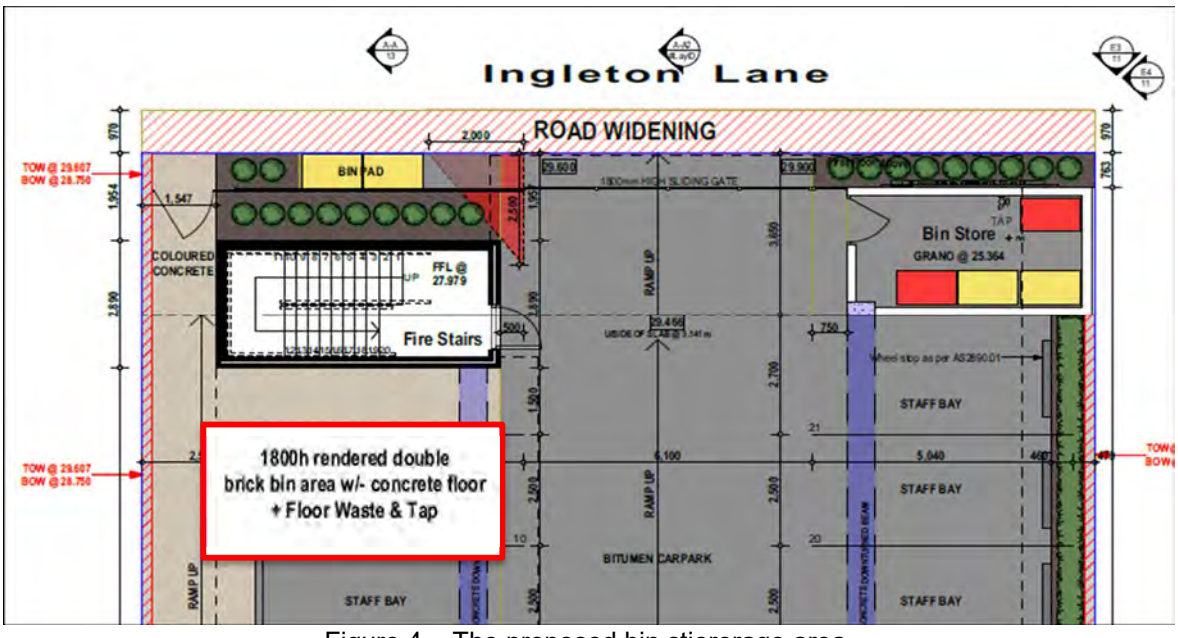


Figure 4 – The proposed bin stiorerage area.

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7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting a driveway on the adjoining property and in close proximity to the car parking area of the development will provide easy access by the operators of the child care premises on the Subject Land.

Noise

The bin storage area will be located abutting the car parking area of the child care premises, well away from any residential properties and comprise a masonry fence around the perimeter of the compound to provide security and further reduce any transfer of noise.

It is expected that the bin storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue impacts on the adjoining properties and would be consistent with noise generated by a typical residential development.

In addition, the proposed laneway collection will assist with less noise associated with an on-site collection service and therefore having less impact on the existing dwellings on the adjacent/adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the existing development on the adjoining/adjacent properties from the proposed child care premises on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area along the south-eastern rear lot boundary, abutting Ingleton Lane and abutting the car parking area from the existing multiple dwelling development on the adjoining property. In addition, the bin store will abut the car parking area associated with the development and away from any openings to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.
- Ensure general waste is bagged prior to placement in bins. Recyclables must be rinsed and loose.
- Ensure that bin lids are kept firmly closed.
- Arrange for the general waste bin to be collected on a Friday to limit the amount of waste within the bin over the weekend period.

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Minimising landfill

Given that the proposed child care premises on the Subject Land will be provided with two (2) separate bin types (i.e. general waste & recycling), it allows operators of the child care premises to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- Plastic bottles and containers.
- Newspapers and glossy magazines, paper, envelopes.
- Cardboard boxes etc.
- Cans - steel and aluminum, excluding aerosols cans.
- Milk and juice cartons.



This Waste Management Plan has been developed with the aim of reducing waste through best practices and education of staff. It is contended that adequate measures are available for the operators of the child care premises to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

The bin lids will remain closed at all times to reduce access by vermin. The use of bait stations could be implemented/considered by the operator in instances of vermin appearing.

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8.0 SCREENING & BLENDING OF BIN STORAGE AREA

The bin storage area will be a purpose built compound specifically designed and providing screening of the bins from the public realm (i.e. screened from any adjoining roads). The bin storage area will be located behind the street setback area abutting the car parking area and will not be visible from any residential properties.

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any key sensitive areas associated with the existing developments on the adjoining properties (i.e. the bin storage area will abut a car parking area associated with an existing multiple dwelling development on the adjoining south-western property. In addition, the bin store will be located abutting the car parking area of the development.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. a multiple dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the new child care premises on the Subject Land is well located and will be constructed to minimize any adverse impacts on the adjoining or adjacent properties.

In light of the above, it is contended that any potential impacts on the adjoining and adjacent properties from the proposed bin storage area on the Subject Land is expected to be minimal and would be consistent with the waste disposal activities of a typical a residential type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care premises will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

All bins will be regularly cleaned to reduce the extent of odours and attraction of pests. All waste within the bins located throughout the development will be transferred to the large storage bins once full and at the end of every day. This will include cleaning and sanitizing the bins on a daily basis to reduce any potential odours or pests.

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

The appointed centre manager for the child care premises will be responsible to:

i) Appoint a staff member to be responsible for:
- arranging pick-up times for the bins by the private contractor;
- arrange for the bins to the transported to the land's Ingleton Lane frontage for collection day and then return back to the bin storage area;

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- arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily;
- coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Ensure the bins are in working order and arrange maintenance if required; and
- Ensure all staff/cleaners of the child care premises are aware of the requirements/responsibility of the waste management plan.

ii) Ensure litter is cleaned up through regular landscape maintenance;

iii) Co-ordinate the ordering of any skip bins if required for bulk pick-ups;

iv) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and

v) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development.

A copy of the Waste Management Plan will be maintained within the office/administration area of the child care premises for reference and records.

12.0 CONSTRUCTION WASTE

During construction, a waste compound will be provided on-site to store any waste produced during the construction process and will be serviced regularly (when required) by a private contractor. The contractor will provide off-site sorting of the waste to ensure that waste is recycled where possible to minimize landfill waste.

Sub-contractors will be responsible for pre-sorting of waste products into appropriate areas within the waste compound as much as possible to reduce overall construction costs. The site manager will monitor the disposal of waste and sorting of recycle material.

No waste compounds or rubbish will be placed or stored on the street verge area or footpaths surrounding the project boundaries. All pedestrian and vehicle access areas will remain clear from construction debris at all times.

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction Management Plan (CMP) to be prepared by the builder prior to the commencement of construction. The requirement for a CMP is typically imposed as a condition on any development approval granted by the determining authority.

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13.0 CONCLUSION

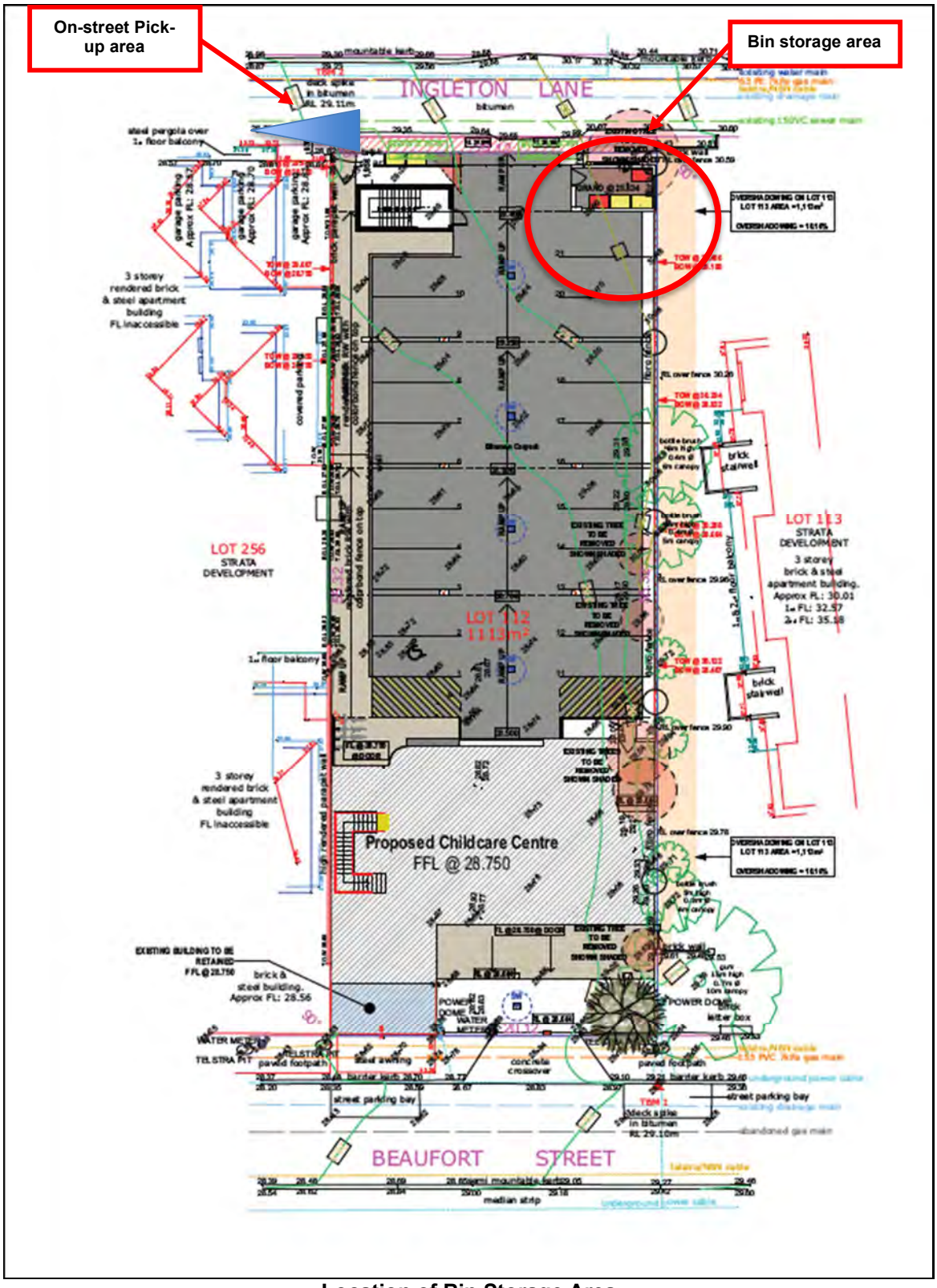
As demonstrated within this Waste Management Plan, the proposed development (i.e. child care premises) on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 660 litre bins for each waste stream and collected once per week (if required) is adequate to service the needs of the proposed development on the Subject Land.

Furthermore the servicing of the bins by the private contractor (on-street) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation of the waste management plan.

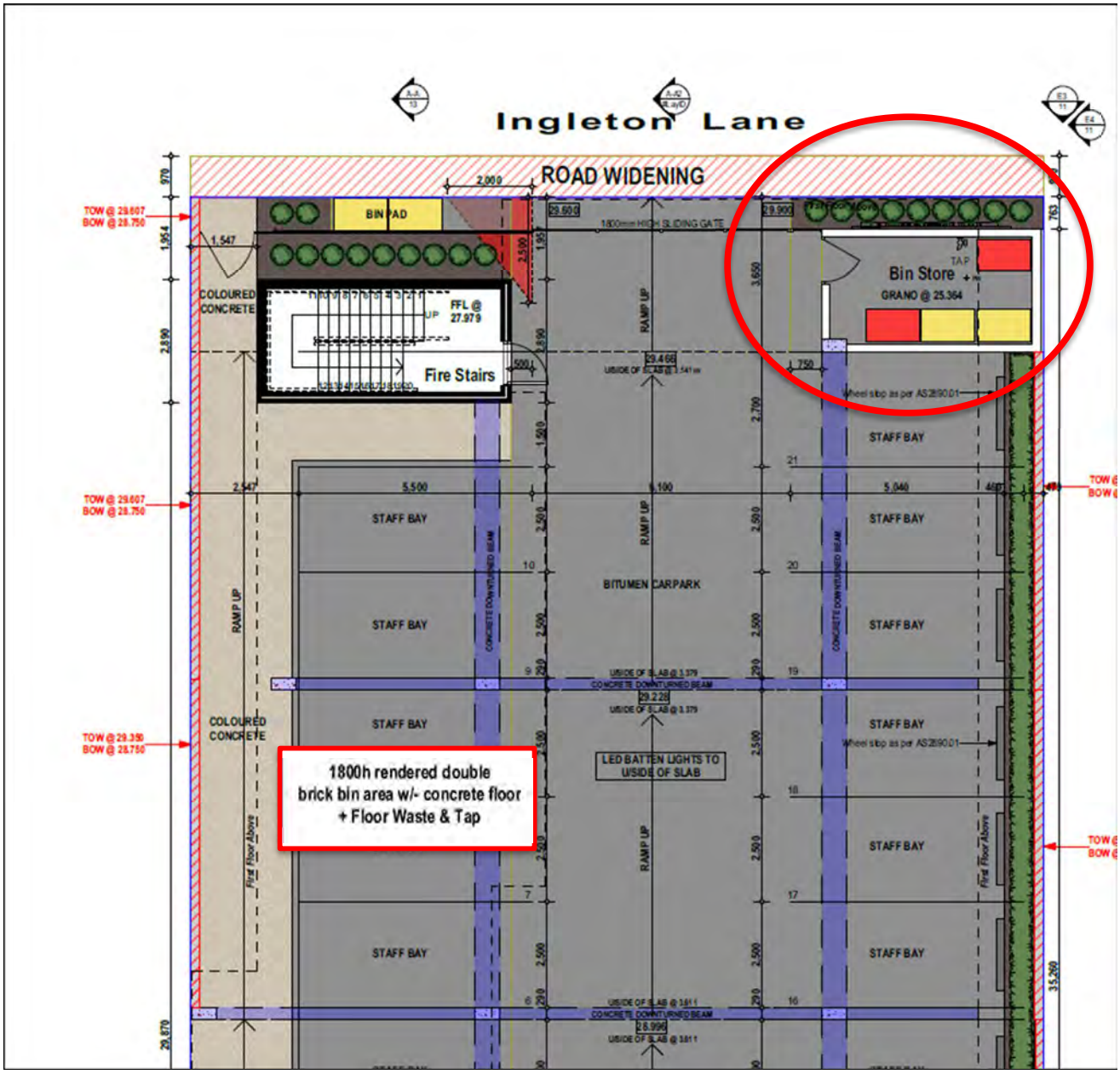
Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlo@cftp.com.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

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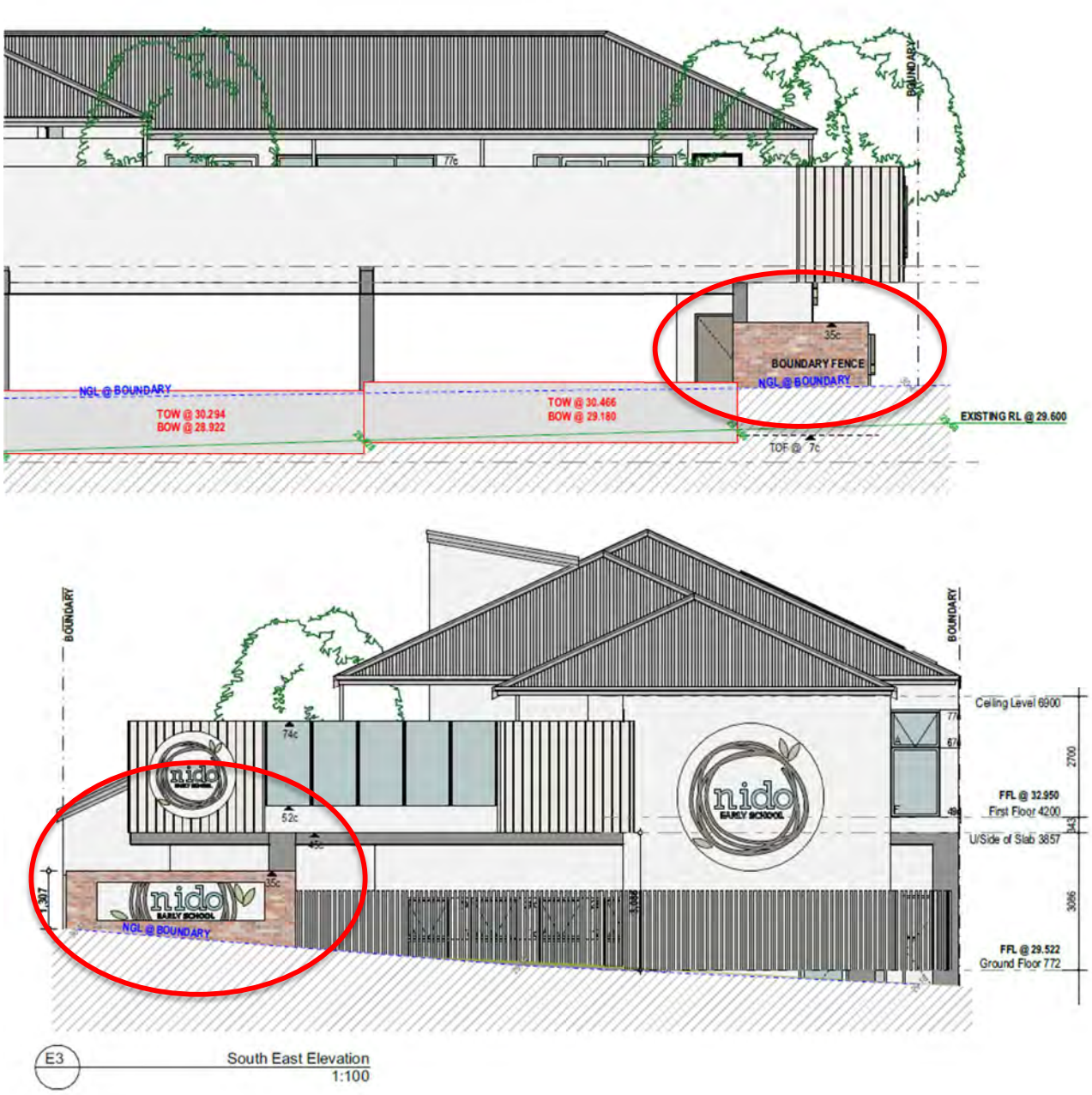
APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



Bin Storage Area (Site Plan)



Bin Storage Area (Elevation)

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APPENDIX 2 – SITE DEVELOPMENT PLANS

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Address:Lot 112 (#752) Beaufort St, Mt Lawley

Childcare Centre

Job Number: 22082

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Drawing No	Description
01	Cover Page
02	3D Street Perspective
03	3D Perspectives
04	Existing Site Survey
05	Site Plan
06	Context Plan
07	Overlay
08	Ground Floor Plan
09	First Floor Plan
10	Elevations
11	Elevations
12	Roof Plan
13	Section & Solar Study
14	Breeze Path Plan



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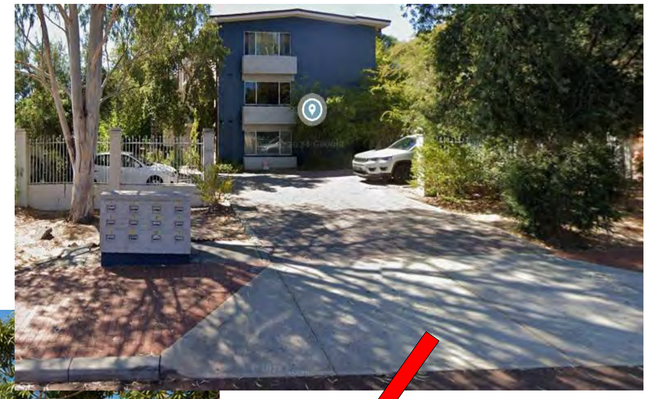
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760 BEAUFORT STREET, MOUNT LAWLEY



746 BEAUFORT STREET, MOUNT LAWLEY





Revision	Description	Date
9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	15.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Street Perspective

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
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Client
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Project Name
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Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
22082	9.00

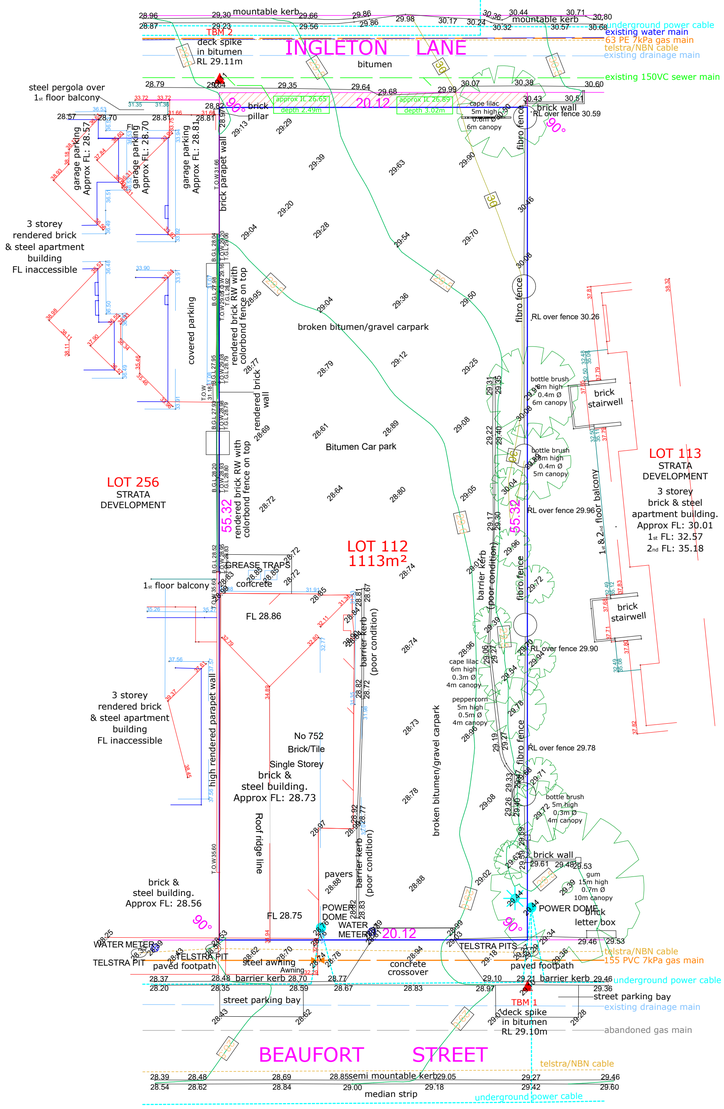
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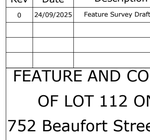
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Note: Service lines are plotted from before you dig (BYDA) information and must be verified before adopting their positions.
The location of underground assets provided by a service or utility provider may not be accurate and the position of underground assets must be proved by hand excavation, pot holing, surface scanning or other approved techniques.

Cross section diagram of retaining wall RL's



LEGEND

- TBM
- Balcony
- Edge of Patio/Structure
- Gutter Line
- Ridge Line
- Underground Power Cable
- Abandoned Gas Main
- Gas Main
- Drainage Main
- Water Main
- Sewer Main
- Underground Telstra/NBN Cable
- Water Meter
- Light Pole
- Power Dome
- Gas Valve
- Telstra Pit
- Tree

TBM 1 deck spike in bitumen equals RL 29.10m AHD
TBM 2 deck spike in bitumen equals RL 29.11m AHD
Based on previous TBM and checked against sewer manhole 4582 RL 31.20
Contractor to check datum before adopting levels

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
phone: 08 9209 3232
www.landdivision.com.au

Survey Date: 22 September 2025	Scale 1:200@A3

Client: Germano Designs

Rev	Date	Description	Surv	Drawn
0	24/09/2025	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY
OF LOT 112 ON PLAN 2473
752 Beaufort Street, Mount Lawley
C/T Vol: 1485 Fol: 145
our ref. 25-0860

0 5 10

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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

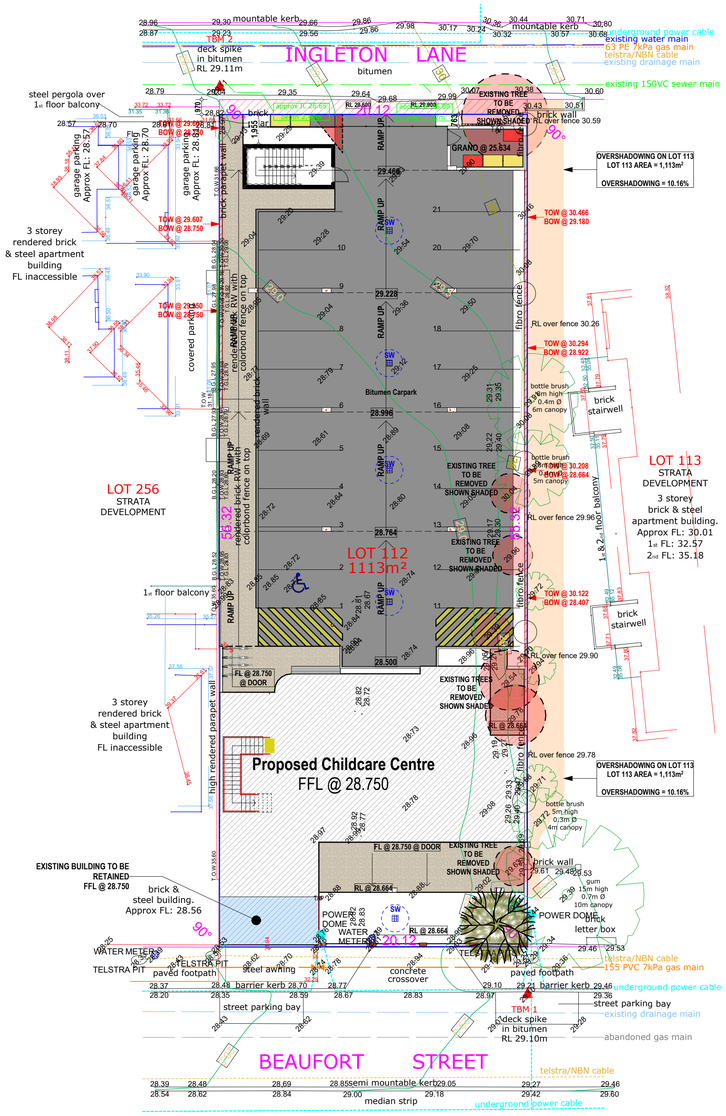
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Existing Site Survey

Scale: 1:200
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 04 of 14

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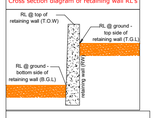
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Cross section diagram of retaining wall RL's



LEGEND
TBM
Balcony
Edge of Patio/Structure
Gutter Line
Ridge Line
Underground Power Cable
Abandoned Gas Main
Gas Main
Drainage Main
Water Main
Sewer Main
Underground Telstra/NBN Cable
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TBM 1 deck spike in bitumen equals RL 29.10m AHD
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Based on previous TBM and checked against sewer manhole 4582 RL 31.20
Contractor to check datum before adopting levels

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Rev	Date	Description	Surv	Drawn
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FEATURE AND CONTOUR SURVEY
OF LOT 112 ON PLAN 2473
752 Beaufort Street, Mount Lawley
C/T Vol: 1485 Fol: 145
our ref. 25-0860

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Zone	Area	Perim
First Floor		
Fire Stairs	17.34	17.780
Childcare	457.97	119.190
	475.31 m²	136.970 mm
Ground Floor		
Services	10.80	13.600
Bin Store	14.88	16.080
Fire Stairs	17.34	17.780
Childcare	252.39	76.089
	295.41 m²	123.749 mm
	770.72 m²	**260.719 mm**

Site Calculations

Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	NA%
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
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3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Site Plan

Scale:	Sheet Size:
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Project No:	**Revision Number:**
22082	9.00

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760 Beaufort St, Mount Lawley 6050





31 Lawley Cres, Mount Lawley 6050



755 Beaufort St, Mount Lawley 6050

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Childcare Centre

Project Address
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Context Plan

Scale:	Sheet Size:
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Project No:	Revision Number:
22082	9.00

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Revision	**Description**	**Date**

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Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Overlay

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Project No: 22082	**Revision Number:** 9.00

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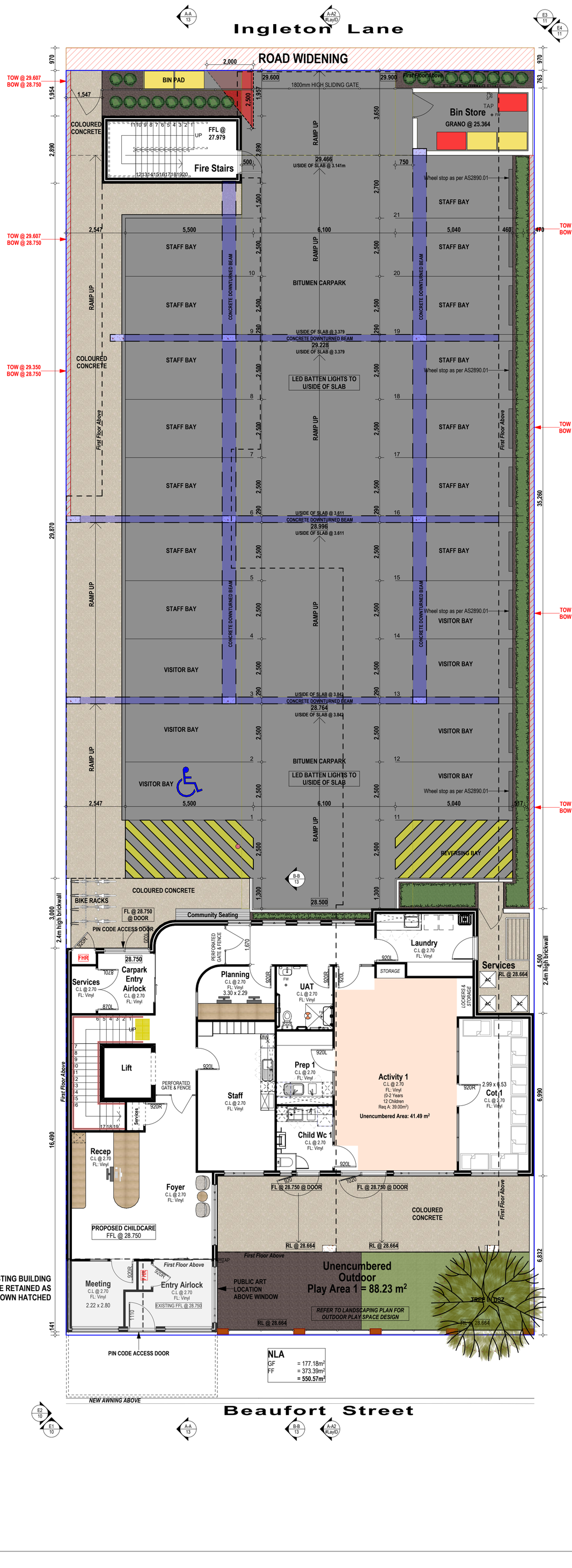
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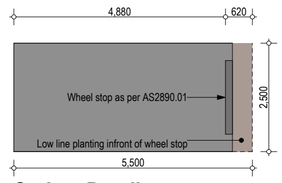
Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*39.57m²*	*2*
Activity 3	*2-3*	*10*	*32.62m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*47.88m²*	*2*
Atelier			*17.79m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**504.55m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description	Provided
3.5 bays per 100sqm of NLA	*550.35m²*





Carbay Detail

Zone	Area	Perim
First Floor		
Fire Stairs	17.34	17,780
Childcare	457.97	119,190
	475.31 m²	136,970 mm
Ground Floor		
Services	10.80	13,800
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Project Name
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Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Ground Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	9.00

Drawing No.:
08 of 14

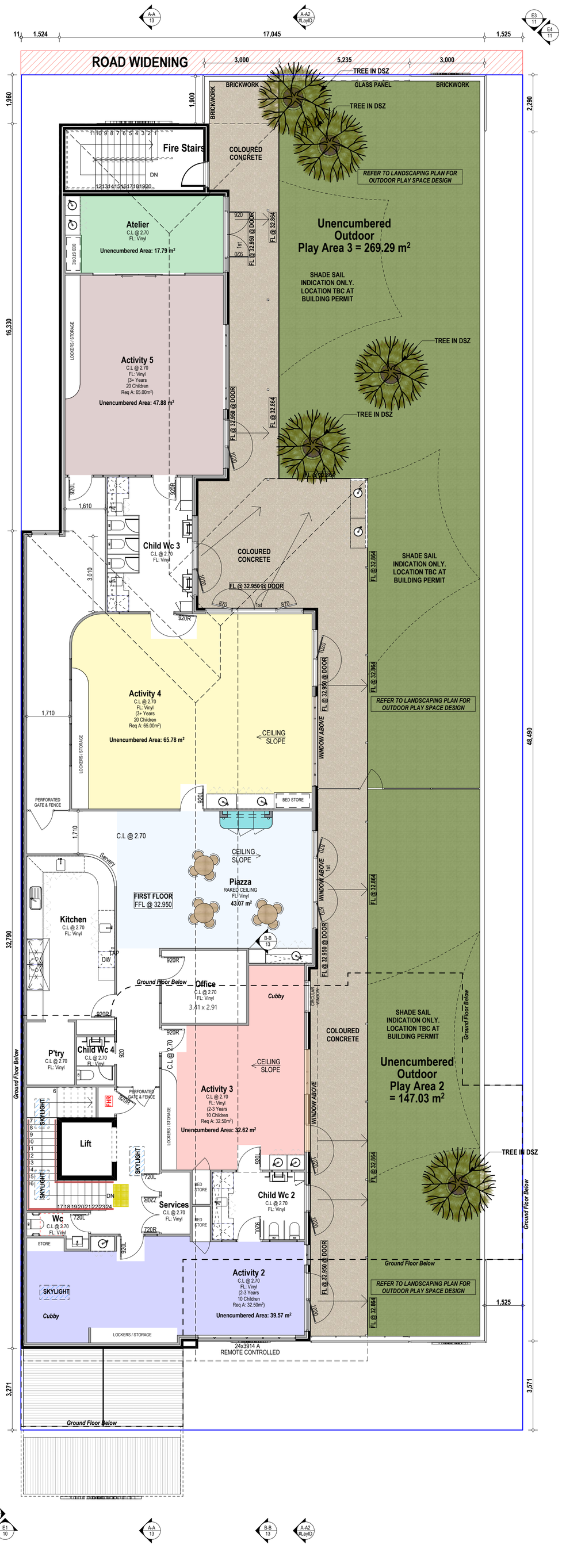
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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*39.57m²*	*2*
Activity 3	*2-3*	*10*	*32.62m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*47.88m²*	*2*
Atelier			*17.79m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
First Floor Plan

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 09 of 14

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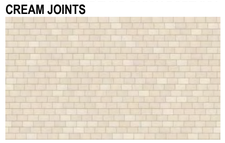
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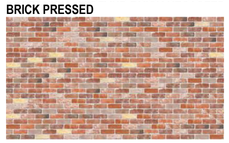
ROOF, GUTTERS & FASCIA - ZINCALUME



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



FACEBRICK - MIDLAND BRICK RECYCLED BRICK PRESSED



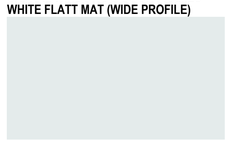
MAIN RENDER - DULUX VIVID WHITE



JAMES HARDIE SCYON AXON CLADDING 133mm - WHITE



CAPRAL WINDOWS & DOOR FRAMES WHITE FLATT MAT (WIDE PROFILE)





E1 North West Elevation 1:100



E2 North East Elevation 1:100

Revision	Description	Date
9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
Drawing No.: 10 of 14

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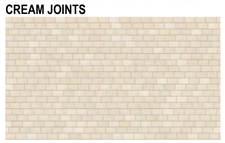
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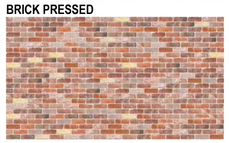
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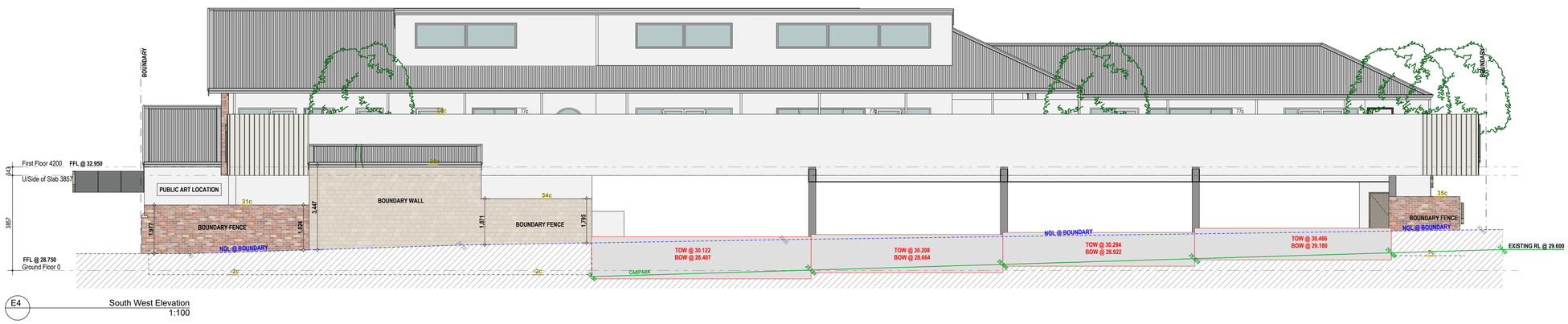


CAPRAL WINDOWS & DOOR FRAMES WHITE FLATT MAT (WIDE PROFILE)





E3 South East Elevation
1:100



E4 South West Elevation
1:100

Revision	Description	Date
9.00	RFI	15.09.26
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Project North:

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Project Name
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Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

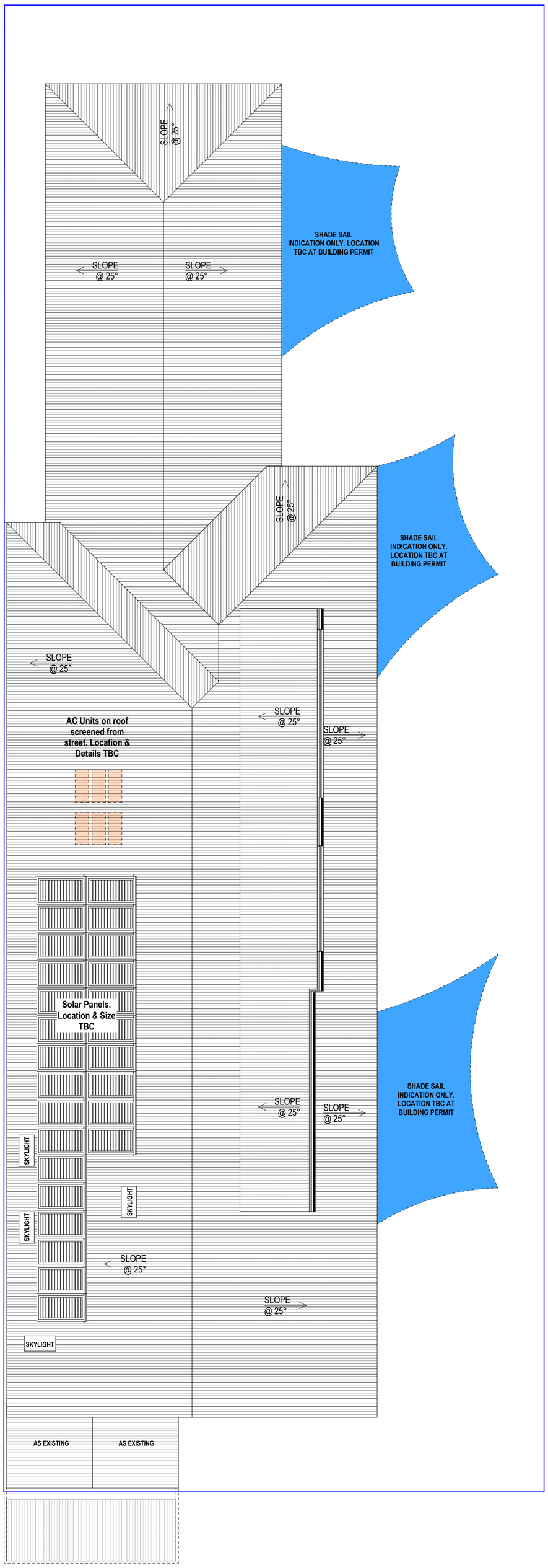
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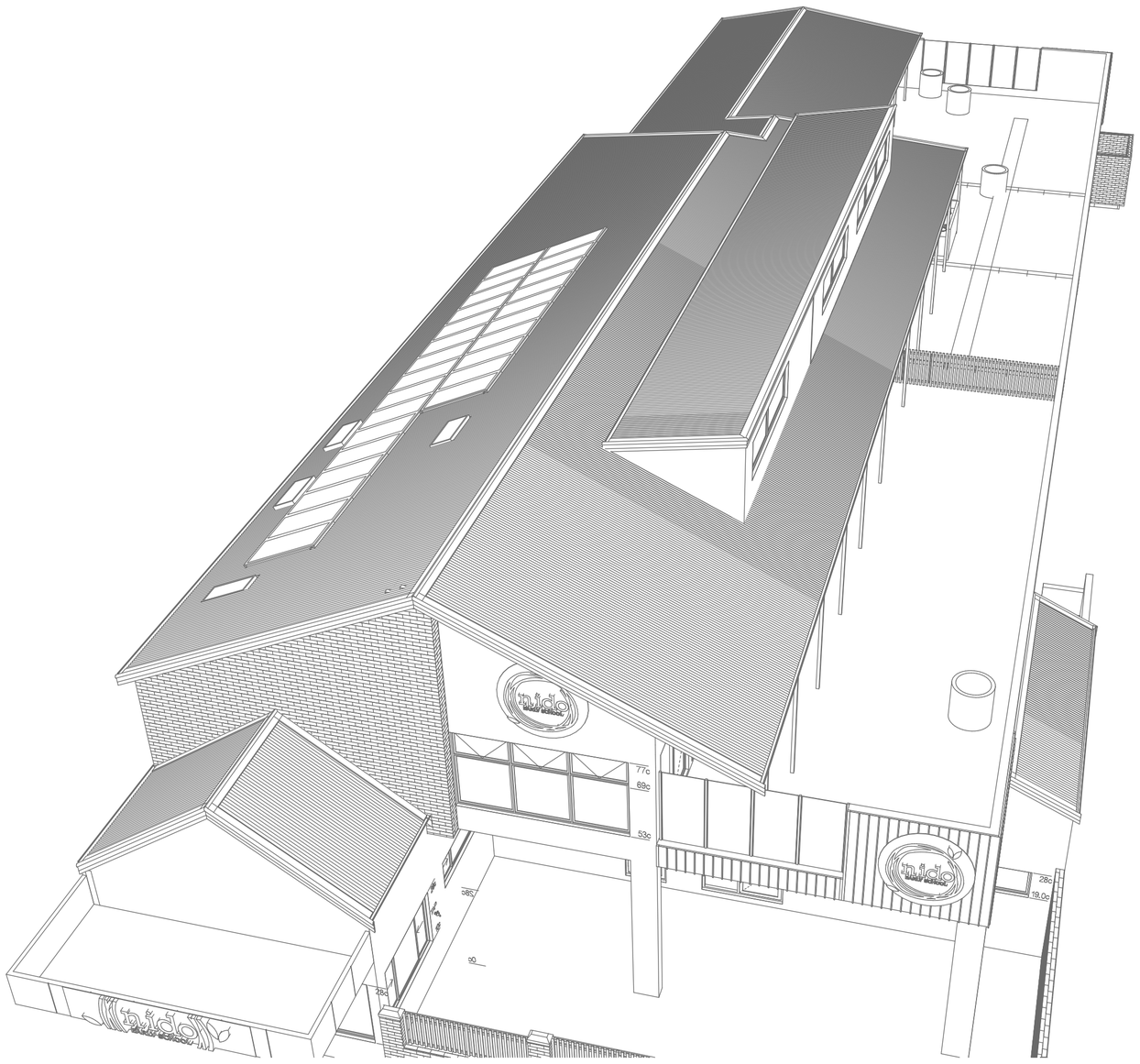
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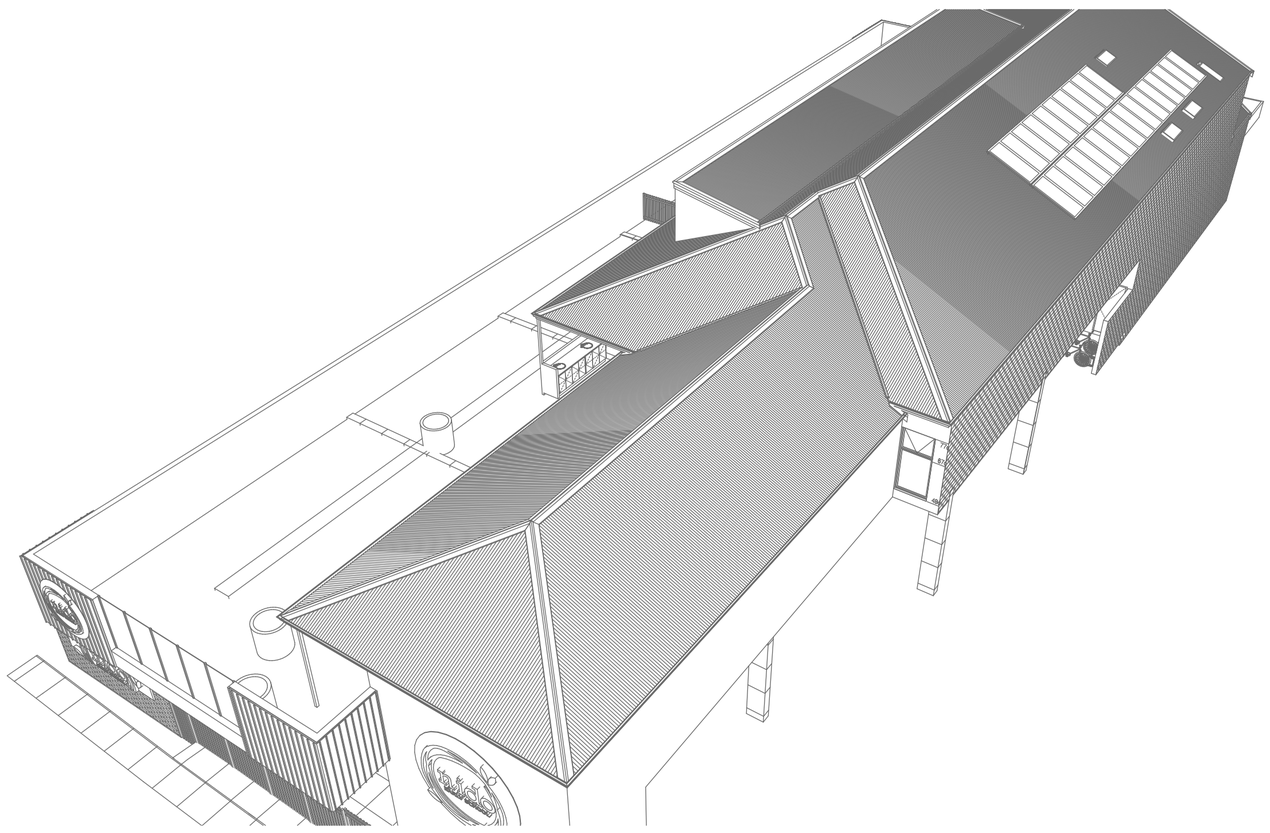
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Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

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Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

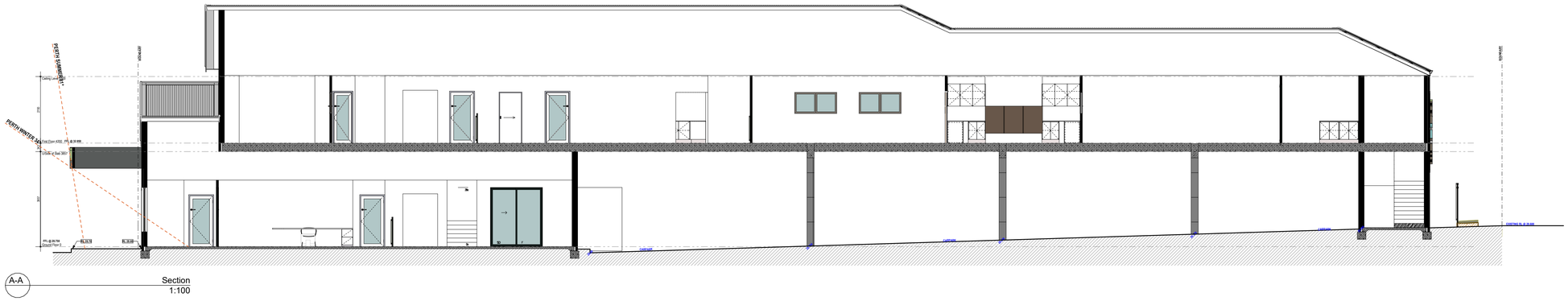
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Drawing No.: 12 of 14

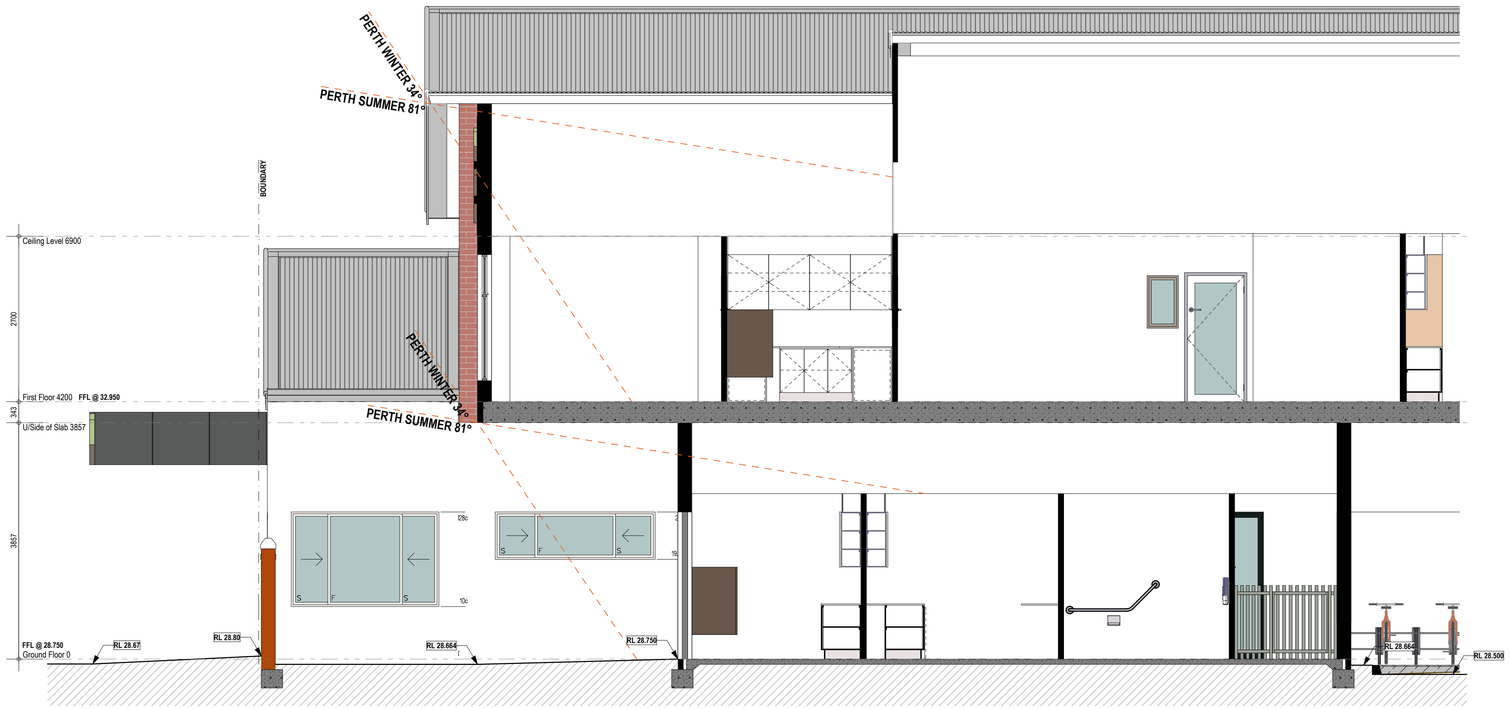
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A-A Section
1:100



B-B Section
1:50

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include solar panels to support renewable energy use and reduce our carbon footprint. Roof structures will provide shading for windows, helping to naturally regulate indoor temperatures and reduce reliance on air conditioning. To further conserve energy, we are installing high-quality insulation and LED lighting throughout the facility. Water conservation measures will be implemented, alongside a dedicated recycling program to minimize waste. Additionally, bike bays will be provided to encourage environmentally friendly transport and promote a healthy lifestyle. Landscaping will feature native planting on the front verge, supporting local biodiversity and reducing water usage.

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1.00	Concept	26.02.25

Project North:

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Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Section & Solar Study

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Project No:	Revision Number:	
22082		9.00

Drawing No.:
13 of 14

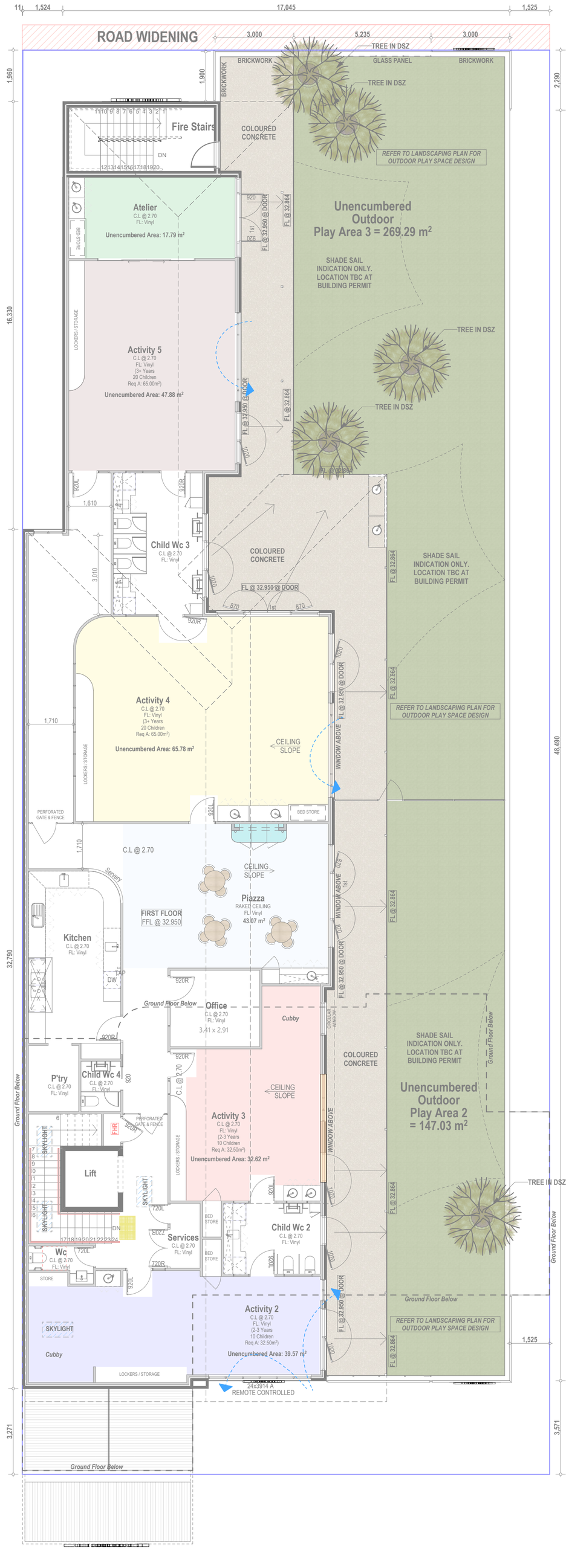
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GF Breeze Path Plan
1:100



FF Breeze Path Plan
1:100

Revision	Description	Date
9.00	RFI	15.09.26
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1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Breeze Path Plan

Scale: 1:100
Sheet Size: A1
Project No: 22082
Revision Number: 9.00
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HERRING STORER ACOUSTICS

PROPOSED CHILDCARE CENTRE
752 BEAUFORT STREET
MT LAWLEY

STATE PLANNING POLICY 5.4
NOISE MANAGEMENT PLAN

AUGUST 2026

OUR REFERENCE: 36938-26063

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

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DOCUMENT CONTROL PAGE

SPP 5.4 – NOISE MANAGEMENT PLAN

CHILD CARE CENTRE – MT LAWLEY

Job No: 26063

Document Reference: 36938-1-26063

FOR

GERMANO DESIGNS

DOCUMENT INFORMATION			
Author:	Geoff Harris	**Checked By:**	Tim Reynolds
Date of Issue:	4 August 2026		

REVISION HISTORY				
Revision	**Description**	**Date**	**Author**	**Checked**

DOCUMENT DISTRIBUTION	
Version No.	**Destination**
1	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au

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CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	1
4.	MEASUREMENTS AND OBSERVATIONS	2
5.	MODELLING	3
6.	TRAFFIC NOISE ASSESSMENT	3
7.	CONCLUSION	4

APPENDICES

A	CHILD CARE PLANS
B	MRWA TRAFFIC FLOW DATA

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1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake an acoustic assessment for the proposed child care centre, located at 752 Beaufort Street, Mt Lawley, with regards to vehicles travelling along Mt Lawley. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 *"Road and Rail Transport Noise"* (SPP5.4). As part of this assessment, the following was carried out:

- Determine by modelling, the noise that would be received at child care centre from vehicles travelling on Beaufort Street.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, plans for the child care centre are attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 *"Road and Rail Transport Noise"* only the criteria for the day period is applicable.

The results of the acoustic assessment indicate that noise received at the development from future traffic, would exceed external noise level criteria. Therefore, noise amelioration detailed in Section 6 is required.

3. CRITERIA

Road traffic noise received at a sensitive premise needs to comply with the requirements of State Planning Policy 5.4 "*Road and Rail Transport Noise*". Under this policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

We also note that additional to the above, under Section 6.1 of the Policy, "a reasonable degree of acoustic amenity for outdoor living areas on each residential lot." Under the Policy, an outdoor living area is as defined in the State Planning Policy 3.1 Residential Design Codes. The definition for an outdoor living area is as per below:

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Outdoor living area

The area external to a **single house**, **grouped** or **multiple dwelling** to be used in conjunction with that **dwelling** such that it is capable of active or passive use and is readily accessible from the dwelling.

However, the Policy also states that "For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise targets."

Finally, it is also noted that under the Policy, "It is recognized that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets". Thus, for child care centres, compliance with the "Target" noise levels within the outdoor play areas is not a requirement under the Policy, however, noise received at within the outdoor area still need to be considered.

4. MEASUREMENTS AND OBSERVATIONS

The noise measurements were conducted on 3 August 2026 for Beaufort Street for a short term period during peak hour to determine the L_{A10} noise level. Utilising this measurement, reference to the DEFRA publication (*Method for Converting the UK Road Traffic Noise $L_{A10,18h}$ to the EU Noise Indices for Road Noise Mapping, ref: st/05/91/AGG04442)* has been sought and the difference between the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ has been calculated. The results of the measurement and the determination of the $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ are shown in Table 3.1.

Noise measurements were conducted with a Larson Davis 831 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

TABLE 4.1 – MEASURED NOISE LEVELS

Description	L_{A10} dB	L_{Aeq} dB
Edge of Footpath 752 Beaufort Street	70.9	67.8

5. MODELLING

To determine the noise levels from traffic on Beaufort Street acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

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The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Traffic data as per Table 5.1 (Based on available information on MRWA Traffic Map, Attached in Appendix B).
- Adjustments as listed in Table 5.2.

TABLE 5.1 - NOISE MODELLING INPUT DATA

Parameter	Beaufort Street (Current 2021)	Beaufort Street (Future 2046)
Traffic Volumes	18,300	30,030
Percentage Traffic 0600 – 2400 hours (assumed)	94%	94%
Heavy Vehicles (%)	4.0%	4.0%
Speed (km/hr)	60 km/hr	60 km/hr
Road Surface	Dense Graded Asphalt	Dense Graded Asphalt

TABLE 5.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10\ (18\ hour)}$ to $L_{Aeq\ (16\ hour)}$ (Day)	-3.1 dB

The future road traffic volumes were based on information provided by the MRWA traffic maps.

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 4.1, 5.1 and 5.2 and the adjustments noted above, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2046 scenario as defined in Table 5.1.

The results of the acoustic assessment indicate that noise received at the development from future traffic, has a highest level of 61 dB(A) and as a result exceed external noise level criteria. Therefore, the following noise amelioration is required:

Activity 2 Skylight	Upgrade to 6mm Glass (Minimum R_w+C_{tr} 27 dB)
Activity 3 (All)	Upgrade to 6mm Glass (Minimum R_w+C_{tr} 27 dB)
Activity 4 (All)	Upgrade to 6.38mm Laminate Glass (Minimum R_w+C_{tr} 30 dB)
Activity 5 (All)	Upgrade to 10mm Laminate Glass (Minimum R_w+C_{tr} 32 dB)
Atelier	Upgrade to 6.38mm Laminate Glass (Minimum R_w+C_{tr} 30 dB)
Piazza	Upgrade to 6mm Glass (Minimum R_w+C_{tr} 27 dB)
All Other Windows	Standard Construction
Atelier Walls	Minimum Construction R_w+C_{tr} 50 dB
Activity 5 Walls	Minimum Construction R_w+C_{tr} 50 dB
All Other Walls	Minimum Construction R_w+C_{tr} 45 dB

It is noted that these requirements pertain to acoustic requirements only, with regard to *State Planning Policy 5.4,* and may be superseded by other requirements (BAL, Thermal, etc).

1 *Calculation of Road Traffic Noise* UK Department of Transport 1987

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of 752 Beaufort Street, Mt Lawley, from vehicles travelling on Beaufort Street has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

Internal

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration is required.

Although under the Policy, there are no strict requirements with regards to the outdoor play areas, the Policy does indicate that the outdoor noise received within these areas does need to be considered. Outdoor noise level ranges from 53 dB $L_{Aeq(Day)}$ to 61 dB $L_{Aeq(Day)}$ dependent on location, thus meeting the target of 55 dB $L_{Aeq(Day)}$.

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APPENDIX A

PLAN

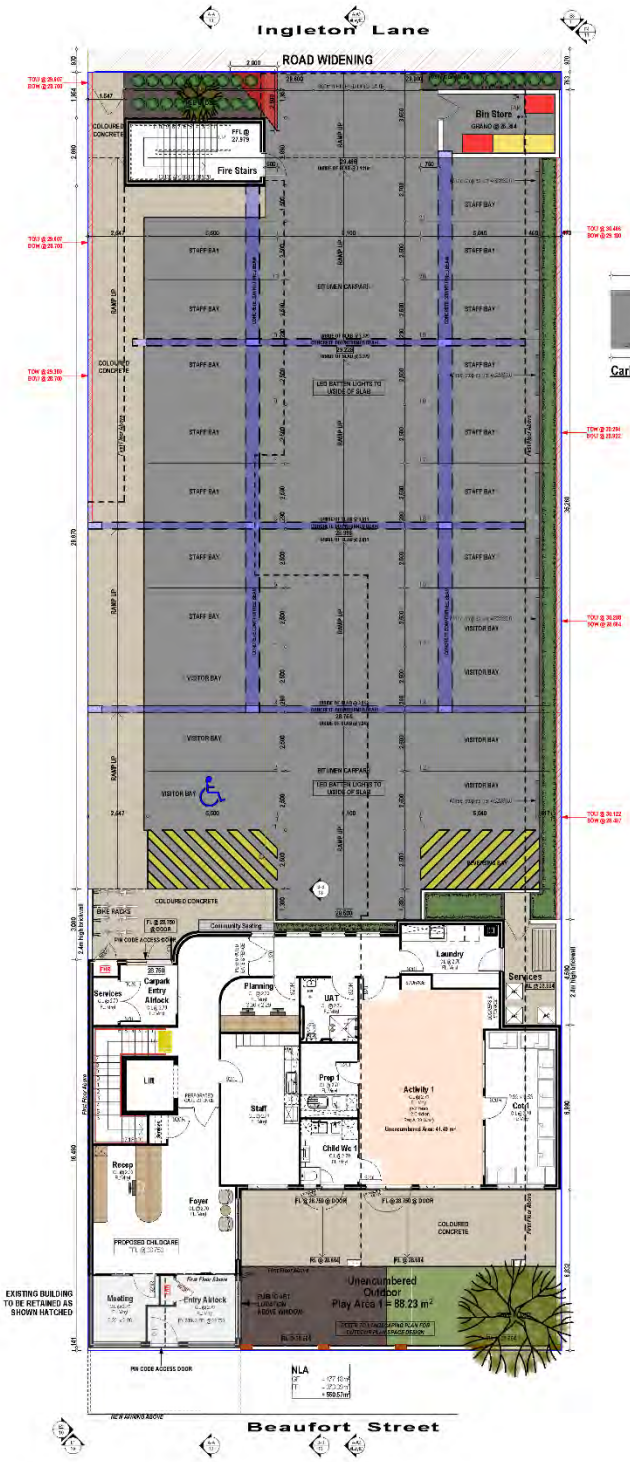
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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	12	41.49m²	3
Activity 2	2-3	10	39.57m²	2
Activity 3	2-3	10	32.62m²	2
Activity 4	3+	20	65.78m²	2
Activity 5	3+	20	47.88m²	2
Atelier			17.79m²	
Piazza			43.07m²	
				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**504.55m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description	Provided
3.5 bays per 100sqm of NLA	550.35m²



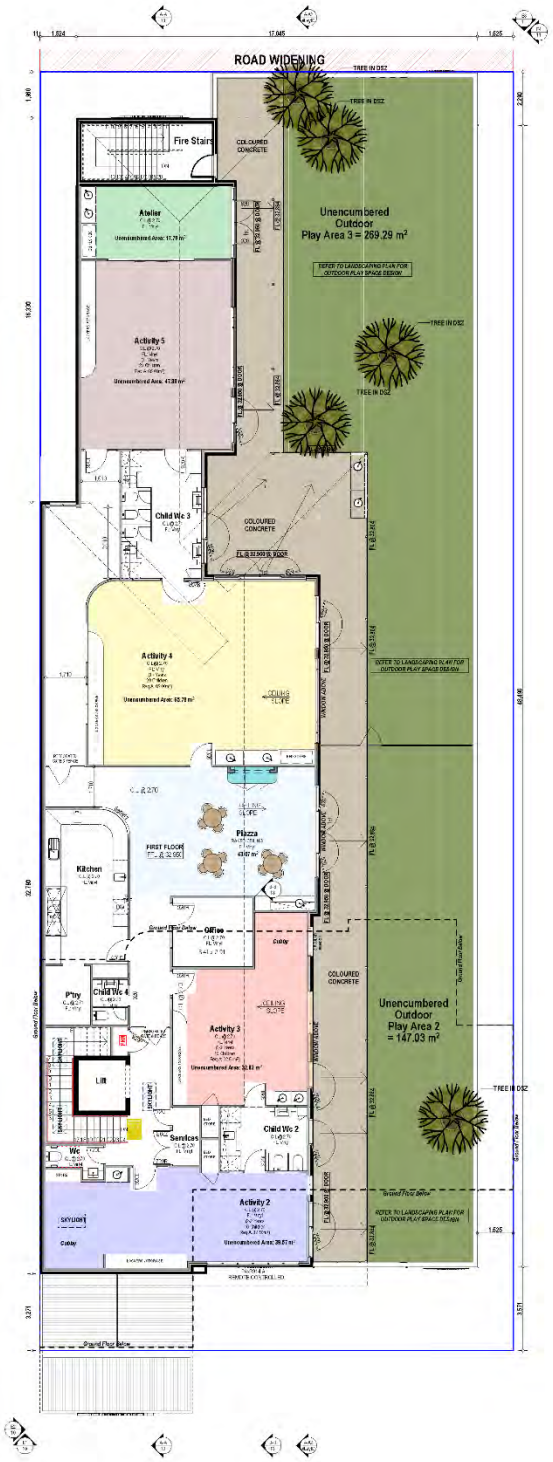
Stawells
Childcare Centre
Lot 112 (#52) Beaufort St Mt Lawley
Ground Floor Plan
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8.00
08 of 14

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Activity 2	2-3	10	39.57m²	2
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Activity 5	3+	20	47.88m²	2
Atelier			17.79m²	
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				2
Total Internal = (Min 3.25m² per child)		**72**	**288.20m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**504.55m²** (Min 504.00m² req)	



Stavrelis

Childcare Centre

Lot 112 (#752) Beaufort St, Mt Lawley

First Floor Plan

1:100 | A1

22082 | 8.00

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MRWA TRAFFIC FLOW DATA

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mainroads WESTERN AUSTRALIA

SITE 51010

Hourly Volume

Beaufort St (1250050)

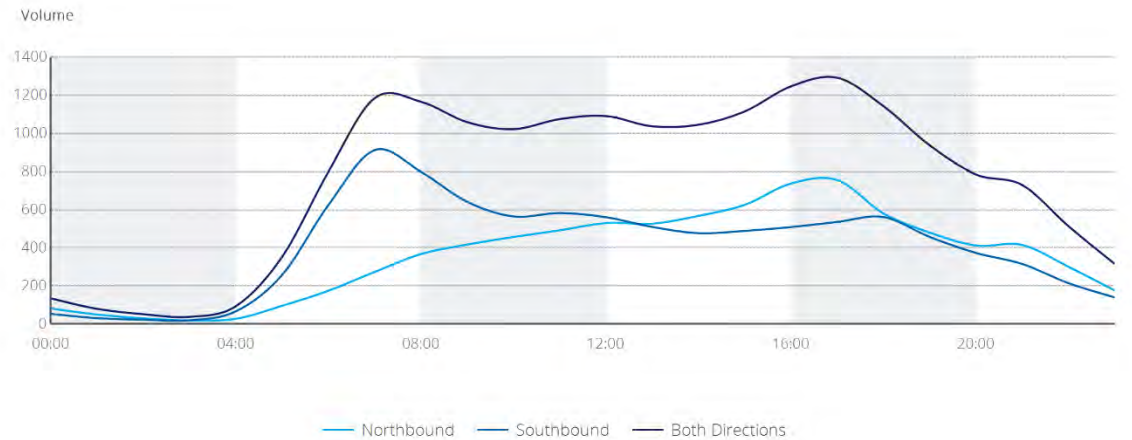
North of Regent St (SLK 0.69)

2021/22
Monday to Friday

	All Vehicles			Heavy Vehicles			
	NB	SB	Both	NB	SB	Both	%
00:00	81	53	134	2	1	3	2.2
01:00	49	30	79	4	1	5	6.3
02:00	29	22	51	3	1	4	7.8
03:00	18	19	37	2	1	3	8.1
04:00	27	66	93	3	9	12	12.9
05:00	95	257	352	9	14	23	6.5
06:00	174	625	799	18	25	43	5.4
07:00	273	912	1185	20	29	49	4.1
08:00	367	799	1166	34	24	58	5.0
09:00	417	642	1059	21	29	50	4.7
10:00	457	565	1022	34	27	61	6.0
11:00	492	583	1075	28	25	53	4.9
12:00	530	561	1091	33	21	54	4.9
13:00	527	510	1037	27	22	49	4.7
14:00	568	477	1045	32	21	53	5.1
15:00	626	489	1115	32	18	50	4.5
16:00	738	509	1247	32	11	43	3.4
17:00	756	536	1292	24	12	36	2.8
18:00	581	562	1143	18	8	26	2.3
19:00	480	457	937	13	10	23	2.5
20:00	412	373	785	8	5	13	1.7
21:00	415	315	730	9	4	13	1.8
22:00	300	214	514	5	4	9	1.8
23:00	176	139	315	6	2	8	2.5
TOTAL	8588	9715	18303	417	324	741	4.0

Peak Statistics

AM	TIME	11:45	07:15	07:15	08:00	06:45	10:30
	VOL	518	919	1211	34	31	63
PM	TIME	16:30	12:15	16:45	15:45	13:15	13:30
	VOL	771	567	1306	37	25	56



HERRING STORER ACOUSTICS

PROPOSED CHILDCARE CENTRE
752 BEAUFORT STREET
MT LAWLEY

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MARCH 2026

OUR REFERENCE: 36155-1-26063

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
MT LAWLEY

Job No: 26063

Document Reference: 36155-1-26063

FOR

GERMANO DESIGNS

DOCUMENT INFORMATION			
Author:	Geoff Harris	**Checked By:**	Tim Reynolds
Date of Issue:	17 March 2026		

REVISION HISTORY

Revision	Description	Date	Author	Checked

DOCUMENT DISTRIBUTION

Version No.	Destination
1	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	2
4.	PROPOSAL	4
5.	MODELLING	4
6.	ASSESSMENT	5
7.	CONCLUSION	7

APPENDICIES

A PLANS

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Germano Designs to undertake an acoustic assessment of noise emissions associated with the proposed child care to be located at 752 Beaufort Street, Mt Lawley.

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997.* This report considers noise emissions from:

- Children playing within the outside play areas of the centre.
- Mechanical Plant.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. However, as requested by council and for completeness, they have been included in the assessment, for information purposes only.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

Noise received at the neighbouring residences from the outdoor play areas would comply with the requirements of the *Environmental Protections (Noise) Regulations 1997*, provided outdoor play is limited to the day period (i.e. after 7am).

Noise from the mechanical services has also been assessed to comply with the relevant criteria given the implementation of a barrier. However, as the design of the mechanical services has not been undertaken at this stage of the project, it is recommended that the mechanical services design be reviewed for compliance with the Regulatory requirements.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the existing neighbouring residences from these noise sources would comply with the Regulatory requirements, at all times given the conditions listed below.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

1 Although the proposed facility would open before 7 am (i.e. during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

2 For the outdoor play area, only proposed boundary fences would be required for the ground floor play area and a 1200 mm barrier from the first floor play area as shown on the plans in Appendix A would be required.

3 No car bays would need to be restricted.

3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial Premises	All Hours	60	75	80
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

Under the Regulations, a 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 m of that building or that part of the building.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax(Slow)}$ is more than 15 dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;

(b) is present for more at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where **tonality** is present	Where **modulation** is present	Where **impulsiveness** is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The neighbouring locations have been identified as

- R1 – Residents to the West.
- R2 – Residents to the South
- R3 – Residents to the East
- R4 – Residents to the North

Locations R1 to R3 would have an influencing factor of +7 dB due to Beaufort Street being within 100m and having 20% commercial in the outer circle.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	**Time of Day**	**Assigned Level (dB)**		
		L_{A10}	**L_{A1}**	**L_{Amax}**
R1-R4	0700 - 1900 hours Monday to Saturday (Day)	52	62	72
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	47	57	72
	1900 - 2200 hours all days (Evening)	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	42	52	62

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would likely between 0630 and 1800 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for 72 children.

It is noted that although the proposed child care centre would open before 7 am (i.e. during the night period), the outdoor play area would not be intended to be used until after 7am.

Similarly, mechanical plant would possibly operate all hours of the day.

5. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation *"Draft Guidance on Environmental Noise for Prescribed Premises"*. These conditions include winds blowing from sources to the receiver(s).

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1, as well as plans provide by the client.

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	<24 months 78 (per 10 children) Between 24 and 36 months 85 (per 10 children) >36 months 87 (per 10 children)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Kitchen/Bathroom Exhaust (2x)	71 each
Childcare Air conditioning condensing Unit (3x)	73 each, "max" operation 65 each, "quiet" operation

Notes:

1 Acoustic modelling of outdoor play noise was made, based on 72 children within the outdoor play area (i.e. worst case scenario) broken down as follows:

0-2 years – 12 places
2-3 years – 20 places
3+ years – 40 places

2 The noise level for the mechanical plant has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.

3 For this child care centre, the mechanical plant units have been placed within the proposed AC area.

4 For the outdoor play area, a 1200mm high barrier for the first floor as shown on the drawings has been implemented.

5 To determine the restriction to the parking, a point noise source was located in each car bay.

6 Modelling shows that noise received at the neighbouring residences from car doors closing would comply with the assigned noise level for the day period.

7 To achieve compliance with the night period, no car bays would need to be restricted.

8 Calculations were undertaken for the receivers at 1.5 metres above the ground level.

9 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences, noting residents to the east are two storey. However, to simplify the assessment, only the noise level in the worst case location (i.e. highest noise level), have been listed.

6. ASSESSMENT

The tables below show the assessment of noise emissions of concern from the operation. Standard building construction will be sufficient to ensure that noise from inside the building will meet the regulations.

The resultant noise levels at the neighbouring residence from children playing outdoors and mechanical plant are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics, however mechanical plant emissions would be considered tonal and attract a +5 dB(A) Penalty. Noise emissions from outdoor play needs to comply with the assigned L_{A10} noise levels.

TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
OUTDOOR PLAY AREAS AND MECHANICAL PLANT

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Children Playing	Mechanical Plant
R1 Residential	41	35 (40)
R2 Residential	40	19 (24)
R3 Residential	50	33 (38)
R4 Residential	41	24 (29)

( ) Includes +5 dB(A) penalty for tonality

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING

Neighbouring Premises	Calculated Noise Level (dB(A))
R1 Residential	35
R2 Residential	19
R3 Residential	33
R4 Residential	24

TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING

Neighbouring Premises	Calculated Noise Level (dB(A))			
	Car Start		Car Door	
	Day Period	Night Period	Day Period	Night Period
R1 Residential	43	N/A	46 [56]	46 [56]
R2 Residential	28	N/A	31 [41]	31 [41]
R3 Residential	46	N/A	49 [59]	49 [59]
R4 Residential	46	N/A	49 [59]	49 [59]

[ ] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.10 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
OUTDOOR PLAY (DAY PERIOD)

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	41	52	Complies
R2 Residential	40	52	Complies
R3 Residential	50	52	Complies
R4 Residential	41	52	Complies

TABLE 6.5 – ASSESSMENT OF L_{A10} DAY PERIOD NOISE LEVEL EMISSIONS
MECHANICAL PLANT

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	40	42	Complies
R2 Residential	24	42	Complies
R3 Residential	38	42	Complies
R4 Residential	29	42	Complies

TABLE 6.6 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR MOVEMENTS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	35	52	Complies
R2 Residential	19	52	Complies
R3 Residential	33	52	Complies
R4 Residential	24	52	Complies

TABLE 6.7 – ASSESSMENT OF L_{Amax} Day PERIOD NOISE LEVEL EMISSIONS
CAR START

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	43	72	Complies
R2 Residential	28	72	Complies
R3 Residential	46	72	Complies
R4 Residential	46	72	Complies

TABLE 6.8 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	56	62	Complies
R2 Residential	41	62	Complies
R3 Residential	59	62	Complies
R4 Residential	59	62	Complies

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply during the day period, thus, outdoor play would be limited to the day period (i.e. – after 7am).

Noise received at the neighbouring residences from the mechanical plant would comply at all hours. Note, once mechanical selection and placement is finalised, it is recommended than an updated acoustic report be provided to ensure the selection complies.

Noise received at the neighbouring residences from noise associated with vehicles would also comply at all hours.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

1 For the outdoor play area, a 1200mm high wall on the first floor as shown in Appendix A would be required.

2 Mechanical plant would need to be placed within the proposed plant.

3 No car bays would be required to be restricted during the “Night Period”.

Finally, it is recommended to adopt best practices in managing a child care centre to reduce noise, including but not limited to no music to be played outside, and favouring soft finishes in the outdoor play area.

APPENDIX A

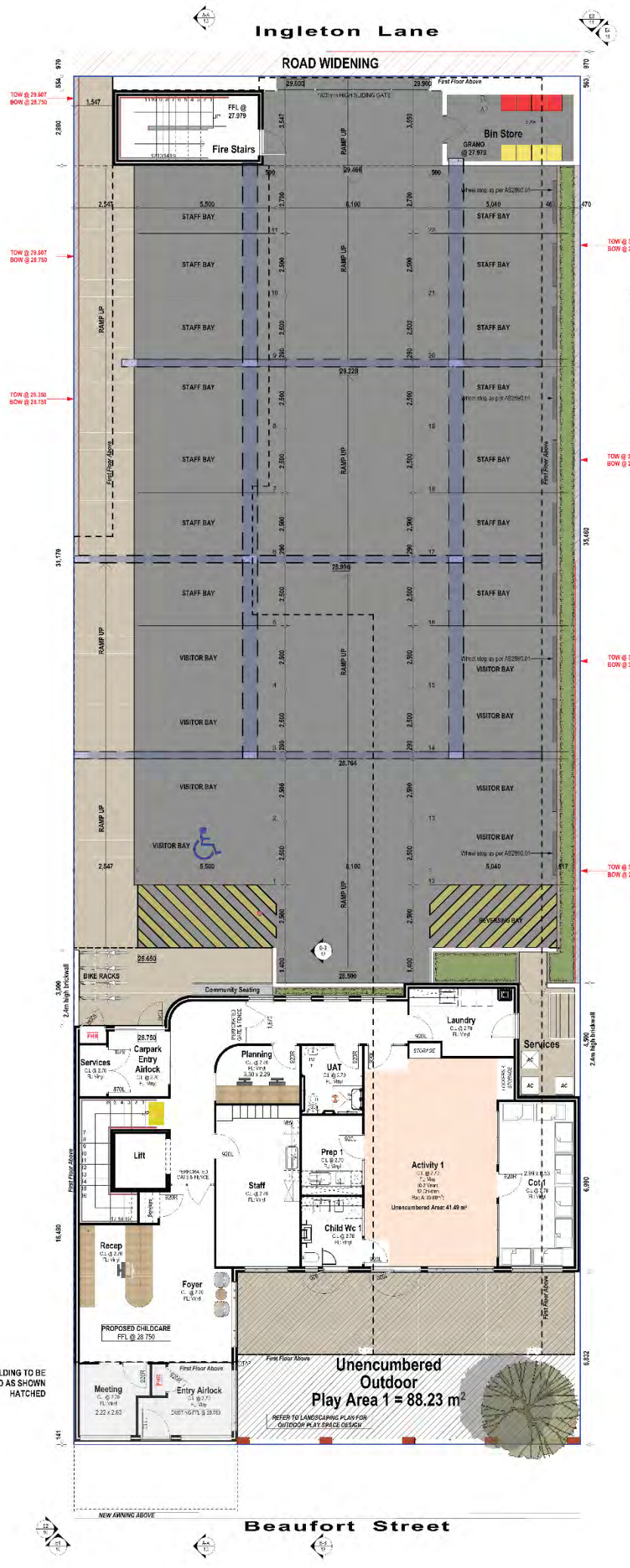
PLANS

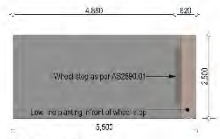
Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*40.29m²*	*2*
Activity 3	*2-3*	*10*	*34.68m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*43.07m²*	*2*
Atelier			*22.62m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**291.007m²** (Min 234.00m² req)	**13**
Total External Play Area = (Min 7m² per child)		**72**	**515.06.86m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description *1 bay per 7 childs and 1 per staff*	Req	Provided
Child Bays	*11*	*8*
Staff Bays	*13*	*13*
	24	***21***





Carbay Detail

Zone	Area	Perim
First Floor		
Fire Stairs	17.94	17.680
Childcare	462.26	123.662
	480.22 m²	198.342 mm
Ground Floor		
Services	16.50	13.660
Bin Store	16.15	15.783
Fire Stairs	17.94	17.680
Childcare	292.36	79.059
	297.25 m²	125.849 mm
	777.56 m²	362.891 mm

Site Calculations	
Site Area:	1,113m²
Building Footprint:	270.33m²
Site Coverage:	24.28%
Allowable Site Coverage:	N/A
Zoning:	NA
Policies:	Mixed Use
Heritage:	NA
BushFire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Ingleton Lane
Power:	Above
Coastal:	NA
Water:	TBC
Wind rating:	TBC

Revision	Description	Date
8.00	Development Approval	07.12.22
6.00	Heritage Comments	17.10.22
5.00	Heritage Comments	22.09.22
3.00	DRP	19.04.22
2.00	Changes	01.04.22
1.00	Concept	28.03.22

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
Ground Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	6.00

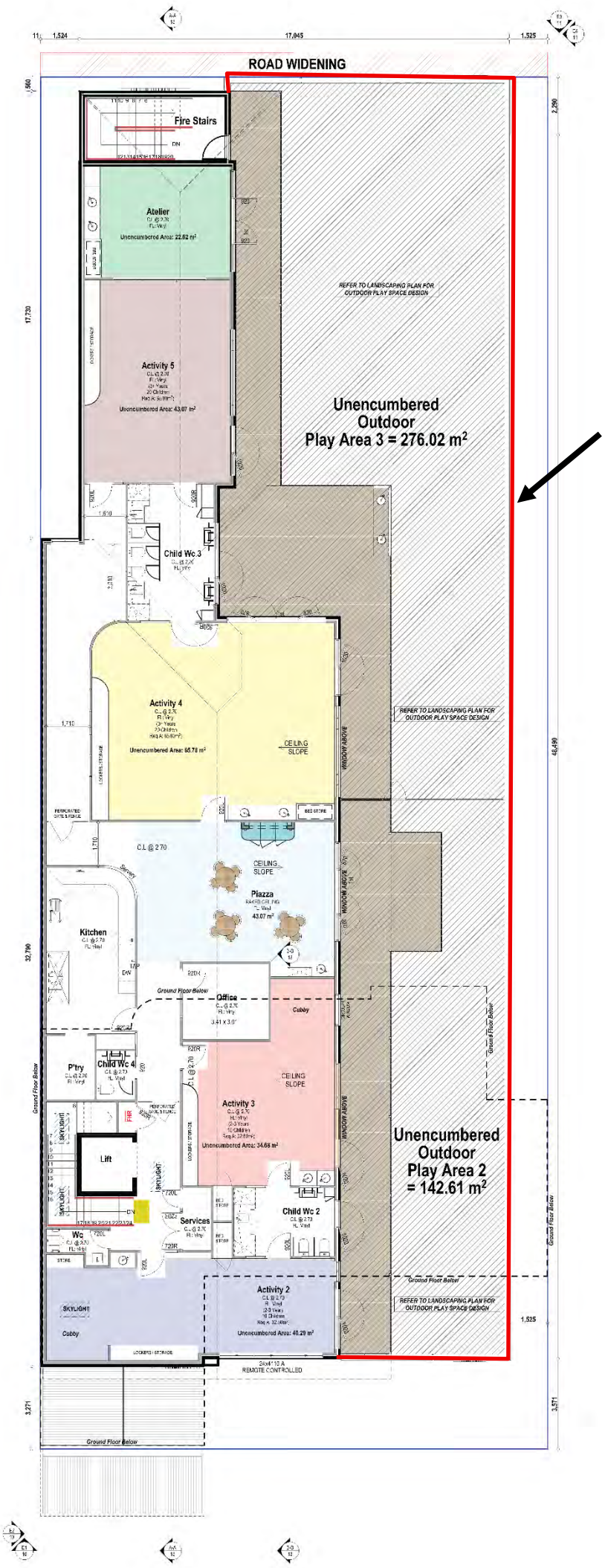
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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*41.49m²*	*3*
Activity 2	*2-3*	*10*	*40.29m²*	*2*
Activity 3	*2-3*	*10*	*34.68m²*	*2*
Activity 4	*3+*	*20*	*65.78m²*	*2*
Activity 5	*3+*	*20*	*43.07m²*	*2*
Atelier			*22.62m²*	
Piazza			*43.07m²*	
				2
Total Internal = (Min 3.25m² per child)		**72**	**291.007m² 13** (Min 234.00m² req)	
Total External Play Area = (Min 7m² per child)		**72**	**515.06.86m²** (Min 504.00m² req)	



5.00	Development Approval	04.02.26
4.00	Heritage Comments	12.12.25
3.00	Heritage Comments	20.08.25
2.00	DRP	10.04.25
1.00	Changes	04.04.25
0.00	Concept	20.02.25

Revision Description | Date

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
First Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
22082	6.00

Drawing No.:
09 of 14

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Proposed Childcare Centre at 752 Beaufort Street, Mt Lawley

Heritage Impact Statement

Prepared for

City of Stirling

By

HOCKING HERITAGE + ARCHITECTURE

October 2025

Cover Illustration:

Figure 1 752 Beaufort Street, Mt Lawley
Hocking H+A, May 2025

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HHA Job No. 2025-21

Rev No	Author	Reviewer	Date
A	Renae Canterbury		24 October 2025

1. Heritage Listings

752 Beaufort Street, Mt Lawley, is not on the City of Stirling heritage list or heritage survey. It does however fall within the Mt Lawley Heritage Protection Area (HPA), Mt Lawley East, which is an area of considerable significance. The site also falls within the Beaufort Street Local Development Plan Area, in particular the Second Avenue Mixed Use Precinct and the First Avenue Residential Precinct.

The works include the partial demolition of the existing building and the construction of a new childcare centre with carpark.

This heritage impact statement seeks to assess the proposed works in terms of impact on the heritage character of the area. The report has been prepared following the guidelines established by the Heritage Council in their publication *Heritage Impact Statement – A Guide.*

2. Site Analysis

2.1 Location

The property is located at 752 Beaufort Street, Mount Lawley. It can be found on Lot 112 on Plan Diagram 2473. The front of the property faces Beaufort Street with Ingleton Lane at the rear. The surrounding streetscape are generally single storey mixed use developments including retail and commercial to the east and residential properties on the north, south and west side.



Figure 2 Location Map
Courtesy Nearmaps, accessed 1 October 2025

3. Subject Property

The following images show the current condition of the existing building at 752 Beaufort Street, Mt Lawley.



Figure 3 Northwest view of existing building



Figure 4 Southeast view of existing building



Figure 5 Western view of existing building



Figure 6 Main shopfront of existing building

The following images demonstrate the streetscape character in the vicinity of the proposal. The subject site is located on the eastern side of Beaufort Street, near the Second Avenue intersection. To the north, the adjacent site contains a shop front that has previously been renovated, with apartments behind. To the South are further multi storey unit complexes.



Figure 7 760 Beaufort Street



Figure 8 Rear view of 760 Beaufort Street



Figure 9 Side view of 760 Beaufort Street



Figure 10 745 Beaufort Street

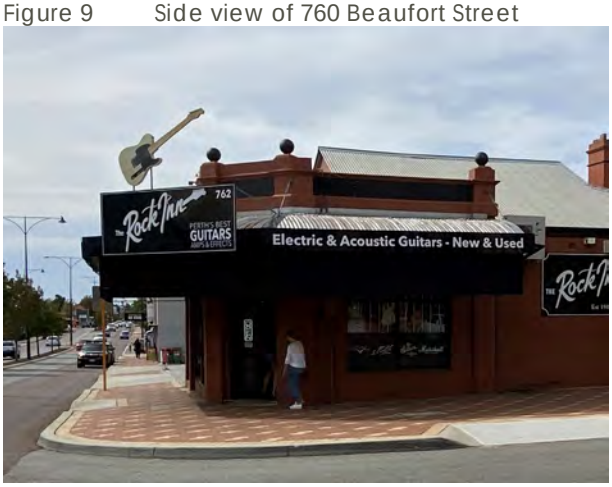


Figure 11 762 Beaufort Street

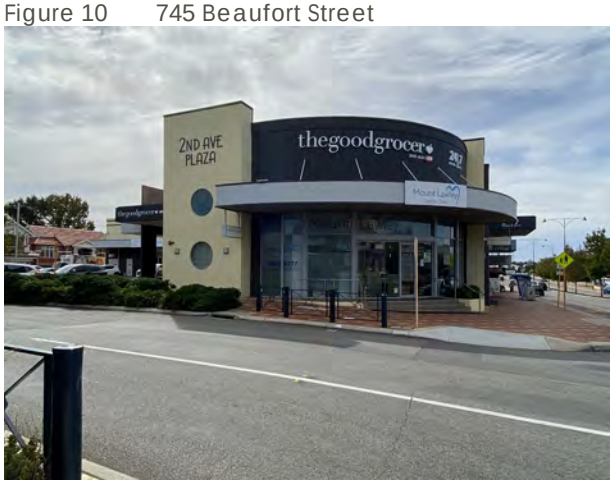


Figure 12 755 Beaufort Street



Figure 13 63 Second Avenue



Figure 14 62 Second Avenue



Figure 15 771 Beaufort Street



Figure 16 776 Beaufort Street

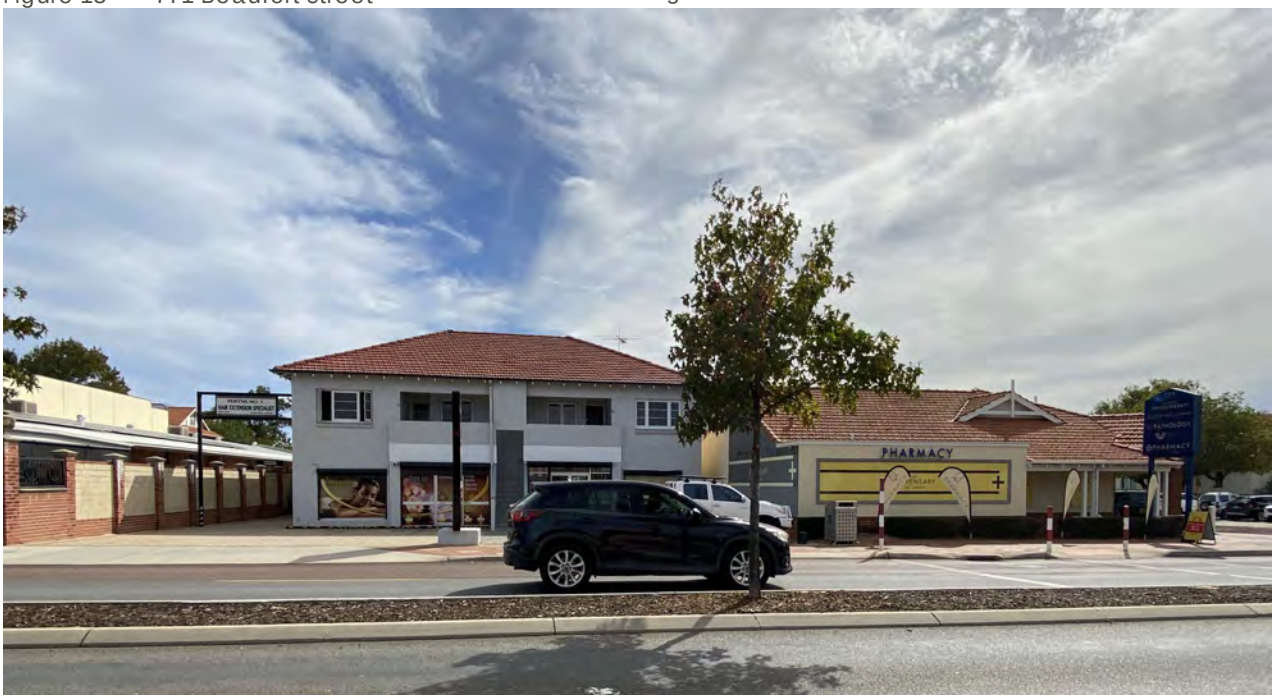


Figure 17 771 & 777 Beaufort Street

4. City of Stirling Planning Policies

The site falls within the City of Stirling's Heritage Protection Area (HPA), Mt Lawley East. This is considered to be an area of considerable significance.

The proposal has been assessed against the objectives of the Guidelines. These being:

1. Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;
2. Ensure that new buildings, alterations and additions to existing buildings, carports, garages, and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;
3. Maintain and improve existing street trees, grass verges and front gardens;
4. Retain mature trees wherever possible; and
5. Provide a framework for the assessment of development applications in line with the above points.

The site also falls within the Beaufort Street Local Development Plan and has been assessed against its contents.

5. Proposed Development

The works involve the partial demolition of the existing building on Lot 112 and the construction of a new childcare centre with carpark.



Figure 18 Proposed Beaufort Street elevation
Courtesy Germano Designs

Refer to the accompanying drawings prepared by Germano Designs for the full scope of works.

6. Heritage Character of the Area

The following character statement is taken from the Beaufort St Development Plan:

> *The Second Avenue precinct, from Second Avenue to Third Avenue, which includes the recent development of the new supermarket and shops, together with existing shop buildings, have consolidated the Second Avenue Precinct into a strong local centre, the character of which is to be intensified, and the range of commercial activities expanded.*

6.1 Beaufort Street, Mount Lawley Streetscape in the vicinity of Second Avenue

Beaufort Street Mount Lawley is a major arterial road heading northeast from the Perth CBD. For most of its length, it is a single-carriageway, two-way road with two lanes in each direction.

Beaufort Street was first established in the 1870s and provided access to the farming properties north of Perth. With the establishment of the suburb of Mount Lawley in the 1890s, generous residences were built on some of the larger lots at the southern end of Beaufort Street. However, Beaufort Street largely developed as a commercial strip catering for the growing population and was the location of a tram line from the city.

Most development in the area north of First Avenue occurred in the Inter War period and comprised single storey shops with residences to the rear. Generally, these shops were on the front property boundary and included awnings over the footpath. Shop premises typically clustered on the junctions of major roads such as Second Avenue and Beaufort Street. Sewerage Plans of the area dated 1915-1934 illustrate how the shops where small scale and regularly located on corner sites. Beaufort Street between Second Avenue and Third Avenue was the location of most of the commercial premises in this area.

The premises on the diagonally opposite corners of Second Avenue and Beaufort Street are isolated examples of the original construction. The Second Avenue Deli and adjacent shop (HNs 745 and 751); and The Rock Inn (HN762) show some evidence of commercial construction from this period.



Figure 19 Intersection of Beaufort Street and Second Avenue looking south

The majority of the built form in the study area demonstrate a diverse range of styles constructed throughout the second half of the 20th century and some more recent examples from the 21st century which have referenced the Inter War styles. Most prominently the Second Avenue Plaza shopping complex with its prominent curved façade addressing the northeast corner of Beaufort Street. The three storey mixed use premises on the southwest corner of Beaufort Street and Second Avenue used the bricks from the original shop premises and maintained the scale of the original commercial premises.

A feature of this area of Beaufort Street are blocks of brick flats from the mid-20th century. Astora (HN746), Myola (HN744) and Vasto Gardens (738-742) demonstrate styles of flat development typical of the 1940s to the 1970s. Although they have a similarity of scale and location on their lots, these three blocks of flats have no uniformity of style or detail. The two-storey brick residential development directly opposite this group on the northern side of Beaufort Street is typical of unit development of the late 20th century which mimics Federation detailing. The two storey brick premises at 771 Beaufort Street now used for commercial purposes were flats typical of the post war period.

The built form north of Second Avenue has greater evidence of development from the Inter War period. Good Sammys (HN768) has a parapet demonstrating influences from the Inter War Stripped Classical style although the shop front has been significantly altered by later additions. Masonic Charity Outlet (HN772) is a largely intact shopfront, and the adjoining former residential premises set back from the street demonstrates Federation style and detail.

The commercial premises at 769 Beaufort Street although demonstrating details from the Federation period was constructed in the late 1950s and is therefore a reproduction of an earlier style.

Overall, the Beaufort Street streetscape between First Avenue and Third Avenue demonstrates a range of architectural building styles, materials and details. There is no cohesive built form as the remnants of the original development of the area are now largely separated by later developments of varying forms and materials.

7. Assessment of Impact

The proposed development has been assessed against the statement of significance for the Mount Lawley (East) Heritage Protection Area.

Statement of significance	Impact
Mount Lawley (East) is a good example in Perth of a substantially intact residential area characterised by large and medium sized homes from the early twentieth century and inter-war period, many of high architectural quality, in established landscaped gardens.	The proposed works have no impact to the residential area of Mount Lawley (East).
Typical example of rectangular grid road and subdivision pattern;	No impact, the proposal is not seeking any changes to the subdivision pattern.
Good examples of housing from the early 1900s and inter-war period including some very good examples of Federation Bungalow and Californian Bungalow style houses;	The retention of the front section of the original shop is positive. The removal of the rear section will have some adverse impact.
Street design including the general street layout including grass verges and street trees;	No impact.
Garden layout, design and quality.	Positive impact. Garden spaces have been incorporated in the new development

The proposed development has been further assessed against the objectives of the City's heritage policy, as well as the Beaufort Street Local Development Plan.

Demolition

The proposal seeks approval to demolish the rear portion of the existing shop, retaining the front 3m. Documentary evidence shows that the existing building was constructed c1920 and has undergone numerous modifications over the years. The current shop front is not original, and the interior retains very little of the original layout, if any.

The original plans for the site, included below, show a central recessed entrance.

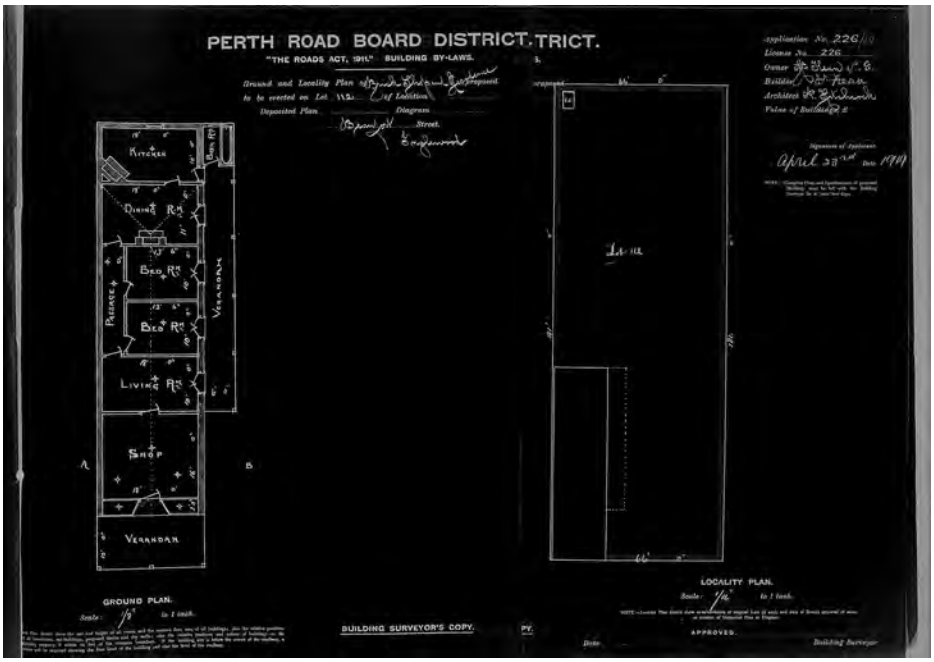


Figure 20 Proposed plans from 1919 for 752 Beaufort Street
Courtesy SLWA

The following images are courtesy of Google Streetview and show various modifications to the shop front since 2007.



Figure 21 November 2007



Figure 22 March 2014



Figure 23 February 2015

While the shopfront and interior of the original shop have little authenticity, the original footprint of the building generally remains intact.

The retention of only the façade of the existing shopfront will have an adverse impact, as the original form and scale will be lost. The removal of the rear section does however allow for the reactivation of the site and the conservation works to the heritage façade.

The first 6.8m of the ground floor of the new development is aligned with the existing southern wall, meaning that the front of the development reflects the original form. Where the first floor aligns, the original walls in these locations could not be retained for structural reasons. The interpretation of the original shop exterior walls for the first 6.8m is seen as a positive compromise to the partial demolition.

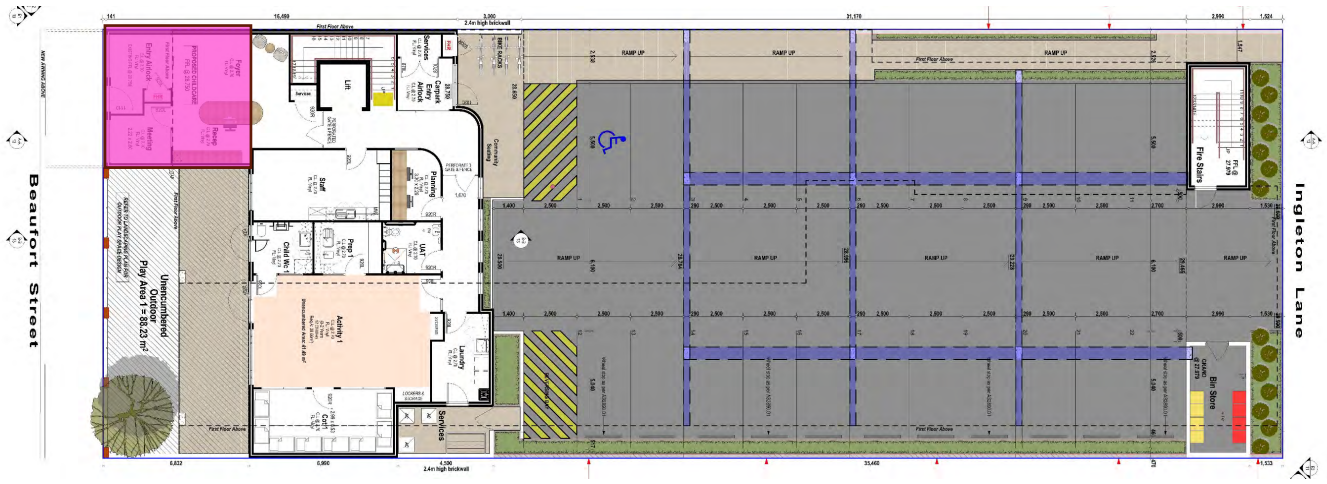


Figure 24 Interpretation of original shop footprint shown in pink.
Courtesy Germano Designs

The proposed demolition of the rear section of the shop has previously been discussed with the City of Stirling and their in-principal support for retention of only the front 3m has been provided.

Change of Use

The proposed change of use from a shop to a childcare centre will have minimal impact to the heritage significance of the place and streetscape as it retains a commercial use. The change of use will however reactivate the existing building which has been vacant for some time and is seen as a positive outcome.

New buildings and additions

Under the Development Plan,

> *All redevelopment of existing pre 1960's buildings shall be in keeping with its original pre-1960's architectural style.*

The existing shop does not fit in one of the four identified styles by the Development Plan or Guidelines. The building is Inter-War and given its aesthetic could be considered to be Inter-War Stripped Classical. These buildings embrace simplicity. The style demonstrates a basic classical composition while eliminating traditional decorative detailing. Buildings are usually symmetrical and well-proportioned like other classical styles. The proposed addition reflects this philosophy in a modern way and is simplistic in appearance.

The scale of the first-floor addition reflects the adjacent streetscape. The ridge height is reflective of the adjacent properties, as demonstrated in the elevation below.

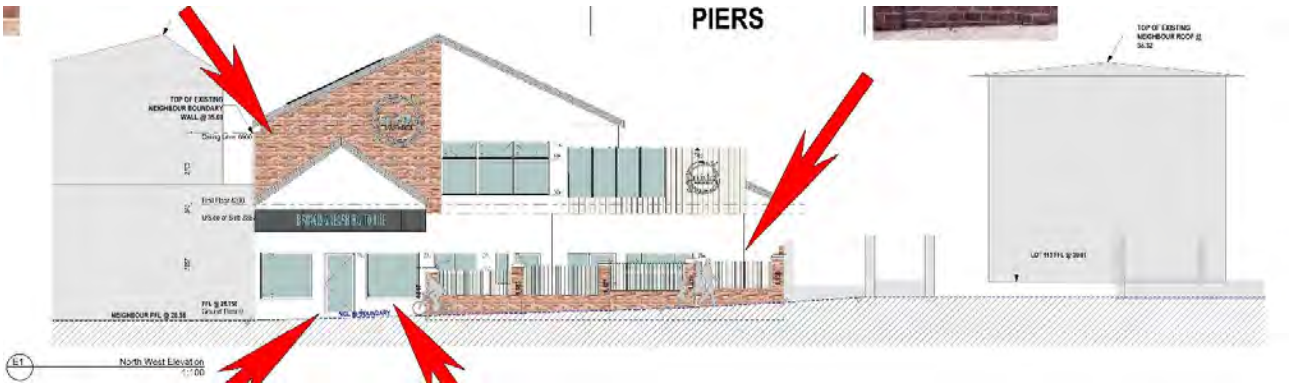


Figure 25 Beaufort Street elevation showing adjacent properties.
Courtesy Germano Designs

The first-floor addition is set back to ensure the original shopfront is clearly identifiable.



Figure 26 Street view showing first floor setback and alignment of ground floor
Courtesy Germano Designs

Shopfront

Under the Beaufort Street Local Development Plan;

Refurbished shop fronts are to be designed to ensure that the original shop fronts are re-instated with original materials and details;

To ensure new shop fronts are designed to match one of the frontage styles and use traditional materials;

All new and restored shop fronts shall be constructed of traditional materials, such as timber window frames and pressed tin ceilings.

There is no documentary evidence to show that the proposed shop front, as drawn in the 1919 plans was constructed. The proposed shopfront has a central door flanked by large windows. The shopfront is symmetrical, reflecting the original building plans. The window sills and head heights are reflective of traditional shop fronts. The proposed use of wide profile aluminium framed windows and door ensures the shopfront is readily identifiable as new. Given the lack of historical evidence as to what was actually constructed and the numerous changes over the years, this is considered acceptable.

The existing render to the shop front is retained, as there is insufficient documentary evidence as to the original materials and details. This is considered an acceptable heritage outcome and painted render is reflective of a traditional material palette.

The new awning replaces the existing awning, to the same geometry. The awning seeks to utilise sheet cladding with a vertical joint. The use of a modern material for the awning will have a minor adverse impact on the heritage streetscape, however given the lack of cohesion in this section of Beaufort St, the impact is considered acceptable.

Roof

The main roof pitch is 25 degrees, which is in keeping with traditional roof pitches. The roof of the shop is maintained for the first 3m.

Material Palette

The proposal uses a combination of recycled bricks, painted render and a zincalume roof, which is reflective of a traditional material palette. Vertical seamed cladding is proposed for the walls of the first-floor outdoor play space. While not a traditional material, its use does not detract from the wider streetscape.

While the window and door frames do not use timber, a wider profile is proposed to better reflect the geometry of the traditional timber framing. The use of aluminium for maintenance reasons, is considered to have a minimal adverse impact, and is reduced through the use of the wider profile. This aligns with the Guidelines and is considered acceptable.

The proposed materials are reflective of the material palette in the wider streetscape.

Fence

The front fence has been designed to reflect the scale and rhythm of traditional fencing. The face brickwork is reflective of the existing heritage material palette and the white fence pickets are in keeping with traditional colours.

Landscaping

Additional landscaping is proposed for the carpark and outdoor play areas.

Trees

A new tree is proposed in the front setback.

8. Conclusion

The proposed childcare centre at 752 Beaufort Street, Mt Lawley, utilises an existing empty shop. The proposal has been designed to sit comfortably within the streetscape.

Overall, the Beaufort Street streetscape between First Avenue and Third Avenue, where the subject site falls, demonstrates a range of architectural building styles, materials and details. There is no cohesive built form as the remnants of the original development of the area are now largely separated by later developments of varying forms and materials.

The proposal does not adversely impact any of the key values and characteristics of the wider heritage area, the adjacent properties or the streetscape.

The proposed childcare centre aligns with the key objectives of the City of Stirling's Character Retention Guidelines Mt Lawley and Menora, as well as the Beaufort Street Development Plan.

With consideration of this, the proposed works are recommended for approval.

City of Stirling
28 July 2026
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752 BEAUFORT ST, MT LAWLEY PUBLIC ART

PROJECT:

NIDO CHILD CARE CENTRE

LOCATION:

752 BEAUFORT STREET, MOUNT LAWLEY.

BUDGET:

$30,000 exclusive.

APPLICATION NO:

DA26/0507

CITY'S DEVELOPMENT ASSESSMENT PANEL COMMENT:

Upon review of the proposed location of the public art, the City considers that the location would not have great exposure as viewed from the public realm. For this reason, the City recommends that the public art is provided on the Ingleton Lane elevation as there is more surface area available on this elevation and will aim to enhance visual interest along the ROW.

- *As part of the amended plans, please provide the following public art information:*
- *The proposed location of the public art;*
- *A brief report explaining how the public art will be integrated into the development; and*
- *Details of how the selected design responds to the heritage character of the area and complements the existing streetscape.*

PETER MCMEIKAN PUBLIC ARTIST



MEMBER OF ARTSOURCE

I graduated from Perth Art College in 1975 (following an art scholarship award) and worked as a commercial artist/ designer in advertising agencies in Perth, London and Hong Kong for over a decade. I returned to Perth in 1985 developing my skills through creative and management positions until establishing a successful design company in 1993. There have been many public art commissions awarded to me throughout the last twenty years as I focused my interests in creating innovative public art and creative design forms within the public realm for community enjoyment.

I work on every commissioned commercial art project as the sole or lead creative artist with support in some areas of computer graphics display and 3D rendering. My client list for public art projects include: Cedar Woods, Match Group, BHP, Motus Architects, Quest Hotels, Georgiou Developments, Saracen Properties, Shire of East Pilbara, Lend Lease, UDLA, Pilbara Port Authority, Blackburne Property Group, Swanline Group, FIRM Construction, Baltinas, Aria Projects and EXAL Group.

REFERENCES:

Roger Law – **Quest Hotels**	9480-8100
Murray Johns – **Saracen Properties**	0408 794 107
Barry Baltinas – **Baltinas**	0418 906 531
Cameron Buchan – **Cedar Woods**	9480 1574
Simon Jodrell – **Stirling Capital**	0421 199 747
Paul Trettel – **Swanline Group**	9381-2233
Tony Metcalf – **Aria Projects**	0418 948 669
Shayne Isbister – **Blackburne Prop. Group**	9429-5788

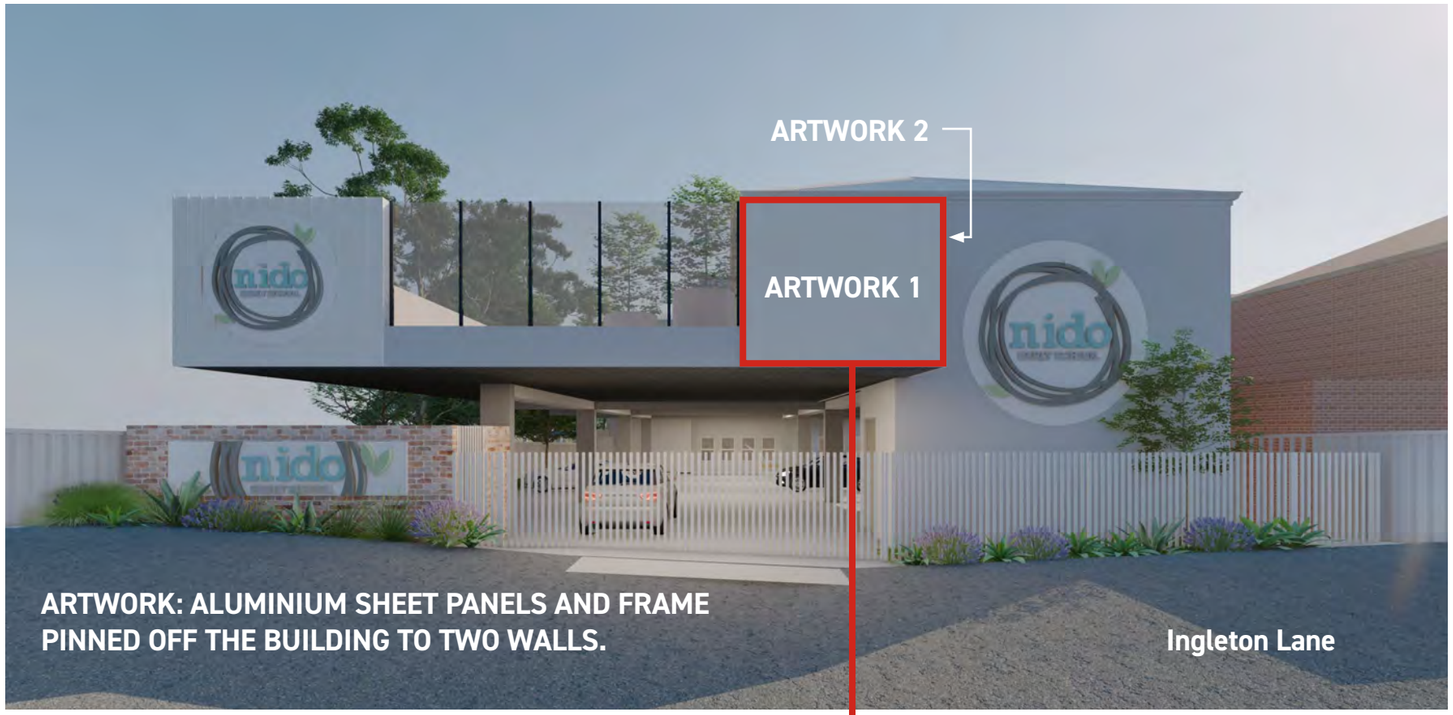
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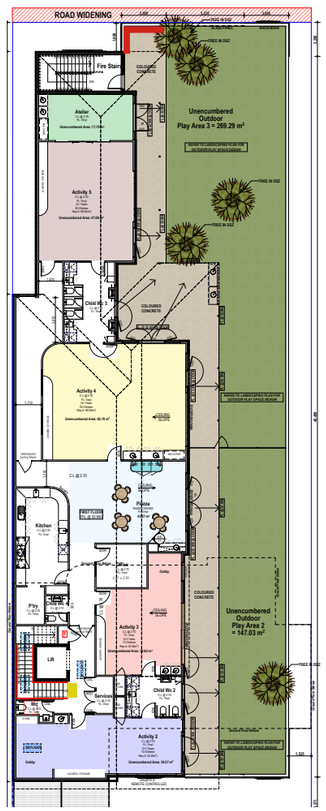
Peter McMeikan | artist
Public Art. Design Form. Way Finding.

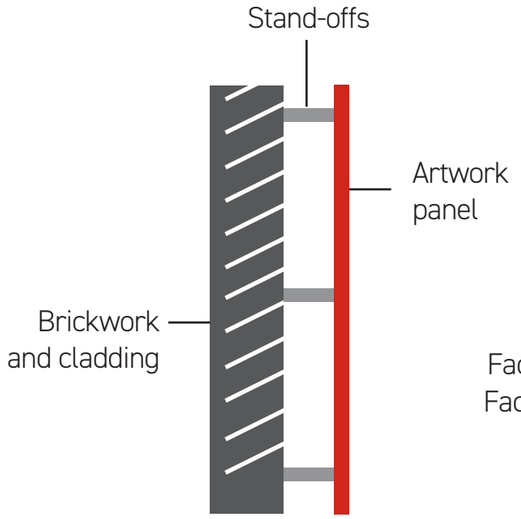
752 BEAUFORT ST, MT LAWLEY PUBLIC ART

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28 July 2026
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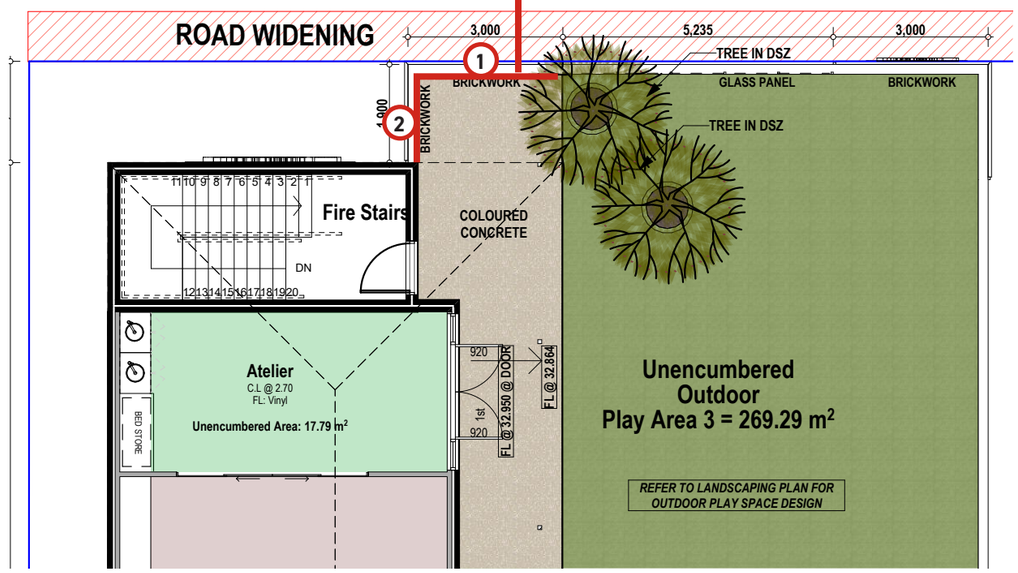






Artwork to both sides of facade level

Facade (1): 3000 x 2400 approx
Facade (2): 1900 x 2400 approx



GERMANO DESIGNS

Peter McMeikan | artist
Public Art. Design Form. Way Finding.

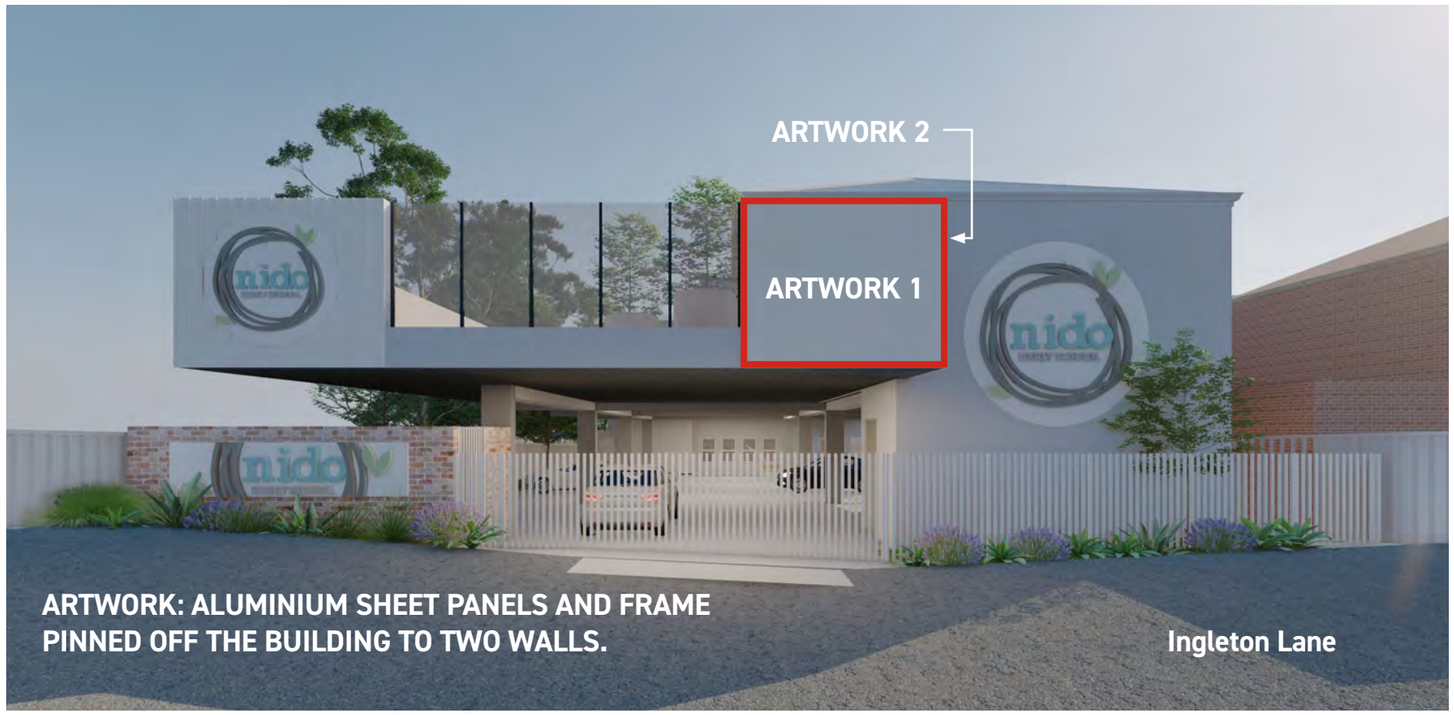
752 BEAUFORT ST, MT LAWLEY PUBLIC ART

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THE CREATIVE STRATEGY:

The Nido early learning programme provides pre-school children with great opportunities to create, explore, discover, and grow in a friendly environment. The public art creative strategy is an extension of this programme displayed through an engaging visual expression that children will recognise and relate to in their view of the world around them. The artwork will comfort and welcome them on arrival and add a colourful storyline to an otherwise uninteresting laneway entry point from a child's perspective. The vibrant artwork will be an all-encompassing streetscape hand-painted onto metal panels with the framework mounted onto the façade of the building. It will tell a story of life as seen through children's eyes and will include much of the environment in which they live in with the elements of established trees and gardens, heritage houses, cars and animals all of which they see every day. It is a day in their life.

- *Full creative concept and documentation compliant with arts assessment panel requirements will be forwarded to Annie Knoth – Public Arts Officer*

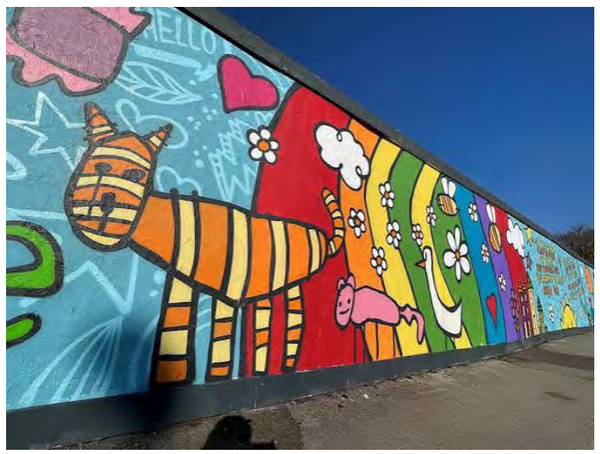


ARTWORK: ALUMINIUM SHEET PANELS AND FRAME PINNED OFF THE BUILDING TO TWO WALLS.

Ingleton Lane

HAND-PAINTED STYLE ONLY EXAMPLES







GERMANO DESIGNS

Peter McMeikan | artist
Public Art. Design Form. Way Finding.

City of Stirling
26 July 2026
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Administration Centre
25 Cedric Street Stirling WA 6021

Telephone (08) 9205 8555
Enquiries
www.stirling.wa.gov.au/enquiries
Web www.stirling.wa.gov.au
/citystirlingwa

Colours and Materials Schedule

Address LOT 112, 752 BEAUFORT STREET, MOUNT LAWLEY

Date 13/07/2026 DA Number (if known) DA26/0507

Item	Colour	Material/Profile	Make/Brand
Roofing			
Roof Cover	Zincalume	Corrugated	Colorbond
Fascia's/rafters	Zincalume		Colorbond
Gutters	Zincalume	Quad Gutter	Colorbond
Exterior Walls and Columns/Piers			
Face Brick	Recycled Brick Pressed		Midland Brick
Render	Vivid White		Dulux
Columns/piers	Vivid White		Dulux
Other (if applicable)			
Paving/Driveway			
Paving			
Front Fence			
Piers	Recycled Brick Pressed		Midland Brick
Infill	White	Aluminium (Capel Style)	
Other			
Garage door			
Window Frames	White Flatt Matt	Wide Profile	Capral
Barge Board	Zincalume	Zincalume Flashing	Colorbond
Gable Details			

Further information may be required depending on the location of the property. If an item is not applicable, specify 'N/A' or leave blank.

Attachment 6i - Perspectives

Stavretis

Address:Lot 112 (#752) Beaufort St, Mt Lawley

Childcare Centre

Job Number: 22082

City of Stirling
16 September 2026
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Drawing No	Description
01	Cover Page
02	3D Street Perspective
03	3D Perspectives
04	Existing Site Survey
05	Site Plan
06	Context Plan
07	Overlay
08	Ground Floor Plan
09	First Floor Plan
10	Elevations
11	Elevations
12	Roof Plan
13	Section & Solar Study
14	Breeze Path Plan



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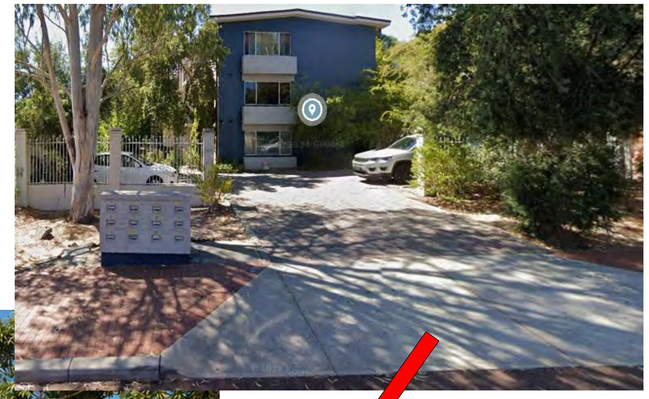
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760 BEAUFORT STREET, MOUNT LAWLEY



746 BEAUFORT STREET, MOUNT LAWLEY





9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	15.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25
Revision	**Description**	**Date**

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Street Perspective

Scale:	**Sheet Size:** A1
Project No: 22082	**Revision Number:** 9.00

Drawing No.:
02 of 14

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Revision	Description	Date
9.00	RFI	15.09.26
8.00	RFI	20.07.26
7.00	Development Approval	15.04.26
6.00	Development Approval	04.02.26
5.00	Heritage Comments	17.10.25
4.00	Heritage Comments	22.08.25
3.00	DRP	10.04.25
2.00	Changes	04.04.25
1.00	Concept	26.02.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
Lot 112 (#752) Beaufort St, Mt Lawley

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
22082	9.00

Drawing No.:
03 of 14

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Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA26.0507
File ref: DP/11/02191
Enquiries: Simon Luscombe (6551 9307)

City of Stirling
PO Box 1533
Osborne Park WA 6916

Attention: Stefan Tizzone

Dear Stefan,

Re: Lot 112 (752) Beaufort Street, Mount Lawley

Further to your referral dated 11 May 2026, in accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation (Del 2025/04 Powers of Local Governments Metropolitan Region Scheme) dated 31 March 2025, the following comments are provided. This proposal seeks approval for a child care centre which will accommodate up to 72 children and 13 staff.

Land Requirements

The subject site abuts Beaufort Street, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 2 per WAPC Plan Number SP 694/7. The site is affected by the ORR reservation per the MRS (refer below). No development of a permanent nature is supported within the road widening area.

Transport Impact Statement

The above supporting report by Premise (February 2026), states that the development will generate up to 214 vehicular trips per day and 58 AM and PM peak hour trips. Vehicular access will be obtained via Ingleton Lane to the rear with no access to Beaufort Street (existing driveway is to be decommissioned). This is in accordance with the Commission's Regional Roads (Vehicular Access) Development Control Policy (D.C. 5.1), which seeks to minimise the number of crossovers onto regional roads.

Recommendations

The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds and provides the following comments:

- A portion of the awning and existing building, which is to be retained, is located within the ORR reservation for Beaufort Street. The Department has no objection to use of the reserved land for the awning and retained building on a temporary basis only, on condition that the proponent agrees to remove the structure(s) at their own cost should the reserved land be required for road upgrading purposes in future;

- WAPC Revised draft Position Statement for Child Care Premises (April 2025) states that 'if a child care premises is proposed abutting a regional road, the play area should not be

adjacent to the regional road but should be located behind the premises to provide appropriate separation from vehicle emissions, noise and ensuring children are not in proximity to high volume traffic'. It is recommended that these elements be taken into account when determining the proposal.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6551 9307 or via email (simon.luscombe@dplh.wa.gov.au).

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement
12 May 2026



MRS Map

Design Review Report – Item 2

Local government:	City of Stirling	
Item no.:	Item 2 – PDA25/0060 – 752 Beaufort Street, Mount Lawley – Pre Development Application – Child Care Premise	
Acting Chairperson:	Jackson Liew	
Panel members:	Tony Blackwell Brett Wood-Gush Flavia Kiperman	Landscape Architecture Urban Design Conservation / Heritage Specialist
Local government officers:	Shaun Wheatland Sam Michie Nayan Khairnar Simone Palmer	Coordinator Planning Senior Planning Officer Planning Officer DRP Support Officer
Observers	Ronni Howe Amelie White Hannah McFeggan	Senior Planning Officer Heritage Undergraduate Planning Officer Strategic Planning Officer – City Future
Date:	20 November 2025	Time: 3pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Carlo Famiano Joe Germano	CF Town Planning & Development *(Applicant)* Germano Designs
	Owners	Ms A Stavretis

Observer/s

Briefings		
Development assessment overview	Nayan Khairnar	Planning Officer
Technical issues	Nayan Khairnar	Planning Officer
Design Review		
Proposed development	Item 2 – PDA25/0060 – 752 Beaufort Street, Mount Lawley – Pre Development Application – Child Care Premise	
Property address	752 Beaufort Street, Mount Lawley	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Carlo Famiano	CF Town Planning
Key issues / recommendations	The proposal presents a well-proportioned, predominantly two-storey development that integrates positively with the retained built form and demonstrates strong adaptive reuse, supported by a constructive heritage statement. The Panel noted that the site has been vacant for some time,	

	and a Child Care Premises is a suitable outcome. The Applicant's approach to context and character provides a good starting point, though further refinement of the architectural language, roof form, and interface between old and new is encouraged. Opportunities exist to further leverage the retained built form as an educational feature or play element for the children. Elevations currently reflect multiple design languages, and the Panel recommended referring to the Beaufort Street LDP for guidance. Landscape quality is limited, with deep-soil targets not achieved, and outdoor amenity areas—particularly in relation to solar access—require further consideration. The built form is modest with minimal overshadowing concerns, though diagrams should illustrate how solar access to play areas can be optimised. Sustainability strategies should be consolidated with a clear commitment to implementation. Legibility, safety, and passive surveillance are generally supported, though stair core treatments and pedestrian access from the laneway should be clarified.
Acting Chairperson's signature	

Design quality evaluation **Item 2 – PDA25/0060– 752 Beaufort Street, Mount Lawley – Pre Development Application – Child Care Premise** **DRP Meeting – Thursday 20 November 2025**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	N	1a. The Panel stated the heritage statement provided is very constructive. 1b. Comment was made by the Panel this site has been vacant and unused for some time and a Child Care Premise is a good outcome in this location. 1c. The Panel encouraged the Applicant to follow the vision of the LDP as a guide. The LDP states Beaufort Street will be vibrant while protecting the integrity of adjacent neighbourhoods by ensuring the following: • Built form outcomes of individual developments are consistent with their surroundings and preserve Beaufort Street's distinctiveness and special sense of place; • New development has character and coherence that acknowledges the established pre-1960 building convention and context along Beaufort Street by embodying the architectural styles set out in the Local Development Plan; • Buildings are designed holistically to achieve a unified design, including building placement, building volume, attached architectural elements, openings, fixtures, utility placement, and landscape; • New buildings are pedestrian-friendly by engaging, framing and activating Beaufort Street; and • Buildings on the boundary of adjacent residential neighbourhoods have regard to mitigating possible overlooking and overshadowing impacts through setting the building back, stepping back upper floors and screening views into private spaces. 1d. It was suggested by the Panel there is opportunity to include a shopfront with a ledge or cabinet at the front that was an inspiration taken from the past design where items could be exhibited. This would offer pedestrians a glimpse of what was there historically and give more back to the area. 1e. The Panel stated there is opportunity to concave the entrance reveal which would inspire what it was previously and offer pedestrians passing a some of the original olden days design. The ground façade of the proposed building is currently flat and there are benefits of making it concave and replicating the proportions. 1f. Comment was made by the Panel the original roof shape with federation style in the background don't talk to each other. The Character Guidelines state pitched roof but different be careful when choosing characters from different eras. It was suggested the Applicant could attempt to replicate the new roof to the same pitch as the old roof. 1g. The Applicant was encouraged to further finesse the architectural language of the building. 1h. The Applicant was encouraged to provide further detail and clarity on defining the separation between old and new elements. The interface could be recessed, rebated, or otherwise transparent, ensuring that the two built forms do not directly touch and that the integrity of the existing structure is respected. 1i. The Applicant was urged to not replicate the building next door and to treat this as infill and look at the entire street rather than just the property next door. 1j. The elevation currently reflects three languages, including the shade sail and comment was made the two gable approach could enhance the design by improving visual proportion. The shade sail could also be reconsidered as an

		alternative gable-style form to better align with the overall composition. 1k. The treatment of the remnant element should be investigated, and modernising to blend in with the new build may not be the approach supported by the LDP.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	N	2a. Comment was made by the Panel the separate pedestrian access off the laneway is supported although suggested planting can be removed in this area. 2b. The planting behind the wheel stops is supported by the Panel. 2c. Comment was made by the Panel there is opportunity to incorporate additional trees into the laneway and celebrate the laneway. 2d. It was noted by the Panel the Westringia Fruticosa can grow to a width of 2 metres which would substantially obstruct the footpath. 2e. The Panel stated the landscape plans have very limited information. Detailed plans are required noting the correct deep soil calculations, existing vegetation and a more detailed planting and species plan. 2f. A request was made by the Panel to integrate all play equipment into the plans. The play area currently comes across as sterile with no opportunity for biophilic interaction for the children. 2g. There was concern expressed by the Panel in relation to the Dianella "Little Jess" shrub included in the planting plan. This species has berries and it not the best option for a child care premise. 2h. The Panel advised shade sails and artificial grass would not be supported.
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.*
	P	3a. The Panel suggested that flipping the layout and orienting the outdoor areas facing N/E could improve solar access to the outdoor play area, resulting in a more favorable outcome. 3b. The Panel noted if the building on the upper floor is flipped to the other side, elements of the roof of the existing heritage building could be retained, rebuilt as a tent-like structure within the playground enabling children to interact with the existing heritage. 3c. It was suggested by the Panel there is opportunity to integrate alcoves into the blank wall on the north side which would improve cross ventilation. 3d. The Applicant was encouraged to use the building as the centre of attention with windows being visible from the street. There is opportunity to add window to the west of the remnant built form It is imperative the character guidelines are followed if windows are to be added. 3e. Explore the option of moving the stairs to the south corner to enable light to the Atelier. The stair can become a free-standing feature with an attached shade devices.
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.*
	P	4a. Comment was made there is no indication where the bins are being presented and a dedicated space is required to accommodate them. A waste management plan may be beneficial. 4b. It was noted by the Panel consideration on what is being given back to the community is not apparent in relation to the residences facing the laneway. 4c. It has been confirmed a 0.97m road widening for Ingleton Lane is to be ceded free of costs to the Crown prior to occupation of the development. 4d. A window should be provided in the cot room to enable adequate ventilation and purging of stale air.

Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a. The Panel commented there is insufficient information and this principle was not discussed. 5b. The Applicant was urged to reuse as much material as possible. Recycled brick is not supported on the façade and it is recommended to reuse in another location. 5c. The Applicant was encouraged to explore sustainability initiatives and make a commitment to appropriately address this principle.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	P	6a. Comment was made by the Panel the staff outlook is a good outcome and supported. 6b. It was mentioned by the Panel the is community seating noted but it is not included on the plans. 6c. It was mentioned by the Panel there is opportunity to integrate a window in the cot room which would enable light penetration. 6d. It was noted by the Panel there is a lack of information in relation to amenity of this proposal. More detailed information is requested. 6e. The outdoor play areas are largely west-facing, with the built form restricting northern solar access. A shadow study is recommended to optimise winter sunlight. Relocating the outdoor area to the east may optimise solar access, however further diagrams, sections, and shadow analysis would help validate the design approach.
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.*
	P	7a. The pedestrian arrival and street frontage are defined; however, further consideration is needed regarding the finer-grain treatment of the retained element.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	P	8a. The Panel requested further information on how security will work. 8b. The laneway access appears to be secured with both vehicular and pedestrian gates. The upper-level outdoor area with a glass barrier adds permeability and contributes positively to passive surveillance. The blank stair core wall could be improved—potentially a window which could be supported by the certifier.
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.*
	S	9a. A childcare centre provides a valuable community asset by supporting families, fostering social connection, and strengthening neighbourhood cohesion therefore is supported.
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.*
	N	10a. The Applicant was encouraged to attempt to get the fundamentals right in relation to context and character. 10b. It was stated by the Panel materiality is important and recycled brick should not be used on the façade. Brick that is not salvaged or recycled or render could be used. The recycled brick can be integrated at another location which is not at the front of the development. 10c. Comment was made by the Panel the quality of the building should not be

		compromised by future value management. 10d. It was stated blank walls be treated and should not be seen from the street. 10e. Early consideration of Percent for Art into the design could be used to enhance public realm and contribute to the overall quality and identity of the development. 10f. When using bricks, ensure they are properly anchored/ landed to the ground and not suspended.

Design Review progress
Item 2 – PDA25/0060 – 742 Beaufort Street, Mount Lawley – Pre Development Application – Child Care Premise
DRP Meeting – Thursday 20 November 2025

S	*Design Principle satisfied*
P	*Design Principle pending further attention*
N	*Design Principle not satisfied*

	DR1 20/11/2025	***DR2***	***DR3***
Principle 1 - **Context and character**	N		
Principle 2 - **Landscape quality**	N		
Principle 3 - **Built form and scale**	P		
Principle 4 - **Functionality and build quality**	P		
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**	P		
Principle 7 - **Legibility**	P		
Principle 8 - **Safety**	P		
Principle 9 - **Community**	S		
Principle 10 - **Aesthetics**	N		

Recommendations Summary Item 2 – PDA25/0060 – 752 Beaufort Street, Mount Lawley DRP Meeting – Thursday 20 November 2025			
DR1 – DRP Recommendations DRP Meeting – 20/11/2025	**DR1 – Applicant Response DRP Meeting – 20/11/2025**	**DR2 DRP Recommendations DRP Meeting –**	**DR2 – Applicant Response DRP Meeting –**
1c. The Panel encouraged the Applicant to follow the vision of the LDP as a guide. The LDP states Beaufort Street will be vibrant while protecting the integrity of adjacent neighbourhoods by ensuring the following: • Built form outcomes of individual developments are consistent with their surroundings and preserve Beaufort Street's distinctiveness and special sense of place; • New development has character and coherence that acknowledges the established pre-1960 building convention and context along Beaufort Street by embodying the architectural styles set out in the Local Development Plan; • Buildings are designed holistically to achieve a unified design, including building placement, building volume, attached architectural elements, openings, fixtures, utility placement, and landscape; • New buildings are pedestrian-friendly by engaging, framing and activating Beaufort Street; and • Buildings on the boundary of adjacent residential neighbourhoods have regard to mitigating possible overlooking and overshadowing impacts through setting the building back, stepping back upper floors and			

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3a. The Panel suggested that flipping the layout and orienting the outdoor areas facing N/E could improve solar access to the outdoor play area, resulting in a more favorable outcome. 3b. The Panel noted if the building on the upper floor is flipped to the other side, elements of the roof of the existing heritage building could be retained, rebuilt as a tent-like structure within the playground enabling children to interact with the existing heritage. 3c. It was suggested by the Panel there is opportunity to integrate alcoves into the blank wall on the north side which would improve cross ventilation. 3d. The Applicant was encouraged to use the building as the centre of attention with windows being visible from the street. There is opportunity to add window to the west of the remnant built form It is imperative the character guidelines are followed if windows are to be added. 3e. Explore the option of moving the stairs to the south corner to enable light to the Atelier. The stair can become a free-standing feature with an attached shade devices.			
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6c. It was mentioned by the Panel there is opportunity to integrate a window in the cot room which would enable light penetration. 6d. It was noted by the Panel there is a lack of information in relation to amenity of this proposal. More detailed information is requested. 6e. The outdoor play areas are largely west-facing, with the built form restricting northern solar access. A shadow study is recommended to optimise winter sunlight. Relocating the outdoor area to the east may optimise solar access, however further diagrams, sections, and shadow analysis would help validate the design approach.			
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Applicant Response to Public Consultation Submissions		
Submission	**Summary of submission comment**	**Applicant response**
1	• *Request for traffic management plan for drop-off and pick up*	• The operator of the child care premises will prepare a car parking management plan as part of the operations associated with the venue. This outlines staff and parent parking arrangements. It is noted that the local government typically imposes a condition on any approval granted that the parking management plan is prepared prior to occupation of the building.
	• *Pedestrian crossing at Second Avenue Intersection*	• The request for a pedestrian crossing at the Second Avenue intersection does not form part of this application and would need to be addressed by the City of Stirling as a separate matter independent of this application. The proposed development on the subject land does not generate the need for a crossing.
	• *Consideration of nature-inspired play for outdoor spaces and areas.*	• Point noted regarding the nature inspired outdoor space. This will be considered by the operator and not form part of this application. In light of the above responses, the comments made could be dismissed.
2	• *Concerns relating to vehicle ingress and egress via Ingleton Lane.*	• Amended plans have been prepared providing a larger and compliant visual sightlines for the driveway of the new development to provide for safe entry/egress along the land's Ingleton Lane frontage. In addition, the laneway comprises a low traffic speed and has been constructed to accommodate vehicle movements from developments that comprise frontage to Beaufort Street (i.e. remove vehicular access to Beaufort Street). In additions, a traffic impact statement (TIS) has been prepared in support of the application and reviewed by the City of Stirling. The TIS confirms that access/egress to Ingleton Lane can be undertaken in a safe manner.
	• *Provisions for more on-site short-term parking for parents.*	• The proposed development complies with the on-site car parking requirements prescribed within the planning framework. In addition, a car parking management plan will be prepared by the operator prior to occupancy.
	• *Installation of traffic lights and controlled cross walk at the intersection of Second Avenue and Beaufort Street.*	• The request to install traffic lights and a controlled pedestrian crossing at the Second Avenue and Beaufort Street intersection does not form part of this application and would need to be addressed by the City of Stirling as a separate matter independent of this application. The proposed development on the subject land does not generate the need for a crossing and/or traffic lights.

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		In light of the above responses, the comments made could be dismissed
3	• *Recommendation for traffic mitigation infrastructure to mitigate traffic matters within the area.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network is capable of accommodating the proposed traffic movements. Furthermore, the TIS confirms that the traffic movements can be undertaken in a safe manner. It should be noted that the appointed traffic consultant is well experienced in the operation of child care premises and has used data obtained from various other child care developments. • The TIS has been reviewed by the City's Engineering Department, which has not raised any concerns with the proposed development, In light of the above responses, the comments made could be dismissed
4	• *Noise impact and loss of residential amenity.* • *Traffic volume, safety and congestion concerns.* • *Pedestrian safety concerns*	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. In addition, the outdoor play area has been designed to include a masonry wall to provide an acoustic barrier. Furthermore, the subject land is located along a regional road, which would generate greater traffic noise than any noise omitting from the child care premises. • A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised. • The pedestrian network along the street and through the development have been designed to provide safe access.

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	• *Matters relating to utilising Ingleton Lane and surrounding roads for commercial traffic.*	• The current planning framework requires that vehicular access for development along the Beaufort Street is obtained from the rear right of way (i.e. Ingleton Lane). As such, the proposed development complies with the planning framework set by the City of Stirling. • The right of way has been constructed, sealed and dedicated. As such, it is capable of accommodating traffic associated with all adjoining developments.
	• *Parking and congestion issues.*	• The proposed development complies with the on-site car parking requirements prescribed within the planning framework. In addition, a car parking management plan will be prepared by the operator prior to occupancy.
	• *Security and safety risks.*	• The proposed development on the subject land will provide activation of both Beaufort Street and Ingleton Lane, along with providing a greater degree of passive surveillance of the public realm. This will assist with improving security for the local community and enhance the amenity of the area. • The proposed development will include security fencing and security gates to prevent crime and provide protection for the users/staff of the development. • Security cameras will be installed throughout the development to provide an element of security
	• *Incompatibility with local character and streetscape.*	• The existing development on the subject land is run-down, fails to meet the needs of the community and does not positively contribute to the streetscape. • The proposed development on the subject land has been designed to reflect the anticipated development along the Beaufort Street Activity Corridor. It is viewed that the proposed development will provide activation of the public realm and enhance the streetscape, along with providing greater levels of passive surveillance. • The development will include element of articulation along the street façade of the building and use of varying materials/colours which will provide an element of visual interest when viewed from the public realm.

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	• *Overconcentration of similar facilities within the area & unsuitability for local demographic and amenity expectations.*	• The operator has undertaken research of the area before proposing the child care premises on the subject land and there is a demand for such services (i.e. there is an under supply of child care places in the area). As such, the landowners decision to progress the proposed development and obtain an operator for the site. • A child care premises provides a vital use that services the local community and working families within the area. • Competition and the number of child care premises within a suburb/locality is not a valid planning consideration. As such, the comment should be dismissed. • The proposed development reflects upon the anticipated development within a commercial centre/activity corridor encouraged by the City of Stirling's planning framework. As such, the proposed built form character of the new development on the subject land reflects the current planning framework and anticipated built form for the area. • The proposed development adequately addresses the current planning framework for the land and properties along the Beaufort Street Activity Corridor. In light of the above responses, the comments made could be dismissed.
5	• *Traffic and road safety impacts at intersection of Second Avenue and Beaufort Street, and Ingleton Lane.* • *Impacts of residents' access and amenity.* • *Impacts of development through construction phase.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network (including Ingleton Lane, Beaufort Street and Second Avenue) is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised. • The subject land is located along the Beaufort Street Activity Corridor, which allows commercial type developments. In addition, the proposed development has been designed to have due regard for the surrounding area through the provision of landscaping and masonry walls to limit the transfer of noise. • Issues regarding the construction phase is a building matter and not a planning matter Not withstanding this, the City is likely to require that a construction

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22 July 2026
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		management plan be prepared to ensure the construction phase is undertake in an orderly manner and not have an impact on the surrounding area/
	• *Concerns relating to noise and residential amenity.*	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. In addition, the outdoor play area has been designed to include a masonry wall to provide an acoustic barrier. Furthermore, the subject land is located along a regional road, which would generate greater traffic noise than any noise omitting from the child care premises.
	• *Impacts of property value.*	• There is no evidence that the proposed development will impact property value within the area. In fact, it is viewed that the proposed use will provide a much needed community service and could have a positive response to property values. Notwithstanding this, issue regarding property values is not a valid planning consideration and must be dismissed. In light of the above responses, the comments made could be dismissed.
6	• *Impacts of traffic and pedestrian movement on Second Avenue/Beaufort Street intersection.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network (including Ingleton Lane, Beaufort Street and Second Avenue) is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised
	• *Impacts on residential amenity by way of noise, light, emissions.*	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. • The child care premises will be closed during the evening period, so there will be no light spillage.
	• *Vehicle and pedestrian safety impacts relating to Ingleton Lane and Second Avenue.*	• The pedestrian network along the street and through the development have been designed to provide safe access.

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22 July 2026
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	• *Concerns relating to the proposal not in keeping with the surrounding buildings by way of looks and purpose.*	• The existing development on the subject land is run-down, fails to meet the needs of the community and does not positively contribute to the streetscape. • The proposed development on the subject land has been designed to reflect the anticipated development along the Beaufort Street Activity Corridor. It is viewed that the proposed development will provide activation of the public realm and enhance the streetscape, along with providing greater levels of passive surveillance.
	• *Impacts on heritage and streetscape.*	• The design of the proposed development has been reviewed by a Heritage Consultant and considered by the City's Design Review Panel (DRP) on a number of occasions. As such, the design of the development is reflective of the built form character of the area.
	• *Concerns relating to proposed location of Child Care Premises and its alignment with Draft Position Statement Child Care Premises.*	• The proposed development has been designed to have due regard for the current planning framework.
	• *Detriment to local amenity – aesthetics and noise.*	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. It is noted that the City's Health Department has revied the Acoustics report and have not raised any concerns.
	• *Concerns relating to the environment such as waste management and emissions/ventilation management.*	• The waste management plan has been amended following discussions with the City's Planning Department and has now addressed the city's concerns. It should be noted that adequate ventilation has been provided to the bin store area, with the store being located away from any residential dwellings. In light of the above responses, the comments made could be dismissed.
7	• *Concerns relating to sightlines of vehicles traversing proposed development.*	• The plans have been amended to provide compliant visual sightlines for vehicles accessing/egressing the site in accordance with the City's instructions. As such, this matter has now been addressed.

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	• *Concerns relating to safety of children stepping onto Rights of way.* • *Recommended installation of self-locking safety gate up the pathway.* • *Recommend that parents leave via front door (Beaufort Street entry)*	• It should be noted that children can only be released from the premises once a parent has signed them out. As such, children are accompanied by a parent at all times to avoid any safety issues. • A security gate is being proposed along the pedestrian path. In addition, the car parking area will include a sliding gate that will be closed after hours. This will secure the site from any potential unauthorised activities after hours. • There is an option for parents to leave via the Beaufort Street entrance (which is the main entrance to the child care premises). In light of the above responses, the comments could be dismissed.
8	• *Concerns relating to added traffic congestion at already heavily congested intersections.* • *Clarification of additional measures to reduce traffic congestion.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network (including Ingleton Lane, Beaufort Street and Second Avenue) is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised • Any issues/claims relating to existing traffic movements or congression along the local road network is a matter that needs to be addressed by the City of Stirling and not as part of this application. As such, this application cannot and should not be responsible to address existing traffic movements within the area. In light of the above responses, the comments could be dismissed.
9	• *Traffic and safety concerns relating to Ingleton Lane – congestion due to regular vehicles stopping to drop off children.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network (including Ingleton Lane, Beaufort Street and Second Avenue) is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised

City of Stirling
22 July 2026
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	• *Concerns relating to pedestrian access from Ingleton Lane.* • *Concerns relating to privacy.* • *Noise impacts throughout the day.* • *Impacts of development through construction phase.* • *Impacts on access to natural sunlight and outlook.*	• The main pedestrian access point for the premises is along the land's Beaufort Street frontage and not Ingleton Lane. The pedestrian path to the rear of the building primarily services as access to the car parking area. • In addition to the above, Ingleton Lane is a low trafficable laneway. • The proposed development has been designed to comply with the visual privacy provisions of the R-Codes. This is achieved through the use of screening and locating window over the adjoining streets and not towards the adjoining residential lots. • An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. In addition, the outdoor play area has been designed to include a masonry wall to provide an acoustic barrier. In addition, the subject land is located along a regional road, which would generate greater traffic noise than any noise omitting from the child care premises. • The acoustics report has been reviewed by the City's Health Department, which has not raised any concerns in terms of noise impacts. • Issues regarding the construction phase is a building matter and not a planning matter Not withstanding this, the City is likely to require that a construction management plan be prepared to ensure the construction phase is undertake in an orderly manner and not have an impact on the surrounding area • The proposed development on the subject land complies with both the visual privacy and overshadowing provisions of the R-Codes and will not have an adverse impact on the amenity of the adjoining properties in terms of overlooking and shadow. In light of the above responses, the comments could be dismissed.
10	• *Concerns with Ingleton Lane not being suitable for two-way traffic.*	• The current planning framework requires that vehicular access for development along the Beaufort Street is obtained from the rear right of way (i.e. Ingleton Lane). As such, the proposed development complies with the planning framework set by the City of Stirling.

City of Stirling
22 July 2026
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		• The right of way has been constructed, sealed and dedicated. As such, it is capable of accommodating traffic associated with all adjoining developments.
	• *Queuing of traffic on Ingleton Lane and the impacts of people accessing their own properties.* • *Queuing of traffic on Second Avenue and Beaufort Street.*	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network (including Ingleton Lane, Beaufort Street and Second Avenue) is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. This includes any queuing of traffic along the local road network. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised
	• *Concerns relating to Beaufort Street/Second Avenue intersection to access Ingleton Lane.*	• Any current concerns with the intersection of Beaufort Street and Second Avenue and Ingleton lane does not form part of this application and would need to be addressed by the City of Stirling as a separate matter independent of this application. A TIS has been prepared in support of this application which concludes that the proposed development will not adversely impact the local road network. This has been reviewed by the City's Engineering Department, and no concerns have been raised.
	• *Pedestrian safety concerns with pedestrian access being made available to site from Ingleton Lane.*	• The main pedestrian access point for the premises is along the land's Beaufort Street frontage and not Ingleton Lane. The pedestrian path to the rear of the building primarily services as access to the car parking area. • In addition to the above, Ingleton Lane is a low trafficable laneway. In light of the above responses, the comments could be dismissed.

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure