Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 10 November 2026; 9:30am
Meeting Number: MIDAP/162
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/162 - 10 November 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 Lots 10161 and 7413 (No.55) Alexander Drive, Menora - Additions to Retirement Complex (10 new Independent Living Dwellings) – DAP/26/03170
   - 3.2 Lot 689 (No.177) Edward Street, Osborne Park - Child Care Premises – DAP/26/03101
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)
Francesca Lefante (Deputy Presiding Member)
Luigi D'Alessandro
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 Lots 10161 and 7413 (No.55) Alexander Drive, Menora - Additions to Retirement Complex (10 new Independent Living Dwellings) – DAP/26/03170

3.2 Lot 689 (No.177) Edward Street, Osborne Park - Child Care Premises – DAP/26/03101

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item No.3.1
LOTS 10161 and 7413 (NO. 55) ALEXANDER DRIVE, MENORA

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner DAP
DAP File No:	DAP/26/03170
LG Reference:	DA26/1197
Proposed Development:	Additions to Retirement Complex (10 new Independent Living Dwellings)
Value of Development:	$4.85 million
Owner:	Grand Lodge of Western Australia Freemasons Homes for the Aged Inc of 61 Thomas Street Subiaco
Applicant:	Doepel Marsh Architects
Local Government Area:	City of Stirling
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
Application Acceptance Date:	14 August 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/26/03170 for the proposed Additions to Retirement Complex (10 Independent Living Dwellings) at Lot 10161 and 7413, House Number 55 Alexander Drive, Menora 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
COVER PAGE	A001	5 August 2026
MACRO CONTEXT PLAN	A002	5 August 2026
PLANNING CONTEXT	A003	5 August 2026
AERIAL PLAN	A004	5 August 2026
SURVEY PLAN	A005	5 August 2026
SITE LOCATION PLAN	A006	5 August 2026
EXISTING SITE PHOTOS	A007	5 August 2026
10 DWELLING LOT LAYOUT	A008	5 August 2026
CARPARK LAYOUT	A009	5 August 2026
WASTE MANAGEMENT	A010	5 August 2026
STORMWATER MANAGAMENT PLAN	A011	5 August 2026
SITE ANALYIS PLAN – LIVING AREAS NORTH FACING	A012	5 August 2026
LANDSCAPING AND ROOF PLAN (Rev B)	A013	5 August 2026
OVERSHADOWING PLAN	A014	5 August 2026
UNIT TYPE PLAN	A015	5 August 2026
TYPE A PLAN (Rev B)	A016	5 August 2026
TYPE B PLAN (Rev B)	A017	5 August 2026
AERIAL VIEW	A018	5 August 2026
PEDESTRIAN VIEW TYPE B	A019	5 August 2026
PEDESTRIAN VEIW TYPE A	A020	5 August 2026
PEDESTRIAN VIEW TYPE A WITH GABLE	A021	5 August 2026
PEDETRIAN VIEW	A022	5 August 2026
SECTIONS	A200	5 August 2026
STREET ELEVATIONS (Rev B)	A300	5 August 2026
STREET ELEVATIONS (Rev B)	A301	5 August 2026
TYPE A - ELVATIONS (Rev B)	A302	5 August 2026
TYPE B - ELEVATIONS (Rev B)	A303	5 August 2026
MOODBOARD - COOL	A400	5 August 2026
MOODBOARD - WARM	A401	5 August 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval, being 15 November 2026. If the subject development is not substantially commenced within this specified period, the approval shall lapse and be of no further effect.

Landscaping

3. Prior to lodgement of the Building Permit application, an amended Landscaping Plan generally in accordance with the Arboricultural Impact Assessment shall be submitted to, and approved by, the City of Stirling incorporating the following modifications:

    i) The soil level around the existing tree (Agonis flexuosa) is not to be modified.
    ii) The raised garden beds are to be located adjacent to the pedestrian path and incorporate include solar access for productive gardens.
    iii) Confirmation of the specific trees on the south side of the development are to be retained and protected during construction.

4. 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 for the life of the development, to the satisfaction of the City of Stirling.

5. Prior to occupation of the development, 13 small trees shall be planted on-site in the areas indicated on the approved plans and shall thereafter be maintained for the life of the development to the satisfaction of the City of Stirling. The trees shall be provided with a minimum $9m^2$ of soil space and a minimum dimension of 2m at ground level free of intrusions.

6. The existing on-site tree located in community garden to be retained shall be protected during the demolition and construction phases of the development, to the satisfaction of the City of Stirling. The tree shall thereafter be maintained by the landowner for the life of the development, to the satisfaction of the City.

Parking and Access

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

8. Details of the dwellings meeting the minimum design requirements of the Silver Level universal design in accordance with *Clause 2.7 Universal design* of the R-Codes Volume 1, Part C are to be provided at the time a building permit application is lodged, 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 footpaths 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 that 'Quiet House Package B' measures as set out in Table 3 of the *State Planning Policy 5.4 Road and Rail Noise Guidelines* have been incorporated into the working drawings of the Building Permit application, to the satisfaction of the City of Stirling. Prior to occupation of the development, these measures shall be implemented and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

Waste Management and Stormwater

11. Prior to commencement of use, the approved Waste Management Plan (prepared by Doepel Marsh Architects received 5 August 2026) shall be implemented and thereafter complied with by the landowner for the life of the development, to the satisfaction of the City of Stirling.

12. Stormwater from all roofed and paved areas shall be collected and contained on-site for the life of the development, to the satisfaction of the City of Stirling. Stormwater shall not affect or be allowed to flow onto or into any other property or road reserve. There shall be no connection to the City's drainage infrastructure without separate written consent from the City of Stirling.

Lighting

13. All lighting to the new community garden and communal street shall comply with *Australian/New Zealand Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting* and must not spill into any adjacent residential premises.

General

14. 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.

15. The infill panels forming part of the front fencing shall be visually permeable as defined by the Residential Design Codes, to the satisfaction of the City of Stirling.

Advice Notes

General

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*.

Landscaping

8. The specifications of a ‘Small Tree’ are provided in Table 1.2b of Clause 1.2 – Trees and Landscaping of the R-Codes Volume 1, Part C. Photographic evidence of tree planting is to be provided to the City upon occupation of the dwelling/s. Trees must be planted in-ground to allow for proper rootball establishment and long-term growth and be of species that will contribute to canopy cover, such as 'Crepe Myrtle', 'Snow Pear' or 'Pin Cushion Hakea'. For assistance on selecting suitable species please refer to the City's Trees and Development Guidelines.

9. The amended Landscaping Plan is to address and incorporate the following:

    a. Building a raised garden bed around the retained Agonis flexuosa will have a negative impact on the tree. The soil level around the existing tree should not be modified.
    b. The raised garden beds should be located adjacent to the path to allow suitable access.
    c. Solar access to the raised beds should be considered if intended to be productive gardens.
    d. The provision of a gathering space which promotes social interaction is recommended. The current arrangement appears to be a public access way.

e. Some of the trees to be retained on the south side of the development appear to be hard up against driveways and paths. Confirm if these trees are to be retained and if so, how they will be protected during construction.

Miscellaneous

10. 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*.

PROPOSAL:

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

- Construction of 10 independent living dwellings as part of the overall existing "Lawley Park Village" Retirement Complex for the site.
- A total of 20 car parking bays on-site, comprising two bays (for private parking) per dwelling.
- A 6m wide communal street internal to the site and reconfiguration of existing communal visitor car parking areas to allow for new crossovers to service Unit 1-3.
- Vehicle access and egress via the existing access points to Alexander Drive.
- Each 'Type A' dwelling is to be provided with one new tree with 'Type B' dwellings provided with two trees. In aggregate, 13 new trees are proposed within private allotments in primary and secondary garden areas.
- A new community garden, comprising 212m² of landscaping within raised garden beds, natural turf and deep soil areas. The deep soil areas will accommodate five new trees and retention of one existing mature tree.

SUBJECT SITE AND SURROUNDS:

"Lawley Park Village" is an established retirement complex comprising 98 dwellings across Lots 10161, 7413 and 6826 (No. 55) Alexander Drive, Menora (subject site), which has operated since the 1960s. The subject site is irregular in configuration and has its primary frontage and vehicle access to Alexander Drive, which is identified as a District Distributor A road under the City's functional road hierarchy. The development area subject to this application is contained within Lots 10161 and 7413.

The subject site is also bounded by Plantation Street to the north and Freedman Road to the west. Both are local roads and provide secondary vehicle access to the site. The existing vehicle access arrangements are proposed to be retained as part of the development.

Lawley Park Village has been progressively developed over time, with additional dwellings, facilities and amenities constructed across various stages. The development area subject to this application is approximately 3,095m² and is centrally located within the broader retirement complex. The development area is currently vacant, with mature vegetation located predominantly around its perimeter.



Figure 2: Aerial image of development area

To the west of the subject site, on the opposite side of Alexander Drive, is the Mount Lawley Golf Club. The surrounding area is otherwise characterised by retirement villages and similar independent living developments. A Place of Worship and Child Care Premises are also located adjacent to the subject site at the intersection of Plantation Street and Freedman Road.

To the north of the subject site, on the opposite side of Plantation Street, is the Bethanie on the Park Retirement Village site. It is subject to a Local Development Plan (LDP) which envisages higher density but maintains the existing land use as a Retirement Complex.

The subject site is generally flat, particularly within the development area. Natural ground levels range from approximately 23.26m AHD along the northern boundary to 23.17m AHD along the southern boundary, representing a fall of approximately 0.1m across the development area.

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	Private Institution
Structure Plan/Precinct Plan	N/A

Structure Plan/Precinct Plan - Land Use Designation	N/A
Lot Size	39,948m² (3.9ha)
Existing Land Use	Retirement Complex
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
- City of Stirling Local Planning Scheme No. 3
- Draft City of Stirling Draft Local Planning Scheme No. 4

State Planning Policies
- State Planning Policy 5.4 – Road and Rail Noise (and its associated Guidelines)

Planning Codes
- Residential Design Codes Volume 1 – Part C *[refer Clause 5.3.2 of Local Planning Scheme No. 3]*

Local Planning Policies
- Local Planning Policy 4.5 – Private Institution Guidelines
- Local Planning Policy 6.7 – Parking and Access
- Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential
- Local Planning Policy 6.12 – Public Art on Private Land
- Local Planning Policy 6.18 – Public Consultation

Other
- City of Stirling Local Planning Strategy
- Australian Standard 1428.1:2021 - Design for access and mobility, Part 1: General requirements for access - New building work
- Australian/New Zealand Standard 2890.1:2004 - Off-street car parking
- Australian/New Zealand Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting

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 key considerations in the assessment of this application:

1. Proposed Land Use
2. Special Application of Residential Design Codes
3. R-Codes: Garage width
4. Local Planning Policy 4.5 – Private Institution Design Guidelines
5. Public Art
6. Landscaping
7. Acoustic requirements

Attachment 2 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework including reference to where discretion is sought.

1. Proposed Land Use

The land use of the proposed development is Retirement Complex. 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**	
Retirement Complex	P	'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme

A 'Retirement Complex' is defined within the City's Local Planning Scheme No. 3 (LPS3) as follows:

> *"Means a development containing accommodation for aged or dependent persons together with amenities incidental and ancillary to the provision of such accommodation"*

In considering the appropriateness of the proposed land use, the application has been considered against the objectives of the Private Institution Zone, as per LPS3. This assessment is tabled below:

Private Institution Zone Objectives	
Objective	**Officer Comment**
a) "*To provide for a range of privately owned community facilities, and uses that are incidental and ancillary to the provision of such facilities, which are compatible with surrounding development."*	Lawley Park Village has operated as a retirement complex on the subject site since the 1960s and has been progressively developed over time. The proposal represents the final stage of development of the retirement complex and comprises 10 additional independent living dwellings. The proposed dwellings will form part of the existing Lawley Park Village and will

Private Institution Zone Objectives	
Objective	**Officer Comment**
	have access to the communal facilities and amenities available to residents of the broader retirement complex. The proposal will provide additional housing consistent with the established use and function of the site. The additional independent living dwellings will contribute to the provision of housing options for an ageing population and support the ongoing residential function of Lawley Park Village.
b) "*To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area."*	The proposed independent living dwellings are considered compatible with the established character and function of the broader site and surrounding locality. The single-storey built form, setbacks to the internal communal streets and adjoining properties, together with the proposed communal landscaped garden area, will assist in integrating the development with the existing retirement complex and surrounding development. As outlined above, the proposal represents the final stage of development of Lawley Park Village and will complete the planned build-out of the site.

Based on the above, the City considers the proposal to satisfy the LPS3 Private Institution zone objectives and it is therefore acceptable.

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.

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 be zoned 'Residential' with an R80 density coding. Draft LPS4 proposes to effectively replace the 'Retirement Complex' land use with 'Independent Living Complex' which is defined as follows:

> Independent Living Complex *means a development with self-contained, independent dwellings for aged or dependent persons together with communal amenities and facilities for residents and staff that are incidental and ancillary*

to the provision of such accommodation, but does not include a development which includes these features as a component of a residential aged care facility.

Draft LPS4 proposes that the Independent Living Complex use be a 'P' (permitted) land use within the Residential zone. Based on this, the proposal is considered to be consistent with the expected future planning framework and is therefore acceptable.

City of Stirling Local Planning Strategy

The City's Local Planning Strategy (LPS) notes that aged persons accommodation is distributed relatively evenly across the City, however it acknowledges Menora as having a greater concentration of such developments compared to other suburbs within the City.

This higher concentration reflects various historical retirement villages and nursing homes within the locality surrounding the subject site which have emerged overtime, effectively forming a predominate 'Aged Persons Development Precinct', which includes the Lawley Park Village site.

Based on the above, the proposal is consistent with the relevant findings of the LPS and is therefore acceptable.

2. Special Application of Residential Design Codes

The proposal has been assessed against the R80 density requirements of the Residential Design Codes Volume 1, Part C (R-Codes Part C), in accordance with Clause 5.3 ('Special Application of Residential Design Codes') of LPS3, which states;

"5.3.2 Except as otherwise required in the Scheme, Local Planning Policy, Structure Plan, Activity Centre Plan or Local Development Plan, residential development not within the Residential Zone is to comply with the relevant requirements under the R80 density coding in the Residential Design Codes."

Attachment 2 of this RAR contains the City's Planning Assessment. A summary of the aspects of the proposal requiring a merit based assessment is provided below.

3. R-Codes: Garage width

Garage Door Width

The development proposes a garage width of 6.36m for the Type B dwellings, representing 52.5% of the lot frontage, inclusive of the associated supporting columns. Accordingly, the proposal requires consideration of its merits based against the relevant design principle of the R-Codes.

The Type B dwellings and associated garages front a proposed internal communal street rather than the public street network. The dwelling façades are consistent with the general built form and character of the existing dwellings within Lawley Park Village, with building articulation, landscaping and low-height visually permeable fencing contributing to the presentation of the dwellings to the internal streetscape.

The additional garage width also accommodates internal storage and provides increased manoeuvring space within the garage, noting that the Type B dwellings have been designed to achieve Silver Level accessibility. Notwithstanding the increased garage width, the dwellings maintain primary and secondary garden areas, including deep soil planting zones capable of accommodating new trees. Opportunities for visual connectivity and passive surveillance between the dwellings and communal street are also maintained through the dwelling design and visually permeable front fencing.

Having regard to the limited extent of the discretion, the internal communal street context and the overall design and landscaping of the Type B dwellings, the additional garage width is not considered to result in the garages becoming the dominant element of the dwelling façades or detracting from the internal streetscape. The proposal is therefore considered to satisfy the relevant design principle and is supported.

4. Local Planning Policy 4.5 – Private Institution Design Guidelines

The subject site is zoned 'Private Institution' under LPS3 and is therefore subject to the provisions of Local Planning Policy 4.5 – Private Institution Design Guidelines (LPP4.5). LPP4.5 seeks to facilitate appropriately designed retirement and aged care development that integrates with the surrounding locality.

The proposal has been assessed against the applicable provisions of LPP4.5, as detailed in Attachment 2 – City of Stirling Planning Assessment. The development satisfies the relevant acceptable development provisions, including those relating to built form, site planning and interface with adjoining development.

Having regard to the nature and scale of the proposal and its integration with the established Lawley Park Village, the development is considered consistent with the objectives and applicable provisions of LPP4.5 and is supported.

5. Public Art

Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12) requires eligible development with an estimated cost of $2 million or more to provide a public art contribution equivalent to 1% of the development cost. Based on the estimated development cost of $4.85 million, the proposal would ordinarily generate a public art contribution of $48,500.

The proposed additions to the existing Retirement Complex are subject to the requirements of the policy. Notwithstanding, the City considers that the application of the public art requirement in this instance would not achieve the intended purpose of the Policy.

The proposal comprises 10 independent living dwellings which, in terms of their built form, scale and residential function, are comparable to a grouped dwelling development, a development typology that is otherwise exempt from the requirements of LPP6.12. The dwellings also represent the final stage of development within the established Lawley Park Village, rather than a new standalone commercial or institutional development.

The development area is centrally located within the existing retirement complex and is substantially screened from the surrounding public realm by established development. It will primarily be experienced by residents and visitors to Lawley Park Village and has limited visibility and accessibility from the surrounding public streets. In this context, requiring public art within the development area would provide limited opportunity to contribute to the public realm or be readily experienced by the broader community.

Having regard to the residential nature and scale of the proposal, its similarity to an otherwise exempt grouped dwelling typology, and the limited relationship between the development area and the public realm, the City considers that requiring a public art contribution would not further the intended outcomes of LPP6.12 in this instance. Accordingly, a condition requiring the provision of public art has not been recommended.

6. Landscaping

The proposed development includes the retention of one mature tree in a new community garden comprising a total of 212m² of landscaping, raised garden beds, natural turf and deep soil areas. Notwithstanding, the City has identified areas of improvement which would enhance the communal garden area amenity, as follows:

a. Building a raised garden bed around the retained Agonis flexuosa will have a negative impact on the tree. The soil level around the existing tree should not be modified.
b. The raised garden beds should be located adjacent to the path to allow suitable access.
c. Solar access to the raised beds should be considered if intended to be productive gardens.
d. The provision of a gathering space which promotes social interaction is recommended. The current arrangement appears to be a public access way.
e. Trees to be retained on the south side of the development appear to be hard up against driveways and paths. Confirm if these trees are to be retained and if so, how they will be protected during construction.

Based on the above, in the event of approval, the City has recommended a suitably worded condition for these items to be refined as part of the Building Permit application.

Subject to a condition addressing the above, the proposal is acceptable from a landscaping perspective.

7. Acoustic requirements

The subject site abuts Alexander Drive and is located within the associated noise buffer as identified by State Planning Policy 5.4 Road and Rail Noise (SPP5.4).

Notwithstanding, the development area itself is located centrally within the overall Lawley Village Park retirement complex, with the closest proposed dwelling being approximately 64m west of Alexander Drive, and are shielded from transport noise to some extent by the existing single-storey built dwellings.

Based on Table 2 of the SPP5.4 Guidelines, the proposal could comply with SPP5.4 by implementing 'Quiet House Package B' noise attenuation measures. In summary, these measures relate to minimum glazing and roof insulation requirements and can be conditioned in the absence of a “site specific” Acoustic Report.

Accordingly, in the event of approval, it is recommended that a condition be imposed with respect to the above. Subject to this condition, the proposal is acceptable from an SPP5.4 perspective.

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 23 September 2026 and concluded on 21 October 2026. During the consultation period, one submission was received in support of the proposal. The submission received during the consultation period and its relative location 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	0 (0%)	1 (100%)	0 (0%)	0 (0%)
OBJECT	0 (0%)	0 (0%)	0 (0%)	0 (0%)
OTHER (COMMENT)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Notwithstanding its supportive nature, the City nonetheless provided a summary of the submission to the applicant for its noting.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The proposed development was referred to the Department of Planning, Lands and Heritage (DPLH) as the subject site abuts Alexader Drive, which is a Category 2 Other Regional Road. The DPLH advised it has

Given the DPLHs support, the City views that existing access arrangements to service the development area from Alexander Drive are supported as it does not sufficiently impact the surrounding network.

CONCLUSION:

The built form of the proposed 10 independent living dwellings satisfies the applicable planning framework, the design is contemporary and is in keeping with the existing context of single storey independent living dwellings with essential services and amenities provided for the residents within the existing Lawley Village Park retirement complex.

The location of the proposed additional 10 independent living dwellings is consistent with the City's current and future planning framework, and the development has been appropriately designed to mitigate any adverse impacts to the surrounding area.

The proposed development includes the retention of one mature tree in a new community garden comprising a total of 212m² of landscaping, raised garden beds, natural turf and deep soil areas. The 'Type A' dwellings will each be provided with a new small tree, with the 'Type B' dwellings provided with two new small trees each. The communal garden space provides additional amenity benefits for the wider retirement complex whilst also providing a suitable buffer between it and the adjoining properties to the west.

The application is therefore recommended for approval, subject to conditions.

ATTACHMENTS

1. Development Plans as specified in Condition 1.
2. City of Stirling Planning Assessment.
3. Applicant Final Submission:
    a. Planning Report received 29 July 2026
    b. Arboricultural Impact Assessment prepared by CIVICA received 5 August 2026
    c. Landscape Concept prepared by Plan E received 5 August 2026
    d. Traffic Generation and Parking Provision Assessment prepared by Urbii received 5 August 2026
    e. Waste Management Report prepared by Doepel Marsh Architects received 5 August 2026

Attachment 1 - Development Application Plans
(Recieved 5 August 2026)

55 ALEXANDER DRIVE, MENORA, WA 6050

City of Stirling
5 August 2026
RECEIVED



SET OF DRAWINGS			
NO.	SHEET NAME	SHEET ISSUE DATE	REVISION
A001	COVER PAGE	27/07/26	A
A002	MACRO CONTEXT PLAN	27/07/26	A
A003	PLANNING CONTEXT	27/07/26	A
A004	AERIAL PLAN	27/07/26	A
A005	SURVEY PLAN	27/07/26	A
A006	SITE LOCATION PLAN	27/07/26	A
A007	EXISTING SITE PHOTOS	27/07/26	A
A008	10 DWELLING LOT LAYOUT	27/07/26	A
A009	CARPARK LAYOUT_EXISTING & ALTERATION	27/07/26	A
A010	WASTE MANAGEMENT	27/07/26	A
A011	STORMWATER MANAGEMENT PLAN	27/07/26	A
A012	SITE ANALYSIS PLAN- LIVING AREAS NORTH FACING	27/07/26	A
A013	LANDSCAPING AND ROOF PLAN	27/07/26	A
A014	OVERSHADOWING PLAN	27/07/26	A
A015	UNIT TYPE PLAN	27/07/26	A
A016	TYPE A - (2 CAR GARAGE) 162 m2	27/07/26	A
A017	TYPE B - (2 CAR GARAGE) 152 m2	27/07/26	A
A018	AERIAL VIEW	27/07/26	A
A019	PEDESTRIAN VIEW TYPE B	27/07/26	A
A020	PEDESTRIAN VIEW TYPE A	27/07/26	A
A021	PEDESTRIAN VIEW TYPE A WITH GABLE	27/07/26	A
A022	PEDESTRIAN VIEW NEW COMMUNAL STREET	27/07/26	A
A200	SECTIONS	27/07/26	A
A300	STREET ELEVATIONS	27/07/26	A
A301	STREET ELEVATIONS	27/07/26	A
A302	TYPE A-ELEVATIONS	27/07/26	A
A303	TYPE B- ELEVATIONS	27/07/26	A
A400	MOODBOARD EXTERIOR - COOL	27/07/26	A
A401	MOODBOARD EXTERIOR - WARM	27/07/26	A

DEVELOPMENT APPLICATION SUBMISSION - 10 SINGLE STOREY DWELLINGS

MASONIC Care WA

FOR

GRAND LODGE OF WA FREEMASONS HOMES FOR THE AGED INC OF 61 THOMAS ST SUBIACO

SUBMITTED BY

DOEPEL MARSH ARCHITECTS

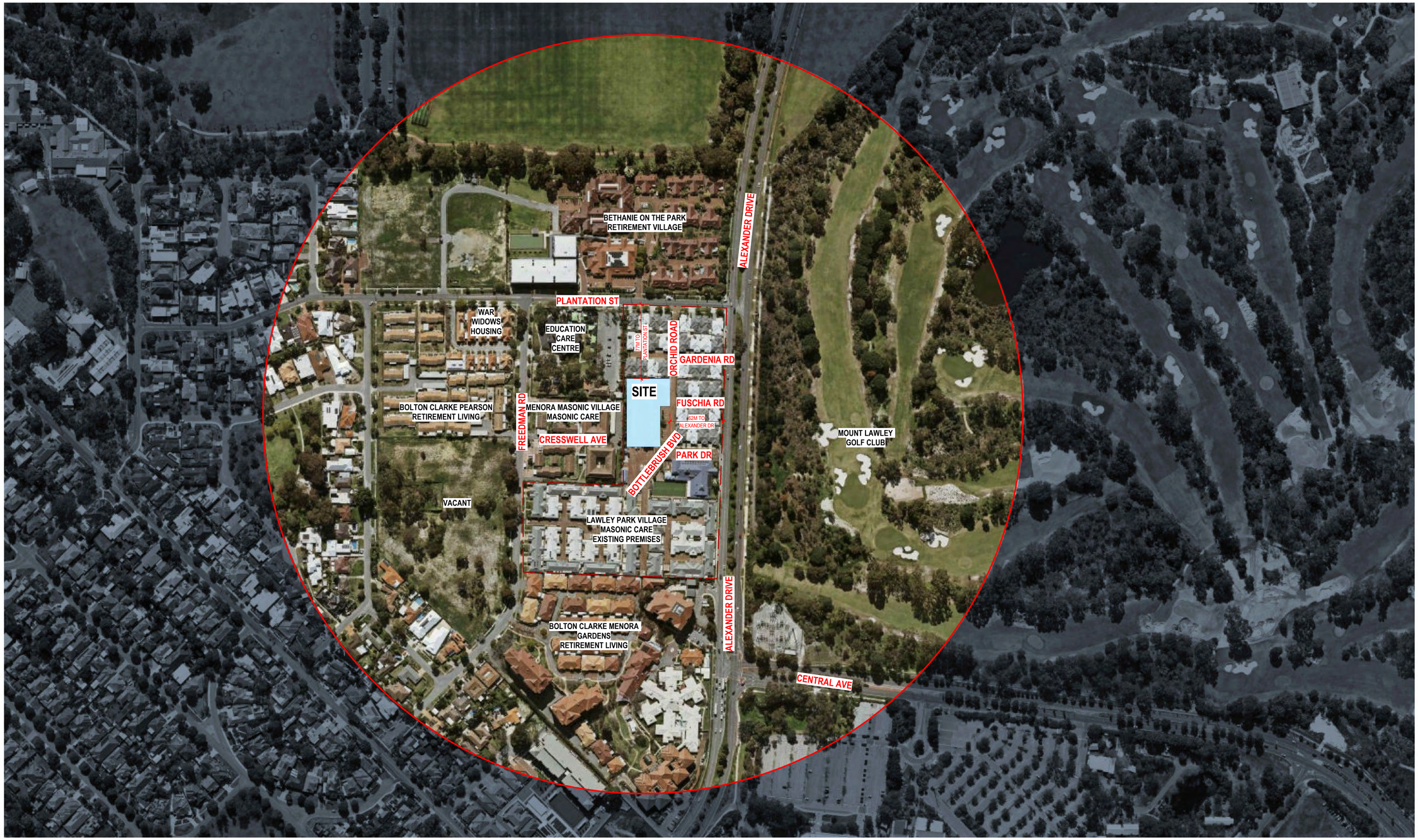
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25.061 A001Rev A

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TITLE
MACRO CONTEXT PLAN

SCALE
1:2000 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

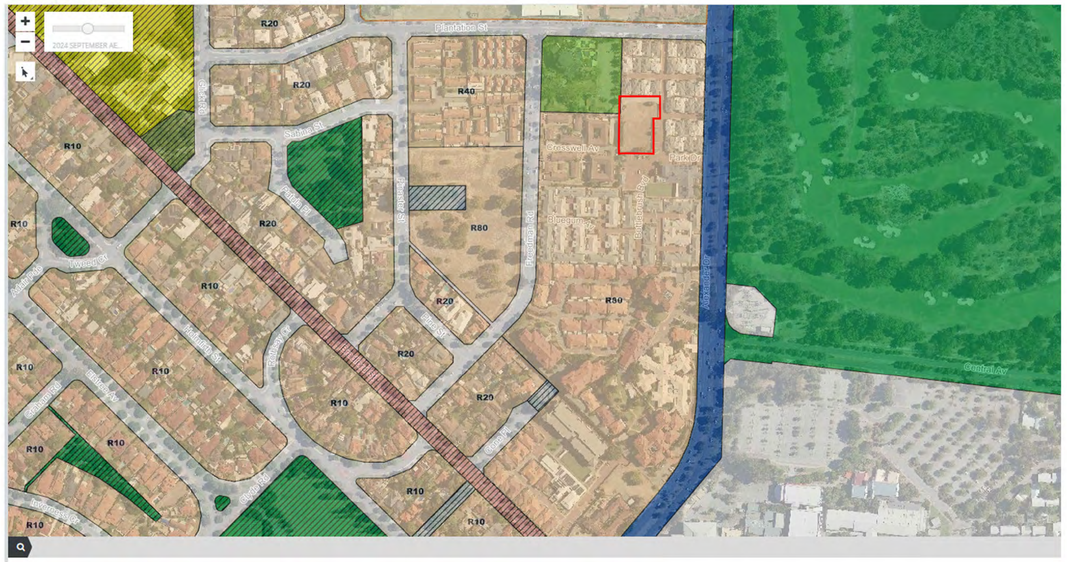
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ISSUE
A

DRAWING NUMBER
A002

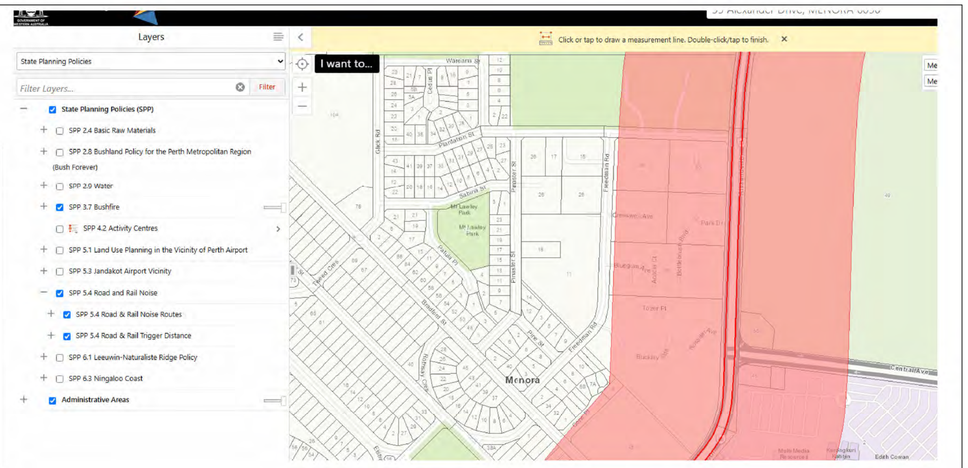
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25.061 55 Alexander Drive, Menora WA 6050

PROPERTY	1 OF 1
Address	Lawley Park 55 Alexander Drive MENORA WA 6050
Property Number	120807
GRV	Landgate GRV Information
WARD AND COUNCILLOR INFORMATION	
Ward Name	Lawley Ward
LPS3 SCHEME	
Scheme	**Local Planning Scheme No.3**
Zone	Private Institution
Design Guidelines	Private Institution Design Guidelines



Enquiry

Land Information:

55 Alexander Drive, MENORA 6050
Land Act (Type 2) (19956.061m²)

Metropolitan Region Scheme (MRS)

About the Metropolitan Region Scheme (MRS)

Details :
Other regional roads (Reserve), Urban (Zone)

Local Planning Scheme (LPS)

About Local Planning Schemes

City of Stirling Scheme No. 3
Private institution (stirling)
No R-code
No Restricted Use or Additional Uses

About R-codes

Improvement Plans and Schemes

About Improvement Plans and Schemes

No Improvement Plan
No Improvement Scheme

Swan Valley Planning Scheme (SVPS)

About the Swan Valley Planning Scheme

Not within Swan Valley Planning Scheme

State Planning Policies (SPP)

About State Planning Policies

⚠ The selected property may be subject to State Planning Policies (SPP's) that are not shown on the map. Click link above for more information.
The property is subject to the following location specific SPP's:

5.4 - Road and Rail Noise

Development Assessment Panel (DAP)

About DAP Applications

Metro Inner-North JDAP Agenda and Minutes

Applications within 200 metres of location
» DAP/15/00752

State Development Assessment Unit (SDAU)

About SDAU Applications

No SDAU Applications found within 200 metres

Structure Plans

About Structure Plans

No Structure Plans found

Aboriginal Settlement Layout Plan

About Aboriginal Settlement Layout Plans

No Layout Plans found

Aboriginal Lands Trust Estate

About ALT Estate

No ALT Estate found

Aboriginal Cultural Heritage (ACH)

About Aboriginal Cultural Heritage

ACH Places
» 3738 Registered Site

Historic Heritage

About Historic Heritage

No Historic Heritage Places (Heritage Council) found

No Historic Heritage Places (LGA) found

SPP5.4 ROAD AND RAIL NOISE

SITE IS WITHIN TRIGGER DISTANCE OF ROAD NOISE FROM ALEXANDER DRIVE. ASSESSMENT ACCORDING TO SPP5.4 GUIDELINES INDICATES A NOISE EXPOSURE CATEGORY OF 'B'.



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TITLE
PLANNING CONTEXT

SCALE
NTS @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

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TITLE
AERIAL PLAN

0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

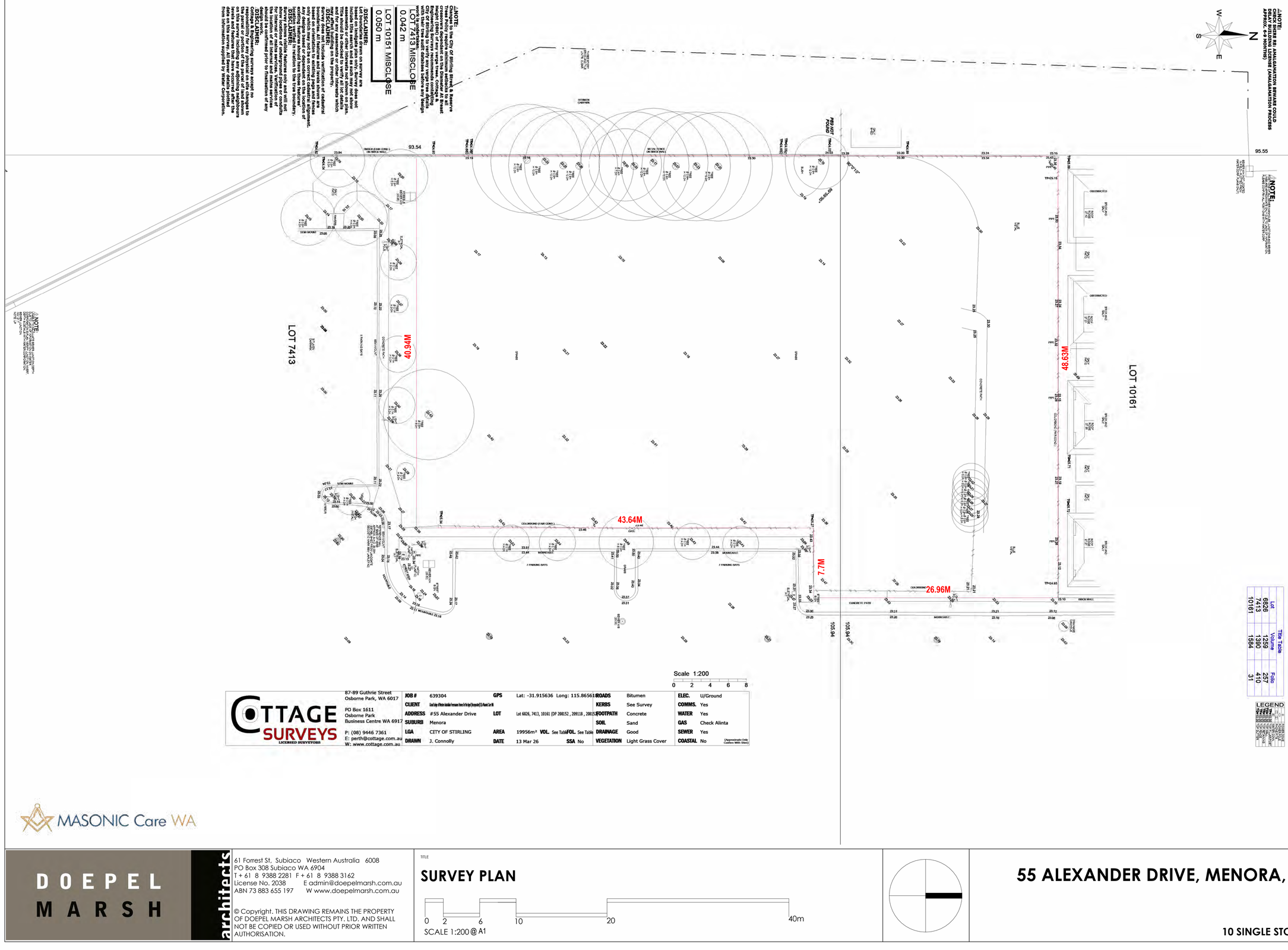
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ISSUE
A

DRAWING NUMBER
A004

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Lot	Title Table Volume	Folio
6826	1355	417
7413	1350	417
10161	1584	311

LEGEND

COTTAGE SURVEYS LICENSED SURVEYORS
87-89 Guthrie Street
Osborne Park, WA 6017
PO Box 1611
Osborne Park
Business Centre WA 6917
P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

JOB #	639304	GPS	Lat: -31.915636 Long: 115.865618	ROADS	Bitumen	ELEC.	U/Ground
CLIENT	Just Lay + Partners Australia Pty Ltd as Trustee for the Masonic Care WA Trust			KERBS	See Survey	COMMS.	Yes
ADDRESS	#55 Alexander Drive	LOT	Lot 6826, 7413, 10161 (DP 208152 , 209118 , 208155)	FOOTPATH	Concrete	WATER	Yes
SUBURB	Menora			SOIL	Sand	GAS	Check Alinta
LGA	CITY OF STIRLING	AREA	19956m² VOL. See Table FOL. See Table	DRAINAGE	Good	SEWER	Yes
DRAWN	J. Connolly	DATE	13 Mar 26 SSA No	VEGETATION	Light Grass Cover	COASTAL	No (Approximate Only Confirm With Shire)

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TITLE
SURVEY PLAN

0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 1:58:42 PM**
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DRAWING NUMBER **A005**

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NORTH

EXTENT OF STAGE 1

VACANT LOT

3095 m²

70.56M

40.94M

48.63M

43.64M

7.7M

26.96M

EXISTING PATH

EXISTING PARKING

NEW PATH (CONC.) 6000

EXTENT OF STAGE 1

BLEND AND MAKE GOOD AT JUNCTION OF PROPOSED AND EXISTING

NEW BITUMEN ROAD

BITUMEN ROAD

21,600 21,600 6,000 21,599 22,3

RL 23090 RL 23220 RL 22930 RL 23120 RL 23150 RL 23300 RL 23500 RL 23270 RL 23250 RL 23000 RL 22800 RL 22570 RL 23180 RL 23150 RL 22900 RL 23450 RL 23253 RL 23470 RL 23350 RL 23313 RL 23570 RL 23228 RL 23400 RL 23404 RL 23143 RL 23128 RL 23008

3370

6000

LANDSCAPE

BLOCK PAVE PAVING

BIN COLLECTION

TING COMMUNITY CENTRE

TING PARK

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TITLE
SITE LOCATION PLAN

0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
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TITLE

EXISTING SITE PHOTOS

@ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

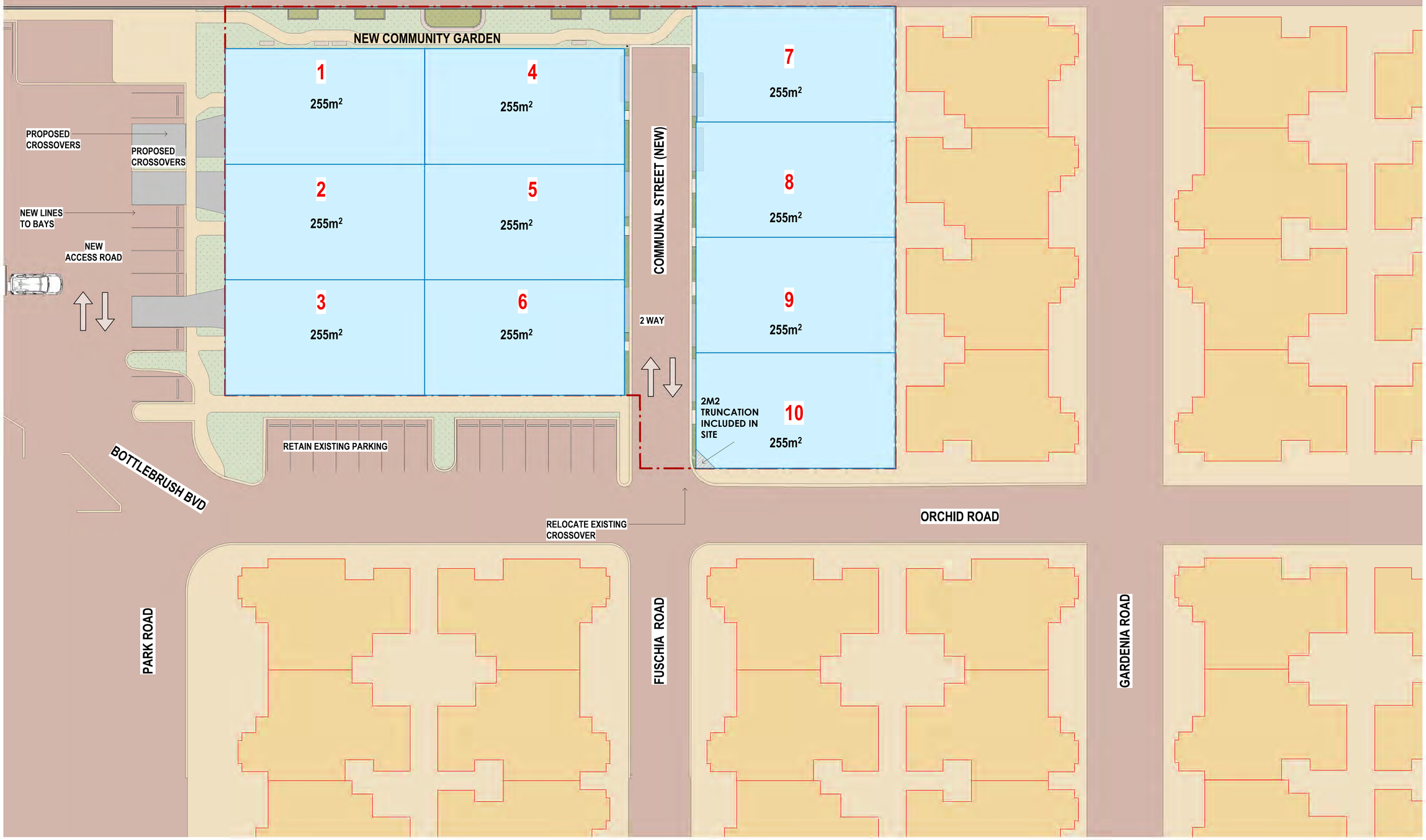
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TITLE
10 DWELLING LOT LAYOUT

SCALE
0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

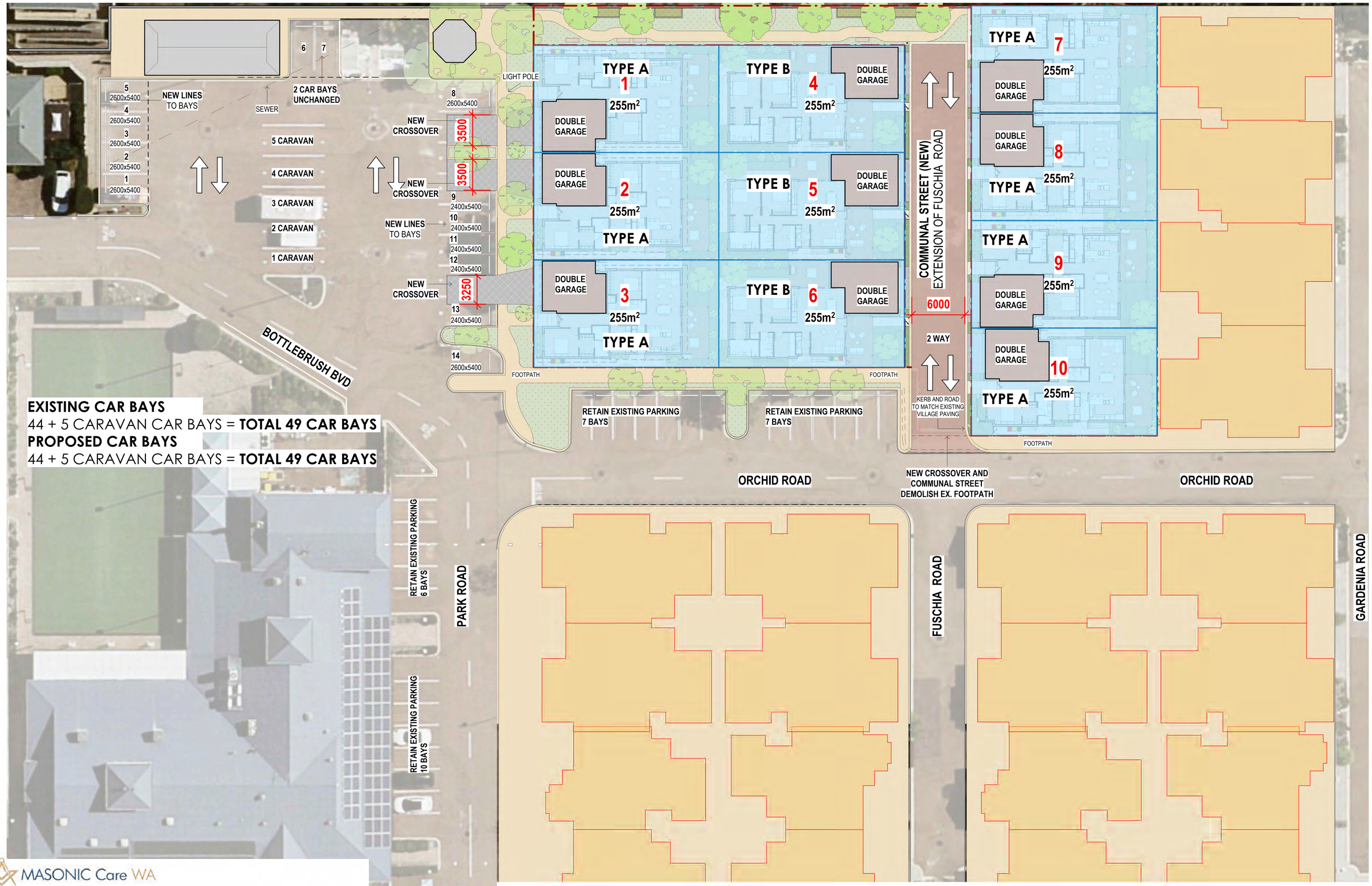
PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

DATE
29/07/2026 1:58:50 PM

ISSUE
A

DRAWING NUMBER **A008**



EXISTING CAR BAYS
44 + 5 CARAVAN CAR BAYS = **TOTAL 49 CAR BAYS**
PROPOSED CAR BAYS
44 + 5 CARAVAN CAR BAYS = **TOTAL 49 CAR BAYS**

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TITLE
CARPARK LAYOUT_EXISTING & ALTERATION

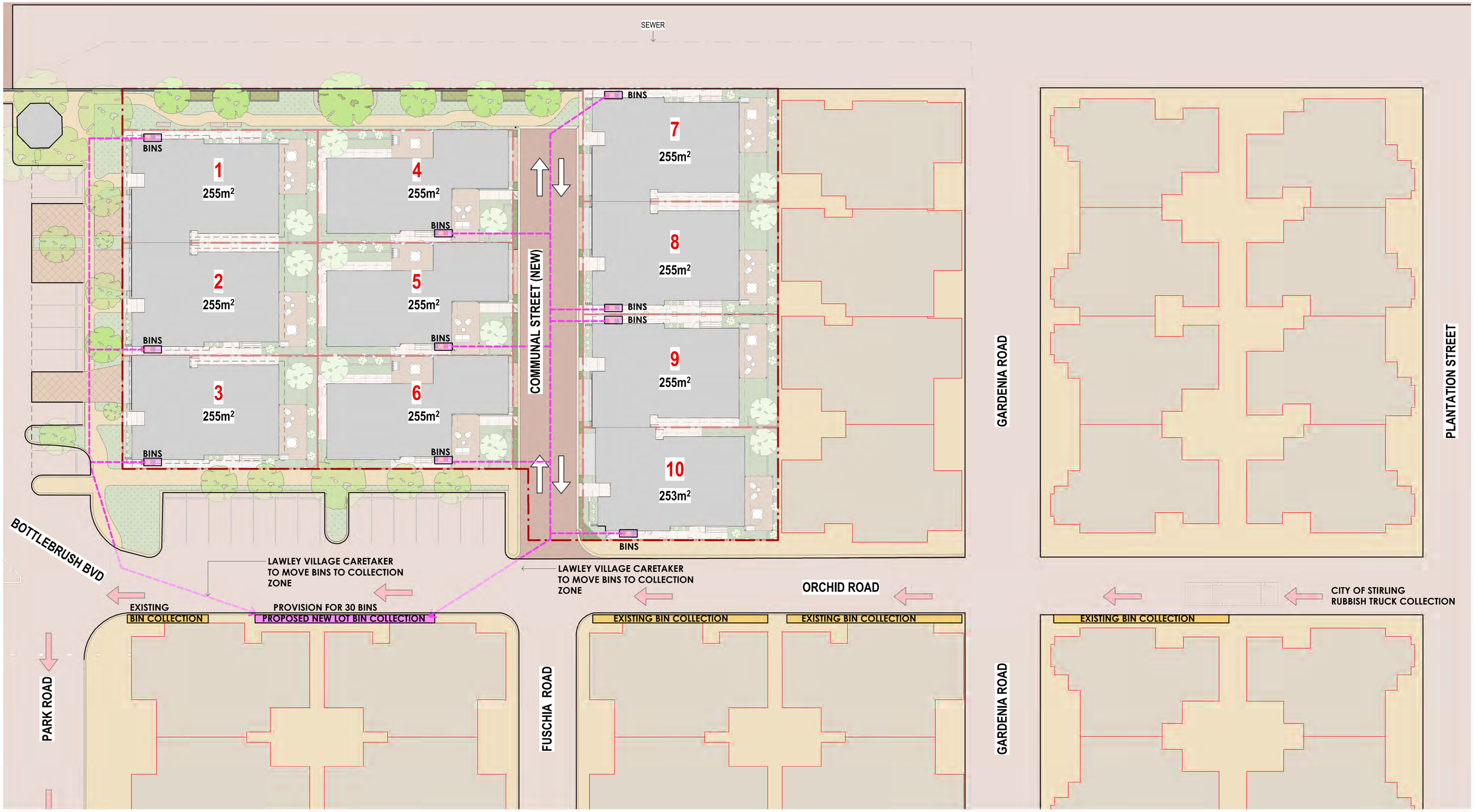
0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

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PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 1:59:37 PM**
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DRAWING NUMBER **A009**



1 A200 WASTE MANAGEMENT
SCALE: 1 : 200

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TITLE
WASTE MANAGEMENT

0 2 6 10 20 40m
SCALE 1:200 @ A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

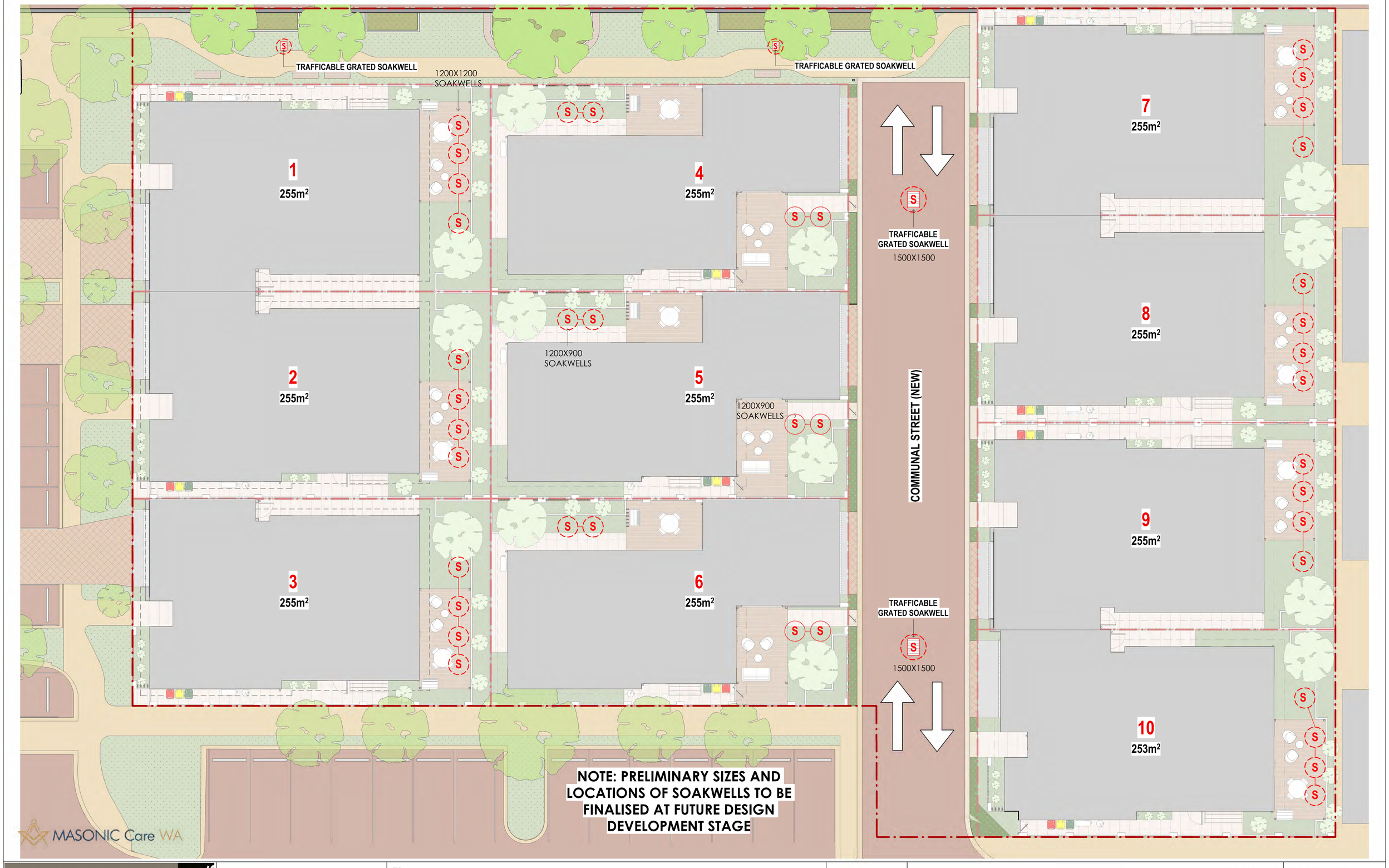
PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

DATE
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A

DRAWING NUMBER **A010**



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TITLE
STORMWATER MANAGEMENT PLAN

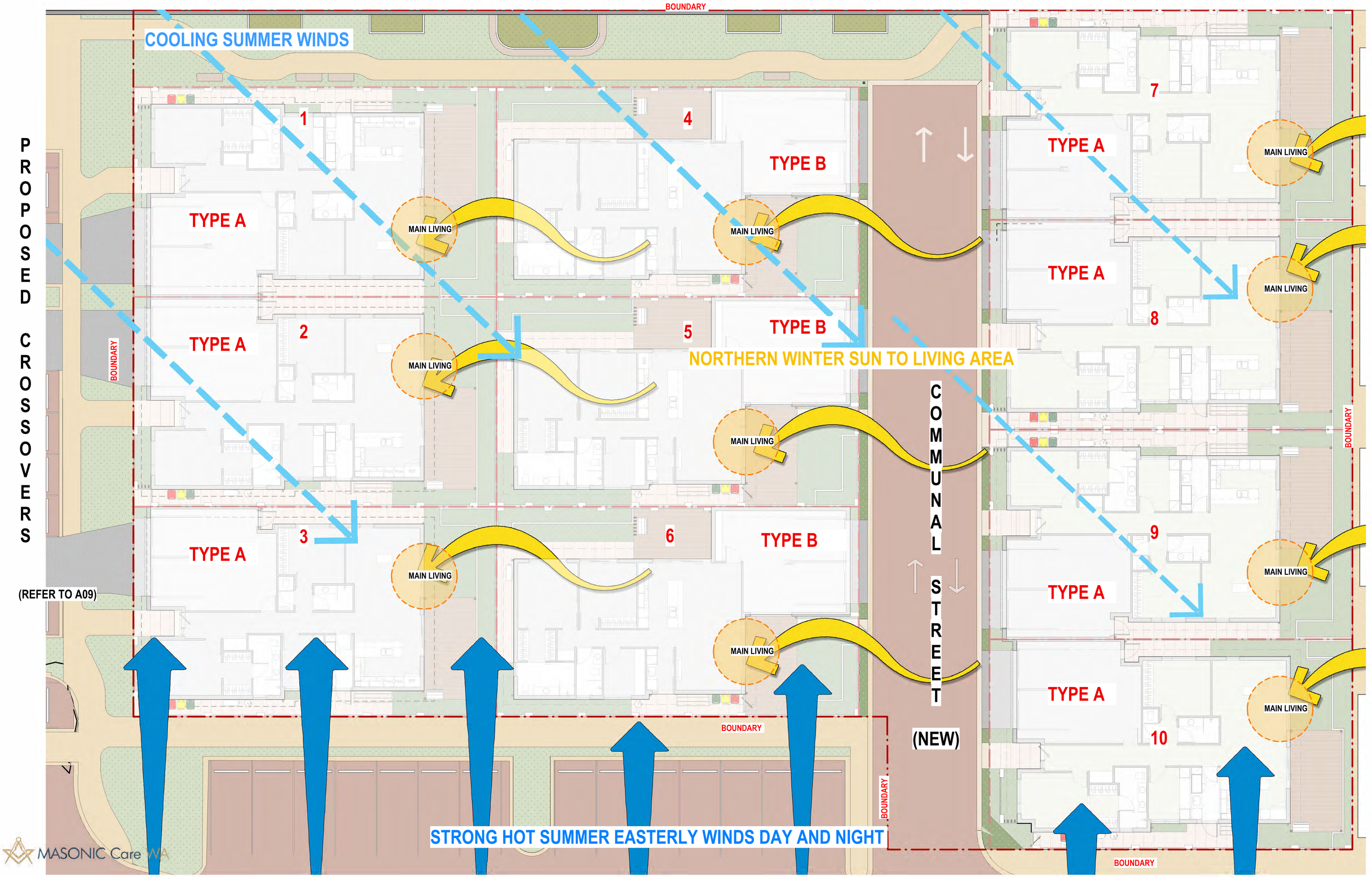
0 1 2 5 10 20m
SCALE 1:100@A1

PROJECT NAME
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PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
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TITLE
SITE ANALYSIS PLAN- LIVING AREAS NORTH FACING

0 1 2 5 10 20m
SCALE 1:100@A1

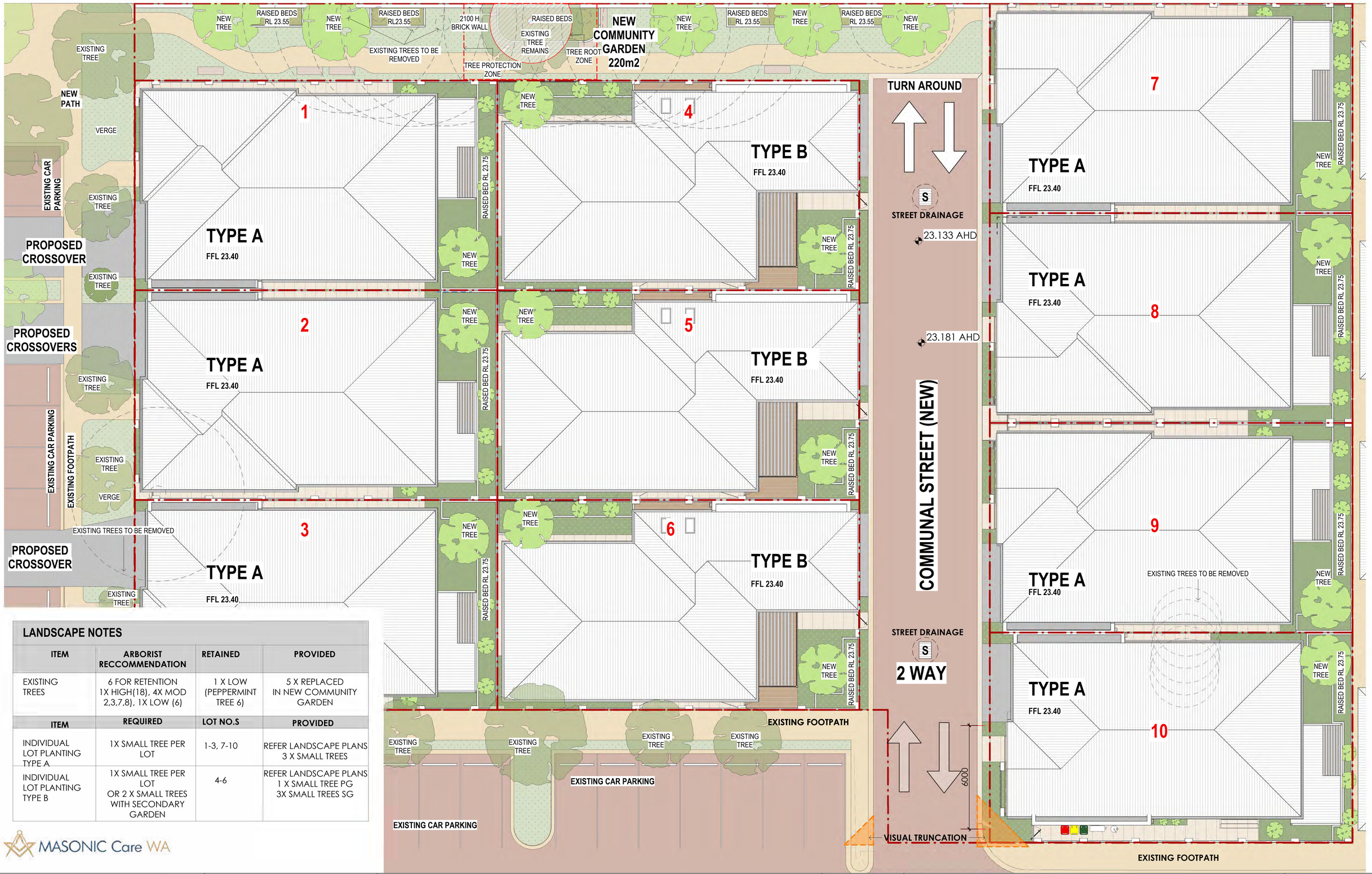
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PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 1:59:51 PM**
ISSUE **A**
DRAWING NUMBER **A012**

70.56M



LANDSCAPE NOTES

ITEM	ARBORIST RECCOMMENDATION	RETAINED	PROVIDED
EXISTING TREES	6 FOR RETENTION 1X HIGH(18), 4X MOD 2,3,7,8), 1X LOW (6)	1 X LOW (PEPPERMINT TREE 6)	5 X REPLACED IN NEW COMMUNITY GARDEN
ITEM	**REQUIRED**	**LOT NO.S**	**PROVIDED**
INDIVIDUAL LOT PLANTING TYPE A	1X SMALL TREE PER LOT	1-3, 7-10	REFER LANDSCAPE PLANS 3 X SMALL TREES
INDIVIDUAL LOT PLANTING TYPE B	1X SMALL TREE PER LOT OR 2 X SMALL TREES WITH SECONDARY GARDEN	4-6	REFER LANDSCAPE PLANS 1 X SMALL TREE PG 3X SMALL TREES SG

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TITLE

LANDSCAPING AND ROOF PLAN

0 1 2 5 10 20m

SCALE 1:100@A1

City of Stirling
5 August 2026
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PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

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ISSUE
B

DRAWING NUMBER **A013**



MASONIC Care WA

1 A200 OVERSHADOWING DIAGRAM
SCALE: 1 : 100

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TITLE
OVERSHADOWING PLAN

0 1 2 5 10 20m
SCALE 1:100@A1

City of Stirling
5 August 2026
RECEIVED

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
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TITLE
UNIT TYPE PLAN

0 1 2 5 10 20m
SCALE 1:100@A1

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5 August 2026
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PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

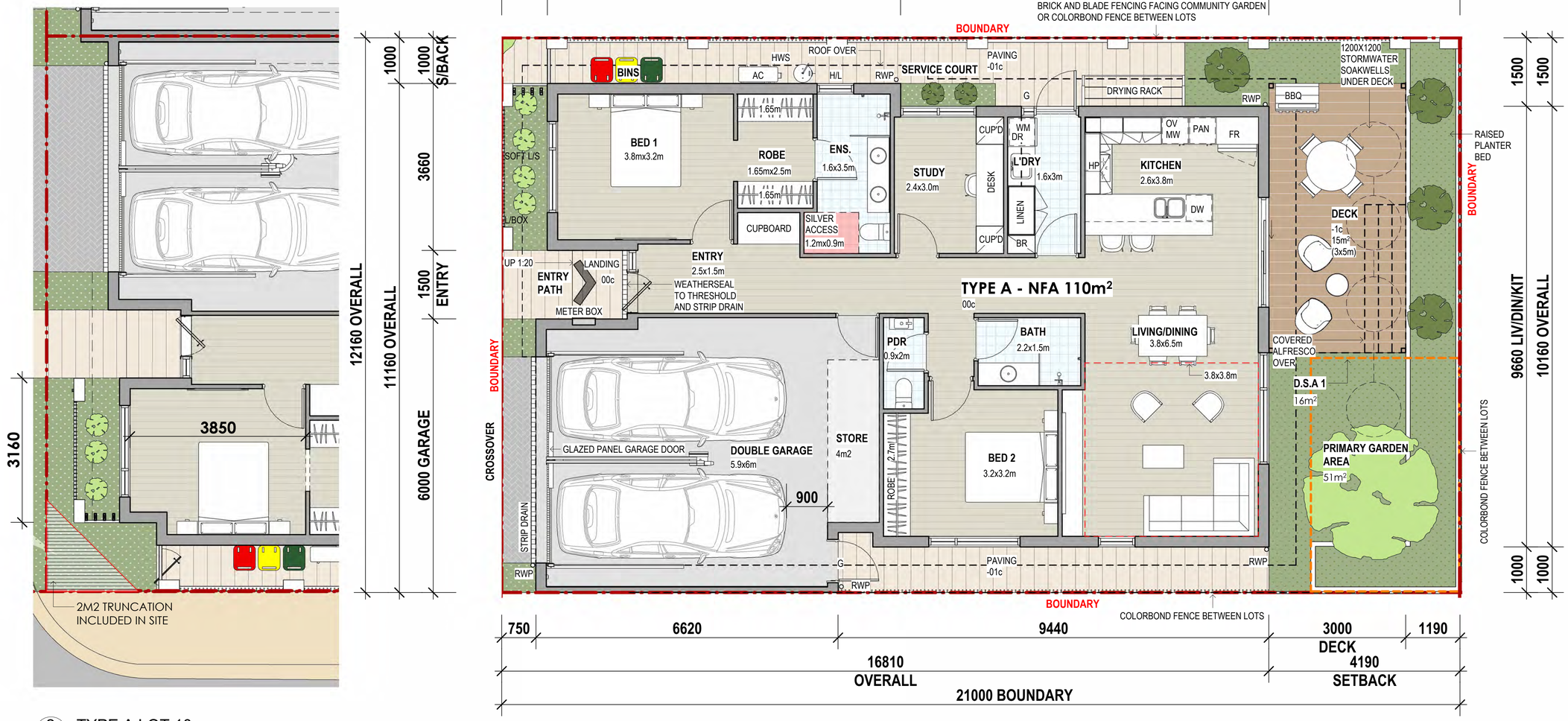
PROJECT NUMBER
25.061

DATE
29/07/2026 2:00:42 PM

ISSUE
A

DRAWING NUMBER **A015**

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2 A200 TYPE A LOT 10
SCALE: 1 : 50

LEGEND

- DOUBLE BRICK TWO LEAVES OF 90mm CLAY BRICK MASONRY 50MM CAVITY WITH 50MM GLASS WOOL OR POLYESTER CAVITY INSULATION (2.0+) REFER ELEVATIONS FOR FINISH
- SINGLE LEAVE OF 90mm CLAY BRICK MASONRY
- 6mm-12mm-6mm DOUBLE INSULATED GLAZING (Rw +CTR 31dB)

STORMWATER CALCULATIONS:

ROOF AREA: 201m²
PERGOLA AREA: 14m²
TOTAL ROOF AREA= 215m²
VOLUME 1 IN 1YEAR 60 MIN. EVENT =
215m² X 0.015 = 3.225m³

ROOF SOAKWELLS REQUIRED
= 3 X1200X1200 CAPACITY OF 4.08m³

IMPERVIOUS PAVING: 77.5m²
VOLUME 1 IN 1YEAR 60 MIN. EVENT =
77.5m² X 0.015 = 1.1625m³

PAVING SOAKWELL REQUIRED
= 1 X 1200X1200 CAPACITY OF 1.36m²

TYPE A : LOT 1-3, 6-10 (2 CAR GARAGE)

AREAS - PRIMARY CONTROLS

ITEM	SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
LOT SIZE	TABLE D GROUP DWELLING	120m2	255 m²
G.F.A	-	No Min	162m²
N.F.A	-	No Min.	107m²
SITE COVER	C3.1.1	Max. 70% of Lot Size	58%
TOTAL SOFT. L/S LOT AREA	C1.2.1	Min. 15% with min. dimension **1m**	15%

GARDEN & LANDSCAPING - PRIMARY CONTROLS

ITEM	SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
PRIMARY GARDEN SPACE	TABLE 1.1A TABLE 1.2A	Min. 40 m² with min. dimension **3m**	51m² Min. dimension 3.2m.
SECOND. GARDEN SPACE	C1.1.2 TABLE 1.2 A	Min. 10m² with min. dimension **3m**	N / A
TOTAL GARDEN SPACE	C1.1.2	40 m²	51 m²
MAX. PERMANENT ROOF COVER	TABLE 1.1A	1/3 of the Primary Garden Area	29 %
COMMUNAL STREET SETBACK AREA SOFT LANDSCAPING.	FIGURE 1.2 B TABLE C	Min. 30% of setback 0.5 m	39 %

SETBACKS - PRIMARY CONTROLS

ITEM		SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
SETBACKS NEW COMMUNAL STREET		TABLE C	0.5m	0.5m - 1m
SETBACKS EXISTING COMMUNAL STREET		TABLE C	0.5m	0.5m - 1m
MIN. LOT BOUNDARY SIDE SETBACK		TABLE 3.4 B TABLE C	2/3 Max @ 0m 1m	<2/3 1m - 1.5m
D.S.A	PRIMARY	TABLE 1.2 B	9 m² 1 Small tree	DSA-1 16m² 2 S.Trees
	SECOND.	TABLE 1.2 B	9 m² 1 Small tree	N / A

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TITLE
TYPE A - (2 CAR GARAGE) 162 m2

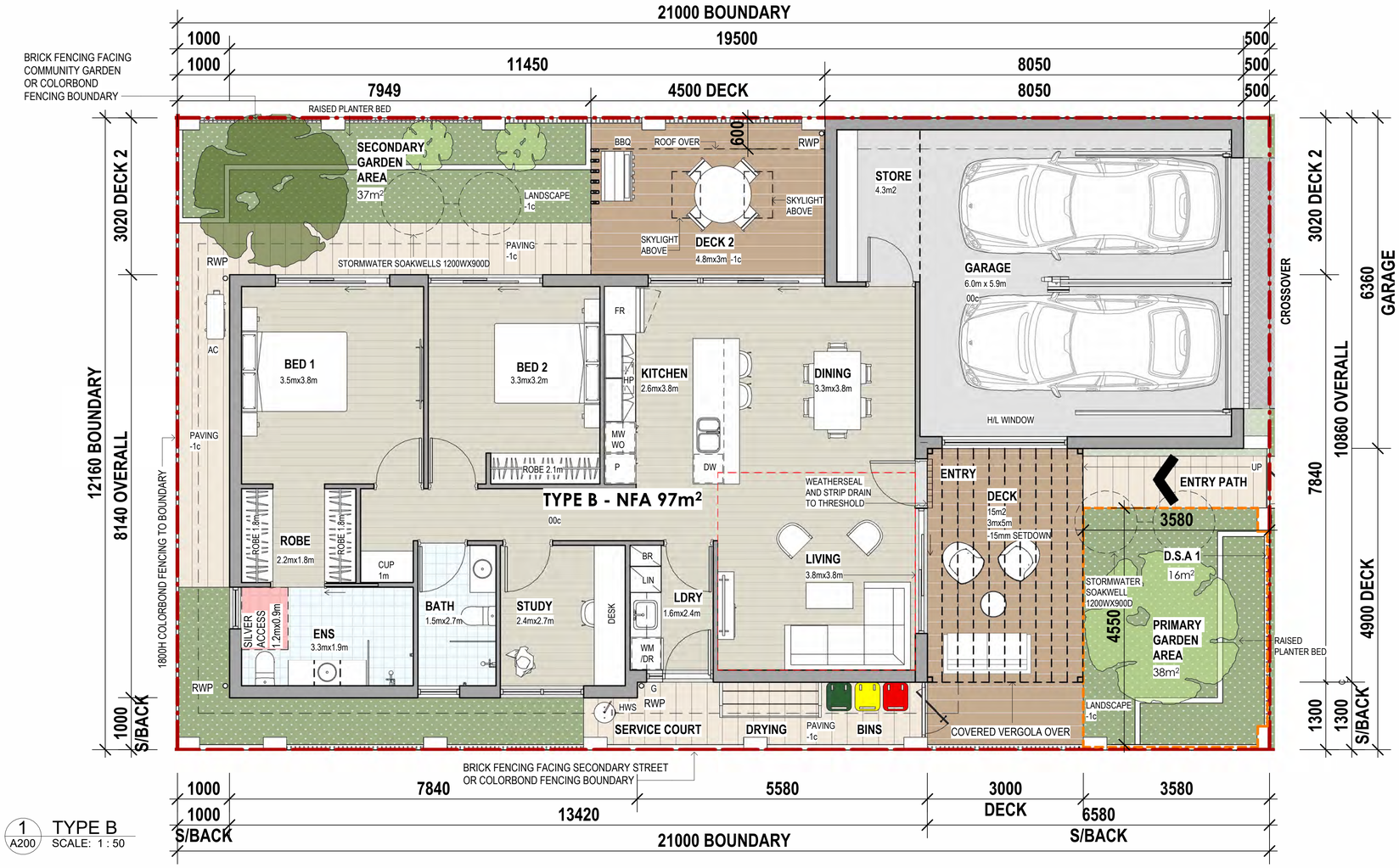
0 .5 1 2 5 10m
SCALE 1:50 @A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 2:00:46 PM**
ISSUE **A**
DRAWING NUMBER **A016**

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1 A200 TYPE B SCALE: 1 : 50

LEGEND

- DOUBLE BRICK TWO LEAVES OF 90mm CLAY BRICK MASONRY 50MM CAVITY WITH 50MM GLASS WOOL OR POLYESTER CAVITY INSULATION (2.0+) REFER ELEVATIONS FOR FINISH
- SINGLE LEAVE OF 90mm CLAY BRICK MASONRY
- 6mm-12mm-6mm DOUBLE INSULATED GLAZING (Rw +CTR 31dB)

STORMWATER CALCULATIONS:

ROOF AREA: 195m²
1 IN 1 ARI 60 MIN EVENT =
195m² X 0.015m = 2.925m³

ROOF SOAKWELLS REQUIRED=
3 X 900X1200 = 3.06m³ CAPACITY

IMPERVIOUS PAVING = 60.5m²
60.5m² X 0.015m= 0.9075m³

PAVING SOAKWELLS REQUIRED
= 1 X 1200X900 = 1.02m³ CAPACITY

TYPE B : LOT 4-6 (2 CAR GARAGE)

AREAS - PRIMARY CONTROLS

ITEM	SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
LOT SIZE	TABLE D GROUP DWELLING	120m2	255 m²
G.F.A	-	No Min	152m²
N.F.A	-	No Min.	97m²
SITE COVER	C3.1.1	Max. 70% of Lot Size	64%
TOTAL SOFT. L/S LOT AREA	C1.2.1	Min. 15% with min. dimension **1m**	16%

GARDEN & LANDSCAPING - PRIMARY CONTROLS

ITEM	SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
PRIMARY GARDEN SPACE	TABLE 1.1A TABLE 1.2A	Min. 30 m² with min. dimension **3m**	38m² Min. dimension 3.2m.
SECOND. GARDEN SPACE	C1.1.2 TABLE 1.2 A	Min. 10m² with min. dimension **3m**	37m2
TOTAL GARDEN SPACE	C1.1.2	40 m²	75 m²
MAX. PERMANENT ROOF COVER	TABLE 1.1A	1/3 of the Primary Garden Area	NA Vergola
COMMUNAL STREET SETBACK AREA SOFT LANDSCAPING.	FIGURE 1.2 B TABLE C	Min. 30% of setback 0.5 m	60 %

SETBACKS - PRIMARY CONTROLS

ITEM		SPP 7.3 VOL 1 R-Codes	REQUIRED	PROVIDED (ALL COMPLIANT)
SETBACKS NEW COMMUNAL STREET		TABLE C	0.5m	0.5m - 3.5m
SETBACKS EXISTING COMMUNAL STREET		TABLE C	0.5m	NA
MIN. LOT BOUNDARY SIDE SETBACK		TABLE 3.4 B TABLE C	2/3 Max @ 0m 1m	<2/3 1m - 3m
D.S.A	PRIMARY	TABLE 1.2 B	9 m² 1 Small tree	DSA-1 16m² 1 S.Trees
	SECOND.	TABLE 1.2 B	9 m² 1 Small tree	1 S.Trees

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TITLE
TYPE B - (2 CAR GARAGE) 152 m2

0 .5 1 2 5 10m
SCALE 1:50 @A1

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 2:00:50 PM**
ISSUE **A**
DRAWING NUMBER **A017**

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TITLE

AERIAL VIEW

@ A1

MCWA

PROJECT NAME

55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS

10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**

DATE **29/07/2026 2:00:52 PM**

ISSUE **A**

DRAWING NUMBER **A018**

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TITLE

PEDESTRIAN VIEW TYPE B

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

DATE
29/07/2026 2:00:55 PM

ISSUE
A

DRAWING NUMBER **A019**

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TITLE

PEDESTRIAN VIEW TYPE A

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

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29/07/2026 2:00:57 PM

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A

DRAWING NUMBER **A020**

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TITLE

PEDESTRIAN VIEW TYPE A WITH GABLE

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

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A

DRAWING NUMBER **A021**

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TITLE

PEDESTRIAN VIEW NEW COMMUNAL STREET

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

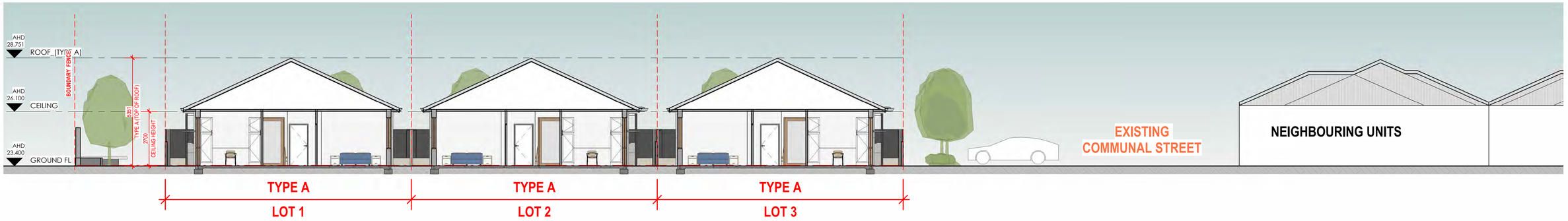
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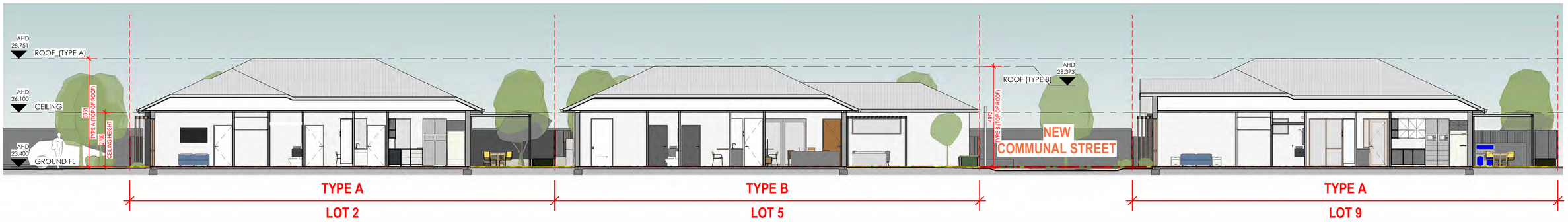
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29/07/2026 2:01:02 PM

ISSUE
A

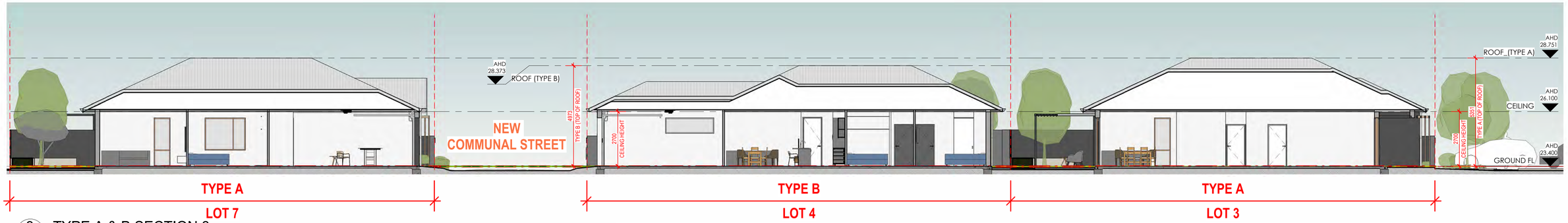
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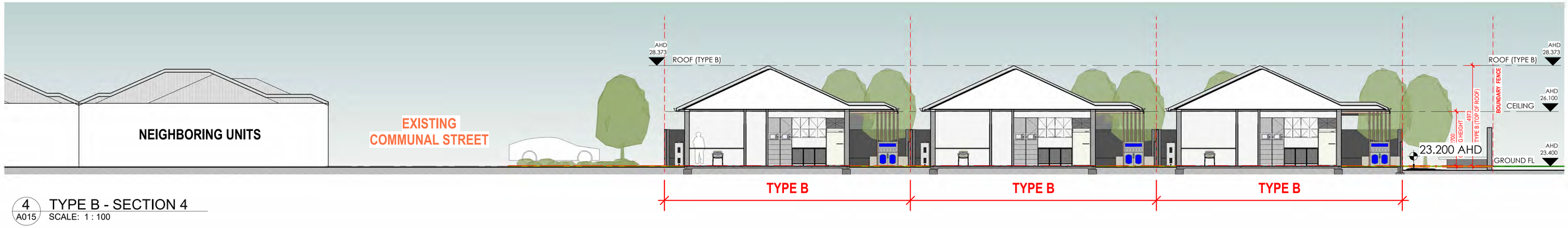
1 A015 TYPE A- SECTION 1
SCALE: 1 : 100



2 A015 TYPE A&B SECTION 2
SCALE: 1 : 100



3 A015 TYPE A & B SECTION 3
SCALE: 1 : 100



4 A015 TYPE B - SECTION 4
SCALE: 1 : 100

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TITLE
SECTIONS

0 1 2 5 10 20m
SCALE 1:100 @ A1

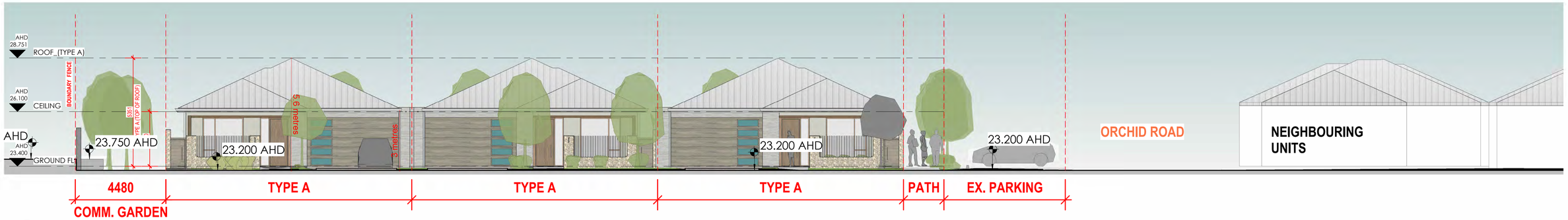
MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

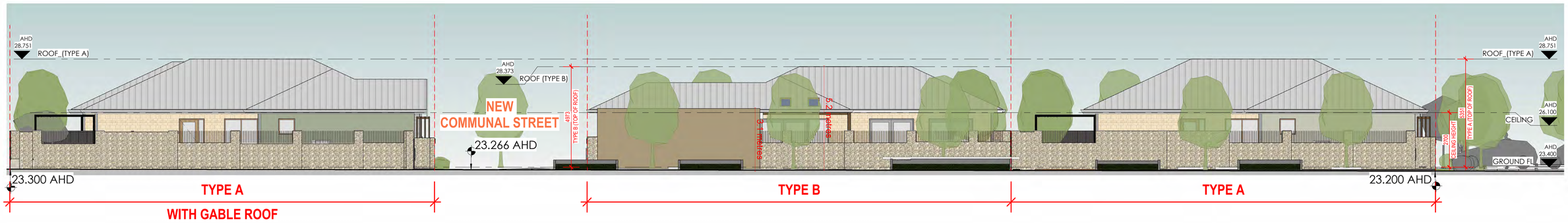
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PROJECT STATUS
10 SINGLE STORY RESIDENCES

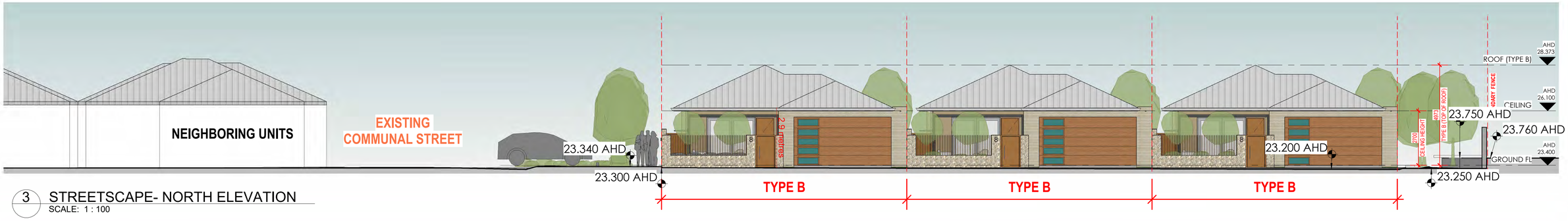
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25.061
DATE
29/07/2026 2:01:08 PM
ISSUE
A
DRAWING NUMBER **A200**



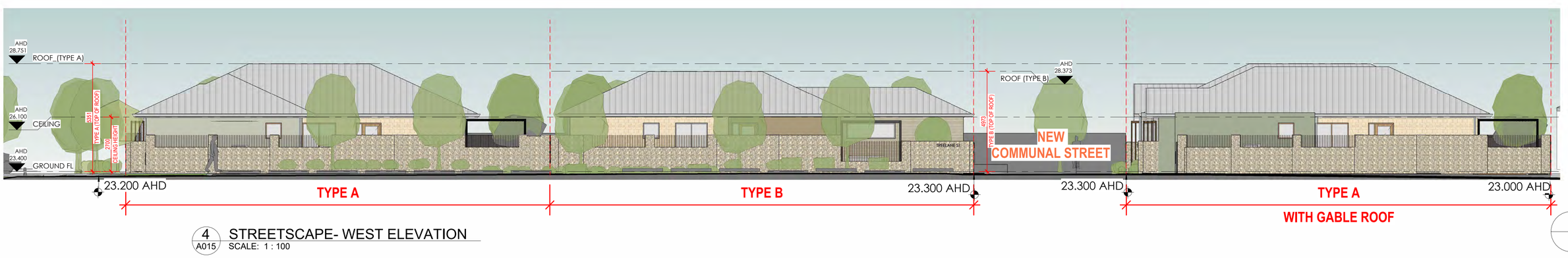
1 A015 STREETSCAPE- SOUTH ELEVATION
SCALE: 1 : 100



2 A015 STREETSCAPE- EAST ELEVATION
SCALE: 1 : 100



3 STREETSCAPE- NORTH ELEVATION
SCALE: 1 : 100



4 A015 STREETSCAPE- WEST ELEVATION
SCALE: 1 : 100

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TITLE
STREET ELEVATIONS

0 1 2 5 10 20m
SCALE 1:100@A1

MCWA

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5 August 2026
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PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

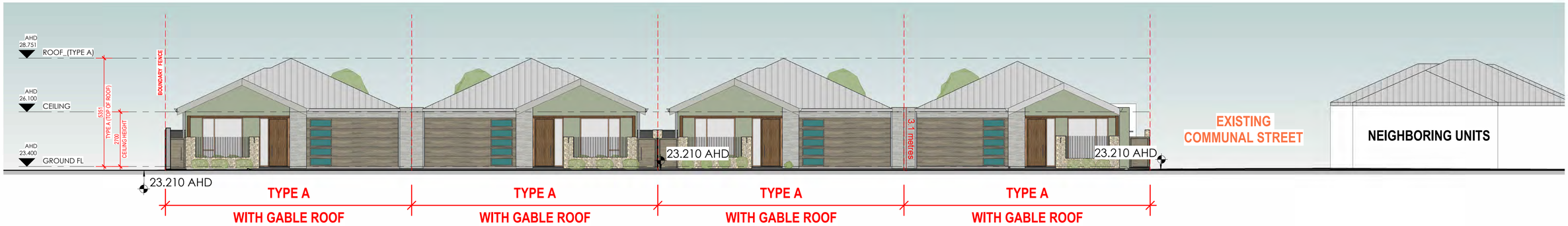
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25.061

DATE
5/08/2026 5:11:22 PM

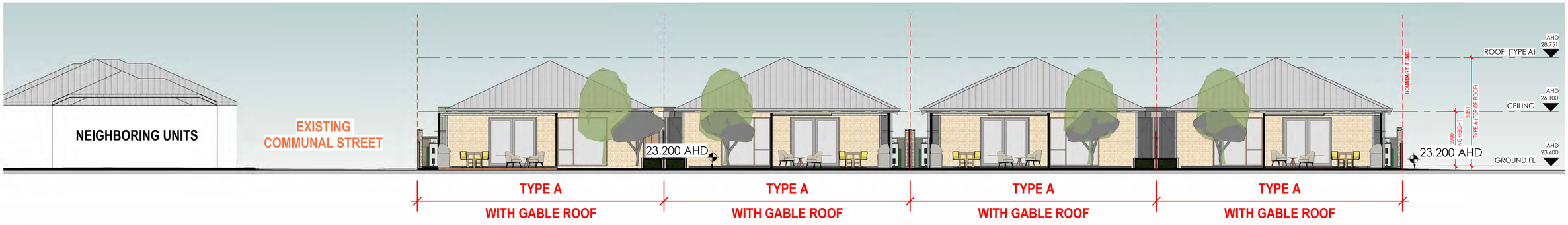
ISSUE
B

DRAWING NUMBER **A300**

City of Stirling
5 August 2026
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5 STREETSCAPE- SOUTH ELEVATION _TYPE A
SCALE: 1 : 100



6 A015 STREETSCAPE- NORTH ELEVATION _TYPE A
SCALE: 1 : 100

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TITLE
STREET ELEVATIONS

0 1 2 5 10 20m
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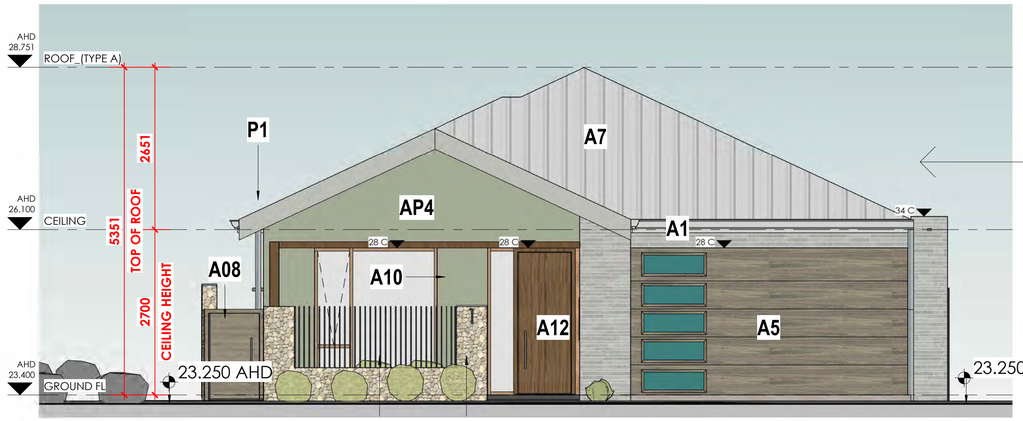
MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

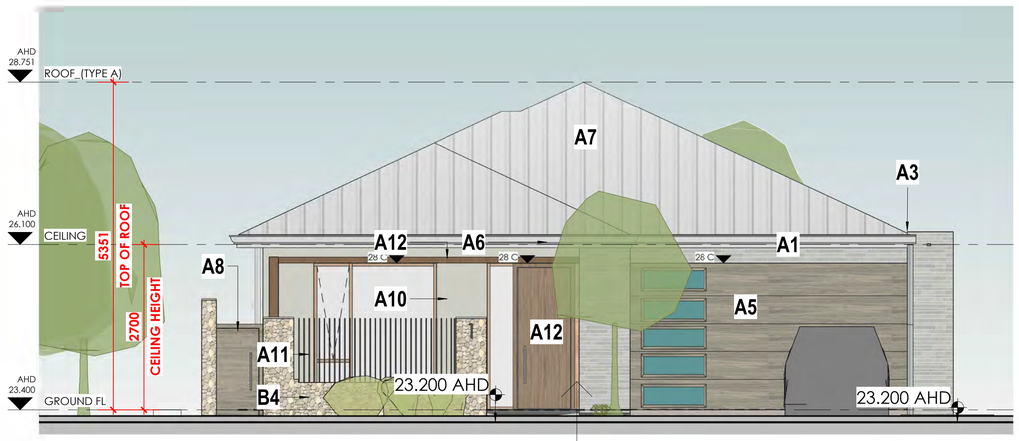
PROJECT NUMBER
25.061
DATE
5/08/2026 5:11:26 PM
ISSUE
B
DRAWING NUMBER **A301**

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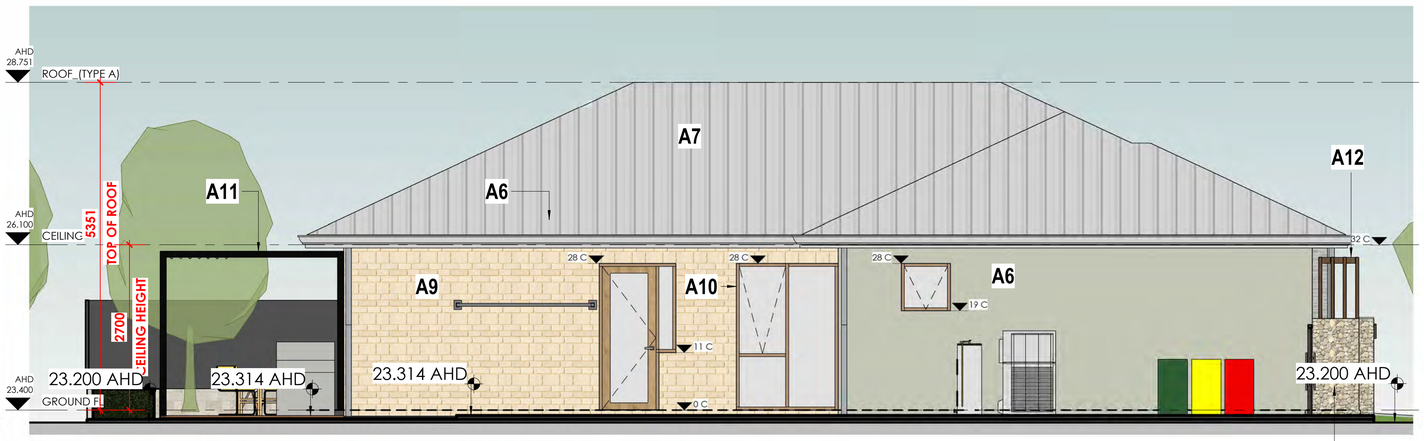
LOTS 6-10

5 A015 TYPE A GABLE - SOUTH ELEVATION
SCALE: 1 : 50



1 A015 TYPE A - SOUTH ELEVATION
SCALE: 1 : 50

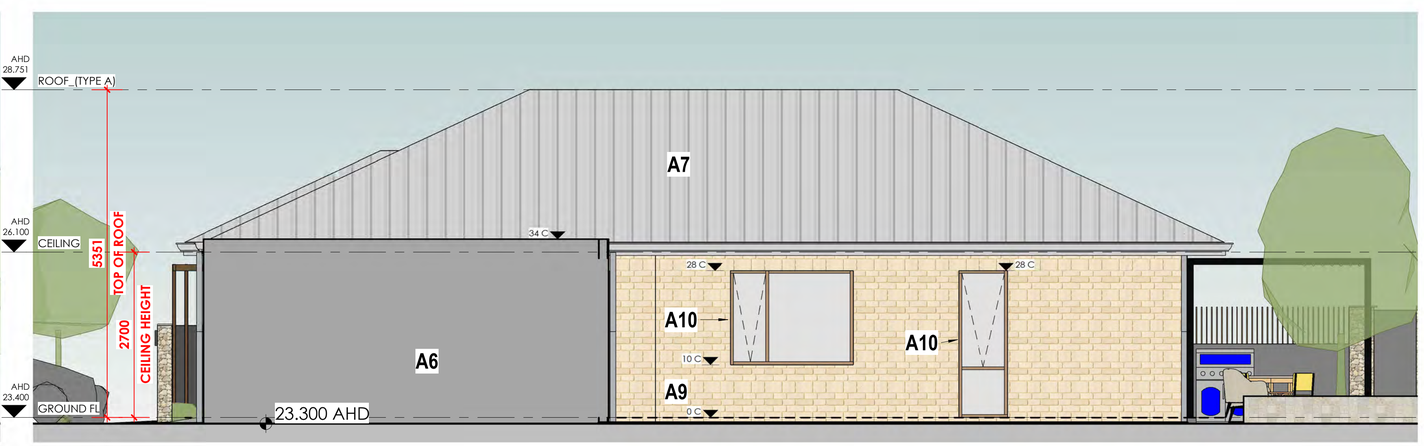
LOTS 1-3



2 A015 TYPE A - EAST ELVATION
SCALE: 1 : 50



3 A015 TYPE A - NORTH ELEVATION
SCALE: 1 : 50



4 A015 TYPE A - WEST ELVATION
SCALE: 1 : 50

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TITLE
TYPE A-ELEVATIONS

0 .5 1 2 5 10m
SCALE 1:50 @A1

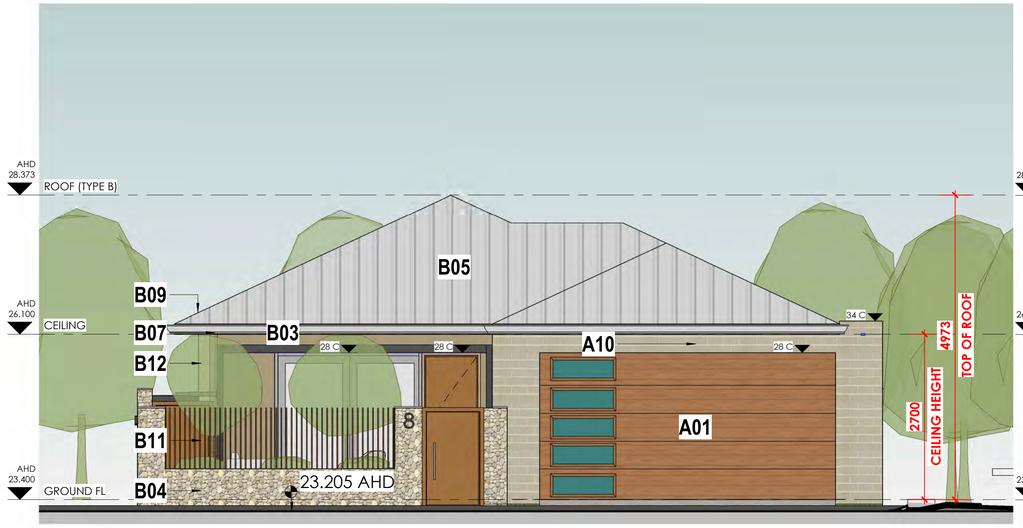
MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061
DATE
5/08/2026 5:11:31 PM
ISSUE
B
DRAWING NUMBER **A302**

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1 A015 TYPE B - NORTH ELEVATION
SCALE: 1 : 50



2 A015 TYPE B - EAST ELEVATION
SCALE: 1 : 50



3 A015 TYPE B - SOUTH ELEVATION
SCALE: 1 : 50



4 A015 TYPE B - WEST ELEVATION
SCALE: 1 : 50

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TITLE
TYPE B- ELEVATIONS

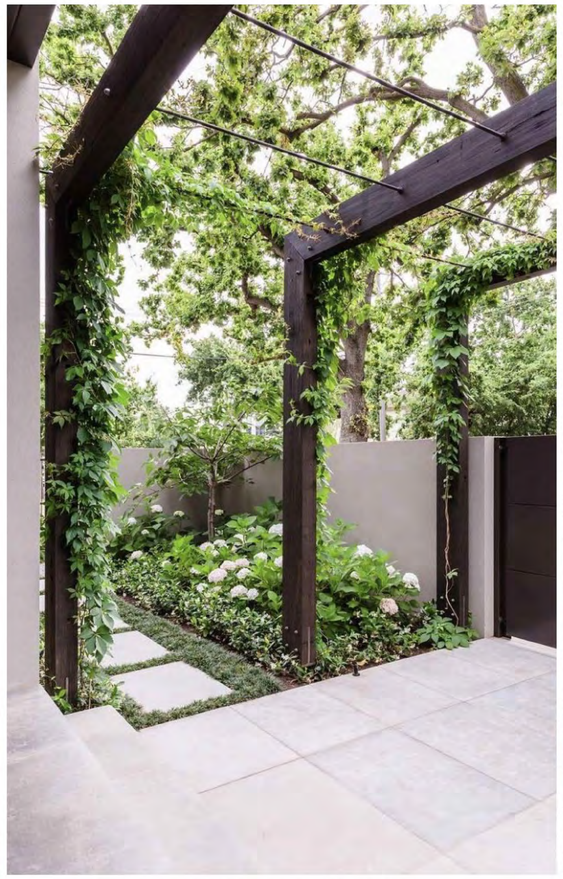
0 .5 1 2 5 10m
SCALE 1:50 @A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **5/08/2026 5:11:36 PM**
ISSUE **B**
DRAWING NUMBER **A303**















P1 P2 P3 P4 P5

COLOUR PALETTE A

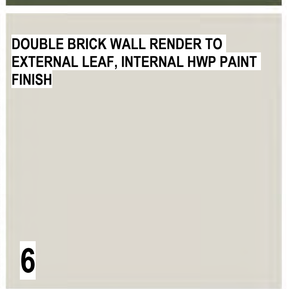
























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TITLE
MOODBOARD EXTERIOR - COOL

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

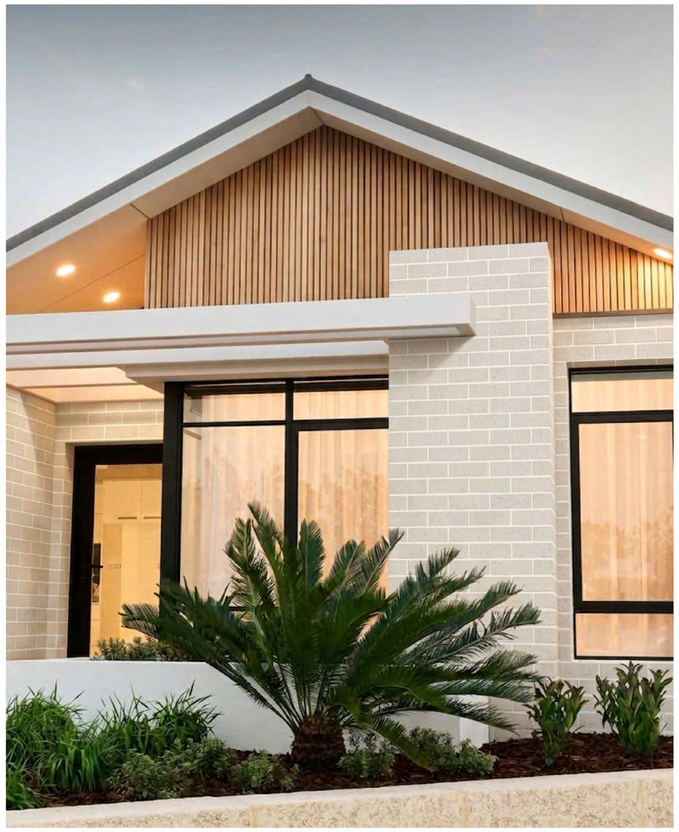
PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER
25.061

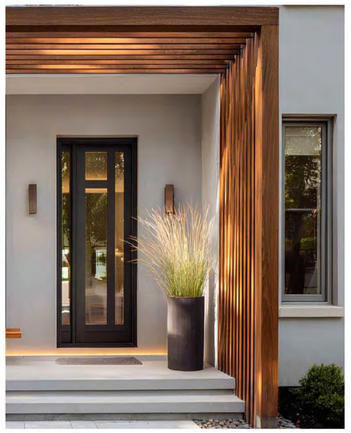
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ISSUE
A

DRAWING NUMBER **A400**











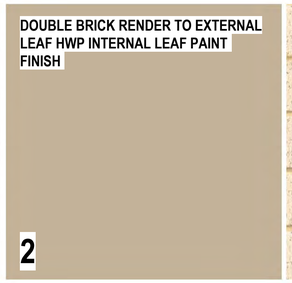




P1 P2 P3 P4

COLOUR PALETTE B





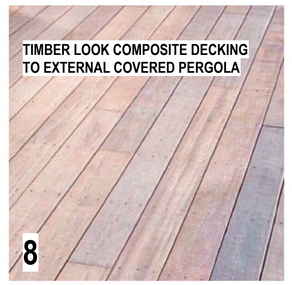




















City of Stirling
5 August 2026
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TITLE
MOODBOARD EXTERIOR - WARM

@ A1

MCWA

PROJECT NAME
55 ALEXANDER DRIVE, MENORA, WA 6050

PROJECT STATUS
10 SINGLE STORY RESIDENCES

PROJECT NUMBER **25.061**
DATE **29/07/2026 2:01:39 PM**
ISSUE **A**
DRAWING NUMBER **A401**

Attachment 2 - City of Stirling Planning Assessment

Attachment 2– City of Stirling Planning Assessment

1. Local Planning Policy 4.5 – Private Institution Guidelines

Local Planning Policy 4.5 (LPP 4.5) applies to all development within the Private Institution Zone.

The City's summary of the proposed development against LPP 4.5 is as follows:

Local Planning Policy 4.5 – Private Institution Guidelines	
Objectives	Officer Comment
To ensure that development does not adversely affect the amenity of surrounding properties;	**Objective Satisfied** The proposal is located within an existing retirement complex.
To encourage development that is sympathetic to the scale and bulk of surrounding properties;	**Objective Satisfied** Single storey development only, consistent with the existing retirement complex.
To ensure that the efficiency of the local transport network is not encumbered by development;	**Objective Satisfied** No adverse impact on the existing transport network. While there may be a slight increase in residential tenancy numbers to the subject site.
To support the provision of viable and high quality retirement and aged care developments; and	**Objective Satisfied** The development proposal will complete a currently vacant area within the existing retirement complex which has been operating as a high-quality retirement complex for many years.
To ensure that development is well integrated with the surrounding community.	**Objective Satisfied** The development proposal will complete a currently vacant area within the existing retirement complex.

Provisions	Officer Comment
<u>4.1 Land Uses</u>	
All applications for development shall be accompanied by a Local Development Plan for the site, as per Clause 5.12 of Local Planning Scheme No.3, with the exception of: • Single storey proposals; • Additions to existing buildings less than 10% of the subject lot area; and • Family Day Care and Rural Pursuit.	Proposal is wholly single storey proposal so satisfies the specified exemption, notwithstanding the additions represent less than 10% of the subject lot area (7.7% of 39,947m²). 10 x additional independent living dwellings are to complete the last currently vacant portion of the site within the overall retirement complex site. Subject lot area: 39,947m² Development site area: 3,095m² = 7.7%.
<u>4.2 Built form</u>	
<u>Orientation</u> The portion of the development fronting the street shall be orientated towards the street (e.g. entrances, windows and balconies facing the street) to soften the 'institutional'	The development proposal is located behind the existing built form on the Alexander Drive frontage and is not visible.

Attachment 2– City of Stirling Planning Assessment

feel of developments and achieve greater consistency with surrounding developments.	The subject site abuts Creswell Avenue at the rear, but does not take any access from it. It appears to be a road held in private ownership rather than being than a formal gazetted road.
<u>Building Height</u> • Development shall be restricted to two (2) storeys (6.0 metres wall height) above natural ground level within 10 metres of any residential lot or street boundaries in areas coded R50 or below and a maximum of four (4) storeys (12.0 metres wall height) above natural ground level on the remainder of the site;	Single storey dwellings only with wall heights of up to 2.7m.
• Where buildings over two (2) storeys above natural ground level are proposed, an application shall include justification which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour; • Where buildings over 6.0 metres in height are proposed: i. An application requiring the approval of the Council under Clause 8.1 of the Scheme shall include information which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, scale and colour. ii. Before the determination of an application requiring the approval of the Council under Clause 8.1 of the Scheme, the Council shall cause the provision of Clause 9.4 (advertising for public comment) of the Scheme to be invoked in respect of the application. Note: The calculation of building heights shall be in accordance with Local Planning Policy 2.6 Residential Building Heights.	Wholly single storey proposal. **Not Applicable**
<u>Front Setbacks</u> Subject to the following, front setbacks shall be 6.0 meters:	64m setback is provided to development site area and Alexander Drive.

Attachment 2– City of Stirling Planning Assessment

• Where adjacent sites have a lesser front setback, the setback requirement may match that of the adjacent site	
<u>Side and Rear Setbacks</u> • Where adjacent to residential properties all side and rear setbacks of all development shall be calculated in accordance with State Planning Policy 7.3 Residential Design Codes; • Where adjoining non -residential uses, setbacks of all development shall match those of adjacent and/or adjoining lots; and • Where adjacent and/or adjoining Public Open Space, the applicant shall demonstrate adequate passive surveillance of and pedestrian access to Public Open Space.	The subject site is adjacent to existing aged care, or retirement complex accommodation on all sides, which are considered to be residential properties. Side and rear setbacks are assessed under the R-Codes Part C – Assessment. 1m minimum side setbacks provided to adjacent properties. The new community garden provides a separation distance of 5m to the new closest dwellings Unit 1 and 4 and achieves a deemed-to-comply outcome setback under the provisions of the R-Codes. Unit 7 is provided with a 1m setback to non-habitable rooms and 1.5m setback to habitable rooms on the northern side of the subject site to the parent lot. These setbacks achieve a deemed-to-comply outcome under the R-Codes.
<u>Open Space and Amenities</u> Retirement Complex developments shall address landscaping, the provision of on-site amenities such as recreational and entertainment areas for residents and visitors, and facilities such as meeting rooms and club houses within required Local Development Plans. Such development is to also comply with the Acceptable Outcomes of Element 4.12 Landscape Design of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments.	The existing retirement complex provides a range of site amenities including recreational and entertainment areas, club rooms and visitor facilities which are located around 30m to the south-west of the development area. The proposal does not impact these amenities.
<u>4.3 Streetscape Relationship</u>	
<u>Uses</u> New uses shall not cause a detrimental impact on the amenity of the surrounding lots in terms of traffic and parking impacts, noise, dust, vibrations, odour and the like.	The proposal is not for a new land use, rather the existing retirement complex land use over the site is to remain as is. The proposed use is residential in nature and once established will not have an ongoing adverse impact on the surrounding lots in terms of traffic and parking impacts, noise, dust, vibrations, odour and the like. **Not applicable**
<u>Levels</u> • The levels of sites shall generally match the levels of adjoining sites; and	The site is flat and the proposal does not include retaining walls or fill in excess of 500mm.

Attachment 2– City of Stirling Planning Assessment

• No more than 500mm of fill shall be permitted unless acceptable justification is provided	The feature site survey also confirms that the proposed development site area is primally flat ranging from RL 23.08-23.46 (0.38m difference).
<u>Fencing</u> • Fencing shall be compatible with that of surrounding properties; and • Fencing abutting Public Open Space reserves shall promote passive surveillance from the site to the reserve.	No change to existing fencing proposed. **Not applicable**
<u>4.4 Access and Parking</u>	
<u>Parking</u> • Parking bays for cars and other vehicles shall be provided for in accordance with the City's Parking Policy. • Applicants for retirement complex developments shall liaise with the City on the provision of long-term storage of recreational vehicles such as caravans and campervans in required Local Development Plans to the satisfaction of the City; and • Service and delivery vehicle loading areas shall be located away from dwellings and out of view of the street.	The City's Local Parking Policy 6.7 (LPP 6.7) does not provide a parking requirement for the Retirement Complex land use. However, the proposal is solely for Residential Development, LPP 6.7 states a car parking ratio shall be *"As per State Planning Policy 7.3 Residential Design Codes."* **Occupant car parking requirement:** Required: The subject site is located in Location A, under *Part C, Clause 2.3 – Parking* of the *R-Codes* the following requirement applies: Provided: Minimum (2 bedroom) = 0 per dwelling Maximum (2 bedroom) = 2 per dwelling Each dwelling is provided with two parking bays, which is met by the proposal. **Visitor parking requirement:** Required: Number of dwellings (9-12 dwellings = Minimum = 2 bays (to service 10 new dwellings) <u>*Assessment of the overall site visitor parking requirement:*</u> Required: 13 of more dwellings (3, plus 1 additional space for four dwellings or part thereof). = 30 visitor bays required (for 108 dwellings). Provided: An existing 44 visitor bays are located around the site, which will cater to the full built out proposal at 108 dwellings. A total of 30 visitors bays would be required, meaning a surplus of 14 visitor bays is available on site.

Attachment 2– City of Stirling Planning Assessment

	Other Long term storage of recreational vehicles and caravans are accommodated on site in existing bays away from the dwellings. Service and delivery vehicles loading areas are unaffected by the proposal.
Traffic Management Plan As required by the City's Parking Policy, applications for developments shall be accompanied by a Brief Transport Statement, or by a Full Transport Statement, as the case may be. *Note: For full details on submission requirements please refer to the Transport Assessment Guidelines for Developments from Department of Planning*	The City's Engineer has reviewed the Traffic Generation and Parking Provision Assessment and no concerns were raised. The City is therefore satisfied with traffic management of the proposal.
Emergency Vehicle and Service Access Applicants are required to demonstrate sufficient access and manoeuvring space for emergency vehicles (such as ambulances and fire engines) and service vehicles (delivery and pickup).	No changes to existing emergency vehicle access and manoeuvring, which is available on site towards the Alexander Drive entry.
4.5 Other Considerations	
Sustainability Design Standards In order to optimise the sustainability of buildings, applicants are required to: • For residential development, ensure that all development complies with the Acceptable Outcomes of Element 4.15 Energy Efficiency of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments; and • For non-residential development, provide low flow triple dripper or coarse sprays and timer connection and high efficiency lighting	Silver level housing Liveable Housing requirements have been applied to the proposal. A condition is to be applied to give effect to this. Element 4.15 of Volume 2 – Applies to the Development of Apartments only and is not applicable to this case, which are wholly single storey dwellings. **Not applicable**
5.0 Variations Variations to this policy will be assessed against the objectives of this Policy.	

2. Planning and Development (Local Planning Schemes) Regulations 2015

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:

Attachment 2– City of Stirling Planning Assessment

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) *the aims and provisions of this Scheme and Scheme and any other local planning scheme operating within the Scheme area;*	The proposed Residential (Retirement Complex) is consistent with the objectives of the Private Institution zone under the LPS3.
(b) the requirements of orderly and proper planning including 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 City's assessment concludes that the development is consistent with LPS3, and the relevant SPPs and LPPs. Under the City's Draft LPS4 the subject site is proposed to be Residential R80 and will be consistent with that zone.
(c) any approved State planning policy;	The development is impacted by SPP5.4, with the development area being setback from the Alexander Drive source by 64m. In the absence of a site-specific Acoustic Report, new dwellings are to be subject to Table 2 of SPP5.4 Guidelines, which specifies that the proposal could comply with SPP5.4 by implementing at a minimum 'Quiet House Package B' noise attenuation measures. A conditions has been recommended to ensure the development satisfies this requirement.
(g) any local planning policy for the Scheme area;	The development is generally consistent with the requirements of the City's Local Planning 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 massing and scale of the development are considered appropriate for its context. The proposal is limited to single storey development, which is compliant. The built form is well articulated and proportioned, ensuring compatibility with both the existing and intended future character of the area.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development will not have a significantly adverse impact on the character of the locality as the built form is in keeping with emerging character of the locality which is single storey within the existing Lawley Park Village complex. The proposed development is appropriate within its setting and positively contributes to the area.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether	The proposed development exceeds the required proportion of landscaping and trees on site.

Attachment 2– City of Stirling Planning Assessment

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
any trees or other vegetation on the land should be preserved.	The City has recommended appropriate condition setting ensuring this is implemented.
(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;*	Existing vehicle access arrangement to the site are unchanged. The development area is provided with safe and efficient vehicle access and egress. Access is proposed from both Alexander Drive to the east, Plantation Street to the north and Freedman Road to the west. The communal access way has been designed to allow vehicles to enter and exit the site in forward gear, with adequate manoeuvring space provided in accordance with Australian Standards. In relation to parking, the development provides sufficient parking to service the proposed development.
(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 development comprises 10 grouped dwellings and is residential in nature; therefore, high traffic volumes are not anticipated. The Transport Generation and Parking Provision Assessment (Urbii, 5 August 2026) estimates the traffic increase is well below the Western Australia Planning Commission's threshold for further analysis and will not affect traffic flow or safety. Sightline truncations and internal design measures ensure safe access and egress. The proposal is considered acceptable in relation to traffic generation and road network capacity.
(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* (v) *access by older people and people with disability;*	The proposed development is accessible via a high frequency public transport bus routes (360 and 960) on Alexander Drive, bus route 20 on Plantation Street and bus route 19 on Freedman Road, with the closest bus stops located abutting the subject site on all three of these frontages. The development provides visitor parking bays as well as parking for long term storage of recreational vehicles and caravans are accommodated on site in existing bays away from the dwellings. Utility services are available to the development.

Attachment 2– City of Stirling Planning Assessment

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	A Waste Management Report has been provided and meets the City's requirements. The development provides pedestrian access from the entrance of the site. The development accommodates access. The development provides 'at grade' car parking and universal access design features throughout the site to achieve Silver Level accessibility requirements.
(y) any submissions received on the application;	The proposal 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. During the consultation period, one submission was received in support of the proposal, with the provided a summary of the submission to the applicant for its noting.
(za) the comments or submissions received from any authority consulted under clause 66;	Consultation to relevant authorities such as DPLH who have stated no objection in principle to the proposal and advised that the site is not impacted by any other regional road reservation. As such, the Road Planning Team had no objection to the proposed development.

3. City of Stirling Local Planning Strategy

The City's Local Planning Strategy (LPS) notes that aged persons accommodation is distributed relatively evenly across the City, however it acknowledges Menora as having a greater concentration of such developments compared to other suburbs within the City.

This higher concentration reflects various historical retirement villages and nursing homes within the locality surrounding the subject site which have emerged overtime, effectively forming a predominate 'Aged Persons Development Precinct', which includes the Lawley Park Village site.

Based on the above, the proposal is consistent with the relevant findings of the LPS and is therefore acceptable.

4. Draft Local Planning Scheme No. 4 (LPS4)

The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. 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 Minister for Planning and Lands; Housing and Works; Health Infrastructure for final consideration.

Attachment 2– City of Stirling Planning Assessment

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The City acknowledges that under Draft LPS4, the subject site is proposed to be zoned 'Residential' with an R80 density coding (see Figure 1).



Figure 1 - Draft LPS4 Scheme Map and Zoning Legend

Draft LPS4 proposes to effectively replace the 'Retirement Complex' land use with 'Independent Living Complex' which is defined as follows:

> Independent Living Complex *means a development with self-contained, independent dwellings for aged or dependent persons together with communal amenities and facilities for residents and staff that are incidental and ancillary to the provision of such accommodation, but does not include a development which includes these features as a component of a residential aged care facility.*

Draft LPS4 proposes that the Independent Living Complex use be a 'P' (permitted) land use within the Residential zone.

5. Part C – Residential Design Codes (R-Codes)

The proposed development has been assessed against R-Codes Part C, with two areas of discretionary matters considered relevant to the proposal. Commentary on the relevant considerations is provided below:

<u>3.6 - Streetscape</u>

Variations proposed:

Clause 3.6 – Streetscape

- ***C3.6.3*** *For single houses and grouped dwellings, front doors to be protected from the weather (for example by a porch, verandah, building over or similar), with a minimum dimension of 1.2m (refer Figure 3.6a).*

- **C3.6.3 -** No 1.2m wide weather protection to Type B Units (Vergola only).
    - Designs principles are met in the following ways:
    - Clause 3.6, front doors are to be protected from the weather with a minimum dimension of 1.2m. All Type B dwellings are to be provided with a vergola over the dwelling entry.

Given its permeable nature, the front door would therefore still be exposed to the elements. Accordingly, a merits based assessment against the relevant design principles of the R-Codes is required.

- The proposed vergolas provide a clearly defined and accessible entrance to each dwelling and provide weather protection when closed, including protection from direct sunlight and rainfall. When open, the vergolas allow natural light to reach the dwelling entrances, maintaining an open and legible entry without creating areas of concealment.
- The dwelling entrances also maintain visual connectivity with the internal communal street. Low-height visually permeable fencing, together with the orientation of habitable rooms towards the communal street, provides opportunities for passive surveillance and contributes to a clear relationship between the dwelling entrance and the internal streetscape.
- On balance, while the vergolas do not provide permanent overhead cover, they perform the intended function of providing weather protection to the dwelling entrances while maintaining accessible, visible and clearly identifiable entry points. The proposed entrance treatment is therefore considered to satisfy the relevant design principle and is supported.

- ***C3.6.5*** *A garage door and its supporting structures (or a garage wall where a garage is aligned parallel to the street) facing the primary street is not to occupy more than 50 per cent of the front*age *at the setback line as viewed from the street.*

- **C3.6.5 -** Garage widths for all Type B dwellings (52.5% in lieu of 50%)

  - Desing Principles are met in the following ways:
  - The development proposes a garage width of 6.36m for the Type B dwellings, representing 52.5% of the lot frontage, inclusive of the associated supporting columns. Accordingly, the proposal requires consideration of its merits based against the relevant design principle of the R-Codes.
  - The Type B dwellings and associated garages front a proposed internal communal street rather than the public street network. The dwelling façades are consistent with the general built form and character of the existing dwellings within Lawley Park Village, with building articulation, landscaping and low-height visually permeable fencing contributing to the presentation of the dwellings to the internal streetscape.
  - he additional garage width also accommodates internal storage and provides increased manoeuvring space within the garage, noting that the Type B dwellings have been designed to achieve Silver Level accessibility. Notwithstanding the increased garage width, the dwellings maintain primary and secondary garden areas, including deep soil planting zones capable of accommodating new trees. Opportunities for visual connectivity and passive surveillance between the dwellings and communal street are also maintained through the dwelling design and visually permeable front fencing.
  - Having regard to the limited extent of the discretion, the internal communal street context and the overall design and landscaping of the Type B dwellings, the additional garage width is not considered to result in the garages becoming the dominant element of the dwelling façades or detracting from the internal streetscape. The proposal is therefore considered to satisfy the relevant design principle and is supported.

6. Consultation

- The Development Application was advertised for 28 Days as a 'Complex Application' to a surrounding 200m catchment area, by virtue of the proposal's value at over $2.5million ($4.85m) and not fitting within one of the land use exemptions categories identified under *Local Planning Policy 6.18 – Public Consultation.*
- No significant concerns were raised during the advertising process, only phone calls from some nearby residents advising of their support for the proposal.

Attachment 2– City of Stirling Planning Assessment

7. Other Matters – Acoustic requirements:

The following noise exposure assessment applies to the site:

Parent Lot assessment (existing site):

- Alexander Drive is identified as a 'District Distributor A' (Blue Road).
- 4 x lanes of traffic provided to Alexander Drive.
- Setback is adjacent lot boundary ~ 5m (to parent lot).
- 69 dB (as per Table 2 of the SPP 5.4 Guidelines)
- No acoustic wall provided.
- = 'Exposure Category D'.

Development site assessment (Additions of new dwellings):

- Alexander Drive is identified as a 'District Distributor A' (Blue Road).
- 4 x lanes of traffic provided to Alexander Drive.
- Setback to lot boundary - approx. 64m (closest point).
- 60 dB (as per Table 2 of the SPP 5.4 Guidelines)
- = 'Exposure Category B', which requires House Package B
- -4 dB due to screening development provided by existing dwellings applies = 56dB
- Meaning the dwelling may be reduced to House Package A.

Noise condition to be applied for the new dwellings to incorporate 'Quiet House Package B' noise measures at a minimum as dwellings may not be provided with sufficient screening, unless a reduction is supported by the finding of an acoustic consultant report at the building permit stage.

Attachment 3 - Applicant Final Submission

Attachment 3a - Planning Report

DOEPEL MARSH architects

PLANNING REPORT : RETIREMENT COMPLEX (10 INDEPENDENT LIVING DWELLINGS) LAWLEY PARK VILLAGE

25.061

DA APPLICATION

PREPARED FOR: Grand Lodge of Freemasons WA Homes for the Aged t/as Masonic Care WA.

BY: Doepel Marsh Architects + Planners

MCWA

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JOB NUMBER: 25.061		
ISSUE	DATE	APPROVED
DA Application	28 July 2026	Janine Marsh

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1. EXECUTIVE SUMMARY

This Planning Report has been prepared by Doepel Marsh Architects + Planners on behalf of the Grand Lodge of Freemasons WA Homes for the Aged, trading as **Masonic Care WA**, in support of a Development Application for the final stage of the Lawley Park Village Retirement Complex at 55 Alexander Drive, Menora.

The application proposes ten independent single-storey dwellings for seniors. In accordance with Clause 5.3.2 of Local Planning Scheme No. 3 and planning advice provided by the City of Stirling, the proposal has been assessed against the Residential Design Codes (Volume 1) applicable to the R80 density coding.

Rather than maximising the theoretical development capacity of the site, the proposal provides a measured completion of the village that supports independent retirement living and **reinforces its established character and operational requirements**. The design provides universally accessible dwellings, functional private open space, integrated landscaping, and a coordinated single-storey built form.

The assessment contained within this report demonstrates that the proposal responds appropriately to the applicable statutory planning frameworks and the Design Principles of State Planning Policy 7.3 – Residential Design Codes (Volume 1).

The proposal represents orderly and proper planning, appropriately completes the long-term development of Lawley Park Village and warrants approval.

2. INTRODUCTION

Lawley Park Village has progressively evolved over many years as an established independent retirement community. The proposed **final stage** provides an opportunity to deliver additional contemporary accommodation within the existing village environment.

Unlike a conventional residential development, the proposal has been informed by Masonic Care WA's operational experience and its understanding of how residents occupy and use their homes over time. This has influenced the design from the earliest investigations, with particular emphasis placed on accessibility, ageing in place, functional private open space, and resident amenity.

This report describes the planning and design process that informed the preferred proposal, assesses the development against the applicable statutory planning framework and explains the planning judgement underpinning the adopted design.

3. SITE AND LOCALITY

3.1 Site Description and Land Particulars

The subject site is located at **55 Alexander Drive, Menora,** and forms part of the established Lawley Park Village Retirement Complex.

The legal description of the land is as follows:

Item	Description
Street Address	55 Alexander Drive, Menora, WA
Lot Number	Lot 6826
Deposited Plan	D208152
Certificate of Title	Volume 1259: Folio 257
Site Area	3095 m²
Local Government	City of Stirling
Zoning	Private Institution
Registered Proprietor	Grand Lodge of Freemasons WA Homes for the Aged t/as **Masonic Care WA**.

A current copy of the Certificate of Title accompanies this Development Application.



Figure 1: Aerial Showing Development Site Outlined

The subject land comprises the established Lawley Park Village Retirement Complex, which is developed with independent living dwellings, internal access roads, landscaping and supporting infrastructure under the ownership and management of Masonic Care WA. The proposed development area occupies the final vacant portion of the broader village site and provides an opportunity to complete its final residential stage within the framework established by the earlier development.

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Figure 2: The Proposed Development Vacant Site

3.2 Locality

The subject site is located within the established suburb of **Menora**, approximately 6 kilometres north of the Perth Central Business District, within the City of Stirling.

The surrounding locality is characterised by predominantly low-density residential development, generally zoned Residential R20, together with a range of institutional, recreational and community land uses that have evolved over many decades. These include the Mount Lawley Golf Club, Mount Lawley Senior High School, nearby aged care and retirement living developments, local parks, and community facilities, all contributing to the area's mature suburban setting.

Alexander Drive provides an important north – south transport corridor with convenient access to the Perth CBD and surrounding metropolitan area, while nearby local centres, medical services, public transport, and community facilities support a highly accessible living environment for residents.

Overall, the locality exhibits a mature suburban character where residential neighbourhoods are complemented by long-standing community and institutional uses, including retirement living developments that have become an integral part of the urban fabric.

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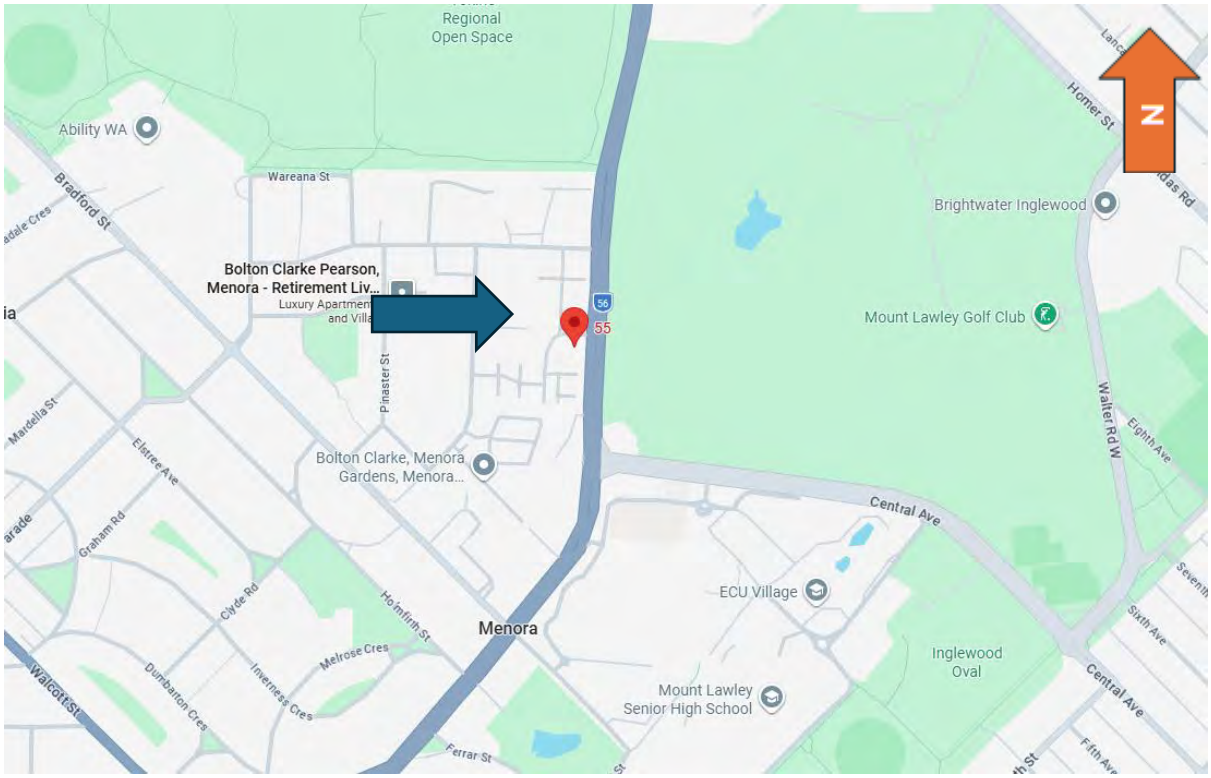


Figure 3: Locality Plan

3.3 Existing Village Character

The subject site forms part of the established Lawley Park Village Retirement Complex, a mature master-planned retirement community that has evolved over many years to provide independent living accommodation within a high-quality landscaped environment. Existing dwellings are predominantly single-storey and arranged around an internal road network with landscaped setbacks, established trees and communal open spaces that create a cohesive and legible residential environment.



Figure 4: Streetscape and Landscaping

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The village is supported by a comprehensive range of communal facilities, including resident social spaces, wellness and fitness facilities, medical consulting rooms, hobby and workshop areas, landscaped recreation spaces and supporting resident services. These shared facilities form an integral part of the retirement village, supporting resident wellbeing, social interaction and ageing in place.



Figure 5: Club House Facilities

The proposed dwellings occupy an **internal location** within the village and will be experienced principally by residents and visitors using the established internal road network. **The proposal does not establish or redefine the character of the surrounding public streetscape**. Instead, it forms part of the continued development of an established retirement community in which the surrounding built form, landscaped setting, movement network, and communal facilities already define the character of the place.



Figure 6: Current Accommodation and Village Streetscape

The primary planning considerations are therefore the quality of the proposal's integration with the existing village environment, its contribution to resident amenity and its compatibility with the established single-storey character. These existing qualities provide the context within which the final stage has been planned and assessed.

4. PLANNING FRAMEWORK

4.1 Overview

The proposal has been prepared having regard to the statutory planning framework applicable to the subject site. This framework establishes the legislative basis for development assessment, identifies the strategic planning objectives applicable to the land, and provides the design guidance against which the design is to be assessed.

The principal planning instruments relevant to the proposal comprise:

- Metropolitan Region Scheme;
- State Planning Policy 7.0 - Design of Built Environment;
- State Planning Policy 7.3 – Residential Design Codes (Volume 1);
- City of Stirling Local Planning Scheme No. 3; and
- City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines.

Collectively, these planning instruments provide the main statutory and policy frameworks within which the proposal has been developed and assessed.

4.2 Metropolitan Region Scheme

The subject site is located within the Metropolitan Region Scheme (MRS), which establishes the strategic planning framework for metropolitan Perth and provides the regional context for local planning schemes.

The design is consistent with the strategic intent of the Metropolitan Region Scheme as it facilitates the continued development of an established retirement village within an existing urban area supported by existing infrastructure, services, and community facilities.

4.3 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment establishes the overarching design principles for development in Western Australia and includes a framework for Design Review to support high-quality planning and design outcomes.

Having regard to the scale and nature of the proposal, comprising ten single-storey retirement dwellings, the development falls below the eligibility threshold for Design Review Panel consideration under the **Local Government Design Review Manual** and will therefore be assessed by the City of Stirling through the standard development application process.

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Accordingly, formal Design Review is not required for the proposed development under SPP 7.0, as confirmed by the City of Stirling Planners.

4.4 State Planning Policy 7.3 – Residential Design Codes (Volume 1)

State Planning Policy 7.3 – Residential Design Codes (Volume 1) provides the primary residential design assessment framework applicable to the design.

The proposal has been assessed against both the Deemed-to-Comply provisions and the Design Principles contained within State Planning Policy 7.3. As a performance-based policy, it recognises that high-quality residential outcomes are achieved through considered planning and design rather than reliance upon numerical standards alone. A detailed assessment against the relevant provisions of the Policy is contained within Section 6 of this report.

4.5 City of Stirling Local Planning Scheme No. 3

The subject site is zoned **Private Institution** under the provisions of the City of Stirling Local Planning Scheme No. 3 (LPS3). A **Retirement Complex** is a **'P' (Permitted)** land use within this zone.

Pursuant to **Clause 5.3.2 of LPS3**, the proposed development is assessed against the Residential Design Codes (State Planning Policy 7.3 – Volume 1) applicable to the **R80** density coding, together with the City's **Private Institution Design Guidelines** and other relevant Local Planning Policies.

The proposal does not introduce a new land use to the locality. Rather, it represents the completion of the final stage of the established Lawley Park Village Retirement Complex, which has operated successfully for many years and forms an established component of the surrounding residential environment. The design is therefore consistent with the purpose and intent of the Private Institution zone by facilitating the continued development of an established Retirement Complex within an existing urban area supported by appropriate infrastructure, community facilities, and services.



Figure 7: Zoning Map – "Private Institution"

4.6 City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines

The subject site is located within the **Private Institution** zone under the provisions of **City of Stirling Local Planning Scheme No. 3.** Accordingly, the proposal has been assessed against **City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines,** which provides specific planning and design guidance for development within the Private Institution zone.

The objectives of the Policy are to protect the amenity of surrounding properties, ensure development is sympathetic to the scale and bulk of surrounding development, support the delivery of high-quality **Retirement Complexes** and aged care developments, promote efficient transport outcomes, and ensure development is well integrated with the surrounding community.

Unlike broader residential planning policies, Local Planning Policy 4.5 has particular relevance to the proposal because it has been specifically prepared to guide development within the Private Institution zone and directly addresses the planning and design considerations associated with Retirement Complex developments. Consequently, the Policy has informed the planning and design process from the earliest stages of the project rather than simply providing an assessment framework following completion of the design.

The proposal has been developed with these objectives as fundamental design considerations. As the final stage of the established **Lawley Park Village Retirement Complex**, the development reinforces the existing low-scale built form, mature landscape setting and internal movement network that have characterised the village over many years. The design continues the established pattern of single-storey independent living dwellings, maintains the landscaped residential character of the village, and provides additional accommodation without altering its fundamental operation or identity.

The planning and design response also reflects the intent of the Policy by providing a built form that is sympathetic to the surrounding residential context, generous landscaping that reinforces the established garden character of the village, universally accessible dwellings that support ageing in place, functional communal and private open spaces, and an efficient internal movement network that integrates with the existing Retirement Complex.

Response to Specific Policy Considerations

In addition to the detailed assessment against SPP 7.3 Volume 1 provided in Section 6, the following table addresses the specific considerations of LPP 4.5 relevant to the proposal.

Policy Matter	Project Response
Land Use	The proposal comprises ten independent living dwellings forming the final residential stage of the established Lawley Park Village Retirement Complex. The development is consistent with the established retirement use of the site and the objectives of the Private Institution zone.

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Built Form, Height and Setbacks	The proposal comprises single-storey dwellings of a domestic scale and appearance. **The boundary setbacks are already established by the existing village development.** The proposed low-scale built form is compatible with both the established village and the surrounding residential locality. These matters are assessed in further detail against SPP 7.3 Vol 1 in Section 6.
Streetscape Relationship	The existing built form along the external street frontages reinforces the established residential character of Lawley Park Village. The proposal continues the existing retirement village use and will therefore have no detrimental impact on the established streetscape relationship. Fencing throughout the development will remain consistent with the established design intent and character of the village.
Access and Parking	Vehicular access is provided through the established village road network, with each new dwelling accommodating two vehicles within a garage. Following completion of the proposal, Lawley Park Village will comprise 108 dwellings, generating a requirement for 27 visitor parking spaces. In the immediate vicinity of the proposed development, a total of 44 existing visitor bays are available within the designated visitor car park and around the clubhouse, substantially exceeding this requirement. Further, **additional** visitor parking is allocated in selected areas around the village. The established village arrangements also accommodate service and delivery vehicles, emergency access, and the long-term storage of recreational vehicles away from dwellings, supporting safe and efficient movement throughout the village
Other Matters, Including Sustainability	The proposal incorporates passive solar design, north-facing living areas, cross-ventilation opportunities, deep-soil landscaping, and universally accessible dwellings designed to Silver Level Liveable Housing requirements. Council has confirmed that a separate ESD Report is not required. Sustainability measures are addressed further in Section 8 of this report.
Overall Policy Outcome	The proposal represents the orderly completion of the established retirement complex and is consistent with the intent and relevant development provisions of LPP 4.5.

4.7 Trees and Landscaping

The City of Stirling has confirmed that the proposal's trees and landscaping are to be assessed against the applicable provisions of **State Planning Policy 7.3 – Residential Design Codes (Volume 1), Part C.**

An Arboricultural Impact Assessment prepared by ArborSafe accompanies the application and assesses the health, structure and arboricultural retention value of the existing trees. The assessment has informed consideration of the relationship between the existing vegetation and the proposed development, including building footprints, footings, stormwater infrastructure, underground services and construction activities.

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Following consideration of the arboricultural findings and the long-term operational requirements of Lawley Park Village, the proposal adopts a comprehensive landscape renewal strategy. This includes the retention of the centrally located *Agonis flexuosa* (Western Australian Peppermint) (Tree No. 6) as a focal element within the new communal landscape, together with the removal of five surrounding trees and their replacement with five new appropriately located trees. The broader landscape response also incorporates additional canopy planting throughout the development and the creation of an accessible communal landscape incorporating productive gardens, raised vegetable beds, fruit and shade trees, seating and connecting pathways.

The detailed assessment of the proposed tree retention, landscape renewal strategy and communal landscape is provided in Section 6.4, with the Arboricultural Impact Assessment addressed further in Section 8.4.

4.8 Planning Framework Summary

Table 4.1 — Statutory Planning Framework

Planning Instrument	Purpose	Relevance to Proposal
Metropolitan Region Scheme (MRS)	Establishes the regional strategic planning framework for metropolitan Perth.	Provides the strategic planning context for the continued development of an established Retirement Complex within an existing urban area.
State Planning Policy 7.0 – Design of the Built Environment	Establishes the overarching design principles for development and the framework for Design Review in Western Australia.	The proposal has been designed having regard to the design principles of SPP 7.0. Owing to its scale, the development falls below the eligibility threshold for Design Review Panel consideration and will be assessed through the City's standard Development Application process.
State Planning Policy 7.3 – Residential Design Codes (Volume 1)	Establishes the residential design assessment framework through the application of Design Principles and Deemed-to-Comply provisions.	Provides the principal performance-based design framework against which the proposal has been assessed pursuant to Clause 5.3.2 of LPS3.
City of Stirling Local Planning Scheme No. 3 (LPS3)	Establishes the statutory planning framework, zoning, land use permissibility, and development assessment provisions.	The site is zoned **Private Institution**, where a **Retirement Complex** is a 'P' (Permitted) land use. Pursuant to **Clause 5.3.2**, the proposal is assessed against the Residential Design Codes applicable to the R80 density coding.
City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines	Provides planning and design guidance for development within the Private Institution zone.	Principal local planning policy informing the planning and design of the proposed Retirement Complex, including built form, landscape, access, parking, and residential amenity.

5. PLANNING DESIGN AND RESPONSE

5.1 Overview

The proposal has been guided by planning and design principles that recognise the particular requirements of retirement living and the established structure and character of Lawley Park Village. Rather than approaching

the site as a conventional residential development, **the design process has focused on creating additional independent living accommodation that integrates with the existing village while supporting accessibility, resident amenity, landscape quality, operational efficiency and ageing in place.**

The final design represents an integrated response in which dwelling layout, external living areas, vehicle access, movement, landscaping, and resident privacy have been considered collectively. The following sections explain the principal considerations that informed the preferred design outcome.

5.2 Completing the Final Stage of Lawley Park Village

Lawley Park Village has evolved progressively over many years, with each stage contributing to the overall function, character, and operation of the retirement community. The proposal completes the final undeveloped stage of this long-term vision by providing additional independent living accommodation that forms a logical extension of the established village.

A fundamental objective was to ensure that the new dwellings complement the existing community while responding to contemporary expectations for retirement living. The proposal has therefore been designed as an integrated component of the broader village rather than as an isolated residential development.

As the concluding stage of the village's evolution, the design seeks to reinforce the established character and operational success of Lawley Park Village while providing contemporary independent living accommodation capable of supporting residents as their needs change over time.

5.3 Optimising the Development Layout

The proposed layout is the outcome of an extensive design investigation that considered a range of dwelling configurations, built-form options and internal road and lot arrangements. Alternative concepts included two- and three-storey development, smaller dwelling sites, and layouts capable of accommodating a greater development yield. These alternatives were not pursued because they did not provide the same quality of retirement living environment, respond as effectively to the established character of the village or generate comparable lot sizes and private outdoor living opportunities.

A significant design initiative was the rationalisation of the internal movement network. Incorporating part of the adjoining established visitor parking area into the development enabled an unnecessary section of internal roadway to be removed. This reduced hardstand and allowed additional land to be incorporated into the residential sites, creating larger and more functional outdoor living areas together with improved landscaping opportunities.

The resulting master plan reflects a balanced planning response that prioritises resident amenity over development yield. By simplifying the internal circulation network and optimising the subdivision layout, the proposal achieves larger dwelling sites, improved landscape opportunities, and more efficient integration with the established village.

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Figure 8: Master Plan Rationalisation - Similar Lot Sizes to Existing

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Refining the Dwelling Layouts

The preferred layout comprises two complementary dwelling typologies. The seven Type A dwellings incorporate broader private courtyards at the rear, extending substantially across their respective site widths. Their garages address the internal communal street and are paired on common boundaries in three locations. The three Type B dwellings adopt an alternative arrangement, with smaller front courtyards alternating with staggered garages.

This variation is deliberate. The Type A dwellings achieve generous, full-width private outdoor living areas at the rear. For Type B, the garages provide physical and visual separation between the smaller front courtyards, improving privacy and reducing direct interaction between adjoining outdoor living areas.

As the two dwelling typologies face one another across the internal street, their contrasting arrangements provide variation in the distribution of garage doors, landscaped openings, and built form. Pairing all garages on common boundaries would concentrate additional garage doors in adjoining groups and, for Type B, would place the smaller front courtyards directly alongside one another. The preferred arrangement therefore improves privacy between the Type B courtyards while creating a more varied and articulated internal streetscape.

5.4 Responding to Retirement Living

Successful retirement living extends beyond the provision of individual dwellings. It requires an environment that supports independence, social connection, safety, and the ability for residents to remain active and engaged as their needs change over time.

These objectives have influenced both the overall planning framework and the detailed design of the proposal. The layout promotes convenient pedestrian movement, accessible outdoor living areas and opportunities for informal interaction while maintaining appropriate levels of privacy for individual residents. Together, these elements contribute to an environment that supports ageing in place and encourages residents to remain active within the broader village community.

An important component of this approach is the creation of an accessible communal landscape incorporating productive gardens as a benefit to the new dwellings and the existing. Communal areas provide opportunities for gardening, relaxation and informal social interaction while creating a more manageable and sustainable landscape for the long-term operation of the village.

As part of the completion of the final stage of the development, there is an opportunity to create a communal garden, available not only to residents of the 10 proposed dwellings but also to residents throughout the existing Lawley Park Village, providing a broader community benefit and reinforcing the integrated nature of the retirement village. This is through rationalisation of a residual area that currently would be restricted by dense overgrown landscaped area which would impact on the proposed building imprint.

These principles have also influenced the internal arrangement of each dwelling. All 10 dwellings achieve Liveable Housing Silver Level accessibility, supporting residents to remain within their homes and community for longer as their mobility needs change over time.

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5.5 Integrating Movement and Landscape

Movement and landscape have been considered as complementary elements of the development. Within an established retirement village, the movement network is not simply a means of vehicle access; it forms part of residents' everyday experience and supports walkability, social interaction, legibility, and familiarity.

The preferred design builds upon the established circulation framework while simplifying the road network and reducing unnecessary vehicle infrastructure. The rationalised arrangement provides convenient access to the new dwellings while allowing more land to be used for residential amenity, private gardens, and communal landscaping.

Landscape considerations were integrated into this process from the outset. Building siting, dwelling orientation, site configuration and road design were considered collectively to provide functional gardens, attractive outlooks and a coordinated relationship between built form, movement areas, and landscaping.

An Arboricultural Impact Assessment prepared by ArborSafe highlighted the existing trees to the western boundary of the site and identified the interaction between their root-protection requirements and the proposed buildings, footings, stormwater infrastructure, services and construction activities. This area is currently constrained by mature vegetation, extensive root systems and its proximity to the perimeter boundary wall, limiting both its accessibility and long-term functionality. Having considered these constraints together with the operational and maintenance requirements of the retirement village, the preferred response is to undertake a comprehensive landscape renewal.

The renewed landscape retains the centrally located *Agonis flexuosa* (Western Australian Peppermint) (Tree No. 6) as an established feature within the communal space while removing five surrounding trees and replacing them with five new appropriately located trees. Together with additional canopy planting throughout the development, the new trees are located where they can establish and mature without conflict with buildings, services or infrastructure, creating a more sustainable and manageable long-term landscape.

The landscape renewal also introduces an accessible communal landscape incorporating productive gardens, raised vegetable beds, fruit and shade trees, seating, connecting pathways and associated landscaping. This integrated landscape provides opportunities for gardening, relaxation and informal social interaction while creating a valuable shared facility for residents throughout Lawley Park Village.

The resulting framework provides meaningful landscaping within individual dwelling sites, attractive outlooks from dwellings and communal areas, and an appropriate balance between built form, vehicle access and open space. It reinforces the established garden character of Lawley Park Village while providing a landscape that is accessible, usable and capable of being effectively maintained over the long term.

5.6 Functional External Living Environments

Private outdoor living areas form an important component of the retirement living environment. The proposed courtyards and gardens have therefore been designed as functional extensions of the dwellings rather than as residual areas provided solely to satisfy planning requirements.

The relationship between indoor and outdoor living spaces, solar access, privacy, accessibility, and landscaping has been carefully considered. These areas will provide opportunities for gardening, relaxation, entertaining visitors and maintaining an active connection with the surrounding village environment.

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The two dwelling typologies respond differently to these objectives. Type A provides broader private courtyards at the rear, extending substantially across the site width. Type B provides smaller front courtyards separated by the garages. For Type B, this separation is particularly important because it limits direct interaction between adjoining private outdoor areas and gives each courtyard a stronger sense of enclosure and privacy.

The alternating Type B arrangement also introduces a rhythm of built form, courtyard openings, and landscaping along the street, contributing to both resident amenity and streetscape articulation.

5.7 Universal Design and Residential Functionality

Universal design principles formed an integral part of the design process from the outset. Accessibility and adaptability were treated as fundamental considerations influencing the planning and functionality of the dwellings rather than as additional requirements introduced after the layout had been established.

Each dwelling has been designed to achieve **Liveable Housing Silver Level**, supporting residents to remain independent within their homes as their mobility needs change over time. The internal layouts provide logical and accessible relationships between living areas, bedrooms, bathrooms, garages and private outdoor living spaces, enabling residents to move comfortably throughout the dwelling while maintaining a high standard of residential amenity.

Accessibility has also influenced the planning of the external environment. Level pathways, practical paved areas and accessible outdoor living spaces have been incorporated throughout the development, while the communal landscape includes raised productive garden beds that enable residents to continue gardening with reduced physical effort. Together with seating, connecting pathways and opportunities for informal social interaction, these initiatives support active ageing and encourage residents to remain engaged within the broader village community.

Each dwelling also incorporates a generously proportioned two-car garage with an internal width of approximately 5.9 metres. Maintaining this dimension provides practical space for vehicle access, opening car doors and moving safely around parked vehicles. Where only one vehicle is accommodated, the remaining garage area may also be used informally for hobbies, craft activities, storage or a small workshop while remaining capable of being returned to vehicle parking when required.

The Type B garages retain the same functional internal width as the Type A garages. Due to the Type B site configuration and the deliberate separation of the smaller courtyards, their garage doors occupy a marginally greater proportion of the individual site width. Reducing the garages solely to achieve numerical conformity would compromise their practical operation and accessibility while providing little discernible streetscape benefit. Detailed consideration of the relevant streetscape design provisions is provided in Section 6.20.

5.8 Integrated Planning Outcome

The proposal demonstrates that a successful retirement living environment is achieved through the integration of planning, architecture, accessibility, and landscape rather than through any single design initiative.

The final layout was selected because it provides an appropriate balance between resident amenity, privacy, functionality, landscape quality, streetscape presentation, and the long-term operation of Lawley Park Village.

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It does not seek to maximise development yield; instead, it prioritises a high-quality residential environment that complements the established village and responds to the needs of present and future residents.

The use of two complementary dwelling typologies introduces variation while responding to the different dimensions and privacy requirements of their respective external living areas. Together with the rationalised movement network, accessible dwelling design, and integrated landscape framework, this produces a considered and cohesive final stage of development.

The proposal therefore represents a balanced planning outcome that responds to the physical characteristics of the site, reinforces the established qualities of Lawley Park Village, and provides contemporary independent living accommodation capable of supporting residents as their needs change over time.

6. ASSESSMENT AGAINST SPP 7.3: R-CODES (VOL 1)

6.1 Overview

The preceding section has explained the planning and design principles that shaped the proposed development and demonstrated how the preferred design evolved through a considered and iterative design process. This section assesses the proposal against the relevant provisions of State Planning Policy 7.3 – Residential Design Codes (Volume 1), demonstrating how those design decisions have been translated into a planning outcome that satisfies the objectives of the policy.

Rather than considering each planning provision in isolation, the design has been developed through an integrated design process in which site planning, landscape, accessibility, resident amenity, and operational requirements were considered collectively. Consequently, many aspects of the design contribute simultaneously to the achievement of multiple planning objectives.

The following assessment therefore focuses on the key planning considerations relevant to the proposal and demonstrates how the design responds to both the intent and the measurable outcomes of the Residential Design Codes. A comprehensive Planning Compliance Assessment Schedule accompanies this Development Application.

PART D1 – LAND

6.2 Site Area

An appropriate site area is fundamental to achieving high-quality residential environments that provide functional dwellings, usable private open space, meaningful landscaping, and a comfortable relationship between buildings. Within a retirement village, these considerations are particularly important in supporting resident amenity, accessibility, and long-term liveability.

As discussed in Section 5.3, the final site layout evolved through an extensive design investigation that considered a range of alternative development scenarios, including smaller lot configurations, higher density outcomes, and alternative built-form arrangements. Rather than pursuing maximum development yield, the

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preferred design prioritised larger residential lots that provide greater flexibility for dwelling design, landscaping and functional outdoor living while reinforcing the established character of Lawley Park Village.

The adopted layout provides dwelling lots averaging approximately **255 m²**, substantially exceeding the **120 m²** minimum site area identified in **Table D of State Planning Policy 7.3 – Residential Design Codes (Volume 1).** This demonstrates that the design has been planned to deliver a high-quality retirement living environment rather than simply achieving the minimum development standard.

Accordingly, the proposal satisfies both the objectives and measurable outcomes of State Planning Policy 7.3 by providing generous and functional dwelling lots that support resident amenity, landscape quality, and the long-term operation of Lawley Park Village.

PART C- THE GARDEN

6.3 Private Open Space

The provision of private open space presented one of the principal planning challenges throughout the design process. Whilst State Planning Policy 7.3 requires principal living areas to achieve a northern orientation to maximise solar access and internal residential amenity, the differing orientation of the individual dwelling sites meant that a single private open space solution would not respond equally well across the development. The planning response therefore sought to balance solar access, functional outdoor living, privacy, and opportunities for social interaction within the established retirement village environment.

Early design investigations confirmed that applying a standard courtyard arrangement to every dwelling would compromise either the quality of the external living environment or the internal amenity of the dwellings. Rather than forcing a uniform solution across the site, the design evolved into two complementary dwelling typologies that respond to the differing site conditions whilst maintaining a consistent planning philosophy centred on resident amenity and independent living.

Type A Dwellings

The Type A dwellings respond to the site by locating the north-facing Primary Garden to the rear of each dwelling where privacy is naturally achieved. Under these circumstances, the introduction of a second outdoor living space would unnecessarily fragment the available landscape without providing any meaningful planning or lifestyle benefit. The preferred response was therefore to consolidate the available private open space into a single larger and more functional garden that maximises solar access, usability, and residential amenity.

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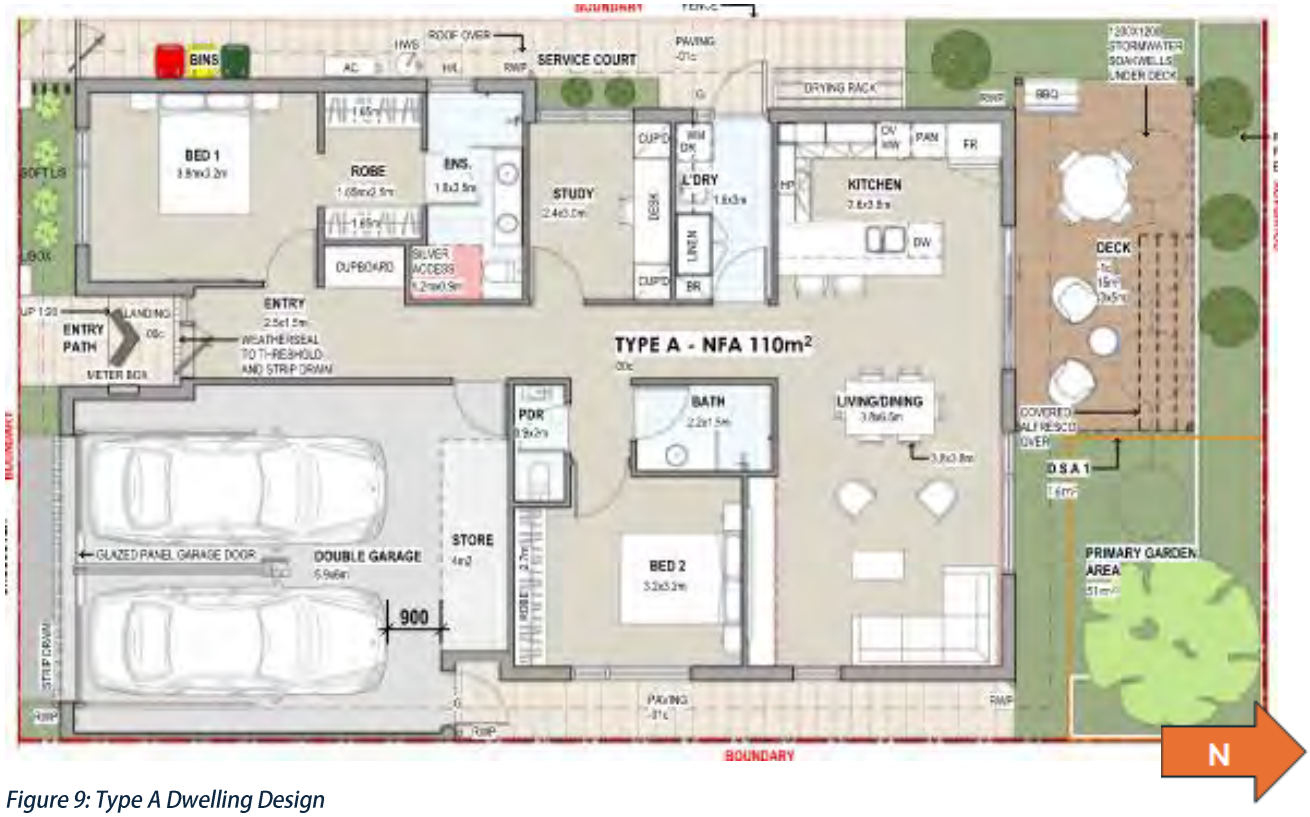


Figure 9: Type A Dwelling Design

Type B Dwellings

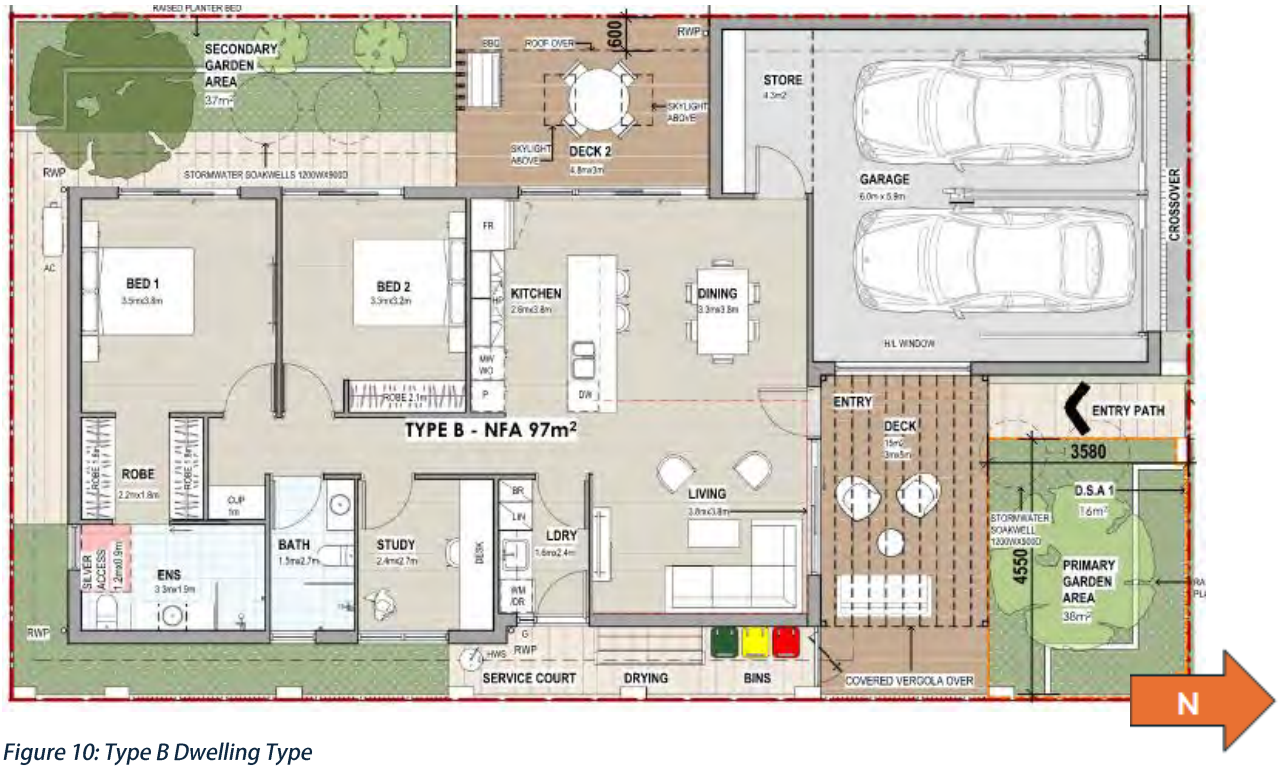


Figure 10: Type B Dwelling Type

The Type B dwellings respond differently to the site, achieving a north-facing principal living area that results in the Primary Garden being located adjacent to the dwelling entrance and overlooking the internal pedestrian network. Rather than treating this relationship as a constraint, the design deliberately embraces opportunities

for passive interaction between residents through the incorporation of semi-open fencing that maintains visual connection whilst clearly defining the private outdoor space.

Recognising that residents also require opportunities for quiet recreation and personal privacy, a Secondary Garden has been incorporated to provide a more secluded outdoor environment suitable for gardening, outdoor dining, and relaxation. Together, the Primary and Secondary Gardens perform complementary functions, balancing opportunities for social interaction with private outdoor living in a manner that reflects the everyday lifestyle of retirement village residents.

The planning response is reinforced by the measurable outcomes demonstrated within the accompanying compliance schedules. The Type A dwellings provide Primary Gardens of approximately 51 m², comfortably exceeding the minimum requirement of 40 m², together with minimum garden dimensions exceeding the required 3 metres, approximately 39% soft landscaping and multiple small trees per dwelling.

The Type B dwellings provide a 38 m² Primary Garden together with a 37 m² Secondary Garden, creating a combined outdoor living environment of approximately 75 m²—almost double the minimum private open space requirement—whilst also providing approximately 60% soft landscaping and multiple small trees within each dwelling site.

Accordingly, private open space has been designed as an integral component of the retirement living environment rather than simply to satisfy minimum development standards. Through the development of the complementary Type A and Type B dwelling typologies, the proposal responds directly to site orientation, solar access, resident lifestyle and ageing in place, whilst the measurable outcomes demonstrate that the proposal not only satisfies, but in many respects significantly exceeds, the objectives and quantitative requirements of State Planning Policy 7.3 (Volume 1).

6.4 Trees and Landscaping

An Arboricultural Impact Assessment prepared by ArborSafe has assessed the health, structure, arboricultural retention value and development implications associated with the 18 existing trees within the development area. The assessment has informed consideration of the relationship between the existing vegetation and the proposed dwellings, building footings, stormwater infrastructure, underground services and construction activities.

The Arboricultural Impact Assessment recommends the removal of 12 trees located within or directly affected by the proposed development footprint and identifies six trees as technically capable of retention subject to specific or generic tree protection measures. Retaining these trees would require construction within or adjacent to their Tree Protection Zones and introduce significant constraints upon excavation, footing construction, stormwater infrastructure, underground services and construction activities. Such works also have the potential to disturb root systems and affect the future health, stability and longevity of the retained trees.

Tree 18 is identified by ArborSafe as a Category A tree. This assessment has been carefully considered as part of the overall planning and landscape response. However, its potential retention must also be balanced against the broader planning objectives of the development, including the practical constraints associated with construction, long-term management requirements and the quality and accessibility of the communal landscape.

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Following consideration of the arboricultural findings, construction implications and the long-term operational requirements of Lawley Park Village, Masonic Care WA proposes a comprehensive landscape renewal strategy involving the removal of 17 existing trees while retaining the centrally located Agonis flexuosa (Western Australian Peppermint) Tree (Tree No. 6) as an established landscape feature within the new communal space. Within the communal landscape itself, five existing trees will be removed and replaced with five new trees better suited to the long-term function and management of the space. This renewal retains an established landscape presence while providing a more appropriate canopy structure for the future communal garden.

This decision is not based on a conclusion that tree removal is inherently preferable to retention. Rather, it reflects a balanced planning judgement that retains an appropriate existing tree where it complements the proposed communal landscape while enabling comprehensive renewal of the remaining landscape framework to trees of a more appropriate scale. The retained Agonis flexuosa (Western Australian Peppermint) Tree provides an immediate landscape focus and established canopy within the renewed communal environment while avoiding the construction constraints associated with the other retained trees identified by ArborSafe.

Importantly, the proposal transforms an area presently constrained by dense mature vegetation into a deliberately planned communal landscape centred around the retained Agonis flexuosa (Western Australian Peppermint) Tree. The landscape concept incorporates accessible pathways, raised productive garden beds, fruit trees, additional shade trees, seating areas, and outdoor gathering spaces, providing opportunities for gardening, relaxation and informal interaction between residents. Importantly, these facilities will be available not only to residents of the 10 proposed dwellings but also to residents throughout the existing Lawley Park Village, thereby providing a broader community benefit.

The communal landscape is complemented by substantial replacement canopy planting throughout the development. New trees are located within suitable deep-soil areas where they can establish and mature without conflict with buildings, footings, underground services or stormwater infrastructure. Individual dwelling gardens incorporate additional landscaping and productive planting, while the broader planting palette combines native species, ornamental planting and edible gardens to create a cohesive and accessible landscape capable of maturing over time.



Figure 11: New Proposed Accessible Communal Garden for all Residents

Accordingly, the proposed selective tree removal, together with the retention of the centrally located Agonis flexuosa (Western Australian Peppermint) Tree (Tree No. 6), forms part of an integrated landscape renewal strategy rather than a simple loss of existing vegetation. The proposal transforms an underutilised, overgrown and inaccessible and maintenance-intensive area into a functional, accessible and attractive communal landscape that will provide long-term environmental, recreational and social benefits for the broader retirement village. Together with substantial replacement canopy planting, productive gardens

and extensive new landscaping, the proposal demonstrates a balanced response to the relevant tree, landscaping and resident amenity objectives of State Planning Policy 7.3 – Residential Design Codes (Volume 1), Part C.

6.5 Water Management & Conservation

The management and conservation of water formed an integral part of the landscape planning for the proposal, recognising the importance of creating a sustainable and resilient landscape environment within Lawley Park Village. The landscape design has therefore been developed to support the long-term establishment of the proposed planting while incorporating sustainable stormwater management practices.

Stormwater management has been integrated into the planning of each dwelling through the provision of dedicated on-site soakwells connected to the roof drainage system. This approach enables stormwater to be retained and disposed of within each individual lot, reducing runoff to the existing drainage network while supporting the efficient management of stormwater throughout the development.

The combination of on-site stormwater management, generous soft landscaping, deep soil areas, and extensive tree planting contributes to the design's broader environmental objectives by encouraging natural infiltration, supporting landscape establishment, and reinforcing the sustainable operation of the Retirement Complex.

Accordingly, the proposal demonstrates an integrated approach to water management and conservation that supports both the landscape strategy and the long-term environmental performance of Lawley Park Village.

THE BUILDING

6.6 Size and Layout of Dwellings

The proposed dwellings have been planned to provide functional, comfortable, and efficient living environments that respond to the operational requirements of an independent retirement community. The internal layouts establish a logical relationship between living areas, bedrooms, studies, private open space, and private enclosed vehicle accommodation, ensuring each dwelling functions effectively as a contemporary retirement home.

The design provides well-proportioned internal living spaces that integrate directly with the external living environments described in Section 6.3, creating a strong connection between indoor and outdoor living while maintaining privacy, accessibility, and residential amenity.

The measurable outcomes demonstrated within the accompanying **Compliance Schedules** confirm that the proposed dwellings satisfy the applicable internal living area, bedroom dimensions and associated spatial requirements of State Planning Policy 7.3 (Volume 1). The internal areas of Type A (110m^2) and Type B (97m^2) exceed requirements for 2 bedroom dwellings. The resulting layouts provide comfortable and practical homes that support independent living whilst maintaining a high standard of residential amenity.

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Accordingly, the proposal satisfies both the objectives and measurable requirements of State Planning Policy 7.3 by providing functional dwelling layouts that reinforce the quality and liveability of Lawley Park Village.

6.7 Solar Access and Natural Ventilation

Maximising solar access formed a key planning objective throughout the design process and directly influenced the orientation of the dwellings, the planning of the internal living areas and the configuration of the private open space. As discussed in Section 6.3, achieving north-facing principal living areas was a primary design driver that ultimately led to the development of the complementary Type A and Type B dwelling layouts.

The design also carefully balanced solar access with the provision of functional outdoor living areas. Extended covered outdoor arrangements were investigated during the design process; however, these were refined where they would reduce natural daylight to adjoining living areas or compromise internal residential amenity. The adopted design therefore achieves an appropriate balance between weather protection, solar access, and functional external living environments.

The measurable outcomes confirm that the design satisfies the solar access and natural ventilation objectives of State Planning Policy 7.3, with all principal living areas appropriately orientated and designed to maximise natural daylight and opportunities for cross ventilation. These outcomes contribute to comfortable, energy-efficient homes that support the long-term expectations of independent retirement living.

Accordingly, the proposal satisfies both the objectives and measurable requirements of State Planning Policy 7.3.

6.8 Parking

Vehicle parking and access have been planned as integrated components of the overall site layout, recognising that retirement villages operate differently from conventional residential subdivisions. The preferred layout provides convenient resident and visitor parking while minimising unnecessary hardstand and reinforcing the established landscaped character of Lawley Park Village.

During the design process, the existing internal movement network was reviewed to determine whether vehicle circulation could be simplified without compromising accessibility or operational efficiency. The preferred response incorporates part of the adjoining visitor parking area into the development layout, enabling the removal of an unnecessary section of internal road and returning additional land to the residential lots. This improves the efficiency of the development while increasing opportunities for landscaping and functional private open space.

Each dwelling incorporates a two-car garage providing the required maximum two resident parking spaces. Where a resident owns only one vehicle, the unused portion of the garage may be used informally for hobbies, craft activities or storage, provided no permanent fit-out prevents the garage from retaining its designed capacity to accommodate two vehicles.

Following completion of the proposal, Lawley Park Village will comprise 108 dwellings, generating a requirement for 27 visitor parking spaces. A total of 44 existing visitor bays are provided within the central visitor parking area and around the clubhouse, and more visitor parking is scatted around the village, exceeding the

applicable requirement. The established visitor parking supply therefore has sufficient capacity to accommodate the additional 10 dwellings without requiring visitor parking to be dispersed throughout the new residential area.

Retaining visitor parking within the established centralised locations supports clear and efficient vehicle circulation while preserving land within the development area for landscaping, private open space, and resident amenity. Existing village arrangements also accommodate service and delivery vehicles, emergency access, and the long-term storage of recreational vehicles away from individual dwellings.

The proposal does not require any new external vehicle access points. The existing crossovers to Alexander Drive and Plantation Street remain unchanged, with the new dwellings accessed through the established Lawley Park Village road network and proposed new communal street. This avoids changes to the external streetscape and continues to utilise the established access arrangements serving the Retirement Complex.

Accordingly, the proposal satisfies the objectives and measurable parking requirements of State Planning Policy 7.3. It provides safe, efficient, and functional resident and visitor parking while avoiding unnecessary additional hardstand and vehicle infrastructure.

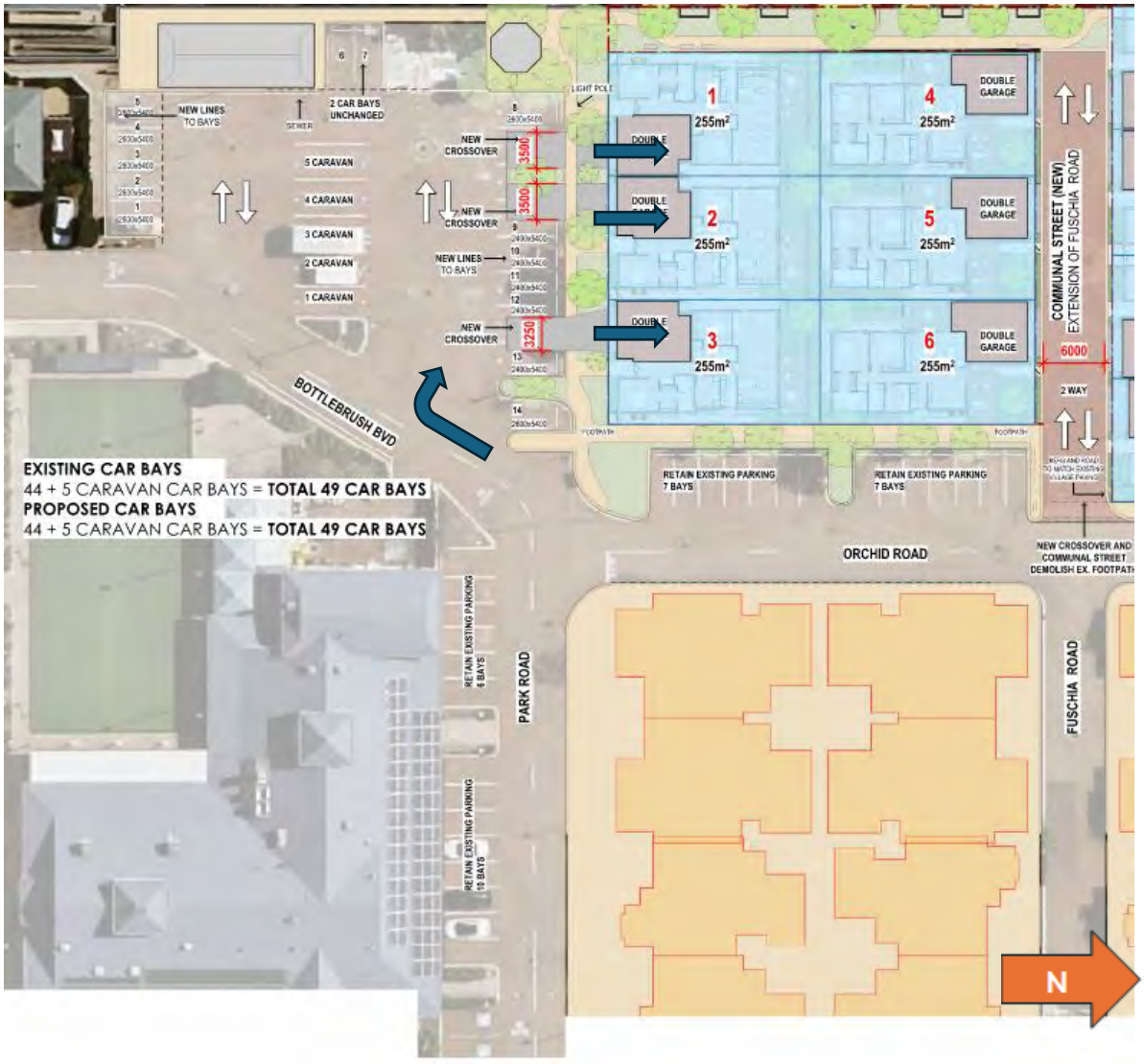


Figure 12: Adjacent Existing Visitor Car Parking to Proposed Lots & Access Through Carpark to Lots 1, 2 and 3

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6.9 Waste Management

A Waste Management Plan has been prepared to support the application. Refer Section 8. Each dwelling incorporates a screened paved area capable of accommodating three standard mobile waste bins for general waste, recycling, and future FOGO collection. Waste collection will continue through the City of Stirling's established residential collection service operating within Lawley Park Village.

The village caretaker will present the bins at the existing nominated collection points and return them to each dwelling following collection. The established internal road network enables the City's collection vehicle to enter through Plantation Street, undertake collection in a continuous forward movement and exit via Park Drive to Alexander Drive. No changes to the existing collection system or access arrangements are required.



Figure 13: Proposed New Waste Collection Area

Figure 13 illustrates the operational collection arrangement with the proposed collection points adjacent the existing nominated collection points servicing the village. The design therefore continues the established operational arrangements already in place and does not require any changes to the existing waste collection system servicing the village.

Accordingly, the proposal satisfies the objectives of State Planning Policy 7.3 by providing a practical, functional, and visually integrated waste management outcome that supports the ongoing operation of Lawley Park Village while maintaining residential amenity.

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6.10 Utilities

The design has been planned to connect to the existing utility infrastructure servicing Lawley Park Village, ensuring the development is capable of being fully serviced by water, sewer, electricity, telecommunications, and other essential infrastructure.

The additional dwellings have been integrated into the established village infrastructure, avoiding the need for significant new service corridors while supporting the efficient use of existing infrastructure. Utility connections have been coordinated with the overall site planning to minimise visual impacts and maintain the established landscape character of the village.

Accordingly, the proposal satisfies the objectives of State Planning Policy 7.3 by providing appropriate servicing arrangements that support the ongoing operation of the retirement village and the long-term functionality of the development.

6.11 Universal Design

Universal Design was embedded into the proposal from the earliest stages of the planning process, recognising that independent retirement living requires homes capable of supporting residents as their mobility and lifestyle needs change over time. Rather than treating accessibility as a separate compliance consideration, the dwellings were planned to provide adaptable and functional living environments that support long-term independence.

The design considered the relationship between internal circulation, entrances, bathrooms, garages, and external living areas to ensure accessibility was integrated into the overall planning of each dwelling. The resulting layouts provide practical and intuitive living environments that enable residents to comfortably remain within their homes as their circumstances evolve, whilst maintaining a high standard of residential amenity.

The proposal has been designed to achieve the applicable Universal Design objectives of State Planning Policy 7.3, with all dwellings incorporating the requirements of the **Silver Level of the Liveable Housing Design** Standard, as demonstrated within the accompanying compliance schedules. Whilst State Planning Policy 7.3 requires a minimum of **20%** of dwellings to incorporate these accessibility outcomes, the design delivers **100%** compliance across all ten dwellings. These measurable outcomes ensure the dwellings provide adaptable, accessible, and functional living environments capable of supporting residents as their mobility needs change over time while maintaining a high standard of residential amenity.

Accordingly, the proposal satisfies both the qualitative objectives and measurable requirements of State Planning Policy 7.3 by embedding universal design principles throughout the development and delivering adaptable homes that support independent living, accessibility, and long-term ageing in place.

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NEIGHBOURLINESS

6.12 Site Cover

Site cover was considered as part of the overall planning of each dwelling to achieve an appropriate balance between built form, private open space, and landscaping. Throughout the design process, building footprints were carefully refined to ensure that functional internal living environments could be provided without compromising the quality of the external living areas or the established landscape character of Lawley Park Village.

As discussed in Sections 6.3 and 6.4, the preferred proposal deliberately balanced building footprint with generous private gardens and meaningful landscaping rather than maximising the extent of built form. This approach reinforces the spacious character of the retirement village while providing functional outdoor living environments and opportunities for substantial landscaping within every dwelling site.

The measurable outcomes demonstrated within the accompanying **Compliance Schedules** confirm that both the **Type A** (58%) and **Type B** (64%) dwellings satisfy the maximum site cover requirements of 70% of the State Planning Policy 7.3 (Volume 1). The compliant building footprints ensure each dwelling comfortably accommodates the required private open space, soft landscaping and tree planting provisions whilst maintaining an appropriate balance between built form and open space.

Accordingly, the proposal satisfies both the qualitative objectives and measurable site cover requirements of State Planning Policy 7.3 by delivering well-proportioned dwellings within generous landscaped settings that reinforce the established character and long-term amenity of Lawley Park Village.

6.13 Building Height

The proposed dwellings have been designed as single-storey buildings, reflecting both the established character of Lawley Park Village and the objectives of the City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines. The consistent single-storey built form reinforces the low-scale residential character of the village and provides an appropriate transition between the new dwellings and the surrounding retirement community.

The adoption of a single-storey form also supports the broader planning objectives of independent retirement living by reducing visual bulk, maintaining privacy between dwellings, and providing an accessible residential environment appropriate to the needs of future residents.

Accordingly, the proposal is consistent with the planning intent of Local Planning Policy 4.5 and reinforces the established built form character of Lawley Park Village through a cohesive single-storey development.

6.14 Street and Lot Boundary Setbacks

The proposed setbacks have been carefully considered to reinforce the established spatial character of Lawley Park Village whilst responding to the operational requirements of an independent retirement community. Rather than applying setbacks as isolated dimensional controls, they have been integrated into the overall site

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planning to achieve an appropriate relationship between the dwellings, private gardens, internal movement network, and surrounding landscape.

Throughout the design process, the setbacks were refined in conjunction with the layout of the dwellings to maximise meaningful landscape areas within each dwelling site. Rather than applying setbacks as fixed dimensions, the design carefully balanced building footprints with the minimum setback areas capable of contributing to functional landscaping under State Planning Policy 7.3. This approach enabled larger, more usable gardens to be created while maintaining appropriate separation between dwellings and reinforcing the spacious landscape character of Lawley Park Village.

The measurable outcomes demonstrated within the accompanying **Compliance Schedules** confirm that both the **Type A** and **Type B** dwellings satisfy the setback requirements of State Planning Policy 7.3 (Volume 1). The adopted setbacks support the provision of generous private gardens, landscape planting and accessible pedestrian movement whilst reinforcing the spacious character of Lawley Park Village.

Accordingly, the proposal satisfies both the qualitative objectives and measurable setback requirements of State Planning Policy 7.3 by providing a coordinated built form that integrates comfortably within the established village environment and contributes positively to resident amenity.

6.15 Site Works and Retaining Walls

The design sought to minimise unnecessary changes to existing ground levels, ensuring the development integrates comfortably with the established character of Lawley Park Village while maintaining appropriate relationships between dwellings, landscaping, pedestrian movement, and practical drainage outcomes.

The measurable outcomes demonstrated within the accompanying plans and **Compliance Schedules** confirm that any site works and retaining walls satisfy the relevant requirements of State Planning Policy 7.3 (Volume 1) and support the overall planning objectives of the development.

Accordingly, the proposal provides an appropriate site planning outcome that integrates with the existing village environment whilst maintaining resident amenity and landscape quality.

6.16 Streetscape

The proposal does not address a conventional public street but forms part of the established internal environment of Lawley Park Village. The primary streetscape consideration is therefore how the new dwellings contribute to the existing village character and to the experience of residents moving through the internal communal road and pedestrian network.

The design reinforces the established village character through a consistent single-storey scale, coordinated architectural expression, landscaped setbacks, and clearly defined private gardens. These elements create a cohesive residential environment that integrates with the existing retirement village rather than presenting as an isolated or visually separate stage of development.

Two complementary dwelling typologies introduce variation and articulation within the internal streetscape. The seven Type A dwellings incorporate broader private courtyards at the rear, extending substantially across their respective site widths. At the street frontage, the Type A garages are paired on common boundaries in

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three locations. Notwithstanding the side-by-side arrangement, each garage door occupies approximately 49% of its respective site width and satisfies the prescribed maximum.

The three Type B dwellings adopt a different arrangement, with smaller front courtyards alternating with staggered garages. The garages provide physical and visual separation between the more compact courtyards, improving privacy and reducing direct interaction between adjoining private outdoor living spaces. The arrangement also introduces landscaped courtyard openings between the garages and avoids repeating the paired-garage presentation of Type A.

As the Type A and Type B dwellings are positioned on opposite sides of the internal street, their contrasting configurations create a varied street-edge composition. The paired Type A garages on one side are balanced by the staggered Type B garages and intervening landscaped courtyards on the other. This provides greater visual interest and articulation than would result from repeating the same garage arrangement on both sides of the street.

The garage-door width variation applies to Lots 4 – 6 and boundary-wall variations applying to Lots 3, 5 and 6 are addressed in detail in Section 6.20.

The internal communal street and pedestrian connections maintain clear sightlines, passive surveillance and a comfortable relationship between dwellings, landscaping, and movement areas. The coordinated single-storey built form, varied garage placement and integration of private gardens reinforce the established village identity while supporting resident interaction, accessibility, and everyday use of the communal environment.

Accordingly, notwithstanding the limited design variations applying to Lots 3 – 6, the proposal achieves the relevant streetscape objectives of State Planning Policy 7.3 (Volume 1) and is consistent with the single-storey character encouraged by the City of Stirling Local Planning Policy 4.5 – Private Institution Design Guidelines. The proposal delivers a coordinated and sympathetic built form that reinforces the character, amenity, and legibility of the internal village environment.

6.17 Access

Access formed an important component of the overall planning strategy, with the proposal designed to integrate seamlessly with the established movement network of Lawley Park Village rather than introducing a new circulation pattern. This approach recognises the value of maintaining familiar vehicle and pedestrian routes that support resident confidence, legibility, and the day-to-day operation of the retirement village.

Throughout the design process, opportunities were explored to simplify the internal road network while maintaining safe and efficient access to every dwelling. The preferred planning response incorporated part of the existing adjoining visitor car park into the development, enabling the removal of an unnecessary section of internal road. This reduced the extent of hardstand, improved the efficiency of the layout, and returned additional land to the residential lots for landscaping and resident amenity.

The design provides direct and convenient access to each dwelling whilst maintaining safe pedestrian movement throughout the village. Visitor parking has also been integrated into the existing centralised visitor parking area, reinforcing the established operation of the retirement village rather than creating a separate parking arrangement for the new development.

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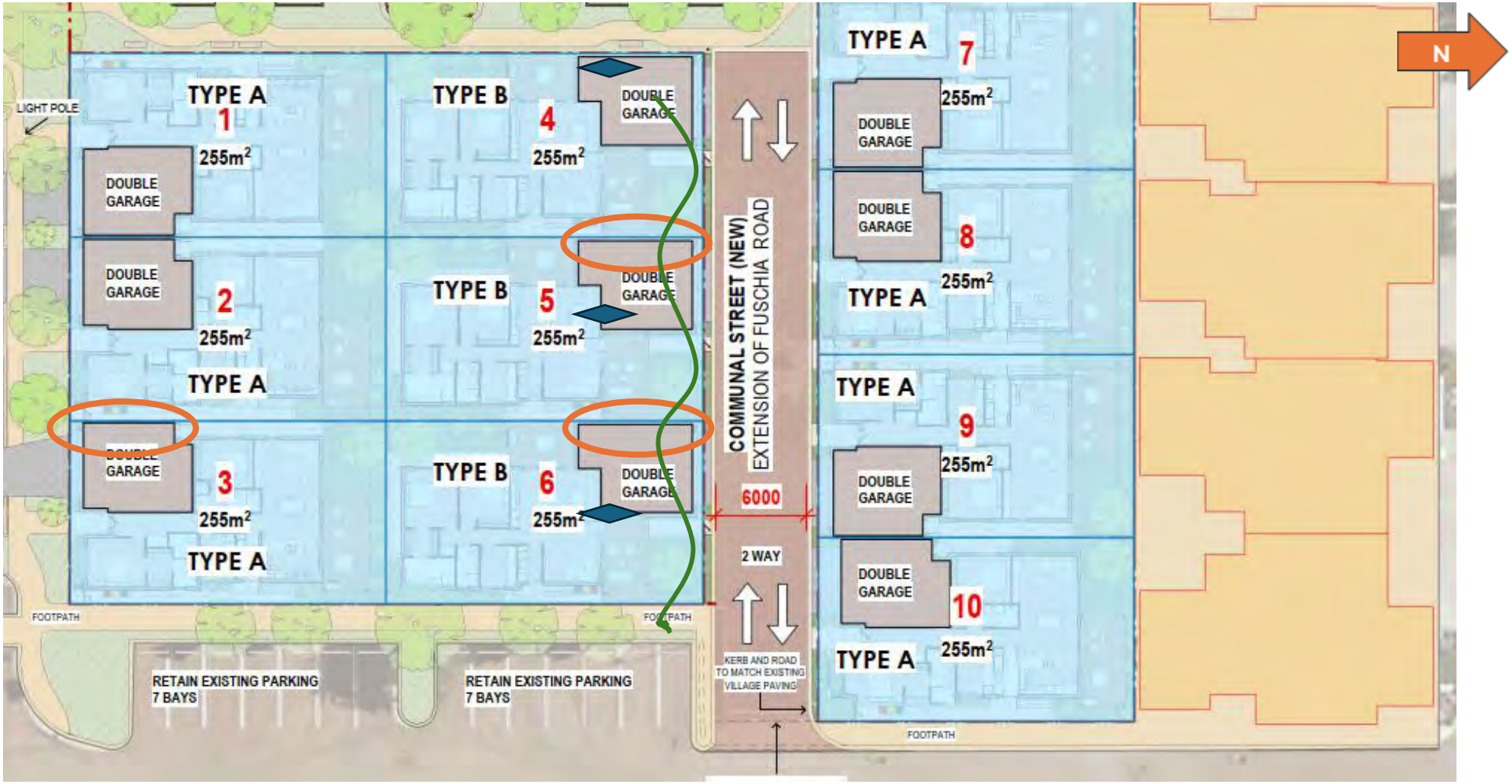


Figure 14: Boundary Walls & Garages

Single garage wall to neighbours boundary

Garage at 52% frontage

Articulation of Streetscape with Alternating Solid Built Form & Garden

The measurable outcomes demonstrated within the accompanying plans and **Compliance Schedules** confirm that the design satisfies the access requirements of State Planning Policy 7.3 (Volume 1). Vehicle access, pedestrian movement, and visitor parking have all been planned to support the ongoing operation of the village whilst maintaining a safe, efficient, and highly legible movement network.

Accordingly, the proposal satisfies both the qualitative objectives and measurable requirements relating to access by delivering an integrated movement network that strengthens the existing operation and functionality of Lawley Park Village.

6.18 Solar Access to Adjoining Sites

The proposal has been designed to maintain appropriate solar access to adjoining dwellings through its single-storey built form, considered building siting and generous separation between dwellings. Solar access formed a key design consideration throughout the planning process, influencing both the orientation of the dwellings and the planning of the external living environments.

The measurable outcomes demonstrated within the accompanying **Compliance Schedules** confirm that the design satisfies the solar access provisions of State Planning Policy 7.3 (Volume 1). The combination of compliant setbacks, single-storey built form and appropriate building orientation ensures adjoining dwellings continue to receive adequate access to sunlight whilst maintaining a high standard of residential amenity.

Accordingly, the proposal satisfies both the qualitative objectives and measurable requirements relating to solar access, reinforcing the established low-scale character of Lawley Park Village whilst protecting the amenity of adjoining residents.

6.19 Visual Privacy

Visual privacy has been carefully considered throughout the planning of the development, recognising the importance of balancing resident interaction with opportunities for personal privacy within an independent retirement village environment.

The single-storey form, generous separation between dwellings, carefully planned private open spaces and integrated landscape treatment collectively minimise opportunities for overlooking whilst maintaining passive surveillance and visual connection throughout the village. As discussed in Section 6.3, the differing landscape responses adopted for the Type A and Type B dwellings provide an appropriate balance between social interaction and private outdoor living.

The measurable outcomes demonstrated within the accompanying **Compliance Schedules** confirm that the design satisfies the visual privacy provisions of State Planning Policy 7.3 (Volume 1). The combination of compliant setbacks, landscape treatment and dwelling orientation provides appropriate levels of privacy for both internal and external living areas.

Accordingly, the proposal satisfies both the qualitative objectives and measurable requirements relating to visual privacy, delivering a comfortable residential environment that supports both community interaction and individual resident amenity.

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6.20 Design Variations and Planning Assessment

The preceding assessment demonstrates that the proposal generally satisfies the applicable planning and design requirements. Limited variations arise in relation to the garage-door width of the Type B dwellings and the boundary-wall configuration applying to the nominated lots identified on the architectural drawings.

These variations result from the deliberate use of two complementary dwelling typologies and have been assessed having regard to resident accessibility, courtyard privacy, built-form articulation and the character of the internal village streetscape.

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Garage Boundary Walls

Requirement	Proposed Design	Planning Assessment
Clause C3.6.5 requires the aggregate width of garage doors to be no greater than 50% of the width of the site.	The freestanding garages associated with the nominated lots are positioned on their respective side boundaries without corresponding garage walls on the adjoining sites.	The boundary-wall configuration forms part of a deliberate design response involving two complementary dwelling typologies rather than representing an arbitrary departure from the deemed-to-comply provisions. Type A incorporates broader private courtyards at the rear, with paired garages addressing the internal street in three locations. Type B incorporates smaller front courtyards alternating with staggered garages. Requiring corresponding boundary walls in these locations would create additional paired garage presentations and reduce the variation deliberately introduced into the internal streetscape. More importantly, the adopted arrangement enables adjoining landscaped areas to remain visually open to the communal landscape rather than being enclosed by opposing garage walls, improving outlook, reinforcing the landscaped character of the communal street and providing a more attractive residential environment for residents. The walls are limited to single-storey garages and their localised effect is balanced by improved resident amenity, greater variation in built form and a more articulated streetscape.

Garage-Door Width

Requirement	Proposed Design	Planning Assessment
Clause C3.6.5 requires the aggregate width of garage doors to be no greater than 50% of the width of the site.	All Type A dwellings comply, with each garage door occupying approximately 49% of its respective site width. The Type B dwellings provide garage doors occupying approximately 52% of their respective site widths.	The variation is limited to the Type B dwellings and represents a minor departure. The Type B garages retain an internal width of approximately 5.9 metres, equivalent to Type A, providing practical vehicle access, space for opening car doors and convenient circulation for an older resident population. Reducing the garages solely to achieve numerical conformity would compromise their functionality for little discernible streetscape benefit. The Type B arrangement alternates the smaller front courtyards with staggered garages, providing physical and visual separation between adjoining outdoor living areas. It also introduces landscaped courtyard openings between the garages and avoids repeating the paired-garage presentation of the Type A dwellings on both sides of the internal street. The minor variation therefore supports resident accessibility, courtyard privacy, improved landscape presentation and streetscape articulation while remaining entirely consistent with the underlying planning intent of the requirement.

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7.0 CONCLUSION

The development has been shaped through an integrated assessment of the requirements of State Planning Policy 7.3 (Volume 1), the City of Stirling Local Planning Scheme No. 3, and Local Planning Policy 4.5 – Private Institution Design Guidelines. Rather than addressing individual planning provisions in isolation, the design responds holistically to the opportunities and constraints of the site, the operational requirements of Lawley Park Village and the expectations of contemporary retirement living.

This integrated planning approach demonstrates that the objectives of State Planning Policy 7.3 have been achieved through a considered design process in which site planning, dwelling layout, landscape, accessibility, movement, private open space, and resident amenity have collectively informed the final development outcome. Rather than maximising development yield or simply achieving minimum compliance standards, the design delivers a balanced and high-quality residential environment that reinforces the established character and long-term operation of Lawley Park Village.

The accompanying Compliance Schedules, together with the supporting technical reports, demonstrate that the proposal satisfies the measurable requirements of the applicable planning provisions. In many instances, the development significantly exceeds the minimum standards through the provision of larger dwelling lots, generous private open space, enhanced landscaping, comprehensive landscape renewal, and universal design outcomes. These measurable outcomes reinforce the broader planning philosophy that has guided the evolution of the proposal from its earliest stages.

Collectively, the application represents a thoughtful and integrated planning outcome that responds appropriately to both the statutory planning framework and the operational requirements of an established retirement community. The completed development will provide high-quality independent living accommodation that complements the existing village, strengthens its landscape character, and introduces a comprehensively renewed communal landscape centred around the retained Peppermint Tree and supported by the replacement of five existing trees with five new trees, together with accessible productive gardens, substantial new canopy planting and shared outdoor spaces for the benefit of both existing and future residents of Lawley Park Village. Together, these initiatives support the ongoing evolution and long-term sustainability of the retirement community.

For these reasons, it is respectfully submitted that the proposal represents orderly and proper planning, achieves a high standard of residential design, and warrants the granting of Development Approval.

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8. SUPPORTING TECHNICAL INFORMATION

The proposal is supported by a range of technical information that has informed the planning and design process and demonstrates the suitability of the development. Together with this Planning Report, the following supporting documentation has been prepared to assist the assessment of the Development Application.

8.1 Landscape Design

Detailed Landscape Plans prepared by Plan E Landscape Architects accompany the Development Application. The Landscape Plans demonstrate the implementation of the landscape strategy discussed throughout this report, including new canopy planting, soft landscaping, planting schedules, and appropriate deep-soil areas to support long-term landscape establishment.

The landscape response also includes a new accessible communal landscape incorporating productive gardens, raised vegetable beds, seating, shade trees, and connecting paths. The facility will provide a functional and readily maintained communal environment available to residents of both the proposed dwellings and the surrounding established village. The Landscape Plan also retains the centrally located Agonis flexuosa Tree (Tree No. 6), integrating it into the communal landscape as an established feature within the renewed garden setting.

8.2 Waste Management

A separate Waste Management Plan has been included. Waste collection will continue to be undertaken by the **City of Stirling using the existing residential collection arrangements servicing Lawley Park Village.** Each dwelling incorporates a screened paved area capable of accommodating three wheelie bins for general waste, recycling, and future FOGO collection.

The design therefore continues the established operational arrangements already in place and does not require any changes to the existing waste collection system servicing the village.

8.3 Traffic and Access

The proposal represents a modest expansion of the established Lawley Park retirement village and will be accessed through the existing internal road network and proposed new communal street. No direct vehicle access to Alexander Drive is proposed.

A Traffic Generation and Parking Provision Assessment prepared by Urbii Consulting accompanies this Development Application. Using recognised housing-for-seniors trip-generation rates, Urbii estimates that the 10 additional dwellings will generate approximately three vehicle trips during the weekday AM peak hour, two vehicle trips during the weekday PM peak hour and 18 vehicle trips across a typical weekday.

The estimated peak-hour traffic generation is well below the 10 vehicle-trip threshold identified by the WAPC *Transport Impact Assessment Guidelines* for a **moderate-impact development. Urbii therefore classifies the proposal as a low-impact development and confirms that a formal Transport Impact Statement or Transport Impact Assessment is not warranted.**

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Given the limited additional traffic movements, Urbii concludes that the proposal will not materially affect the operation of the internal road network, surrounding intersections or broader transport network. The additional traffic can therefore be readily accommodated without any material change to existing traffic conditions or intersection performance.

8.4 Arboricultural Assessment

An Arboricultural Impact Assessment prepared by ArborSafe accompanies this Development Application. The assessment considers 18 existing trees within the development area and evaluates their health, structure, arboricultural retention value and relationship with the proposed works in accordance with Australian Standard **AS 4970:2025 – Protection of Trees on Development Sites.**

The assessment recommends the removal of 12 trees located within or directly affected by the proposed development footprint. These comprise five trees of moderate retention value and seven trees of low retention value. ArborSafe identifies the remaining six trees as technically capable of retention, comprising four trees requiring specific protection measures and two trees subject to generic tree-protection requirements.

The recommended protection measures include arborist supervision of initial excavation within relevant Tree Protection Zones, restrictions on machinery use and measures intended to protect or improve the trees' growing environments. The impact to the proposed development can be seen in Figure 15 with the TPZ severely imposing into the development space. ArborSafe identifies Tree 18, a Cotton Palm, as a Category A tree of high arboricultural retention value. However, this arboricultural classification does not give the palm significant-tree status under the City's planning framework, as the City's Tree and Landscaping Guidelines do not recognise palms as significant trees for retention under Local Planning Policy 6.6.

Figure 15: Tree Review and TPZ Zones to be Replaced by the New Communal Garden

Having considered the findings of the Arboricultural Impact Assessment, Masonic Care WA proposes an alternative landscape response involving the removal of 17 existing trees while retaining the centrally located lower height Agonis flexuosa (Western Australian Peppermint) Tree (Tree No. 6) as an established feature within the proposed communal landscape. Within the communal landscape, five existing trees will be removed and replaced with five new trees that are better suited to the long-term operation, accessibility and

management of the communal garden. This approach maintains an established landscape setting while delivering a more sustainable and functional landscape outcome.

This departure from ArborSafe's possible retention strategy reflects a broader consideration of the development and its long-term operation, including the relationship between Tree Protection Zones and the major impact on the proposed buildings, footings, stormwater infrastructure, underground services and construction activities.

Although several trees identified by ArborSafe are technically capable of retention, doing so would require sensitive construction within or adjoining their Tree Protection Zones and introduce ongoing constraints upon excavation, footing construction, stormwater infrastructure, underground services and future maintenance activities. Such works also carry the potential to disturb root systems and compromise the future health or stability of retained trees. By comparison, Tree No. 6 can be successfully integrated into the proposed communal landscape while avoiding these broader construction and operational constraints.

The alternative response does not proceed on the basis that tree removal is inherently preferable to retention. Rather, it balances the arboricultural findings against the practical implications of construction, long-term landscape management and the opportunity to create a significantly improved communal environment for residents while retaining an established landscape feature within the renewed public space.

The retained Agonis flexuosa (Western Australian Peppermint) Tree will form a focal element within the new communal landscape. Surrounding it, the proposal will establish substantial replacement canopy planting within suitable deep-soil areas where new trees can mature without conflict with buildings and infrastructure. The Landscape Plan also incorporates within this new area, accessible productive gardens, raised vegetable beds, fruit trees, shade trees, seating, pedestrian pathways and associated landscaping, creating a functional and inclusive communal environment that supports gardening, relaxation and informal social interaction.

The proposed landscape renewal will transform a maintenance-intensive and difficult-to-use area into a high-quality communal landscape available to residents of both the proposed dwellings and the broader Lawley Park Village community. Together with substantial replacement canopy planting and carefully planned deep-soil landscaping, the proposal represents a balanced response to the arboricultural findings while delivering significant long-term environmental, recreational and social benefits.

Accordingly, although the proposal differs from ArborSafe's recommended retention strategy, it responds to the assessment through a comprehensive landscape renewal approach that retains an appropriate existing tree while establishing a significantly improved communal landscape. The combination of the retained Agonis flexuosa (Western Australian Peppermint) Tree, substantial replacement canopy planting, productive gardens and accessible communal facilities provides a balanced response to the arboricultural findings, construction requirements and the long-term amenity and operation of Lawley Park Village.

8.5 Acoustic Considerations

The subject site is located within the road traffic noise influence area associated with Alexander Drive. Based on the *Road and Rail Noise Guidelines (September 2019)*, the site is forecast to experience an average road traffic noise exposure consistent with **Noise Exposure Category C**, where appropriate building construction measures are recommended to achieve acceptable internal acoustic amenity.

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The proposed dwellings comprise conventional single-storey residential construction incorporating double brick external walls together with insulated roof construction and appropriate sarking. This form of construction provides an appropriate acoustic building envelope for residential development and is capable of accommodating any additional acoustic measures that may be identified through the detailed building design process.

Should the City determine that a site-specific Transport Noise Assessment is required, this can be addressed as a condition of Development Approval prior to the issue of a Building Permit. Any recommendations arising from that assessment can be readily incorporated into the detailed construction documentation to ensure compliance with the relevant acoustic performance requirements.

Accordingly, it is considered that road traffic noise does not represent a constraint to the proposed development and can be appropriately managed through conventional residential construction and, where required, detailed design measures at the Building Permit stage.

8.6 Sustainability

Council has confirmed that a separate Environmentally Sustainable Design Report is not required for the proposal. Notwithstanding this, sustainability principles have been incorporated throughout the site planning, landscape design, and dwelling design.

The dwellings have been planned with principal living areas and primary outdoor living spaces generally oriented to benefit from northern solar access. Appropriate window placement promotes natural daylight and opportunities for cross-ventilation, while covered outdoor living areas have been carefully designed to maintain access to winter sunlight and support passive environmental performance.

The proposal incorporates extensive replacement canopy planting, generous deep-soil landscaping and an accessible communal landscape incorporating productive gardens. Together, these initiatives will contribute to increased shade, urban cooling, biodiversity, food-growing opportunities, social interaction, and long-term residential amenity throughout Lawley Park Village.

In addition, all dwellings are designed to achieve **Liveable Housing Silver Level** accessibility, providing adaptable and functional homes that support ageing in place and their long-term use by residents with varying mobility needs.

Accordingly, although a separate Environmentally Sustainable Design Report is not required, the proposal demonstrates that sustainability principles have been integrated into the planning, landscape, and architectural design of the development, supporting both environmental performance and the long-term liveability of Lawley Park Village.

8.7 Supporting Documentation

This Planning Report should be read in conjunction with the documentation submitted as part of the Development Application, including:

- Architectural Drawings
- Planning Compliance Assessment Schedule (SPP 7.3 – Volume 1)
- Landscape Plan prepared by **Plan E Landscape Architects**

- Traffic Generation and Parking Provision Assessment prepared by **Urbii Consulting**
- Arboricultural Impact Assessment by **ArborSafe**
- Certificate of Title
- Application Forms
- Any additional supporting information submitted in support of the application.

Together, these documents demonstrate that the proposal has been developed through a coordinated planning and design process and provide the technical information necessary to support the assessment of the Development Application.

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Attachment 3b - Arborcultural Impact Assessment

CIVICA | ArborSafe

Software Solutions for Tree Inventory Management



Arboricultural Impact Assessment

Doepel Marsh Architects
Residential development – 10 single story dwellings
55 Alexander Drive
Menora WA

22 July 2026

Assessment and report by:

Sita Bresnihan Dip. Arb., AQF Level 5

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Job No: J08042

CIVICA | ArborSafe

J08042

22 July 2026

Felicity Coombe
B.Arch
Doepel Marsh Architects
61 Forrest Street
Subiaco WA 6904

Arboricultural Impact Assessment Report – Residential development – 10 single story dwellings

Dear Felicity,

We are pleased to provide the following Arboricultural Impact Assessment Report for 18 trees within the property of 55 Alexander Drive, Menora.

Complete use of this report is authorised under the conditions limiting its use as stated in Appendix A Item 7 of "*Arboricultural Reporting Assumptions and Limiting Conditions*".

Should you have any queries relating to this report, its recommendations, or the options considered please do not hesitate to contact us on 1300 272 671.

Regards,



Sita Bresnihan
Consulting Arborist
Dip. Arb., AQF Level 5

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Version	Date	Author	Rationale
1	22 July 2026	Sita Bresnihan	First Issue

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1 Executive summary

1.1 The following is an Arboricultural Impact Assessment Report regarding 18 trees located within the grounds of 55 Alexander Drive, Menora. The subject site was identified by Doepel Marsh Architects (hereinafter referred to as the client) as possessing trees that may be impacted upon by proposed development works.

1.2 In part, the project scope was to nominate the subject trees that are suitable for retention/preservation, or require removal to facilitate the proposed development works, as well as identify and reduce potential conflicts between the subject trees and proposed site development. Accurate information on the area required for tree retention and methods/techniques suitable for tree protection during demolition and/or construction have been provided.

1.3 Six trees were recommended for retention, with site exclusion being the main protection measure to be employed to ensure minimal long-term impacts are incurred.

1.4 Twelve trees require removal to facilitate the proposed development as they were located within the proposed development footprint. These trees were identified as possessing Category B (moderate) or Category C (low) retention values.

1.5 Four trees, numbered 2, 3, 7 and 8, have specific protection measures over and above the recommended generic measures. These include project arborist involvement during initial excavation works within the Tree Protection Zone (TPZ), restrictions on machinery use within the TPZ area and enhancement of the growing environment within the TPZ area.

1.6 Tree retention status in relation to the proposed development are shown in Table 1 (refer to Section 5.4 for full details of Retention Value categories):

Table 1

RV	Description	Total	Remove		Retain	
			located within development footprint	irrespective of future development	with specific protection	with generic protection
A	High retention value trees	1				18
B	Moderate retention value trees	9	4, 5, 9, 10, 11		2, 3, 7, 8	
C	Low retention value trees	8	1, 12, 13, 14, 15, 16, 17			6
Total		**18**	**12**	**0**	**4**	**2**

1.7 Appropriate planning and protection of trees can have a positive impact on long term tree health and retention on development sites. Any negative impacts of development design, planning, and supervision are cumulative and are easier to prevent than to remediate. In many cases, remediation is not possible. The best way to ensure the long-term retention of established trees is to follow the process outlined in this report.

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Section 1 – Arboricultural Impact Assessment

2 Introduction

2.1 Civica ArborSafe was engaged by Felicity Coombe on behalf of the client to complete an Arboricultural Impact Assessment Report on 18 trees located within or adjacent to 55 Alexander Drive, Menora.

2.1.1 The report has been requested as part of a Development Application (DA) that involves the proposed development of 10 new single storey residences on a vacant lot within the existing site.

2.2 The report was intended to provide information on the subject trees and how they may be impacted upon by the proposed development works. Report findings and recommendations are based upon guidance provided within the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites*.

2.3 Observations and recommendations are based upon information provided by the client and an arborist site visit.

3 Scope

3.1 Carry out a visual assessment of the nominated trees located within the vicinity of the proposed development works.

3.2 Provide an objective appraisal of the subject trees in relation to their species, estimated age, health, structural condition, useful life expectancy (ULE) and viability within the existing landscape.

3.3 Based on the findings of the visual assessment, provide independent recommendations on the retention value of the subject trees.

3.4 Identify the subject trees that are retainable or require removal to facilitate the proposed development as shown in the plans provided.

3.5 Identify and reduce potential conflicts between the retainable subject trees and the proposed site development by providing accurate information on the area required for successful tree retention and methods/techniques suitable for tree protection during demolition and/or construction.

4 Methodology

4.1 Sita Bresnihan of Civica ArborSafe carried out a site inspection of the subject trees on 17 July 2026.

4.2 Trees that are the subject of this report (Figure 3) were identified during discussions with the client, reviewing relevant supplied development documentation and reviewing the description of a non-exempt ‘Tree’ as identified within the City of Stirling relevant documentation.

4.3 Pursuant with the consent authorities tree management policy definition of an established tree, all site trees above 8 metres in height and/or a canopy area of at least 50 square metres have been included within this report. Small trees within the northern section of the site have been included in the report based on their species, current size and/or potential future size and contribution to local amenity.

4.4 The subject trees were inspected from the ground using the initial component of Visual Tree Assessment (VTA) (Mattheck, 1994). No foliage or soil samples were taken and no aerial, underground or internal investigations were undertaken.

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4.5 Tree height and crown width were estimated and have been provided in a variety of ranges with 5 metre increments. Trunk diameter at standard height (DSH) and trunk diameter at the root crown (DRC) were measured with a diameter tape and provided to the nearest centimetre. The physical dimensions of trees located on neighbouring properties have been estimated due to restricted access.

4.6 Notional root zones (NRZ) and Structural root zones (SRZ) were calculated in accordance with the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites* (refer to Appendix B). It is important to note the NRZ is a theoretical calculation used as a trigger to gauge the level of arborist involvement for individual trees.

4.7 NRZ encroachment calculations were undertaken using CAD software, environment and spatially referenced against the proposed boundary of works shown on the design drawings. NRZs were generated in accordance with AS 4970:2025 and overlaid with the proposed development footprint to quantify encroachment areas. All measurements and encroachment areas were calculated digitally within CAD using scaled, georeferenced plans.

4.8 The Tree Protection Zone (TPZ) is the area above and below ground set aside for the protection of the roots and crown during development (refer to Appendix B). The TPZ is assigned by the assessing arborist and may differ from the NRZ. The TPZ can be influenced by various existing site/physical constraints, proposed development (such as buildings, drainage channels, retaining walls, etc.) and species considerations (Standards Australia, 2025).

4.9 Retention values have been determined using a modified version of the British Standard BS 5837:2012 Trees in Relation to Design, Demolition and Construction.

4.10 All photographs were taken at the time of the site inspection by the author and may have been altered for brightness, contrast, or have been cropped.

4.11 Plans of the existing site and of the proposed development were provided to Civica ArborSafe on 16 July 2026.

4.12 No proposed underground service locations have been reviewed in the preparation of this report.

4.13 Data collected on site was analysed alongside the supplied development documentation and plans by Sita Bresnihan, following which relevant findings and recommendations were formulated and collated into report format.

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5 Observations

5.1 Proposed construction

5.1.1 The proposed development (Figure 1) has been reviewed and in summary consists of the proposed development of 10 new single storey residences on a vacant lot within the existing site.

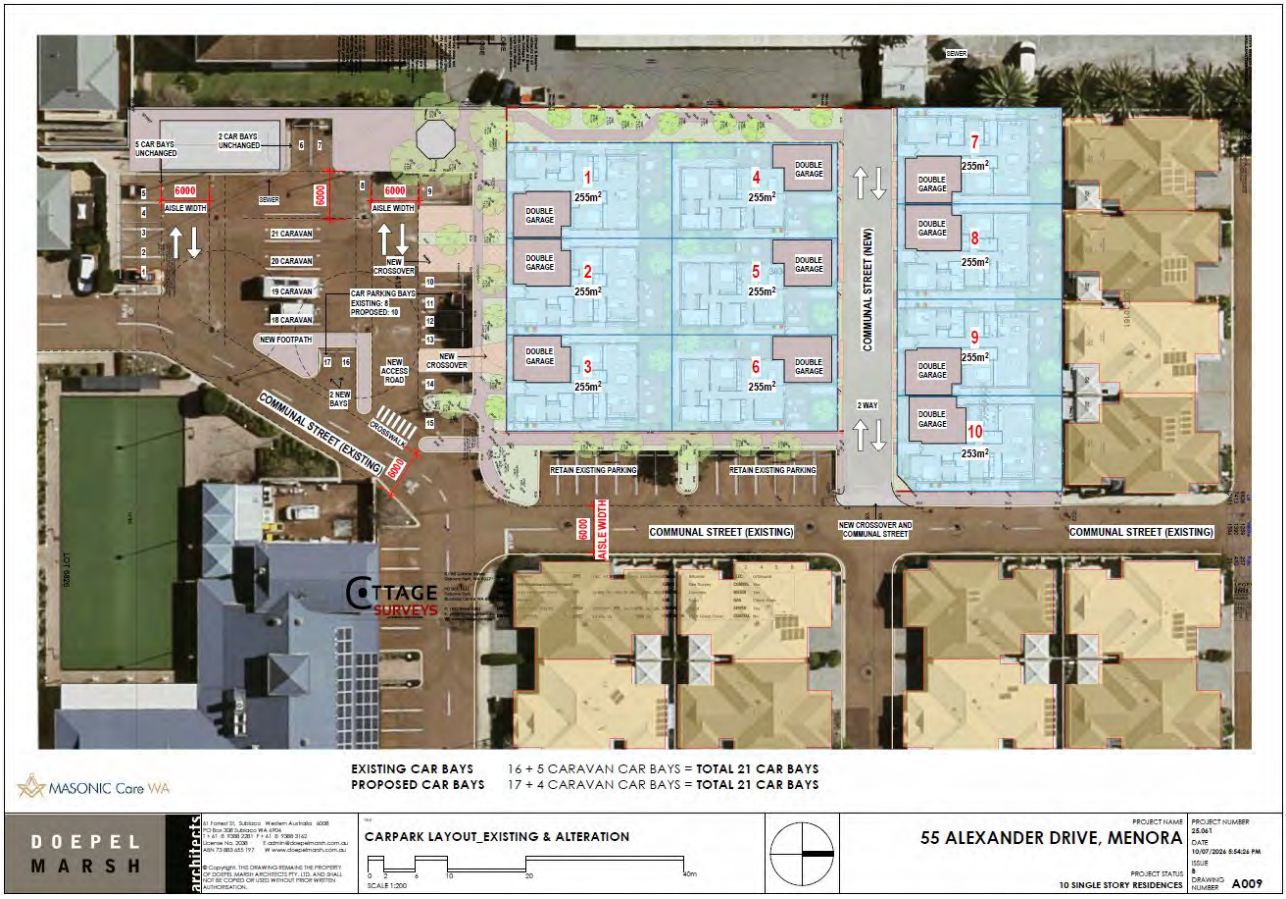


Figure 1. Excerpt from Carpark Layout_Existing & Alteration, Dwg. No. A009, Issue B. Doepel Marsh, 10 July 2026.

5.1.2 Plans of the existing site and of the proposed development were provided to Civica ArborSafe on 16 July 2026 and include (but are not limited to):

- Drawing Package, 55 Alexander Drive, Menora WA 6050, Project No. 25.061, Issue A. Doepel Marsh, 10 July 2026.

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5.2 Location

5.2.1 The site was located within the property of 55 Alexander Drive, Menora (Figure 2), which formed part of the City of Stirling Local Government Area (LGA).



Figure 2. Whole site image (location). Red lines delineate the site and area containing the subject trees that may be impacted by the proposed development works. Nearmap, 2026.

5.3 The subject trees

5.3.1 The subject trees (Figure 3) have been numbered in line with ArborSafe tree numbering system. Trees can be identified on site using white tree tags which are typically located approximately 2.0 metres from ground level on the south side of the trunk. Trees were numbered between Tree 1 and Tree 18.

5.3.2 The site trees were considered to largely consist of planted material, with no remnant specimens or species endemic to the area observed. The site trees were made up of a comparatively even mixture of exotic and Australian native species, which were predominantly semi-mature in age.

5.3.3 Five species were identified across the site with the most prevalent being *Melaleuca quinquenervia* (Broad-leaved Paperbark), *Syzygium paniculatum* (Magenta Brush Cherry) and one *Washingtonia filifera* (Cotton Palm).

5.3.4 One of the subject trees was a species endemic to the local area (*Agonis flexuosa*, WA Peppermint), with another 16 native to Australia and the remaining tree being an exotic species.

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5.3.5 The treescape is relatively young with 16 (88.8%) of the surveyed trees rated as semi-mature and a further one tree (5.6%) being in the young/juvenile category. One tree (5.6%) was rated as mature.

5.3.6 The western boundary tree group (Trees 2-11), consisting predominantly of *Melaleuca quinquenervia* (Broad-leaved Paperbark), represents one of the most important landscape assets on the site. These trees provide a well-established vegetated buffer between the subject site and adjacent residential apartments, contributing to visual screening, privacy, microclimatic moderation and overall neighbourhood amenity. The existing screen assists in reducing direct overlooking between properties and softens the visual bulk of surrounding built form.



Figure 3. Site map showing the subject trees. Note that icon colour indicates a tree's current risk rating (not Retention Value). Tree attributes can be obtained from Appendix G – Tree Assessment Data. ArborSafe, July 2026.

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Figure 4. An image showing the eastern aspect of Trees 2-11. S. Bresnihan, July 2026.



Figure 5. An image showing the western aspect of Trees 2-11. S. Bresnihan, July 2026.

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Figure 6. An image showing the eastern aspect of Tree 18 - Cotton Palm. S. Bresnihan, July 2026.

5.4 Tree retention values

5.4.1 Tree retention values (RV) have been determined based upon a modified version of the British Standard BS 5837:2012 *Trees in Relation to Design, Demolition and Construction*. This standard categorises tree retention value, based upon an assessment of a tree's quality (health and structure) and useful life expectancy, into one of four categories – A, B, C and U. Refer to Appendix C for further details.

5.4.2 Other criteria such as a tree's physical dimensions, age class, location and its amenity, heritage and/or environmental significance and potential replacement time were also considered. A breakdown of the attributes required for classification in each category can be obtained from Appendix C.

Table 2

Category	Tree numbers
A – High	18
B – Moderate	2, 3, 4, 5, 7, 8, 9, 10, 11
C – Low	1, 6, 12, 13, 14, 15, 16, 17
U – Nil	

5.5 Heritage status

5.5.1 Heritage status has not been assessed for this site.

Botanical and environmental status

5.5.2 The subject trees were considered to be common species within the local area and as such held limited botanical significance.

6 Discussion

6.1 Established trees of good health and structure represent an asset to any development. Trees may be retained for their health benefits to people, their ecological benefits, their aesthetic features, the shade they provide, the scale that they will give to new building, or their historical value.

6.2 Trees are living organisms that require appropriate environmental conditions to maintain their value as an asset. If the value of trees is to be retained, all reasonable steps should be taken to ensure that damage to trees on a development site is avoided. This means that trees should be considered and protected at every development step, from planning to completion.

6.3 For information on tree biology and generic tree impacts from development refer to Appendix F.

6.4 Potential adverse effects of development on trees

6.4.1 Injury to any part of the tree can detrimentally affect its heath or structural stability. The following clauses consider the potential impact of stress on the functioning of each main section of the tree and highlight the specific protective measures that should be undertaken to avoid this.

6.4.2 Crown damage

6.4.3 Foliage and branches are often lost or damaged on development sites by pruning or mechanical injury caused by construction equipment. Removing foliage reduces the level of photosynthesis and inhibits the production of carbohydrates. This may reduce the tree's capacity to function normally and to withstand stresses imposed by a change in its environment.

6.4.4 Incorrect pruning techniques, such as lopping or flush cutting, cause greater damage than properly made cuts, as detailed in AS 4373:2007 *Pruning of Amenity Trees*. Similarly, mechanical damage to branches by machinery, etc., will also create wounds. Any wound places an additional risk of complication on trees that could be stressed during construction.

6.4.5 Trunk damage

6.4.6 Trunks of trees can be wounded by machinery and mechanical equipment during demolition and construction work. This not only predisposes a tree to potential decay, but it also interferes with the transport of water, solutes and storage of carbohydrates. Over time, large wounds can decay and structurally weaken the tree.

6.4.7 Root damage

6.4.8 Root damage is the most common cause of damage to trees on development sites. Roots can be damaged in the following ways:

- removal during grading, excavation and trenching
- mechanically wounded, crushed or torn
- soil compaction limiting water and gas exchange
- soil build-up, causing a soil interface (perched water table)
- using impermeable materials over the surface
- chemical contamination of the soil by solvents and other waste products, such as fuel, oil, diesel, herbicides, paint, cement wash out etc.
- changes in soil moisture levels through alteration of drainage patterns and surface water flow.

6.4.9 Apart from the actual removal of roots during excavation or trenching, soil compaction is one of the major causes of root damage on development sites. Compaction is defined as the loss of large pore spaces (macropores) within the soil with a net loss of total pore space. Macropores are essential for the exchange of gases between the soil air and the atmosphere (aeration), the movement of water into the soil (percolation) and the removal of excess water from the soil (drainage).

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6.4.10 Compaction results from loads applied to the soil. Foot traffic and vehicle movements can compact soils. Vehicles can cause significant compaction to depths of 15 to 20 centimetres (the soil in which many absorbing roots are located). The degree of compaction will depend on the pressure exerted, the number of movements, soil moisture levels and clay content.

6.4.11 Soil compaction can also reduce aeration (oxygen levels decrease) and cause a reduction in beneficial soil organisms (including mycorrhizal fungi).

6.4.12 The effects of root loss or damage by any means could include the following:

- loss of stability if structural woody roots are cut
- reduction in water and solute uptake
- reduced leaf size or loss of leaves, resulting in reduced photosynthesis
- decay caused by wounding
- predisposition to soil-borne pathogens.

6.4.13 Root damage can cause instability, decline and death of a tree.

6.5 Determining NRZ encroachment

6.5.1 **Major encroachment**. As per the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites*, a major encroachment into the NRZ of any tree is considered to occur when it is beyond 20 percent of the NRZ or inside the SRZ.

6.5.2 Trees subject to major encroachment may require removal or, in certain instances, may be retained with specific protection requirements throughout the construction stage.

6.5.3 **Moderate encroachment**. Under the aforementioned standard, a moderate encroachment is considered to be greater than 10 percent and less than or equal to 20 percent of the area of the NRZ and is outside of the SRZ.

6.5.4 Trees subject to moderate encroachment may require removal or may be retained, provided that specific or general protection measures are implemented throughout the construction phase. In such cases, a clear and justified demonstration must be provided to confirm the tree's viability during and after development.

6.5.5 **Minor encroachment**. Under the aforementioned standard, a proposed encroachment is considered minor if it is less than or equal to 10 percent of the area of the NRZ, has not had recent NRZ encroachments and is outside of the SRZ.

6.5.6 Trees subject to minor encroachment may be retained with specific, generic or no protection requirements throughout the construction stage.

6.5.7 **No encroachment**. Trees with no encroachment may be retained with generic or no protection requirements throughout the construction stage.

6.5.8 For the purposes of this report, trees to be removed or retained have been identified as those:

- Requiring removal due to a level of encroachment into their NRZ that would likely result in a detrimental impact upon their future health and/or stability.
- Retainable and requiring specific crown and/or root protection requirements throughout the development cycle (i.e. generic requirements plus a combination of arborist supervision and careful construction methods within their NRZ).
- Retainable and requiring generic tree protection measures only (i.e. protective fencing and restriction of activities within the NRZ).

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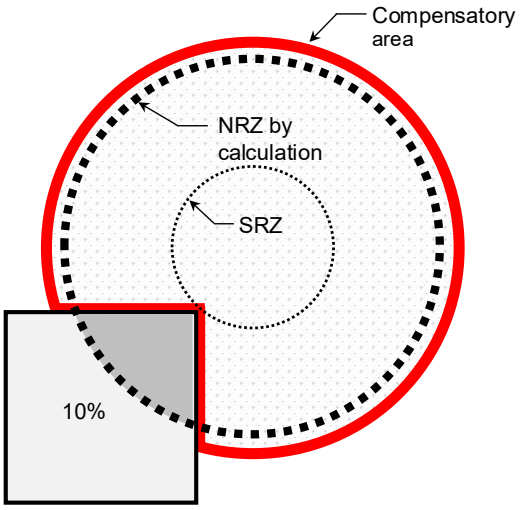


Figure 7. Sample (not to scale) of minor/moderate encroachment. AS4970:2025, May 2025.

6.6 Impact of proposed development

6.6.1 A review of the proposed design has been undertaken in the context of tree retention and removal across the site. A summary of the potential impacts to the subject trees based on the level of calculated NRZ incursion is shown in Table 3.

Table 3

NRZ Encroachment	Total	Tree numbers
Major	13	1, 4, 5, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17
Moderate	3	2, 3, 8
Minor	2	6, 18
No impact	0	

6.6.2 Refer to Appendix G – Tree assessment data for NRZ encroachments.

6.6.3 Thirteen trees have a **Major encroachment** (>20%) from the proposed design. Of these, Tree 7 and 9 may be retained with specific protections (see Section 9.2).

6.6.4 Three trees have a **Moderate encroachment** and are proposed for retention with generic protection requirements. Trees are impacted by the proposed building footprint and asphalt works.

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Figure 8. Detail from TPP showing trees to be retained with Major and Moderate encroachment.. Civica ArborSafe. July 2026.

6.6.5 Two trees have **Nil** or **Minor encroachment** from the proposed design. All trees are proposed for retention.

6.7 Impact to significant site trees

6.7.1 Field observations indicate that all of the *Melaleuca quinquenervia* specimens within the westernmost group have previously undergone height reduction pruning at approximately 8 metres above ground level. Since these works, the trees have developed approximately 2–3 metres of epicormic regrowth from the previous pruning points. This demonstrates both the species' capacity to respond successfully to pruning and a potential opportunity for future canopy management if required. Based on current condition, the trees appear capable of being maintained at approximately their historic height without significant loss of function, thereby continuing to provide screening benefits while reducing perceived conflicts with future development.

6.7.2 The southern aspect of the tree row has also been subject to careful pruning over time, creating a relatively uniform façade that functions in a manner similar to a formal landscape screen or hedge. Rather than detracting from tree quality, this management history has helped establish a defined vegetated edge that contributes positively to both the existing residential setting and the proposed development. The resulting screen has a cohesive appearance and provides a degree of visual containment that would be difficult and time-consuming to replicate with replacement planting.

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6.7.3 Importantly, the Paperbark group was generally assessed as being in good health and fair structural condition, with useful life expectancies predominantly within the 25–50 year range. While individual trees exhibit evidence of historic pruning and co-dominant stem development, there is no indication that the group is currently unstable or in decline. The trees function collectively as a shelter belt, with adjacent stems providing mutual protection from wind exposure and contributing to overall stand stability. Retention of groups of trees is frequently more successful than retention of isolated specimens as existing root interactions, crown relationships and shared wind loading characteristics are maintained.

6.7.4 Although several of these trees were currently identified as experiencing major NRZ encroachment under the proposed design, consideration should be given to the broader landscape and amenity benefits they provide. Accordingly, further design review may be warranted to investigate opportunities to reduce encroachment and facilitate long-term retention wherever practicable. Such measures could include refinement of building footprints, modification of hardstand areas, use of suspended construction systems, pier and beam solutions, root-sensitive construction methodologies and reconfiguration of landscape areas to provide compensatory protection zones.

6.7.5 The single *Washingtonia filifera* (Cotton Palm) (Tree 18) remains suitable for retention and, as a mature specimen, contributes significant landscape character and visual prominence within the site. The palm is currently in good health and remains a noteworthy feature of the existing treescape. At the time of inspection, the trunk was largely sheathed in retained dead fronds, with a Bougainvillea vine climbing through and becoming established within the dead vegetative material.

6.8 Tree removal

6.8.1 Twelve trees would require removal, based on the supplied design proposal, to facilitate the development (Table 4).

Table 4

Recommendation	Category A High retention value		Category B Moderate retention value		Category C Low Retention value		Category U No retention value	
	Qty	Tree numbers	Qty	Tree numbers	Qty	Tree numbers	Qty	Tree numbers
Remove for development	0		5	4, 5, 9, 10, 11	7	1, 12, 13, 14, 15, 16, 17	0	

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Figure 9. Site map showing trees requiring removal to facilitate development. ArborSafe, July 2026.

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Section 2 – Tree protection specifications

7 Introduction

7.1 This section of the report provides the Tree Protection Specifications (TPS) on all trees deemed retainable post development. The protection specifications will be broken up into recommendations to be undertaken before, during and after the proposed construction works. These include:

- pre-construction activities
- demolition/construction activities
- post construction activities.

7.2 All the recommendations made within the TPS are congruent with the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites* and as such it would be beneficial if all parties involved with the management of this project obtain a copy of, and are familiar with, this document.

7.3 Tree retention

7.3.1 Six trees were recommended for retention and generic, and in some cases specific, protection measures during construction to ensure they remain viable following the completion of works.

Table 5

Recommendation	Qty	Tree numbers
Retain with specific protection requirements	4	2, 3, 7, 8
Retain with generic protection requirements	2	6, 18

7.3.2 Refer to Appendix H – Tree protection plan for location and details of retained trees.

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Figure 10. Site map showing all retained trees requiring generic/specific protection measures. ArborSafe, July 2026.

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8 Pre-construction activities

8.1 Project arborist

8.1.1 A project arborist must be commissioned to oversee all tree protection measures, approved works within TPZ's (where necessary) and complete regular monitoring and compliance certification.

8.1.2 The project arborist must be suitably experienced and competent in arboriculture, having acquired through training, a minimum qualification in this field under the Australian Qualification Framework (AQF) of Level 5, or an equivalent.

8.1.3 Regular site inspections are to be conducted by the project arborist at several, key points during the project to ensure all tree protection recommendations are being adhered to during demolition and/or construction. Such inspections will also allow for any alterations in tree health and/or additional tree protection or remediation measures to be identified and addressed.

8.2 Project milestones

8.2.1 The following visits and milestones are recommended as a guide as to when on-site inspections by the project arborist are required:

Table 6

Item	Purpose of Visit	Timing of Visit(s)	Prerequisites
1	Pre-construction site set up	Sign-off as per section 8.5.12. Contractor to provide a minimum of five days' advance notice for this visit.	Prior to commencement of works and post site establishment.
2	Pre demolition / construction inductions	Contractor to provide a minimum of five days' advance notice for this visit.	All parties involved in the project to attend.
3	Supervision of works in TPZ's, including all regrading and excavations	Whenever there is work planned to be performed within the TPZ's. Contractor to provide a minimum of five days' advance notice for such visits.	
4	Regular site inspections	Minimum frequency monthly for the duration of the project.	The checklist must be completed by the project arborist at each site inspection and be signed by both parties.
5	Final sign off	Following completion of all works.	Practical completion of works and prior to tree protection removal.

8.3 Compliance reporting

8.3.1 Following each site inspection, the project arborist is to prepare a report detailing the health and structural condition of the subject trees designated for retention. These reports should certify whether the works are being undertaken in accordance with the consent/conditions relating to tree protection and management.

8.3.2 These reports should contain photographic evidence (where applicable) to demonstrate that all tree protection and management recommendations are being carried out as specified.

8.3.3 Matters to be monitored and contained in these reports must include tree health and structural condition, the appropriateness and effectiveness of tree protection measures and any potential impact(s) on retained subject trees relating to conducted works which may arise from changes to the endorsed plans.

8.3.4 After completion, the reports shall be submitted to the project manager (as well as the clients' nominated representative where required).

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8.3.5 If any tree protection conditions are found to have been breached, clear remedial action specifications must be specified, and the responsible authority notified.

8.4 Arboricultural works

8.4.1 Minor crown modification pruning (crown lifting) may be required on Trees 2-11 to enable construction works to proceed.

8.4.2 Branch reduction pruning (where required) must focus on the removal of smaller diameter branches where feasible and remove no greater than 10 percent of total crown mass. Branches no greater than 50 millimetres in diameter are to be removed unless specifically approved by the project arborist.

8.4.3 Tree 18 requires removal of the accumulated dead fronds and associated vine growth as part of routine arboricultural maintenance. These works will improve the palm's appearance, reduce unnecessary loading on the trunk, facilitate future inspections, and enhance the long-term presentation of this prominent landscape feature.

8.4.4 To ensure that a high standard of works is achieved, all tree pruning and/or removal works must be completed in accordance with the Australian Standard AS 4373:2007 *Pruning of Amenity Trees* and be undertaken by a suitably qualified arborist (minimum AQF Level 3).

8.4.5 After pruning has been completed, no further material is to be removed from any retained subject tree without the consent of the project arborist and the City of Stirling. At no time are personnel working on the project to remove branches, foliage, bark or roots from any retained subject tree.

8.5 Preparation of Tree Protection Zones (TPZ)

8.5.1 Tree protection fencing

8.5.2 After all arboricultural works have been completed, tree protection fencing must be erected for each subject tree to protect their above and below ground structures. The positioning of tree protection fencing may need to be modified, as specified in the tree protection plan (TPP) and specific protection section, for all the subject trees to accommodate boundary fencing, roads and the designated construction zone.

8.5.3 Tree protection fencing must be made from sturdy materials such as chain and mesh panels or plywood hoarding and posts and should be permanent, locked/eliminate access by contractors and be incapable of being readily moved or adjusted once erected. Any holes that need to be dug to support the fencing where possible should be located outside of the TPZ, otherwise such holes should be hand dug under the supervision of the project arborist. Materials such as rope or orange para webbing must not be used.

8.5.4 TPZ signs

8.5.5 Signs must be placed on the tree protection fencing on each aspect adjacent to each subject tree and is to display at a minimum that the area is a tree protection zone and should not be accessed and the contact phone numbers of the site manager and the project arborist.

8.5.6 Temporary irrigation

8.5.7 Temporary irrigation is not seen as necessary for the subject trees as they would ordinarily not be receiving additional water over hot and/or dry weather. It is considered that the trees will be excluded from any compaction or other root damage during demolition and as such will be maintained as normal.

8.5.8 Monitoring of soil moisture levels during hot and/or dry weather should be done by the Project Arborist during construction and additional water added to the TPZ when required as directed by them should soil moisture levels been deem inadequate.

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8.5.9 Site sheds and storage areas

8.5.10 All site sheds and storage areas must be located outside of the TPZ of all subject trees. This will serve to negate excessive soil compaction of their root zones and root damage/severance that may occur as a result of the installation of temporary services for the sheds (such as water and electricity etc) and excessive use around the sheds. In this regard the carpark area west of the building would be considered a suitable location for site sheds to be positioned.

8.5.11 Arborist's inspection

8.5.12 After all tasks listed in Section 8.4 and 8.5 have been completed, the project arborist is to be called to the site to approve of the pruning works and the TPZ set up including their location and the materials from which they are made.

8.5.13 If there is non-compliance with the TPS, the TPP or consent conditions, the project arborist shall specify the remedial works where required and a timeframe for rectification works.

8.5.14 Requirements for any alterations and/or additions to the TPZ's must be discussed with the site manager at this time. Where stipulated in the consent conditions, the relevant authority shall be notified of non-compliance issues.

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9 Construction/demolition activities

9.1 Project arborist

9.1.1 The project arborist is to be commissioned to conduct pre-start inductions in relation to the TPS and TPP as specified in section 8.2.

9.1.2 Also during this stage, the project arborist should monitor the site for compliance with the TPS, TPP and consent conditions, as relevant. Attention should be given to the impacts of proposed demolition, bulk earthworks, and installation of temporary infrastructure, including bunding, sediment control works and drainage.

9.1.3 Monitoring reports and certification should be prepared by the project arborist. These should be provided to the project manager and, where so conditioned, to the relevant authority. These certifications should reference the TPS, TPP and consent conditions, as relevant.

9.1.4 The project arborist may need to attend site at other times during the project at the request Doepel Marsh Architects. These requests may be to provide further guidance related to the trees, if there are potential impacts upon the trees that need to be discussed and agreed upon, if there has been a breach of the TPS, attendance at site meetings etc.

9.1.5 The project arborist is to make at a minimum monthly visits to the site to ensure that all tree protection measures are being complied with. A site inspection checklist form is to be completed by the project arborist at the time of each inspection and signed by the project arborist and the project manager/foreman.

9.2 Specific protection measures

9.2.1 Trees 3, 2, 7 and 8 have proposed demolition and/or construction works with a portion of their NRZ.

9.2.2 All four trees have TPZs that are modified by the presence of an existing retaining wall located along the edge of the adjacent car park. The trees are situated approximately 600 millimetres below the finished level of the car park. The retaining wall was inspected at the time of assessment and exhibited no evidence of cracking, displacement, splitting or other defects that may indicate root-related movement or pressure. The absence of visible structural impacts suggests the trees have coexisted with the retaining structure for an extended period without causing observable damage and that root development has likely adapted to the existing site constraints

9.2.3 In the event of excavation occurring and which exceeds 10 percent of the NRZ, it is to be carried out under arborist supervision and/or with the consent of the project arborist.

9.2.4 In the first instance, any and all proposed encroachment(s) into a tree's designated SRZ is to be eliminated at the design phase, as significant root damage/severance inside of this area can impact future tree health and/or stability within the soil profile.

9.2.5 It is recommended that any proposed excavation commence at the outer extent of the NRZ and move inwards to minimise root damage/severance to the subject trees.

9.2.6 Where soil excavations represent a NRZ incursion in excess of 10 percent, or are proposed to occur within the SRZ, exploratory, root sensitive excavation techniques will invariably be recommended such as:

- excavation using a high-pressure water jet and vacuum truck
- excavation using an air spade with vacuum truck
- excavation by hand.

9.2.7 Where exploratory excavation(s) identifies significant root mass, a modification to the proposed design and/or a revision of individual tree retention/removal status may be required.

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9.2.8 Roots discovered are to be treated with care and minor roots (less than 30–40 millimetres in diameter) pruned with a sharp, sterile handsaw or secateurs.

9.2.9 All significant roots (greater than 30–40 millimetres in diameter) are to be preserved/protected from desiccation, recorded, photographed and reported to the project arborist for review. At the discretion of the project arborist they may decide that retention of such roots is required for the sake of future tree health, or may determine such roots can be pruned without any significant impact on future health.

9.2.10 Other proposed surfacing within the NRZ is to be installed above the existing grade and be of a permeable nature to allow the passage of air and moisture into the soil profile. If the surfacing is to be load bearing, a geogrid/web or similar such design is to be incorporated to ensure the soil profile within the NRZ does not become compacted.



Figure 11. Site map showing retained trees requiring specific protection measures. ArborSafe, July 2026.

9.3 Generic protection and reporting measures

9.3.1 All subject trees designated for retention require generic protection during the demolition and/or construction stage. Tree protection measures (Appendix D) include a range of:

- Activities restricted within the TPZ
- Protective fencing
- Trunk and ground protection
- Tree protection signage

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9.4 Site hygiene

9.4.1 Before any demolition and/or construction related vehicles enter the site they are to be washed down thoroughly to remove all soil from upon and under them. This is to ensure that no vehicle can transfer soil borne plant diseases onto the site, particularly the destructive soil borne fungus *Phytophthora cinnamomi* (Cinnamon Fungus) which is known to cause root rot in a wide range of species.

9.4.2 After working at the 55 Alexander Drive, Menora site, vehicles that visit other work sites must be washed down prior to their re-entry to the site.

9.5 Underground service installation

9.5.1 Should future works include the installation of underground services (including drainage), then such works must not encroach within the NRZ of any of the subject trees unless authorised by the project arborist in which case underground boring will invariably be recommended. Boring of services is to occur at a minimum depth of 800 millimetres (top of pipe) below the existing grade for trees with a trunk DSH of less than 100 centimetres, 950 millimetres for trees with a trunk DSH of 100–150 centimetres and 1100 millimetres for trees with a trunk DSH of greater than 150 centimetres. To minimise soil disturbance associated with service installation communal service lines must be used where appropriate. The entry and exit pits for boring must be positioned outside the designated NRZ for each tree.

9.6 Landscape work

9.6.1 The landscape documentation should conform to the TPS, TPP and consent conditions, as relevant. Towards the end of the building works, the staged removal of protection measures may require approval from the project arborist in order for landscape works to begin. Approved works within the TPZ should be supervised as specified in the TPS, the consent conditions, or both.

9.6.2 Monitoring should be recorded and provided to the project manager and, where required, to the relevant authority

9.7 Practical completion

9.7.1 Practical completion assumes that all construction and landscaping works are finished. At practical completion, all remaining tree protection measures should be removed.

9.7.2 The project arborist should assess the condition of the tree(s), document the extent of compliance with the tree protection requirements and, if required, specify ongoing care or remedial works. This documentation shall be recorded and provided to the project manager and, where required, to the relevant authority.

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10 Post-construction

10.1 Defects liability period

10.1.1 Any rectification works within the defects liability period shall be assessed by the project arborist to assess their impact on retained trees. If required, the project arborist should specify any tree protection measures to be implemented during the works.

10.2 Final certification

10.2.1 An assessment of the condition of the trees and the impact of the development should be conducted by the project arborist.

10.2.2 Following the final inspection and the completion of any remedial works, the project arborist may certify (as appropriate) that the completed works have been carried out in conformance with the approve TPS and consent conditions.

10.2.3 Certification should include a statement on the condition of the retained trees, as well as details of any deviations from the approved TPS or consent conditions, and their impacts on trees. Copies of monitoring documentation should be available on request.

10.3 Offset tree planting

10.3.1 The removal of existing trees should be offset through replacement tree planting incorporated within the approved landscape design. Replacement tree species should be selected to maximise future canopy cover, provide shade, screening and biodiversity outcomes, and be supported by adequate deep soil areas to enable long-term growth to maturity. The quantity and species selection of replacement trees should be consistent with the requirements of the City of Stirling's LPP 6.6 Trees and Landscaping (City of Stirling, 2026) and any landscaping conditions imposed through the development approval process

10.3.2 Replacement tree species must have the genetic potential to reach physical dimensions at maturity that are comparable to those trees which have been removed.

10.3.3 Newly planted trees will likely require maintenance and after planting care for a period of 2–3 years to ensure successful establishment. Plantings which fail during the establishment period are to be removed and replaced like for like.

10.3.4 Maintenance schedules may include (but not be limited to) watering, mulching, staking, guarding and formative pruning.

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Appendix A. Arboricultural reporting assumptions and limiting conditions

1. Any legal description provided to the consultant is assumed to be correct. Any titles and ownership of any property are assumed to be good. No responsibility is assumed for matters legal in character.

2. It is assumed that any property/project is not in violation of any applicable codes, ordinances, statutes or other government regulations.

3. Care has been taken to obtain all information from reliable sources. All data has been verified in so far as possible, however, the consultant can neither guarantee nor be responsible for the accuracy of the information provided by others.

4. The consultant shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

5. Loss or alteration of any part of this report invalidates the entire report.

6. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by anyone but the person to whom it is addressed, without the prior written consent of the consultant.

7. Neither all nor any part of the contents of this report, nor any copy thereof, shall be used for any purpose by anyone but the person to whom it is addressed, without the written consent of the consultant. Nor shall it be conveyed by anyone, including the Client, to the public through advertising, public relations, news, sales or other media, without the written consent of the consultant.

8. This report and any values expressed herein represent the opinion of the consultant and the consultant's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

9. Sketches, diagrams, graphs and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise.

10. Information contained in this report covers only those items that were examined and reflect the condition of those items at the time of inspection.

11. Inspection is limited to visual examination of accessible components without dissection, excavation or probing. There is no warranty or guarantee expressed or implied that the problems or deficiencies of the plants or property in question may not arise in the future.

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Appendix B. Explanation of tree assessment terms

Tree number: Refers to the individual identification number assigned within the ArborSafe software to each assessed tree on the site and the number which appears on the tree's tag.

Tree location: Refers to the easting and northing coordinates assigned to the location of the tree as obtained from the geo-referenced aerial image within the ArborSafe software.

Tree species: Provides the botanic name (genus, species, sub-species, variety and cultivar where applicable) in accordance with the International Code of Botanical Nomenclature (ICBN), and the accepted common name.

Trees in group: The number of trees encompassing a collective assessment of more than one tree. Typically grouped trees have similar attributes that can be encompassed within one data record.

Height: The estimated range in metres attributed to the tree from its base to the highest point of the canopy. Where required height will be estimated to the nearest metre.

Diameter at Standard Height (DSH): Refers to the tree's estimated trunk diameter measured 1.4m from ground level for a single trunked tree. These estimates increase in 50 millimetre increments. Where required DSH will be measured to give an accurate measurement for single trunked trees, trees with multiple trunks, significant root buttressing, bifurcating close to ground level or trunk defects and will be measured as per the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites*.

Notional Root Zone (NRZ): Encroachment into the NRZ is the primary trigger for arboricultural input on a development site. NRZ is a theoretical calculation which is a specified area above and below ground at a given distance measured radially away from the centre of the tree's trunk. The radius of the NRZ is calculated by multiplying the tree DSH by 12. NRZ radius = DSH × 12. (Note "Standard Height" is nominally measured as 1.4m from ground level). (Standards Australia, 2025).

Tree Protection Zone (TPZ): The TPZ is a specified area, above and below ground, set aside to provide protection of the roots and crown to enable the ongoing viability and stability of a retained tree where it is potentially subject to damage during development.

The TPZ may differ from the NRZ as it considers relevant factors such as:

- Location and distribution of the roots.
- Potential loss of root mass resulting from the encroachment (number of roots and diameter of roots).
- Tree species and tolerance to root disturbance.
- If the works will result in a temporary (e.g. service trench) or permanent (e.g. basement car park) loss of available soil volume.
- Age, health, current size and projected size of the tree.
- Presence of other trees with overlapping NRZ or grafted roots.
- Proposed staging and timing of excavation or root cutting.
- Proposed tree maintenance and tree care activities.

Structural Root Zone (SRZ): The area close to the base of a tree required for the tree's anchorage and stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. The SRZ is nominally circular with the trunk at its centre and is expressed by its radius in metres. A larger area is required to maintain a viable tree. The SRZ shall be calculated when major encroachment (greater than 20%) into an NRZ is proposed.

Many factors affect the size of the SRZ (e.g. tree height, crown area, soil type, soil moisture). Natural or built structures, such as rocks and footings, can also influence the SRZ. An indicative SRZ radius can be determined from the trunk diameter measure immediately above the root buttress using the following formula. Root investigation can provide more information on the extent of these roots.

SRZ Radius = $(D \times 50)^{0.42} \times 0.64$, where D equals the trunk diameter measured above the root buttress flare.

Crown spread: The estimated range in metres attributed to the spread of the tree's canopy on its widest axis. Where required crown spread will be estimated to the nearest metre.

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Origin: Refers to the origin of the species and its type.

Category	Description
Indigenous	Occurs naturally in the local area and is native to a given region or ecosystem.
State Native	Occurs naturally within State but is not indigenous.
Australian Native	Occurs naturally within Australia and its territories but is not a State native or indigenous.
Exotic Evergreen	Occurs naturally outside of Australia and its territories and typically retains its leaves throughout the year.
Exotic Deciduous	Occurs naturally outside of Australia and its territories and typically loses its leaves at least once a year.

Health: Refers to the health and vigour of the tree.

Category	Description
Excellent	Canopy full with even foliage density throughout, leaves are entire and are of an excellent size and colour for the species with no visible pathogen damage. Excellent growth indicators, e.g. seasonal extension growth. Exceptional specimen.
Good	Canopy full with minor variations in foliage density throughout, leaves are entire and are of good size and colour for the species with minimal or no visible pathogen damage. Good growth indicators, none or minimal deadwood.
Fair	Canopy with moderate variations in foliage density throughout, leaves not entire with reduced size and/or atypical in colour, moderate pathogen damage. Reduced growth indicators, visible amounts of deadwood, may contain epicormic growth.
Poor	Canopy density significantly reduced throughout, leaves are not entire, are significantly reduced in size and/or are discoloured, significant pathogen damage. Significant amounts of deadwood and/or epicormic growth, noticeable dieback of branch tips, possibly extensive.
Dead	No live plant material observed throughout the canopy, bark may be visibly delaminating from the trunk and/or branches.

Age: Refers to the life cycle of the tree.

Category	Description
Young	Newly planted small tree not fully established may be capable of being transplanted or easily replaced.
Juvenile	Tree is small in terms of its potential physical size and has not reached its full reproductive ability.
Semi-mature	Tree in active growth phase of life cycle and has not yet attained an expected maximum physical size for its species and/or its location.
Mature	Tree has reached an expected maximum physical size for the species and/or location and is showing a reduction in the rate of seasonal extension growth.
Senescent	Tree is approaching the end of its life cycle and is exhibiting a reduction in vigour often evidenced by natural deterioration in health and structure.

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Structure: Refers to the structure of the tree from roots to crown.

Category	Description
Good	Sound branch attachments with no visible structural defects, e.g. included bark or acute angled unions. No visible wounds to the trunk and/or root plate. No fungal pathogens present.
Fair	Minor structural defects present, e.g. apical leaders sharing common union(s). Minor damage to structural roots. Small wounds present where decay could begin. No fungal pathogens present.
Poor	Moderate structural defects present, including bifurcations with included bark with union failure likely within 0–5 years. Wounding evident with cavities and/or decay present. Damage to structural roots.
Hazardous	Significant structural defects with failure imminent (3–6 months). Defects may include active splits and/or partial branch or root plate failures. Tree requires immediate arboricultural works to alleviate the associated risk.

Useful Life Expectancy (ULE): Useful life expectancy refers to an expected period of time the tree can be retained within the landscape before its amenity value declines to a point where it may detract from the appearance of the landscape and/or presents a greater risk and/or more hazards to people and/or property. ULE values consider tree species, current age, health, structure and location. ULE values are based on the tree at the time of assessment and do not consider future changes within the tree's location and environment which may influence the ULE value.

Category
0 Years
<5 Years
5–10 Years
10–15 Years
15–25 Years
25–50 Years
>50 Years

Defects: Visual observations made of the presenting defects of the tree and its growing environment that are, or have the capacity to impact upon, the health, structural condition and/or the useful life expectancy of the tree. Defects may include adverse physical traits or conditions, signs of structural weaknesses, plant disease and/or pest damage, tree impacts to assets or soil related issues.

Tree significance: Includes environmental, social or historical reasons why the tree is significant to the site. The tree may also be rare under cultivation or have a rare or localised natural distribution.

Arborist actions: A list of arboricultural and/or plant health care works that are aimed at maintaining or improving the tree's health, structural condition or form. Actions may also directly or indirectly reduce the risk potential of the tree such as via the removal of a particular branch or the moving of infrastructure from under its canopy.

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Appendix C. Tree retention values

Based upon a modified version of the British Standard BS 5837:2012 *Trees in Relation to Design, Demolition and Construction* – Recommendations.

Category and definition	Criteria (including sub-categories where appropriate)		
	1. Arboricultural qualities	**2. Landscape qualities**	**3. Cultural and environmental values**
Category A			
Trees of High Quality with an estimated remaining life expectancy of at least 25 years and of dimensions and prominence that it cannot be readily replaced in <20 years.	Trees that are particularly good examples of their species, especially if rare or unusual (in the wild or under cultivation); or those that are important components of groups or avenues.	Trees or groups of significant visual importance as arboricultural and/or landscape features. (e.g. feature and landmark trees).	Trees, groups or plant communities of significant conservation, historical, commemorative or other value (e.g. remnant trees, aboriginal scar trees, critically endangered plant communities, trees listed specifically within a Heritage statement of significance).
Category B			
Trees of Moderate Quality with an estimated remaining life expectancy of 15–25 years and of dimensions and prominence that cannot be readily replaced within 10 years.	Trees that might be included within Category A but are downgraded because of diminished condition such that they are unlikely to be suitable for retention beyond 25 years.	Trees that are visible from surrounding properties and/or the street but make little visual contribution to the wider locality.	Trees with conservation or other cultural value (trees within conservation areas or landscapes described within a statement of significance, locally indigenous species).
Category C			
Trees of Low Quality with an estimated remaining life expectancy of 5–15 years, or young trees that are easily replaceable.	Trees of very limited value or such impaired condition that they do not qualify in higher categories.	Trees offering low or only temporary/transient landscape benefits.	Trees with no material conservation or other cultural value. Trees that are exempted by the relevant consent authority.
Category U			
Trees in such a condition that they cannot realistically be retained as viable trees in the context of the current land use for longer than 5 years.	Trees that have a severe structural defect that are not remediable such that their failure is expected within 12 months. Trees that will become unviable after removal of other Category U trees (e.g. where for whatever reason the loss of companion shelter cannot be mitigated by pruning). Trees that are dead or are showing signs of significant, immediate and irreversible overall decline. Trees infected with pathogens of significance to the health and or safety of other trees nearby Low quality trees suppressing adjacent trees of better quality. Environmental/noxious/declared/controlled weeds or species categorised as weeds within the local area. Note: Category U trees can have existing or potential conservation value* which might make it desirable to preserve.		

* Where trees would otherwise be categorised as U, B or C but have significant identifiable conservation, heritage or landscape value even though only for the short term, they may be upgraded, although they might be suitable for retention only.

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Tree quality:

		Health**			
		Excellent/ Good	Fair	Poor	Dead
Structure	Good	A	B	C	U
	Fair	B	B	C	U
	Poor	C	C	U	U
	Hazard *	U	U	U	U

* Structural hazard that cannot be remediated through mitigation works to enable safe retention.

** Trees of short term reduced health that can be remediated via basic, low cost plant health care works (e.g. mulching, irrigation etc.) may be designated in a higher health rating to ensure correct retention value nomination.

Category A	Typically trees in this category are of high quality with an estimated remaining life expectancy of at least 25 years and of dimensions and prominence that it cannot be readily replaced in <20 years. The tree may make significant amenity contributions to the landscape and may make high environmental contributions. In some cases, trees within this category may not meet the above criteria, however possess significant heritage or ecological value. Trees of this retention value warrant design consideration and amendment to ensure their viable retention.
Category B	Typically trees in this category are of moderate quality with an estimated remaining life expectancy of 15–25 years and prominence of size dimensions that cannot be readily replaced within 10 years. They may make moderate amenity contributions to the landscape and make low/moderate environmental contributions. Trees with this retention value warrant lesser design consideration in an attempt to allow for their retention.
Category C	Trees in this category are of low quality with an estimated remaining life expectancy of 5–15 years, or young trees that are easily replaceable, may have poor health and/or structure, are easily replaceable, or are of undesirable species and do not warrant design consideration.
Category U	Trees in this category are found to be in such a condition that they cannot realistically be retained as viable trees in the context of the current land use for longer than five years. These trees may be dead and/or of a species recognised as a weed that resulted in them being unretainable.

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Appendix D. Generic protection and reporting measures

All subject trees designated for retention require generic protection during the demolition and/or construction stage. Tree protection measures include a range of:

- Activities restricted within the TPZ
- Protective fencing
- Trunk and ground protection
- Tree protection signage
- Involvement from the project arborist
- Project milestones
- Compliance reporting

Activities prohibited within the TPZ

- Machine excavation including trenching
- Storage
- Preparation of chemicals, including cement products
- Parking of vehicles and plant
- Refueling
- Dumping of waste
- Wash down and cleaning of equipment
- Placement of fill
- Lighting of fires
- Soil level changes
- Temporary or permanent installation of utilities and signs
- Physical damage to the tree

Protective fencing specification

Tree protective protection fencing is to be installed at the designated TPZ or maximum practicable extent. As a guide fencing is to be erected as per Figure 12 before any machinery or materials are brought to site and before commencement of works (including demolition).

In some areas of the site (i.e. protection of trees on neighbouring properties) existing boundary fencing and/or external site fencing may be used as an alternative to protective fencing.

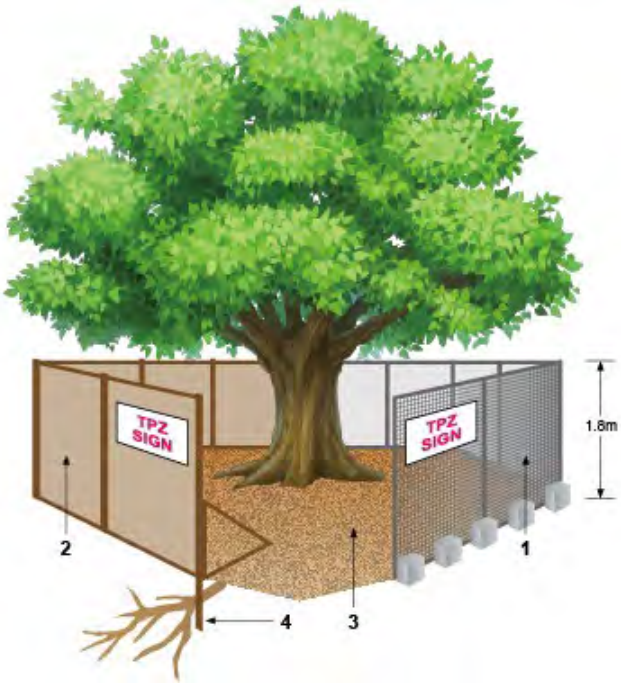
Once erected, tree protection fencing must not be removed or altered without approval from the project arborist and/or the responsible authority and is to be secured to restrict unauthorised access.

Tree protection fencing is to be a minimum of 1.8 metres high and mesh or wire between posts must be highly visible. Fence posts and supports should have a diameter greater than 20 millimetres and should ideally be freestanding, otherwise be located clear of tree roots.

Tree protection fencing must remain intact throughout all proposed construction works and must only be dismantled after their conclusion. The temporary dismantling of tree protection fencing must only be done with the authorisation of the project arborist and/or the responsible authority.

The subject trees themselves must also not to be used as a billboard to support advertising material. Affixing nails or screws into the trunks of trees to display signs of any type is not a recommended practice in the successful retention of trees.

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Legend:

1. Chain wire mesh panels that are held in place with concrete feet.
2. Alternatively, plywood or wooden paling fence panels may be used. This fencing material also prevents building materials or soil entering the TPZ.
3. Mulch installation across surface of the TPZ(as detailed in the TPS). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ other than those indicated in the TPS.
4. Bracing may be used within the TPZ. Installation of posts or supports should avoid damaging roots.

Figure 12. Depicts standard fencing techniques. AS 4970:2025, May 2025.

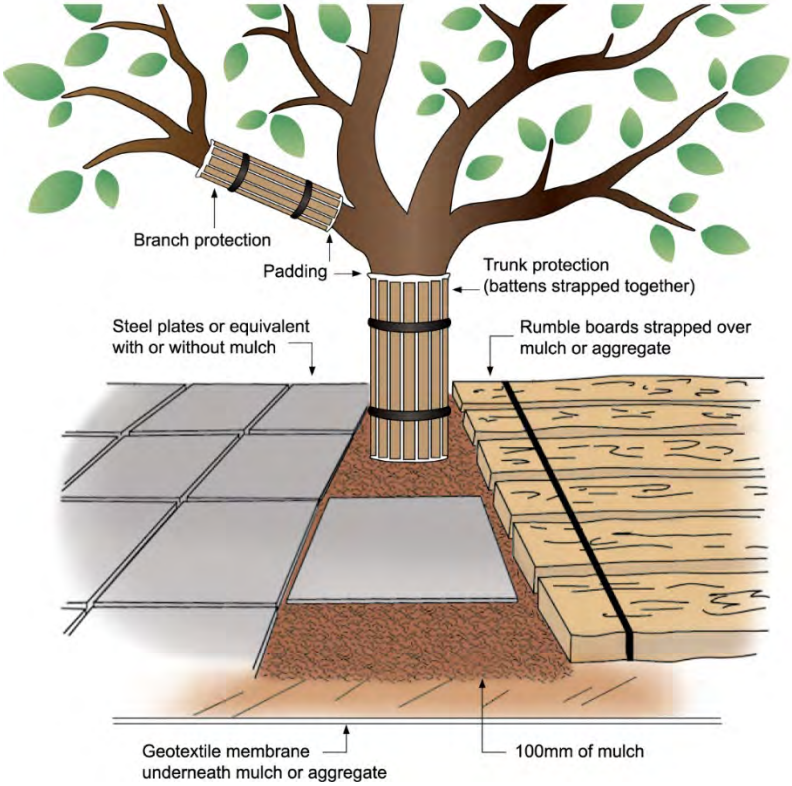
Trunk and ground protection

Where proposed works are within the TPZ of retained subject trees, standard protective fencing may not always be a viable method of protection. In these instances trunk protection and/or ground protection should be installed prior to the commencement of site establishment and remain in place until after all proposed works have been completed.

Where construction access into the TPZ of retained subject trees cannot be avoided, the root zone of each affected tree must be protected using steel plates or rumble boards strapped over mulch/aggregate until such a time as permanent, above-ground surfacing (cellular confinement system or similar) is installed.

Trunk and ground protection is to be undertaken in accordance with the Australian Standard AS 4790:2025 *Protection of Trees on Development Sites* as per Figure 13.

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Notes:

1. For trunk and branch protection, boards and padding may be used to prevent damage to bark. Boards shall be joined to each other using hoop straps and screws or similar. They shall not be screwed or nailed to the tree.
2. Wide wooden boards or plastic or metal plates should be of a suitable thickness to spread the load and prevent soil compaction and root damage.

Figure 13. Depicts trunk and ground protection techniques. AS 4970:2025, May 2025.

Tree protection signs

Signs identifying the TPZ, as per Figure 14, are to be placed at approximate 10 metre intervals around the edge of the TPZ fencing and must be visible from within the development site.



Figure 14. Depicts an example of a tree protection sign. AS 4970:2025, May 2025.

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Appendix E. Plant health care and mulching

Guide to plant health tonics and root growth stimulants

Considering the varying sizes of trees in common urban landscapes, it is suggested that an application volume of combined water and product solution of 80–150L for small to medium sized trees (5-10m height), 150–250L for medium to large sized trees (10-20m height) and 250–400L for large to very large sized trees (+20m height). Note: a lesser volume of total mixed product could be used if a more concentrated mix is drenched and water irrigation used to further drench the area and therefore dilute the stronger mix application.

The following product recommendations have been based on previous successful works undertaken by ArborSafe. The information provided is to be used as a general guide only, depending on your tree species, health or location. We recommend you always refer to the manufacturers label before applying any product. You may need to further consult with ArborSafe or your project arborist to develop a more specific program for your tree needs.

- **Soil conditioner** concentrate such as Kelpro, Seasol or similar 600–800mL/100L of water.
  A concentration of beneficial nutrients stimulating plant growth and root establishment, ideal for trees under stress.
- **Nitrogen boost** concentrate such as Nitrosol liquid plant food or similar 300mL/100L of water.
  A general-purpose fertiliser that contains a nitrogen boost (the most abundantly used element for tree growth).
  NB: Care must be taken when applying general fertiliser, particularly where plants can be affected by phosphorus toxicity e.g. many Australian native plants.
- **Root bio stimulant** concentrate such as Auxinone or similar 400mL/100L of water.
  A scientific blend of hormone root growth stimulants and vitamins assisting in the regeneration of roots.
- **Microbial formulation** concentrate such as Noculate Liquid or similar 500mL/100L of water.
  Generally containing strains of beneficial soil microorganisms, humic acid, kelp, essential amino acids, vitamins, biotin, folic acid and natural sugars designed to enhance the establishment of beneficial microbial populations.
- **Carbohydrate energy source** such as Molasses 500–800mL/100L of water.
  Molasses is the by-product of sugar refining. It contains all the nutrients from the raw sugarcane plant and is a carbohydrate energy source that feeds soil microorganisms and increases microbial activity.
- **Surfactant/wetting agent** (optional) such as Dispatch (Liquid) 200–300ml/100L of water.
  Improves the infiltration and penetration of applied water and irrigation.

We recommend you always refer to the manufacturer's label before applying any product using the above as a guide only.

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Guide to mulching and maintenance for established trees

The benefits of correctly applying mulch are often underestimated, extending the useful life expectancy (ULE) of newly planted, young trees and established trees alike. Maintaining a soil environment that is conducive to root growth, development and function is vital in long-term tree retention and viability. This guide provides information on appropriate maintenance practices around the base of trees, including mulching, and the restriction of activities that may cause damage to tree roots and/or trunks.

Why mulch?

Mulching is a plant health care action which can be undertaken to improve plant and soil health (Figure 15), as well as overall landscape aesthetics. Placing an organic (or sometimes inorganic) material on the soil surface reduces the level of direct sunlight contact. Mulching should not be confused with composting which involves incorporating organic matter such as composts or manures into the soil profile. All plants in their natural ecologies (except for some arid and coastal ecologies) are naturally mulched by the falling of leaves, bark, flowers and other organic material.

This action is of great importance in successful cultivation of plants as it:

- assists in the regulation of soil moisture and temperature levels
- helps to suppress weeds
- amends and prevents soil compaction
- reduces water run-off during periods of heavy rain
- promotes soil-microbes and beneficial soil bacteria
- retains ground water content
- prevents lawn mower and vehicle damage to roots
- acts to reduce tree risk by decreasing the number of targets that pass and/or congregate under tree canopies; this in turn minimises the likelihood of injury in the event of a branch failure
- improves the visual aesthetics of the landscape.

Mulch is best comprised of organic materials such as wood chips, leaf litter, straw or hay, as these will degrade over time. Long-term mulching improves soil health and structure as it encourages the activities of earthworms, microflora and beneficial fungi. The addition of inorganic mulch may be useful for drainage qualities, load bearing surfaces, or to prevent root damage, but will not provide the ongoing improvements to soil health.



Figure 15. An excellent example of how to mulch a young tree. Lachlan Andrews, September 2015.

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How to mulch

- Apply mulch to damp soil, as placing mulch over dry soil makes it difficult to rehydrate. Applying during the cooler months of the year is an ideal time.
- If mulching on top of a pre-existing grass area, grass or weeds must first be hand weeded and/or sprayed with a non-selective herbicide and left to wilt and die before applying mulch.
- Mulch should be applied at a uniform thickness of 75–100 millimetre and re-applied approximately every 12 months. Do not place mulch up against the trunk of a tree as the damp mulch can cause bark to decay.
- Apply over a wide area, at least as large as a tree's crown projection (preferably larger) where practical, within and outside the current root mass to encourage lateral root development and expansion.
- Wood chip mulch (such as that generated from wood chippers) is considered an ideal mulch for landscape use as it contains a wide variety of materials that are of different sizes (such as bark, foliage and timber), is relatively cheap to purchase, and can be obtained in large quantities. Stockpiling of mulch after tree contractors have conducted works at a site is a way of generating 'free' mulch and ensuring that plant material from tree pruning and/or removals is recycled on site, not imported from external suppliers, saving costs and making the site more self-sustaining.
- The use of mulch made from pine bark or red gum chips are discouraged as they seldom degrade and therefore do not add nutrition to the soil profile. The uniform particle size and resin content can provide an impervious layer to water as well as retarding gaseous exchange.
- Mulching within the canopy areas of larger trees (Figure 16) can not only improve long-term tree health but can also act to reduce tree risk by decreasing the number of targets that pass and/or congregate under their canopies. This in turn will minimise the likelihood of injury in the event of a branch failure.
- When using wood chip mulch, ensure that if it has been made from live plant material that is stored and allowed to compost for between 3 and 6 months prior to use. Never apply fresh, 'green' mulch around trees as this can induce what is called the nitrogen drawdown, which can result in the removal of nitrogen from the soil resulting in plants with nutrient deficiencies.

Types of mulch and uses

All mulch is beneficial however these benefits can be maximised using different mulches for specific applications. Our arborists can provide guidance on mulch for specific applications or purposes.

Coarse mulch or wood chip mulch (such as that generated from wood chippers) is considered an ideal mulch for landscape use as it contains a wide variety of materials that are of different sizes (such as bark, foliage and wood), is relatively cheap to purchase, and can be obtained in large quantities. Stockpiling of mulch after tree contractors have conducted works at a site is economical and mitigates biosecurity risks associated with importing products.

Coarse mulch high in pine bark or red gum chips interlocks together and is ideal for areas prone to wind and water erosion. The larger particles can take longer to degrade, reducing amendment to the soil profile, however, extending the lifespan of particles.

Fine mulch or re-ground mulch is wood chip which has been processed multiple times (up to three) to create a fine product. Fine mulch is more readily available for degradation and will provide soil amendments sooner. The uniform particle size provides a more aesthetic product, however, depending on particle size it can be impervious to water as well as retarding gaseous exchange.

When using wood chip mulch, ensure that if it has been made from live plant material, it is stored and allowed to compost for between 3 to 6 months prior to use. Never apply fresh, 'green' mulch around trees as this can induce what is called *nitrogen drawdown*, which can result in the removal of nitrogen from the soil, resulting in plants with nutrient deficiencies.

For further information refer to the Australian Standard AS 4454:2012 *Composts, Soil Conditioners and Mulches*.

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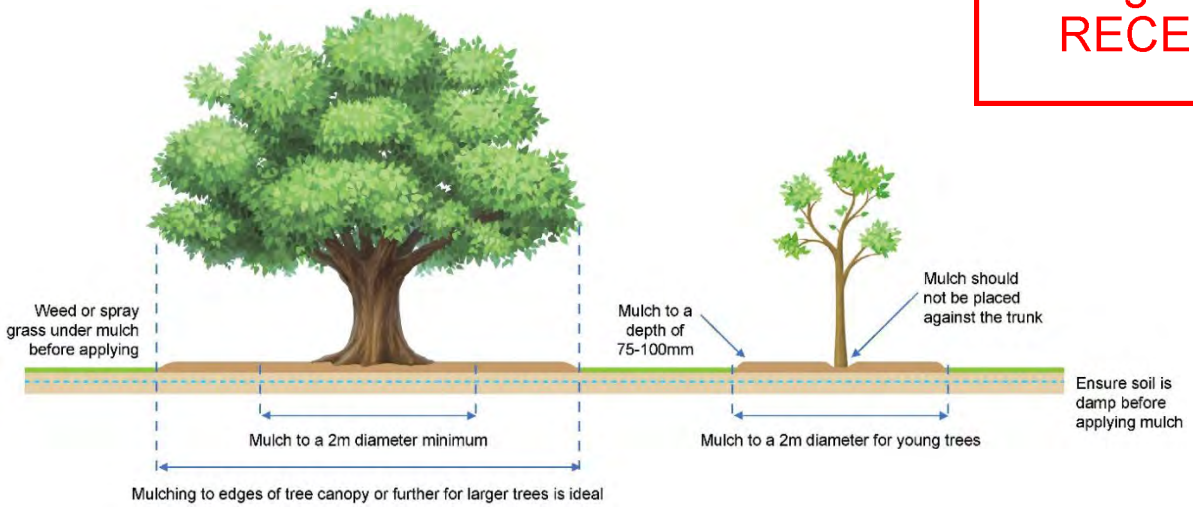


Figure 16. Mulching established and young trees. ArborSafe Australia, 2020.

Root and trunk damage

The function of tree roots is primarily to provide water and nutrient uptake for the tree, provide stability through structural roots that anchor it to the ground and as a means of food and nutrient storage. Damage to tree roots can lead to a reduction to any or all of these functions.

Damage to tree roots (Figure 17 and Figure 18) and the lower portion of a tree's trunk is a common and often unnecessary occurrence that can lead to the entry of decay fungi into a tree's structural framework. Once present, decay may develop in larger structural roots and/or the base of the trunk, which can result in a reduction in tree health and in severe cases even compromise stability.

Works such as trenching and excavation are often the cause of root damage to trees. Refer to ArborSafe's Guide – Tree protection during construction or the Australian Standard AS 4970:2025 *Protection of Trees on Development Sites* for things to consider when performing construction activities near trees.

Everyday activities such as grass cutting via mowing or brush cutters can result in serious root damage or wounding to the lower trunk. Young trees with their trunks damaged by machinery often need replacing, while damage to the trunks and/or surface roots of established trees is not only detrimental to tree health but can also result in costly repairs to machinery.

Another advantage to mulching around the trunk and root crown is that it limits damage to both parts from mowing equipment. This in turn reduces mechanical damage and compaction.



Figure 17. An example of damage to tree roots caused via mowing. Luke Dawson, June 2017.



Figure 18. Image showing wound caused to upper portion of surface root by mower. Luke Dawson, June 2017.

How to avoid root and trunk damage

The following points serve to highlight ways to avoid damage to tree roots and trunks caused via grass cutting activities:

- Mulching around young and established trees negates the need for brush cutter and/or lawn mower use around the base of a tree. Mulching therefore not only creates a barrier between tree roots and trunk that are susceptible to damage, it improves soil condition, minimises soil compaction and decreases the total area required for mowing.
- Where mulching is not feasible, raising the cutting height of mowers and maintaining grass at a greater height can avoid unnecessary 'scalping' of roots and damage to mowers/blades.
- Where surface roots are located away from the trunk and in a location where neither the application of mulch nor the raising of mower height is inappropriate, it may be possible to raise the soil grade directly around the root/s to minimise damage. It is important that the application of new material does not result in significant changes to the soil profile that may inadvertently damage roots. Material applied should be permeable and allow the development of turf which will protect the roots. Coarse sand or a planting mix with a high sand to organic matter ratio (e.g. 80/20 mix) spread at a depth of 75–100 millimetre could suitably protect the surface root from damage, while allowing turf to redevelop within the area.
- Civica ArborSafe is able to answer any questions regarding the material, depth and method of application to be used to ensure the tree/s remain viable for the long-term.

Plant health care

When managing a tree affected by development incursions within its TPZ, plant tonic and growth stimulant drenching may be required. Plant tonic and growth stimulant drenching is the process of adding diluted products directly to the root area of a tree to promote and assist trees to cope with loss of roots during the development process. They also assist trees to provide better resistance to sap sucking insects and fungal attack/disease and improve the establishment of beneficial microbial populations and nutrient uptake.

Irrigation

Regular checks are required to ensure retained trees are receiving the correct amount of water. The majority of a tree's fine water absorbing roots are located in the top 10–30 centimetres of soil. To undertake a basic soil moisture test, a small hole to a depth of approximately 40 centimetres at the dripline of the tree. If the soil is moist at this depth, water is not needed. Slow irrigation that provides an even coverage and targets the absorbing roots is the key to successful irrigation and encourages a deeper tree root system. Irrigation near the trunk is unnecessary as for most trees there are generally fewer water absorbing roots in this area. Irrigating the soil from half-way between the trunk and the dripline as well as beyond the dripline will provide water where it will most effectively be used.

Preferably, trees should be watered during the cooler evening and early morning period when temperatures are lower, humidity is higher, and the air is calmer thereby reducing water evaporation from the soil surface. Irrigation in the middle of the day is not harmful to most trees however it is less efficient.

Avoid watering trees during peak, daytime temperatures to minimise evaporation and potential foliar damage.

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Appendix F. Background biology

General

Trees consist of three main parts: the root system, the trunk and woody stems, and the crown of leaves supported by smaller branches. Each part carries out specific functions necessary for the tree's survival. A tree is in a state of physiological equilibrium between the above-ground and below-ground sections. If one of these sections is damaged, the entire tree will suffer, and symptoms can appear in any part of the tree.

Roots

The main functions of roots include the uptake of water and solutes, anchorage, storage of carbohydrate reserves and the production of some plant hormones. Roots require oxygen to function. The root system of trees consists of several types of roots. Roots often extend beyond the crown projection (Figure 19). Because roots are not readily seen, their importance is easily misunderstood or ignored. Damage to the root system is the most common injury during development. The impact of root damage can lead to the decline or death of a tree.

Root growth is responsive to favourable soil conditions. The most limiting factor for root growth is often water. Soil compaction impacts the availability of water and oxygen. Roots extend downwards and outward from the trunk and occupy irregularly shaped volumes. Roots can extend from the trunk to two or more times the height of the tree. Depths of the roots can also be variable based on a range of factors.

Root systems consist of three main parts:

- the structural roots (anchorage, storage and transport)
- woody roots (storage, transport, support of absorbing roots, and hormone production)
- absorbing (non-woody) roots (absorption of water and solutes, hormone production).

Root density declines with soil depth in most species of trees on slower-draining soils. On faster-draining soils, the roots of many species will be deeper. The vast majority of these roots are small, woody and absorbing (non-woody) roots. Absorbing roots are typically at their highest density towards the outside the crown projection of the tree and, in some soils, closest to the surface. These smaller roots are delicate and very vulnerable to injury.

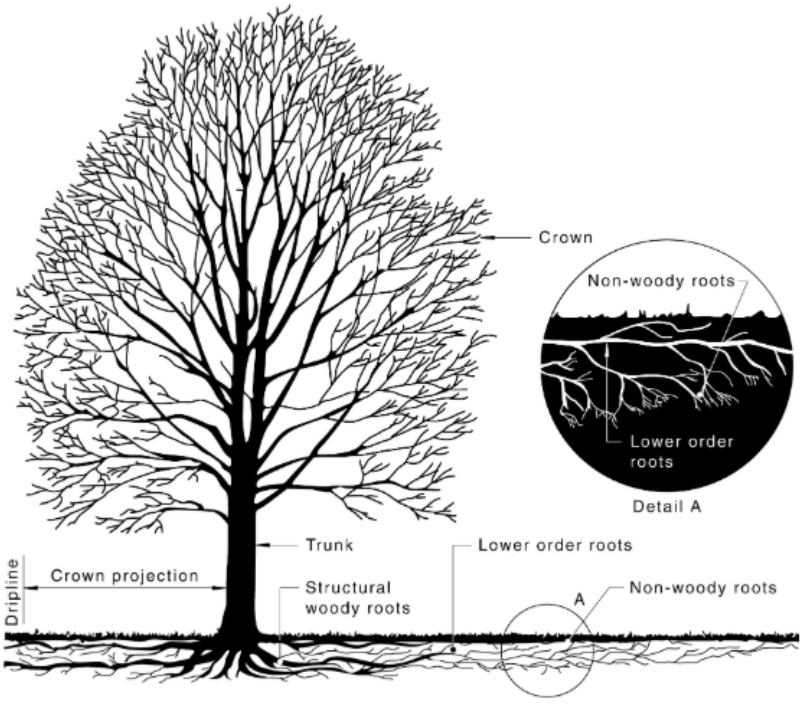


Figure 19. Structure of a tree in a normal growing environment. AS4970:2025, May 2025.

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Trunks and branches

Trunks and branches are composed of specialised tissues, including the following:

- bark (protection)
- phloem (transport of carbohydrates up and down the tree)
- vascular cambium (secondary thickening of the woody parts of the tree (trunk, stems, branches and roots); formation of new phloem)
- sapwood (physical support; transport of water and solutes from the roots; containing living cells as axial and radial parenchyma)
- heartwood (waste storage; additional structural support).

Damage to branches or trunks could allow infection by plant pathogens (disease-causing organisms such as decay fungi), disrupt the movement of vital materials and structurally weaken the tree.

Foliage

The main function of a tree's foliage is the production of carbohydrates (photosynthesis) and the transpiration stream (driving water movement and the tree's cooling process). These carbohydrates are the 'food' used by trees and provide all the energy required for the tree to function. Anything that directly or indirectly damages the foliage will interfere with photosynthesis.

Appendix G. Tree assessment data

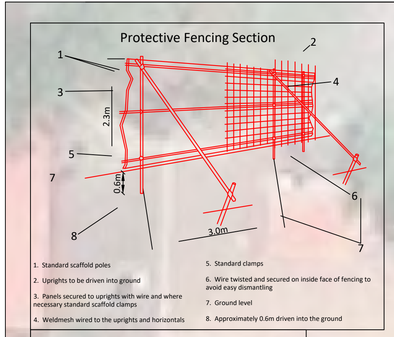
Tree no.	Easting (GDA94)	Northing (GDA94)	Botanic Name	Common Name	Origin	Trees in group	DSH Total (cm)	DRC (cm)	Radial NRZ (m)	TPZ area (m2)	Radial SRZ (m)	Tree Height (m)	Crown (m)	Health	Structure	Age	TLE (Yrs.)	Defects	Significance	Actions (irrespective of development)	Arborist comments	Encroachment	% NRZ Encroachment	Tree Quality Score	Tree Retention value subcategory	Recommendation
1	392784.25	6468445.87	*Eucalyptus leucoxylon ssp. leucoxylon f. rosea*	Red-flowered Yellow Gum	Australian Native	1	36	75	**4.3**	58.63	**2.9**	5-10	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Wound(s);	Amenity value/shade; Attractive landscape feature;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to mulched garden bed.	Major	70%	C	2	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
2	392756.32	6468456.16	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	62	28	**7.4**	173.90	**1.9**	10	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to boundary retaining wall.	Moderate	18%	B	2,3	Retain tree with specific protection requirements (i.e. Generic measures plus supervision of works within the NRZ and/or use of root sensitive construction techniques).
3	392756.16	6468458.9	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	48	48	**5.8**	104.23	**2.4**	<5	<5	Fair	Poor	Semi-Mature	5-10	Co-dominant stems; Deadwood/stubs > 100mm; Epicormic growth; Poor pruning; Wound(s);	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~2.5m with single limb remaining.	Moderate	11%	B	2,3	Retain tree with specific protection requirements (i.e. Generic measures plus supervision of works within the NRZ and/or use of root sensitive construction techniques).
4	392756.48	6468461.03	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	84	74	**10.1**	319.21	**2.9**	10	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Major	27%	B	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
5	392756.4	6468463.2	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	90	97	**10.8**	366.44	**3.3**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Major	31	B	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
6	392756.55	6468466.56	*Agonis flexuosa*	Willow Myrtle/Peppermint	Indigenous	1	32	45	**3.8**	46.32	**2.4**	6	5-10	Good	Fair	Juvenile	25-50	Co-dominant stems;	Amenity value/shade; Attractive landscape feature; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall.	Minor	2.3	C		Retain tree with generic protection requirements (i.e. protective fencing and restriction of activities within the NRZ).
7	392756.63	6468469.13	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	75	70	**9.0**	254.47	**2.8**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Major	27.5	B	2,3	Retain tree with specific protection requirements (i.e. Generic measures plus supervision of works within the NRZ and/or use of root sensitive construction techniques).
8	392756.67	6468471.34	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	57	45	**6.8**	144.41	**2.4**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Moderate	17.6	B	2,3	Retain tree with specific protection requirements (i.e. Generic measures plus supervision of works within the NRZ and/or use of root sensitive construction techniques).
9	392756.79	6468474.0	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	88	85	**10.6**	350.33	**3.1**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8m with current epicormic regrowth from lopping points at 2-3m height.	Major	30.6	B	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
10	392756.83	6468476.77	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	67	57	**8.0**	203.08	**2.6**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Major	25.1	B	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
11	392756.95	6468479.4	*Melaleuca quinquenervia*	Broad-leaved Paperbark	Australian Native	1	70	75	**8.4**	221.67	**2.9**	11	5-10	Good	Fair	Semi-Mature	25-50	Co-dominant stems; Epicormic growth; Exposed root(s); Poor pruning;	Amenity value/shade; Attractive landscape feature; Windbreak tree; Screen value;		17-07-2026 : Sita Bresnihan : Tree added. Adjacent to western boundary retaining wall. Previously lopped at ~8M with current epicormic regrowth from lopping points at 2-3m height.	Major	26.4	B	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
12	392791.62	6468504.43	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	15	17	**2.0**	12.57	**1.6**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
13	392792.99	6468504.48	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	15	17	**2.0**	12.57	**1.6**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
14	392794.15	6468504.48	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	10	12	**2.0**	12.57	**1.5**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
15	392795.26	6468504.5	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	10	12	**2.0**	12.57	**1.5**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
16	392796.34	6468504.43	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	15	17	**2.0**	12.57	**1.6**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
17	392797.45	6468504.35	*Syzygium paniculatum*	Magenta Brush Cherry	Australian Native	1	25	29	**3.0**	28.27	**2.0**	<5	<5	Fair	Fair	Semi-Mature	15-25		Screen value;		17-07-2026 : Sita Bresnihan : Tree added.	Major	100	C	2,3	Remove - tree located within proposed development footprint or has major encroachment into its NRZ.
18	392756.77	6468489.72	*Washingtonia filifera*	Cotton Palm	Exotic Evergreen	1	40	46	**4.8**	72.38	**2.4**	15	<5	Good	Good	Mature	25-50	Deadwood/stubs > 60mm;	Attractive landscape feature; Significant due to age/size;	Remove dead fronds/fruiting structures;	17-07-2026 : Sita Bresnihan : Tree added. Remove dead fronds and bougainvillaea creeper from trunk.	Minor	0.2	A	2	Retain tree with generic protection requirements (i.e. protective fencing and restriction of activities within the NRZ).

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Appendix H. Tree protection plan

See following page(s)



1. Standard scaffold poles
2. Uprights to be driven into ground
3. Panels secured to uprights with wire and where necessary standard scaffold clamps
4. Weldmesh wired to the uprights and horizontals
5. Standard clamps
6. Wire twisted and secured on inside face of fencing to avoid easy dismantling
7. Ground level
8. Approximately 0.6m driven into the ground

Protective Fencing

To be erected prior to the commencement of all works on site, and retained in place throughout construction. To comprise either 2.4m wooden site hoarding; or a 2.1m high scaffolding framework, with uprights at maximum 3.5m spacings, every other one braced to the ground with 45 degree struts; supporting standard anti-climb 'Heras' welded mesh fence panels secured with anti-lift devices to concrete or plastic bases pinned to the ground by scaffold uprights sunk to a minimum depth of 500mm; individual panels fixed to each other with at least 2 clamps and to scaffolding with heavy-duty cable ties. "TREE PROTECTION ZONE - KEEP OUT" or similar notices to be attached to every fifth panel.

Arborist Supervision

An Arborist experienced in tree protection on construction sites shall be engaged prior to the commencement of work on the site. The Arborists tasks will be to monitor and report regularly on the condition of the retained trees. The site Arborist shall be present to supervise any excavation, trenching or tunneling within the TPZ of any retained trees.

The schedule of works for the development shall acknowledge the role of the site Arborist and the need to protect the retained trees. Sufficient notice shall be given to the Arborist where his/her attendance is required. Should the proposed design change from that reviewed, additional arboricultural assessment will be required.

Areas on site where the supervision of a consulting arborist are:

1. Location of protective fencing and ground boarding.
2. Lifting/excavation of existing hard surfacing within TPZs
3. Construction of above-ground hard surfacing.

Excavation within TPZ

Within Tree Protection Zones the first 750mm depth of any excavation, whether for exploratory purposes, proposed foundations, hard surfacing, or underground services shall be undertaken by hand or using sensitive techniques (e.g. Air-spade of hyro-vac) under arboricultural supervision. Soil is to be cleared from roots with care not to cause damage. All damaged roots will be cut cleanly with a hand saw or secateurs. The edge of the excavation closest to the trees will be covered with hessian sacking to prevent drying out, and if necessary be shuttered with an appropriate material to prevent soil collapse. Where appropriate, the soil beneath this depth may be sheet piled; and deeper excavation may be undertaken by machine provided it works from outside the Tree Protection Zone edge.

LEGEND

Tree trunk & number:	Tree 1	Cat. A TPZ:	
Category U Crown & No:		Cat. B TPZ:	
Trees away from devt.:		Cat. C TPZ:	
Proposed building footprint:		Tree to be removed for devt:	
TPZ Fencing		SRZ (Structural Root Zone)	

Tree Retention Value

Trees have been categorised to allow an accurate account of which should and should not be a constraint. Tree categories are determined according to their health condition, quality and value.

Cat. U:- Trees to be removed irrespective of devt.
Cat. A:- Trees of high quality and value
Cat. B:- Trees of moderate quality and value
Cat. C:- Trees of low quality and value

Cat. A retention value trees should be retained, planned around and be protected from damage.

Cat. B retention value trees should be retained if possible.

Cat. C retention value trees will not be retained where they impose a significant constraint on development.

Cat. U retention value trees are unretainable for the forseeable future and typically recommended for removal irrespective of site development.

Notional Root Zones (NRZs)

A model is used to assist in the prediction of the likely impact of development on retained trees. This model is based on the Diameter of Trunk at Breast Height (DBH) for an individual specimen.

NRZ = DBH x 12
(DBH measured at 1.5m on trunk)

It is recommended that an area around each retained tree should be protected from disturbance "in order to avoid (unacceptable) damage to the roots or rooting environment" (as a result of root severance or damage, or compaction or pollution of the soil).

These Notional Root Zones (NRZs) have been calculated for all retained trees and are shown as areas bordered in green, blue or grey according to tree category. These zones are normally portrayed as a circle of a fixed radius from the centre of the trunk.

The Tree Protection Zone (TPZ) had been determined using the considerations and encroachments as laid out in AS 4970-2025 Protection of Trees on Development Sites section 3.3.

The Structural Root Zone (SRZ) is the area required for tree stability. A larger area is required to maintain a viable tree. The SRZ only needs to be calculated when major encroachment into a TPZ is proposed. There are many factors that affect the size of the SRZ (e.g. tree height, crown area, soil type, soil moisture). The SRZ may also be influenced by natural or built structures, such as rocks and footings. An indicative SRZ radius can be determined from the trunk diameter measured immediately above the root buttress using the following formula:

$$SRZ\ radius = (D \times 50)^{0.42} \times 0.64$$

Root investigation may provide more information on the extent of these roots.

Permissible Encroachment in NRZs

As per the Australian Standard AS4970-2025 Protection of Trees on Development Sites a major encroachment into the NRZ of any tree is considered to occur when it is beyond 20% of the total TPZ area. A minor encroachment is determined as being less than 10% of the total NRZ area. If the proposed encroachment is minor and is outside the SRZ, detailed root investigations should not be required. The area lost to this encroachment should be compensated for elsewhere and contiguous with the NRZ. If the proposed encroachment is major or inside the SRZ, the project arborist must demonstrate that the tree(s) would remain viable. The area lost to this encroachment should also be compensated for elsewhere and contiguous with the NRZ. This may require root investigation by non- destructive methods.

PROJECT:	Arboricultural Impact Assessment 55 Alexander Drive, Menora		
CLIENT:	Dopel Marsh		
DRAWING:	Tree Protection Plan		
DRAWING NO.:	J01842	Rev. 1	21/7/2026
BASED ON:	SCHEME B APRIL 10 UNITS Source: Dopel Marsh		
SCALE:	Do not scale		
DRAWN BY:	S.Bresnihan		

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for further information
call 1300 272 671
www.arborsafe.com.au

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Attachment 3c - Landscape Concept



Lawley Park Village

landscape concept | July 2026 [B]

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2 | LANDSCAPE CONCEPT IMAGERY











PLAN E

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3 | LANDSCAPE CONCEPT - MASTERPLAN



LEGEND

01	VERGE PLANTING OF NATIVE GROUNDCOVER
02	LOW GROUNDCOVER PLANTING WITH NATIVE SHADE TREES
03	PRIVATE GARDENS WITH FRUIT TREES AND WA NATIVE TREES
04	VEHICULAR UNIT PAVER DRIVEWAY TO CREATE MORE PEDESTRIAN FRIENDLY ENVIRONMENT
05	COLOURED CONCRETE FOOTHPATH CONNECTION
06	RAISED PLANTERS WITH VEGGIE AND FRUIT TREES
07	OUTDOOR PAVED AREAS WITH BBQ AND LOOSE FURNITURE
08	FEATURE UNIT PAVING TO SERVICE CORRIDORS
09	RETAIN & PROTECT EXISTING TREES
10	PROPOSED NATIVE SHADE TREES TO THE WESTERN BOUNDARY
11	RAISED GARDEN BED WITH INTEGRATED TIMBER SEATING AROUND FEATURE MATURE TREE
12	COMMUNITY VEGETABLE GARDEN WITH RAISED PLANTERS
13	OUTDOOR SEATING ALONG THE PATH
14	BRICK SCREEN WALL TO EDGE OF GARDEN

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0 1.25 2.5 5 7.5 12.5m

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4 | LANDSCAPE CONCEPT - TYPE A



LEGEND

01	VERGE PLANTING OF NATIVE GROUNDCOVER
02	COLOURED CONCRETE TO ENTRANCE PATH
03	VEHICULAR UNIT PAVER DRIVEWAY TO CREATE MORE PEDESTRIAN FRIENDLY ENVIRONMENT
04	FEATURE UNIT PAVING TO SERVICE CORRIDORS
05	RAISED PLANTERS WITH VEGGIE AND FRUIT TREES
06	OUTDOOR PAVED AREAS WITH BBQ AND LOOSE FURNITURE
07	LOW GROUNDCOVER PLANTING WITH NATIVE SHADE TREES

KEY PLAN



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1:200 @ A3

0 1 2 4 6 8m

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5 | LANDSCAPE CONCEPT - TYPE B



LEGEND

01	RAISED PLANTERS WITH VEGGIE AND FRUIT TREES
02	FEATURE UNIT PAVING TO SERVICE CORRIDORS
03	OUTDOOR PAVED AREAS WITH BBQ AND LOOSE FURNITURE
04	VERGE PLANTING OF NATIVE GROUNDCOVER
05	VEHICULAR UNIT PAVER DRIVEWAY TO CREATE MORE PEDESTRIAN FRIENDLY ENVIRONMENT
06	COLOURED CONCRETE TO ENTRANCE PATH
07	LOW GROUNDCOVER PLANTING WITH NATIVE SHADE TREES

KEY PLAN



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6 | PLANTING PALETTE - TREES



Hakea laurina
PIN-CUSHION HAKEA
MATURE SIZE: 4 X 3 M



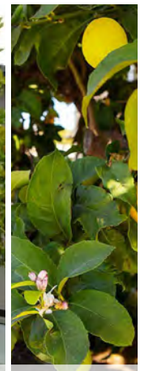


Cupaniopsis anacardiodes
TUCKEROO
MATURE SIZE: 6 X 3 M





Citrus limon
LEMON
MATURE SIZE: 1.5 X 1 M





Citrus 'Sublime Lime'
LIME
MATURE SIZE: 1.5 X 1 M





Olea europaea
OLIVE
MATURE SIZE: 3 X 2 M



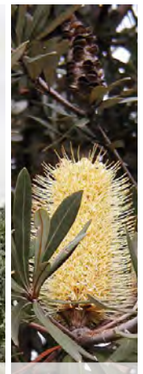


Plumeria acutifolia
FRANGIPANI
MATURE SIZE: 3 X 2 M





Banksia integrifolia
COASTAL BANKSIA
MATURE SIZE: 10 X 4 M





Agonis flexuosa
WESTERN AUSTRALIAN PEPPERMINT
MATURE SIZE: 10 X 10 M



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Grevillea 'Gin Gin Gem'
SPIDER FLOWER
MATURE SIZE: 0.3 X 2 M



Acacia lasciocarpa
DUNE MOSES
MATURE SIZE: 1 X 2 M



Conostylis candicans
GREY COTTONHEADS
MATURE SIZE: 0.3 X 0.5 M



Eremophila Kalbarri Carpet
EMU BUSH
MATURE SIZE: 0.2 X 2 M



Dianella 'Tasred'
FLAX LILY
MATURE SIZE: 0.45 X 0.5 M



Anigozanthos spp
KANGAROO PAW
MATURE SIZE: 0.2 X 0.1 M



Hibbertia scandens
SNAKE VINE
MATURE SIZE: 0.3 X 2 M



Lomandra 'Lime Tuff'
MAT RUSH
MATURE SIZE: 0.5 X 0.5 M



Enchylanea tomentosa
RUBY SALTBUSH
MATURE SIZE: 1 X 1 M



Banksia menziesii 'Dwarf'
BANKSIA
MATURE SIZE: 1.5 X 1.5 M



Rhagodia baccata
BERRY SALTBUSH
MATURE SIZE: 1 X 2 M



Pimelea ferruginea 'Snowball'
COAST BANJNE
MATURE SIZE: 0.7 X 0.7 M

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CLIMBER

Trachelospermum jasminoides
JASMINE
MATURE SIZE: 4 X 4 M



Ophiopogon japonicus
MONDO GRASS
MATURE SIZE: 0.25 X 0.5 M


CLIMBER

Ficus pumila
CREEPING FIG
MATURE SIZE: 6 X 6 M



Microsorum Diversifolium
KANGAROO FERN
MATURE SIZE: 1-6 X 1-4 M



Dichondra 'Silver falls'
KIDNEY WEED
MATURE SIZE: 0.1 X 2 M


CLIMBER

Parthenocissus tricuspidata
BOSTON IVY
MATURE SIZE: 10 X 2 M



Westringia 'Low Horizon'
COASTAL ROSEMARY
MATURE SIZE: 0.3 X 7 M



Pittosporum 'Miss Muffet'
DWARF PITTOSPORUM
MATURE SIZE: 1 X 2 M



Raphiolepis indica 'Oriental Pearl'
INDIAN HAWTHORN
MATURE SIZE: 1 X 1 M



Casuarina 'Cousin it'
COUSIN IT CASUARINA
MATURE SIZE: 0.15 X 1 M


CLIMBER

Pyrostegia venusta
ORANGE TRUMPET VINE
MATURE SIZE: 10 M



Senecio 'String of Beans'
STRING OF BEANS
MATURE SIZE: 0.1 X 0.9 M

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Attachment 3d - Traffic Assessment

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Janine Marsh
Director
Doepel Marsh Architects

Via email

Dear Janine,

RE: 55 Alexander Drive, Menora

Subject: Traffic Generation and Parking Provision Assessment – Proposed 10 Additional Dwellings

Urbii has been engaged by Doepel Marsh Architects to provide a supporting traffic and parking assessment for the proposed development of 10 additional dwellings within the existing Lawley Park retirement village at 55 Alexander Drive, Menora.

The proposed development comprises 10 single-storey dwellings, each provided with a double garage, together with associated modifications to the internal communal road and parking arrangements.

This letter assesses the anticipated vehicle trip generation associated with the proposed dwellings, documents the proposed parking provision and considers whether the development warrants preparation of a formal Transport Impact Statement in accordance with the Western Australian Planning Commission *Transport Impact Assessment Guidelines 2016*.

The assessment includes a high-level review of the number and type of parking spaces proposed. It does not include a detailed compliance review of parking dimensions, access geometry, internal circulation, swept paths or other detailed traffic engineering design matters.

We trust the following assessment will assist the City of Stirling in its consideration of the development application. Please do not hesitate to contact the undersigned should any clarification be required.

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Perth, WA 6004

+61433858164

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1. Development Proposal

The proposed development comprises 10 additional single-storey dwellings within the existing Lawley Park retirement village at 55 Alexander Drive, Menora.

The submitted plans show ten lots with an area of approximately 255m². Each dwelling will be provided with a double garage, resulting in a total of 20 resident parking spaces associated with the proposed dwellings.

The development will be served by the existing internal road network, together with a new two-way communal street, a new access road and associated crossover modifications. The proposal does not involve direct vehicle access to Alexander Drive.

The existing communal parking area currently provides 14 standard vehicle bays and five caravan bays, equivalent to a total of 19 parking spaces. The proposed arrangement will retain the existing overall provision of 21 communal parking spaces.

A copy of the proposed development layout is provided in **Figure 1.**

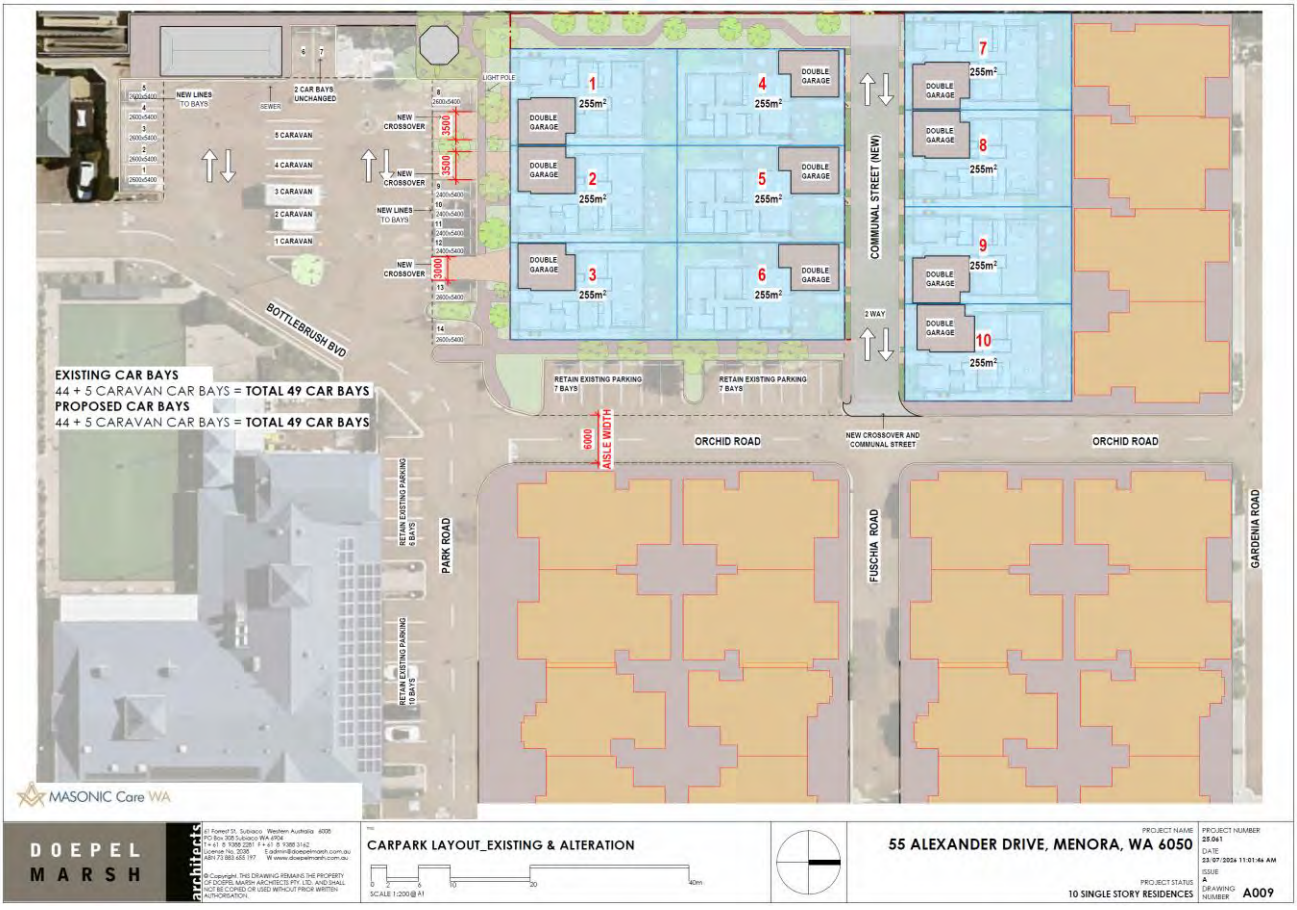


Figure 1: Proposed development layout

2. Car Parking Provision

The City of Stirling has confirmed that the residential parking provision is to be assessed against the parking provisions of the Residential Design Codes Volume 1, rather than the City's non-residential parking policy.

The project architect has advised that the applicable parking requirement comprises two resident parking spaces per dwelling and two visitor parking spaces for the development. The resulting parking requirement is summarised in **Table 1**.

Table 1: Proposed Residential Parking Provision

Parking component	Requirement	Provision	Compliance
Resident parking	20 bays	20 bays within double garages	Complies
Visitor parking	2 bays	2 communal parking bays	Complies
Total	**22 bays**	**22 bays**	**Complies**

Each dwelling is provided with a double garage and therefore accommodates the required two resident vehicles within the respective lot.

Two spaces within the communal parking area will be available to satisfy the visitor parking requirement associated with the proposed dwellings. Accordingly, the proposal will have access to 22 parking spaces, comprising 20 resident spaces within the proposed double garages and two visitor spaces within the communal parking area.

The broader communal parking area will retain a total of 19 spaces, including the two spaces available for visitors to the proposed dwellings.

On this basis, the proposed development provides the required quantum of resident and visitor parking.

This assessment is limited to the number and intended allocation of parking spaces. It does not constitute a detailed dimensional or design compliance review of the garages, parking bays, access aisles, crossovers or internal circulation areas.

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3. Traffic Generation

The proposed dwellings will form an extension to the established Lawley Park retirement village. Accordingly, traffic generation has been estimated using the **housing for seniors** trip rates published in the NSW Government's *Guide to Transport Impact Assessment – Technical Guidance for Transport Practitioners*.

The guidance presents surveyed vehicle trip rates for housing for seniors developments based on 10 sites comprising self-contained accommodation and low-care or high-care accommodation. As the subject site is located within metropolitan Perth, the metropolitan Sydney rates have been adopted as the most comparable dataset.

The adopted vehicle trip rates are summarised in **Table 2**.

Table 2: Adopted Vehicle Trip Generation Rates

Period	Adopted rate
Weekday site peak hour	0.30 vehicle trips per dwelling
Weekday PM peak hour	0.17 vehicle trips per dwelling
Weekday daily	1.80 vehicle trips per dwelling

The guidance notes that the peak travel period for housing for seniors does not generally coincide with the morning road network peak, although there is a closer correlation between the evening site peak and the surrounding network peak. For the purposes of providing a conservative assessment, the weekday site peak-hour rate has been applied to the weekday AM peak hour.

The directional distribution of vehicle trips has been adopted from the WAPC *Transport Impact Assessment Guidelines 2016*, comprising:

- 25% inbound and 75% outbound during the weekday AM peak hour; and
- 65% inbound and 35% outbound during the weekday PM peak hour.

The estimated traffic generation associated with the 10 proposed dwellings is summarised in **Table 3.**

Table 3: Estimated Traffic Generation

Period	Inbound trips	Outbound trips	Total trips
Weekday AM peak hour	1	2	3
Weekday PM peak hour	1	1	2
Weekday daily	-	-	18

The proposal is therefore expected to generate approximately three vehicle trips during the weekday AM peak hour, comprising one inbound and two outbound trips. During the weekday PM peak hour, the proposal is expected to generate approximately two vehicle trips, comprising one inbound and one outbound trip.

The proposal is also estimated to generate approximately 18 vehicle trips across a typical weekday.

4. Transport Impact Assessment Requirements

The Western Australian Planning Commission *Transport Impact Assessment Guidelines* establish the level of transport assessment required for subdivisions and individual developments based on the volume of traffic expected to be generated during the development peak hour.

As illustrated in **Figure 2**, developments generating fewer than 10 vehicle trips during the development peak hour are classified as **low impact**. For low-impact developments, no formal transport assessment is normally required, other than a brief description of the proposed land use and sufficient information to demonstrate that the anticipated transport impact is low.

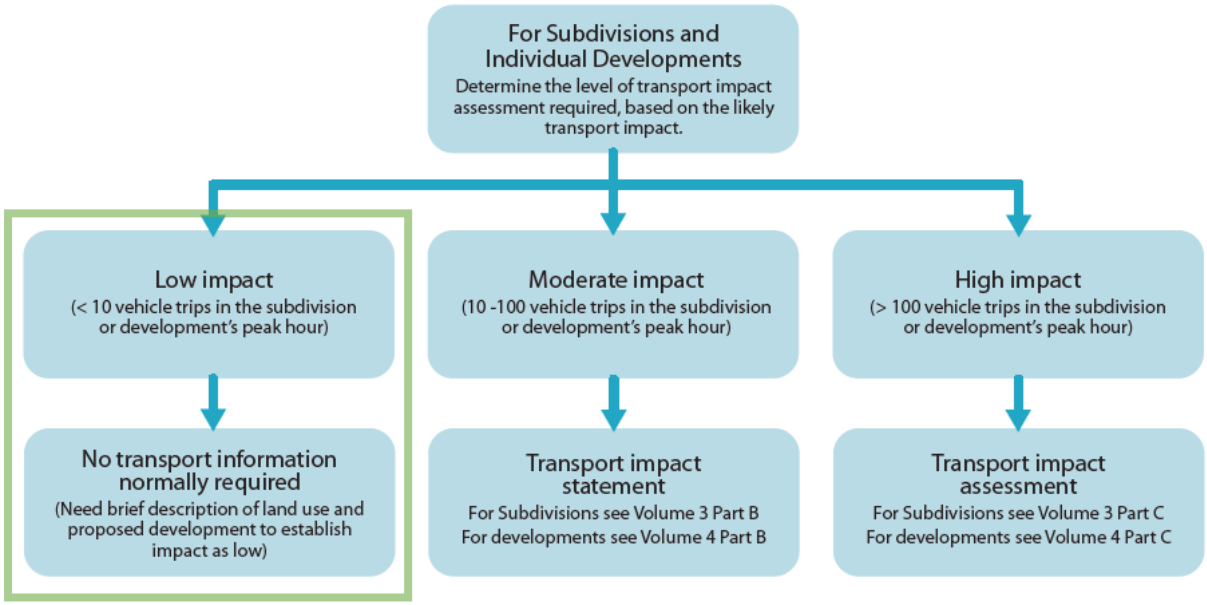


Figure 2: WAPC Transport Impact Assessment Guidelines – Reporting Requirements

The proposed 10 dwellings are estimated to generate approximately three vehicle trips during the weekday AM peak hour and approximately two vehicle trips during the weekday PM peak hour. The anticipated traffic generation is therefore well below the 10 vehicle-trip threshold identified for a moderate-impact development.

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On this basis, the proposal is appropriately classified as a **low-impact development** under the WAPC Guidelines. Preparation of a formal Transport Impact Statement or Transport Impact Assessment is therefore not warranted.

The traffic generation assessment provided in this letter is considered sufficient to document the scale of the proposal and demonstrate that the resulting transport impact will be minor.

5. Traffic Impact

The proposal will add 10 dwellings to the established Lawley Park retirement village, increasing the total number of dwellings from approximately 98 to 108. As outlined in Section 3, the development is expected to generate approximately three vehicle trips during the weekday AM peak hour and two vehicle trips during the weekday PM peak hour.

The proposed dwellings will be accessed through the existing internal road network and the proposed new communal street. No direct vehicle access to Alexander Drive is proposed. The additional trips will therefore be distributed through the internal road system before entering the surrounding public road network.

Given the low number of additional vehicle movements, the proposal is not expected to materially affect the operation of the internal road network or surrounding intersections. Detailed intersection capacity modelling or SIDRA analysis is therefore not warranted.

The minor increase in traffic is expected to be readily accommodated within the existing road network without any material change to traffic conditions or intersection performance.

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6. Conclusion

The proposed development comprises 10 additional single-storey dwellings within the established Lawley Park retirement village at 55 Alexander Drive, Menora.

Each dwelling will be provided with a double garage, resulting in 20 resident parking spaces. Two communal parking spaces will also be available to satisfy the visitor parking requirement, providing a total of 22 parking spaces associated with the proposed dwellings.

The broader communal parking area will retain its existing total provision of 19 spaces. The composition of this parking area will remain as 14 standard vehicle bays and five caravan bays.

Traffic generation has been estimated using the housing for seniors rates published in the NSW Government *Guide to Transport Impact Assessment*. The proposal is expected to generate approximately three vehicle trips during the weekday AM peak hour, approximately two vehicle trips during the weekday PM peak hour and approximately 18 vehicle trips across a typical weekday.

The estimated peak-hour traffic generation is well below the 10 vehicle-trip threshold identified in the WAPC *Transport Impact Assessment Guidelines* for a moderate-impact development. The proposal is therefore classified as a low-impact development, for which no formal Transport Impact Statement or Transport Impact Assessment is normally required.

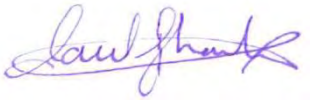
The additional traffic generated by the proposal is minor and is not expected to materially affect the operation of the internal or surrounding road network. On this basis, the proposed parking provision and anticipated traffic generation are considered acceptable from a transport planning perspective.

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We trust that the information presented in this technical letter demonstrates that the proposed parking provision is appropriate and that the additional traffic generated by the 10 dwellings will have a low impact on the internal and surrounding road networks.

Should you require any further clarification or additional information, please do not hesitate to contact the undersigned.

Yours truly,



Paul Ghantous
Director
Urbii Consulting Pty Ltd

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W: www.urbii.com.au

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Attachment 3d - Waste Management Plan

WASTE MANAGEMENT REPORT

LAWLEY VILLAGE,
55 ALEXANDER DRIVE, MENORA.

DOEPEL MARSH ARCHITECTS
61 FORREST ST, SUBIACO WA 6008
TEL: 08 9388 2281

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Lawley Park Village – Final Residential Stage 3

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3. Waste Storage 4

4. Waste Collection 6

5. Waste Management 7

6. Conclusion 7

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Figure 1: Dwelling Type A Waste Bin Area per Lot 5

Figure 2: Dwelling Type B Waste Bin Area per Lot 5

Figure 3: Proposed Collection Point For New Bins 6

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JOB NUMBER: 25.061	DATE	APPROVED
ISSUE		
DA Application		Janine Marsh

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5 August 2026
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WASTE MANAGEMENT PLAN:

Lawley Park Village – Final Residential Stage

1. Introduction

This Waste Management Plan has been prepared to support the Development Application for the final residential stage of Lawley Park Village at 55 Alexander Drive, Menora.

The proposal comprises ten single-storey independent living dwellings forming an integrated extension of the established Retirement Complex. **Waste collection will continue through the City of Stirling's existing residential collection service operating throughout Lawley Park Village.**

The purpose of this Waste Management Plan is to demonstrate that:

- sufficient space is provided for the storage of residential waste bins;
- bin storage areas are appropriately located and screened;
- waste can be managed without adversely affecting residents or the village streetscape;
- the proposed dwellings can be incorporated into the established village waste collection arrangements; and
- collection vehicles can continue to operate safely and efficiently through the existing internal road network.

2. Waste Generation

The proposal comprises ten independent living dwellings that will generate ordinary domestic waste consistent with the existing residential dwellings within Lawley Park Village.

Each dwelling will be serviced through the City of Stirling's standard residential waste collection system. No commercial, institutional or other specialised waste streams will be generated by the proposal, and the current arrangements remain unchanged.

The current bin collections are fortnightly for combined General and Green Waste, and the alternative fortnight for Recycling Waste. With the introduction of FOGO, this may increase the frequency of collection.

Using as a Guide, the WALGA Multi-Dwelling Development and Mixed-Use Development Waste Calculator, the anticipated waste generation from the 2 bed x 10 dwellings compared to proposed is represented in Table 1.

Table 1: Comparison Of Calculated and Proposed Waste-Storage Capacity

Waste stream	WALGA generation rate	Fortnightly waste generated – 10 dwellings	Calculated 120L bins required*	Proposed bins	Difference
General waste	50L/dwelling/week	1,000L	9	10	+1
Recycling	60L/dwelling/week	1,200L	10	10	Nil
Green waste / future FOGO	80L/dwelling/week	1,600L	14	10	–4
Total	—	**3,800L**	**33**	**30**	**–3 bins overall**

*Calculated bin numbers have been rounded up to the next whole bin for each waste stream.

The WALGA Waste Generation Calculator indicates that the proposed provision is sufficient for the anticipated general-waste and recycling volumes. A minor discrepancy is identified for the green-waste stream, with the calculator indicating a theoretical requirement for approximately 1,600 litres of fortnightly storage, compared with the 1,200 litres proposed.

Notwithstanding this calculated difference, the proposal provides each new dwelling with an individual 120-litre general-waste bin, 120-litre recycling bin and 120-litre green-waste bin and its future replacement, Food Organics and Garden Organics (FOGO) collection should that service be introduced by the City. **This is consistent with the established waste-service arrangement applying to the existing 98 dwellings within Lawley Park Village. The resident preferred bin size is 120 Litre bins for ease of use and movement.**

Village management has confirmed that the existing dwellings use 120-litre bins and that this capacity has proven adequate under the current collection arrangements. No existing resident has required additional bin capacity. The established operation of the Village therefore provides site-specific evidence that the proposed bin capacity is appropriate for its resident population and waste-management practices.

If an individual household experiences an exceptional or ongoing need for additional capacity, a larger or additional bin may potentially be requested through the City of Stirling, subject to the City′ s applicable eligibility requirements, approval process and charges. Accordingly, the proposed arrangement provides an appropriate base service while allowing additional capacity to be considered where a demonstrated need arises.

3. Waste Storage

Waste management formed part of the detailed planning of each dwelling to ensure that bin storage could be accommodated within each lot in a practical and unobtrusive location.

Each dwelling incorporates a dedicated paved waste storage area adjacent to the front of the dwelling. The storage area is:

- capable of accommodating three standard mobile waste bins;
- screened from view by fencing and landscaping;
- conveniently accessible from the dwelling;
- positioned to allow the caretaker to move bins efficiently to and from the nominated collection points;
- separated from resident parking and principal outdoor living areas.

The storage arrangements minimise visual impact and maintain the established residential character and orderly appearance of Lawley Park Village.

Within the dwellings, a two bin system under the kitchen counter will be provided to allow for separation of waste to align with the recycling and main waste bins. This is encompassed within the Waste Management plan for the Lawley Village in current existence to minimise landfill.

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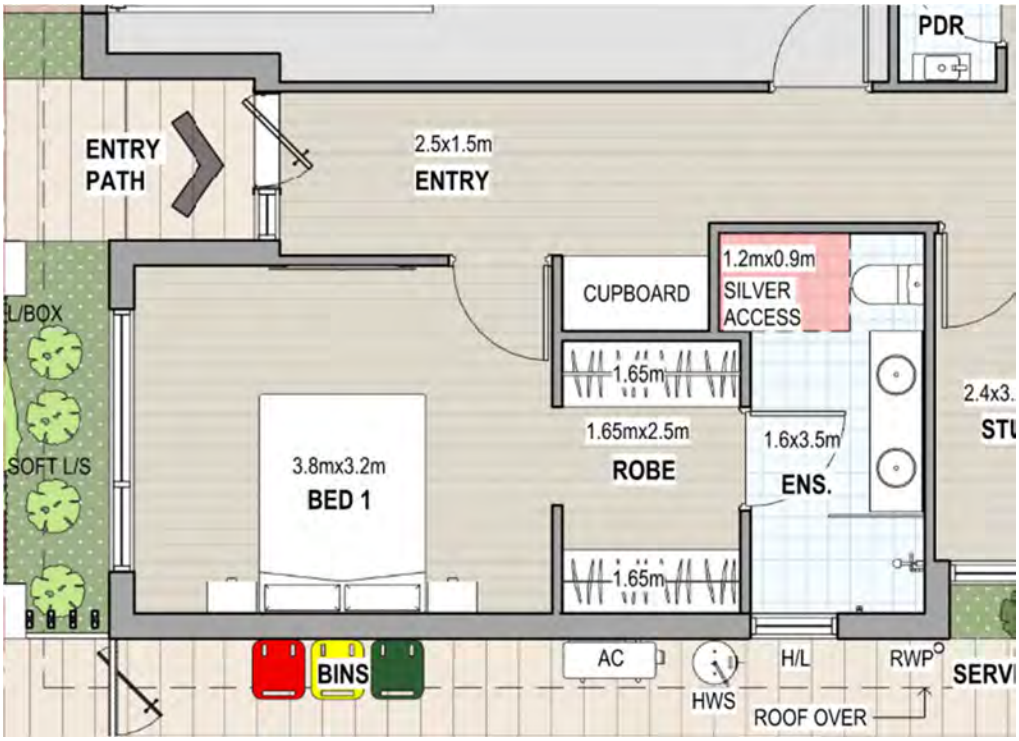


Figure 1: Dwelling Type A Waste Bin Area per Lot

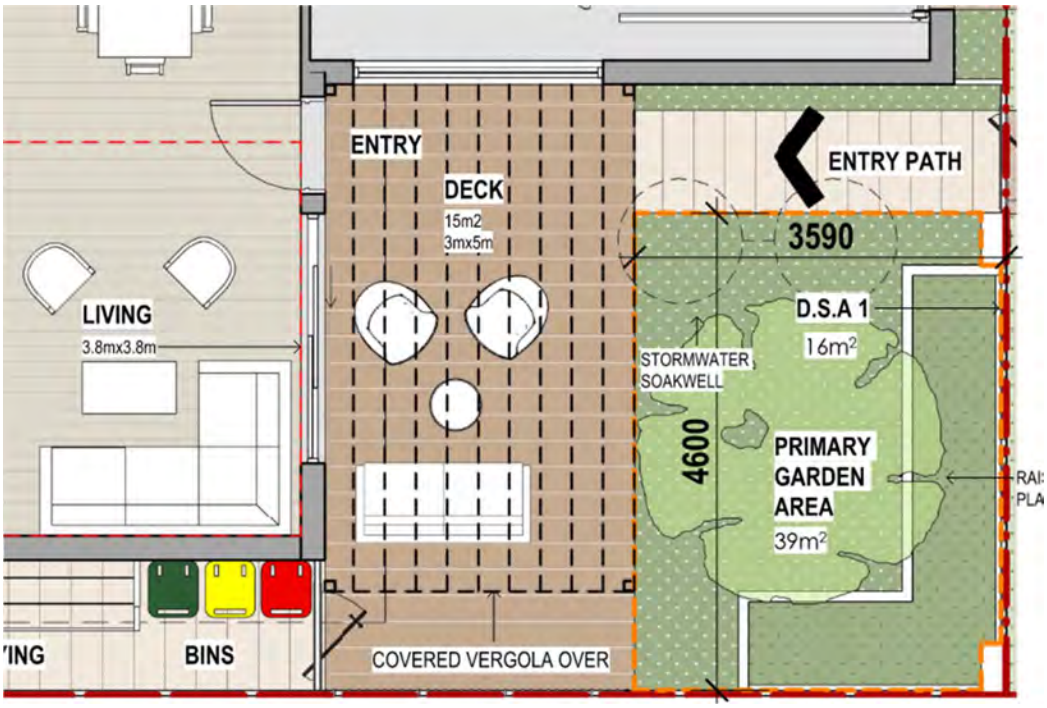


Figure 2: Dwelling Type B Waste Bin Area per Lot

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4. Waste Collection

Waste collection will continue to be undertaken by the City of Stirling through the existing residential collection service operating within Lawley Park Village.

As part of the established operational management of the Retirement Complex, the village caretaker will:

- transfer bins from individual dwellings to the nominated collection points on collection days
- position the bins for collection in accordance with the City's requirements; and
- return the bins to their respective dwelling storage areas following collection.

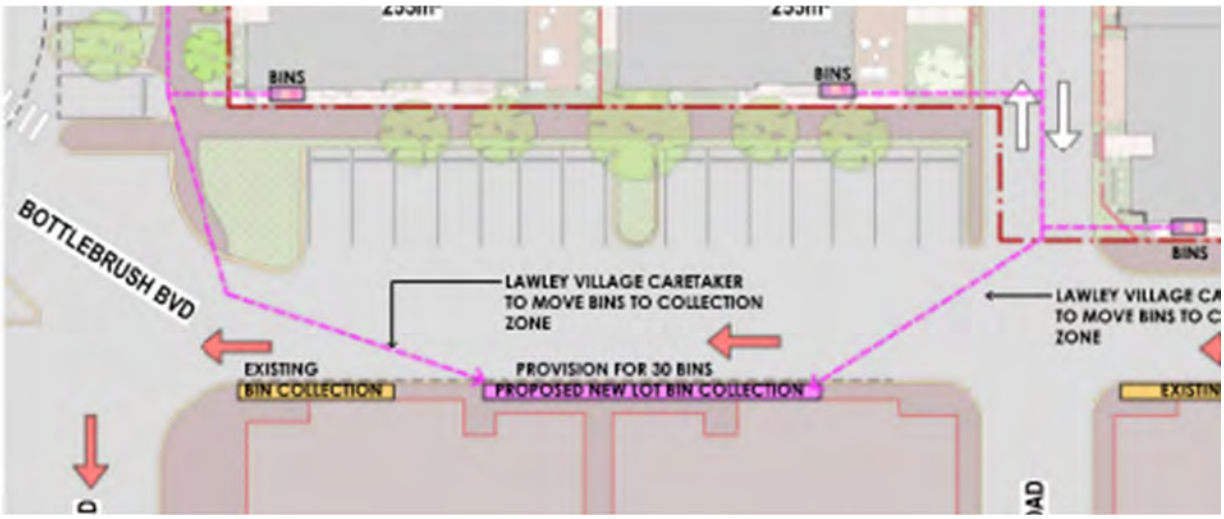


Figure 3: Proposed Collection Point For New Bins

This arrangement avoids inconvenience for residents and prevents bins from remaining within the internal streetscape outside the required collection period.

The new nominated collection point is illustrated in Figure 3. General waste and garden organics to be collected on the nominated collection day on one week and the alternative week , the recycling bins will be presented to the kerb for collection.

The collection points enable the City's waste collection vehicle to enter the village through the existing Plantation Street access, undertake collection in a continuous forward movement through the internal road network and exit through the existing Park Drive crossover to Alexander Drive.

Refer Figure 4 to illustrate the wider collection service for the existing and proposed waste collection.

The collection vehicle is not required to undertake reversing or turning manoeuvres within the village. The proposal therefore maintains the safe and efficient collection process already operating within Lawley Park Village and does not require any alteration to the established access or collection arrangements.

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5. Waste Management

Waste management will continue to form part of the established operational responsibilities of the Lawley Park Village caretaker.

Residents will be responsible for separating domestic waste into the appropriate general waste, recycling and any future FOGO waste streams.

The caretaker will be responsible for:

- presenting and returning residents bins on collection days;
- maintaining the nominated collection points in a neat and orderly condition;
- monitoring the condition and appropriate use of bins;
- ensuring all residents / staff are made aware of this WMP and their responsibilities;
- monitoring resident / staff behaviour and any further education in relation to opportunities to reduce waste volumes;
- assisting residents with waste collection arrangements where required; and
- liaising with the City of Stirling regarding any operational changes to residential waste services.

6. Conclusion

The proposal provides practical and adequately screened bin storage for each dwelling and will be fully integrated into the existing City of Stirling residential waste collection arrangements servicing Lawley Park Village.

The established caretaker-managed system ensures that bins are presented and returned efficiently without inconvenience to residents or adverse effects on the internal streetscape. The existing collection points and internal road network allow the City's waste collection vehicle to enter, collect and exit in a continuous forward movement. Therefore, there are no changes to the existing waste collection system, access arrangements or operational management of Lawley Park Village are required.

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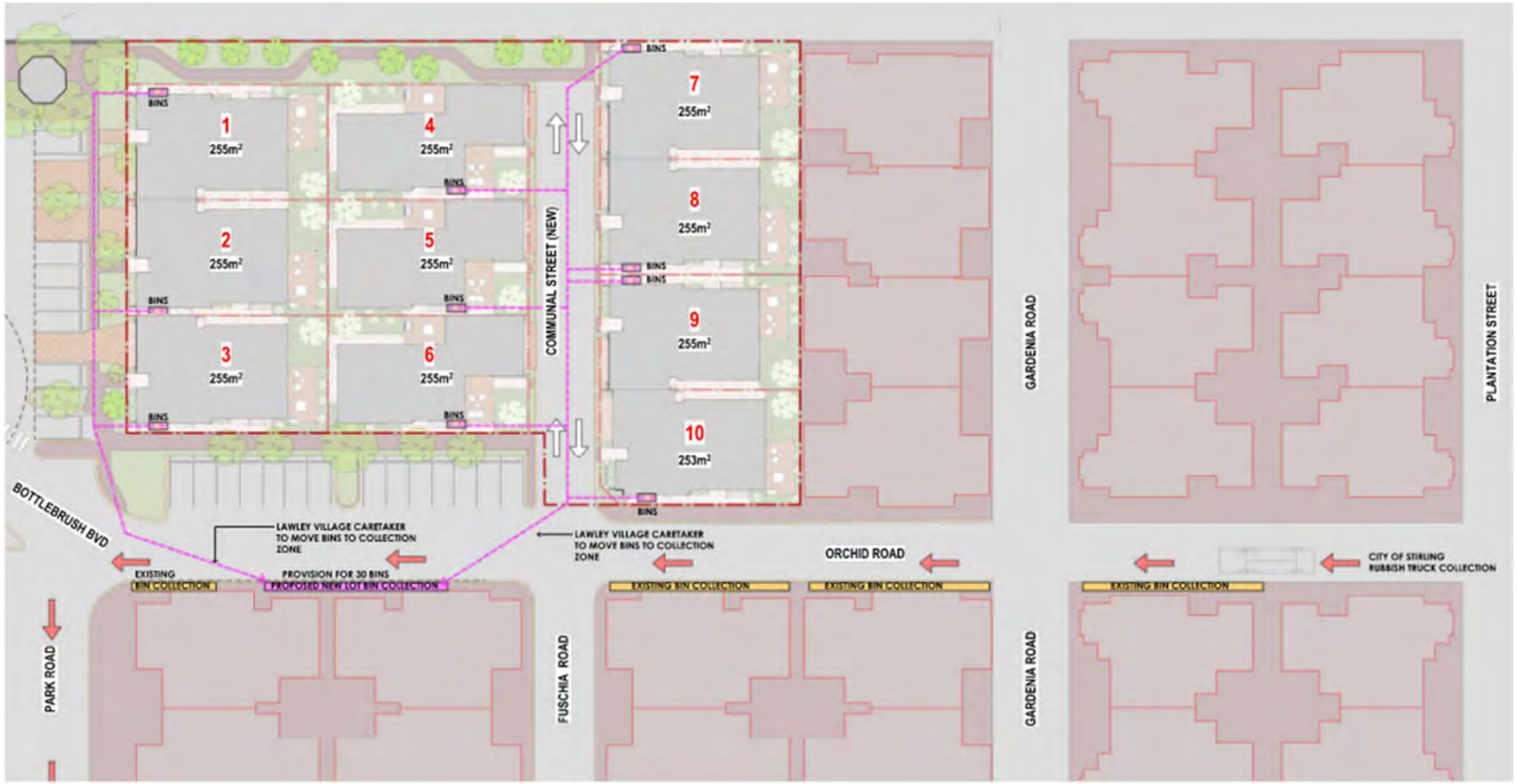


Figure 4: Waste Collection Points & Vehicle Movements

Figure 4 shows the collection points for both existing and new proposed collection points all contained on the same side of the road with access in a forward motion from Plantation Street through to Park Road. Any other collections dealing with the associated ancillary communal facilities remain unchanged as to the current collection by the City of Stirling.

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Part B – Item No.3.2
LOT 689 (House Number 177) Edward Street, OSBORNE PARK.

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP File No:	DAP/26/03101
LG Reference:	DA26/0478
Proposed Development:	Child Care Premises
Value of Development:	$2.5 million
Owner:	Helen Christou
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:	29 April 2026

LOCATION PLAN



Figure 1 Location Plan and Surrounding Context.

GOVERNMENT OF WESTERN AUSTRALIA

DAP Development Assessment Panels

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03101 for a proposed Child Care Premises at Lot 689, House Number 177 Edward Street, Osborne Park 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. 03 of 13	31 August 2026
Site Plan	Drawing No. 04 of 13	31 August 2026
Ground Floor Plan	Drawing No. 07 of 13	31 August 2026
First Floor Plan	Drawing No. 08 of 13	31 August 2026
Roof Plan	Drawing No. 09 of 13	31 August 2026
Elevations	Drawing No. 10 of 13	31 August 2026
Elevations	Drawing No. 11 of 13	31 August 2026
Section & Solar Study	Drawing No. 12 of 13	31 August 2026
Breeze Path Plan	Drawing No. 13 of 13	31 August 2026
Planting Plan – Carpark	L-09	31 August 2026
Planting Plan – Ground Floor	L-05	31 August 2026
Planting Plan – First Floor	L-06	31 August 2026
Irrigation Plan – Ground Floor	L-10	31 August 2026
Irrigation Plan – First Floor	L-8	31 August 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval, being **10 November 2026**. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Where outdoor play areas abut residential properties, boundary fencing is to be of masonry construction or modular fencing to a height of 1.8m (above the FFL) to minimise noise and vibration. Details of the proposed fencing construction shall be provided as part of the Building Permit submission, to the satisfaction of the City of Stirling.

Landscaping

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

5. Prior to the occupation of the development, the area identified for the future widening of Hutton Street shall be landscaped and maintained with low-level planting only. Such landscaping shall be maintained so as not to obstruct vehicle or pedestrian sightlines. No buildings, structures, retaining walls, fences, or other permanent improvements shall be constructed within this area, to the satisfaction of the City.

Parking and Access

6. Prior to the occupation of the development, all redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense, to the satisfaction of the City of Stirling.

7. Prior to the occupation of the development, a minimum of 15 staff car parking bays and 11 visitor parking bays shall be provided on site in accordance with Australian Standard AS2890.1:2004 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.

8. Prior to the 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.

9. Prior to the 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.

10. Prior to the 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

11. Prior to the submission of an application for a building permit, the landowner shall provide written confirmation from a qualified acoustic consultant that the noise amelioration measures contained in Section 7 of the State Planning Policy 5.4 Noise Management Plan (prepared by Herring Storer Acoustics, received 25 March 2026) 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.

12. Prior to the submission of a Building Permit application, an amended Environmental Acoustic Report (prepared by Herring Storer Acoustics, received 25 March 2026) 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.

13. Within three months of the commencement of the Child Care Premises use, a Noise Report prepared by an accredited noise consultant shall be submitted to and approved in writing by the City of Stirling. The Noise Report is to confirm noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City of Stirling.

14. Prior to the occupation of the development, 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 689 (House Number 177) Edward Street, Osborne Park 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."

15. The operational details outlined in the Development Application Report (prepared by CF Town Planning & Development, received 30 August 2026, Rev. 2) form part of this approval and shall be implemented upon commencement of the use, and thereafter operated in accordance with the approved details 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 90 children and 17 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);
    c) Use of the outdoor play areas shall not occur prior to 7:00am;
    d) Deliveries shall be undertaken by passenger vehicles and light commercial vehicles outside peak drop-off and pick-up periods; and
    e) Prior to the commencement of the approved use, an Operational Management Plan shall be submitted to and approved by the City of Stirling. The Plan shall demonstrate how on-site parking, staff parking, customer parking, traffic arrangements, loading activities, and the development generally will be managed in accordance with the recommendations of the approved Traffic Impact Assessment. The approved Plan shall be implemented for the life of the development, to the satisfaction of the City of Stirling.

<u>Waste Management and Stormwater</u>

16. The development is to comply with the Waste Management Plan prepared by CF Town Planning and Development dated 31 August 2026, for the duration of the development, to the satisfaction of the City.

17. 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 concent of the City of Stirling.

General

18. Prior to the submission of a Building Permit application, 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.

19. 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.

20. All outdoor lighting shall comply with Australian Standard AS 4282-2023 - Control of the Obtrusive Effects of Outdoor Lighting (AS4282) to prevent light spill into adjoining lots. Outdoor lighting details shall be submitted with the Building Permit application demonstrating compliance with AS4282.

21. Prior to the occupation of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Clause 3.10 (Part C) of the Residential Design Codes (Visual Privacy) deemed to comply provisions.

Colours and Materials

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

23. Prior to the 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

24. Prior to the 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.

Development Contributions

25. The owner must pay to the City a development contribution towards the cost of constructing the right of way 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.

26. The owner must pay to the City a development contribution towards the cost of providing lighting infrastructure in the right-of-way 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

General

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 $25,000.

Future Road 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 cost 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. In relation to the right of way condition, a monetary contribution towards the construction of the abutting ROW 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 $47,562.55 (being 51.88m x $916.78/m). 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. In relation to the right of way condition, a monetary contribution towards the ROW lighting infrastructure 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 $5,932.48 (being 51.88m x $114.35/m). 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.

Noise

12. 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

13. 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.

14. 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.

15. With respect to food premises and handling 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 Australian New Zealand 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 Service Unit. 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 wastewater 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:

- Demolition of the existing single storey Child Care Premises, associated structures and landscaping on site.
- Construction of a two-storey Child Care Premises with capacity for 90 children and 17 staff.
- Proposed operating hours of 6:30am to 7:00pm weekdays only (no weekends or public holidays), with use of outdoor play areas restricted until 7:00am.
- Vehicle access from Hutton Street and egress proposed from Hutton Street and Laneway (Right of Way).
- The removal of all existing car parking bays and construction of four bicycle bays and 26 car parking bays comprising:
    - 15 staff bays; and
    - 11 customer bays, including one ACROD
- 122m² of landscaping (excluding future road widening and first floor areas) including the planting of 12 new trees onsite.

SUBJECT SITE AND SURROUNDS:

The subject site, located at Lot 689 (House Number 177) Edward Street, Osborne Park, and has a total site area of 1,492m². The site is currently developed as a single-storey Child Care Premises, which is proposed to be demolished as part of the development.

The subject site is situated on the north-western corner of the Edward Street and Hutton Street intersection. Hutton Street is classified as an 'Other Regional Road' under the Metropolitan Region Scheme (MRS), while Edward Street is designated as a Local Road under the City's Functional Road Hierarchy. A Category 2 right-of-way (ROW), as identified in the City's Right of Way Management Strategy, adjoins the site's western boundary.

Vehicular access is proposed via a 6.5m-wide crossover from Hutton Street, with vehicle egress provided from both Hutton Street and the adjoining ROW through an exit-only crossover. The site is affected by road widening along Hutton Street, with the MRS reservation extending approximately 2.5m along the full length of the southern boundary.

The subject site is zoned 'Residential' with a density coding of R40 under Local Planning Scheme No. 3 (LPS3). Properties adjoining the site to the north, south and west are also zoned Residential, with a density coding of R40 and are characterised by a mixture of single and two-storey Single Dwellings, Grouped Dwellings and Multiple Dwellings. To the east, the site adjoins the Main Street District Centre, which is zoned Residential and coded R-AC0 and contains a mix of retail and commercial development. The site is an irregular triangular shape, with its longest frontage abutting Hutton Street to the southeast. Topographically, the site slopes approximately 4.0m from RL 32.22m AHD at the western boundary adjoining the ROW to RL 28.22m AHD at the eastern boundary adjoining Edward Street.

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban Zone Other Regional Roads reservation
Local Planning Scheme	City of Stirling Local Planning Scheme No. 3 (LPS3)
Local Planning Scheme - Zone/Reserve	Residential R40
Structure Plan/Precinct Plan	Not Applicable
Structure Plan/Precinct Plan - Land Use Designation	Not Applicable
Lot Size:	1,492m²
Existing Land Use:	Child Care Premises
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	No

Legislation and Policy:

The following legislation is applicable 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 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 1 – Part C (R-Codes)

Local Planning Policies

The following Local Planning Policies are applicable to the proposed development.

- Local Planning Policy 6.1 – Advertising Signs (LPP6.1)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.4 – Child Care Premises (LPP6.4)
- Local Planning Policy 6.5 – Developments and Subdivisions Abutting a ROW (LPP 6.5)
- Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential (LPP 6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Planning Assessment:

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

1. Land Use
2. Primary Planning Controls
3. Building Height
4. Site Works and Retaining Walls
5. Local Planning Policy 6.4 - Child Care Premises
6. Parking, Access and Waste
7. Trees and Landscaping
8. Development Contributions
9. City of Stirling Design Review Panel (DRP)

Attachment 5 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework 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:

LPS3 Clause 4.3 and 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 land use permissibility designation 'A', a Child Care Premises in the Residential zone is not permitted unless the decision maker exercises its discretion by granting approval. The statutory requirement for the application to be advertised has been completed, with all relevant comments received during the public consultation period addressed as detailed in this report.

In considering the appropriateness of the land use, the development is considered against the objectives of the Residential zone as per LPS 3 below:

Residential Zone Objectives	
Objective	**Officer Comment**
a) *To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.*	Whilst the proposed 'Child Care Premise' is a commercial use, it is capable of approval within the Residential zone. Furthermore, it is considered that the use provides a service for the current and future needs of the community. The subject site has operated as a Child Care Premises since 1995.
b) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*	The proposed redevelopment of the Child Care Premises will increase the facility's capacity, enabling it to continue providing an essential community service to residents within the immediate and wider catchment. The scale and built form of the proposed Child Care Premises complements the existing residential character of the surrounding area.

In addition, it is noted that, the proposed development satisfies the preferred locational criteria of the City's Local Planning Policy 6.4 – Child Care Premises as the development is located fronting a Corridor Class 2 Road (Hutton Street) as identified by the Local Planning Strategy. The City's assessment concludes that the proposed Child Care Premises use is appropriate and satisfies all relevant provisions of the City's planning framework.

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.

On 27 May 2026, the Western Australian Planning Commission's Statutory Planning Committee considered Draft LPS4, and it is currently before the Honourable Minister for Planning 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 Residential zoning with a density coding of R40 and '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 State Planning Policy 7.3 (SPP 7.3), the R-Codes, LPP6.4 and LPP6.7 apply to the development. A summary of the proposed development in relation to the primary built form controls are provided below.

Built Form Provisions – R-Codes, LPP6.4 & LPP 6.7		
Element	**Provisions**	**Proposed**
Building Height	Permitted building height of 8m for concealed roof and 10m for gable/pitched roof.	• Concealed roof: 10.8m • Pitched roof: 11.3m ***Merit Assessment.***
Street Setbacks	Primary Street Setback – 3m from the identified future road widening. ROW setback – 2m to ground floor and 3m to upper storeys.	Proposed minimum street setback of 2.7m (0.6m for the upper floor awnings) from the identified future road widening (Hutton Street). Proposed 1.5m ROW setback to upper storey. ***Merit Assessment.*** *Note: road widening is 2.5m in depth.*
Side and Rear Setbacks	Minimum 1.5m setback to side and rear boundaries.	Northern Boundary Proposed minimum setback of 1.06m from the future internal northern boundary. ***Merit Assessment.***
Preferred Child Care Premises Location	• 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 proposed Child Care Premises fronts a Corridor Class 2 road, as identified in the City's adopted Local Planning Strategy. ***Complies***
Trees and Landscaping	• 10% Deep Soil Area. • 1.5m landscaping buffer to adjoining properties.	• 13% (170m²) of the site area is provided as deep soil area. ***Complies***

Built Form Provisions – R-Codes, LPP6.4 & LPP 6.7		
Element	**Provisions**	**Proposed**
	• 2m minimum landscaping buffer to the street setback area.	• A landscaping strip ranging from nil to 1.5m in width is proposed along the northern lot boundary. ***Merit Assessment.***
Parking	• 30 car parking bays. • A delivery / service bay.	• A total of 26 car parking bays are proposed on-site. • No delivery / service bay. ***Merit Assessment.***
Site Works and Retaining Walls	• Maximum fill/retaining wall height of 1m along the boundary.	A retaining wall is proposed along the northern lot boundary with a maximum height of 1.9m. ***Merit Assessment.***
Fencing	• Front fences to be visually permeable above 1.2m above natural ground level, subject to the need for noise mitigation and security. • Maximum height of 1.8m (R-Codes)	• Non-visually permeable fencing is proposed above 1.2m, up to a height of 1.5m. • A maximum fence height of 3.4m is proposed. ***Merit Assessment.***

Where the merits of the proposal is required (as outlined in the table above) against the relevant planning framework detailed commentary is provided within Attachment 5 of this RAR.

3. Building Height

The proposed development comprises a two-storey built form and features a mix of both gable and concealed roof styles. consideration of the merits is required for building and wall heights under Design Element 3.2 (Building Height) of the R-Codes, as the proposed gable roof is 11.3m high from natural ground level where 8m is permitted (refer Figure 2), and portions of the wall exceeds the 7m permitted (refer Figure 3).

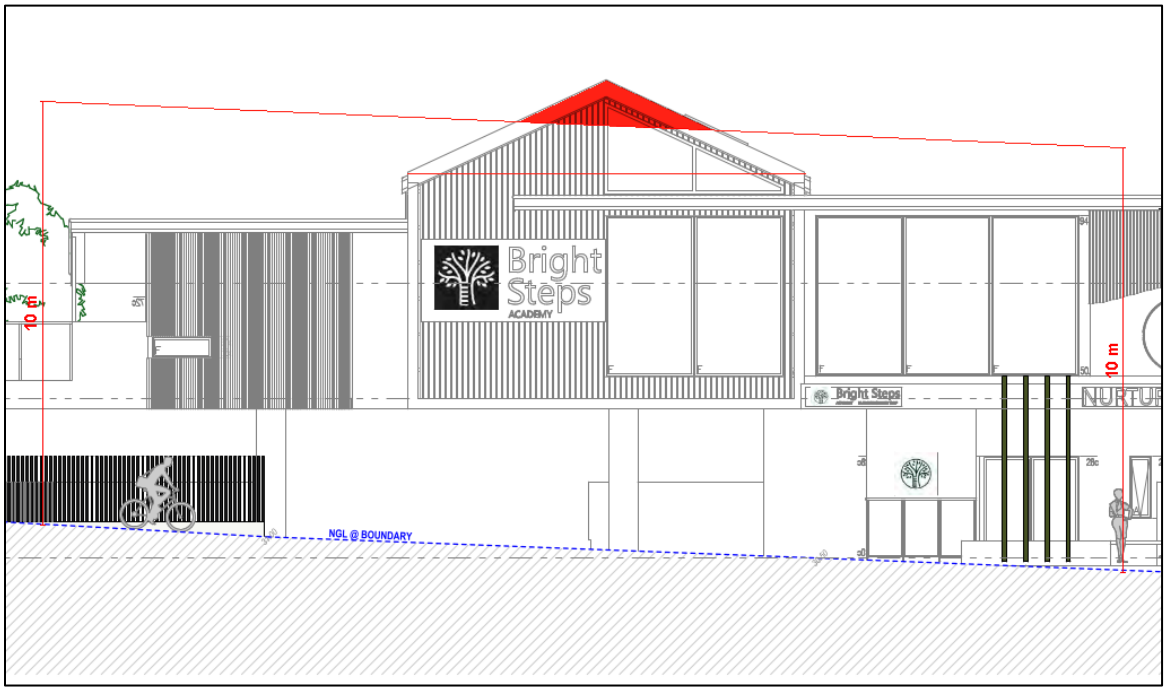


Figure 2 Southeastern Elevation with Section of Building Above 10m Highlighted Red

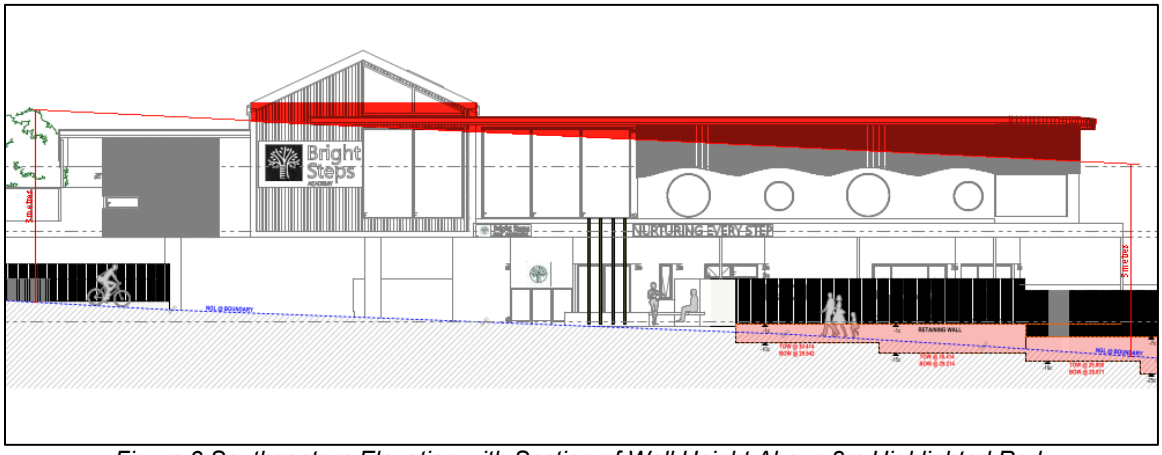


Figure 3 Southeastern Elevation with Section of Wall Height Above 8m Highlighted Red

The area of discretion for building height is confined to the peak of the gable roof form and comprises a limited component of the overall building mass. The gable peak is setback approximately 16.8m from the nearest lot boundary, providing substantial separation from adjoining properties and reducing its visual prominence and perceived bulk.

The portion of the building exceeding 10m also occupies a relatively minor proportion of the approximately 70m Hutton Street frontage and is read as part of the articulated roof form rather than a substantial increase in building scale. The site's orientation further limits amenity impacts, with the majority of overshadowing falling within the Hutton Street road reserve and solar access to adjoining residential properties largely maintained.

On this basis, the additional building height does not result in an adverse streetscape or amenity outcome, and the area of discretion is considered acceptable.

The area of discretion for wall height is influenced, in part, by the natural topography of the site, which falls from the south-west to the north-east. As a result, the wall height increases towards the northern portion of the site, adjoining the residential properties at Lot 690 (House Numbers 1–3/179 Edward Street, Osborne Park).

In response to the interface with the adjoining residential properties, the upper-level built form has been predominantly oriented parallel to Hutton Street and setback from the northern lot boundary. This arrangement concentrates the upper-level building mass towards the street frontage, reducing its visual prominence when viewed from the adjoining residential properties while also strengthening the building's relationship with and activation of Hutton Street.

The separation provided between the upper level and the northern lot boundary, together with the siting and orientation of the second-storey building mass, limits the extent to which the additional wall height contributes to perceived building bulk when viewed from the adjoining residential properties. Accordingly, the wall height does not result in an undue adverse impact on the amenity of adjoining properties and represents an appropriate response to the site's topography and surrounding context. The area of discretion is therefore considered acceptable.

The combination of roof forms, architectural screening, landscaping, building articulation and varied openings assists in breaking down the perceived scale and mass of the development, while providing visual interest and a more articulated presentation to the streetscape. These elements reduce the prominence of the areas of additional building height and ensure the built form does not present as a continuous or visually dominant mass when viewed from the public realm.

Additionally, the site is also located within proximity to the Main Street District Centre to the east, where development of up to four storeys is contemplated. Within this broader built form context, the proposed height provides an appropriate transition in scale between the higher-intensity development anticipated within the District Centre and the lower-scale residential development surrounding the site.

Accordingly, having regard to the articulation of the built form and the site's transitional location, the proposed height is considered to respond appropriately to the existing and anticipated development context without resulting in undue building bulk or an adverse streetscape outcome.

4. Siteworks and Retaining

The proposed development includes retaining walls along the northern lot boundary, ranging in height above natural ground level from 1.9m at the northeastern corner of the site to 0.81m at the northwestern corner. Discretion is sought for sections of retaining wall exceeding 1m in height where located on the lot boundary, in accordance with Design Element 3.5 (Site Works and Retaining Walls) of the R-Codes.

The proposed site works and retaining are considered appropriate having regard to the site's topography. The site exhibits a natural slope, with levels decreasing from approximately RL 32.2 in the southeastern corner to RL 28.2 in the northeastern corner. This level change represents a site constraint that necessitates retaining, primarily along the northern boundary. The extent of site works is not considered excessive, noting that the existing building has a finished floor level of approximately RL 30.73, while the proposed Child Care Premises is to have a ground floor level of RL 30.5. The site's slope is clearly visible when viewed from the street frontage, as shown in Figure 4.



Figure 4 Natural Ground Level (NGL) as viewed from the street frontage.

The location of the car park and vehicle access arrangements have influenced the extent of site works required. Locating the car park on the higher southern portion of the site enables access to the rear ROW, providing a secondary point of egress, improving the efficiency of vehicle movements and reducing the potential for queuing at Hutton Street. This arrangement also allows parking, vehicle access, waste storage and waste collection functions to be consolidated within the same area. Locating these functions within the consolidated southern portion of the site allows for an efficient and coordinated response to the access and servicing requirements of the development.

As a consequence of this arrangement, the majority of the ground-floor building footprint is positioned within the north-eastern portion of the site, where natural ground levels are lowest. Retaining is therefore necessary to accommodate the level difference and provide level, functional areas for the proposed Child Care Premises. In response to the City's Clause 65A Request for Further Information (RFI), the Applicant amended the proposal to reduce the height of retaining along the northern boundary from RL 30.414 to RL 30.243 at the point where the natural ground level is lowest. This was achieved by stepping the proposed ground floor levels to respond more closely to the existing topography. The amendments also removed boundary walls along the northern elevation, increasing separation from the boundary and reducing the extent of building mass presenting to the adjoining residential properties.

The development site adjoins three residential dwellings along its northern boundary at Lot 690 (House Numbers 1–3/179 Edward Street, Osborne Park). The length of the retaining wall is distributed across the three adjoining properties rather than being concentrated along the boundary of a single dwelling. In considering the resulting built form, it is also relevant to have regard to the development that could otherwise occur under the Deemed-to-Comply provisions of the R-Codes. Under Design Element 3.4 (Lot Boundary Setbacks), a boundary wall with a maximum height of 3.5m could extend for up

to 30.1m of the site's 50.29m northern boundary. While a boundary wall differs in its form and use from the proposed retaining wall and masonry dividing fence, the deemed-to-comply provisions contemplate a substantial extent of built form along this boundary, including sufficient length to extend across the southern boundary of an individual adjoining property.

The potential amenity impacts have also been considered having regard to the relationship between the proposed retaining and the more sensitive areas of the adjoining residential properties. The portions of the adjoining dwellings immediately adjacent to the subject site predominantly comprise blank walls, rather than openings to habitable rooms, while the location of the respective outdoor living areas is identified in Figure 5. In relation to House Number 3/179 Edward Street, the outdoor living area currently interfaces with an existing outbuilding of a comparable scale to the proposed retaining wall and dividing fence, as shown in Figure 6. Landscaping and tree planting are also proposed along the northern boundary to soften the presentation of the retaining and provide separation between the boundary and the proposed building. The orientation of the site further assists in limiting amenity impacts, with overshadowing associated with the retaining wall and dividing fence predominantly falling within the subject site rather than the outdoor living areas of the adjoining properties.

Having regard to the site's topography, the functional requirements that influence the development layout, the amendments made to reduce the extent of retaining, and its relationship with the adjoining residential properties, the proposed site works are not considered to result in additional undue impact on adjoining residential amenity that could otherwise be considered. The area of discretion is therefore considered consistent with the Design Principles of Design Element 3.5 of the R-Codes.

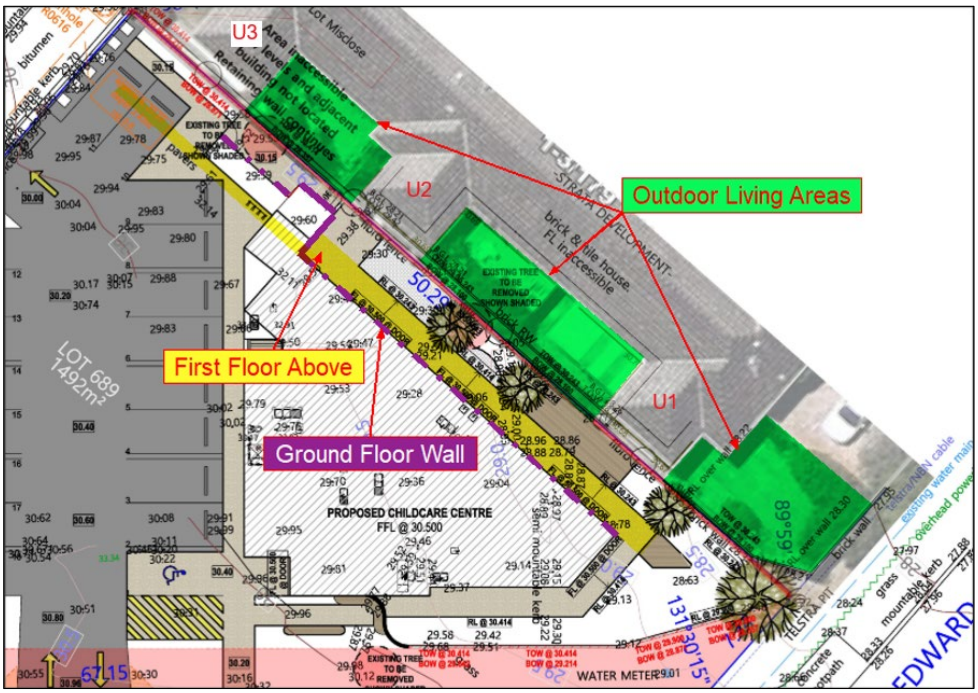


Figure 5 Site Context of Northern Properties



Figure 6 Aerial Image with Existing Shed Abutting Lot 690 (House Number 3 / 179) Edward Street, Osborne Park

On the basis of the above, the development satisfies the Design Principles of Design Element 3.5 of the R-Codes.

5. Local Planning Policy 6.4 - Child Care Premises

The proposed Child Care Premises has been assessed against the provisions of the City's LPP 6.4. The development satisfies the relevant provisions of LPP6.4, with the exception of the following aspects where discretion is sought:

- Fencing design and height within the front setback area.
- Variations to the proposed landscape buffer around the site.
- Extension of the permitted operating hours for the Child Care Premises from 7.00am-6.30pm to 6.30am-7.00pm on weekdays.

Notwithstanding the above, the development satisfies the relevant objectives of LPP 6.4, as detailed in the City's assessment provided in Attachment 5.

6. Parking, Access and Waste

<u>Car Parking</u>

The table below provides a summary of the City's car parking requirements for Child Care Premises;

LPP 6.7 Parking and Access			
Land Use	**Policy Rate**	**Proposed**	**Bays Required**
Child Care Premises	1 bay per staff member	17 staff	17 bays
	1 bay per 7 children	90 children	13 bays (12.8) *
		Total Required	30 bays
		Total Provided onsite	26 bays
		Total Shortfall:	4 bays – Discretion sought
*All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement for non-residential development shall be rounded down.			

The proposed development provides 15 staff parking bays, including three bays accessed from the ROW, 11 visitor parking bays, including one ACROD bay, and four bicycle parking bays. This results in an area of discretion of four car parking bays, comprising two staff bays and two visitor bays. A Traffic Impact Statement (TIS), prepared by Amey Australia, was submitted in support of the proposed parking provision (refer Attachment 6b) and has been reviewed by the City.

The proposed parking provision is considered appropriate having regard to the location and operational characteristics of the development. The site is located adjacent to the Main Street Activity Centre, is connected to the surrounding pedestrian network and has access to public transport, including a bus stop approximately 50m from the site. These attributes provide alternative transport options for staff and visitors and reduce reliance on private vehicle travel.

Parking demand associated with the Child Care Premises is concentrated around the morning and afternoon drop-off and pick-up periods, when visitor parking has a high turnover. The Applicant's TIS anticipates a maximum of 37 vehicle arrivals during the peak hour and an average parking duration of 6.8 minutes. Using a more conservative parking duration of 10 minutes, each visitor bay could accommodate up to six vehicles per hour. The 11 visitor bays therefore have a theoretical capacity of 66 vehicles per hour, which exceeds the anticipated peak demand identified in the Applicant's TIS, being 37 vehicles in the morning (7:30am to 8:30am) and 36 vehicles in the evening (4:30pm to 5:30pm) peak periods. On this basis, the proposed visitor parking is considered sufficient to accommodate the anticipated demand.

The development does not provide a dedicated delivery bay. Deliveries are proposed to be undertaken by passenger and light commercial vehicles outside the identified peak drop-off and pick-up periods. To ensure deliveries do not conflict with peak parking and vehicle movements, a condition of approval is recommended requiring delivery

arrangements to be addressed through the Operational Management Plan and implemented for the duration of the use.

Having regard to the anticipated parking demand, turnover of visitor bays, availability of alternative transport options and the findings of the TIS, the proposed development is not expected to result in an unacceptable impact on the operation or safety of the surrounding road network or create an unreasonable reliance on surrounding on-street parking. The proposed parking provision is therefore considered acceptable. A further assessment against the Objectives of LPP 6.7 is provided in Attachment 5.

Vehicle Access

The TIS demonstrates that the proposed access arrangement has sufficient capacity to accommodate the anticipated vehicle movements associated with the Child Care Premises without the provision of a dedicated slip lane, as illustrated in Figure 7. Based on anticipated arrival rates of 37 vehicles during the AM peak hour and 36 vehicles during the PM peak hour, vehicle queuing is expected to be contained within the site without adversely affecting traffic movements along Hutton Street. The proposed two-way crossover enables vehicles to enter and exit the site concurrently, reducing potential delays and queuing at the access. Under the existing road configuration, up to three vehicles can be accommodated within the crossover and internal accessway without extending into the Hutton Street traffic lane or restricting vehicle manoeuvring within the site.

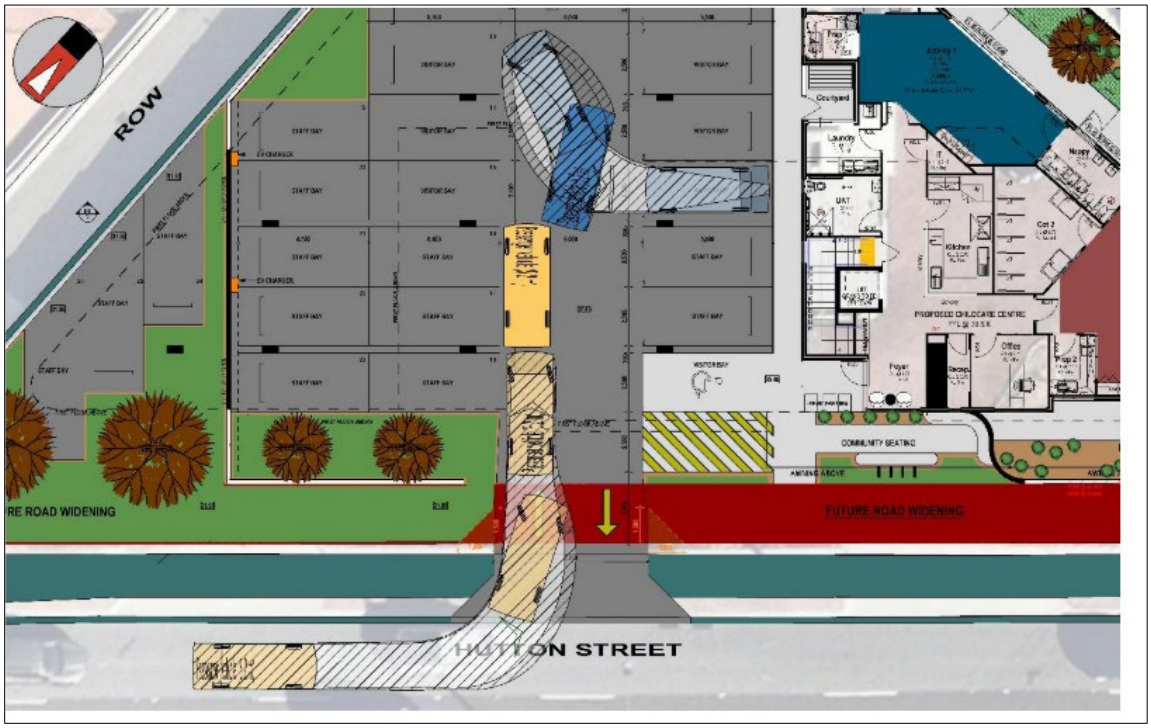


Figure 7 Vehicle Entry and Parking Manoeuvre – Pre-Road Widening Scenario

The TIS also considers the future road widening scenario, including the consequential reduction in crossover length, as illustrated in Figure 8. While the available queuing area

would be reduced, approximately 10m of on-site stacking distance would remain available. Under the conservative scenario assessed in the TIS, which assumes a 60-second blockage at the access, the maximum anticipated queue is two vehicles, with an average queue of approximately 0.5 vehicles. The rear ROW provides an additional point of egress for vehicles using the rear parking area, further reducing the potential for vehicles to queue at the Hutton Street access.

Having regard to the anticipated vehicle movements and available on-site queuing capacity, the access arrangement is considered capable of accommodating the expected traffic demand under both the existing and future road configurations without queuing extending into Hutton Street or adversely affecting the operation of the surrounding road network. On this basis, the provision of a dedicated slip lane is not considered necessary.

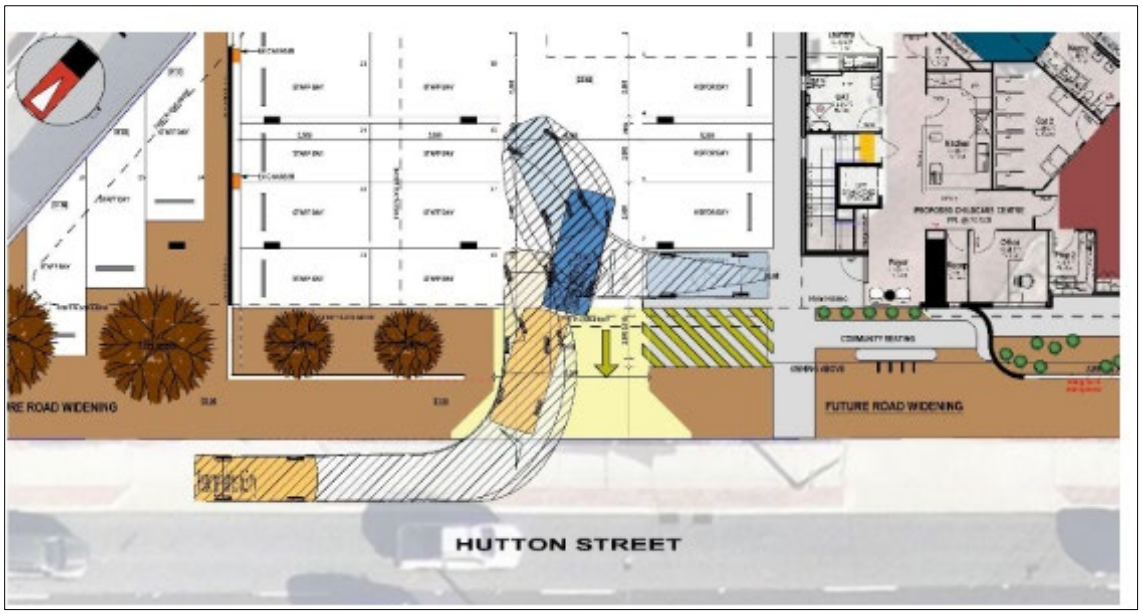


Figure 8 Vehicle Entry and Parking Manoeuvre – Post Road Widening Scenario

Waste

The Applicant has submitted a Waste Management Plan (WMP) in support of the development. The WMP estimates that the Child Care Premises will generate approximately 1,435L of general waste and 1,435L of recyclable waste per week, requiring six 240L general waste bins and six 240L recycling bins.

Waste collection will be undertaken by a private contractor from the adjoining ROW, with general waste and recycling collected on separate days each week. This arrangement is consistent with the assumptions of the TIS and the capacity of the bin presentation areas provided adjacent to the ROW. Collections are proposed between 9.00am and 2.00pm, outside the identified peak drop-off and pick-up periods, thereby reducing potential conflicts between waste collection vehicles and traffic associated with the Child Care Premises.

An enclosed bin storage area is provided adjacent to the ROW in accordance with Local Planning Policy 6.3 – Bin Storage Areas. The location enables convenient access for waste collection while containing bin storage and collection activities away from the primary street frontage. Ongoing management and maintenance of the bin storage area is addressed through the WMP.

To ensure waste storage and collection continue to operate in accordance with the assessed arrangements, a condition of approval is recommended requiring the development to operate in accordance with the approved WMP for the duration of the use.

7. 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 following, where discretion is sought:

- A mulch depth of 75mm within soil areas is proposed in lieu of the required 100mm.

Notwithstanding the above, the development satisfies the relevant objectives of LPP 6.6, as detailed in the City's assessment provided in Attachment 5.

Due to the uncertainty surrounding the future road widening, a condition of approval is recommended requiring the land reserved for road widening to be landscaped and maintained with low-level planting that preserves sightlines and does not prejudice future road works.

8. Development Contributions

Public Art

LPP 6.12 applies to all development with a cost of $2 million and above with a minimum 1% contribution cost of development provided as public art. The cost of the development is $2.5 million which will result in a requirement of $25,000 public art contribution.

The Applicant has indicated the public art proposal will comprise a mural to be located on the solid masonry at the corner of the ROW and Hutton Street, the final details of which will be managed via a recommended condition of approval.

ROW

Under the Rights-of-Way Improvement Works Development Contribution Area (DCA5) of LPS3, land within the contribution area is subject to a development contribution in accordance with the City's Rights-of-Way Management Strategy. The requirement to make a contribution is triggered by:

- Approval of development within the Development Contribution Area, unless an applicable exemption applies; or

- Approval of subdivision within the Development Contribution Area.

The proposed development triggers the requirement for a development contribution. Accordingly, prior to the commencement of development, the owner is required to pay the applicable cost contribution, currently estimated at $53,495.03, or make alternative arrangements for payment to the satisfaction of the City.

A condition of approval is therefore recommended requiring payment of the applicable development contribution, or satisfactory arrangements for its payment, prior to the commencement of development.

9. City of Stirling Design Review Panel (DRP)

The role of the City's 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 11 September 2025. A summary of the revised submission against the DRP comments provided at its meeting on 11 September 2025 is detailed in Attachment 9.

The amended plans received on 31 August 2026 address most of the items raised by the DRP. As such, further consideration of the proposed development by the DRP` was not deemed to be required.

Consultation:

Public 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 18 May 2026 and concluded on 16 June 2026. During the consultation period a total of four submissions were received all comprising objections. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 100m Radius	Within 200m Radius of Proposed Site	within City of Stirling	Outside City of Stirling
SUPPORT	0 (0%)	0 (0%)	0 (0%)	0 (0%)
OBJECT	2 (50%)	0 (0%)	2 (50%)	0 (0%)
OTHER (Comment)	0 (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 the matter

Public Consultation Submissions		
No. of times matter raised	**Matter**	**Responsible Authority response**
4	Concerns relating to traffic, access and congestion.	The TIS submitted in support of the development (refer Attachment 6b) assesses the anticipated traffic generation associated with the proposed use and demonstrates that the additional vehicle movements can be accommodated within the capacity of the surrounding road network without adversely affecting its operation. Traffic, access and the operation of the surrounding road network are assessed in further detail later in this report and are considered acceptable.
1	Concern regarding noise from the proposed development to surrounding properties.	The development application is accompanied by an Acoustic Report, which demonstrates that the proposed use can operate without resulting in an undue noise impact on surrounding properties. Compliance with the recommendations and noise management measures contained within the Acoustic Report is recommended as a condition of approval. To confirm that the development operates in accordance with the assessed acoustic parameters, a further condition is recommended requiring post-commencement acoustic verification to be undertaken within three months of the Child Care Premises becoming operational. This will enable the actual noise emissions from the use to be assessed and any additional measures identified, where necessary, to maintain compliance with the approved Acoustic Report.
1	Residential amenity impacts associated with the proposed Child Care Premises.	A Child Care Premises use is capable of approval within the 'Residential Zone' subject to satisfying the relevant planning framework. The site has accommodated a Child Care Premises for an extended

Public Consultation Submissions		
No. of times matter raised	**Matter**	**Responsible Authority response**
		period and is located within a preferred location for Child Care Premises under Local Planning Policy 6.4. The proposal incorporates design measures to minimise impacts on adjoining properties and is considered compatible with the planning framework for the area.
1	Visual privacy and overlooking concerns.	The development has been assessed against the visual privacy provisions of the R-Codes and is considered to achieve compliance. Privacy screening and building design measures have been incorporated to minimise overlooking of adjoining residential properties.
1	Concerns regarding built form, scale and visual amenity	The proposed built form has been assessed against the relevant R-Codes provisions and associated design principles relating to height, setbacks and site works. The two-storey development is broadly consistent with the development outcomes anticipated for Residential R40 coded land and its location adjacent to Hutton Street and a right-of-way assists in reducing its interface with surrounding residential properties.

Consultation with Government/Service Agencies and Internal Referrals

The proposed development was referred to the following external agencies:

- The Department of Planning, Lands and Heritage (DPLH); and
- Department of Education (DoE)

In principle, no objections to the development proposal were received by the City, with the relevant responses are incorporated into the recommended conditions of approval and advice notes. Specific commentary regarding the response from the DPLH is provided below.

DPLH

The application was referred to DPLH for comment 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, as Hutton Street is a Category 2 Other Regional Road. In its response dated 20 May 2026, DPLH advised that it has no objection to the proposed development, subject to consideration of the following matters:

- *Given high traffic volumes along Hutton Street and the modification of the existing driveways servicing the site (as well as proposed peak hour volumes and location of staff parking bays), it is unclear if an improved left-turning treatment is required to avoid rear end crashes and vehicles queuing back onto Hutton Street during peak periods. It is recommended that these elements be investigated prior to development approval;*

- *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;*

- *Hutton Street accommodates 34,105 vehicles per day in the subject location. It is recommended that the applicant give due consideration to State Planning Policy (SPP) 5.4 Road and Rail Noise requirements and that all measures, as detailed in the SPP 5.4 Implementation Guidelines be applied as necessary.*

As part of the City's RFI, the Applicant was requested to provide an updated TIS assessing vehicle access and traffic operations under both the existing Hutton Street road configuration and the future road widening scenario.

The updated TIS demonstrates that the anticipated traffic generated by the development can be accommodated by the surrounding road network and that the proposed access arrangements can operate without resulting in unacceptable queuing or disruption to traffic movements. On this basis, the matters raised by DPLH in relation to vehicle access, traffic operations and potential queuing are considered to have been satisfactorily addressed. Further assessment of vehicle access and site circulation is provided in the Vehicle Access section of this report.

In relation to the Hutton Street road reservation, a condition of approval is recommended to ensure that no structures, other than landscaping, are constructed within the land identified for future road widening. This will ensure that development within the reservation does not prejudice future road widening or the ceding of the affected land when required.

With respect to the outdoor play areas, the irregular configuration of the site has influenced their location; however, the majority are positioned behind the building or along the side of the development and are not directly exposed to the Hutton Street frontage. The proposal is also consistent with LPP 6.4, which identifies Child Care Premises as a

preferred land use on sites fronting a Corridor Class 2 Road, including Hutton Street. Having regard to the location of the outdoor play areas and the relationship of the development to Hutton Street, the proposal is considered to provide an appropriate response to the intent of the WAPC Revised Draft Position Statement for Child Care Premises (April 2025).

A Child Care Premises is also a noise-sensitive land use for the purposes of State Planning Policy 5.4 – Road and Rail Noise. As the site is located within the Hutton Street road traffic noise buffer, the potential for road traffic noise to affect the development requires further consideration. Accordingly, a condition of approval is recommended requiring an updated acoustic assessment to be prepared in accordance with SPP 5.4 and its Implementation Guidelines and submitted to the satisfaction of the City prior to the issue of a Building Permit.

DoE

The DoE, as the responsible authority for Osborne Primary School located within 200 metres of the subject site, was consulted as part of the public consultation process. The Department advised that it had no objection to the proposal, noting that the development would not adversely impact the amenity or operations of the school site.

Internal Referrals
Internal referrals to the City's Waste Services Business Unit, Parks and Environment Business Unit, Environmental Health team, Engineering Services Business Unit and Development Services Engineer were undertaken as a part of the City's assessment. The relevant comments are contained later in this report, with the relevant sections of the planning assessment.

Conclusion:

The proposed built form generally satisfies the applicable primary development controls and responds to the existing character of the surrounding area, which comprises a mix of single and two-storey Single, Grouped and Multiple Dwellings. The scale, siting and articulation of the development provide an appropriate built form response to this context while accommodating the operational requirements of the Child Care Premises.

The location of the Child Care Premises is consistent with the City's planning framework, including its proximity to the Main Street District Centre and Hutton Street. The development has been designed having regard to its interface with surrounding residential development, the adjoining District Centre and the future widening of Hutton Street. The development will also support the function of the District Centre through the provision of a community service and employment opportunities within an established urban area.

Landscaping forms an integral component of the development, with planting provided throughout the site, including along the Hutton Street frontage, northern boundary and adjoining ROW. The landscaping assists in softening the presentation of the built form, providing separation from adjoining properties and contributing to the presentation of the development to the surrounding streetscape.

Having regard to the matters addressed throughout this report, including the suitability of the land use, built form, residential amenity, access, parking, traffic, landscaping and servicing arrangements, the development is considered to achieve an appropriate planning outcome for the site. The identified areas of discretion do not, individually or collectively, result in impacts that warrant refusal of the application and can be appropriately managed through the recommended conditions of approval.

Accordingly, the application is recommended for conditional approval.

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 31 August 2026
   b) Transport Impact Statement prepared by Amey Australia received 29 September 2026
   c) Waste Management prepared by CF Town Planning and Development received 31 August 2026
   d) Acoustic Report prepared by Herring Storer Acoustics received 25 March 2026
   e) Landscaping Plans prepared by Childscapes received 31 August 2026
   f) 3D Render Perspectives by the applicant received 31 August 2026
7. External Agency Referral Response (Department of Planning, Lands and Heritage) received 20 May 2026
8. External Agency Referral Response (Department of Education) received 06 April 2026
9. City of Stirling Design Review Panel Report dated 11 September 2025

Attachment 1 - Development Application Plans (Recevied 31 August 2026)

AMENDED PLAN

City of Stirling
31 AUG 2026
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Photo taken at facing South East



Photo taken at facing North East

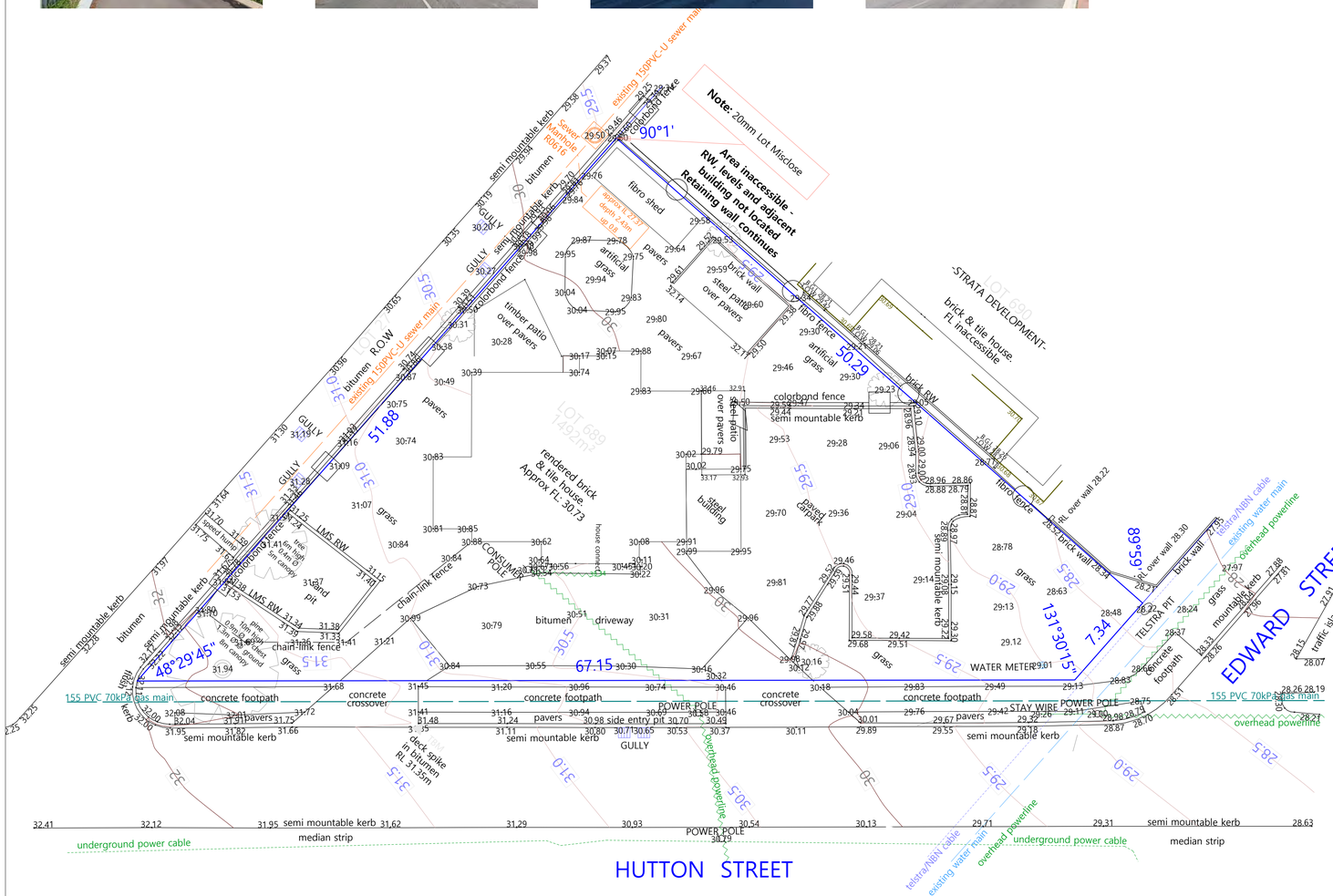


Photo taken at facing North West



Photo taken at facing North West



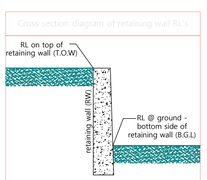


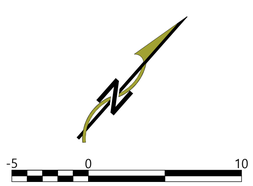




LEGEND

- TBM - RL 31.35m AHD
- Edge of Patio/Structure
- Gutter Line
- Overhead Powerline (centre-line of poles)
- Underground Power Cable
- Gas Main
- Water Main
- Sewer Main
- Underground Telstra/NBN Cable
- Gully
- Water Meter
- Sewer Manhole
- House Connection
- Power Pole
- Telstra Pit
- Tree





Note: Service lines are plotted from dial before you dig 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.

TBM deck spike in bitumen equals RL 31.35m AHD
Based on SSM - YOK85
RL 32.539m AHD
(Landgate Geodetic Section)
Contractor to check datum before adopting levels

Survey Date: 26 July 2024 | Scale 1:200@A2
Client: Helen Christou

Rev	Date	Description	Surv	Drawn
0	31/07/2024	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY OF LOT 689 ON PLAN 2452
177 Edward Street, Osborne Park
C/T Vol: 1987 Fol: 689
our ref. 24-0452

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

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 DIAL BEFORE YOU DIG 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.**

APPROVED BY TENANT

SIGNED : _____

DATE : _____

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1

Project No:	Revision Number:
23083	12.00

Drawing No.:
03 of 13

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Photo taken at facing South East



Photo taken at facing North East

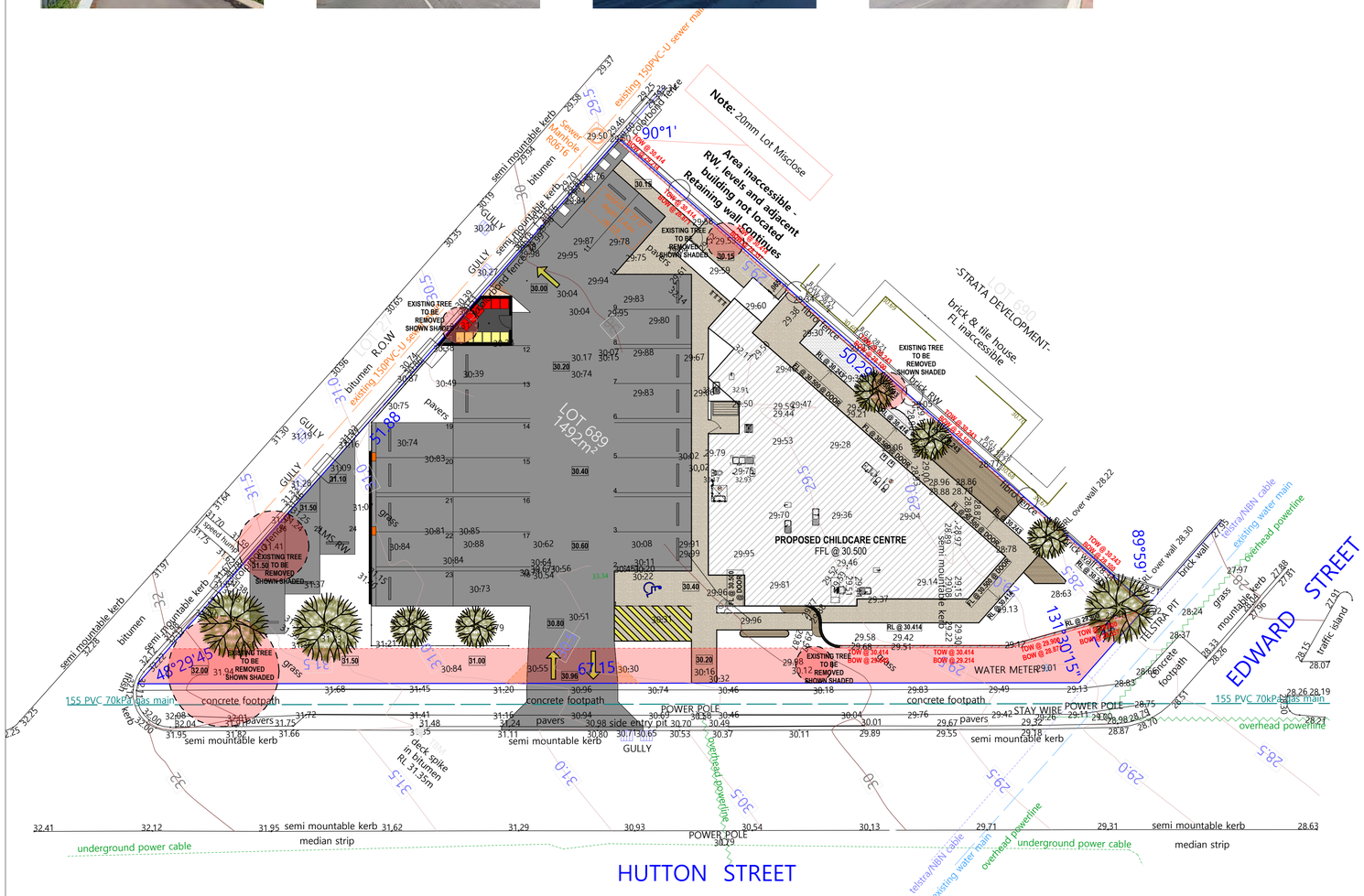


Photo taken at facing North West



Photo taken at facing North West

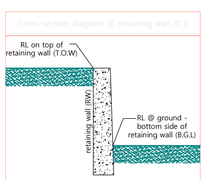


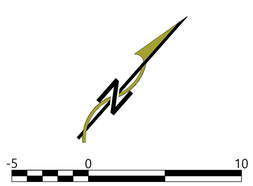




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C/T Vol: 1987 Fol: 689

our ref. 24-0452

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AMENDED PLAN

City of Stirling
31 AUG 2026
RECEIVED

Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105,385
	412.06 m²	114,545 mm
Ground Floor		
Store 1	5.18	9,180
AC STORE	13.30	19,331
Bin Store	13.63	15,966
Childcare	254.53	77,824
	286.64 m²	122,301 mm
	698.70 m²	**236,846 mm**

Site Calculations	
Site Area:	1,492m²
Building Footprint:	951.47m²
Site Coverage:	63.77%
Zoning:	R40
Policies:	Insert
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
04 of 13

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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City of Stirling
31 AUG 2026
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CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*8*	*32.67m²*	*2*
Activity 2	*0-2*	*12*	*52.43m²*	*3*
Activity 3	*2-3*	*15*	*52.81m²*	*3*
Activity 4	*2-3*	*15*	*49.00m²*	*3*
Activity 5	*3-5*	*20*	*65.45m²*	*2*
Activity 6	*3-5*	*20*	*67.91m²*	*2*
Total Internal = (Min 3.25m² per child)		**90**	**331.44m²** (Min 292.50m² req)	**17**
Total External Play Area = (Min 7m² per child)		**90**	**678.99m²** (Min 630.00m² req)	



Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105.385
	412.06 m²	114.545 mm
Ground Floor		
Store 1	5.18	9.180
AC STORE	13.30	19.331
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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
07 of 13

LANDSCAPING CALCULATIONS

SITE AREA = 1,492m²
LANDSCAPING = 451.42m² / 30.25%

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City of Stirling
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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
First Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
08 of 13

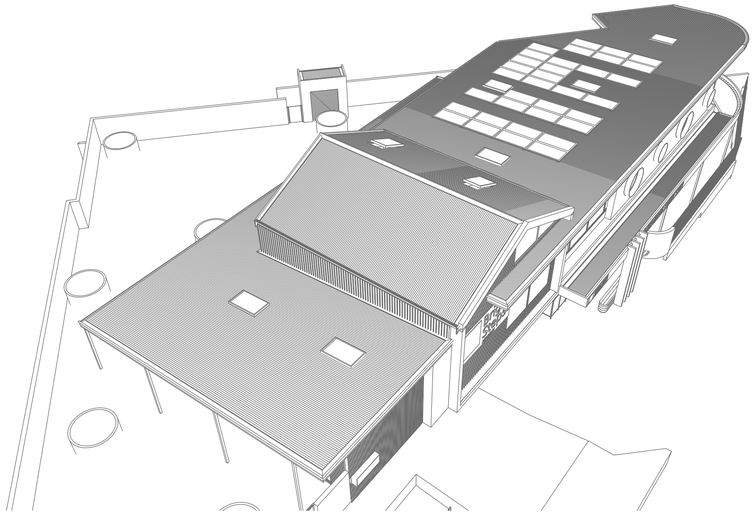
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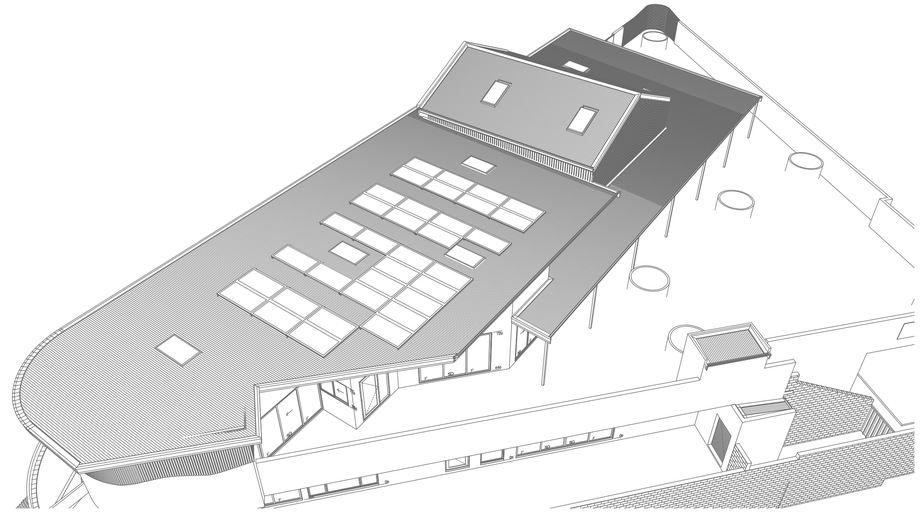
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Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and solar panels to support renewable energy use and reduce our carbon footprint. Roof structures 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.

AMENDED PLAN

City of Stirling
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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Roof Plan

Scale: 1:100

Sheet Size: A1

Project No: 23083

Revision Number: 12.00

Drawing No.: 09 of 13

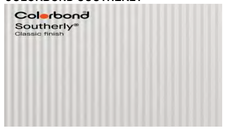
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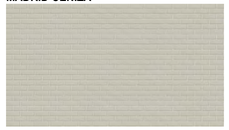
ROOF, GUTTERS & FASCIA - COLORBOND SOUTHERLY



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



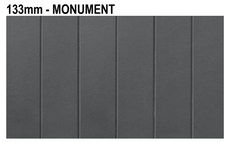
FACEBRICK - MIDLAND BRICK CONTEMPO MADRID CENIZA



MAIN RENDER - DULUX VIVID WHITE



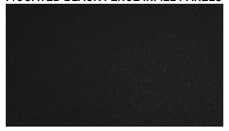
JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL LUSTRE



P/COATED BLACK FENCE INFILL PANELS



TIMBER LOOK CLADDING





E1 South East Elevation
1:100



F1 South East Fence Elevation
1:100



E2 West Elevation
1:100

Revision	Description	Date
13.00	DA Changes	11.08.26
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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 23083
Revision Number: 12.00
Drawing No.: 10 of 13

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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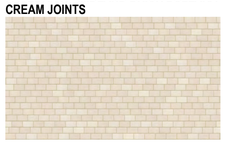
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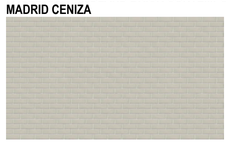
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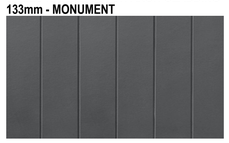
FACEBRICK - MIDLAND BRICK CONTEMPO MADRID CENIZA



MAIN RENDER - DULUX VIVID WHITE



JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL LUSTRE

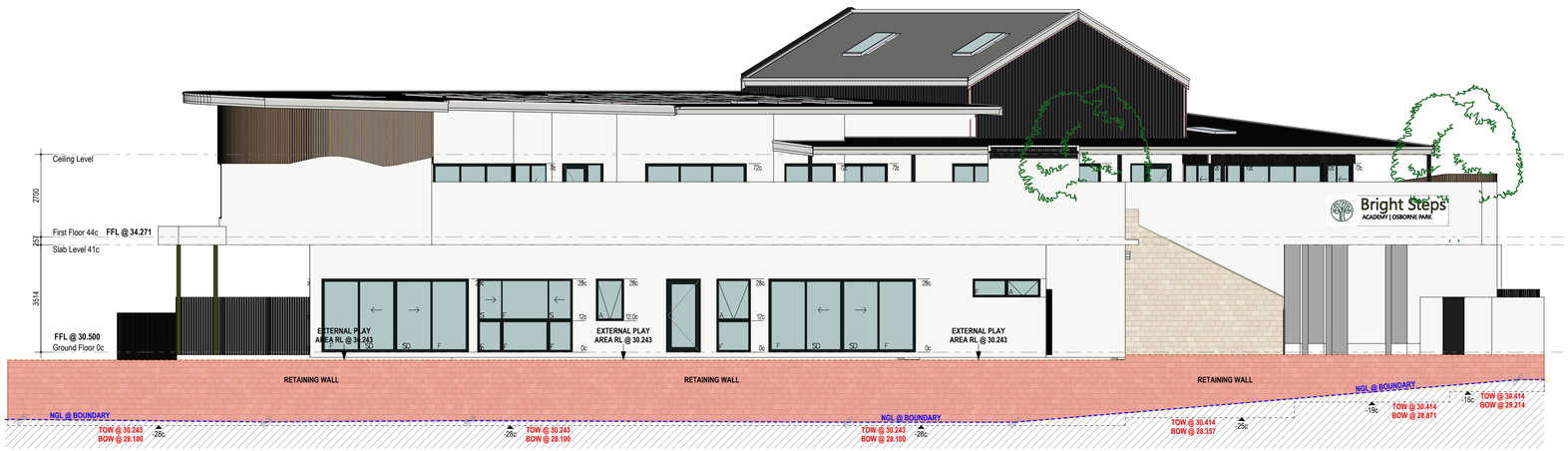


P/COATED BLACK FENCE INFILL PANELS

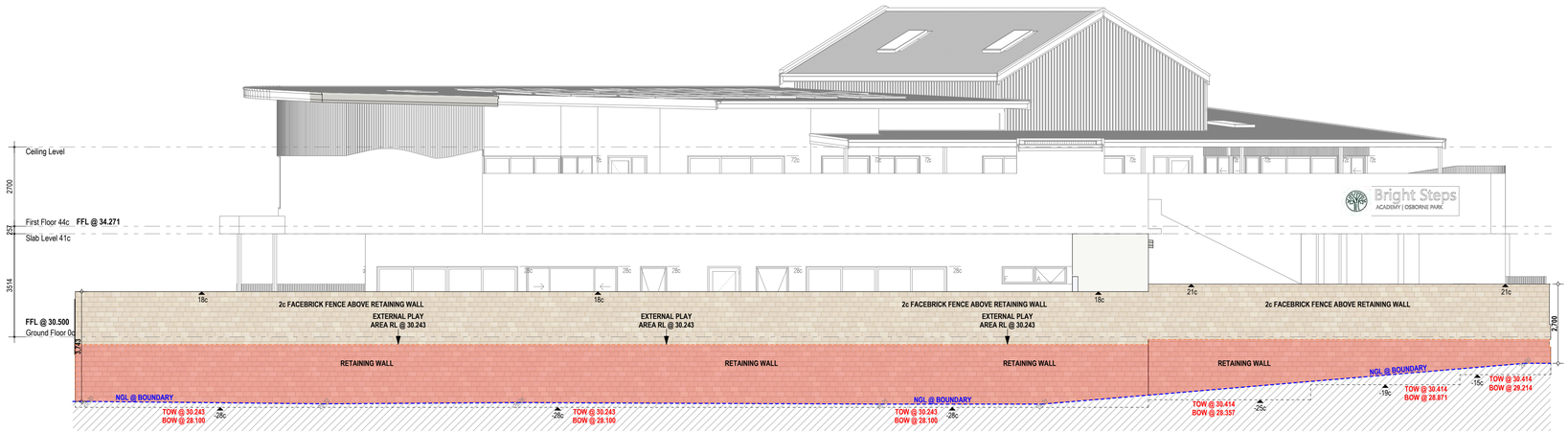


TIMBER LOOK CLADDING





E3 Elevation
1:100



F3 North Fence Elevation
1:100

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Stavretis

Project Name
Childcare Centre

Project Address
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Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 23083
Revision Number: 12.00
Drawing No.: 11 of 13

APPROVED BY TENANT

SIGNED : _____

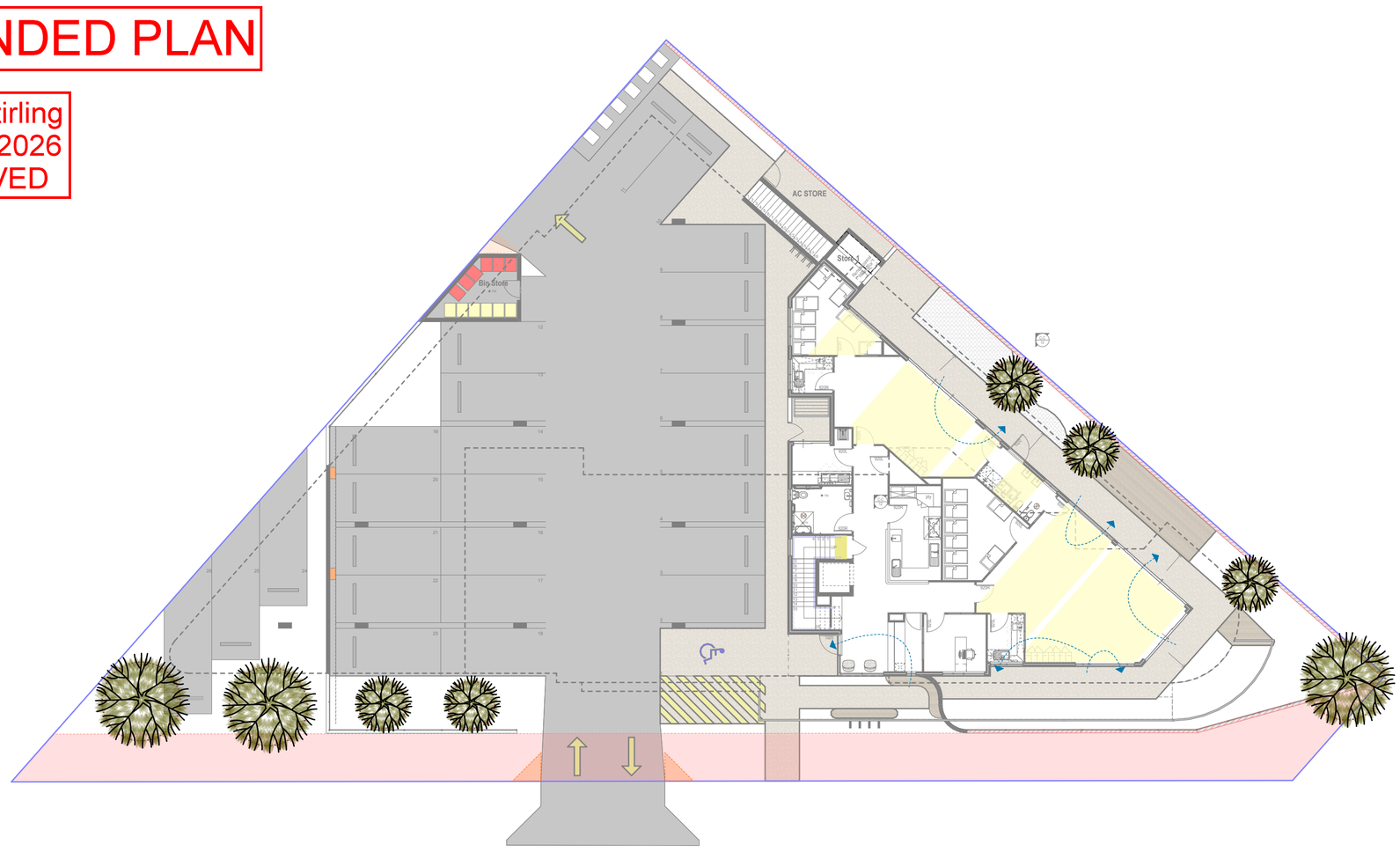
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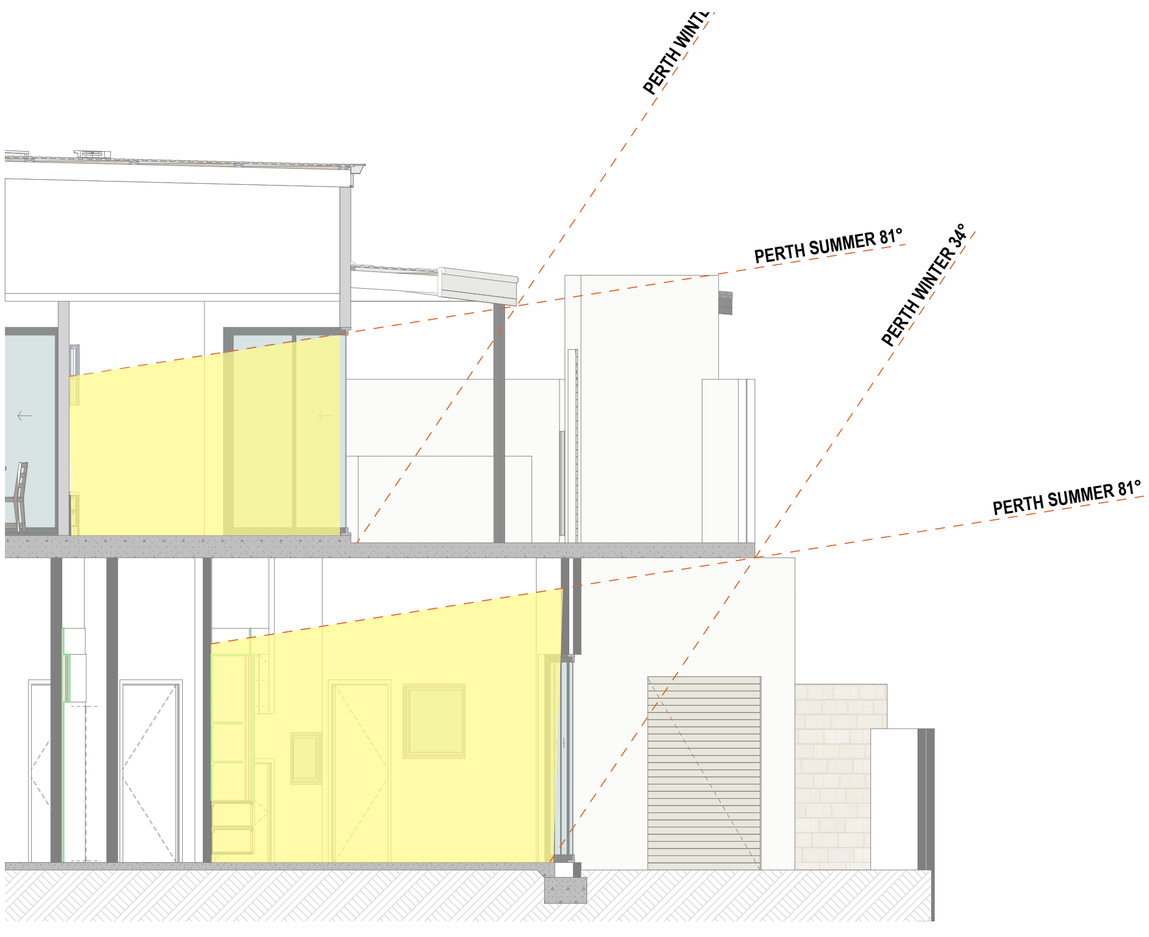
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City of Stirling
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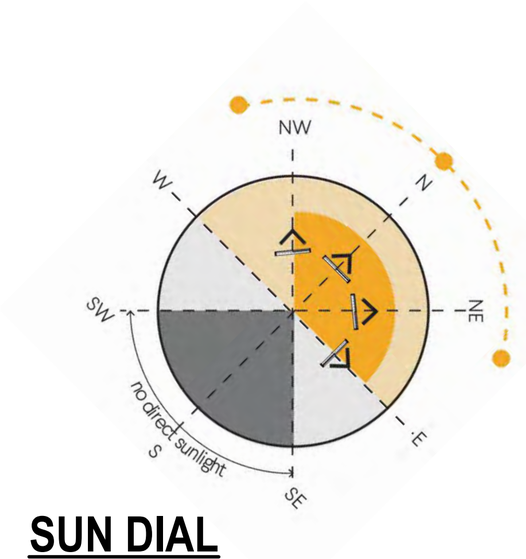


GF Solar
1:200

FF Solar
1:200



C-C
Section
1:50



SUN DIAL

WINTER SUN @ 34.00°

SUMMER SUN @ 81.00°

BREEZE PATH

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and 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.

APPROVED BY TENANT

SIGNED : _____

DATE : _____

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Solar Study

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
23083	12.00

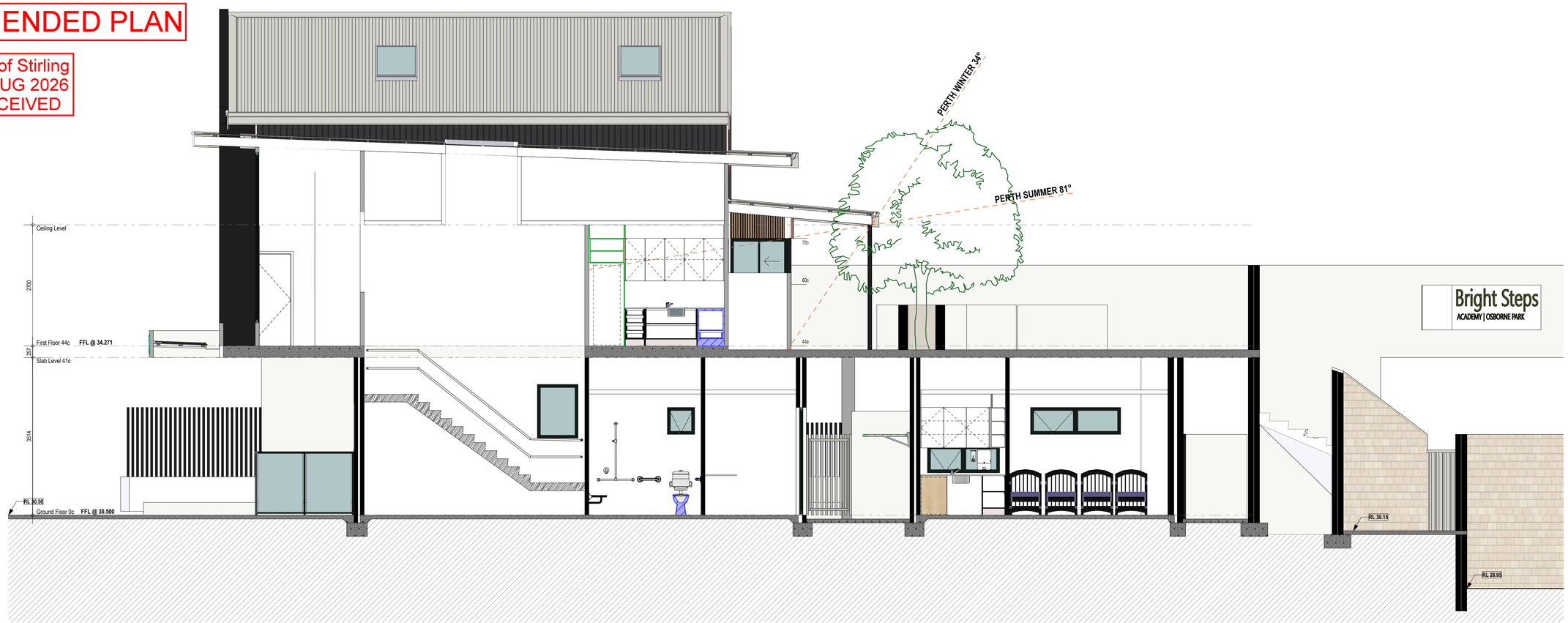
Drawing No.:
12 of 13

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A-A Section 1:50



B-B Section 1:100

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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Sections

Scale:

Sheet Size: A1

Project No: 23083

Revision Number: 12.00

Drawing No.:
13 of 13

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PLANT SCHEDULE

	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
	TREE					
Evi	EUCALYPTUS VICTRIX 'SNOW QUEEN'	AS SHOWN	AS SHOWN	5-10 M	8 M	4
	SHRUBS					
Bme	BANKSIA MEDIA	600 MM	140 MM	-	2-4 M	24
Dre	DIANELLA REVOLUTA	600 MM	140 MM	-	1 M	38
Hsc	HIBBERTIA SCANDENS	600 MM	140 MM	-	0.3-1 M	30
Lmi	LIRIOPE MISCARI	600 MM	140 MM	-	0.3-0.6 M	20

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 Trees in carpark shall have a 2000x2000x600mm deep pit filled with Eclipse structural soil and compacted every 150mm as per specification.

2.3 Provide StrataVault soil cell system beneath paved areas adjacent to trees to increase deep soil volume. Install as per manufacturer's specifications.

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 lawn areas are to be natural grass.

SHRUBS:



DIANELLA REVOLUTA



BANKSIA MEDIA



HIBBERTIA SCANDENS



LIRIOPE MUSCARI

TREE:



EUCALYPTUS VICTRIX 'SNOW QUEEN'

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK ground floor	PLANTING PLAN carpark	ISSUED FOR FEEDBACK

CLIENT	DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-09	1:100	A1	0	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

PLANT SCHEDULE						
	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
TREES						
Evi	EUCALYPTUS VICTRIX 'SNOW QUEEN'	AS SHOWN	AS SHOWN	5-10 M	8 M	1
Afl	AGONIS FLEXUOSA	AS SHOWN	AS SHOWN	3-5 M	10 M	3
SHRUBS						
Ase	ADENATHOUS SERICEUS	600 MM	140 MM	-	1 M	20
Ama	ANIGOZANTHOS MANGLESII	600 MM	140 MM	-	1 M	12
Ahu	ANIGOZANTHOS HUMILIS	600 MM	140 MM	-	0.6 M	10
Llo	LOMANDRA LONGIFOLIA	600 MM	140 MM	-	1.2 M	8

AMENDED PLAN

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SHRUBS:



LOMANDRA LONGIFOLIA



ANIGOZANTHOS MANGLESII



ANIGOZANTHOS HUMILIS



ADENANTHOS SERICEUS

TREES:



AGONIS FLEXUOSA



EUCALYPTUS VICTRIX 'SNOW QUEEN'

NOTES

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3.4 All lawn areas are to be natural grass.

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK ground floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-05	1:100	A1	4	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	11/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
1	12/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	13/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
3	11/08/26	NK	PLANTING- ISSUED FOR FEEDBACK
4	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

N

PLANT SCHEDULE						
	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
TREES						
Ope	ORNAMENTAL PEAR	AS SHOWN	AS SHOWN	4-6 M	8 M	3
Mtr	MANDARIN TREE	AS SHOWN	AS SHOWN	2-4 M	4 M	2
Ltr	LEMON TREE	AS SHOWN	AS SHOWN	3-5 M	6 M	3

FIRST FLOOR PLANTING NOTES

PLANTER POTS

1.1 All tree planters shall be rounded planter pots, approximately 2000mm diameter x 1000mm minimum soil depth.

1.2 Planters shall provide adequate soil volume and drainage to support healthy tree growth.

MULCH

2.1 All planter pots shall be mulched with pine chip mulch to a minimum depth of 75mm.

IRRIGATION

3.1 All first floor planter pots shall be serviced by an automatic drip irrigation system.

AMENDED PLAN

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TREES:

ORNAMENTAL PEAR



MANDARIN TREE

LEMON TREE

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK first floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-06	1:100	A1	2	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	11/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
1	11/08/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

AMENDED PLAN

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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
	RAIN BIRD QUICK-COUPLING VALVE
	RAIN BIRD TREE DRIP IRRIGATION
	IRRIGATION LATERAL LINE: UPVC CLASS 9 25MM
	IRRIGATION MAINLINE: UPVC CLASS 9 25MM

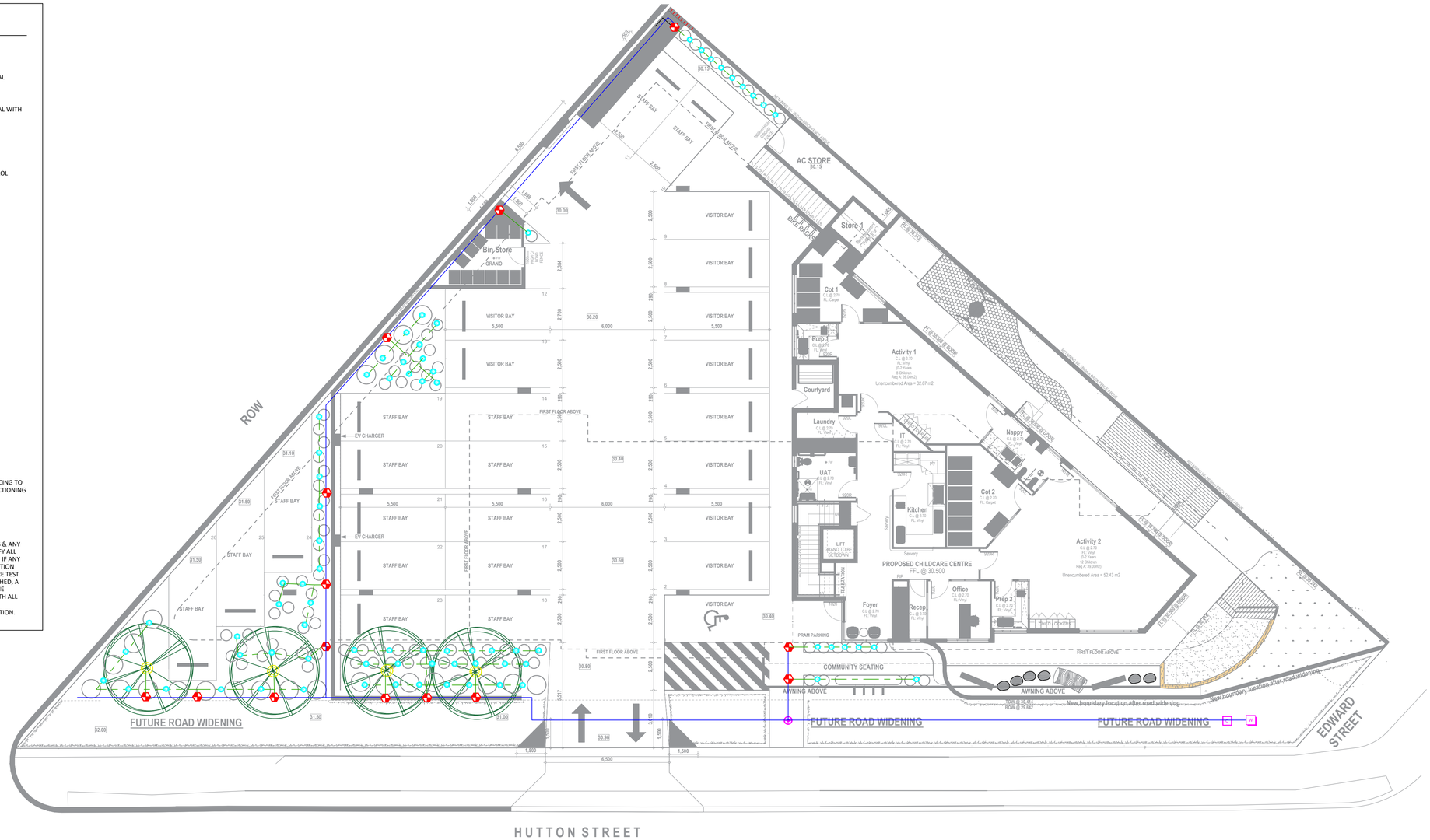
IRRIGATION SYSTEM DUTY

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
OSBOURNE PARK	IRRIGATION PLAN carpark	ISSUED FOR FEEDBACK

CLIENT	DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-10	1:125	A1	0	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	12/08/26	NK	IRRIGATION- ISSUED FOR FEEDBACK

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City of Stirling
31 AUG 2026
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IRRIGATION SCHEDULE

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

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
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	RAIN BIRD DVF (GARDENS) 25MM
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W	WATER SOURCE ASSUMED LOCATION
QCV	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

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5.0m

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK first floor	IRRIGATION PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-08	1:125	A1	0	NK	12/08/26

REVISIONS

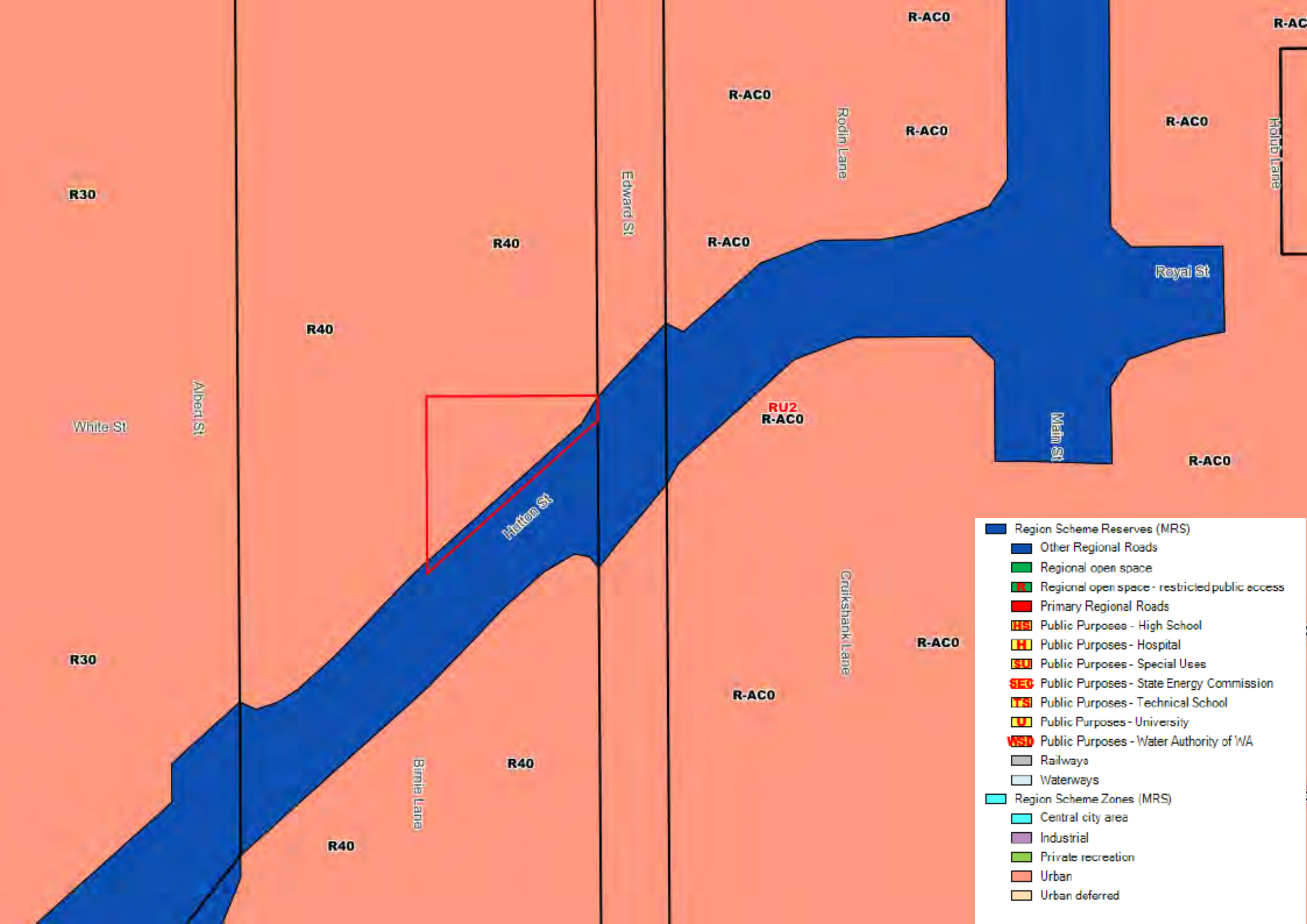
No	DATE	DRAWN	DETAILS
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Attachment 2 - Location Plan

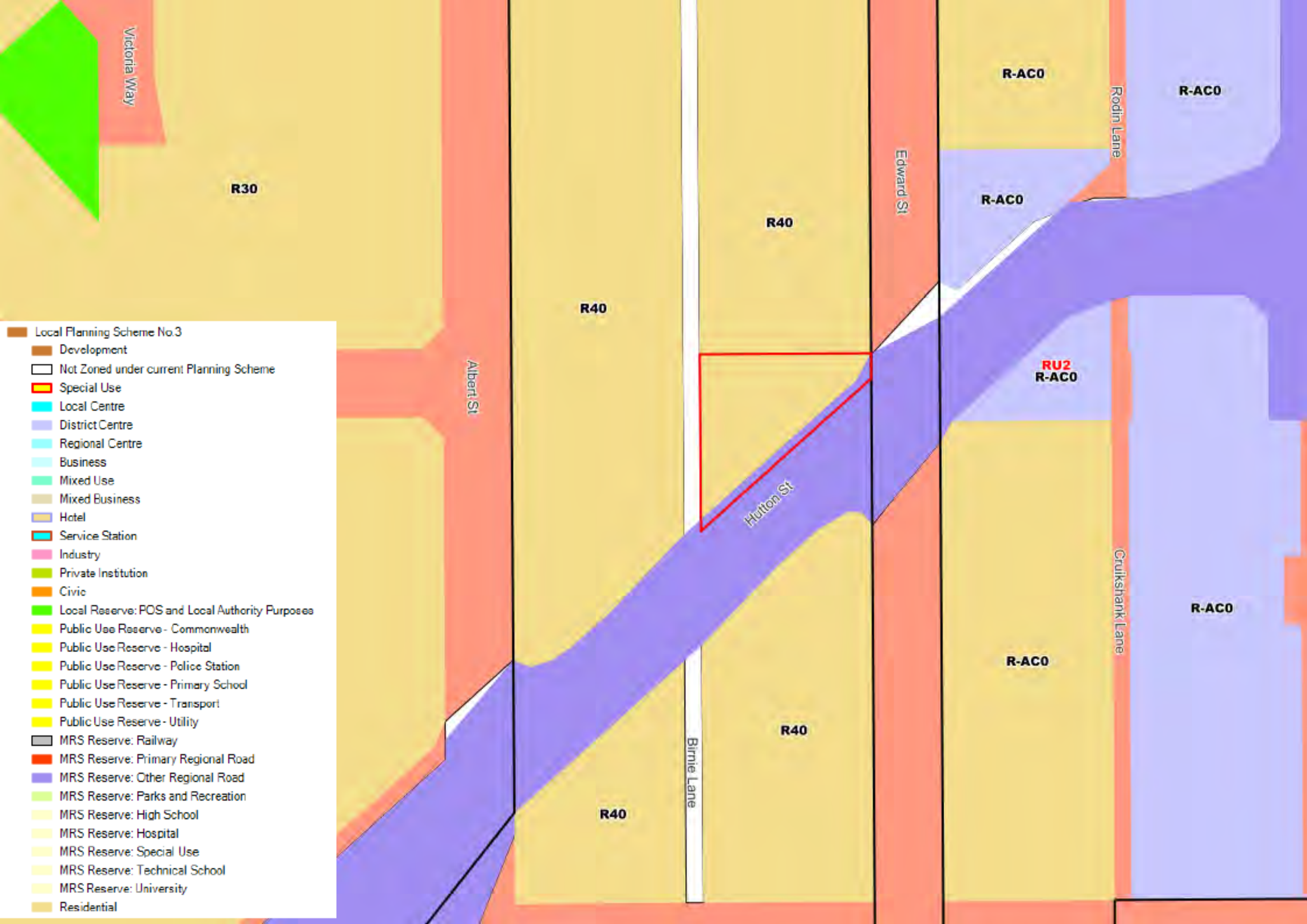


City of Stirling City of Choice	City of Stirling does not warrant the accuracy of this information and any person using, or relying upon, such information does so on the basis that the City shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.	Location Plan	19/10/2026 1:3000	N

Attachment 3 - Metropolitan Region Scheme Map


R-AC0
R-AC0
R-AC0
R-AC0
R-AC0
R30
R40
R40
R-AC0
RU2
R-AC0
R-AC0
R30
R40
R40
R-AC0
R-AC0
Edward St
Rodin Lane
Holub Lane
Royal St
Main St
Albert St
White St
Hutton St
Birnie Lane
Cruikshank Lane
Region Scheme Reserves (MRS)
Other Regional Roads
Regional open space
Regional open space - restricted public access
Primary Regional Roads
Public Purposes - High School
Public Purposes - Hospital
Public Purposes - Special Uses
Public Purposes - State Energy Commission
Public Purposes - Technical School
Public Purposes - University
Public Purposes - Water Authority of WA
Railways
Waterways
Region Scheme Zones (MRS)
Central city area
Industrial
Private recreation
Urban
Urban deferred

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


Victoria Way
R30
Albert St
R40
R40
Edward St
R40
R-AC0
Rodin Lane
R-AC0
R-AC0
RU2
R-AC0
Hutton St
Birnie Lane
R40
R40
Cruikshank Lane
R-AC0
R-AC0
Local Planning Scheme No.3
Development
Not Zoned under current Planning Scheme
Special Use
Local Centre
District Centre
Regional Centre
Business
Mixed Use
Mixed Business
Hotel
Service Station
Industry
Private Institution
Civic
Local Reserve: POS and Local Authority Purposes
Public Use Reserve - Commonwealth
Public Use Reserve - Hospital
Public Use Reserve - Police Station
Public Use Reserve - Primary School
Public Use Reserve - Transport
Public Use Reserve - Utility
MRS Reserve: Railway
MRS Reserve: Primary Regional Road
MRS Reserve: Other Regional Road
MRS Reserve: Parks and Recreation
MRS Reserve: High School
MRS Reserve: Hospital
MRS Reserve: Special Use
MRS Reserve: Technical School
MRS Reserve: University
Residential

Attachment 5 - City of Stirling Planning Assessment

Attachment 5 – City of Stirling Planning Assessment

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

The development is seeking discretion to the following development standards:

- The proposed development proposes a total of four signs where LPP 6.1 permits a maximum of two signs per tenancy on a lot.

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;	The signs are appropriately located and scaled, do not obstruct sightlines for motorists or pedestrians, and do not incorporate features that could distract road users. Furthermore, the signage does not create visual barriers or obscure views into or out of the site, thereby maintaining passive surveillance of the development and adjoining public areas. Accordingly, the proposal is not expected to result in any adverse safety or surveillance impacts. 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 current development application and has been assessed concurrently with the childcare development. The signage is limited to identifying the approved use, is appropriately integrated into the development, and is of a scale and design that is compatible with the surrounding area. It is not expected to result in adverse visual, amenity or safety impacts.
To ensure that the display of advertising signs does not adversely impact on the amenity of surrounding land and streetscapes;	The signage is limited in scale, appropriately located, and integrated into the design of the development, providing site identification without dominating the building or surrounding residential environment. The signage is not illuminated, does not contribute to visual clutter, and is not expected to result in adverse visual, safety, or amenity impacts. Accordingly, the proposal is considered compatible with the character of the locality and the amenity of adjoining properties.
To ensure advertising signs are appropriately scaled for their setting;	The proposed signage is appropriately scaled to its setting, being proportionate to the size and form of the building and proportionate with its function as identification signage for the child care premises. The signage remains minor to the development, does not dominate the site or

	streetscape, and is compatible with the character of the surrounding residential area.
To avoid the proliferation of advertising signs on individual sites and buildings to minimise visual clutter;	While the proposal includes four wall signs, the signage is limited in number and purpose, serving only to identify the child care premises and assist with wayfinding. The signs are integrated into the building and site design, are modest in scale, and are located to avoid visual dominance. Although a variation to the signage provisions is sought, the signage is restrained and coordinated, ensuring it does not result in an excess of signage or create visual clutter within the site or surrounding streetscape.
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 has been incorporated into the overall design of the development and has been carefully positioned to complement the building's form and presentation. The signs do not obscure or detract from any prominent architectural features and remain subordinate to the built form. The coordinated design, scale and placement of the signage ensure it contributes to the overall appearance of the development while maintaining the architectural integrity of the building.
To ensure advertising signs only relate to services and products available on the site.	The proposed signage relates solely to the childcare premises operating from the subject site and is intended for business identification and wayfinding purposes. The signage does not advertise any services, products, or activities that are not available on the premises.

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

The development is seeking discretion to the following development standards:

- The proposed development proposed a bin storage area of 10.8m^2 and a minimum width of 1.6m
- Bin storage areas in non-residential zones shall have the following minimum sizes of 10m² and 3.5m width.

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 six 660L

	general waste bins and six 660L recycle waste bins. The WMP has been reviewed by the City and is supported in principle.
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 screened with a 1.8m high wall and is located along the ROW. The bin storage area is well-designed and not visible from the main frontage (Hutton Street) and is therefore considered to be the most appropriate location.

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

The proposed Child Care Premises has been assessed against the provisions of the City's LPP 6.4. The development generally satisfies the provisions of LPP 6.4, apart from the following matters for which discretion is sought:

- Fencing design and height within the front setback area.
- Variations to the proposed landscape buffer around the site (refer to table above).
- Extension of the permitted operating hours for the Child Care Premises from 7.00am-6.30pm to 6.30am-7.00pm on weekdays.

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

LPP 6.4 – Policy Objectives	
Objective	**Officer Comment**
Prioritise the location of Child Care Premises close to activity centres and along urban corridors.	The subject site abuts Mains Street District Centre and fronts a Corridor Class 2 Road (Hutton Street) as identified by the 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 locality.
Provide landscaping to mitigate development impacts on the amenity of the surrounding area.	Significant landscaping and tree planting is proposed, with a detailed landscaping plan provided which includes the planting of 4 new trees with maturity height of up to 8m. This landscaping amounts to 13% (170m²) of on-site landscaping. The proposed landscaping is predominantly located within the street setback areas and northern lot boundaries, providing a buffer from the development to adjoining properties and improving the visual appeal of the development from Hutton Street.
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 proposed Child Care Premises abuts Hutton Street, an ORR with the capacity to accommodate the additional traffic associated with the use as demonstrated by the submitted TIS which has been reviewed and is supported by the City and DPLH.
Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby	The proposed Child Care Premises has been designed to complement the residential character and scale of buildings in the locality. The capacity

dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.	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 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 satisfies the relevant built form controls and integrates well with both the existing and future context of the locality.
Provide a safe and connected environment for pedestrians both on and around the site.	The proposed development incorporates several design measures to promote pedestrian safety and the safe operation of the car park. Passive surveillance is provided through building windows overlooking parking and circulation areas, while clear sightlines at access points and a secure entry arrangement help prevent children from accessing vehicle areas unsupervised. A TIS has confirmed that vehicle manoeuvrability and sight distances are satisfactory. In addition, a dedicated turning bay will allow vehicles to exit the site in a forward direction, reducing the potential for vehicle and pedestrian conflicts. The car parking layout has been reviewed by a qualified traffic engineer and is considered to provide appropriately sized parking bays and adequate functionality. The parking shortfall has been reviewed against the objectives of LPP 6.7 and against anticipated parking demand and is deemed acceptable. The child care premises has also been designed to safely accommodate peak drop-off and pick-up periods. Parents will be required to accompany children between the car park and building through controlled access arrangements, supported by sign-in and sign-out procedures that provide an additional level of supervision. The traffic assessment concludes that the car park layout, vehicle circulation, sightlines and anticipated traffic generation can be safely accommodated, with the dedicated turning bay further supporting the efficient and safe operation of the site during peak activity periods.

R-Codes Clause 3.3 – Street Setbacks	
Deemed-to-Comply variations: • Proposed nil to 0.3m primary street setback to the ORR reserve in lieu of 3m.	
Design Principles	**Officer Comment**

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P3.3.1 Buildings are set back from street boundaries an appropriate distance to ensure they: • are consistent with the existing or future streetscape and local character; • provide sufficient space for tree planting and other landscaping, as well as community interaction; • provide adequate privacy to the dwellings; • accommodate site planning requirements such as parking and utilities, and • allow safety clearances for easements for essential service corridors and sightlines.	The proposed setback is consistent with the existing streetscape, with the building generally aligned with the setbacks of the adjoining property at 174 Albert Street and properties opposite the site. While the awnings are located closer to the ORR reservation, the building itself is set back 2.7m, exceeding the minimum 2m street setback applicable to the R40 density code. No buildings are proposed within the ORR reservation, ensuring that the reserved land remains available for future road widening. In addition to the deep soil area within the future ORR reservation, extensive landscaping is provided within the street setback area, contributing positively to the existing and future streetscape and creating a strong interface with the street. The reduced setback does not adversely impact the privacy of the commercial development. The 2.7m building setback provides sufficient space to accommodate essential services and utilities. The submitted TIS demonstrates compliant sightlines can be achieved, including following the future ceding of land for road widening.
P3.3.2 Buildings mass and form that: • uses design features to affect the size and scale of the building; • provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies; • uses appropriate minor projections that do not detract from the character of the streetscape; • minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank	The development incorporates varied setbacks, roof forms and material finishes which provide articulation and reduce the perceived bulk and scale of the building. The development provides large, glazed elements, feature cladding and architectural detailing creating a visual interest and avoid extensive blank wall presentations. Vehicle access, parking and servicing elements are appropriately integrated within the built form and located undercover, minimising their visual impact on the streetscape The development presents a well-articulated built form that contributes positively to the streetscape character

walls, servicing infrastructure access, meters and the like; and • positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.	

4. Local Planning Policy 6.5 - Developments and Subdivisions Abutting a ROW (LPP6.5)

The subject site abuts a 5m wide right-of-way (ROW) along its western boundary, which is identified as a Category 2 ROW under the City's Rights of Way Management Strategy. The development generally complies with the development provisions of LPP 6.5, apart from the following matters for which discretion is sought:

- Primary access to the site is not oriented to the ROW; and
- Proposed upper-storey setback of 1.5m in lieu of 3m.

Notwithstanding the above, the development satisfies the relevant objectives of LPP 6.5 in the table below.

LPP 6.5 – Policy Objectives	
Objective	**Officer Comment**
To facilitate the improved management of Rights of Way ('ROW');	The proposal utilises the ROW for vehicle egress, staff parking and waste collection. As such, the development makes functional use of the laneway and does not adversely affect its ongoing operation as demonstrated by the provided Transport Impact Statement (TIS).
To promote better urban design by encouraging the use of ROW for vehicle access;	Vehicle egress and access to three staff parking bays is provided from the ROW. This reduces vehicle movements at the Hutton Street crossover and is consistent with the objective of encouraging access from ROWs where practical.
More efficient use of individual sites;	The use of the ROW for servicing and access functions assists in accommodating the proposed development, parking and landscaping within the site.
Create unique streetscapes along the ROW through sympathetic building orientation and design;	The development includes windows addressing the ROW, landscaping and a public art installation which provide visual interest and passive surveillance to the laneway.
Maintain existing streetscapes, by minimising the need for and impact of additional garages/carports and paved areas within the street setback area, and better allowing the retention of existing buildings and landscaping;	The development consolidates parking and servicing functions to the side and rear of the site, allowing landscaping and built form elements to remain the dominant features of the Hutton Street frontage.
Support the objectives of the City's Rights of Way Management Strategy;	The proposal incorporates a functional interface with the ROW and provides passive surveillance

	of the laneway through upper-storey windows and building orientation.
To facilitate future widening of ROW.	The development does not encroach into the ROW and is not considered to prejudice any future works or upgrades that may be undertaken by the City.

5. Local Planning Policy 6.6 - Trees and Landscaping – Non-Residential

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 following, where discretion is sought:

- A mulch depth of 75mm within soil areas is proposed in lieu of the required 100mm.

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

Local Planning Policy 6.6 – Objectives	
Variations: A mulch depth of 75mm within soil areas is proposed in lieu of the required 100mm	
Objectives	**Officer Comment**
a) To improve the amenity of areas by providing suitable landscaping for development sites;	The proposal incorporates landscaping throughout the site, including along street frontages and boundary interfaces. The extent and distribution of landscaping is considered to provide a positive contribution to the visual amenity of the development and surrounding area.
b) To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;	No existing trees are proposed to be removed as part of the development. The landscaping plan includes the planting of new trees that will contribute to increased canopy cover and improved landscape outcomes on the site.
c) To provide shade coverage to car parking areas;	The majority of parking bays are located beneath the first floor of the development, providing protection from direct sun exposure. Additional landscaping throughout the site will further contribute to shade provision over time.
d) To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;	The proposed trees are provided with adequate deep soil areas free from buildings and structures to support healthy establishment and long-term growth. A condition of approval is recommended requiring landscaping to be maintained to the satisfaction of the City.
e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions; and	The submitted Landscaping Plan includes a variety of tree, shrub and groundcover species suitable for local climatic conditions. The proposed planting palette is considered capable of achieving a resilient and attractive landscape outcome.

f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.	The proposed landscaping includes species suited to local conditions and is considered capable of achieving a waterwise landscape outcome. Ongoing maintenance of landscaping is recommended through a condition of approval.

6. Local Planning Policy 6.7 – Parking and Access

LPP 6.7 Parking and Access			
Land Use	**Policy Rate**	**Proposed**	**Bays Required**
Child Care Premises	1 bay per staff member	17 staff	17 bays
	1 bay per 7 children	90 children	13 bays (12.8) *
		Total Required	30 bays
		Total Provided onsite	26 bays
		Total Shortfall:	4 bays – Merit assessment
*All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement for non-residential development shall be rounded down.			

Merit Assessment: 4 car parking bay shortfall proposed	
Objectives	**Officer Comment**
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	The level of car parking provided is sufficient to accommodate the anticipated parking demand. The Applicant has provided a TIS prepared by Amey Australia which anticipates a maximum of 37 vehicle arrivals during the peak hour and an average parking duration of 6.8 minutes. Using a more conservative parking duration of 10 minutes, each visitor bay could accommodate up to six vehicles per hour. The 11 visitor bays therefore have a theoretical capacity of 66 vehicles per hour, which exceeds the anticipated peak demand identified in the Applicant's TIS, being 37 vehicles in the morning (7:30am to 8:30am) and 36 vehicles in the evening (4:30pm to 5:30pm) peak periods. The proposed shortfall of four car parking bays is therefore not likely to create significant parking problems in the locality.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The development proposed vehicle access and egress via Hutton Street which is classified as an Other Regional Road under the MRS and under DPLH's delegation. The DPLH and the City's internal business units have reviewed the proposed vehicle access with no objections raised subject to further information being provided by the Applicant in an updated TIS. This further information related to demonstrating that the proposed vehicle access will

	not create excessive queueing within Hutton Street both within the existing arrangement and in a future scenario where road widening has been applied. The TIS, including an updated note regarding future vehicle queueing scenarios, has been reviewed by the City and is supported in principle.
c) To prioritise access by public transport, walking and cycling;	The subject site is within proximity of high frequency public transport and principal shared paths allowing for convenient access for cyclists and pedestrians.
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	Four bicycle bays are provided on site where two area required, satisfying the framework provisions. No end of trip facilities are required.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The development's impact on the capacity of the local road network has been considered by the provided TIS which anticipates average trip generation for the development will be approximately 267 daily vehicle trips, including 73 in the morning peak period and 72 in the afternoon peak period. The TIS concludes that the local road network will sufficiently absorb these additional trips without significant impacts on the locality. The TIS is supported by the City in principle.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	N/A - the application proposes a shortfall of car parking.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	The proposed car park is adequately setback from street and lot boundaries to reduce significant undue amenity impacts on the streetscape and adjoining neighbours. The provided landscaping strips along lot boundaries and landscaping within the street setback area help to increase the visual amenity of the development and compensate for the hardstand. Furthermore, the proposed parking is a shortfall to the requirements and is therefore not considered to be an oversupply of parking which may reduce the urban design and character of the locality.

Local Planning Scheme No.3 Residential Zone Assessment

Residential Zone Objectives	
Objective	**Officer Comment**
a) To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.	Whilst the proposed 'Child Care Premise' is a commercial use, it is capable of approval within the Residential zone. Furthermore, it is considered that the use provides a service for the current and future needs of the community. The subject site has operated as a Child Care Premises since 1995.
b) To provide for a range of non-residential uses, which are compatible with and complementary to residential development.	The proposed redevelopment of the Child Care Premises will increase the facility's capacity, enabling it to continue providing an essential community service to residents within the immediate and wider catchment.

Residential Zone Objectives	
Objective	**Officer Comment**
	The scale and built form of the proposed Child Care Premises complements the existing residential character of the surrounding area.

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 subject site is well located near key transport and community infrastructure, including major roads (Hutton Street), high-frequency bus routes, schools, commercial centres, and established medium-density residential areas. As a result, the proposed child care premises is expected to serve a broad range of local residents and workers, while also supporting nearby educational facilities, including the adjacent primary school, Osborne Primary School. The surrounding area is transitioning towards a higher-density urban form, with increasing numbers of grouped and multiple dwellings reflecting the locality's medium-density zoning. The proposed development has been designed to respond appropriately to this evolving character, with its layout, scale and materials considered compatible with the surrounding area and consistent with relevant planning requirements.
2. Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	A Landscaping Plan prepared by Childscapes (received 31 August 2026) forms part of the application and has been reviewed by the City's Parks and Environment team, which considers the proposed landscaping outcomes to be satisfactory. The proposal incorporates extensive landscaping throughout the site, including new trees, shrubs and garden beds, with landscaping provided within the primary street setback to soften the appearance of the development, enhance visual amenity and assist with stormwater management. Trees have been strategically located and provided with sufficient growing space to establish long-term canopy cover. The Landscaping Plan also includes details of outdoor play areas and landscaped garden spaces, which have been

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SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	reviewed and considered adequate by the City's Parks team. Masonry fencing will be required by condition to assist with noise attenuation, while black bitumen surfacing is proposed where required within the car parking areas. Overall, the landscaping and site design contribute positively to the appearance and functionality of the development and its integration with the surrounding streetscape.
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 Child Care Premises adopts a double-storey built form that is compatible with the scale and character of the surrounding residential area. Generous side setbacks have been incorporated to provide appropriate building separation, minimise perceived bulk and maintain a suitable interface with adjoining residential properties. The design responds to the site's irregular configuration while accommodating the operational requirements of the Child Care Premises and sensitive residential interfaces. Outdoor play areas and internal activity spaces have been arranged to maximise amenity for staff and children, with opportunities available through detailed design to further enhance solar access, shading and passive environmental performance. Car parking has been carefully located to ensure safe and efficient vehicle access and circulation while meeting operational needs. Extensive landscaping throughout the site, including within setback areas, will soften the appearance of parking areas and reinforce the relationship between built form and open space. The positioning of outdoor play areas has been determined having regard to supervision, accessibility and child care operational requirements. Proposed setbacks and landscaping buffers will assist in reducing potential impacts on neighbouring properties, while the built form and separation distances provide an appropriate transition to adjoining residential development. Overall, the proposed single-storey design reflects the prevailing residential scale of the locality and minimises visual bulk and prominence. It is considered to achieve an appropriate balance between site functionality, neighbourhood character and the protection of residential amenity.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively,*	The proposed development includes a clearly identifiable and accessible pedestrian entrance, creating a legible arrival point for staff, children and visitors. Upper storey elements are incorporated into the design to provide weather protection and solar shading.

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.	The internal layout has been carefully designed to support the efficient operation of the child care premises, providing logical circulation and an appropriate arrangement of activity rooms, support facilities and service areas. The layout meets operational and regulatory requirements, while allowing for further refinement during detailed design if required. The proposal has been designed to comply with the Child Care Services (Child Care) Regulations 2006, including the provision of appropriate sanitary facilities for the approved number of children and staff. A strong relationship between indoor and outdoor spaces has been established through the positioning of activity rooms adjacent to external play areas. Access to natural light, cross-ventilation and landscaped outdoor environments contributes to a high-quality setting for children and staff. The proposed landscaping further enhances visual amenity and supports an integrated indoor-outdoor learning environment that is conducive to child care and educational activities.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The proposed development incorporates a range of sustainability initiatives aimed at improving environmental performance, reducing energy consumption and enhancing occupant comfort. Rooftop photovoltaic panels are proposed as part of the development's sustainability strategy. The solar installation will assist in reducing operational energy demand and greenhouse gas emissions over the long term. The design applies passive environmental design principles, including natural ventilation, passive solar response, water-sensitive landscaping, tree planting and convenient access to active and public transport networks. Together, these measures support reduced reliance on mechanical cooling, improved energy efficiency and enhanced environmental outcomes. Landscaping, canopy trees and the upper storey overhang have been incorporated throughout the site to provide shade, minimise summer heat gain and improve outdoor comfort. Additional opportunities to optimise solar performance, including window shading treatments, can be considered during detailed design development. Extensive landscaping and tree planting will also assist in mitigating urban heat island effects by reducing heat

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	absorption across the site. The final selection of roofing materials presents further opportunities to improve thermal performance through the use of lighter-coloured or reflective finishes. The building layout, window placement and boundary setbacks have been designed to maximise natural airflow and cross-ventilation throughout the development. These passive design measures contribute to occupant comfort, lower operating costs and an overall reduction in energy consumption.
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 proposed development provides clear and convenient pedestrian connections between the car parking area and the building entrance, ensuring safe and efficient access for staff, children and visitors. Opportunities remain for additional weather protection measures, such as awnings or covered walkways, to further improve user comfort between parking areas and the main entry. The design establishes strong connections between internal activity rooms and outdoor play spaces, supporting an integrated indoor-outdoor learning environment. Outdoor areas have been designed to meet statutory child care requirements while incorporating landscaping and shade elements that enhance amenity and create an attractive setting for children and staff. Staff facilities are appropriately located to support the efficient operation of the child care premises while maintaining separation from children's activity areas. Landscaping and screening treatments surrounding these spaces contribute to visual amenity and provide opportunities for a comfortable and functional outdoor environment for staff. Outdoor play areas have been designed in accordance with the Child Care Services (Child Care) Regulations and accommodate the operational needs of the centre and children across different age groups. The design promotes safe and accessible circulation, effective supervision and direct connections to indoor learning areas, while landscaping, shade structures and play elements enhance the comfort, usability and overall quality of the outdoor environment.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily*	Access to the site for both vehicles and pedestrians is provided from Hutton Street. The development incorporates clear wayfinding measures, including appropriately located signage and identifiable entry points, ensuring the site is legible and easy for visitors and occupiers to navigate.

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
identifiable elements to help people find their way around.	
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The proposed development incorporates several design measures to promote pedestrian safety and the safe operation of the car park. Passive surveillance is provided through building windows overlooking parking and circulation areas, while clear sightlines at access points and a secure entry arrangement help prevent children from accessing vehicle areas unsupervised. A TIS has confirmed that vehicle manoeuvrability and sight distances are satisfactory. In addition, a dedicated turning bay will allow vehicles to exit the site in a forward direction, reducing the potential for vehicle and pedestrian conflicts. The car parking layout has been reviewed by a qualified traffic engineer and is considered to provide appropriately sized parking bays and adequate functionality. The parking shortfall has been reviewed against the objectives of LPP 6.7 and against anticipated parking demand and is deemed acceptable. The child care premises has also been designed to safely accommodate peak drop-off and pick-up periods. Parents will be required to accompany children between the car park and building through controlled access arrangements, supported by sign-in and sign-out procedures that provide an additional level of supervision. The traffic assessment concludes that the car park layout, vehicle circulation, sightlines and anticipated traffic generation can be safely accommodated, with the dedicated turning bay further supporting the efficient and safe operation of the site during peak activity periods.
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.*	The proposal will provide a community-serving land use within an accessible urban location. The development contributes positively to the public realm through building presentation, landscaping and public art, while supporting opportunities for social interaction and community activity for young children.
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 presents an attractive and well-articulated street frontage through the use of varied materials, finishes, setbacks and window treatments. These design elements create visual interest, reduce the perception of bulk and scale, and contribute positively to the character of the surrounding streetscape. The street-facing façade incorporates active frontage elements that establish a strong connection between the public and private realms, creating an engaging and welcoming presentation to the street. Variable front

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	setbacks and building articulation further enhance the appearance of the development, breaking up the building form and providing a more human-scaled interface with the public domain. The design also incorporates safe and efficient pedestrian movement throughout the site, ensuring convenient access between the building entrance, car parking areas, administration facilities and service areas, including bin storage. This supports both the operational needs of the child care premises and the safety and convenience of staff, children and visitors. Overall, the contemporary architectural design, active frontage, façade articulation and high-quality presentation are considered to enhance the streetscape and contribute positively to the visual amenity of the locality, creating an inviting and attractive development for the community.

Planning and Development (Local Planning Schemes) Regulations 2015

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 (Residential) 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 Residential zoning and 'A' use permissibility. Accordingly, the proposal is

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Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	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. The development is impacted by SPP 5.4 and a Transport Noise Assessment has been prepared by a qualified acoustic consultant outlining the subject to the necessary measures being undertaken, the development should meet compliance with SPP 5.4. Conditions have been recommended to ensure the development satisfies this requirement.
(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 Residential 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. The proposal is not subject to cultural or heritage provisions.
(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 as demonstrated against the assessment of R-Codes and Child Care Premises' policy.
(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 170m^2 and the planting of 4 Large 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.

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Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	The proposed development will not have a significant adverse impact on the character of the locality as the built form is in keeping with emerging character of the locality. The proposed development is appropriate within its setting and positively contributes to the area.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development provides adequate landscaping and trees on site. The City has recommended appropriate condition setting ensuring this is implemented.
(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;	Subject to the recommended conditions, the development provides safe and efficient vehicle access and egress. Access is proposed from Hutton Street. The vehicle access way has been designed to allow vehicles to enter and exit the site in forward gear, with adequate manoeuvring space provided in accordance with Australian Standards. In relation to parking, the development provides sufficient parking to service the proposed development.
(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 development comprises a child care premise with 17 staff members and up to 90 children ; therefore, high traffic volumes are not anticipated. The Transport Impact Statement (Amey Australia, Rev C, 29 September 2026) estimates the traffic increase is well below the Western Australia Planning Commission's threshold for further analysis and will not affect traffic flow or safety. Sightline truncations and internal design measures ensure safe access and egress. The proposal is considered acceptable in relation to traffic generation and road network capacity.
(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 Main 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 the ROW 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

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	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 *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.

Draft Local Planning Scheme No. 4 (LPS4)

The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. On 18 June 2025, draft LPS4 was accepted by the Department of Planning, Lands and Heritage for final assessment and determination.

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The City acknowledges the subject site is proposed to remain Residential R40 (see Figure 1).

Attachment 5 – City of Stirling Planning Assessment

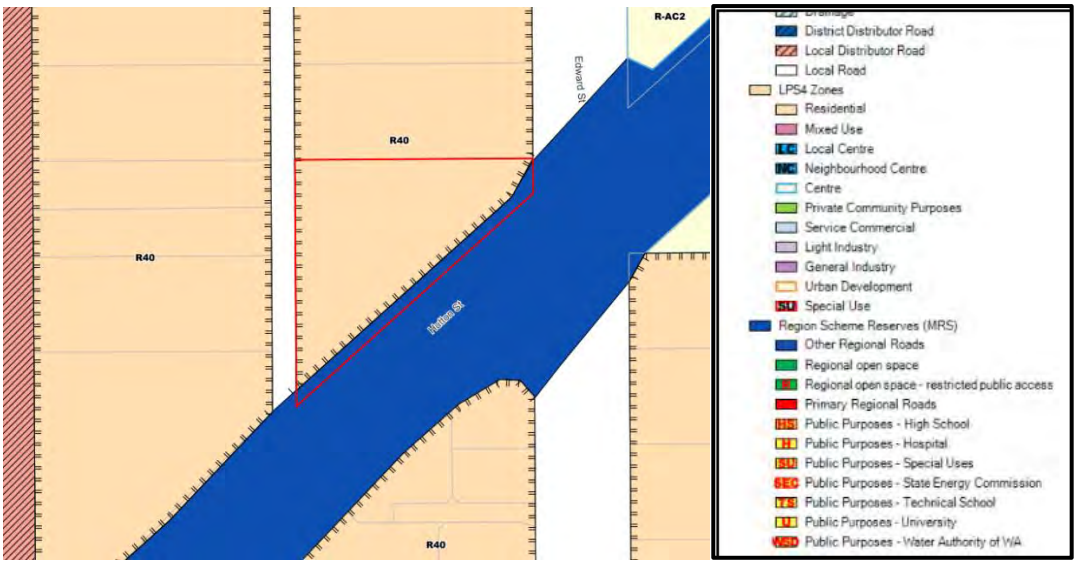


Figure 1 Draft LPS4 Scheme Map and Zoning Legend

Attachment 6a - Applicant's Planning Report Received 31 August 2026

2026

DEVELOPMENT APPLICATION



LOT 689 (NO.177) EDWARD STREET, OSBORNE PARK

PROPOSED CHILD CARE PREMISES
CITY OF STIRLING

CF Town Planning & Development

Prepared for

Germano Designs and the landowners for the construction of a new 'Child Care Premises' on Lot 689 (No.177) Edward Street, Osborne Park.

Prepared by

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report	24 March 2026
Mr Carlo Famiano	Town Planner	Planning Report	31 August 2026

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Appendix 1: Certificate of Title

Appendix 2 - Site Development Plans

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 689 (No.177) Edward Street, Osborne Park('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 and Parking Management Plan from Premise;

ii) Acoustic report from Herring Storer Acoustics;

iii) Landscaping plan and playground plan from Childscapes; and

iv) 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 'Child Care Premises' purposes and is located on the western corner of the intersection of Hutton Street and Edward Street in close proximity to the Main Street Activity Centre and a public transport network.

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. Hutton Street, Main Street and the Mitchell Freeway);
- High frequency bus routes, along Main Street and Hutton Street, with other services available along a number of lower order roads (see Figure 9 – Public Transport Network);
- The Main Street Activity Centre and Osborne Park 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 Main Street Activity Centre and will provide a valuable service to both the Osborne Park employment node and the local community. 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 child care facility on the subject land which has become run-down and does not provide an adequate service to the community.

The Main Street Activity Centre and land along Hutton Street is undergoing a change in character and built form, including the recent construction of various grouped dwelling developments and various existing commercial uses (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 689 on Plan 2452 on Certificate of Title Volume 1987, Folio 688.

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

4.0 LOCATION

The subject land is located within the eastern part of the Osborne Park locality adjacent the Main Street Activity Centre and approximately 665 metres north-east of the Mitchell Freeway and approximately 800 metres from the Osborne Park employment/industrial node.

As previously mentioned, both Hutton Street and Main Street comprise high frequency bus routes. Furthermore, the subject land comprises good access to a comprehensive pedestrian path network along the adjoining streets (see Figure 1 – Location Plan).

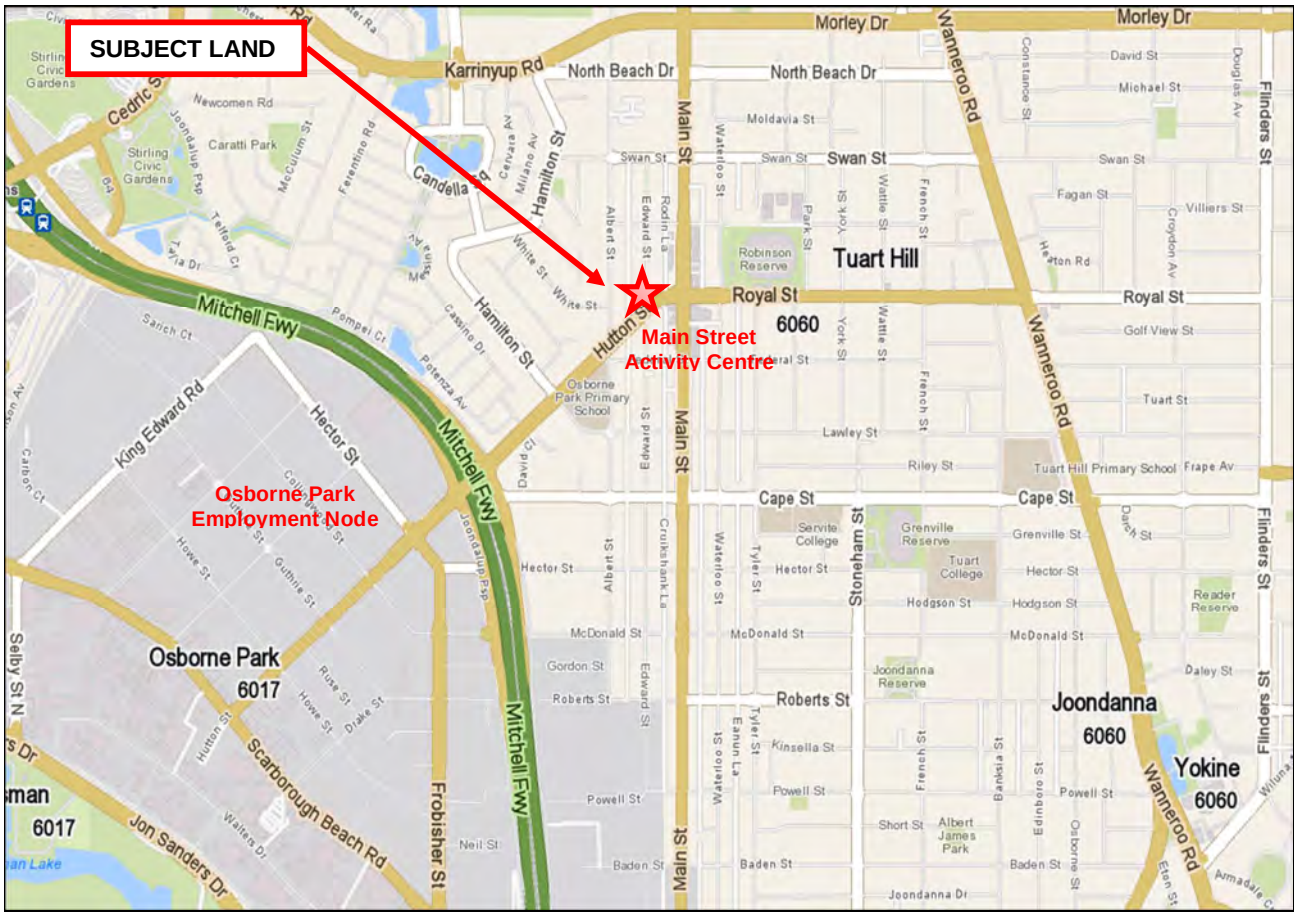


Figure 1 – Location Plan

5.0 PHYSICAL CHARACTERISTICS

5.1 Property Details

The subject land area is irregular in shape, comprises a total combined lot area of 1,490m^2, has direct frontage and access to Hutton Street along the land's south-eastern lot boundary, Edward Street along its eastern boundary and a right of way along the land's western lot boundary. It should be noted that the existing child care premises development on the subject land currently comprises vehicular access from Hutton Street.

The subject land comprises a moderate fall in natural ground levels (NGL) from 31.7 metres along the land's western lot boundary to 28.48 metres along the land's eastern lot boundary, which represents a fall of approximately 3.22 metres down/across the site (see Site Development Plan – Site Feature Survey).

The current approved use of Lot 689 is 'Child Care Premises' purposes and currently contains a number of physical improvements including a single storey building, outbuildings, shade structures,

patio structures, on-site car parking/large hardstand area, sealed driveway/crossover and boundary fencing (see Figure 2 – Aerial Site Plan & Figure 3).

The existing development the subject land comprises vehicular access along the land's Hutton Street frontage only. Furthermore, Lot 689 also comprises frontage to the right of way along the land's western lot boundary, which has been sealed and constructed to an urban standard (see Figure 4). The proposed new development on the subject land will include access from the right of way.



Figure 2 - Aerial Site Plan

This applications proposes that all existing 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 the land is poor, does not contribute to the adjoining streetscapes and is considered to be an underutilisation of the land within a well serviced area. The proposed development will enhance the subject land, will enhance the streetscape, will replace the existing child care premises on the land with a new, more modern facility that will cater for the needs of the patrons.

The existing structures on the subject land are not listed on the City of Stirling's Municipal Heritage Inventory (MHI) and may therefore be removed subject to the City's issuance of 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).



Figure 3 – The existing child care premises development on the subject land, proposed to be replaced.



Figure 4 – A view along the adjoining right of way that has been sealed and will provide access to the proposed development on the subject land.

5.2 Character of Locality

The subject land is located adjacent the Main Street Activity Centre and comprises a majority of its frontage along Hutton Street, which has been identified as a regional road and comprises a public transport route. It should be noted that Hutton Street is a key road leading in and out of the Osborne Park Industrial Area. Given this, the built form along Hutton Street is undergoing continual changes to accommodate a variety of land uses (i.e. grouped dwellings and commercial type developments associated with the Main Street Activity Centre).

Following an investigation of the area and a review of development activity, it is observed that land along Hutton Street has historically been developed with a wide spectrum of land uses and built form character ranging from commercial developments associated with the Main Street Activity Centre to residential developments comprising varying dwelling typology including single and grouped dwellings. It is also observed that the built form varies from single storey to two (2) storeys dwellings. Figures 5 & 6 illustrates the range of development types along Hutton Street which reflects the varying land uses and built form.



Figure 5 – The existing built form along Hutton Street (commercial & residential developments).



Figure 6 – An existing car parking area adjacent the subject land along Hutton Street.

It should be recognized that given the nature of Hutton Street (regional road linking the Main Street Activity Centre to the Osborne Park Industrial Area), that the area is currently and will continue to undergo a significant change in character and built form that reflects greater intensification of development within the Main Street Activity Centre area.

Edward Street is characterised as comprising an array of residential developments, predominantly of a grouped dwelling typology and single storey (see Figure 7)

As outlined earlier in this report, the existing development on the subject land is run-down, of poor quality and does not provide adequate service to the community (see Figure 3). 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.



Figure 7 – Typical built form character along Edward Street.

It is considered reasonable to conclude that the character of the locality and the local streetscapes along Hutton Street and Edward 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, it is recognized that land along

Hutton Street and within the adjacent Activity Centre is currently in a transitional period of re-development to reflect the high exposure and transportation volumes. In addition, it is envisaged that further re-development will take place within the area, given the medium density coding and proximity to various key nodes.

In light of the above, it is contended that the proposed 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 Hutton Street and within the Main Street Activity Centre 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 8).



Figure 8 – The existing services in and around the subject land. Services include water, sewerage, electricity and telecommunications. The site is also well serviced with a pedestrian path network that provides good connection with the surrounding area (MNG Mapping).

This part of the Osborne Park locality is well served by an efficient local and district road network with convenient access to Hutton Street, Scarborough Beach Road, Main Street and the Mitchell Freeway. Public transport is available along various nearby roads including along Hutton Street and

Main Street, with a bus stop being located adjacent the subject land (see Figure 9 – 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.

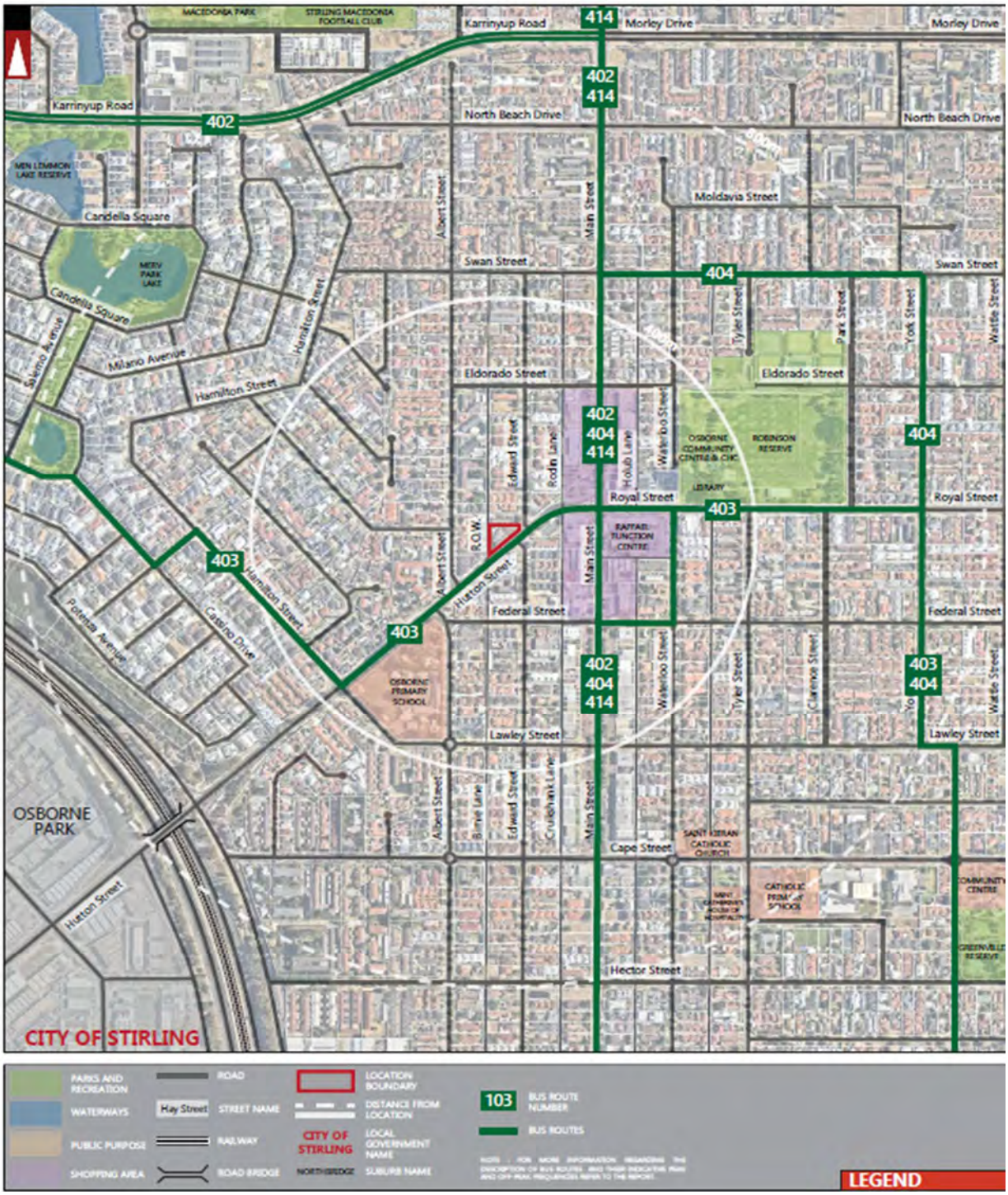


Figure 9 – The existing public transport network (Premise).

5.4 Existing Land Use

As previously mentioned, the subject land is currently development and used for 'Child Care Premises' purposes and comprises a number of physical improvements.

Existing uses in the immediate locality are broadly described as follows:

- North: Medium density residential development (i.e. grouped dwellings);
- West: A right of way with medium density residential development (i.e. grouped dwellings) beyond;
- East: The Edward Street road reserve, with various commercial developments beyond; and
- South: Hutton Street road reserve with medium density residential development (i.e. grouped dwellings) beyond (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 demolition of the existing child care premises development on the subject land and the construction of a new more comprehensive child care premises. The key details of the proposed works include the following:

i) Construction of a new two-storey building comprising a total floor area of 698.73m^2. In addition, the development will include shade sails over the play areas;

ii) Provision of an outdoor play area in support of the child care premises comprising an area of 685.68m^2. A preliminary plan has been prepared by the prospective operators of the child care premises illustrating the layout of the playground area (see attached). The plan will be finalized and lodged with the City of Stirling if and when a development approval is granted by the DAP and before completion of the development;

iii) Construction of twenty nine (29) on-site car parking bays to support the proposed development on the land. The on-site car parking area is located within the undercroft level of the building and will be partly screened from the adjoining streets through landscaping;

iv) The development will include a two-way crossover along the land's Hutton Street frontage and a crossover along the land's right of way frontage;

v) The provision of four (4) electric vehicle (EV) charging stations which will provide charging for staff members;

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

vii) Construction of a bin storage area to service the development. The bin store will be located within the undercroft level and screened from the street;

viii) Provision of a communal meeting place for parents within the Hutton Street frontage of the development to foster community interaction;

ix) 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;

x) Provision of public artwork along the Hutton Street Road façade of the building (see Figure 15);

xi) Construction of a 1.8 metres high visually permeable fence along the land's frontage to the streets; 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.

It should be noted that details regarding all future proposed advertising signage are indicative at preliminary stage. Any changes to the proposed advertising signage will therefore be the subject of a separate development application to the City of Stirling if required following the issuance of development approval for the subject land.

The external facade of the proposed new development will be constructed using high quality finishes (i.e. varying materials and colours) (see Figure 10). It is envisaged that the proposed development on the land will enhance the streetscape, will improve activation and the extent of passive surveillance over the adjoining road networks.



Figure 10 – 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, with a number of similar developments located within the Main Street Activity Centre. Furthermore, the proposed development is located adjacent an Activity Centre and is located along a regional road that comprises more intense development. In addition, the subject land is within a residential area.

Details of the proposed child care premises use are summarized as follows:

- 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 both Hutton Street and Main Street or those working within the nearby Activity Centre or employment node that commence work at an earlier time.
- The child care premises will be serviced by seventeen (17) staff members at any one given time; and
- The maximum number of children at any one given time is ninety (90). This figure consists of the following breakdown:
  - 0 to 2 years – 20 children
  - 2 to 3 years - 30 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 11 & 12). The plan illustrates the planting of various tree/shrubs throughout the development (including within the play areas).

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).

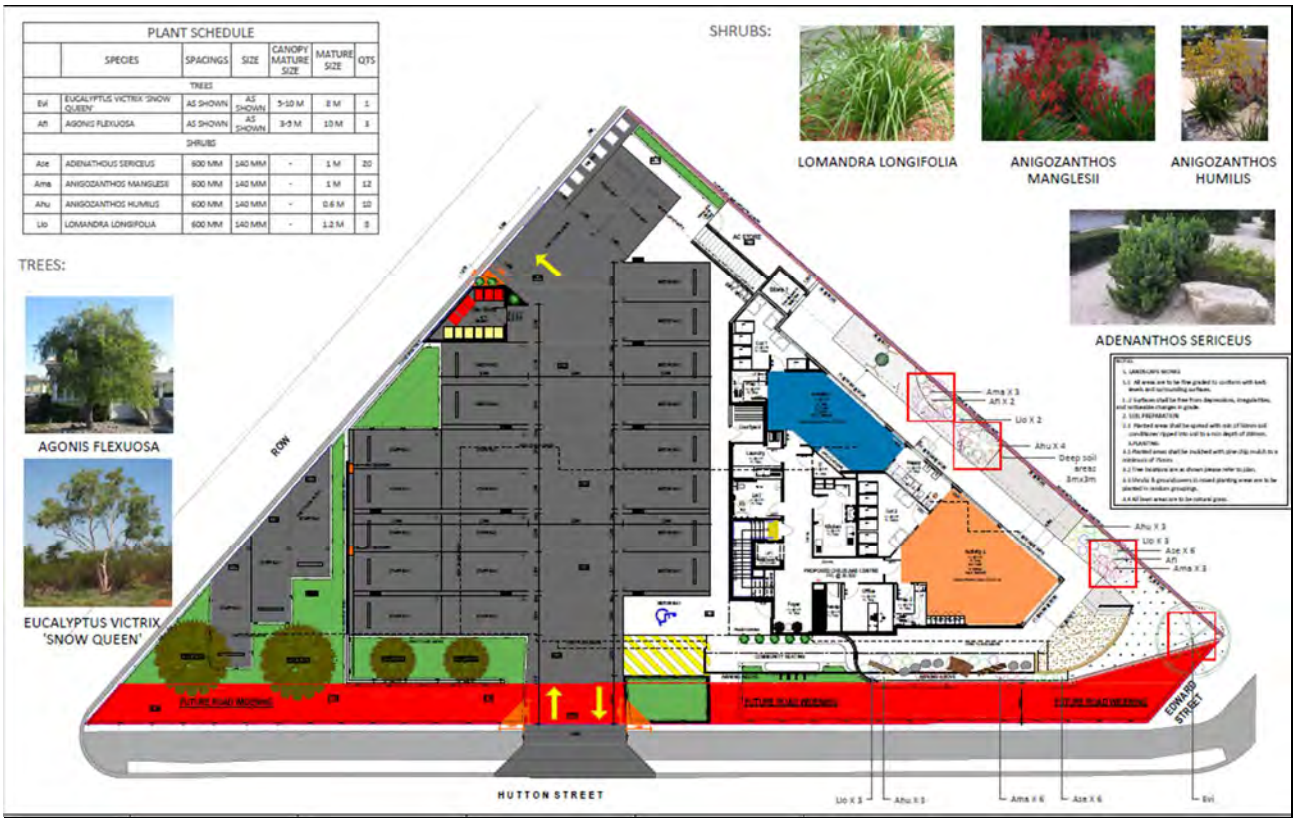


Figure 11 – Ground floor landscaping plan

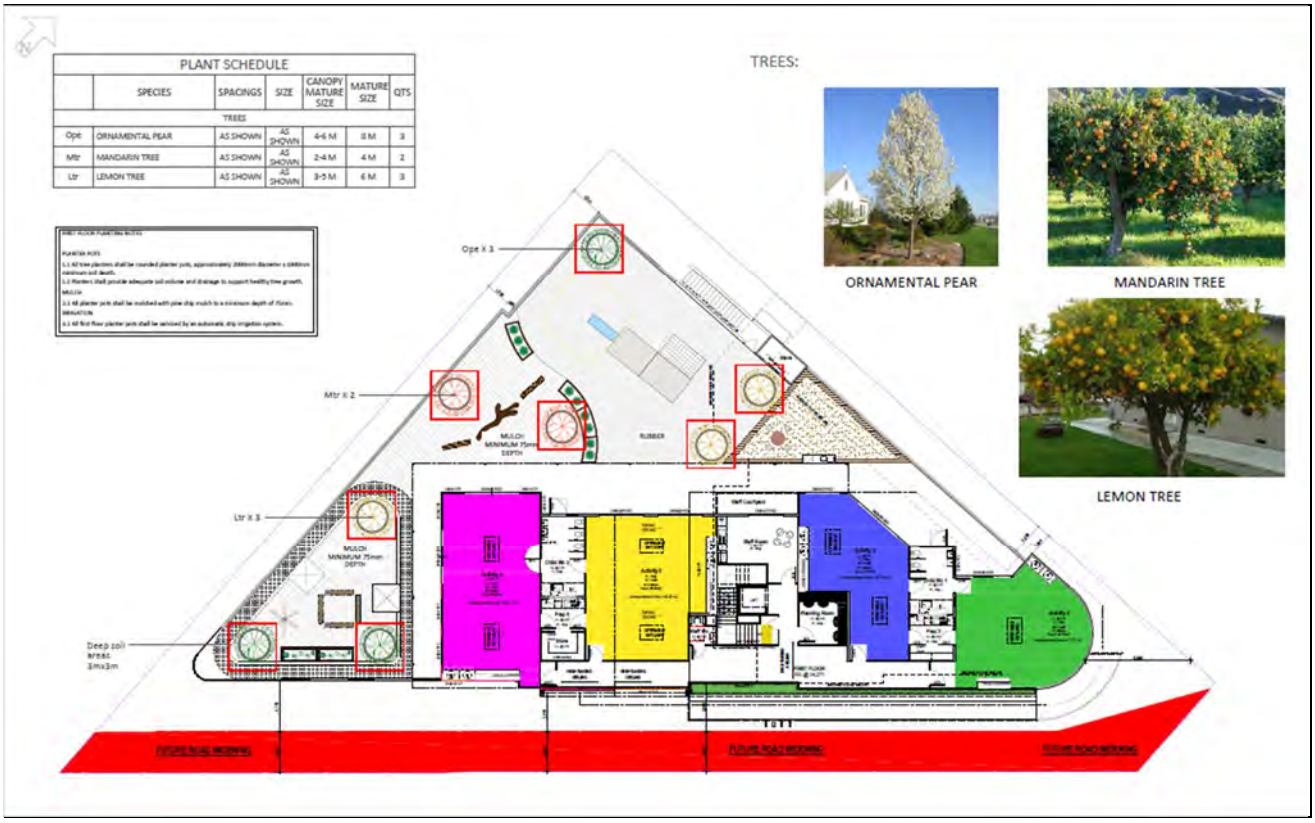


Figure 12 – Upper floor landscaping plan.

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 13 – 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.

In addition to the above, the MRS identifies Hutton Street as being reserved 'Other Regional Road'. A review of the reserve has identified that road widening will impact the subject land and has been taken into account on the development plans prepared in support of this application.

In addition to the above, the existing child care premises development on the subject land comprise vehicular access along the land's Hutton Street frontage. This application proposes to retain this access point to service the new development on the land. The Access arrangements for the development has been addressed as part of the traffic impact statement prepared by Premise in support of the application.

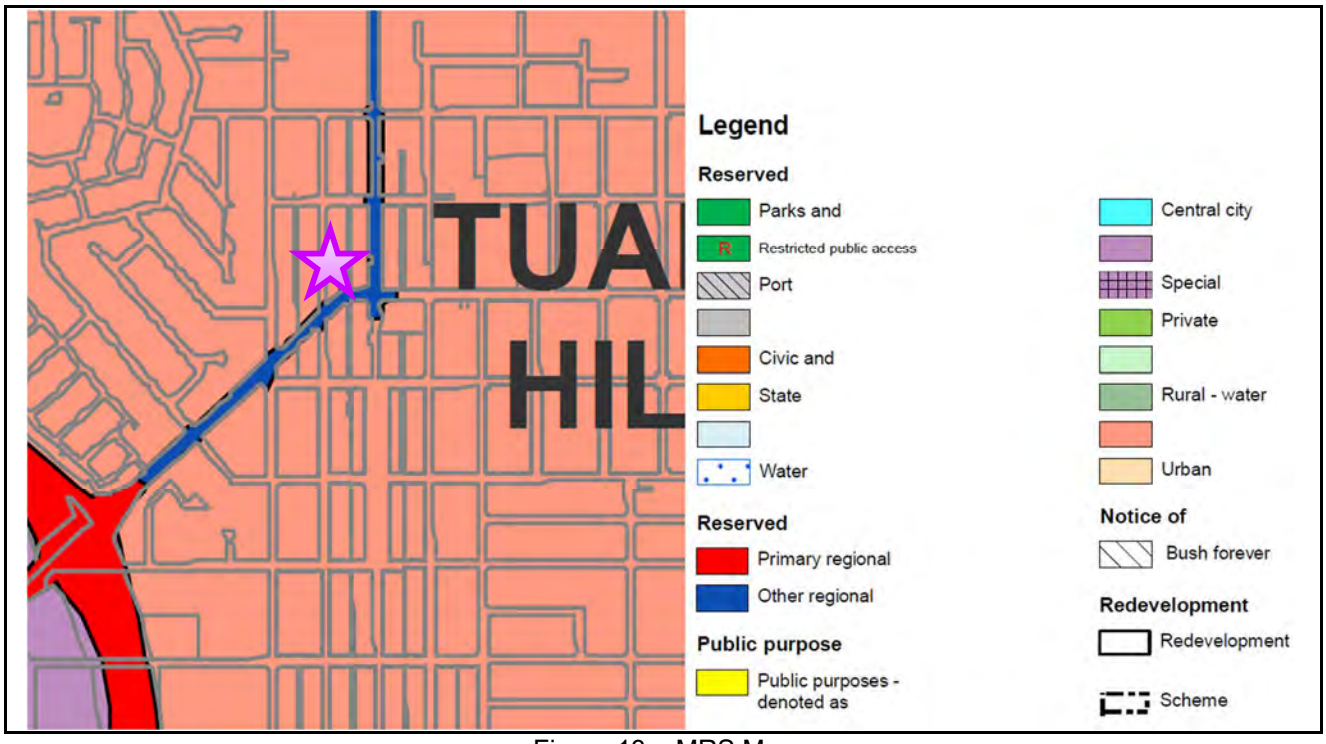


Figure 13 – MRS Map

7.2 City of Stirling Local Planning Scheme No.3

The subject land is classified 'Residential' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) with a density coding of R40 (see Figure 14).

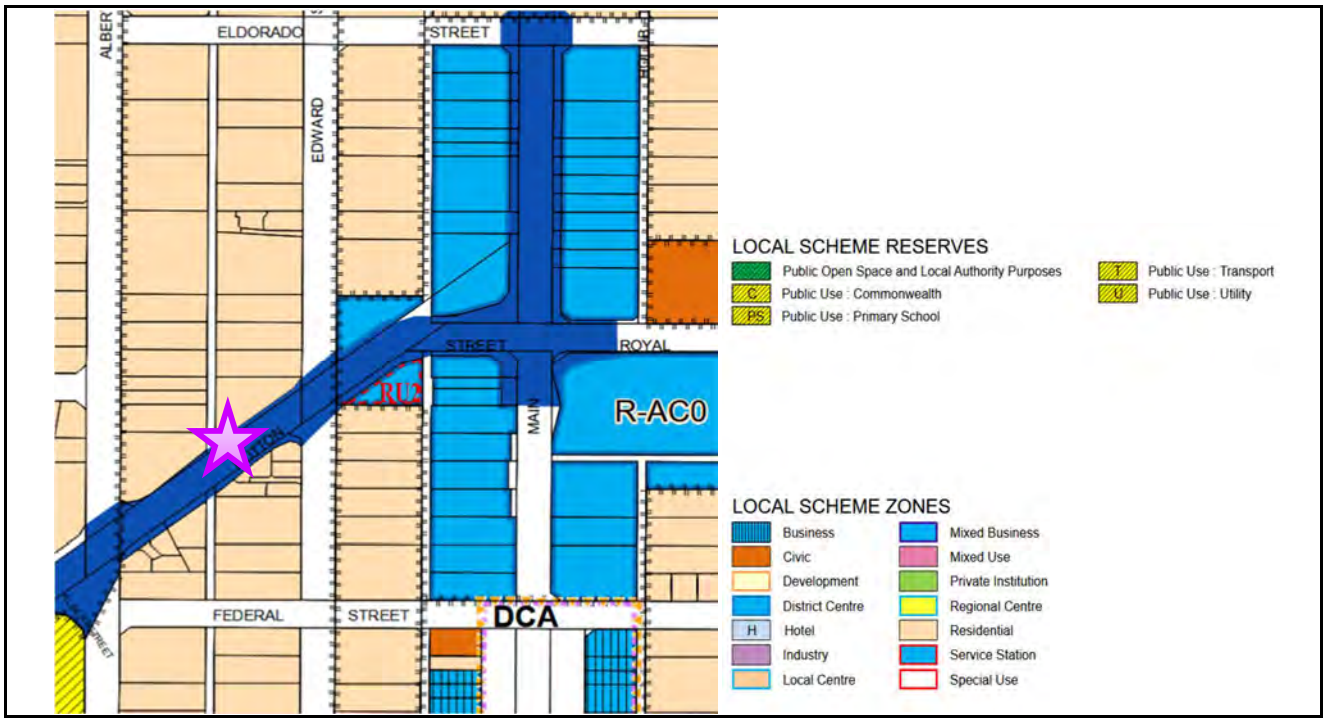


Figure 14 – LPS No.3 Scheme Map

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:

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 land is 'Child Care Premises' As such, the use is already established on Lot 689.

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

a) *To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.*

b) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

It is contended 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 'Residential' zoning classification in LPS No.3 for the following reasons:

- It will provide for a new development that comprises a high quality design and built form that will enhance the streetscape and provide for increased activity along Hutton Street and the adjacent Main Street Activity Centre;
- It will provide a range of non-residential uses that are compatible with and is complementary with the residential area (i.e. the use is typically located within residential areas in order to service the community);
- It will provide a community type facility that will service both the existing residential and commercial uses within the immediate locality;
- It will provide a much needed service within the Osborne Park locality for the benefit to the local community, with convenient access to public transport; and
- It will provide for the continued use of the land for 'Child Care Premises' purposes, adjacent an Activity Centre, will meet the needs of the local community and continue to provide diversity in use/built form along Hutton Street.

Draft City of Stirling Local Planning Scheme No.4

It is noted that the City of Stirling has prepared a new Local Planning Scheme No.4 (LPS4) to replace LPS No.3. On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications.

The draft LPS No.4 was lodged with the Department of Planning, Lands and Heritage on 18 June 2025 for final assessment and determination. The relevant proposed planning provisions for the subject land include the following:

- Zoning: Residential with a density coding of R40 (the same as LPS3).
- Child Care Premises is an 'A' use in the Residential zone (the same as LPS3).
- The objectives for the Residential zone are proposed to be:

  i) *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*

ii) To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.

iii) To provide for a range of non-residential uses, which are compatible with and complementary to residential development.

In light of the above, the planning framework associated with the subject land prescribed within the proposed LPS No.4 with the existing LPS No.3.

Right of Way

The subject land abuts a right of way along its western lot boundary, which has been identified as a Category 2 right of way within the City's Local Planning Policy No.6.5 entitled 'Developments & Subdivisions Abutting Rights of Way'. In addition, the right of way has been sealed and street lighting installed by the City of Stirling. Given this, it noted that a contribution from the developer/landowner of the subject land will be required to be made to the City.

In light of the above, we request that an appropriately worded condition be imposed on any development approval granted for the subject land that any contribution for the right of way be paid prior to completion/occupancy of the development.

7.3 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 within an 'Activity Centre' and replaces and existing approved child care premises on the land (i.e. the use has been established 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 within an 'Activity Centre' (as indicated in Figure 1 of the Policy), which comprises high frequency public transport service and a variety of land uses. Furthermore, the subject land is identified as being located within a 'District Centre' within the City of Stirling's Local Planning Strategy. 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 design of the proposed building is sympathetic to the existing residential developments within the immediate area and the anticipated built form within the main Street Activity Centre;

iv) 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 (including any variation to the development standards being sought);

v) The development will include masonry boundary fencing where it abuts a residential property;

vi) Landscaping has been provided throughout he development to provide for sufficient canopy coverage, reduce the impact of heat generated and assist with enhancing the appearance of the development when viewed from the street; and

vii) 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.

7.4 City of Stirling Local Planning Policy No.6.7 – 'Parking & Access'

The proposed development has been designed to provide for twenty nine (29) on-site car parking bays with vehicular access via dual width crossover along the land's Hutton Street frontage and a second crossover along the land's right of way frontage (see Appendix 2 - Site Development Plans).

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 2 of the City's Local Planning Policy No.6.7 entitled 'Parking & Access':

Table 2 – Car Parking Calculation

LAND USE	PRESCRIBED PARKING STANDARD	No. OF PERSONS OR FLOOR AREA	PARKING BAYS REQUIRED
Child Care Premises	1 bay per staff member	17 staff	17 bays
	1 bay per 7 children	90 children	12.8 bays
Total number of on-site car parking bays required			**30 bays**
Total number of on-site car parking bays provided			**26 bays**
Proposed on-site car parking shortfall			**4 bay**

As demonstrated by the above table, the proposed child care premises on the subject land will result in a shortfall of four (4) on-site car parking bays. The following justification is provided in support of this application in terms of the on-site car parking shortfall and associated reduction in the on-site car parking numbers:

i) The shortfall of four (4) on-site car parking bays is considered minor and is unlikely to have any detrimental impacts upon the existing amenity, character, functionality and safety of the immediate locality;

ii) Given the land's location within an established residential area, it is contended that some of the parents attending the child care premises will walk (i.e. walkable catchment);

iii) In addition to the above point, the subject land is located adjacent the Main Street Activity Centre (i.e. including an employment node) and that some parents may also park at work and walk to

the child care premises to drop off/pick up children;

iv) It is highly unlikely that the proposed child care premises would operate at its maximum capacity at all times. In addition, not all staff will work at one given time when there is less children attending the child care premises;

v) In addition to the above, there are opportunities for parents attending the child care premises to undertake multi-tasks trips. This allows parents to park at the shopping centre (to undertake shopping) and walk their children to the child care premises. This reduced the demand for on-site parking on the subject land, as parent have opted for an alternative parking location;

vi) The TIS prepared in support of this application identifies that the peak time for child care premises 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. The traffic engineer's experience in surveying dwell times for child care premises outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of vehicles associated with parents attend the site is likely to be spread throughout the 2-hour peak time. The TIS has concluded that there is sufficient on-site car parking to address the needs of the uses on the subject land;

vii) In addition to the above, the traffic consultant have concluded that the actual parking demand for the proposed child care premises is lower than the anticipated requirement and that the provision of twenty five (25) on-site car parking bays is sufficient to accommodate the practical parking demand of the development;

viii) There are a number of instances that parent drop more than one child to the premises at one given time. This will assist with reducing car parking demand;

ix) Other than the drop-off and pick-up periods, the development will comprise a low on-site car parking demand/usage and that the provision of twenty six (26) on-site car parking bays would be sufficient;

x) In most instances, child care premises operators will employ a number of staff that area trainee educators who are under the age of 17 and cannot drive to work (i.e. do not have a license). This further reduces the demand for on-site car parking allocated for staff;

xi) The proposed child care premises provide bicycle bays and 'end of trip facilities' to encourage staff to ride to work and therefore reduce the number of required bays to address staff parking;

xii) Any future operator of the child care premises will staggered drop off and pick up times over the course of two hours during both the morning (i.e. between 6.30am & 8.30am and evening periods between 4pm to 6pm) to limit congestion. The pick-up and drop-off times are staggered to limit the number of parents access/egressing the site and provide for reduced demand for on-site car parking;

xiii) The subject land has good access to public transport (i.e. various high frequency bus routes) which provide future patrons and staff of the child care premises with an alternative mode of transportation to private car usage and help alleviate some demand for on-site car parking. It is noted that public transport usage is becoming more favourable as the cost of motor vehicle expenses increase;

xiv) In addition to the above point, there is an increased use of e-scooters by staff that further reduces the reliance on motor vehicle usage;

xv) The subject land is located in close proximity to a public car parking area on the corner of Hutton Street and Main Street, which could assist with any overflow demand for parking; and

xvi) The payment of a cash-in-lieu contribution for the four (4) car parking bay shortfall is considered unnecessary in this particular instance given that the subject land has adequate on-site car

parking to satisfy the parking demand generated by the proposed use, along with good access to a walkable catchment, public transport and pedestrian path network.

Having regard for the above it is contended that the car parking to be provided in support for the new child care premises on the subject land is sufficient, that the car parking shortfall will not have an adverse impact on the immediate locality and may therefore be supported.

7.5 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. At this stage, the proposed development intends to local/place the artwork along the land's Hutton Street frontage (i.e. façade of the building) to provide greater exposure to the higher order road (see Figure 15).

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.

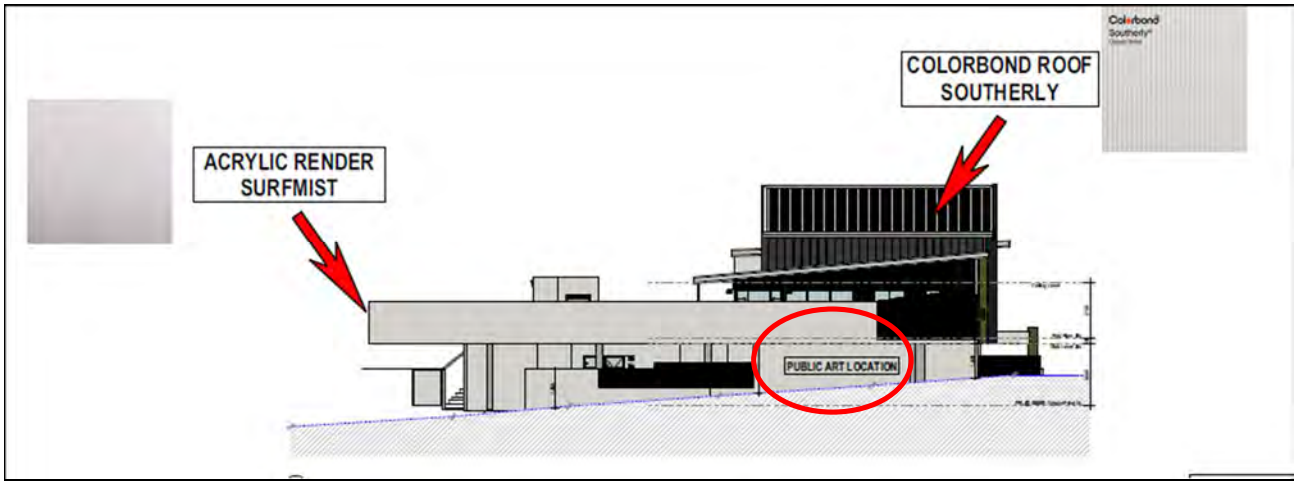


Figure 15 – Location of public artwork

7.6 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 Osborne Park locality which will provide a significant benefit to the local community and the employees within the nearby Activity Centres;

iii) It is a community type use that is commonly located within close proximity and within residential areas;

iv) It replaces an existing child care premises that is now outdated and lacks good facilities for the children attending the venue;

v) The proposed development has been designed to comprise a layout that will ensure a safe environment for children attending the centre; and

vi) The traffic movements generated by the child care premises will not be excessive and will 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 adjacent the Main Street Activity Centre and a high frequency public transport network along Hutton Street that provides a service to other key employment nodes outside of the area. 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 Hutton Street and adjacent the Main Street Activity Centre, it is contented that this application has merit;

vi) It should be noted that the subject land abuts Hutton 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 Hutton 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.

7.7 State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is located along Hutton Street and in close proximity to Main Street, which are both identified as a regional road (see Figure 16 - 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.*

Any information addressing State Planning Policy No.5.4 in terms of road noise will be prepared and lodged once the City of Stirling have reviewed the matter and determined that an acoustic report is required to progress the application.

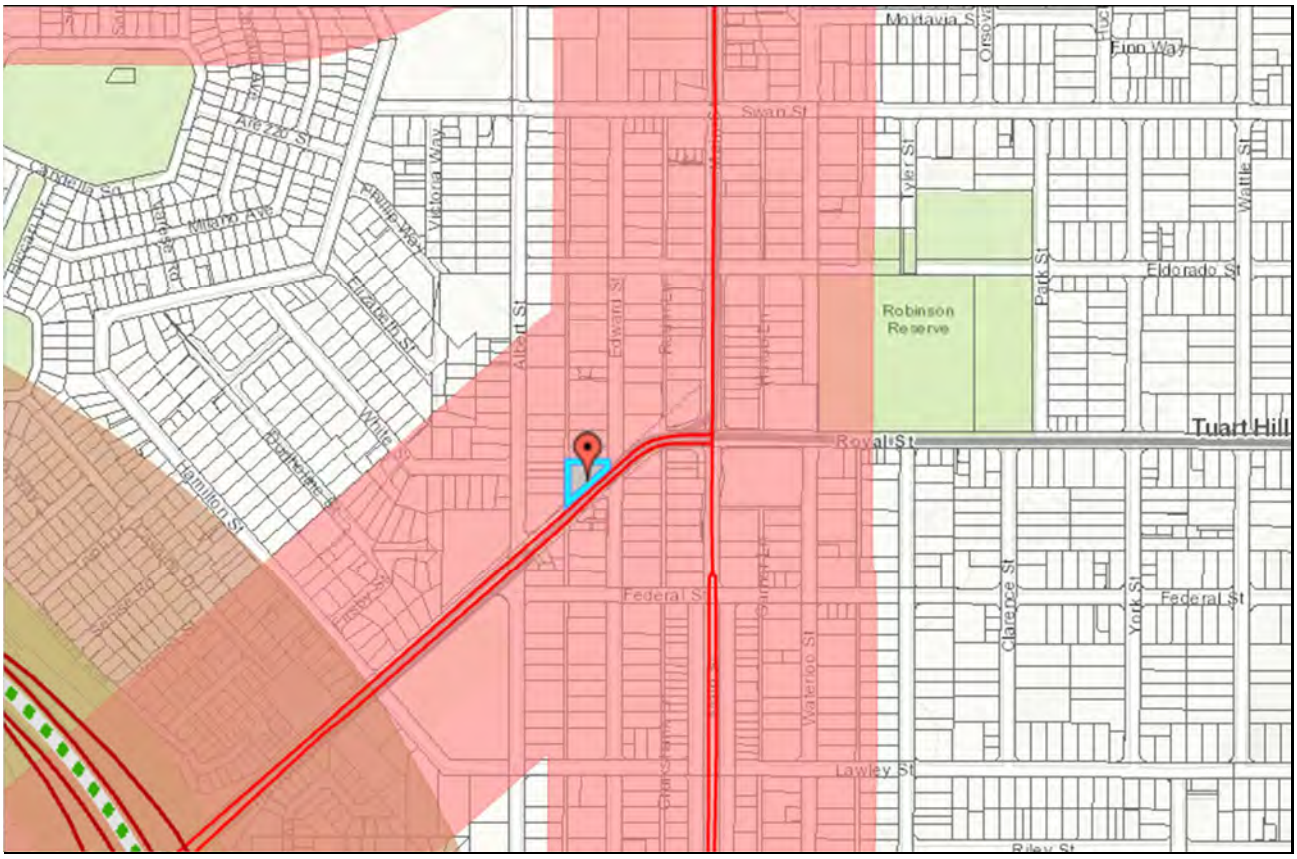


Figure 16 – Road Noise (PlanWA)

7.8 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 17).

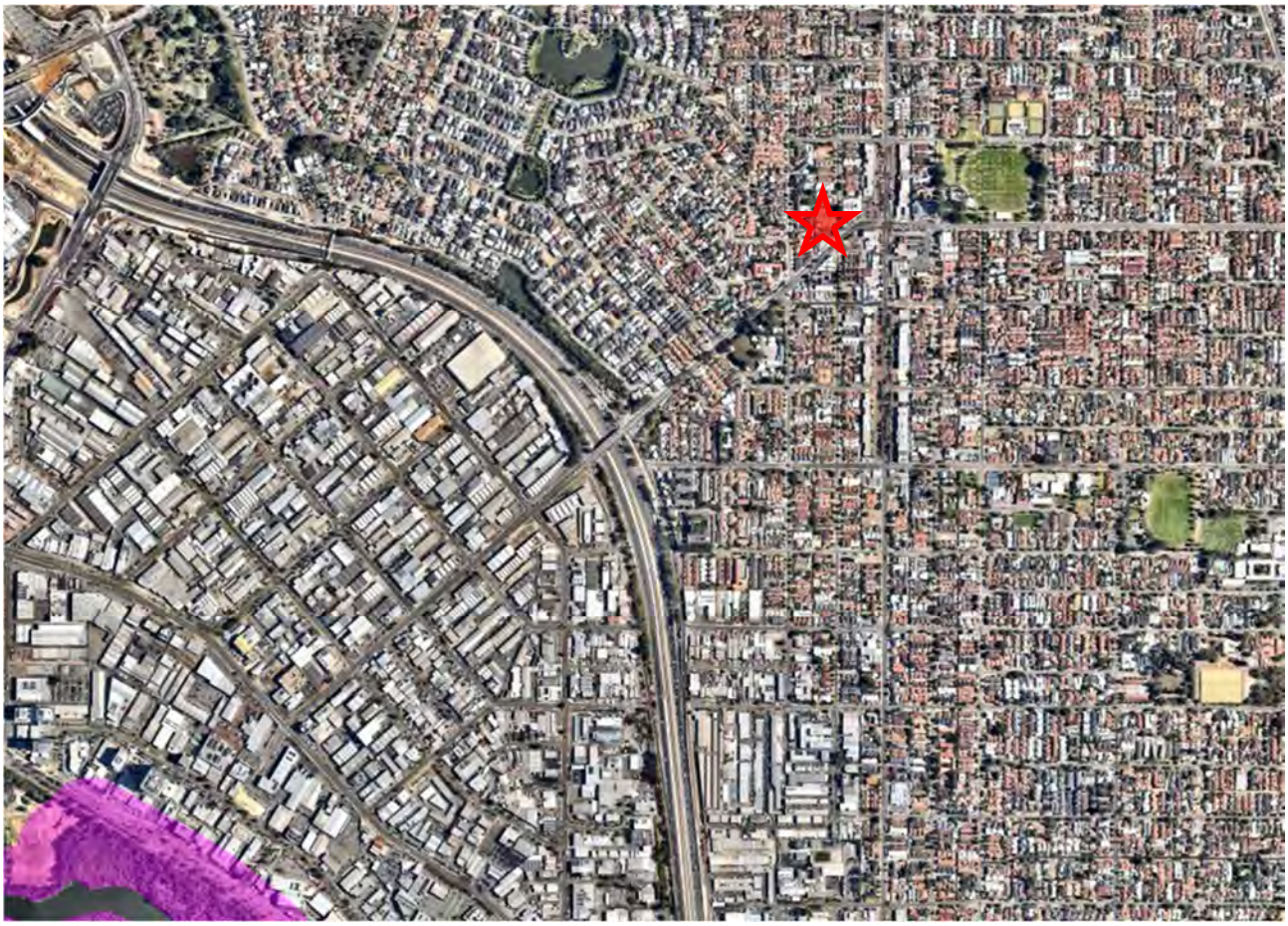


Figure 17 – DFES Bushfire Mapping

7.9 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 18). Contaminated site are illustrated in blue on Figure 18.

In addition to the above, the subject land is not impacted by floods plains, Bush Forever site and/or acid sulphate soils (see Figure 18).



Figure 18 – Contaminated Site Mapping (MNG Mapping)

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

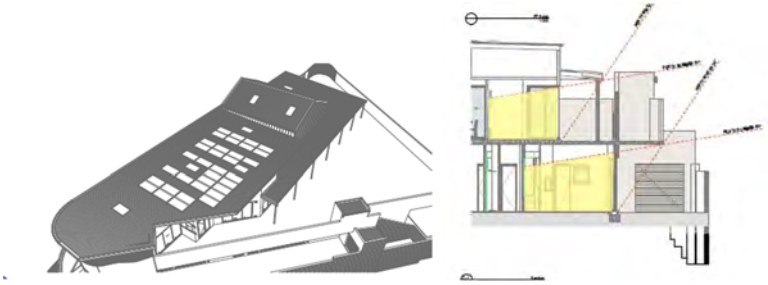
The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration by the City of Stirling and the DAP.

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 Osborne Park varies in terms of land use and built form. • The subject land is adjacent the Main Street Activity Centre which contains a number of commercial uses. • The subject land has historically been developed and used for child care premises purposes (i.e. non-residential use), with the car parking area located within the front setback area. • The existing commercial development along Hutton Street and within the Main Street Activity Centre ranges from single storey to two storey. • Any residential development on the surrounding lots are either single or two storey developments, with no designated architectural style. • 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.

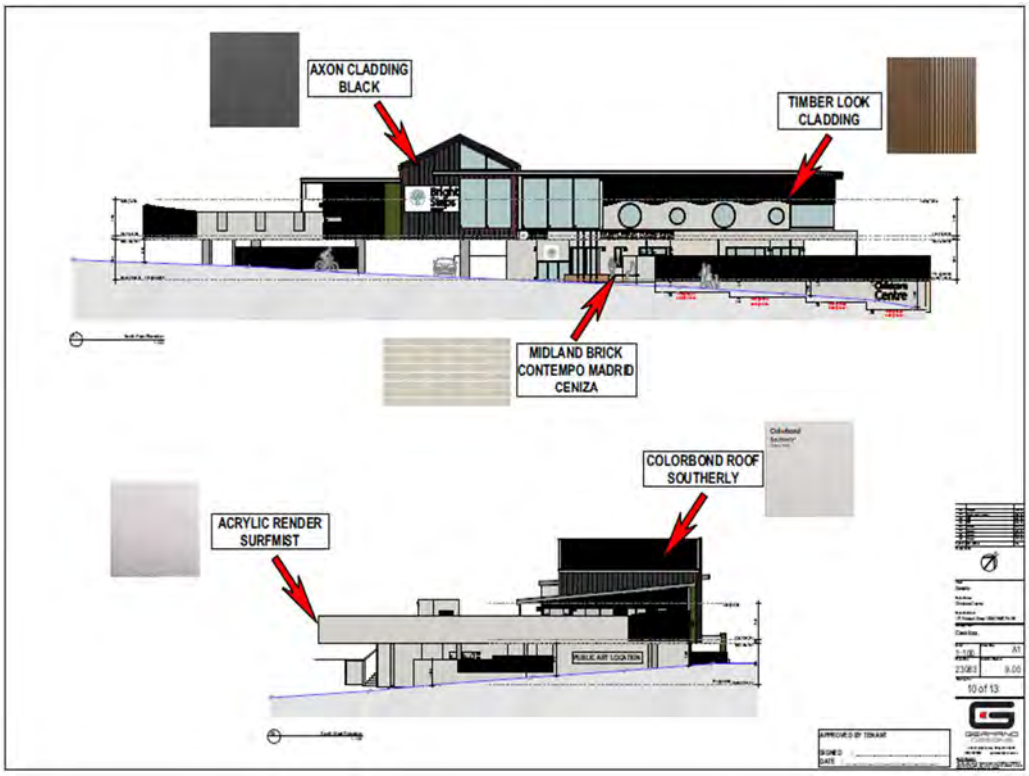
	• The proposed child care premises has been designed to reflect the existing and emerging built form along Hutton Street and within the Activity Centre. Furthermore, the design of the new building on the subject land will improve the streetscape compared to the current development on the subject land. • 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 Osborne Park locality. 
Landscape quality *"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 for child care premises purposes. Given this, the proposed development will include the planting of new trees throughout the site. This is a far better outcome to the current situation on the land. • The proposed development will comprise extensive landscaping throughout the site. This includes the planting of trees throughout the site to enhance the development and provide a positive contribution to the environment. • The landscaping to be provided within primary street setback area 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 of the site for the benefit to the local community and the environment in general. 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.

	• 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 features good massing as the façade is broken up by multiple elements and articulation, including varied street setbacks, indentations along the Hutton Street and Orchid Edeward Street façades 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 Hutton Street and within the Activity Centre. • In addition to the above point, the development will locate the play areas overlooking the adjoining streets and the main entry point along Hutton 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. • The proposed development will comprise generous setbacks to the northern side boundary to reduce the bulk and scale of the development when viewed from the adjoining properties. This will also allow for adequate separation between the child care premises on the subject land and the existing residential developments on the adjoining lots. The setback along the northern side of the subject land will also provide an opportunity to allow for some mature trees to grow within these areas. • The proposed development will be of two storey and is consistent with building height within the area.
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. • Veranda 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 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, in particular locating the outdoor play area to obtain access to the northern winter sun. The access to the natural light and ventilation is reinforced by the provision of good separation between the building on the subject land and the lot boundaries. 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 under croft 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 include the installation of EV charging stations to assist with reducing energy consumption and pollution. • 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 Hutton Street and Edward Street 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. • 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 Hutton Street. • The building has been designed comply with the Child Care Regulations. • The proposed development will not cast a shadow over the residential developments on the adjacent properties. • 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 clear location of the on-site car parking area. • Clearly identified crossover/driveway will be provided for the development to allow for clear vehicle entry point 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 location of windows from the child care premises over the car parking area will provide an element of passive surveillance during the day time period. • 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.

	• 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.
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 continue to 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 within the Main Street Activity Centre. 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 Osborne Park locality. • The proposed child care premises will assist with early leaning for children within the Osborne Park 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 Hutton Street and within the Main Street Activity Cenrtre, 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. 

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. 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

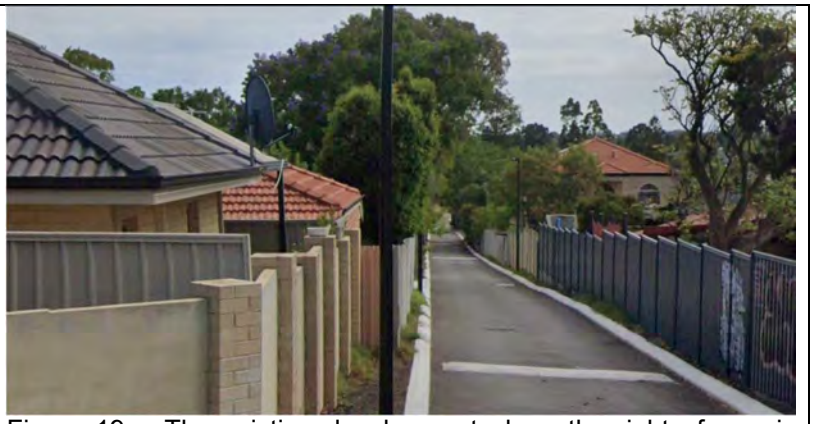
DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	Min – 2 metres Average – 4 metres (Edward Street)	Min – 7.5 metres Ave – Greater than 4 metres	Yes
Secondary street	1 metre	Hutton St – 3 metres (min)	Yes
Right of Way	Local Planning Policy Ground – 2 metres Upper floor 3 metres	Proposed setback Ground floor – 8.5 metres Upper floor – 1.698 metres	Does not comply. (refer to justification)
Northern side boundary	As per the R-Codes Part C (required setbacks) • Cot 1/activity 2 wall (ground) – 1.5 metres • Activity 3 wall (upper) – 3.0 metres • Play/store wall (upper) – 3.0 metres • Play area (upper) – 3.0 metre	Proposed setbacks • Cot 1/activity 2 wall (ground) – 4.064metres • Activity 3 wall (upper) – 1.564 metres • Play/store wall (upper) – 2.064 metres • Play area (upper) – 3.6 metre	Does not comply. (refer to justification)
LANDSCAPING			
Total landscaping	LPP Provisions - 10% of site area (149.2m^2 not including the landscaping in the play area). Road Widening area included.	Greater than 14.4% (216m^2 not including the landscaping in the play area) of the site area	Yes
Deep Soil Zones	9m^2 per tree	9m^2 deep soil zone provided per tree	Yes
Front setback	50% landscaping within the front setback area	Greater than 50%	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	Max wall height (pitched) – 7 metres Max top of pitch – 10 metres Max wall height (concealed) – 8 metres	Pitched wall - 8.7m (max) Itched ridge – 10.5m (max) Concealed – 9.2m (max)	Does not comply. (refer to justification)
Visual privacy	As per R-Codes - 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 the 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
Site coverage	65% of site area (968.5m^2)	Site cover - 63.77% (951.47m^2)	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	As per the Element 3.5 of the R-Codes	• Retaining & fill within the street setback areas is greater than 500mm above NGL (max – 1.89 metres; • Retaining and fill along the northern side boundary greater than 1 metre above NGL (max 2.2 metres);and • Retain wall constructed up to the northern side boundary in lieu of a 2 metre setback.	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.

Table 5 - Justification

DEVELOPMENT PROVISION	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
City of Stirling's Local Planning Policy No.6.5 – 'Developments and Subdivisions Abutting Rights of Way'	The application proposes that a portion of the upper floor of the new child care premises on the subject land will comprise a minimum setback of 1.698 metres from the right of way boundary in lieu of a minimum setback of 3 metres prescribed by the City's Local Planning Policy.	1. The variation to the minimum required upper floor setback of 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. 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 right of way streetscape is currently characterised as having solid fencing, with little to no activation. As such, the reduced upper floor setback from the right of way will have minimal impact on existing developments along the right of way. Figure 19 illustrates the development along the right of way which contains solid fencing and no connectivity/passive surveillance. The proposed development on the land will provide an element of activity along the right of way. 4. 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.

		 Figure 19 – The existing development along the right of way is characterised as having solid fencing. 5. The overall development on the subject land will include landscaping within the front setback area (including the planting of a new trees) to enhance the development when viewed from the street/right of way and soften any impact that the development may have on the right of way. 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 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. 8. 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.
R-Code Element 3.2 C3.2.1 – 'Building height' *P3.2.1 Building height, bulk and scale is appropriate for the existing and/or desired future streetscape and local character of the area and nearby development.*	The application proposes that the following aspects of the proposed development on the subject land do not meet the 'deemed to comply requirements' of Element 3.2 C3.2.1 of the R-Codes: i) The maximum wall height (concealed roof structure) is 9.2	1. The proposed development on the subject land will improve passive surveillance over the adjoining streets and will improve/enhance the streetscape. In addition, the subject land is located adjacent a key Activity Centre and along a regional road. As such, developments comprising greater mass, bulk and scale are encouraged. 2. In addition to the above point, the proposed development will provide a 'land mark' building on the entry of the Activity Centre and reflects the built and scale of development along this part of the Hutton Street. 3. The roof line of the new development has been designed to

P3.2.2 Building height is considerate of the impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves, and where appropriate maintains: *i. adequate solar access into indoor and outdoor active habitable space and solar collectors; and* *ii. access to views of significance*	metres from NGL in lieu of 8 metres; ii) The maximum wall height (pitched roof) is 8.7 metres from NGL in lieu of 7 metres; and iii) The maximum ridge height (pitched roof) is 10.5 metres from NGL in lieu of 10 metres.	provide an element of articulation (i.e. varying heights). As such, the design and configuration of the over height wall components will improve the appearance of the building when viewed from public realm or the adjoining properties. 4. The subject land is characterised by a 3.22 metre fall down and across the property, which is excessive. Given this significant variation in the natural ground level down the site, the new development has been designed to provide an undercroft level along Hutton Street (i.e. covered car parking area). As such, the design of the development has utilized the fall in the land, whilst ensuring that the child care premises (i.e. parking area and play areas) are relatively level to meet the needs of the future occupants. 5. The level of the existing residential development on the western side of the right of way comprise a higher level compared to the subject land. 6. Following a review of the site, it is contended that there are no key 'views of significance' enjoyed by the surrounding area. It is contended that if there are any views, the variation to the proposed building height for the development on the subject land is considered to be negligible and therefore unlikely to compromise or in any way diminish the 'view of significance' currently enjoyed by any adjoining properties. 7. The proposed development on the subject land complies with the overshadowing provisions of the R-Codes. In fact, the proposed development on the subject land will not cast a shadow over the adjoining residential properties at 12 non on 21 June (i.e. winter solstice) and therefore will not have a detrimental impact on access to light and ventilation for the existing dwellings on any adjoining properties. 8. The proposed development has been designed to limit any overlooking of the adjoining and/or adjacent residential properties. 9. It is considered that the variation to the wall height for the proposed development is consistent in terms of its design, bulk and scale with other similar developments approved by the City of Stirling along Hutton Street and within the adjacent Main Street Activity Centre. 10. The proposed building has been designed to comprise varying setbacks, use of varying materials/colours and the extensive use of openings. Given this, the proposed development will provide a positive contribution to the area and the local streetscape. Having regard for all of the above it is contended that the proposed building height variation for the new child care premises development on the subject land will not have a detrimental impact on the local streetscape or the adjoining properties, is consistent with the existing built form along Hutton Street, it satisfies the 'design principles' of Element 3.2 of the R-Codes and may therefore be approved by the City and DAP.

R-Code Element 3.4 C3.4.1 & C3.4.2 - 'Lot boundary setback' *P3.4.1 Lot boundary setbacks reinforce the location's streetscape character and are consistent with the existing or desired built form local character.* *P3.4.2 The setback of development from lot boundaries provides a transition between sites with different land uses or intensity of development.*	The application proposes that the following aspects of the new child care premises development on Lot 689 do not meet the 'deemed to comply requirements of Element 3.4 C3.4.1 & C3.4.2 of the R-Codes: i) The activity 3 wall (upper floor) will comprise a 1.564 metre from the northern side boundary in lieu of 3 metres; ii) The play/store wall (upper floor) will comprise a 2.064 metre setback from the northern side boundary in lieu of 3 metres; and iii) The upper floor walls will comprise a wall length greater than 14 metres along the northern side boundary without a 3 metre recess.	1. The proposed lot boundary setback variations from the northern side boundary can be attributed to the excessive fall in levels down the site resulting in a higher wall height when calculating the required lot boundary setback. Despite this constraints, the variations being sought will not have an adverse impact on the immediate area in terms of bulk and scale. 2. The building has been designed to comprise varying setbacks from the northern side boundary to provide an element of articulation and visual interest when viewed from the adjoining properties. In addition, the play area is open to assist with reducing the overall bulk of the building. 3. The proposed child care premise building has been designed to locate the key active spaces on the northern side of the property to obtain access to the northern winter sun. The is a good planning outcome for the design layout for the building and the future occupants. 4. The proposed development has been designed to provide for the effective use of all available space and the creation of adequate internal and external play areas for the child care premises. 5. The non-compliant portions of the new development on the land are located with sufficient setback from the street boundaries and are partly screened by the existing residential developments on the adjoining northern property, therefore the offending walls will not have an adverse impact on the streetscape in terms of bulk and scale. 6. The proposed development on the subject land meets the 'deemed to comply requirements' of Element 5.4.2 of the R-Codes (i.e. 'Solar access for adjoining sites') and will not detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. In fact, the proposed development will not cast a shadow over the adjoining northern property at 12 noon on 21 June (i.e. winter solstice). 7. The proposed child care premises on the subject land has been designed to limit any overlooking of the adjoining/adjacent residential properties. 8. Those portions of the new development on the subject land seeking setback variations from the northern lot boundary will abut the side setback area, and portions of the outdoor living areas associated with the existing grouped dwelling developments on adjoining Lot 690 (No.179) Edward Street (see Figure 2 – Aerial Site Plan). It is contended that the proposed setback variations associated with the proposed development on the subject land will not have an adverse impact on the existing grouped dwellings on adjoining Lot 690. Having regard for the above it is contended that those portions of the new child care premises development on the subject land comprising reduced setbacks from the northern lot boundary satisfies the 'design principles' of Element 3.4 of the R-Codes, will not have a negative impact on the adjoining properties or the streetscape and may therefore be approved by the City and the DAP.

R-Code Element 3.5 C3.5.1 & C3.5.2 – 'Site works and retaining walls'. *P3.5.1 Development that considers and responds to the natural features of the site and requires minimal* *excavation/fill.* *P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.* *P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy.*	The application proposes the following variations to the 'deemed to comply requirements' of Element 5.3.7 C7.2 & C7.3 of the R-Codes: i) The retaining & fill within the street setback areas is greater than 500mm above NGL (max – 1.89 metres); ii) Retaining and fill along the northern side boundary greater than 1 metre above NGL (max 2.2 metres); and iii) Retain wall constructed up to the northern side boundary in lieu of a 2 metre setback	1. The subject land is characterised by a fall in natural ground levels of 3.22 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. 2. Despite the variation to the fill levels along the street frontages, it is contended that the retaining walls will not have any adverse impacts on the streetscape in terms of bulk and scale. It should be noted that the retaining wall heights vary and that landscaping has been included along the street frontage to soften any impact the development may have on the streetscape. 3. 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. 4. The proposed development on the subject land, along with the retaining walls, comply with the overshadowing provisions of the R-Codes and will not adversely impact access to light and ventilation for the existing dwellings on the adjoining properties. As outlined previously within this report, the proposal development on the subject land will not cast a shadow over the adjoining northern property at 12 noon on 21 June 9i.e. winter solstice). 5. The immediate area contains undulating topography with excessive fall in levels. An observation of the area has identified that it is not uncommon for retaining walls to be constructed along the street boundaries that a higher than 500mm above natural ground level. As such, the proposal will not be out of character with other developments in the immediate area. 6. That portion of the retaining wall/fill to be build up to the northern lot boundary will abut the side setback and outdoor areas of the existing grouped dwelling development on adjoining Lot 689 (No.179) Edward Street (see Figure 2 – Aerial Site Plan). Given this observation, it is contended that the retaining wall/fill will not have an adverse impact on the existing grouped dwelling development on the adjoining northern property. Having regard for the above it is contended that the proposed retaining wall and fill to be built up to the northern side boundary and within the street setback areas of the subject land satisfies the 'design principles' of Element 3.5 of the R-Codes, 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.

10.0 CITY OF STIRLING DESIGN REVIEW PANEL

The application has been referred to the City of Stirling Design Review Panel (DRP) meeting on 11 September 2025 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.

Following a review of the comments, the plans prepared in support of the development were amended and has resulted in vast improvements to the design layout of the development. The key changes undertaken include the following:

i) A traffic impact statement has been prepared in support of the application to address any concerns relating to vehicular access;

ii) A landscaping plan has been prepared in support of the application and includes an increase to the extent of landscaping for the site and the provision of additional trees. This includes the provision of trees on the upper floor play area;

iii) Th site and elevation plans have been amended to address the fall in natural ground levels down/across the subject land;

iv) Removal of astro turf within play areas;

v) An acoustics report has been prepared in support of the application as requested by the DRP to address noise transfer to adjoining properties;

vi) Skylights inserted above activity rooms to provide improved access to natural light;

vii) Wheel stops included within the car parking area;

viii) The preliminary location of the artwork has been identified for the development. Details of the artwork will be addressed prior to building permit stage to the satisfaction of the City of Stirling;

ix) A contextual plan was updated and the schedule of submissions/materials updated to reflects the emerging character within the immediate area;

x) Inclusion of larger shade sail structures to the upper floor play area; and

xi) Cross sections of the development have been included within the plan series.

11.0 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, if "quiet mode" is used during night time operation. 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:*

- *1 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 are and utilise a "quiet mode" operation during the night time period.*
- *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.

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:

> *"This Transport Impact Statement concludes that the traffic and parking generated by the proposed childcare centre at Lot 689 (No 177) Edward Street, Osborne Park., can be accommodated by the existing road network without any adverse impacts on safety or efficiency."*

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 right of way frontage of the subject land using a private contractor, servicing the site once 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.

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 689 (No.177) Edward Street, Osborne Park 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 'Residential' 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 replaces an existing child care premises on the subject land, which is outdated and does not meet the modern needs of the children attending the venue.
- The proposed development has been designed having due regard for various standards and requirements prescribed in the City of Stirling's Local Planning Scheme No.3, all associated local planning policies and the R-Codes. 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 within the adjacent Main Street Activity Centre.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed child care premises on the subject land will foster development of the adjacent Activity Centre and will provide a much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed new 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 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 discussions 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.

13.0 CONCLUSION

The proposed child care premises on the subject land will continue to 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 replace the existing child care premises on the land that is rundown and does not meet the modern needs of the children/staff attending the venue.

The proposed development has been designed to have due regard for the existing/anticipated built form and character within the immediate locality 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 Hutton Street 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 689 (No.177) Edward Street, Osborne Park 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

APPENDIX 1 – RECORD OF CERTIFICATE OF TITLE

WESTERN AUSTRALIA

TITLE NUMBER
Volume 1987 Folio 688

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 689 ON PLAN 2452

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

HELEN CHRISTOU OF 39 KOOKABURRA STREET, STIRLING

(T G013809) REGISTERED 26/10/1995

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

1. N739382 CAVEAT BY COMMONWEALTH BANK OF AUSTRALIA LODGED 11/10/2017.

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: 1987-688 (689/P2452)
PREVIOUS TITLE: 844-3
PROPERTY STREET ADDRESS: 177 EDWARD ST, OSBORNE PARK.
LOCAL GOVERNMENT AUTHORITY: CITY OF STIRLING

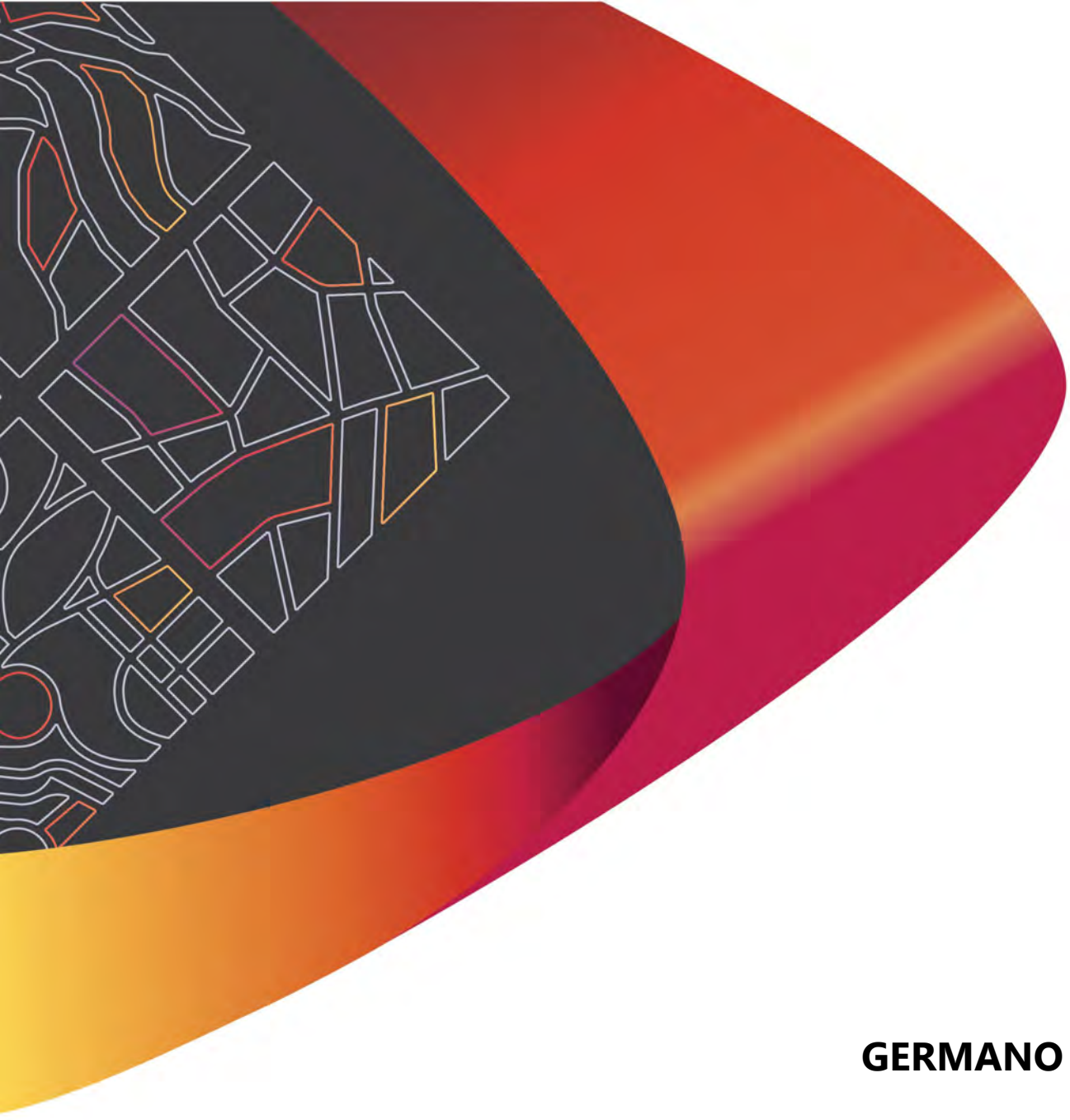
NOTE 1: N819437 SECTION 138D TLA APPLIES TO CAVEAT G126697

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APPENDIX 2 – SITE DEVELOPMENT PLANS

Attachment 6b - Transport Impact Statement Received 29 September 2026



GERMANO DESIGN

Lot 689 (No 177) Edward Street, Osborne Park

TRANSPORT IMPACT STATEMENT

Job No: P004133

Rev C

29 September 2026

Premise

PART OF THE Amey GROUP

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DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A Draft	03/03/26	Issued for Review			
Rev A	10/03/26	Issued for Review			
Rev B	27/08/26	Issued for Review			
Rev C	29/09/26	Issued for Review			
Prepared By		**Reviewed By**		**Authorised By**	
Jelena Simic		Marina Kleyweg		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- The project location is Lot 689 (No 177) Edward Street, Osborne Park.
- The site has frontage to Hutton Street to the south-east and currently benefits from direct vehicular access from this road. In addition, the site has a secondary, shorter frontage to Edward Street to the east and is further bounded by a 5.0 m wide right-of-way (R.O.W.) along its western boundary, which provides additional service and access interface potential.
- At present the site features a childcare centre proposed to be demolished to facilitate the future redevelopment of the lot. New childcare centre will cater for up to 90 children and will have a maximum of 17 staff at any given time.

Technical Findings

- The proposed development will generate up to 267 vehicular trips per day, including 73 vehicular trips per hour in AM and 72 vehicular trips per hour in PM peak.
- According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.

Relationship with Policies

- The plans show 26 on-site car parking bays, while the statutory requirements vary under different documentation. Amey 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. Plans show one (1) ACROD parking bay in line with the requirements.

Conclusion

- This Transport Impact Statement concludes that the traffic and parking generated by the proposed childcare centre at Lot 689 (No 177) Edward Street, Osborne Park, can be accommodated by the existing road network without any adverse impacts on safety or efficiency.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd (Premise) was engaged by Germano Designs on behalf of the client to prepare a Transport Impact Statement (TIS) for the proposed development at Lot 689 (No. 177) Edward Street, Osborne Park, WA, within the City of Stirling. Following submission of Revision A of the report, Premise underwent a rebranding and is now known as Amey. The nominated project team remains unchanged.

The proposed development will comprise a childcare centre accommodating 90 children and 17 staff members.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed development.

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.
- The report will include an Executive Summary which highlights the key issues found in the report.
- Provide swept paths for a relevant service vehicle and rigid HV to demonstrate navigability of the layout.
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject development site is Lot 689 (No. 177) Edward Street, Osborne Park, located within the City of Stirling in the suburb of Osborne Park, approximately 8 km north of the Perth CBD.

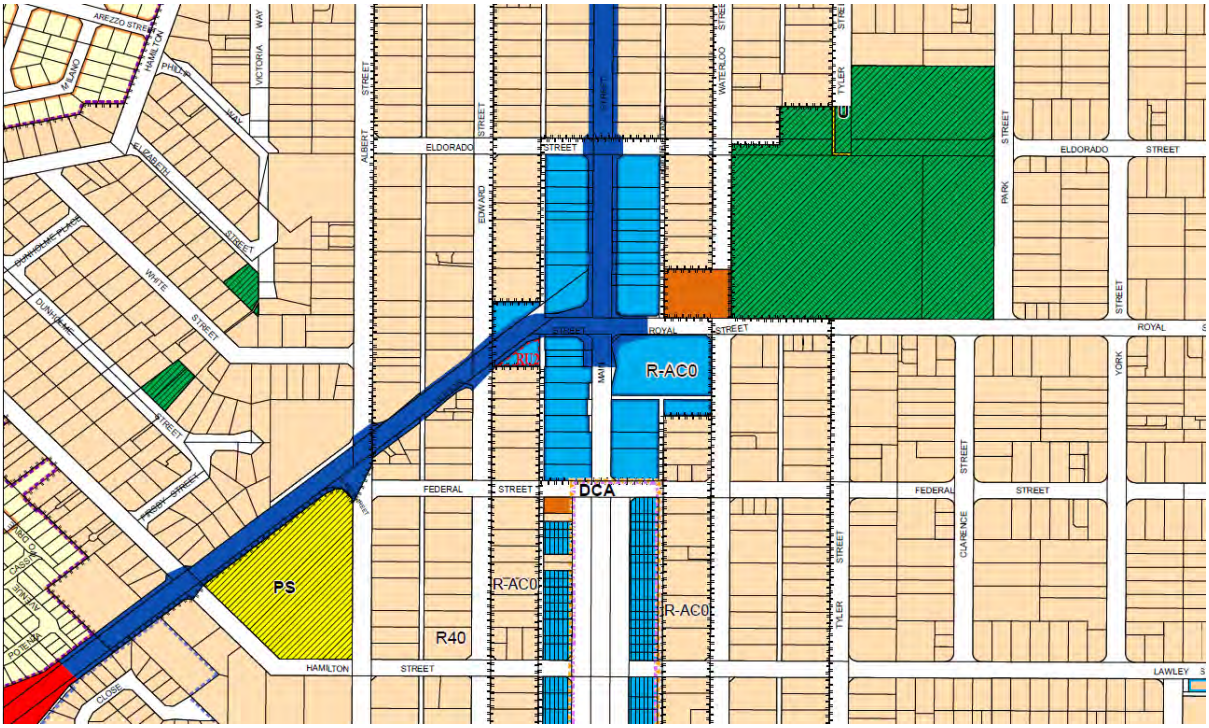
The site is currently developed with a childcare centre proposed to be demolished to facilitate the future redevelopment of the lot. The subject lot has a primary frontage to Hutton Street to the south-east and currently benefits from direct vehicular access from this road. Hutton Street, functions as a major east–west distributor road connecting to Mitchell Freeway to the southwest and further to the Scarborough Beach Road. In addition, the site has a secondary, shorter frontage to Edward Street to the east and is further bounded by a 5.0 m wide right-of-way (R.O.W.) along its western boundary, which provides additional service and access interface potential. Error! Reference source not found. illustrates the subject site location within its immediate surrounding context.

Figure 1 - Subject location (Source: Nearmap)



Under the City of Stirling Local Planning Scheme No. 3, the subject development site is zoned ''Residential'', as shown in Error! Reference source not found.**.** The site is located within an established residential neighbourhood, with land zoned for Public Use: Primary School situated to the west and District centre to the east.

Figure 2 - Land use zoning (Source: City of Stirling, LPS No.3)



3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	Hutton Street
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	app. 23m
Road Pavement Width	2x app. 7m
Classification	Distributor A
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	403
On-street parking	NO

Road Name	R.O.W.
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 5m
Road Pavement Width	app. 5m
Classification	n/a
Speed Limit	Posted speed limit on approach from Eldorado Street is 5 km/h
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	NO

Road Name	Edward Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 20m
Road Pavement Width	app. 7m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

Road Name	Albert Street
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	app. 20m
Road Pavement Width	app. 7.5m
Classification	Local Distributor
Speed Limit	50kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	Although there are no formal on-street parking bays, historical aerial imagery available online shows evidence of parking on the verge.

Road Name	Eldorado Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 20m
Road Pavement Width	app. 7m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

Road Name	Main Street
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	app. 30m
Road Pavement Width	app. 2 x 6.5m
Classification	Distributor A
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	402, 404, 414
On-street parking	YES

3.3 Traffic Safety

A review of the Main Roads Western Australia (MRWA) crash database was undertaken for the five-year period 2020–2024 for the vicinity of subject Lot. The spatial distribution of the recorded crashes is illustrated in Figure 3, with detailed crash data provided in Table 2.

Figure 3 - Crash Map - Subject Area

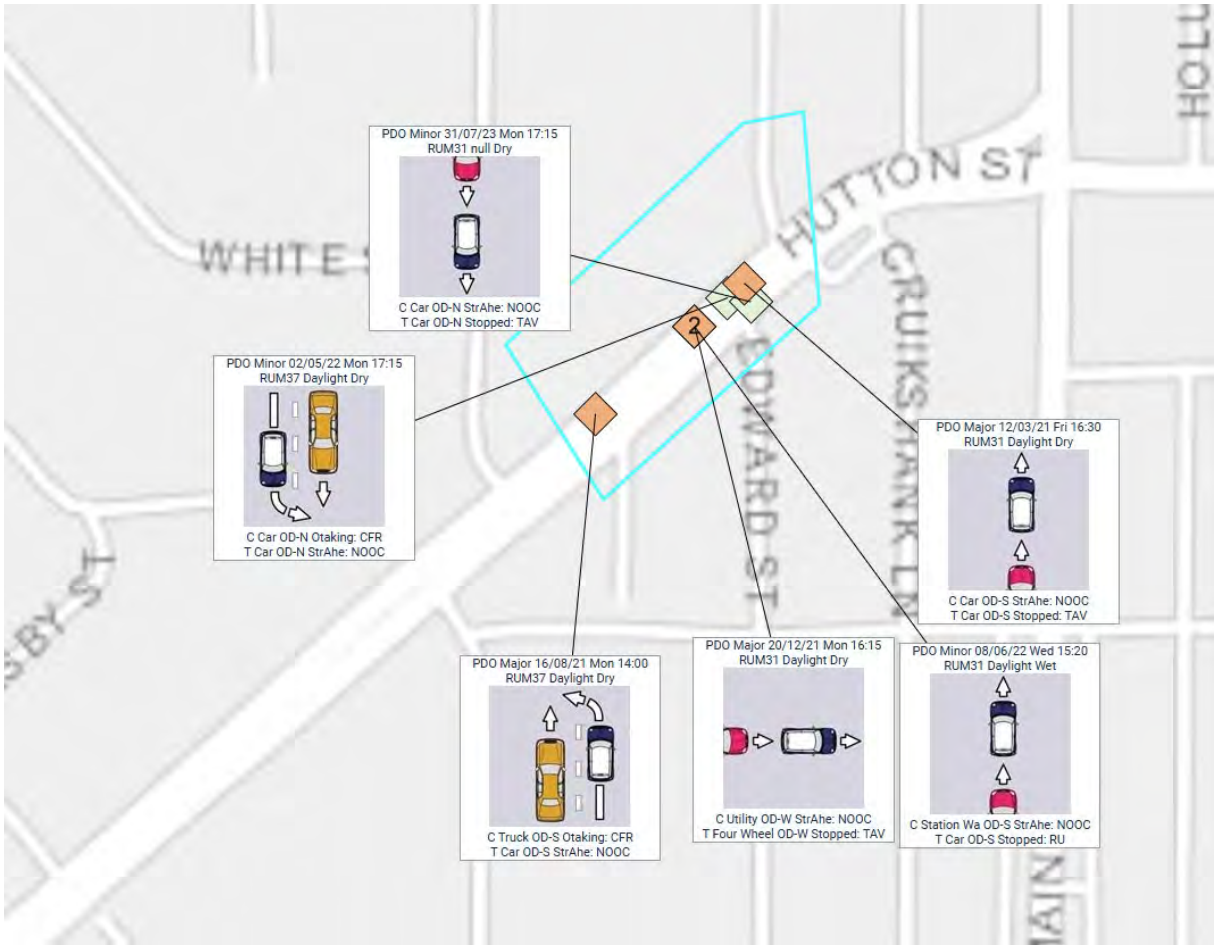


Table 2 - Crash Data – Hutton Street

Severity	Date	Time	Nature	RUM	Crash Number
PDO Major	2021-08-16	14:00	Sideswipe Same Dirn	37	2021367122
PDO Major	2021-12-20	16:15	Rear End	31	2021607222
PDO Minor	2022-06-08	15:20	Rear End	31	2022241521
PDO Minor	2022-05-02	17:15	Sideswipe Same Dirn	37	2022177552
PDO Major	2021-03-12	16:30	Rear End	31	2021088161
PDO Minor	2023-07-31	17:15	Rear End	31	2023340911

A total of six (6) crashes were identified within the surrounding area. All crashes occurred along Hutton Street, with four (4) crashes occurring in the southbound lane and two (2) crashes occurring in the northbound lane. Crashes are predominantly Rear End (total of four (4) crashes) with two (2) Sideswipe crashes.

The following table shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2020 to 2024, as obtained from Main Roads WA February 2026 by email request:

Table 3: Crash density and Crash rate (reporting period 2020-20240

	KSI/100MVKT		All Crashes / 100MVKT	
	Local	**State**	**Local**	**State**
Metropolitan -mid block	2.27	2.44	44.76	55.84
Metropolitan intersections	2.63		61.83	

Definitions of acronyms and terms used in this analyse can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash (crash severity: Fatal and Serious/Hospital).
- MVKT - Million Vehicle Kilometres Travelled.

Table 4 – Crash review – midblock at Hutton Street

Road Name	Distance	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Hutton Street	150m	Distributor A	60kph	0	0	3	3
No of MVKT Travelled at Location			≈ 34,000 VPD * 365 * 5 years * 0.15km = 9.3 MVKT				
KSI Crash Rate			0 KSI crashes / 9.3 MVKT = 0 KSI crashes/MVKT				
All Crash Rate			6 crashes / 9.3MVKT = 0.645 crashes/MVKT = 64.5 crashes / 100MVKT				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 64.5 is higher than the network average of 44.76 for all crashes on metropolitan local roads.				

Recorded crashes are characteristic of typical arterial road conditions, with rear-end collisions generally associated with traffic flow variations and queuing rather than access-related conflicts. There is no identified pattern of crashes linked to movements into or out of the subject site (operating childcare centre). Hutton Street carriageway is divided by a central median and the most of incidents occurred on the carriageway not adjacent to the subject site.

3.4 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 5 – 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		
Hutton Street	East of Mitchell Freeway (SLK 1.40)	34,105	08:00 – 2,221	17:00 – 2,699	8.8	2025 /26
Main Street	South of Royal Street (SLK 1.82)	17,768	07:45 – 1,689	16:30 – 1,486	6.2	2021 /22
Royal Street	East of Main Street (SLK 2.23)	16,148	07:45 – 1,354	16:30 – 1,225	6.0	2021 /22
Morley Drive	East of Main Street (SLK 6.95)	24,455	11:45 – 1,568	15:15 – 1,895	6.3	2025 /26
Karrinyup Road	West of Albert Street (SLK 6.16)	23,640	08:15 – 1,693	16:15 – 1,905	3.7	2023 /24

Note – All traffic counts have been obtained through Main Roads. Traffic counts have been requested from the City of Stirling. No response has been received at the time of writing this report.

3.5 Public Transport

The site is serviced by public transport options operated by Transperth. The nearest bus stop is located on Hutton Street, approximately 50 metres southwest of the site (eastbound services). While a corresponding stop for services in the opposite direction is located on the opposite side of the subject site and is accessible via an approximately 200-metre pedestrian path. These bus services provide convenient connections to surrounding activity centres and nearby rail stations.

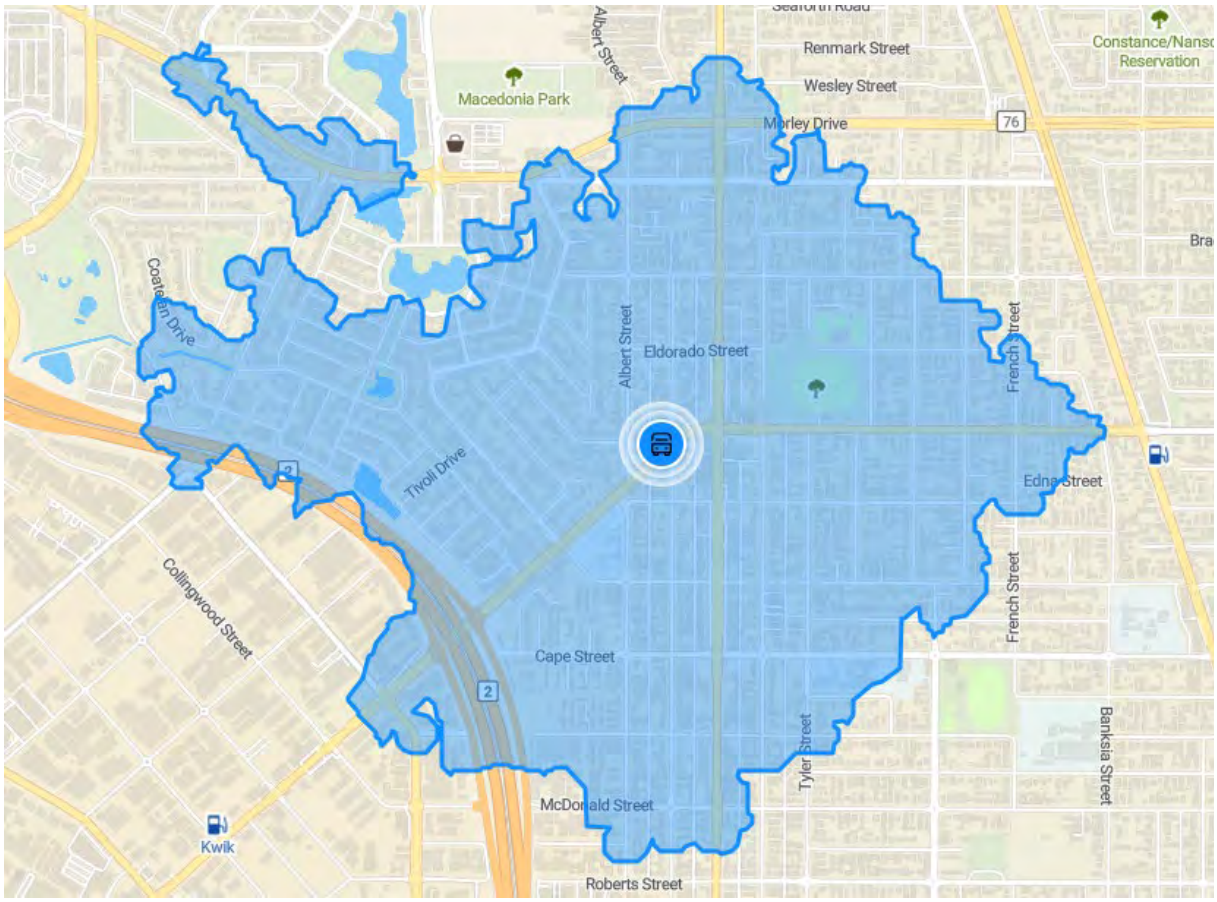
The nearest railway station is Glendalough Station on the Yanchep (formerly Joondalup) Line, located approximately 2.0 kilometres to the southwest of the site. The station is accessible by bus services operating along Hutton Street or by a short drive and provides direct rail connections to the Perth CBD and northern corridor. Overall, the site benefits from good public transport accessibility consistent with its commercial zoning and urban context.

Table 6 - Bus routes and frequencies

Bus Route	Description	Peak Frequency	Off-Peak Frequency
402	Perth - Stirling Station via Main Street & Loftus Street	10 minutes	30 minutes on Saturday 60 minutes on Sunday & Public Holidays
403	Perth - Stirling Station via Royal Street & Loftus Street	20 minutes	30 minutes
404	Perth - Osborne Park via Swan Street & Loftus Street	4 times a day	3 times a day
414	Stirling Station - Glendalough Station via Balcatta	30 minutes	60 minutes

Walk Score Rating for Accessibility to Public Transport	
47	Some Transit. A few nearby public transportation options.

Figure 4 - 30min public transport catchment (app.traveltime.com)



3.6 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 following table.

Table 7 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Principal Shared Path"	Mitchell Freeway
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Cape Street, Potenza Avenue, Karrinyup Road
"Good Road Riding Environment"	Albert Street, Swan Street, Karrinyup Road
"Perth Bicycle Network - Continuous Signed Routes"	Waterloo Street, Swan Street, Albert Street
"Bicycle Lanes or Sealed Shoulder Either Side"	Karrinyup Road

What is the Walk Score Rating?	
83	Very Walkable. Most errands can be accomplished on foot.

Figure 5 - 10min walking catchment (app.traveltime.com)

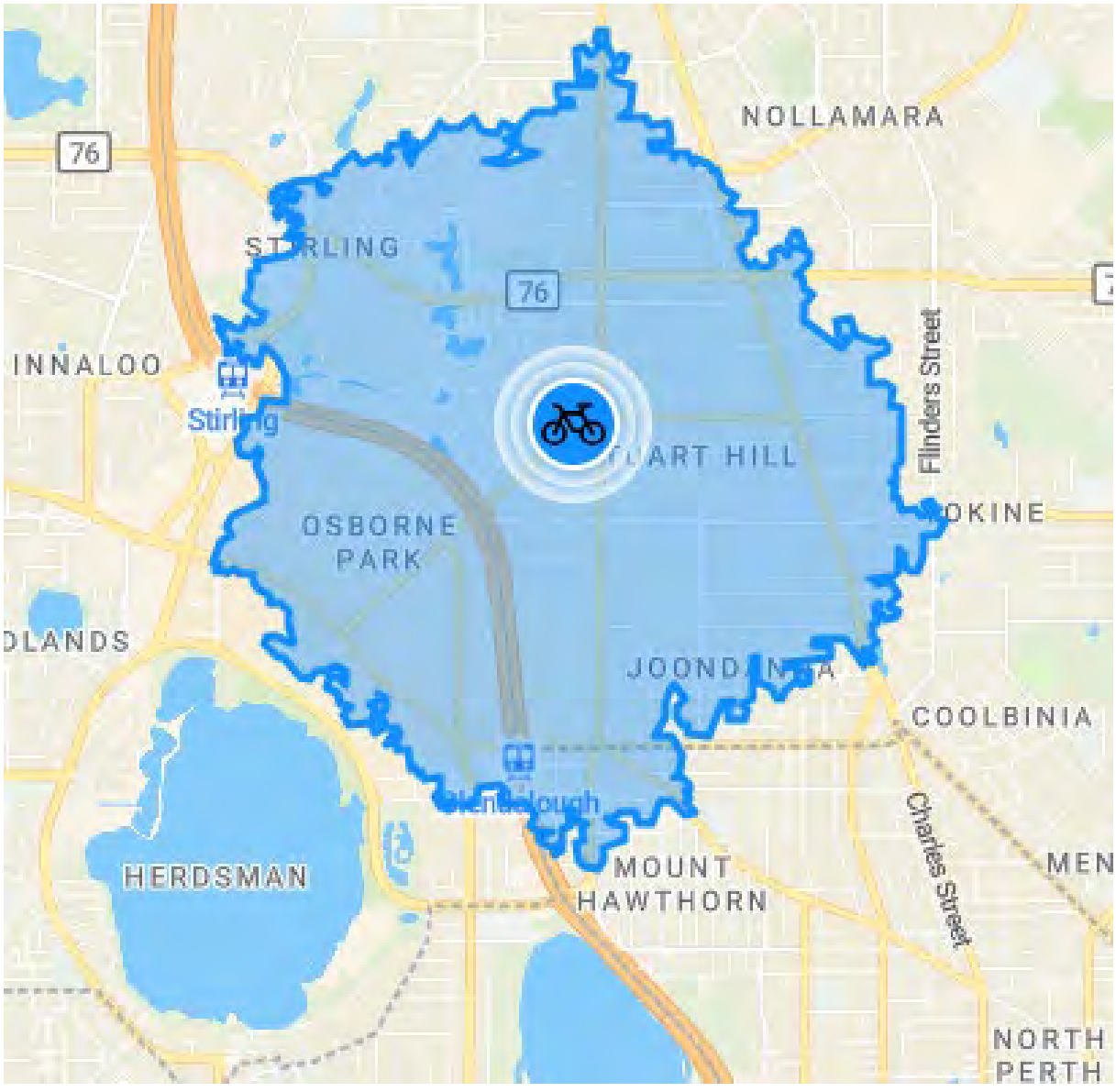
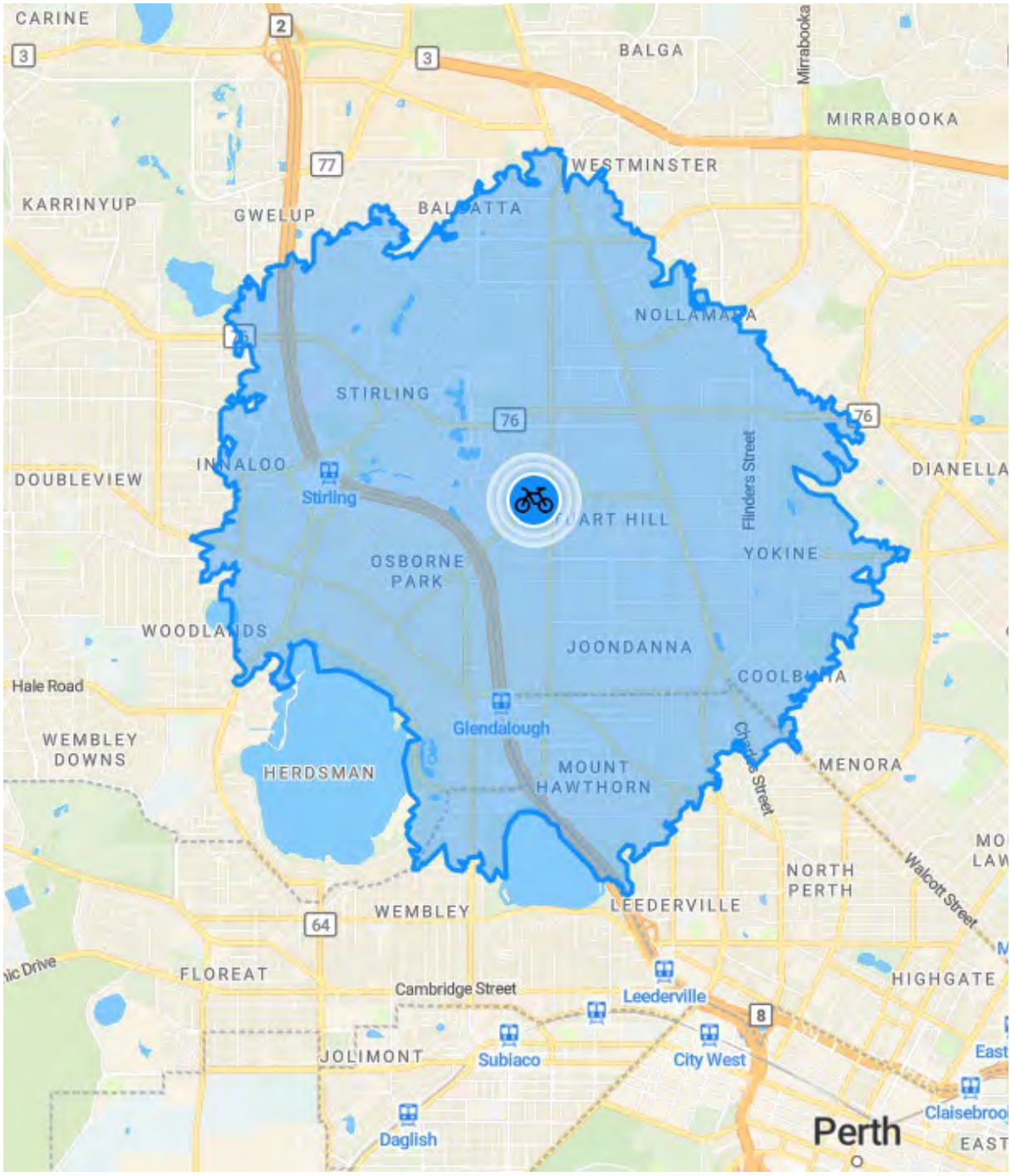


Figure 6 - 15min cycling catchment (app.traveltime.com)



The subject Lot is supported by established pedestrian and cyclist infrastructure consistent with its urban-commercial setting. A continuous pedestrian footpath is provided along Hutton Street, facilitating safe access to nearby bus stops and surrounding commercial premises. Formal crossing opportunities are available at signalised intersections in the vicinity, improving pedestrian safety when crossing higher-order roads such as Hutton Street. Overall, the site demonstrates reasonable accessibility for pedestrians and cyclists, supporting multi-modal travel options.

4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre as shown on plans enclosed in Appendix A for clarity.

Table 8 - Proposed land uses and yields

Proposed Land Use	Yield
Child Care Premises	> 90 children > 17 employees > Total internal area: 331.44 m^2 > Total External Play Area: 678.99 m^2 > GFA = 407.31 + 286.64 = 693.95 m^2

4.2 Vehicular Parking

Car parking requirements for the proposed development are to be provided in accordance with the rates extracted from the table below. This is based on the following statement from the nominated guideline document:

"The minimum number of car parking bays required to be provided for the uses and activities referred to in Table 2: Land Use Car Parking Ratios, where not covered by Table 1 or another planning instrument, shall be in accordance with the car parking ratios in Table 2."

Table 9 - Car parking provision rates

Guideline document	Car parking requirement
City of Stirling Policy Manual 6.7 Parking and Access, Table 2: Land Use Car Parking Ratios	1 bay per staff member in attendance; and 1 bay per 7 children in attendance

The guideline sets out criteria for reducing the number of car parking bays for non-residential developments. However, certain uses, such as childcare, are excluded from any reduction, and the subject development does not meet any of the reduction criteria. Therefore, the full parking requirements under LPP 6.7 Table 2 apply.

Table 10 – Car parking requirement calculations

Land Use	Car parking requirement	Yield	Car parking requirement
Child Care Premises	1 bay per staff member in attendance; and 1 bay per 7 children in attendance	17 employees 90 children	17 12.86
		Total Car Parking Requirement	**30**
		Car Parking Provision	**26**

Based on the above, the proposed development requires 30 car parking bays. The current development plans indicate a total provision of 26 car parking bays designated as follows:

- 15 car parking bays allocated for staff, comprising:
  - 10 (2 × 5) tandem parking bays dedicated to staff.
  - 2 standard staff bays located at the rear of the property and
  - 3 car parking bays located along the western site boundary and accessed directly from the R.O.W.
- 11 car parking bays allocated for visitors and drop-off/pick-up, including:
  - 10 standard car parking bays and
  - 1 ACROD bay.

Although the proposed parking provision reflects a technical shortfall when assessed against the statutory requirement, Amey considers that the overall parking supply is sufficient to comfortably accommodate the anticipated operational parking demand generated by the development.

This conclusion is based on the following considerations:

- **Assessment against WAPC and WA Planning guidance**

A review of the car parking requirements for the subject development against the applicable Western Australian Planning Commission (WAPC) Planning Bulletin and the WA Planning Commission Planning Manual indicates that the proposed parking provision meets or exceeds the requirements set out in the relevant WAPC Planning Bulletin and is consistent with the range specified in the WA Planning Manual. The relevant requirements and corresponding calculations are presented in the tables **Table 11** and **Table 12** below.

Table 11 - Car parking requirement in accordance with the WAPC Planning Bulletin

Land Use	Requirement	Yield	Total Parking
Childcare centre	1 space per 5 children	90 children	182
		Total car parking requirements:	**18**

Table 12 - Car parking requirement in accordance with the WA Planning Manual

Land Use	Requirement	Yield	Total Parking
Childcare centre	Min. - 0.5 space per staff member and 1 space per 20 children Max. - 0.5 spaces per staff member and 1 space per 5 children	90 children 17 staff	Min. 14 Max. 27
		Total car parking requirements:	**Min.17 / Max. 27**

- **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 hour 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 statement, 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.

The table below was developed on the following assumptions:

- The arrival percentage is derived from data provided to Amey 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.

Table 13 - 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%	13	5
07:30 - 08:30	**40.55%**	**36**	**6**
08:30 - 09:30	30.68%	28	5
09:30 - 10:30	7.67%	7	2
After 10:30	1.37%	1	1
Total:	**94.25%**	**85 children (90 children – 100% capacity)**	

Table 14 - 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%	2	1
14:30 - 15:30	11.23%	10	2
15:30 - 16:30	24.93%	22	4
16:30 - 17:30	**45.21%**	**41**	**7**
17:30 - 18:30	10.41%	9	2
Total:	**94.25%**	**85 children (90 children – 100% capacity)**	

The previous tables show that the parking demand is highest 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 6 car bays to cater for the expected parking demand for the drop-off and 7 car bays for pick-up.

> **Staff arrival and presence on site**

Based on our prior experience with similar projects and the available data on staff arrival and attendance patterns, Amey anticipates that 17 staff members of the subject development will work in shifts, as shown in the following table:

Table 15 - 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						
MS					4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
LS							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
SSL								4	4	4	4	4	4	4	4	4	4	4						
SS	1	1	1	1	1	1	1												1	1	1	1	1	1
STAFF ON-SITE	4	4	4	4	9	9	12	16	16	16	16	16	16	16	16	16	16	16	9	9	9	9	4	4

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 16 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 9 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. Additionally, it is not uncommon for the childcare centres to take on junior staff that is below driving age, therefore not inducing parking demand for prolonged period.

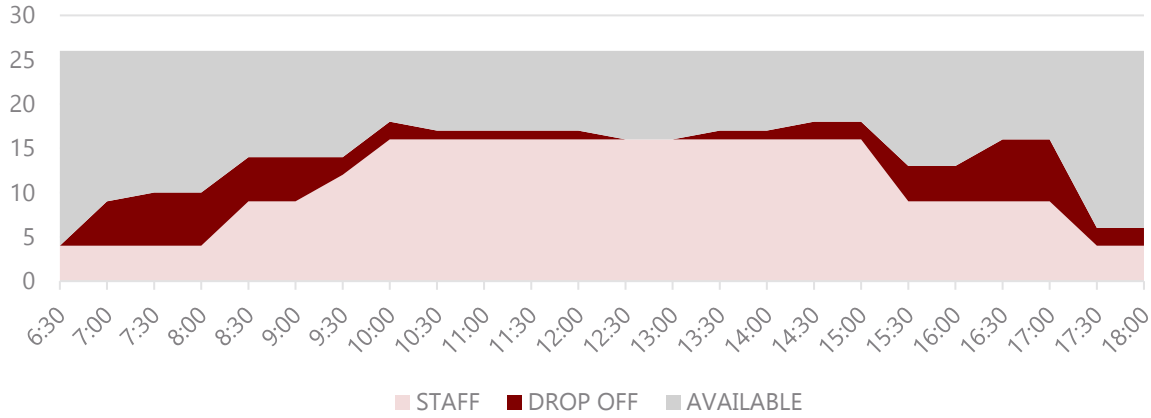
- **Expected on-site car parking requirement throughout the operational hours of the subject development**

The following table and graph clearly demonstrate that the on-site car parking provision of 26 car bays is sufficient to accommodate the drop off and staff parking demand throughout the operational hours of the childcare centre.

Table 16 - 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	4	4	4	4	9	9	12	16	16	16	16	16	16	16	16	16	16	16	9	9	9	9	4	4
Visitor	0	5	6	6	5	5	2	2	1	1	1	1	0	0	1	1	2	2	4	4	7	7	2	2
Expected car parking demand during operational time																								
Occupied	4	9	10	10	14	14	14	18	17	17	17	17	16	16	17	17	18	18	13	13	16	16	6	6
Available on-site car parking provision																								
Available	22	17	16	16	12	12	12	8	9	9	9	9	10	10	9	9	8	8	13	13	10	10	20	20

Figure 7 - Parking demand graph



Based on the above considerations, it is concluded that the proposed parking supply will be more than sufficient to accommodate the expected operational parking demands associated with the childcare centre. No adverse impacts on the surrounding road network are anticipated as a result of the shortfall. The overall provision of 23 on-site parking bays adequately meets the centre's requirements and the proposed three (3) on-street parking bays along the R.O.W. are not considered essential for the operation of the childcare centre. Nonetheless, they contribute to overall convenience and comfort for parents and visitors.

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.

The standard parking bays allocated for staff are designed for User Class 1A (allowing for full opening of front car doors), the standard parking bays allocated for parents are designed for User Class 2 (allowing for full opening of all car doors) and the ACROD parking bay is designed for User Class 4 (parking for people with disabilities).

4.2.1.1 Comparison of proposed layout to AS2890.01 and AS2890.06 requirements

Table 17 – 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 1A) STAFF	5.4m	5.5m	2.4m	2.5m	5.8m	6.0m
All bays at 90° (User Class 2) VISITORS	5.4m	5.5m	2.5m	2.5m	5.8m	6.0m

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
ACROD Parking (User Class 4)	5.4m	5.5m	2.4m (ACROD) 2.4m (shared space)	2.5m 2.5m	5.8m	6.0m

4.2.2 OVERVIEW OF COMPLIANCE WITH AS2890 ACCESS FACILITIES

The proposed development includes two (2) access driveways. The access point from the south-east via Hutton Street is a LILO-restricted crossover, while the access to the R.O.W. to the west is configured as 'exit only'. The on-site parking area comprises 23 bays, with an additional three (3) bays located along the western site boundary and accessed directly from the R.O.W. Vehicles exiting the site via the R.O.W. can also access these additional parking bays.

Figure 8 – Access Facility Category

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)				
		<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.

Based on the above the crossover on Hutton Street serves between 25 and 100 parking bays from an arterial road, classifying it as a "Category 2 driveway." in accordance with the AS/NZS 2890.1:2004 guidelines, as shown in the **Figure 8** above.

In contrast, due to the one-way configuration of the R.O.W. crossover, it is expected to serve fewer than 25 parking bays from an arterial road, classifying it as a "Category 1 driveway."

Table 18 – Parking design and layout comparison

Requirement / Achieved Compliance

REQUIREMENT 1: *"3.2.1 Access driveway widths*

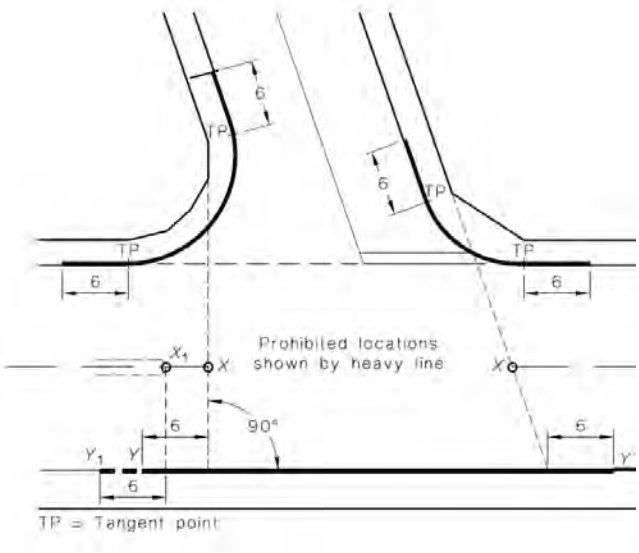
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

COMPLIANCE 1: The proposed crossover on Hutton Street is classified as a Category 2 driveway, which typically requires a combined width of 6.0 to 9.0 m. The proposed crossover width of 6.5 m is therefore consistent with the requirements of AS/NZS 2890.1:2004.

The proposed R.O.W. crossover is classified as a Category 1 exit-only driveway. Where entry and exit movements are provided separately, AS/NZS 2890.1:2004 requires a minimum width of 3.0 m. The proposed 6.5 m wide crossover therefore exceeds the minimum requirement and provides additional width for vehicle manoeuvring and operational flexibility.

REQUIREMENT 2: *"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.

(b) Driveway Categories 3 and 4

Driveways in categories 3 and 4 (see Table 3.1) shall not be located—

(i) on arterial roads unless entrances and exits are designed and constructed as intersection treatments catering adequately for all projected traffic flows.

(ii) closer to intersections than permitted for Category 1 and 2 driveways (see Item (a));

Requirement / Achieved Compliance

(iii) opposite other developments generating a large amount of traffic, unless all projected traffic flows are provided for in a properly designed and constructed intersection treatment, including the installation of signals if necessary;

(iv) where there is a heavy and constant pedestrian movement along the footpath, unless this can be adequately catered for by some form of positive control, e.g. traffic signals;

(v) where right turning traffic entering the facility would obstruct through traffic; or

(vi) where traffic using the driveways will interfere or block the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.

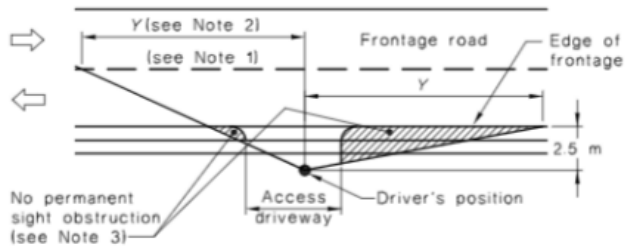
NOTE: In these instances, it may be appropriate to move the bus stop or other facility, if this would result in the best overall design."

COMPLIANCE 2: The proposed driveways are not located within the areas indicated by the heavy lines and therefore comply with the requirements of AS/NZS 2890.1:2004.

REQUIREMENT 3*: "3.2.4 Sight distance at access driveway exits*

Entering sight distance

Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

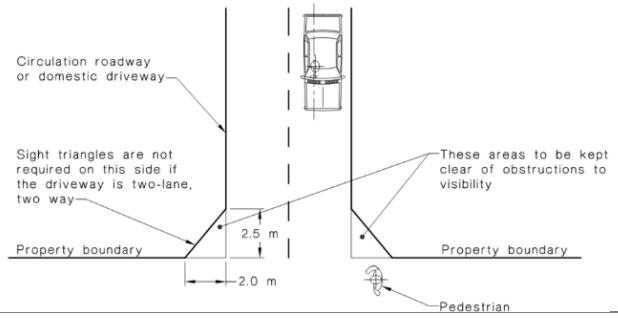
COMPLIANCE 3: Hutton Street has a speed limit of 60 km/h, which requires a minimum Sight Distance (SDD) of 65 m. The proposed layout indicates that there are no obstacles obstructing the entering sight distance from the access driveway.

The speed environment within the R.O.W. is low and does not trigger formal sight distance requirements. However, the current bin pad location and proposed landscaping adversely affect visibility and should be reconsidered.

REQUIREMENT 4*: "3.2.4 Sight distance at access driveway exits*

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."

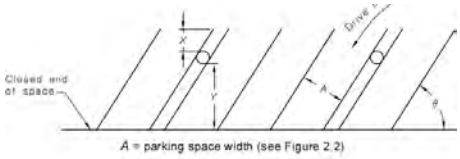


Requirement / Achieved Compliance
COMPLIANCE 4: There are no obstacles obstructing sight distance to pedestrians from the access driveway on Hutton Street.

REQUIREMENT 5*: "Column Location and Spacing*

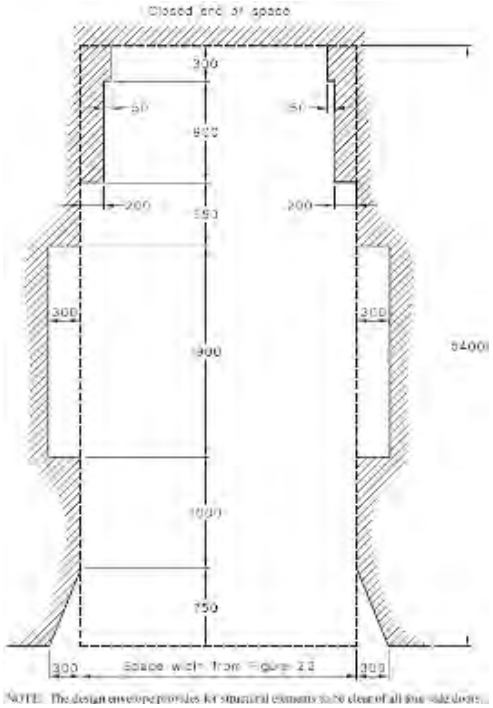
The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.

NOTE: Columns should not be located at the edge of a parking aisle. The difficulty of manoeuvring into a parking space is increased by such a location. It is also desirable to avoid locating a column directly opposite a car door."



A = parking space width (see Figure 2.2)

Parking angle, θ, degrees	Dimensions, mm	
	X, min.	Y, min.
30	375	1825
45	530	2581
60	650	3161
75	724	3526
90	750	3650



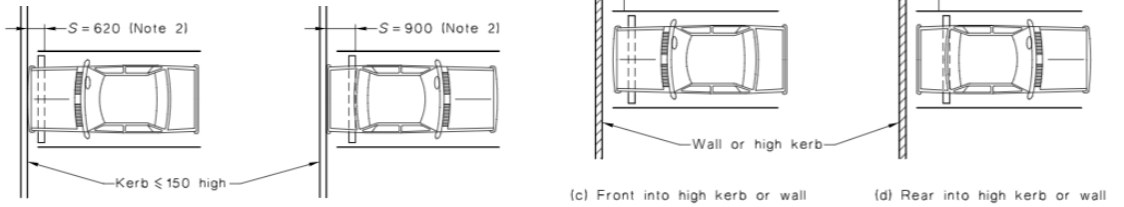
COMPLIANCE 5: All proposed columns are required to be positioned in accordance with the relevant provisions of AS 2890.1, as illustrated in the extract shown on the left. The current layout locates all columns along the eastern side of the proposed aisle at a setback from the internal aisle that is less than the prescribed minimum clearance of 750 mm.

Notwithstanding this, the undertaken swept path analysis does not indicate any vehicle manoeuvrability issues, as the proposed aisle width exceeds the minimum requirement specified under AS 2890.1.

REQUIREMENT 6*: "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).



(a) Front into low kerb (b) Rear into low kerb (c) Front into high kerb or wall (d) Rear into high kerb or wall

S = wheel stop distance (measured to point of contact with vehicle tyre).

Requirement / Achieved Compliance
COMPLIANCE 6: The proposed wheel stops are 1600 mm in width and in line with Australian Standards. There are placed at a sufficient distance of 900mm to the kerb in line with requirement for rear into low kerb park-in. *''Wheel stops shall be between 90 and 100 mm in height.''*

4.2.3 VEHICLE ACCESS AND CIRCULATION

The proposed development provides a total of 26 car parking bays, comprising:

- 23 bays within the on-site parking area, accessed via the proposed crossover on Hutton Street, with vehicular movements restricted to left-in/left-out (LILO), and with an additional egress connection to the R.O.W,
- 3 bays located along the western site boundary, accessed directly from the R.O.W. and operating independently of the main on-site parking area.

The R.O.W. currently operates as a low-frequency two-way laneway and is approximately 5.0 m wide, with a constructed pavement approximately 4.0 m wide. Amey recommends that one-way traffic flow be introduced along the R.O.W. to provide a more controlled and consistent circulation arrangement and reduce the potential for vehicle conflicts associated with the proposed parking arrangement.

4.2.4 SWEPT PATH ASSESSMENT

The proposed parking and access arrangements have been assessed using a Passenger Vehicle (5.2m).

For the on-site parking area, the swept path assessment confirms that vehicles can safely access and exit all designated parking bays within the proposed layout. The bays should be clearly allocated, with appropriate signage provided to advise drivers to reverse into the bays.

For the three (3) parking bays accessed directly from the ROW, the assessment demonstrates that the proposed 60-degree parking arrangement can accommodate the required vehicle movements. While the ROW currently operates as a two-way laneway, the assessment has considered one-way discharge of development-related traffic to provide controlled direction of travel and reduce the potential for vehicle conflicts associated with the parking bays.

Staff will approach bays from the north (either via laneway from Eldorado Street or traversing through the development), as vehicles can exit the parking bays in a forward direction and continue along the ROW without reversing from the bays into the laneway.

For further details, refer to the swept path assessment plans provided in Appendix C.

4.2.5 HUTTON STREET ACCESS

As previously noted, the proposed on-site parking area is accessed via the proposed crossover on Hutton Street, with vehicle movements restricted to left-in/left-out (LILO). The crossover is 6.5 m wide and sufficiently wide to allow two Passenger Vehicles to pass, enabling entering and exiting vehicles to manoeuvre without obstructing each other.

The proposed development plan identifies an area on Hutton Street for future road widening. The assessment focuses on the potential impact of the future widening and implementation of the State MRS, including the resulting reduction in crossover length.

This preliminary assessment is intended to demonstrate the feasibility of vehicle movements under the anticipated future conditions. The final crossover location and configuration, together with the resulting parking and access arrangement, should be confirmed once the detailed road widening design and future Hutton Street layout are available.

4.2.5.1 Potential Queuing in Hutton Street

As shown in **Figure 9,** the proposed arrangement provides sufficient space for up to three vehicles to travel side by side when entering or exiting the site. For vehicles entering the site, two vehicles can wait within the site in front of the staff parking bays, while a third vehicle can be accommodated on the crossover while waiting to enter. Similarly, vehicles exiting the site can queue within the site, with two vehicles positioned in front of the staff and ACROD bays and a third vehicle accommodated on the crossover/verge area until a suitable gap is available to enter Hutton Street.

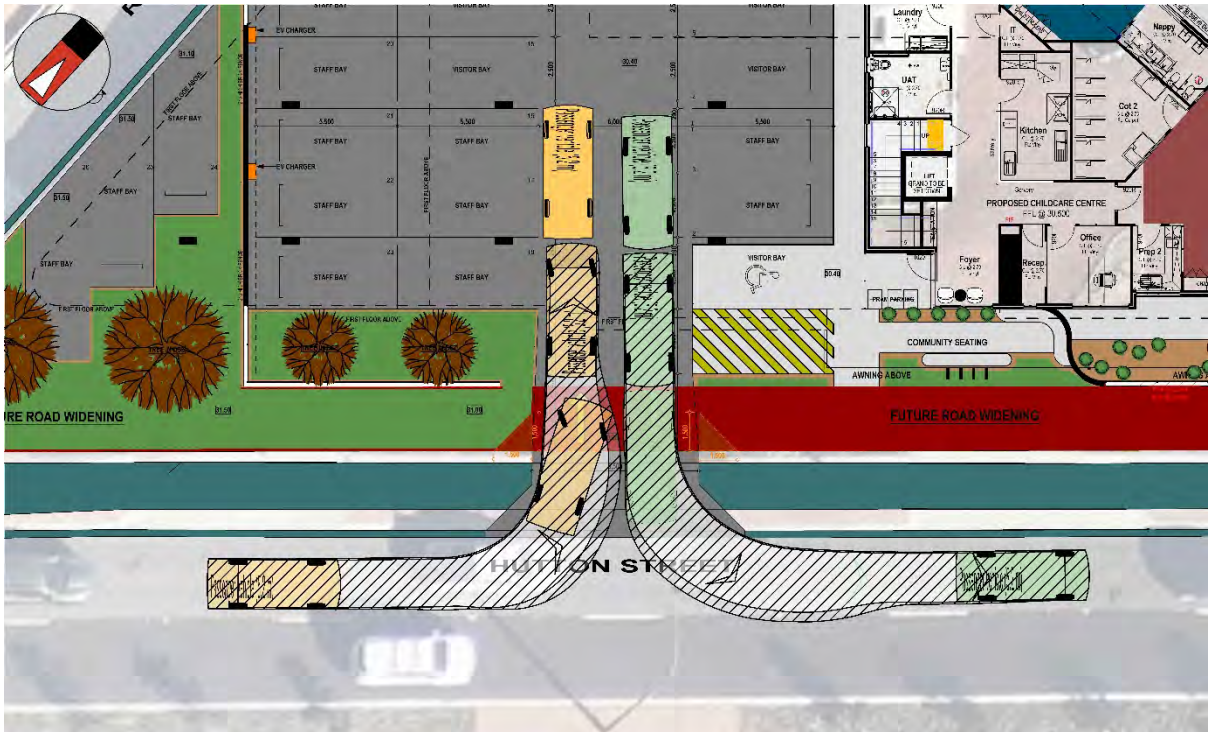


Figure 9 – Vehicle Passing and Queuing at the proposed Hutton Street Crossover

As previously demonstrated, the peak arrival and departure periods for staff and visitors are not expected to coincide. Staff arriving for early shift will park in the staff bays closest to the crossover. This would allow for approximately 10m stacking distance inside the property.

The provision of the ACROD bay is required to meet accessibility requirements and should remain available at all times. However, ACROD bays are generally infrequently used and, where required, visitor access can be managed through scheduled appointments to minimise the potential for conflict with other vehicle movements.

Additionally, the anticipated future conditions following the widening of Hutton Street are assessed in **Figure 10.** The assessment demonstrates that, despite the reduced crossover length, sufficient space would remain to accommodate up to two vehicles in each direction, allowing vehicles to pass one another when entering or exiting the site while remaining clear of the Hutton Street traffic lane, if required. For entering vehicles, this would allow two vehicles to wait within the site in front of the staff parking bays. Similarly, vehicles waiting to exit can be accommodated within the site, with one vehicle positioned in front of the staff parking bays and a second vehicle positioned in front of the ACROD bay.

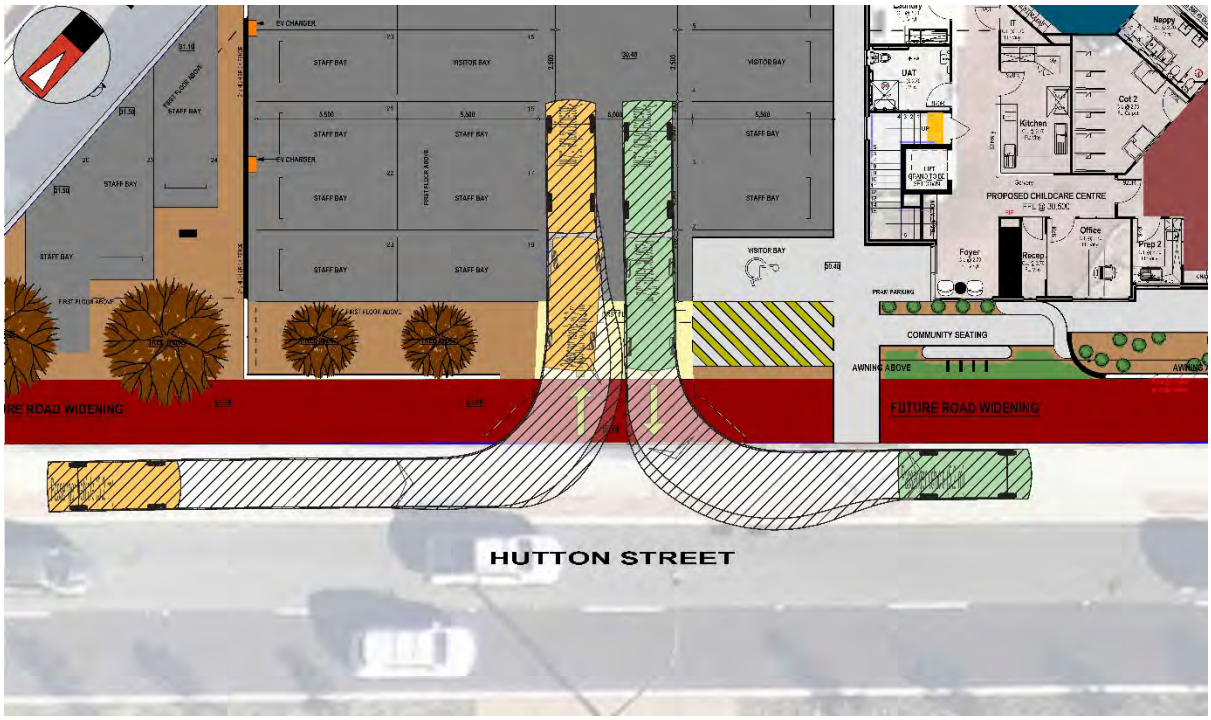


Figure 10 - Vehicle Passing and Queuing at the proposed Hutton Street Crossover upon road widening

Overall, the proposed access arrangement provides sufficient space to accommodate short-term vehicle waiting within the site, with minimal potential for queuing to extend into the Hutton Street traffic lane under both the existing and anticipated future road widening conditions.

4.2.5.2 Likelihood of Queuing

This section will review likelihood of queuing in AM and PM peak times using normal distribution. For this assessment following parameters are considered:

- AM peak hour arrival rate – 37 vehicles (73 VPH);
- PM peak hour arrival rate – 36 vehicles (72 VPH);
- Typical blockage time – 20 seconds (while the vehicle is manoeuvring out of the parking bay);
- Maximum blockage time – 60 seconds.

Figures below show clearly the longest anticipated queue is 2 vehicles under unrealistic scenario where blockage is 60 seconds long. Average queue (50%) is nil vehicles.

Assignment of staff bays closer to the crossover will create approximately 10m stacking distance, when road widening is accounted for, which is sufficient to accommodate the longest anticipated queue.

Considering very low frequency of use of ACROD bay, the risk of conflict between vehicle exiting ACROD bay and vehicle entering the development is very low. Vehicle manoeuvring out of ACROD bay will still allow for one queuing vehicle.

Figure 11 - AM peak - 20 seconds queuing assessment

Arrival rate		37	vph	0.0103	vps		
Maximum service time		20	sec				
Average arrivals during blockage		0.2	vph				
95	th percentile queue length	1					
PROBABILITY DISTRIBUTION TABLE							
N	P(N)	P(≤N)					
0	81.4%	81.4%					
1	16.7%	98.2%					
2	1.7%	99.9%					
3	0.1%	100.0%					
4	0.0%	100.0%					
5	0.0%	100.0%					
6	0.0%	100.0%					
7	0.0%	100.0%					
8	0.0%	100.0%					
9	0.0%	100.0%					
10	0.0%	100.0%					

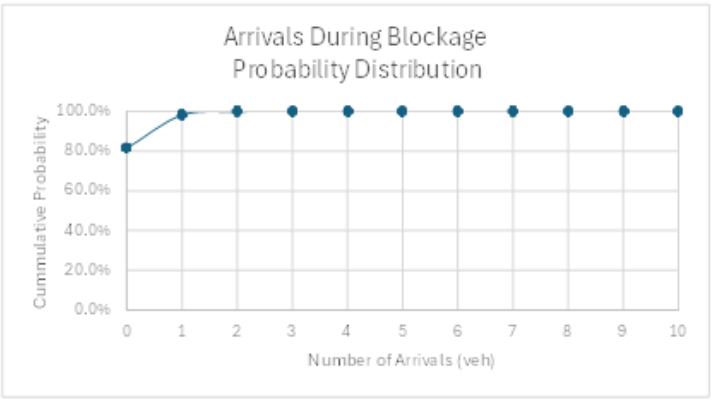


Figure 12 - AM Peak - 60 seconds queuing assessment

Arrival rate		37	vph	0.0103	vps		
Maximum service time		60	sec				
Average arrivals during blockage		0.6	vph				
95	th percentile queue length	2					
PROBABILITY DISTRIBUTION TABLE							
N	P(N)	P(≤N)					
0	54.0%	54.0%					
1	33.3%	87.3%					
2	10.3%	97.5%					
3	2.1%	99.6%					
4	0.3%	100.0%					
5	0.0%	100.0%					
6	0.0%	100.0%					
7	0.0%	100.0%					
8	0.0%	100.0%					
9	0.0%	100.0%					
10	0.0%	100.0%					

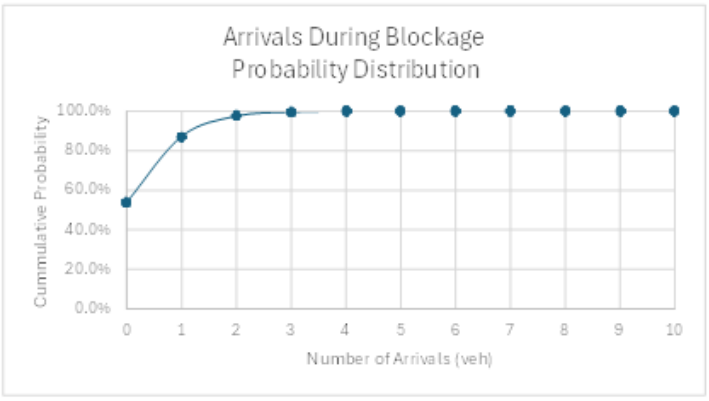


Figure 13 - PM peak - 20 seconds queuing assessment

Arrival rate		36	vph	0.0100	vps		
Maximum service time		20	sec				
Average arrivals during blockage		0.2	vph				
95	th percentile queue length	1					

PROBABILITY DISTRIBUTION TABLE

N	P(N)	P(≤N)
0	81.9%	81.9%
1	16.4%	98.2%
2	1.6%	99.9%
3	0.1%	100.0%
4	0.0%	100.0%
5	0.0%	100.0%
6	0.0%	100.0%
7	0.0%	100.0%
8	0.0%	100.0%
9	0.0%	100.0%
10	0.0%	100.0%

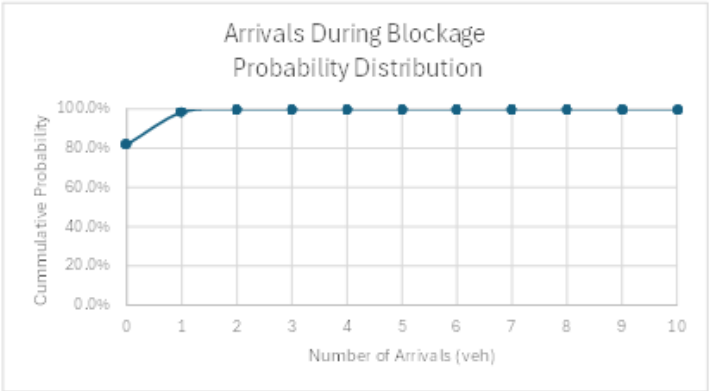
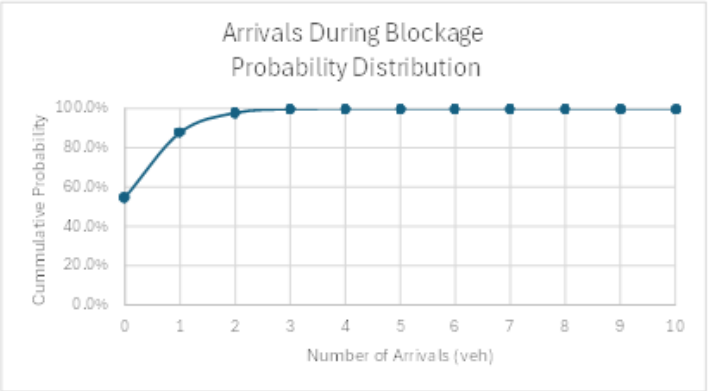


Figure 14 - PM peak - 60 seconds queuing assessment

Arrival rate		36	vph	0.0100	vps		
Maximum service time		60	sec				
Average arrivals during blockage		0.6	vph				
95	th percentile queue length	2					

PROBABILITY DISTRIBUTION TABLE

N	P(N)	P(≤N)
0	54.9%	54.9%
1	32.9%	87.8%
2	9.9%	97.7%
3	2.0%	99.7%
4	0.3%	100.0%
5	0.0%	100.0%
6	0.0%	100.0%
7	0.0%	100.0%
8	0.0%	100.0%
9	0.0%	100.0%
10	0.0%	100.0%



4.2.5.3 Vehicle Conflict and Queuing at the Site Access

Figure 15 demonstrates that the current arrangement provides sufficient space for up to three Passenger Vehicles to enter the site from Hutton Street and wait while a vehicle is manoeuvring into the first standard visitor parking bay. As it could be concluded, if the vehicle is manoeuvring into the ACROD bay, the available crossover length allows one Passenger Vehicle to wait clear of Hutton Street while the parking manoeuvre is completed.

Following the planned future road widening, **Figure 16** demonstrates that the reduced crossover length would still allow one Passenger Vehicle to wait within the crossover while another vehicle is manoeuvring into the ACROD bay.

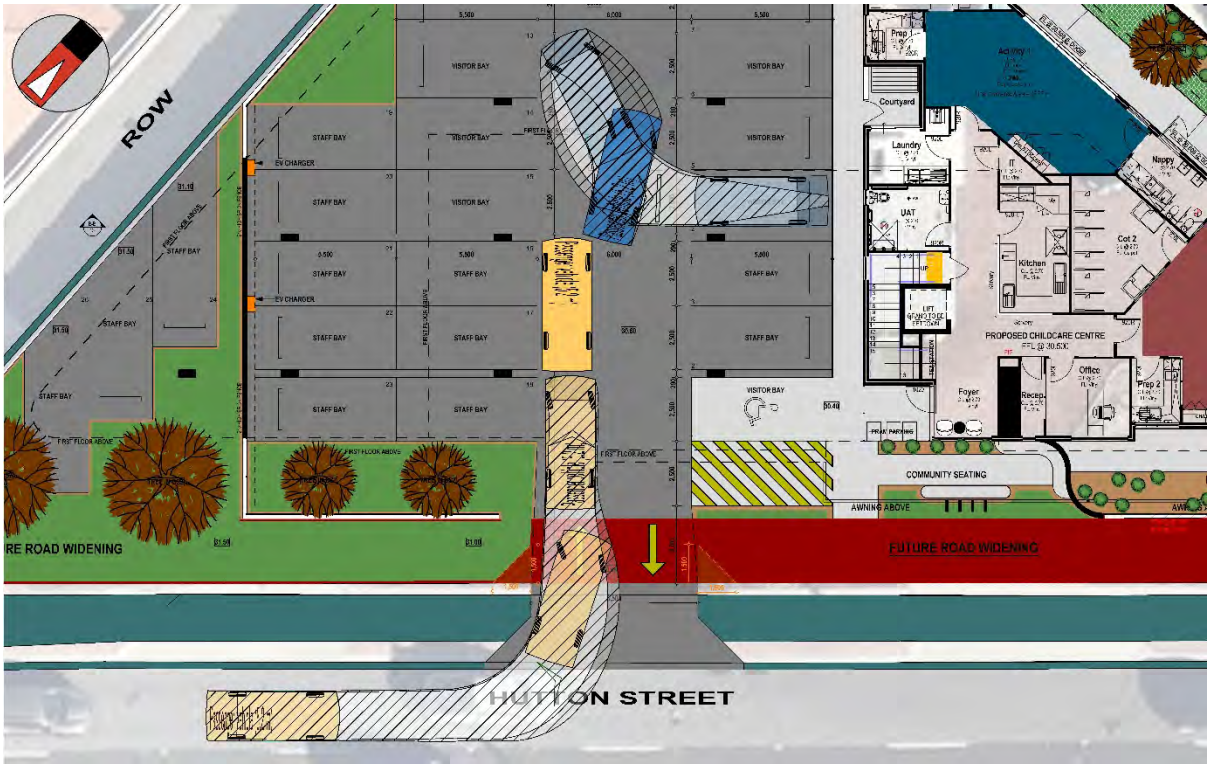


Figure 15 - Vehicle Entry and Parking Manoeuvre – Current Arrangement

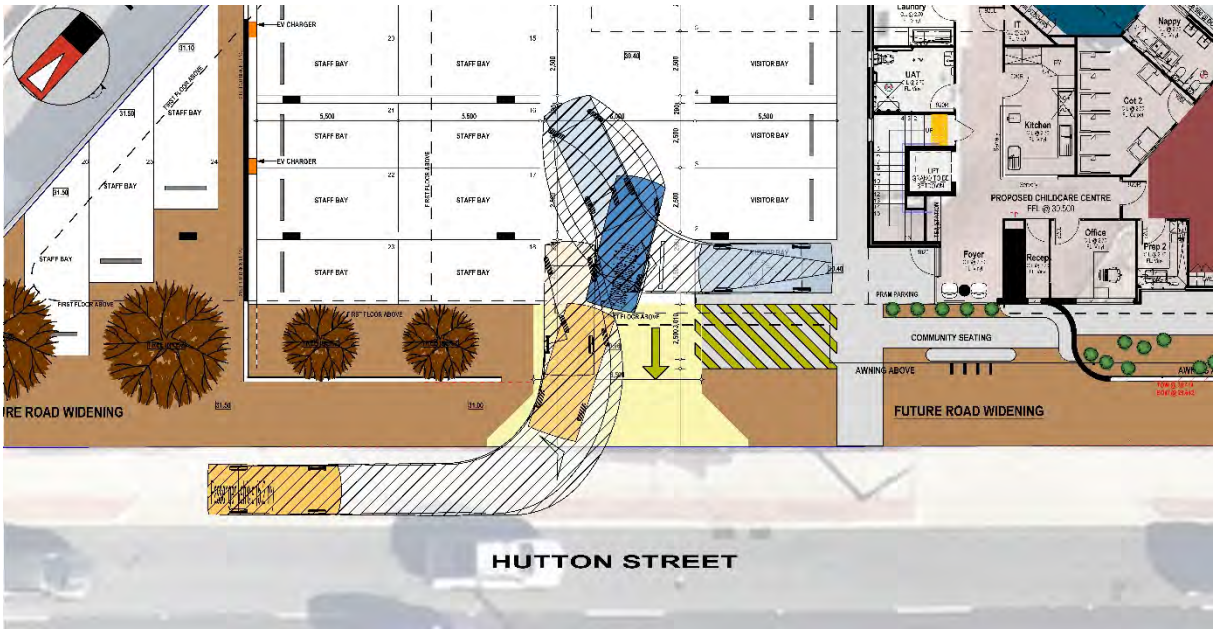


Figure 16 - Vehicle Entry and Parking Manoeuvre – Future Road Widening Scenario, ACROD Bay

Figure 17 demonstrate situation where a vehicle is manoeuvring into the first standard visitor parking bay, the reduced crossover length would allow two Passenger Vehicle to be accommodated on site while the parking manoeuvre is completed. Given that sufficient space remains to accommodate up to two waiting vehicles for completion of movements involving the remaining parking bays, the minor reduction in vehicle storage capacity at the first standard bay is not considered to materially affect the operation of the access or traffic flow along Hutton Street.

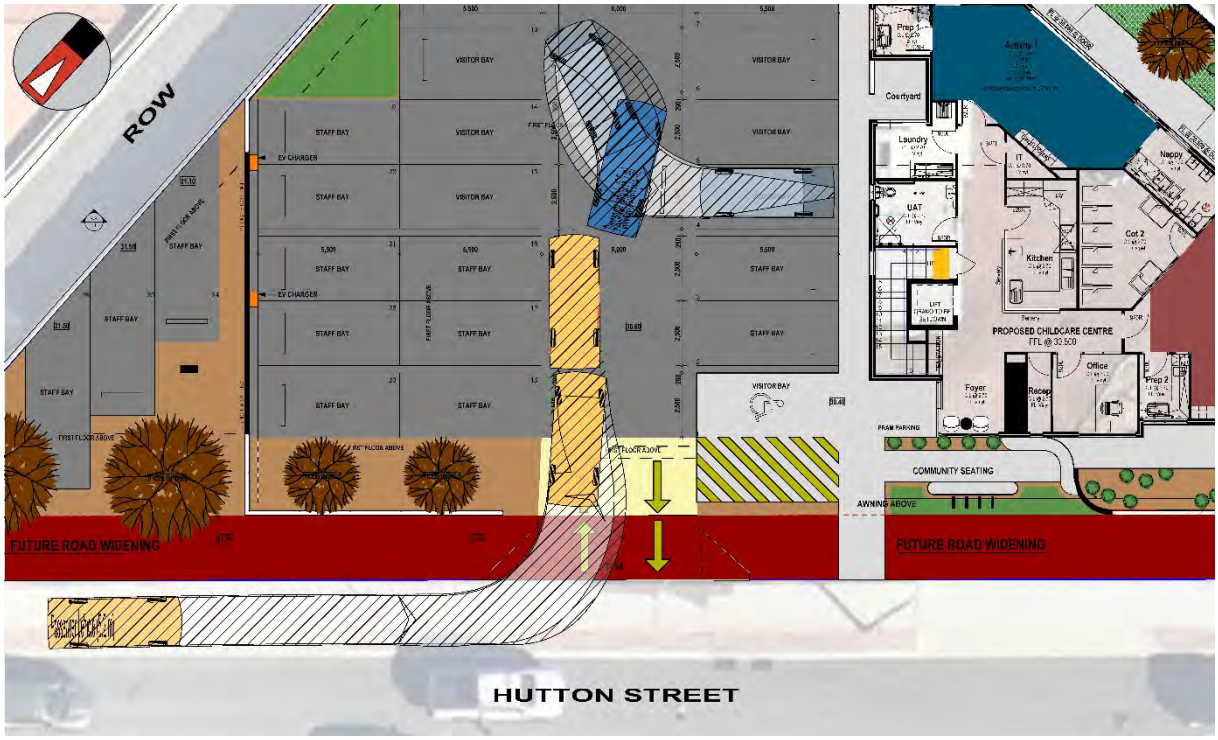


Figure 17 - Vehicle Entry and Parking Manoeuvre – Future Road Widening Scenario, Standard Bay

The following figures assess the potential vehicle conflict between vehicles entering the site from Hutton Street and vehicles exiting the parking bays closest to the crossover. **Figure 18** demonstrates the most constrained scenario, where a vehicle exiting the ACROD bay towards Hutton Street requires the full aisle width to complete its manoeuvre and position itself for exit, temporarily occupying the area required by an entering vehicle from Hutton Street.

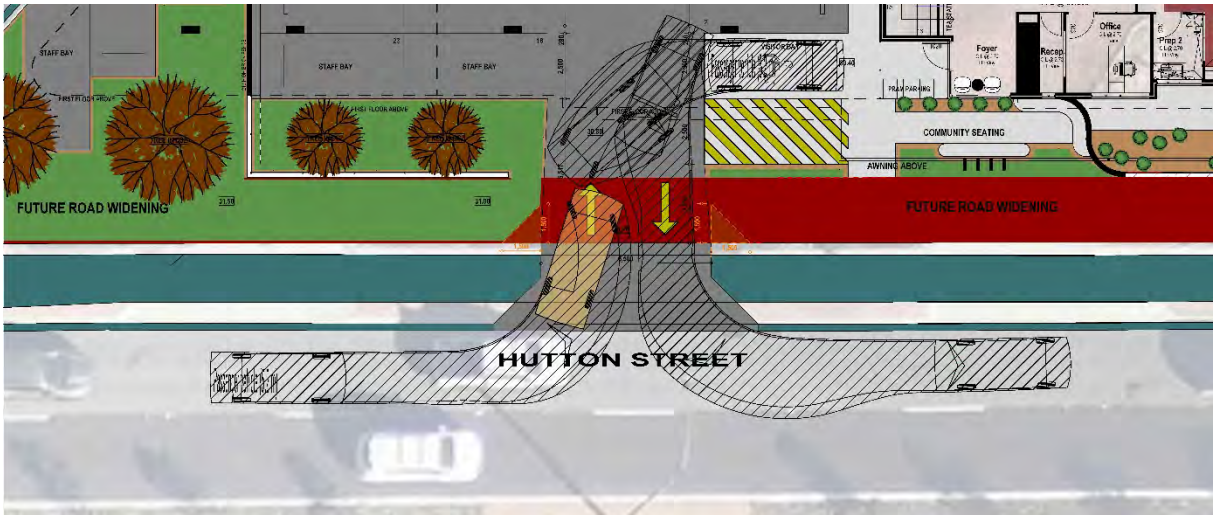


Figure 18 – Potential Queuing of Entering Vehicles During Vehicle Exit from the Site

Nevertheless, the available crossover length provides sufficient space for one Passenger Vehicle to wait clear of the Hutton Street traffic lane while the vehicle exiting the ACROD bay completes its manoeuvre and leaves the site. Additionally, it is noted that vehicles are expected to reverse into the parking bays,

allowing them to exit the bays in a forward direction. This provides the driver with clear visibility of the crossover and approaching vehicles, allowing the driver to assess the traffic conditions and select an appropriate time to commence the exit manoeuvre.

Furthermore, the site provides an alternative exit via the ROW. **Figure 19** demonstrate that the available crossover length provides sufficient space for one Passenger Vehicle to wait clear of the Hutton Street traffic lane while the vehicle occupying the ACROD bay completes its manoeuvre and exits the site via the ROW.

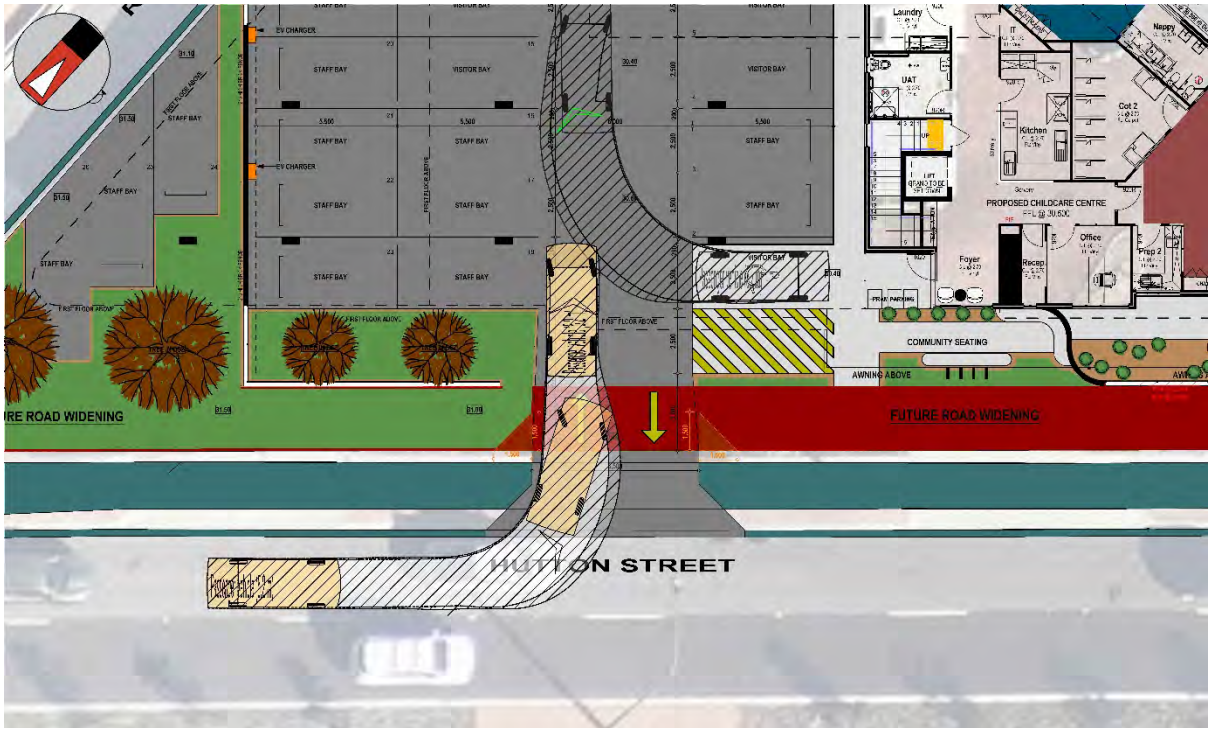


Figure 19 - Potential Queuing of Entering Vehicles During Vehicle Exit towards the ROW

The same alternative exit movement via the ROW is available to vehicles occupying the remaining parking bays. Accordingly, where required, at least three Passenger Vehicles can be accommodated within the crossover while a vehicle exiting any of the visitor's parking bays completes its manoeuvre and leaves the site via the ROW, without vehicles queuing into the Hutton Street traffic lane.

Following the future road widening, the reduced crossover length would still provide sufficient space for one Passenger Vehicle to be positioned clear of the Hutton Street traffic lane while waiting for a vehicle to exit the first visitor's parking bay, as shown in the **Figure 20.** However, where a vehicle is exiting the ACROD bay or the second parking bay towards Hutton Street, the vehicle would require the available crossover area to complete its manoeuvre. In these circumstances, there would be insufficient space within the crossover to accommodate an entering vehicle. An approaching vehicle from Hutton Street would therefore need to wait on Hutton Street until the parking manoeuvre is completed and the crossover is clear.

This represents a localised and short-duration interaction associated with the reduced crossover length under the future road widening scenario, rather than a sustained queuing condition.

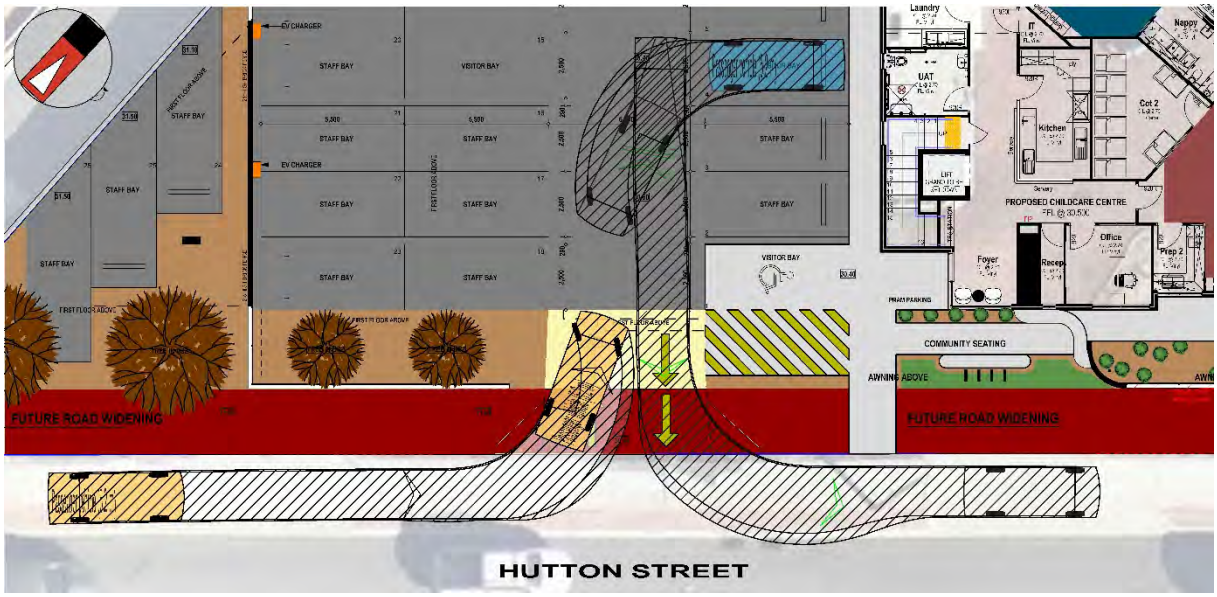


Figure 20 – Potential Queuing of Entering Vehicles During Vehicle Exit from the Site, after road widening

On the other hand, the alternative exit via the ROW provides an opportunity for an approaching vehicle to be accommodated within the crossover while a parked vehicle completes its exit manoeuvre via the ROW. This option is also available for the ACROD bay closest to the crossover (as shown on **Figure 21**) allowing the entering vehicle to remain clear of the Hutton Street traffic lane while the ACROD vehicle exits via the ROW.

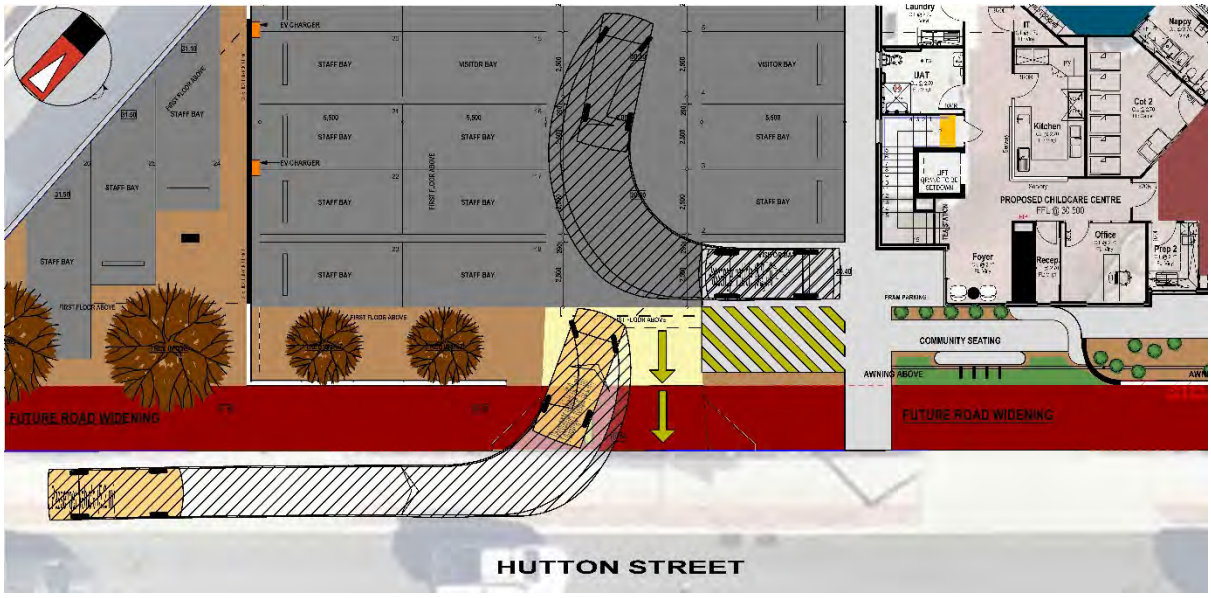


Figure 21 - Potential Queuing of Entering Vehicles During Vehicle Exit towards the ROW, after road widening

Overall, the swept path assessment demonstrates that the proposed access arrangement can accommodate the assessed vehicle entry and exit movements without resulting in sustained queuing within Hutton Street. While the future road widening scenario reduces the available crossover storage length, the analysis confirms that vehicle interactions at the access would be limited to short-duration situations where an approaching vehicle may need to wait until an exiting vehicle completes its manoeuvre.

Importantly, the alternative exit via the ROW provides additional flexibility for vehicles exiting the site and allows an approaching vehicle to remain clear of the Hutton Street traffic lane in a number of the assessed scenarios. Accordingly, the potential for vehicle conflict and queuing associated with the Hutton Street access is considered to be localised and short-duration, with no material impact on the operation or traffic flow of Hutton Street anticipated.

4.2.5.4 Vehicle Sight Lines and Sight Distance

With a posted speed limit of 60 km/h, Hutton Street requires a minimum Sight Distance (SDD) of 65 m in accordance with AS/NZS 2890.1 requirements. The sight distance assessment demonstrates that the proposed access arrangement provides adequate visibility for vehicles entering the site.

As shown in **Figure 22,** which represents the currently proposed arrangement, the red-hatched area indicates the required sight envelope, with no obstructions within the 65 m sight distance from the crossover.

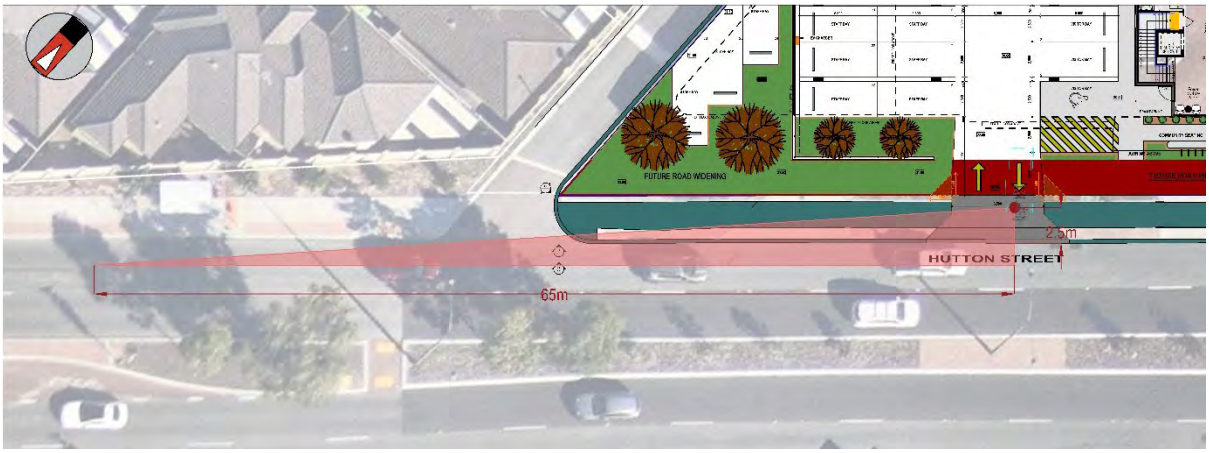


Figure 22 - Sight Distance Assessment – Current Proposed Layout

Figure 23 presents the sight distance assessment following the proposed future road widening. The assessment confirms that the required sight distance remains unobstructed, with the proposed road configuration maintaining adequate visibility for vehicles entering the site.

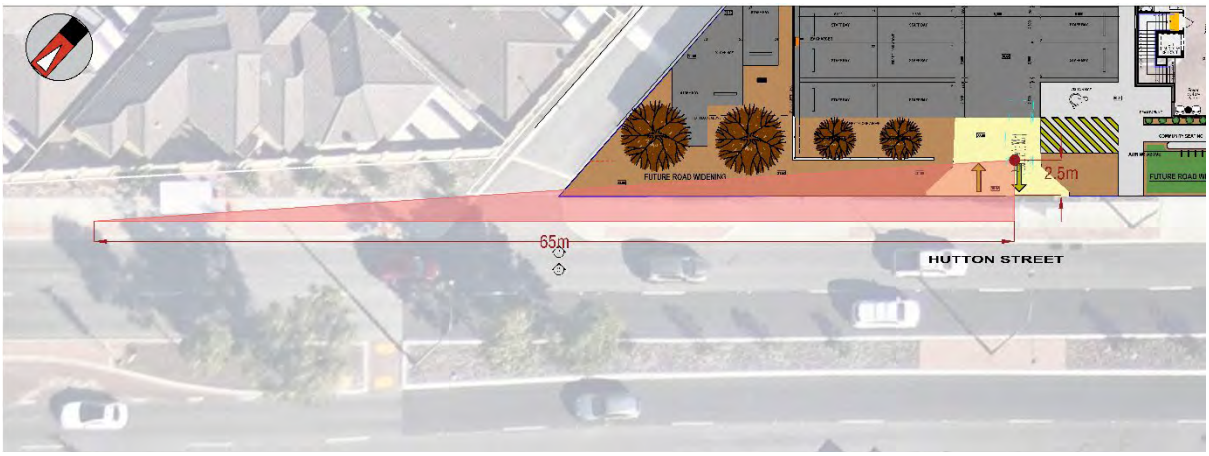


Figure 23 - Sight Distance Assessment – Future Road Widening

The potential effect of the proposed boundary fence on sight distance has also been assessed for the vehicle positioned closest to the crossover, representing the most critical position in terms of visibility.

Figure 24 presents this assessment for the currently proposed layout, while **Figure 25** presents the corresponding assessment following the proposed future road widening.



Figure 24 - Sightline Assessment – Vehicle Closest to Crossover – Current Proposed Layout

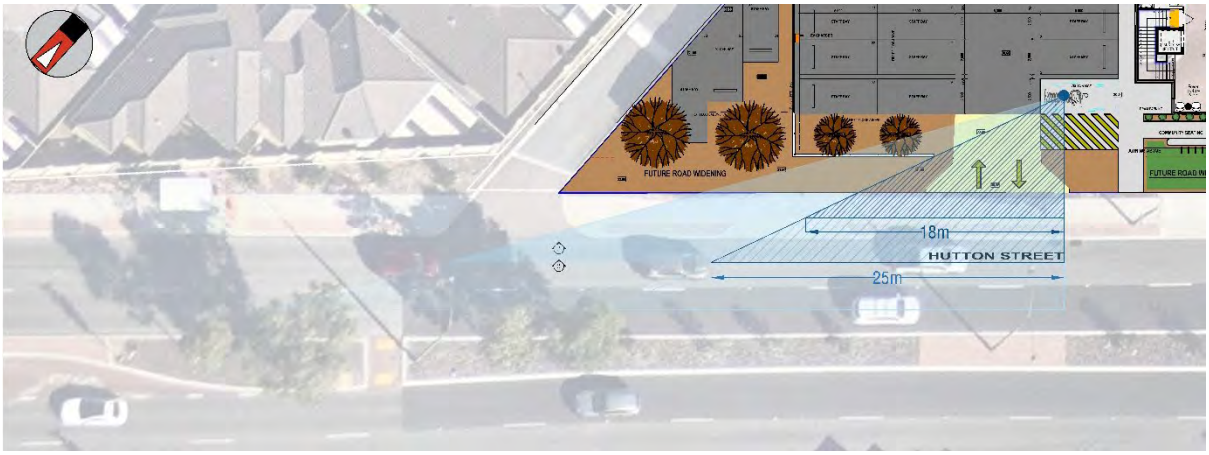


Figure 25 - Sightline Assessment – Vehicle Closest to Crossover – Future Road Widening

In both figures, the area with blue line hatching represents the sightline available where the proposed fence is assumed to restrict visibility, while the blue-filled area represents the additional sightline available where the fence is maintained below the driver's eye level, allowing visibility to extend over the fence towards the existing tree. The assessment demonstrates that, even under the more conservative scenario where the fence restricts the available sightline, adequate visibility is maintained. Where the fence is sufficiently low to allow the driver's line of sight to pass over it, the available field of view is further increased.

Overall, the assessment confirms that the proposed Hutton Street crossover provides the required 65 m sight distance for a 60 km/h speed environment in accordance with AS/NZS 2890.1. Adequate sight distance is maintained under both the current proposed layout and the future road widening arrangement. The assessment also confirms that the potential boundary fence does not materially compromise visibility, with sufficient sight distance available even under the conservative scenario

where the fence restricts the driver's field of view. Where the fence is maintained below the driver's eye level, the available sightline is further increased.

4.3 ACROD Parking

Table 19- Accessible car parking provision rates

Guideline document	Building class	Car parking provision	ACROD requirement
NCC 2022 Building Code of Australia - Volume One	Class 9b: (a) school – one (1) space for every 100 carparking spaces or part thereof	23+3	1
		Total ACROD Parking Requirement	**1**
		ACROD Parking Provision	**1**

The proposed development provides 1 accessible parking bay in line with requirements applicable to this type of development. The bay has been configured to satisfy the relevant accessibility standards, including minimum width, shared area provisions and location requirements to ensure convenient and equitable access to the building entry.

4.4 Bicycle Parking

City of Stirling Policy Manual 6.7 – Parking and Access stipulate that bicycle parking requirements apply to all non-residential developments with a gross floor area of 400m² or greater where the proposed works result in an increase in the number of non-residential car parking bays on site.

The proposed childcare centre has a gross floor area exceeding 400m² and increases the on-site parking provision from 10 car bays and a drop-off zone to a total of 25 car bays. Accordingly, the bicycle parking requirements under Policy 6.7 are applicable to the proposed development, with the required number of bicycle bays to be provided in accordance with the relevant rates outlined in the Policy as shown on **Table 20**.

Table 20 - Bicycle parking provision rates

Guideline document	Bicycle parking requirement
City of Stirling - Policy Manual 6.7 Parking and Access, Table 4: Bicycle Parking Ratios	All other uses - 1 space per 400m² of gross floor area (GFA)

Table 21 – Bicycle parking provision rates and calculation

Bicycle parking requirement	Yield	Calculation
1 space per 400m² of gross floor area (GFA)	693.95 m²	1.73
	Total Bicycle Parking Requirement	**2**
	Bicycle Parking Provision	**4**

The proposed development provides a total of 4 bicycle parking bays intended for shared use by staff and visitors. Based on the applicable City of Stirling rate for "all other uses", the development is required to provide a minimum of 2 bicycle parking bays. Accordingly, the proposed provision exceeds the minimum requirement and provides appropriate facilities to support and promote bicycle use as an alternative mode of transport.

4.5 Delivery and Service

City of Stirling Policy Manual 6.7 – Parking and Access stipulate that, "In non-residential developments with over 500m² of GFA, a minimum of one bay shall be permanently set aside and marked for the exclusive use of delivery, service, and courier vehicles."

For the proposed development, deliveries are anticipated to be made using regular passenger vehicles or small vans outside peak operational periods, utilising any of the available car parking bays. As such, a dedicated set-down bay is not considered necessary.

Waste collection is proposed to occur from the R.O.W., with the MGBs positioned along the R.O.W. to facilitate collection.

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 22 - 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 23 - Calculation of vehicular trips

Land Use	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Child Care Premises	90 child places	267 VPD	73 VPH	72 VPH
Total Traffic Generation		**267 VPD**	**73 VPH**	**72 VPH**

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 267 daily vehicular trips, including 73 vehicular trips in the AM peak and 72 vehicular trips in the PM peak. The surrounding road network is expected to successfully absorb the additional traffic.

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.

It should be noted that the current arrangement does not restrict traffic flow along the ROW, although its 5 m width is insufficient to accommodate uninterrupted two-way traffic and vehicle bypassing. It is therefore recommended that the ROW design be reviewed and reassessed. If adequate width cannot be provided to accommodate uninterrupted two-way traffic and vehicle bypassing, implementation of a one-way traffic flow arrangement should be considered.

Given that the ROW is currently paved and incorporates installed speed humps for traffic calming, the **Table 24** below outlines the anticipated traffic distribution on the assumption that the ROW will continue to operate in a two-way configuration, as per the existing arrangement.

Table 24 - Trip Distribution Routes

Route	Percentage
> From west via Hutton Street >> subject site	12%
> To the west via Hutton Street >> Edward Street >>Eldorado Street >> Albert Street >>Hutton Street and further	12%
To/from west total:	**24%**
> From east via Hutton Street >> Main Street >> Eldorado Street >> Albert Street >>Hutton Street >> subject site	8%
> To the east via Hutton Street and further	8%
To/from east total:	**16%**
> From north via Albert Street >> Hutton Street >> subject site	13%
> To the north via Hutton Street >> Edward Street >> Eldorado Street >> Albert Street and further	13%
To/from north total:	**26%**
> From south via Albert Street >> Hutton Street >> subject site	17%
> To the south via Hutton Street >> Edward Street >>Eldorado Street >> Albert Street >>Hutton Street and further	17%
To/from south total:	**34%**

For graphical representation of the distribution refer to Appendix B.

4.8 Turn Warrants

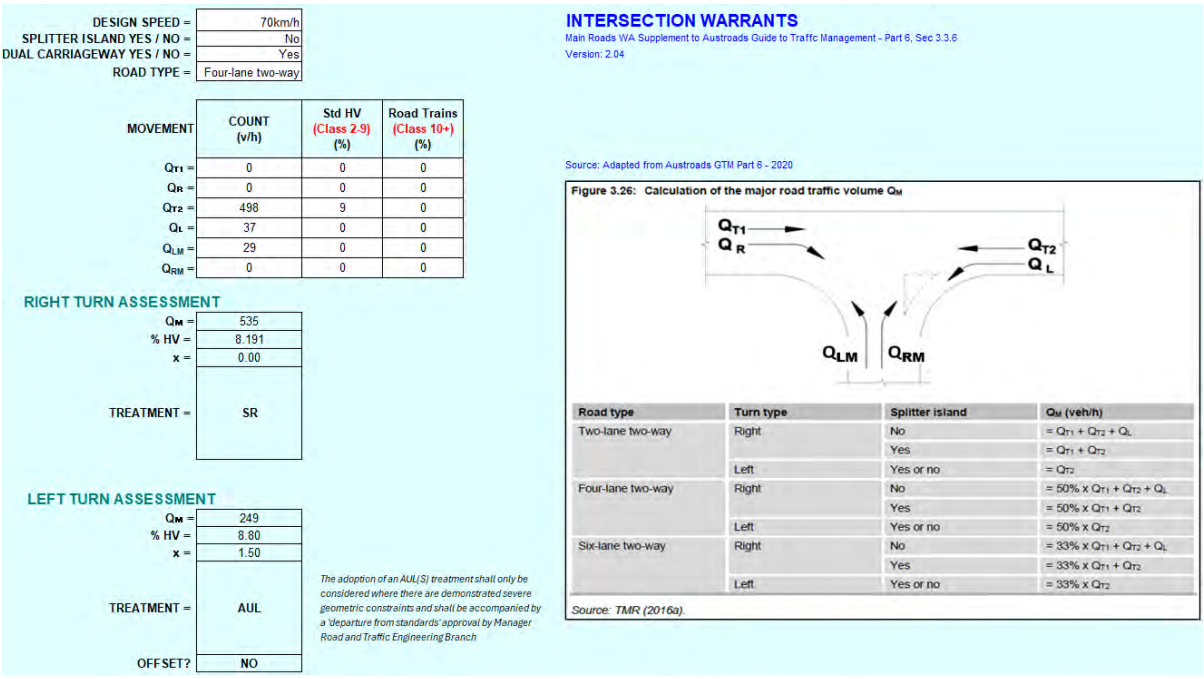
Turn warrant assessments have been undertaken for the proposed crossover on Hutton Street. The assessment has been conducted based on projected traffic volumes for a future design horizon of Year 2027, representing the anticipated timeline for full build-out of the proposed development. The assessment has been undertaken for both the AM and PM peak periods, as shown in the figures below, using the Excel-based turn warrant assessment tool downloaded from the MRWA website.

The future peak-hour traffic volumes were calculated by projecting the existing background traffic volumes on Hutton Street, as presented in Table 25, and superimposing the full traffic generation of the proposed development, as presented in Table 23.

Table 25 - Passing traffic volumes

Road Name	Location	Peak Hour	Available Traffic Data				Expected Traffic Data (*calculated with 2% annual growth rate*)			
			WB	EB	Both	Year	WB	EB	Both	Year
Hutton Street	East of Mitchell Freeway (SLK 1.40)	08:00	488	1,733	2,221	2026	**498**	1768	2,266	2027
		17:00	1,956	743	2,699		**1,995**	758	2,753	

Given that the peak activity associated with the proposed childcare centre is expected to occur during drop-off periods, when parents are anticipated to arrive at the site, briefly stop to drop off their children and depart within the same peak hour, a 50/50 inbound and outbound traffic split has been adopted for the purpose of the turn warrant assessment. This provides a balanced representation of the anticipated entering and exiting vehicle movements during the peak periods. As the site provides one access point and two egress points, all vehicles approaching the development will utilise the Hutton Street crossover. In terms of egress, 80% of vehicles are assumed to exit via the Hutton Street crossover, with the remaining 20% exiting via the exit-only crossover to the ROW.



DESIGN SPEED = 70km/h
SPLITTER ISLAND YES / NO = No
DUAL CARRIAGEWAY YES / NO = Yes
ROAD TYPE = Four-lane two-way

MOVEMENT	COUNT (v/h)	Std HV (Class 2-9) (%)	Road Trains (Class 10+) (%)
Q_{T1} =	0	0	0
Q_R =	0	0	0
Q_{T2} =	498	9	0
Q_L =	37	0	0
Q_{LM} =	29	0	0
Q_{RM} =	0	0	0

RIGHT TURN ASSESSMENT
Q_M = 535
% HV = 8.191
x = 0.00
TREATMENT = SR

LEFT TURN ASSESSMENT
Q_M = 249
% HV = 8.80
x = 1.50
TREATMENT = AUL
OFFSET? NO

The adoption of an AUL(S) treatment shall only be considered where there are demonstrated severe geometric constraints and shall be accompanied by a 'departure from standards' approval by Manager Road and Traffic Engineering Branch

INTERSECTION WARRANTS
Main Roads WA Supplement to Austroads Guide to Traffic Management - Part 6, Sec 3.3.6
Version: 2.04

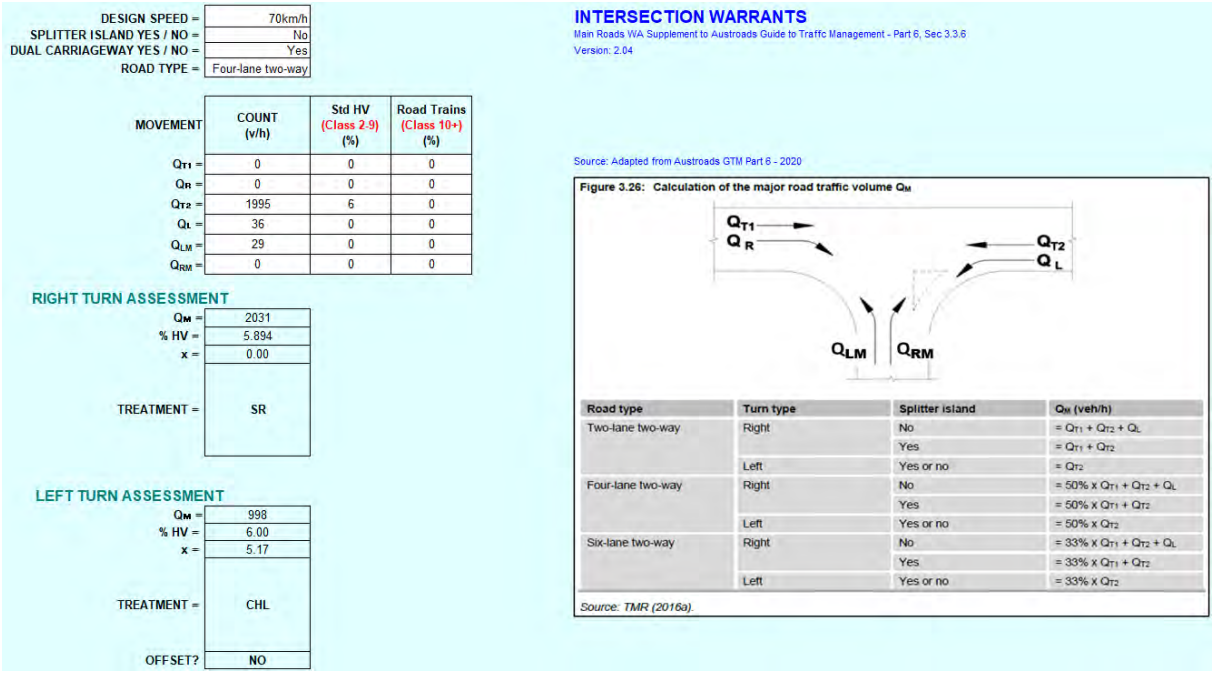
Source: Adapted from Austroads GTM Part 6 - 2020

Figure 3.26: Calculation of the major road traffic volume Q_M

Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Figure 26 – Turn treatment calculations for the proposed crossover at 8:00 AM, AM peak hour of the existing traffic volumes at analysed section of the road, design speed 70 kph



DESIGN SPEED =	70km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	Yes
ROAD TYPE =	Four-lane two-way

MOVEMENT	COUNT (v/h)	Std HV (Class 2-9) (%)	Road Trains (Class 10+) (%)
Q_{T1} =	0	0	0
Q_R =	0	0	0
Q_{T2} =	1995	6	0
Q_L =	36	0	0
Q_{LM} =	29	0	0
Q_{RM} =	0	0	0

RIGHT TURN ASSESSMENT

Q_M =	2031
% HV =	5.894
x =	0.00
TREATMENT =	SR

LEFT TURN ASSESSMENT

Q_M =	998
% HV =	6.00
x =	5.17
TREATMENT =	CHL
OFFSET?	NO

INTERSECTION WARRANTS
Main Roads WA Supplement to Austroads Guide to Traffic Management - Part 6, Sec 3.3.6
Version: 2.04

Source: Adapted from Austroads GTM Part 6 - 2020

Figure 3.26: Calculation of the major road traffic volume Q_M

Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= Q_{T1} + Q_{T2} + Q_L
		Yes	= Q_{T1} + Q_{T2}
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 50% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 33% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a)

Figure 27 – Turn treatment calculations for the proposed crossover for the PM peak hour (17:00)

Although the turn warrants are satisfied, there isn't sufficient room in the road reservation to allow for a provision of a compliant left turn lane. This approach is consistent along Edward Street, where no commercial developments have dedicated turn lanes at crossovers.

4.9 Site-Specific Issues and Proposed Remedial Measures

Site-specific issues identified during the assessment, along with corresponding remedial measures, are summarised in **Table 26**.

Table 26 – 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	Amey considers that the actual parking demand generated by the proposed childcare centre is likely to be lower than the anticipated parking requirement. Accordingly, the provision of 23 car parking bays within the on-site parking area, together with a further 3 bays located along the western site boundary and accessed directly from the R.O.W., is considered sufficient to accommodate the anticipated parking demand of the proposed development. This assessment is discussed in further detail in Section 4.2 of this report.

Site-Specific Issue No 2	> **Turn lanes**
	The proposed development satisfies the requirements for provision of turn lanes. The road environment is restricted and does not allow for provision of compliant left turn lanes. This is a common occurrence with commercial developments along Edward Street, therefore non-provision of turn lanes would be in keeping with the current practices along the corridor.

APPENDICES

APPENDIX A

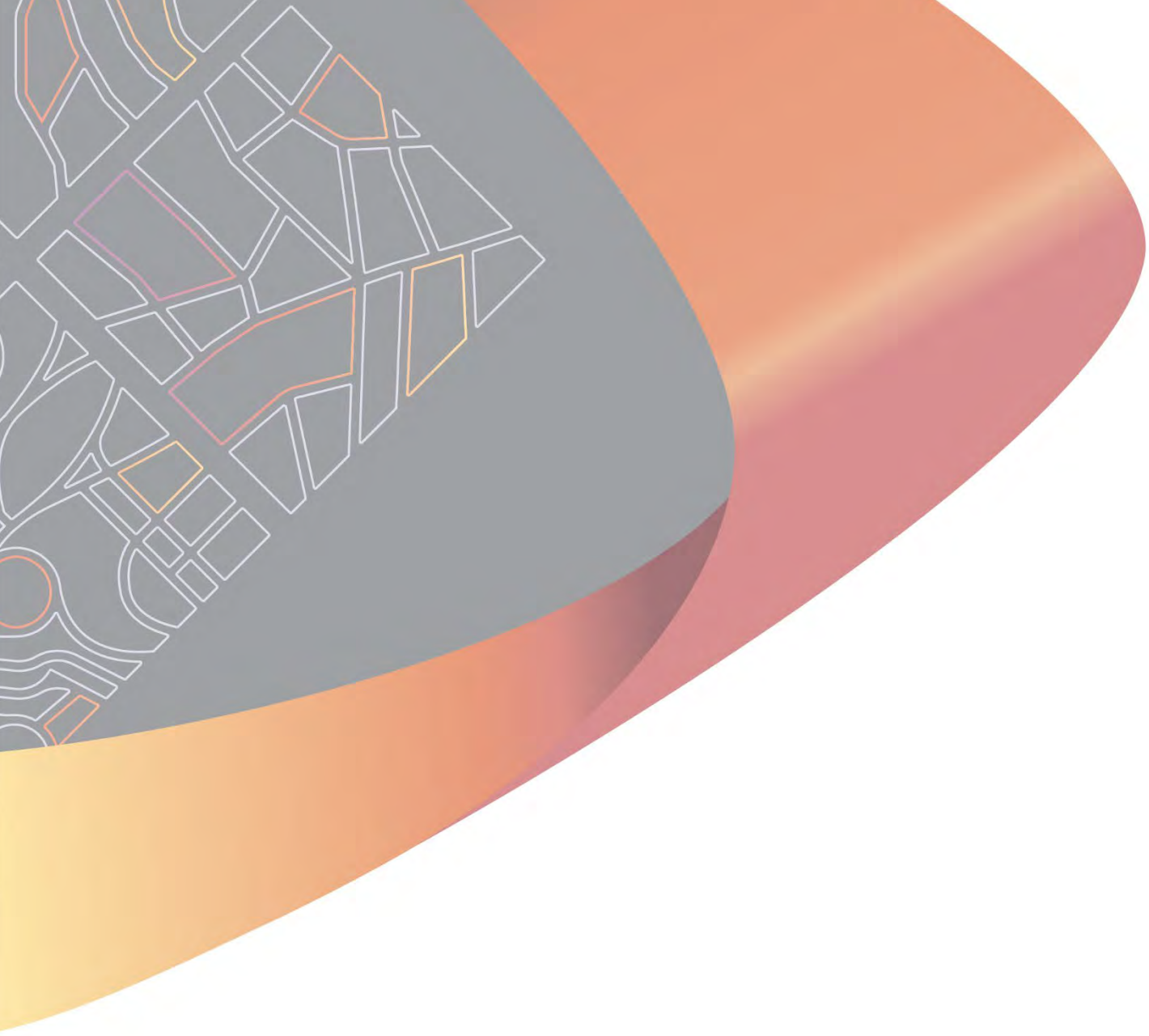
DEVELOPMENT SITE PLAN

APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS



Premise

2026

WASTE MANAGEMENT PLAN



LOT 689 (No.177) EDEWARD STREET, OSBORNE PARK

PROPOSED CHILD CARE PREMISES
(CITY OF STIRLING)

CF Town Planning & Development

Prepared for

Germano Designs and the landowners to service the proposed new child care premises on Lot 689 (No.177) Edward Street, Osborne Park.

Prepared by

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	11 March 2026
Mr Carlo Famiano	Town Planner	Waste Management Plan	31 August 2026

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Appendix 1: Bin Store Location

Appendix 2: - Site Development Plans

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 689 (No.177) Edward Street, Osborne Park (i.e. 'Subject Land').

Under the terms of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3), the Subject Land is classified 'Residential' zone with a density coding of R40. According to the City's LPS No.3 the use of land classified 'Residential' 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.

The subject land area is irregular in shape, comprises a total combined lot area of 1,490m^2, has direct frontage and access to Hutton Street along its south-eastern lot boundary, Edward Street along the land's eastern lot boundary and a right of way along the land's western lot boundary.

Lot 689 is currently development/used for 'Child Care Premises' purpose and contains a number of physical improvements including one (1) masonry building, a large hardstand area (on-site car parking area), sealed driveway/crossover, shade structure and boundary fencing.

The proposed development will replace the existing single storey child care premises building with a new two-storey building that will accommodate a total of ninety (90) 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 1,363.29m^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	674.36m^2
Outdoor Plan Area	688.93m^2
Total Active Area of Child Care Premises	**1.363.29m^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 410m^2.

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

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

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; and
- Sustainability Victoria (Victorian State Government).

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.
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 1,363.29m^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 410m^2.

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	410m^2	1,435 litres	1,435 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land. this Waste Management Plan recommends the use of 240L 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 240L 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/240L.

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- 6 x 240L
- Recycle waste bins- 6 x 240L

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.

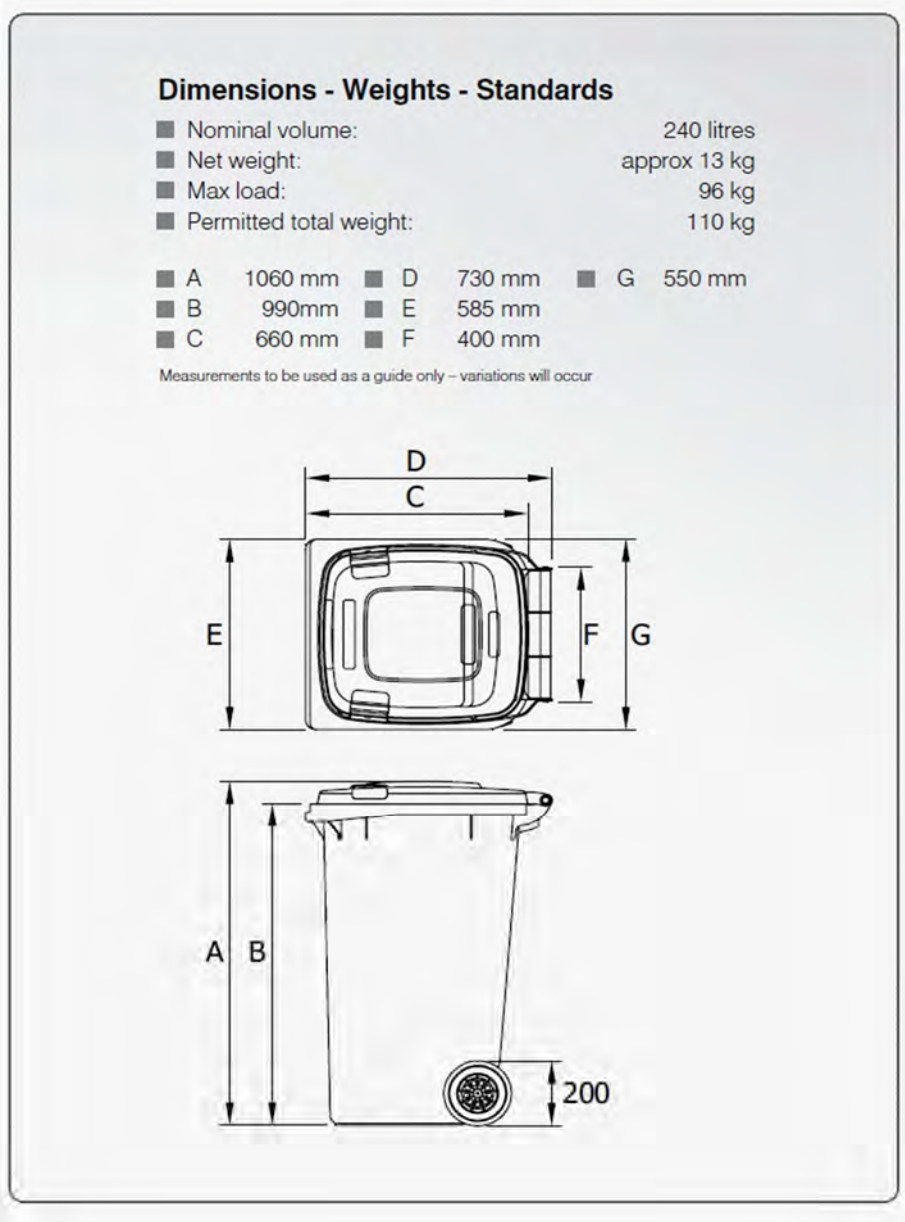


Figure 1 – Bin type & dimensions

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

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE GENERATION
General Waste	240L	6	1 per week	1,440L per week	1,435 litres
Recycle Waste	240L	6	1 per week	1,440L per week	1,435 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 right of way frontage, as it does not comprise excessive traffic volumes (lower order road). Current waste service collection is along the land's Hutton Street frontage. Furthermore, waste collection will be staggered over two (2) days to reduce the number of bins being presented within the right of way at any one given time. As such, on-street waste collection for the Subject Land is proposed to be undertaken on Tuesday for recycling to coincide 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 240 litre general waste bin collection (i.e. Friday).
- Weekly 240 litre recycling bin collection (i.e. potentially Tuesday).

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 collected by a private contractor from the right of way abutting the western side of the subject land with a standard waste truck (approximately 8 metres long). It is noted that sufficient space will be provided within the land's right of way frontage to accommodate the bins on collection day. Figure 2 illustrates the approximate information/specifications associated with waste collection truck that would typically be used to service the site.

The bins will be transported by the appointed staff member of the child care premises to the street the night prior to collection and returned to the bin store before 6pm on the day of collection or once the bins have been emptied to enable the use of the bins during the day. The proposed collection/service is consistent with the current domestic service operating within the immediate area.

It is envisaged that the truck will remain stationary within the right of way 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). 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 right of way during the weekly rubbish pick-up periods. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets. As such, the service will not impact the nearby residential properties in terms of noise (i.e. the recycle service will reflect the City's current waste collection day).



Figure 2 – Rubbish truck & approximate specifications to be adopted for the development (verge pick up).

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 twelve (12) 240 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
240L MGB (General Waste)	0.41m^2	6 bins	X 2 (shared access)	4.92m^2
240L MGB (Recycle Waste)	0.41m^2	6 bins	X 2 (shared access)	4.92m^2
			Total Area Required	**9.84m,^{2}**
			Total Area provided	**13.63m^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 along the western lot boundary, abutting the right of way and car parking area for the child care premises.

The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from the right of way, any streets or the adjoining property (see Appendix 1 – Bin Store Location & Figure 3). It should be noted that the bin store will be well setback from the northern boundary and therefore provided sufficient separation from the existing residential development on the adjoining northern property.

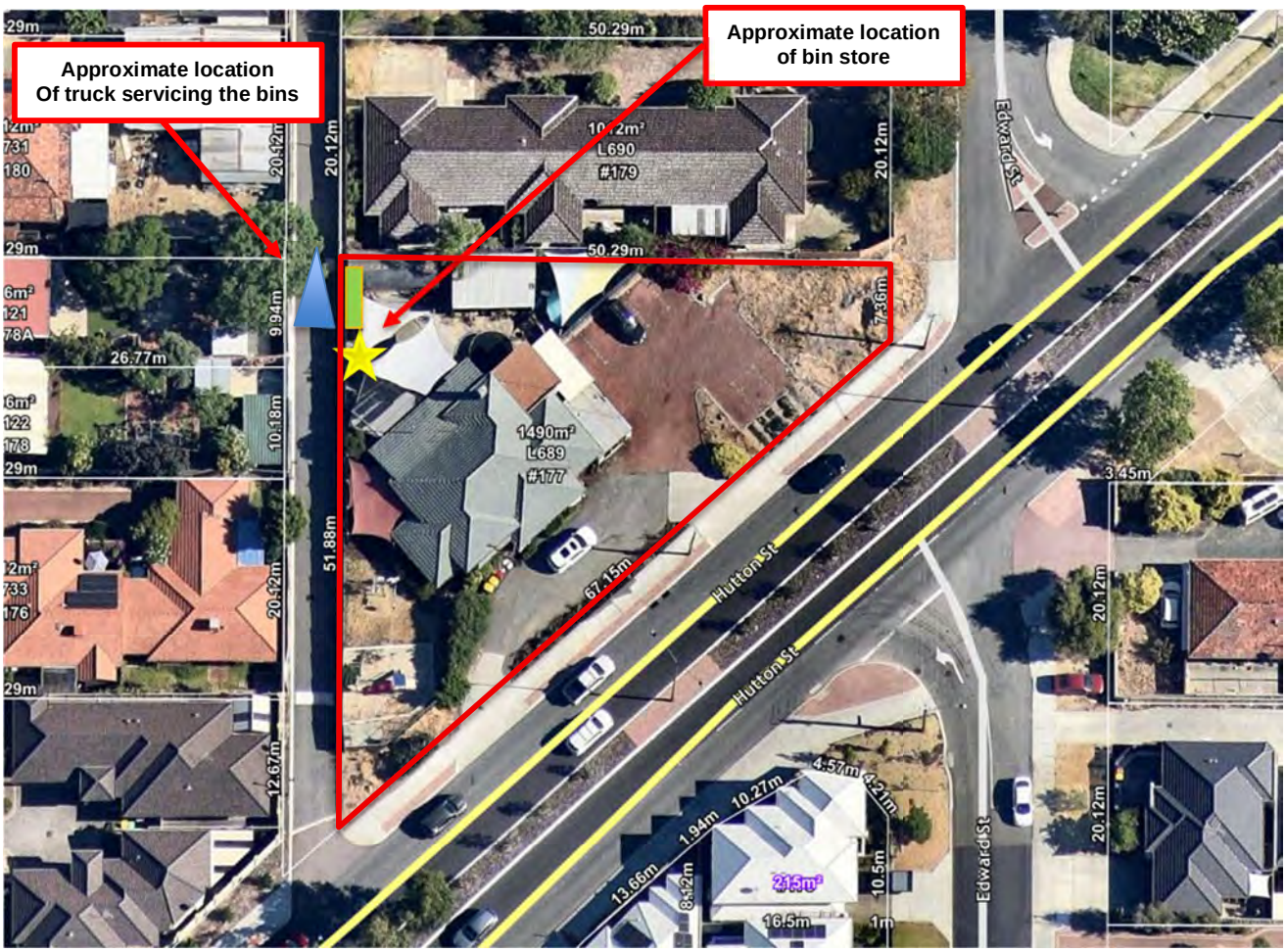


Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

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 the right of way);

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

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



Figure 4 – The proposed bin stiorerage area.

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 right of way lot boundary, abutting the on-site car parking area of the development and well away from any residential developments on the adjoining/adjacent site;
- 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 the bin pad area long the right of way for collection (see Appendix 1 – Bin Store Location & Figure 4).

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting the right of way and within the car parking area of the development and well away from the adjoining/adjacent residential properties. This will provide easy access by the operators of the child care premises on the Subject Land, whilst providing a buffer from any surround residential developments.

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 right of way collection will assist with less noise associated with an on-site collection service and therefore having less impact on the existing dwellings on the adjoining and adjacent 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 western lot boundary, abutting the right of way and abutting the car parking area associated with the development, along with being well 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.

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.

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, including the right of way). 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 the right of way). 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 bin collection pad along the right of way for collection day and then return back to the bin storage area;
- 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.

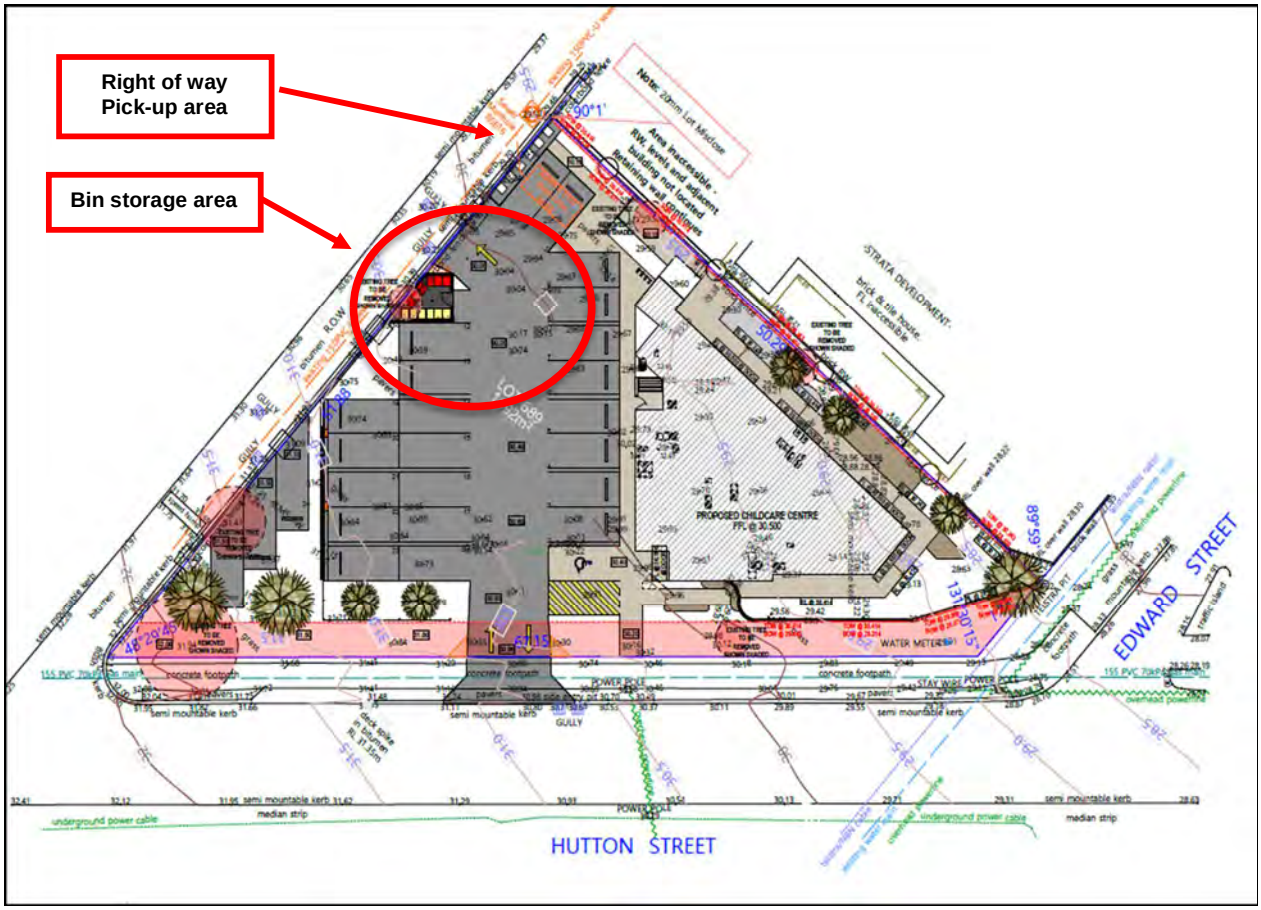
13.0 CONCLUSION

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 240 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.

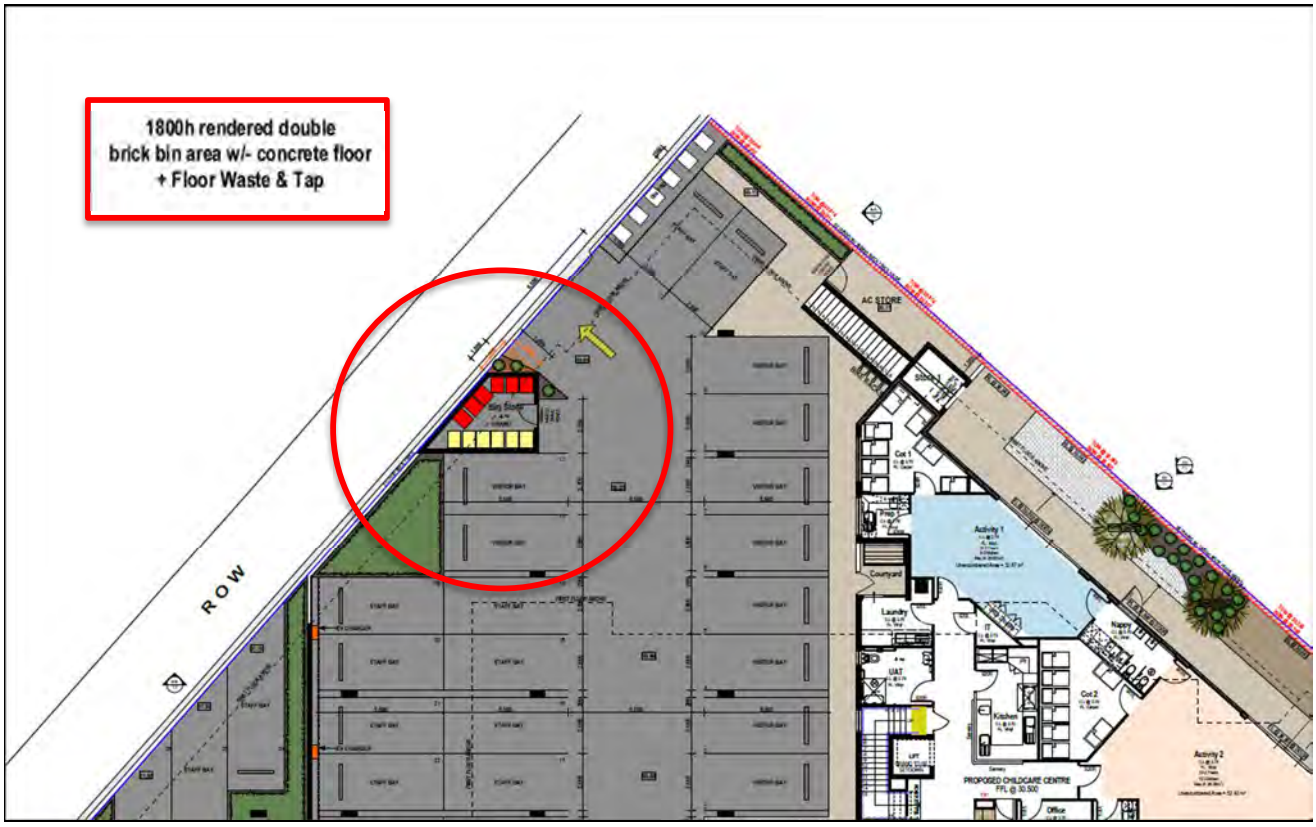
Furthermore the servicing of the bins by the private contractor (on-street) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation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

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Planning & Development Consultants

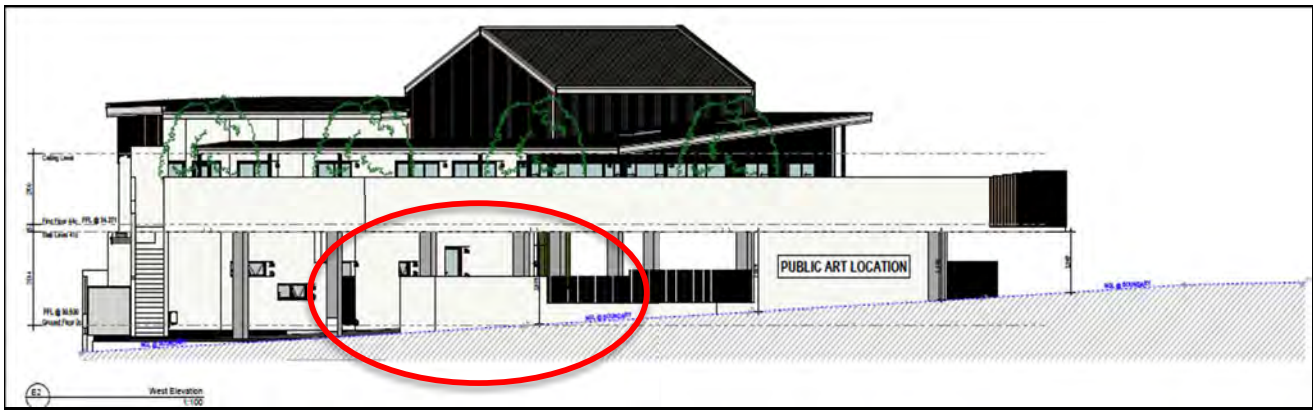
APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



Bin Storage Area (Site Plan)



Bin Storage Area (Elevation)

APPENDIX 2 – SITE DEVELOPMENT PLANS

Stavretis

Address:177 Edward Street OSBORNE PARK

Childcare Centre

Job Number: 23083

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



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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

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Drawing Title:
3D Perspectives

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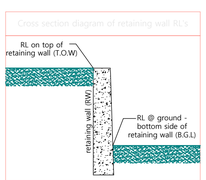


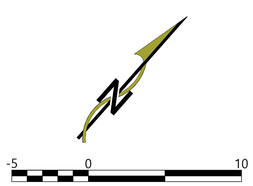




LEGEND

- TBM - RL 31.35m AHD
- Edge of Patio/Structure
- Gutter Line
- Overhead Powerline (centre-line of poles)
- Underground Power Cable
- Gas Main
- Water Main
- Sewer Main
- Underground Telstra/NBN Cable
- Gully
- Water Meter
- Sewer Manhole
- House Connection
- Power Pole
- Telstra Pit
- Tree





Note: Service lines are plotted from dial before you dig 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.

TBM deck spike in bitumen equals RL 31.35m AHD
Based on SSM - YOK85
RL 32.539m AHD
(Landgate Geodetic Section)
Contractor to check datum before adopting levels

Survey Date: 26 July 2024 | Scale 1:200@A2
Client: Helen Christou

Rev	Date	Description	Surv	Drawn
0	31/07/2024	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY OF LOT 689 ON PLAN 2452 177 Edward Street, Osborne Park

C/T Vol: 1987 Fol: 688

our ref. 24-0452

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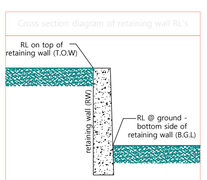


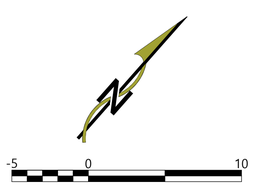




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Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105,385
	412.06 m²	114,545 mm
Ground Floor		
Store 1	5.18	9,180
AC STORE	13.30	19,331
Bin Store	13.63	15,966
Childcare	254.53	77,824
	286.64 m²	122,301 mm
	698.70 m²	**236,846 mm**

Site Calculations	
Site Area:	1,492m²
Building Footprint:	951.47m²
Site Coverage:	63.77%
Zoning:	R40
Policies:	Insert
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

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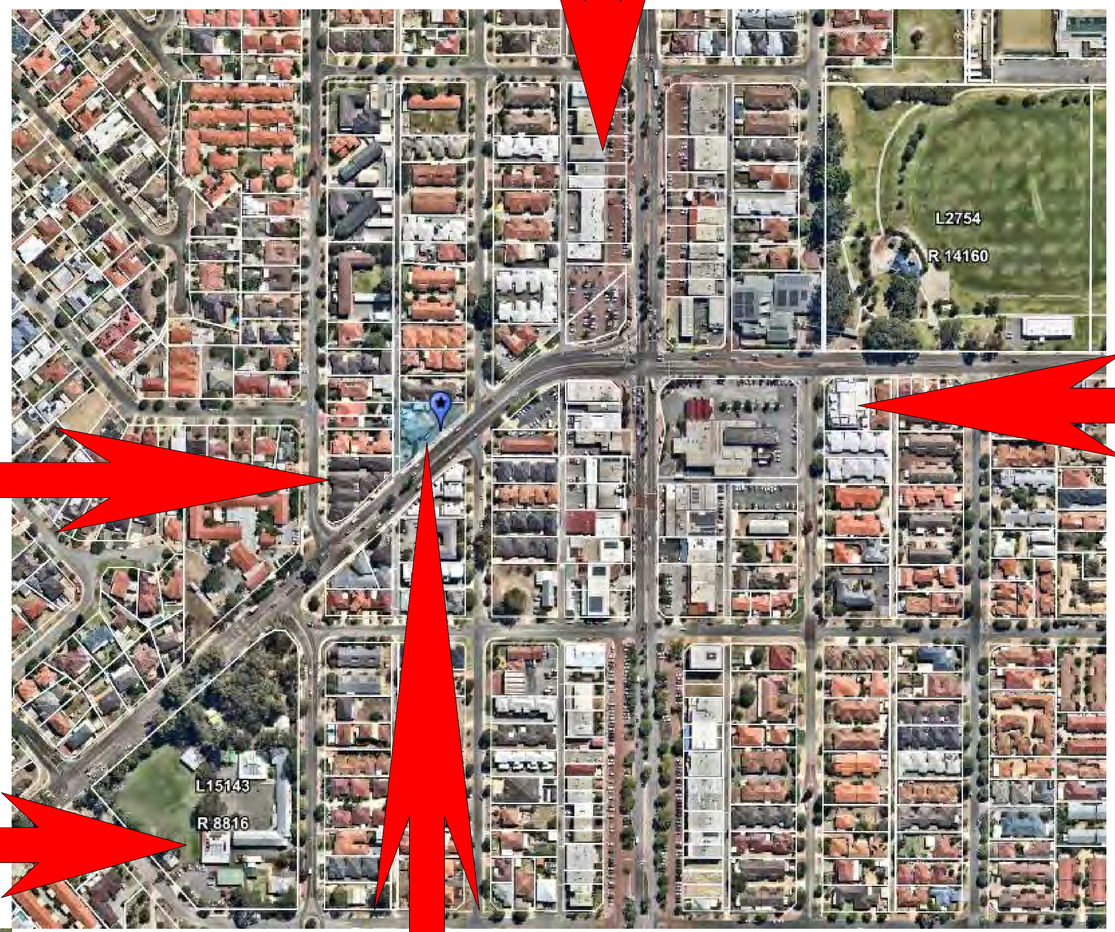
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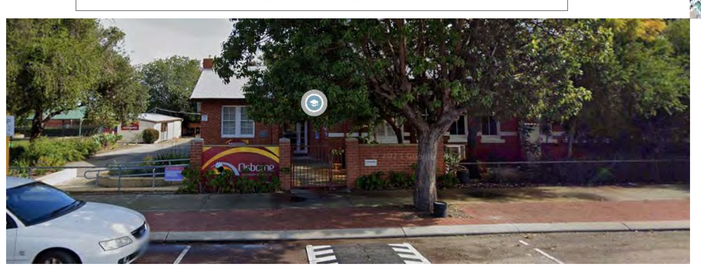
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COMMERCIAL
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COMMERCIAL
155 Albert Street, Osborne Park 6017





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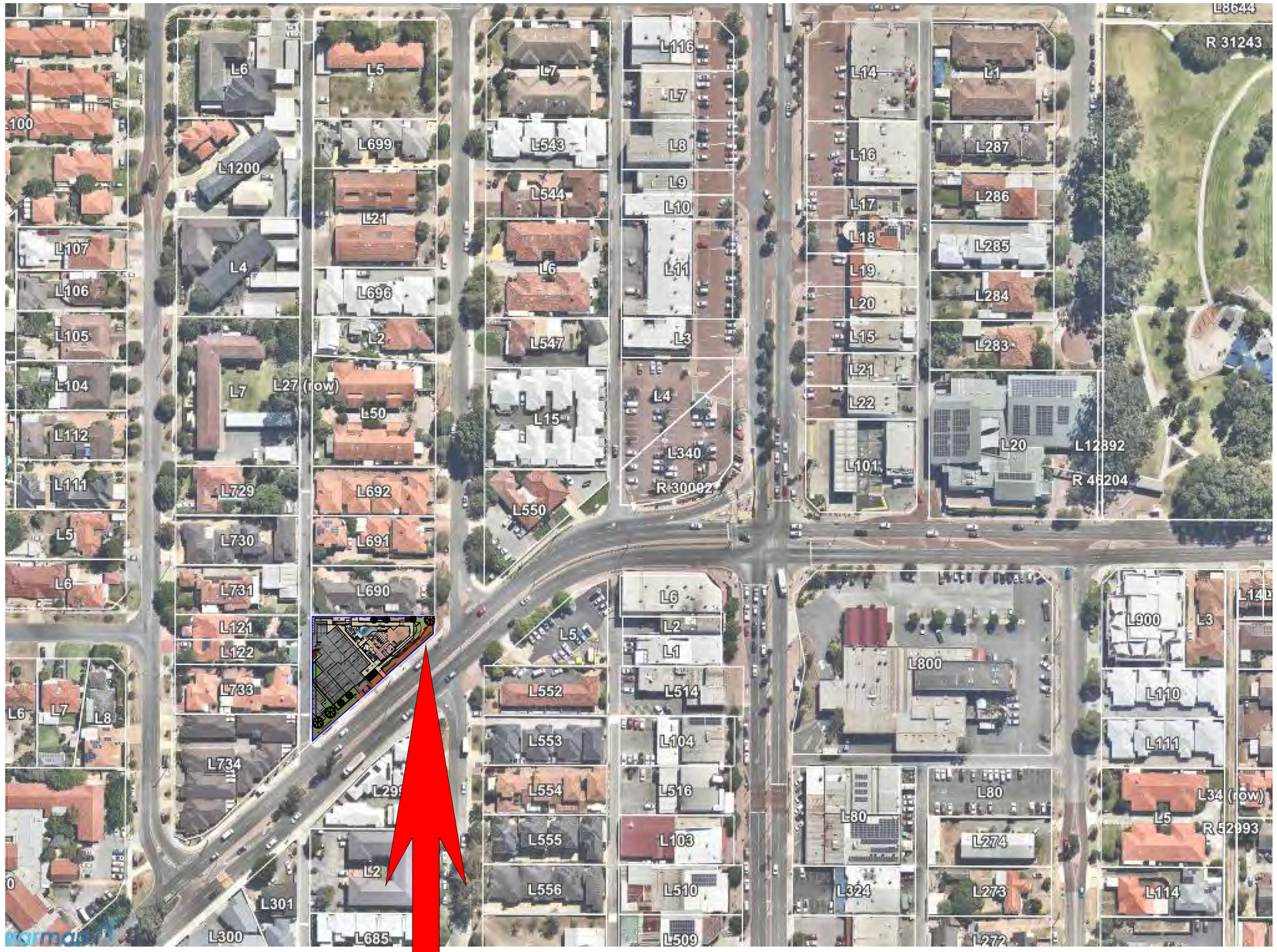
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Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Overlay

Scale:
Sheet Size: A1

Project No: 23083
Revision Number: 12.00

Drawing No.:
06 of 13

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CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*8*	*32.67m²*	*2*
Activity 2	*0-2*	*12*	*52.43m²*	*3*
Activity 3	*2-3*	*15*	*52.81m²*	*3*
Activity 4	*2-3*	*15*	*49.00m²*	*3*
Activity 5	*3-5*	*20*	*65.45m²*	*2*
Activity 6	*3-5*	*20*	*67.91m²*	*2*
Total Internal = (Min 3.25m² per child)		**90**	**331.44m²** (Min 292.50m² req)	**17**
Total External Play Area = (Min 7m² per child)		**90**	**678.99m²** (Min 630.00m² req)	



Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105.385
	412.06 m²	114.545 mm
Ground Floor		
Store 1	5.18	9.180
AC STORE	13.30	19.331
Bin Store	13.63	15.966
Childcare	254.53	77.824
	286.64 m²	122.301 mm
	698.70 m²	**236.846 mm**

Site Calculations

Site Area:	1,492m²
Building Footprint:	951.47m²
Site Coverage:	63.77%
Zoning:	RAD
Policies:	Insert
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25
Revision	**Description**	**Date**

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Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
07 of 13

LANDSCAPING CALCULATIONS

SITE AREA = 1,492m²
LANDSCAPING = 451.42m² / 30.25%

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CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
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Total Internal = (Min 3.25m² per child)		**90**	**331.44m²** (Min 292.50m² req)	**17**
Total External Play Area = (Min 7m² per child)		**90**	**678.99m²** (Min 630.00m² req)	



Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105.385
	412.06 m²	114.545 mm
Ground Floor		
Store 1	5.18	9.180
AC STORE	13.30	19.331
Bin Store	13.63	15.966
Childcare	254.53	77.824
	286.64 m²	122.301 mm
	698.70 m²	**236.846 mm**

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Zoning:	R40
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BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

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8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
First Floor

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Project No:	**Revision Number:**
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Drawing No.:
08 of 13

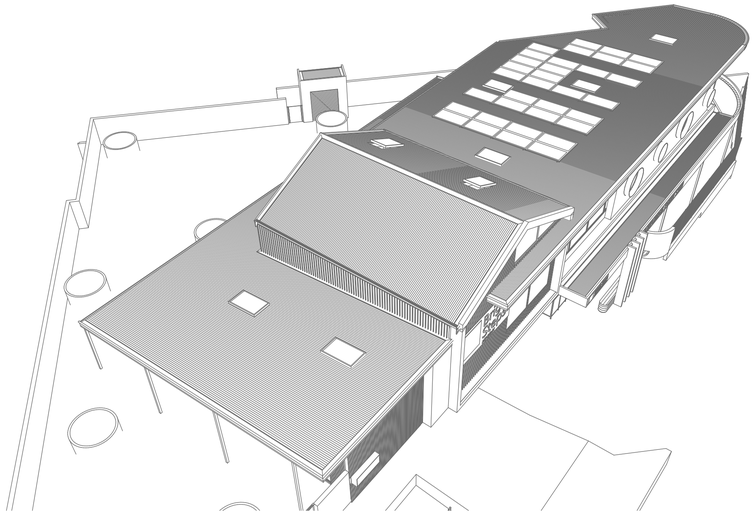
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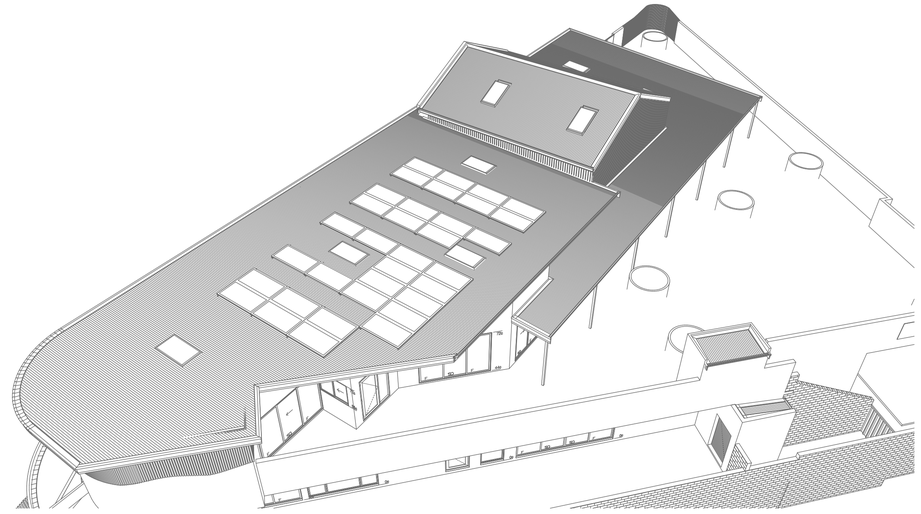
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6.00	DRP	24.06.25
4.00	Concept	22.04.25

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Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
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Sheet Size: A1

Project No: 23083

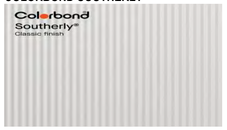
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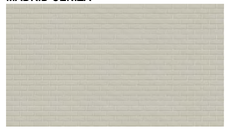
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FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



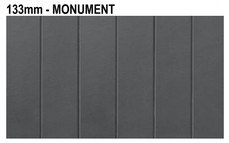
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MAIN RENDER - DULUX VIVID WHITE



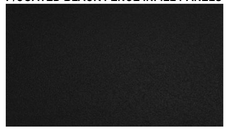
JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL LUSTRE



P/COATED BLACK FENCE INFILL PANELS



TIMBER LOOK CLADDING





E1 South East Elevation
1:100



F1 South East Fence Elevation
1:100



E2 West Elevation
1:100

Revision	Description	Date
13.00	DA Changes	11.08.26
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4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Elevations

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
10 of 13

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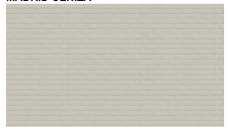
ROOF, GUTTERS & FASCIA - COLORBOND SOUTHERLY



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



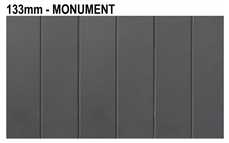
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MAIN RENDER - DULUX VIVID WHITE



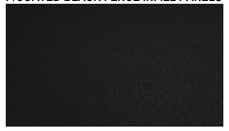
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WINDOW & DOOR FRAMES - CHARCOAL LUSTRE

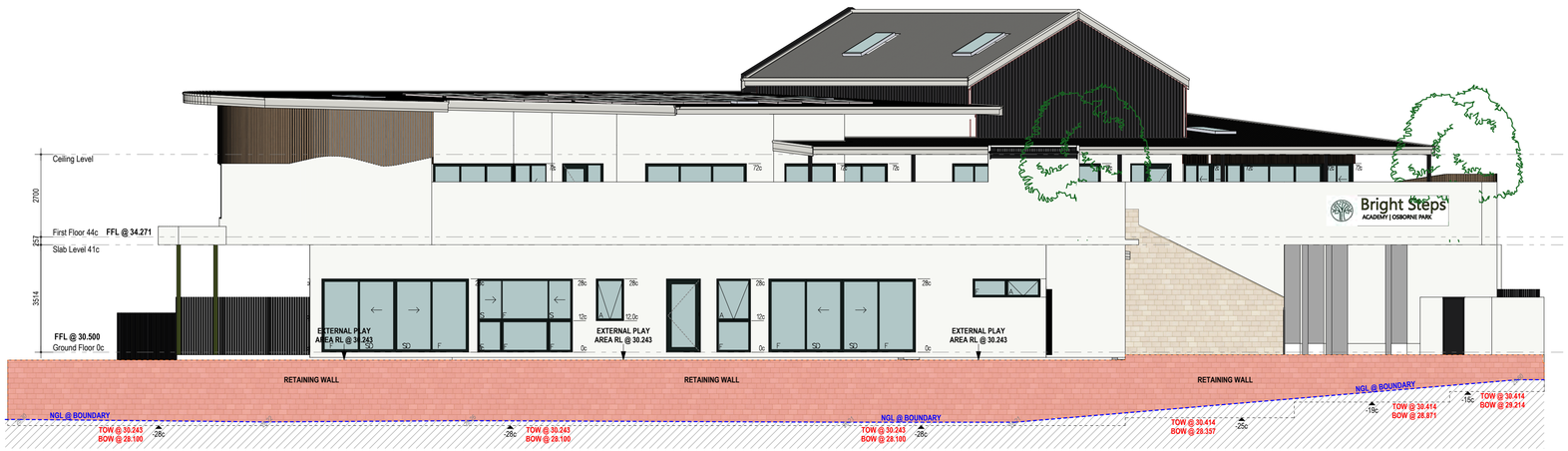


P/COATED BLACK FENCE INFILL PANELS

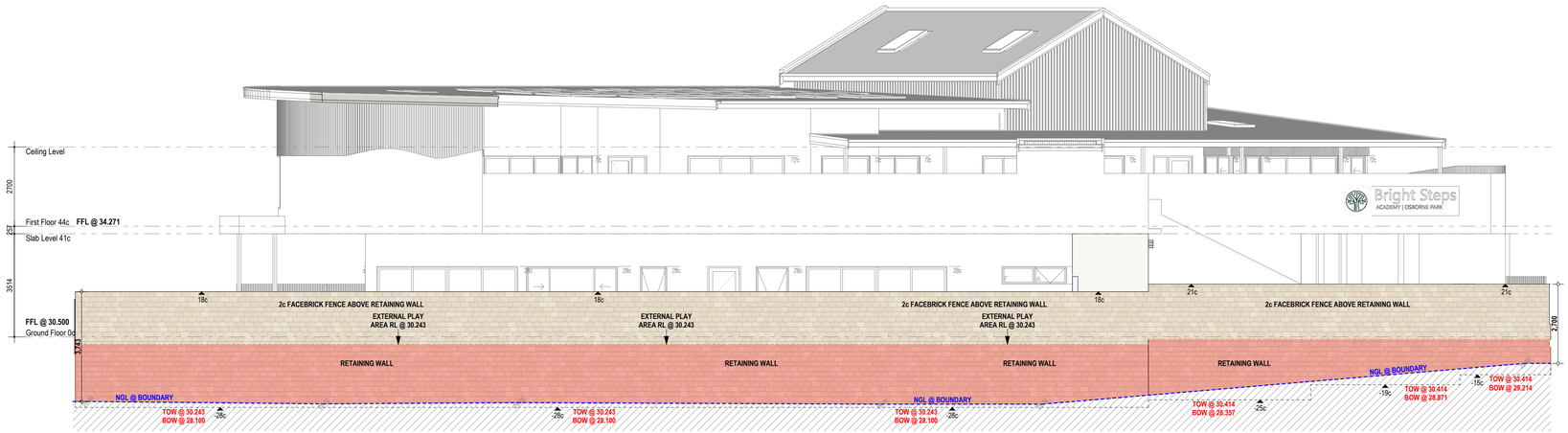


TIMBER LOOK CLADDING





E3 Elevation
1:100



F3 North Fence Elevation
1:100

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Client
Stavretis

Project Name
Childcare Centre

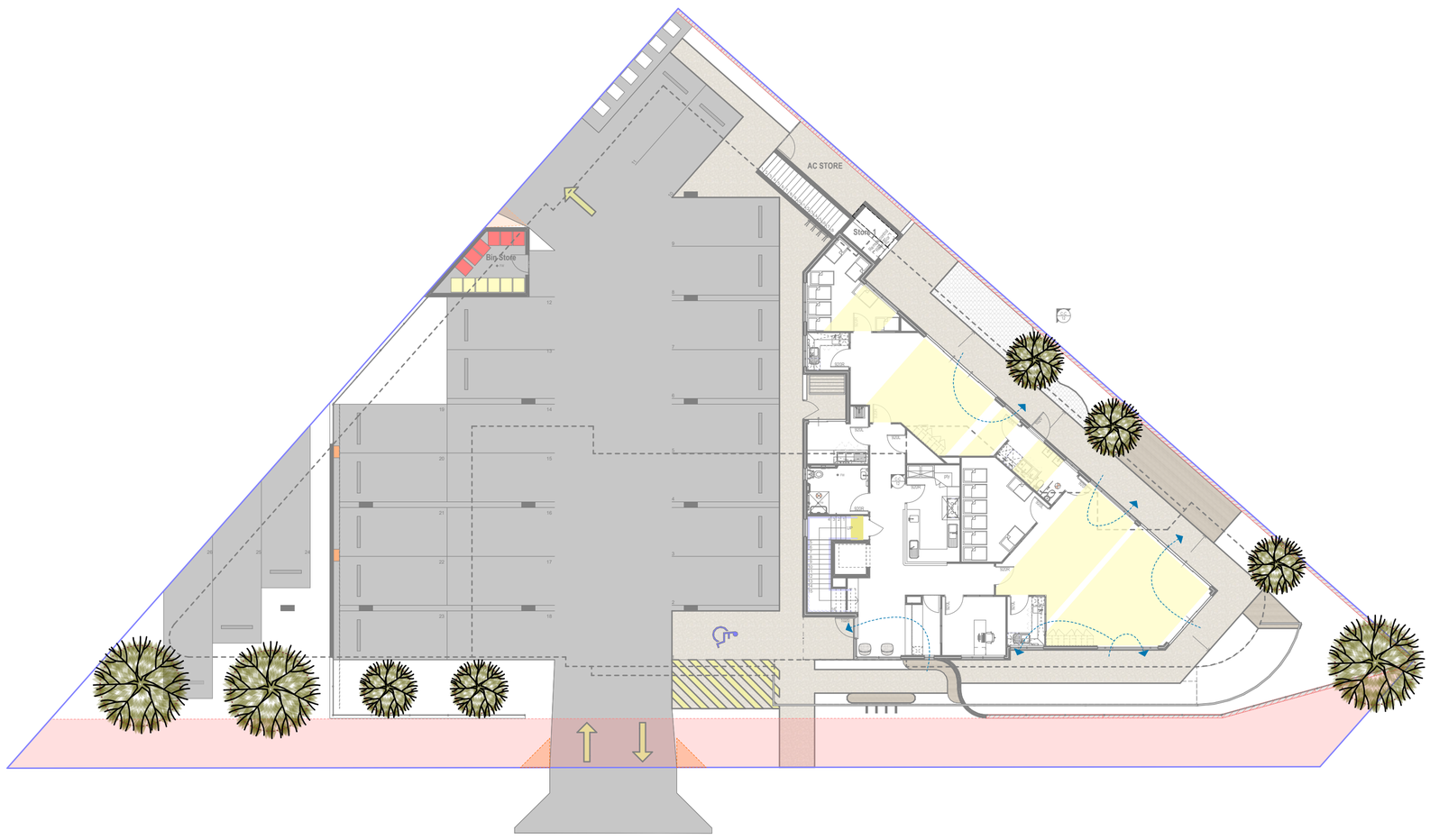
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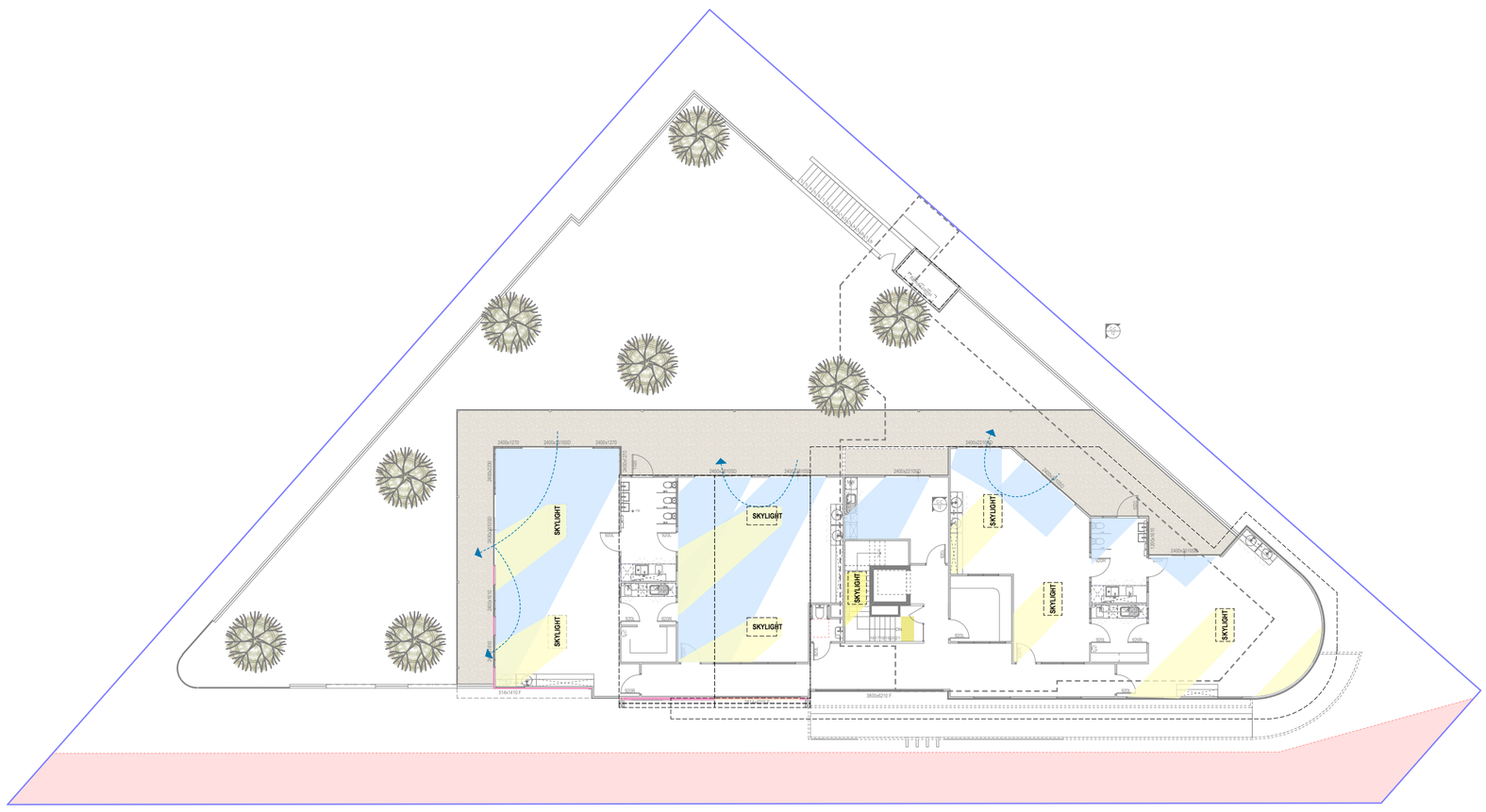
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Drawing No.: 11 of 13

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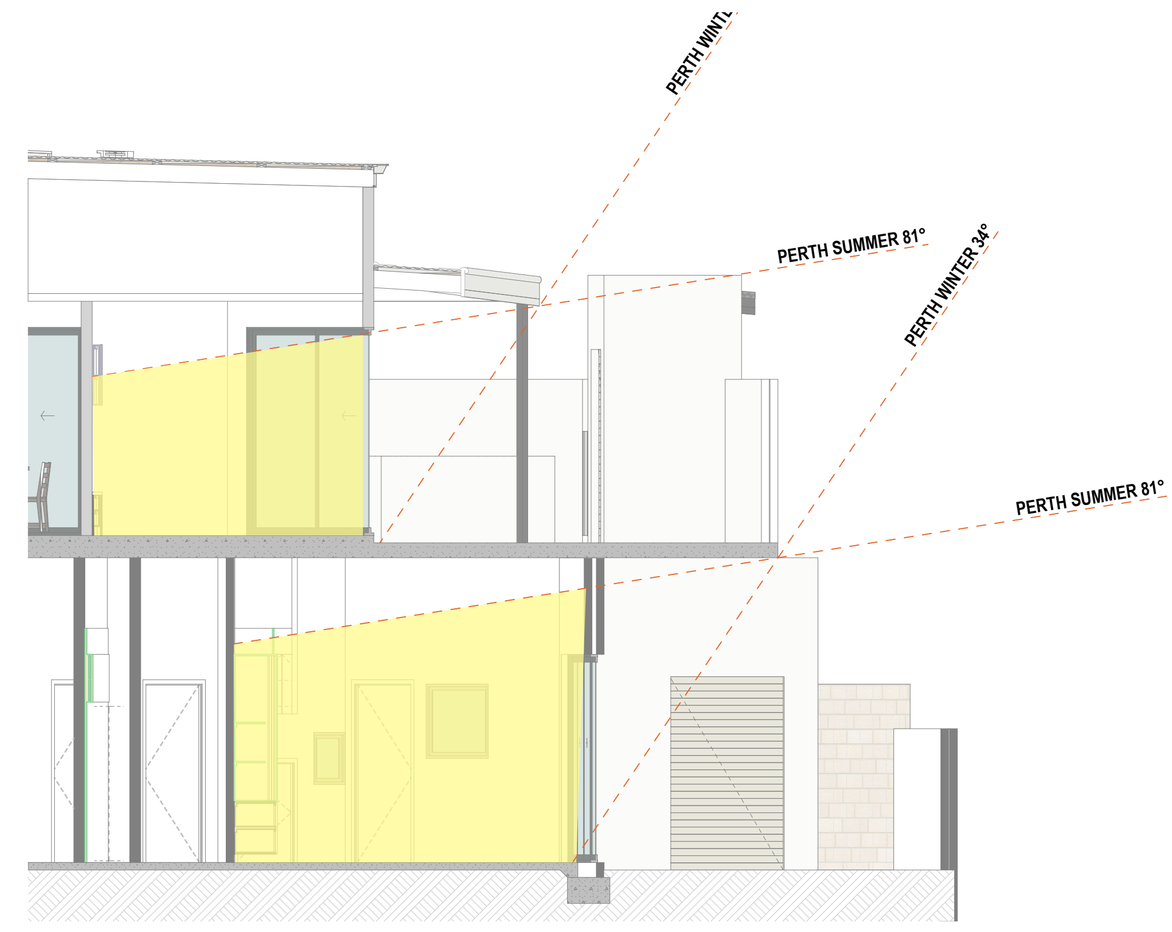
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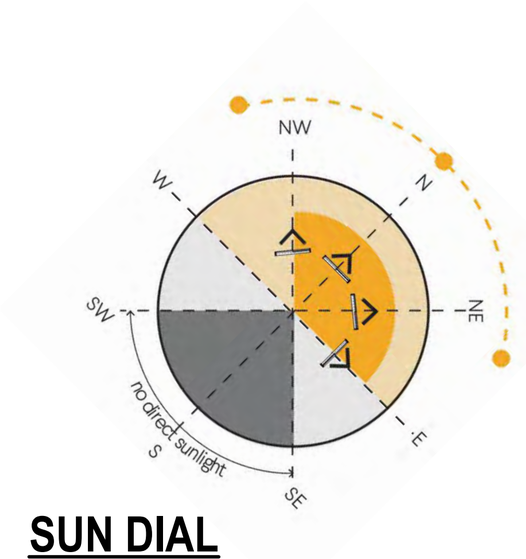
GF Solar
1:200



FF Solar
1:200



C-C
Section
1:50



SUN DIAL

WINTER SUN @ 34.00°

SUMMER SUN @ 81.00°

BREEZE PATH

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and 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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Project North:

Client
Stavretis

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Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

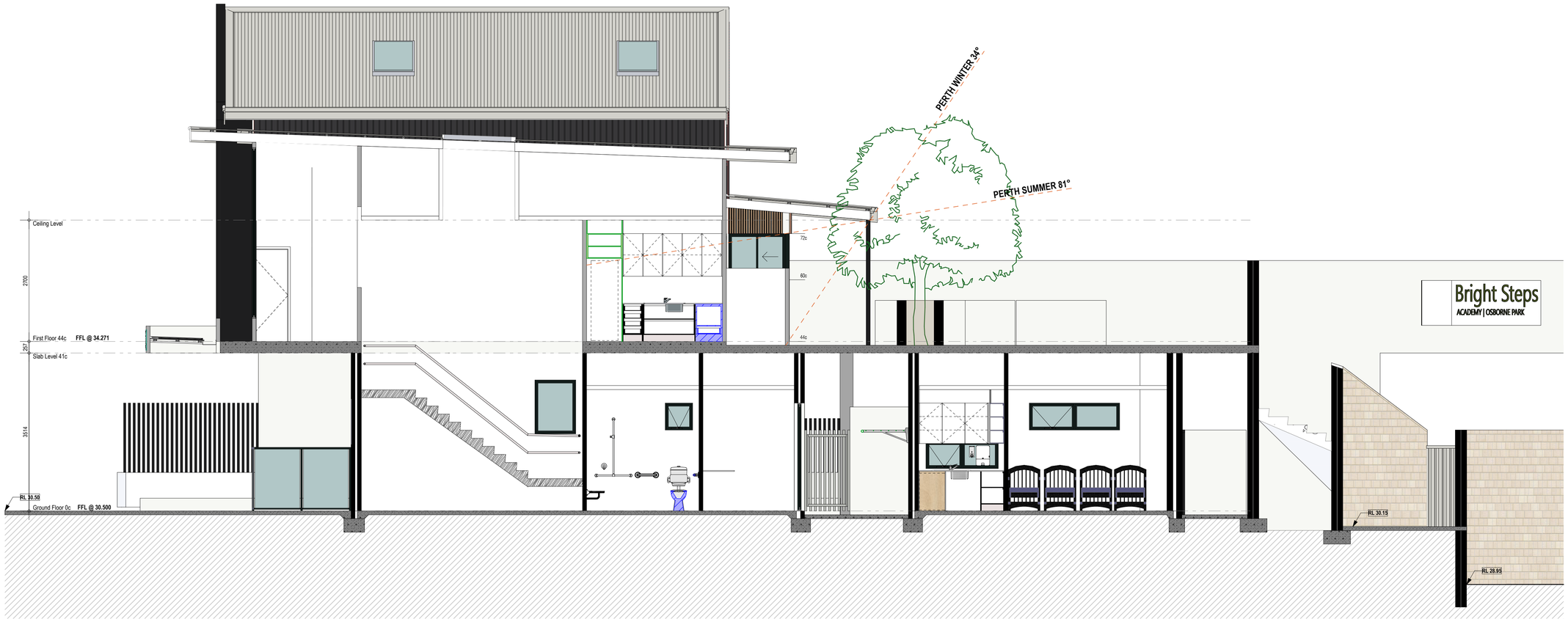
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A-A Section 1:50



B-B Section 1:100

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Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
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Scale:

Sheet Size: A1

Project No: 23083

Revision Number: 12.00

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Attachment 6c - Waste Management Plan
Received 31 August 2026

2026

WASTE MANAGEMENT PLAN



LOT 689 (No.177) EDEWARD STREET, OSBORNE PARK

PROPOSED CHILD CARE PREMISES
(CITY OF STIRLING)

CF Town Planning & Development

Prepared for

Germano Designs and the landowners to service the proposed new child care premises on Lot 689 (No.177) Edward Street, Osborne Park.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 92492158
Mb: 0407384140
Email: carlo@cftp.com.au



Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	11 March 2026
Mr Carlo Famiano	Town Planner	Waste Management Plan	31 August 2026

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List of Appendices

Appendix 1: Bin Store Location

Appendix 2: - Site Development Plans

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 689 (No.177) Edward Street, Osborne Park (i.e. 'Subject Land').

Under the terms of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3), the Subject Land is classified 'Residential' zone with a density coding of R40. According to the City's LPS No.3 the use of land classified 'Residential' 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.

The subject land area is irregular in shape, comprises a total combined lot area of 1,490m^2, has direct frontage and access to Hutton Street along its south-eastern lot boundary, Edward Street along the land's eastern lot boundary and a right of way along the land's western lot boundary.

Lot 689 is currently development/used for 'Child Care Premises' purpose and contains a number of physical improvements including one (1) masonry building, a large hardstand area (on-site car parking area), sealed driveway/crossover, shade structure and boundary fencing.

The proposed development will replace the existing single storey child care premises building with a new two-storey building that will accommodate a total of ninety (90) 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 1,363.29m^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	674.36m^2
Outdoor Plan Area	688.93m^2
Total Active Area of Child Care Premises	**1.363.29m^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 410m^2.

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

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

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; and
- Sustainability Victoria (Victorian State Government).

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.
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 1,363.29m^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 410m^2.

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	410m^2	1,435 litres	1,435 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land. this Waste Management Plan recommends the use of 240L 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 240L 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/240L.

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- 6 x 240L
- Recycle waste bins- 6 x 240L

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.

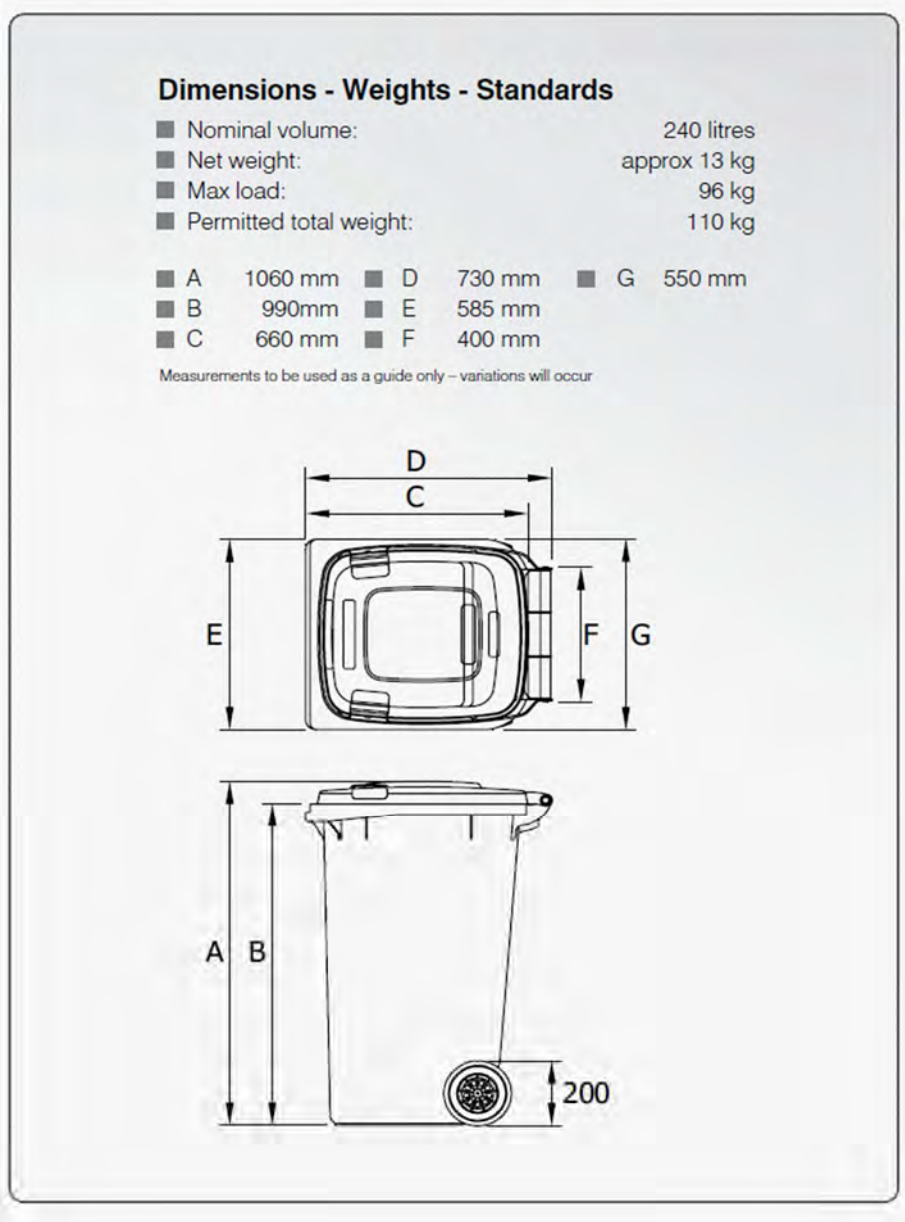


Figure 1 – Bin type & dimensions

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

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE GENERATION
General Waste	240L	6	1 per week	1,440L per week	1,435 litres
Recycle Waste	240L	6	1 per week	1,440L per week	1,435 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 right of way frontage, as it does not comprise excessive traffic volumes (lower order road). Current waste service collection is along the land's Hutton Street frontage. Furthermore, waste collection will be staggered over two (2) days to reduce the number of bins being presented within the right of way at any one given time. As such, on-street waste collection for the Subject Land is proposed to be undertaken on Tuesday for recycling to coincide 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 240 litre general waste bin collection (i.e. Friday).
- Weekly 240 litre recycling bin collection (i.e. potentially Tuesday).

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 collected by a private contractor from the right of way abutting the western side of the subject land with a standard waste truck (approximately 8 metres long). It is noted that sufficient space will be provided within the land's right of way frontage to accommodate the bins on collection day. Figure 2 illustrates the approximate information/specifications associated with waste collection truck that would typically be used to service the site.

The bins will be transported by the appointed staff member of the child care premises to the street the night prior to collection and returned to the bin store before 6pm on the day of collection or once the bins have been emptied to enable the use of the bins during the day. The proposed collection/service is consistent with the current domestic service operating within the immediate area.

It is envisaged that the truck will remain stationary within the right of way 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). 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 right of way during the weekly rubbish pick-up periods. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets. As such, the service will not impact the nearby residential properties in terms of noise (i.e. the recycle service will reflect the City's current waste collection day).



Figure 2 – Rubbish truck & approximate specifications to be adopted for the development (verge pick up).

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 twelve (12) 240 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
240L MGB (General Waste)	0.41m^2	6 bins	X 2 (shared access)	4.92m^2
240L MGB (Recycle Waste)	0.41m^2	6 bins	X 2 (shared access)	4.92m^2
			Total Area Required	**9.84m,^{2}**
			Total Area provided	**13.63m^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 along the western lot boundary, abutting the right of way and car parking area for the child care premises.

The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from the right of way, any streets or the adjoining property (see Appendix 1 – Bin Store Location & Figure 3). It should be noted that the bin store will be well setback from the northern boundary and therefore provided sufficient separation from the existing residential development on the adjoining northern property.

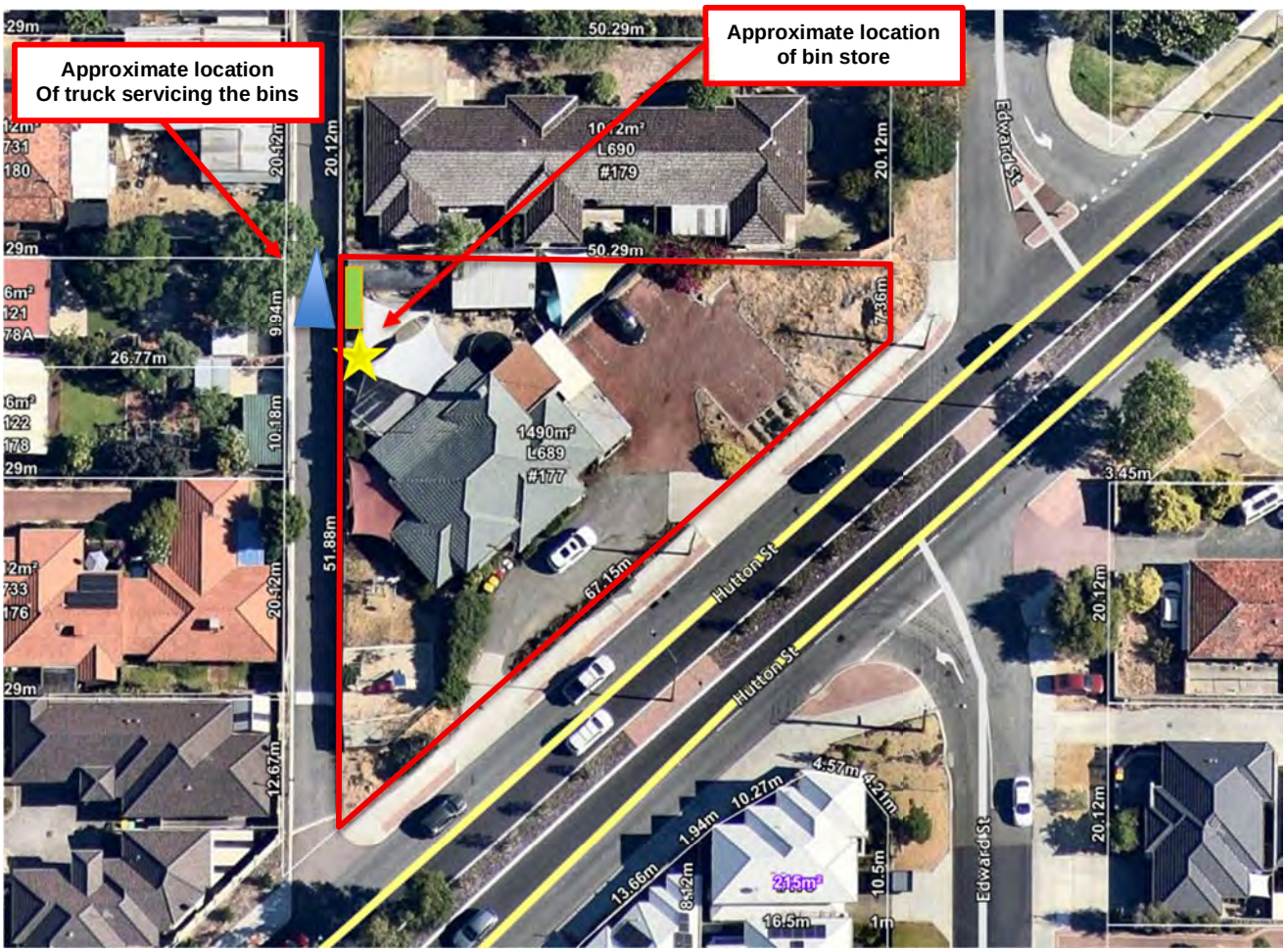


Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

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 the right of way);

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

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



Figure 4 – The proposed bin stiorerage area.

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 right of way lot boundary, abutting the on-site car parking area of the development and well away from any residential developments on the adjoining/adjacent site;
- 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 the bin pad area long the right of way for collection (see Appendix 1 – Bin Store Location & Figure 4).

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting the right of way and within the car parking area of the development and well away from the adjoining/adjacent residential properties. This will provide easy access by the operators of the child care premises on the Subject Land, whilst providing a buffer from any surround residential developments.

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 right of way collection will assist with less noise associated with an on-site collection service and therefore having less impact on the existing dwellings on the adjoining and adjacent 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 western lot boundary, abutting the right of way and abutting the car parking area associated with the development, along with being well 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.

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.

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, including the right of way). 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 the right of way). 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 bin collection pad along the right of way for collection day and then return back to the bin storage area;
- 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.

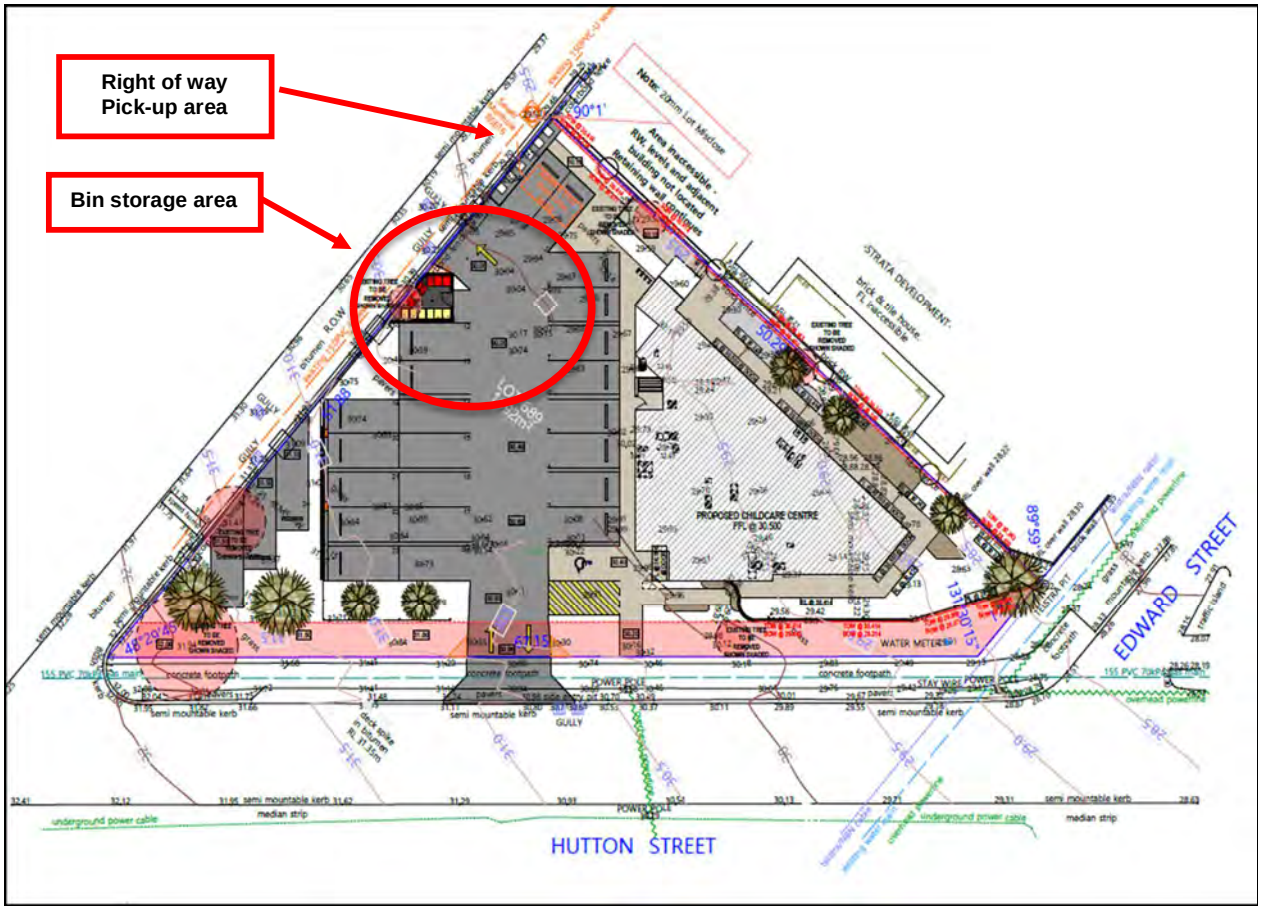
13.0 CONCLUSION

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 240 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.

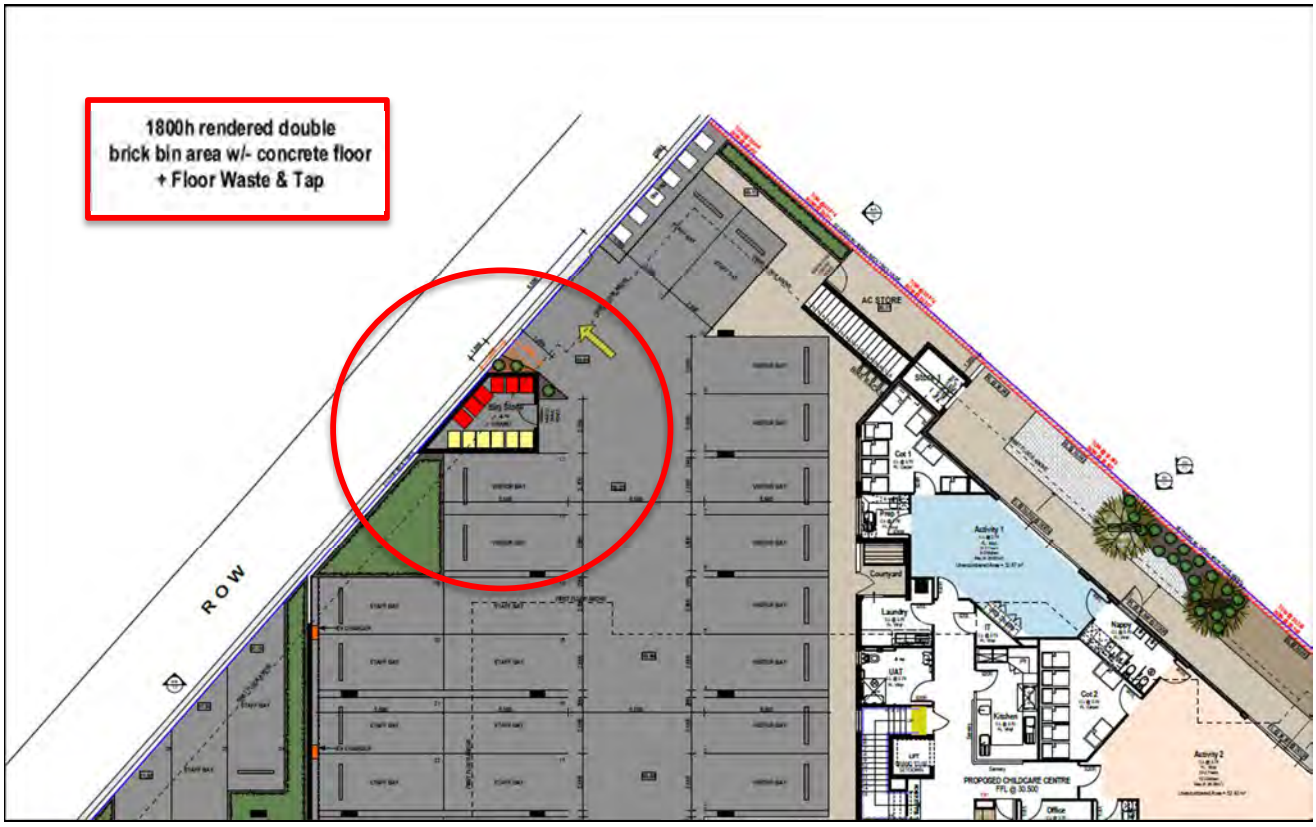
Furthermore the servicing of the bins by the private contractor (on-street) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation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

CF Town Planning & Development
Planning & Development Consultants

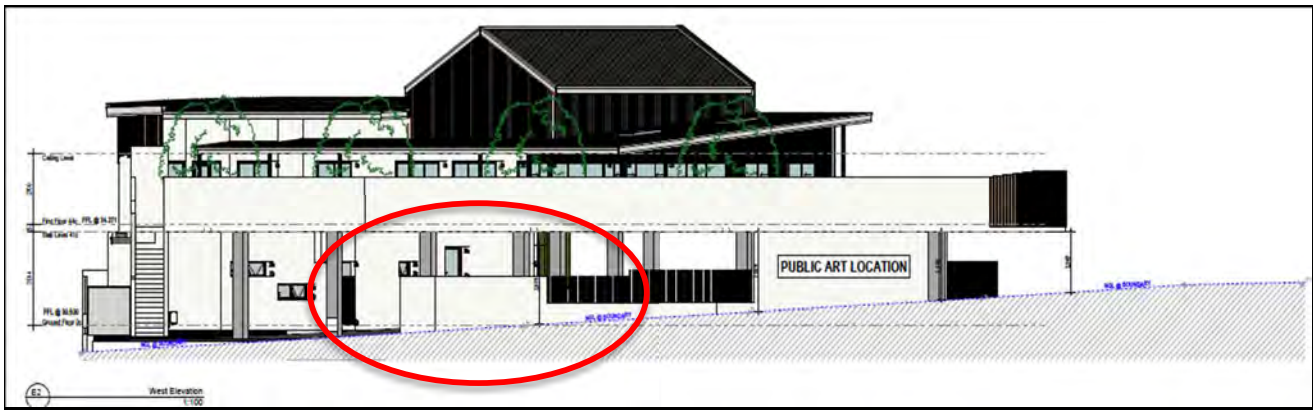
APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



Bin Storage Area (Site Plan)



Bin Storage Area (Elevation)

APPENDIX 2 – SITE DEVELOPMENT PLANS

Stavretis

Address:177 Edward Street OSBORNE PARK

Childcare Centre

Job Number: 23083

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



APPROVED BY TENANT

SIGNED : _____

DATE : _____

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Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
02 of 13

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DATE : _____

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Photo taken at facing South East



Photo taken at facing North East



Photo taken at facing North West



Photo taken at facing North West



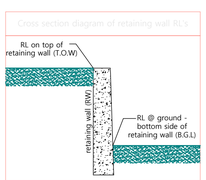


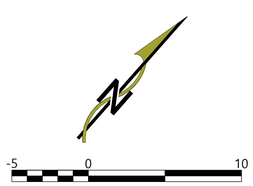




LEGEND

- TBM - RL 31.35m AHD
- Edge of Patio/Structure
- Gutter Line
- Overhead Powerline (centre-line of poles)
- Underground Power Cable
- Gas Main
- Water Main
- Sewer Main
- Underground Telstra/NBN Cable
- Gully
- Water Meter
- Sewer Manhole
- House Connection
- Power Pole
- Telstra Pit
- Tree





Note: Service lines are plotted from dial before you dig 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.

TBM deck spike in bitumen equals RL 31.35m AHD
Based on SSM - YOK85
RL 32.539m AHD
(Landgate Geodetic Section)
Contractor to check datum before adopting levels

Survey Date: 26 July 2024 | Scale 1:200@A2
Client: Helen Christou

Rev	Date	Description	Surv	Drawn
0	31/07/2024	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY OF LOT 689 ON PLAN 2452 177 Edward Street, Osborne Park

C/T Vol: 1987 Fol: 688

our ref. 24-0452

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

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 DIAL BEFORE YOU DIG 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.**

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
03 of 13

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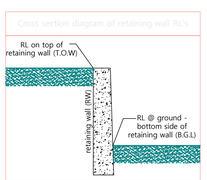


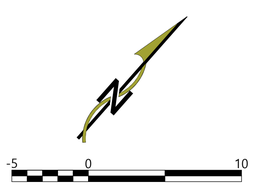




LEGEND

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- Tree





Note: Service lines are plotted from dial before you dig 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.

TBM deck spike in bitumen equals RL 31.35m AHD
Based on SSM - YOK85
RL 32.539m AHD
(Landgate Geodetic Section)
Contractor to check datum before adopting levels

Survey Date: 26 July 2024 | Scale 1:200@A2
Client: Helen Christou

Rev	Date	Description	Surv	Drawn
0	31/07/2024	Feature Survey Drafted	TF	TF

FEATURE AND CONTOUR SURVEY OF LOT 689 ON PLAN 2452 177 Edward Street, Osborne Park

C/T Vol: 1987 Fol: 688
our ref. 24-0452

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

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 DIAL BEFORE YOU DIG 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.**

Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105,385
	412.06 m²	114,545 mm
Ground Floor		
Store 1	5.18	9,180
AC STORE	13.30	19,331
Bin Store	13.63	15,966
Childcare	254.53	77,824
	286.64 m²	122,301 mm
	698.70 m²	**236,846 mm**

Site Calculations	
Site Area:	1,492m²
Building Footprint:	951.47m²
Site Coverage:	63.77%
Zoning:	R40
Policies:	Insert
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
04 of 13

APPROVED BY TENANT

SIGNED : _____
DATE : _____

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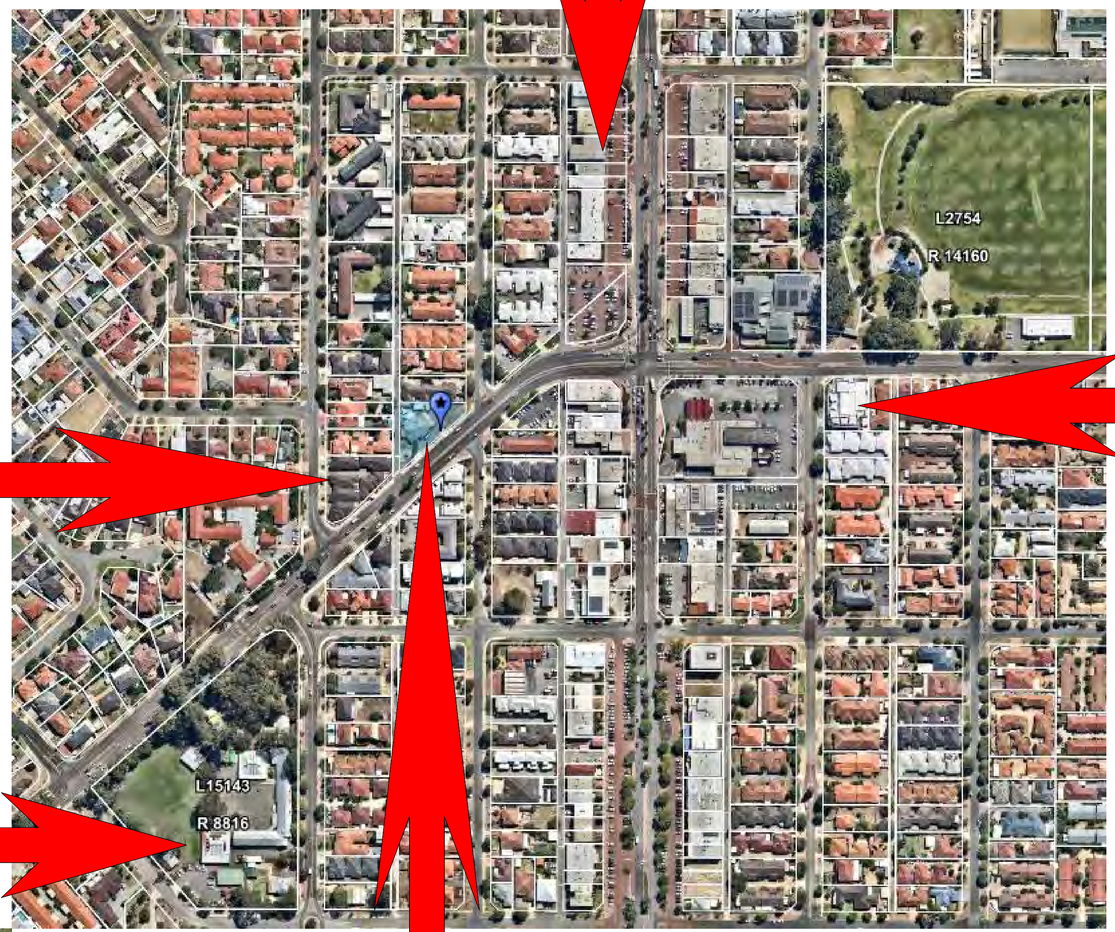
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Commercial
225 - 239 Main Street,
Osborne Park 6017



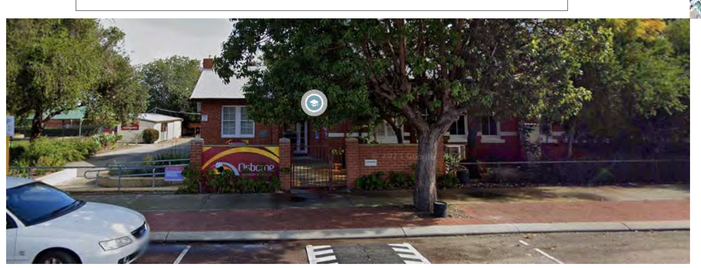
COMMERCIAL
174 Albert Street, Osborne Park 6017





COMMERCIAL
176 Waterloo Street,
Osborne Park 6017

COMMERCIAL
155 Albert Street, Osborne Park 6017





SUBJECT SITE
177 Edward Street, Osborne Park 6017

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
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8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Context Plan

Scale:
Sheet Size: A1

Project No: 23083
Revision Number: 12.00

Drawing No.:
05 of 13

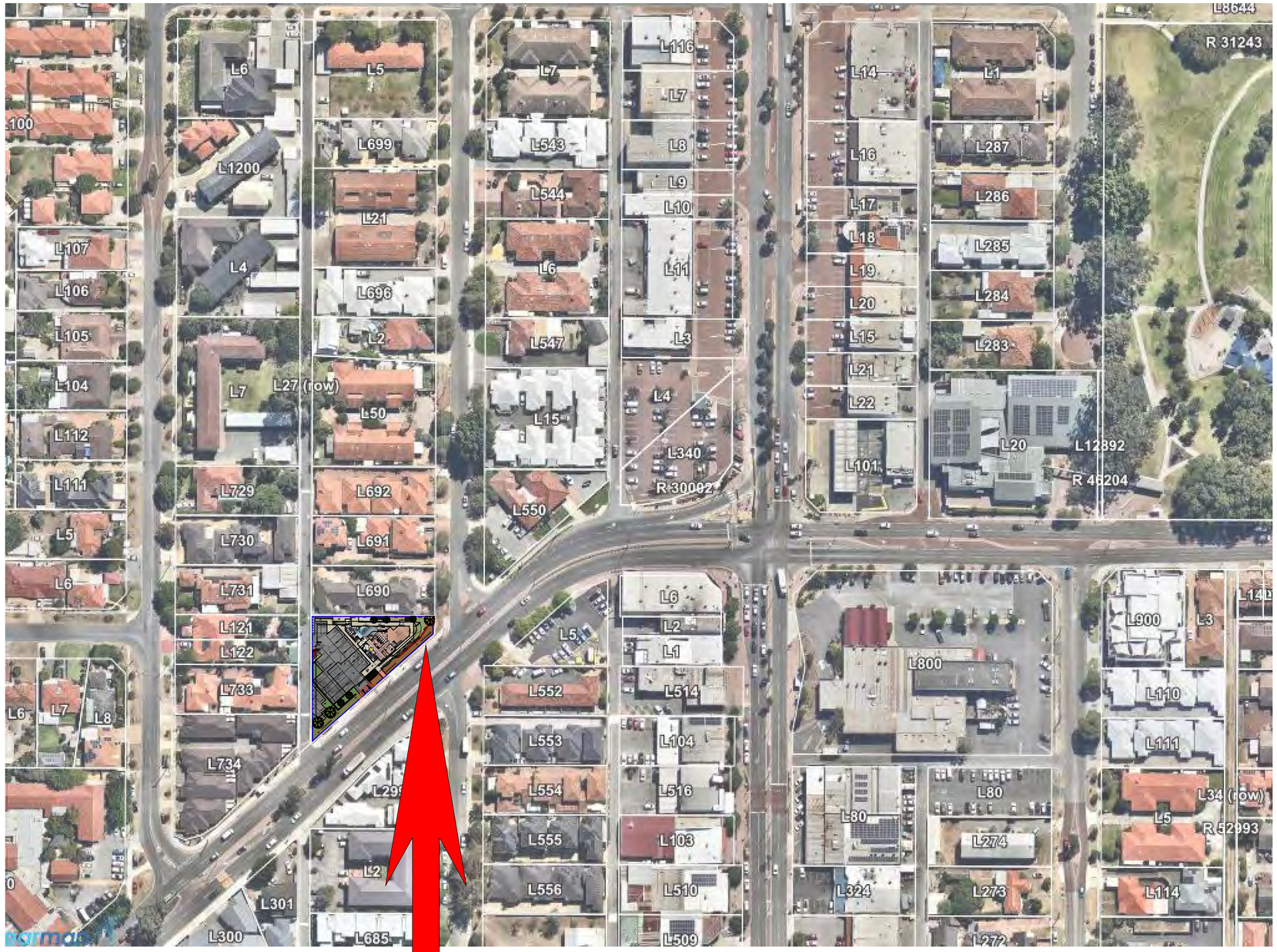
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SUBJECT SITE
177 Edward Street, Osborne Park 6017

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13.00	DA Changes	11.08.26
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8.00	Development Approval	19.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Overlay

Scale:
Sheet Size: A1

Project No: 23083
Revision Number: 12.00

Drawing No.:
06 of 13

APPROVED BY TENANT

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CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*8*	*32.67m²*	*2*
Activity 2	*0-2*	*12*	*52.43m²*	*3*
Activity 3	*2-3*	*15*	*52.81m²*	*3*
Activity 4	*2-3*	*15*	*49.00m²*	*3*
Activity 5	*3-5*	*20*	*65.45m²*	*2*
Activity 6	*3-5*	*20*	*67.91m²*	*2*
Total Internal = (Min 3.25m² per child)		**90**	**331.44m²** (Min 292.50m² req)	**17**
Total External Play Area = (Min 7m² per child)		**90**	**678.99m²** (Min 630.00m² req)	



Zone	Area	Perim
First Floor		
Store	4.75	9,160
Childcare	407.31	105.385
	412.06 m²	114.545 mm
Ground Floor		
Store 1	5.18	9.180
AC STORE	13.30	19.331
Bin Store	13.63	15.966
Childcare	254.53	77.824
	286.64 m²	122.301 mm
	698.70 m²	**236.846 mm**

Site Calculations

Site Area:	1,492m²
Building Footprint:	951.47m²
Site Coverage:	63.77%
Zoning:	RAD
Policies:	Insert
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

13.00	DA Changes	11.08.26
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7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25
Revision	**Description**	**Date**

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
07 of 13

LANDSCAPING CALCULATIONS

SITE AREA = 1,492m²
LANDSCAPING = 451.42m² / 30.25%

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CHILD ROOM CALCLATIONS

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8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
First Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
08 of 13

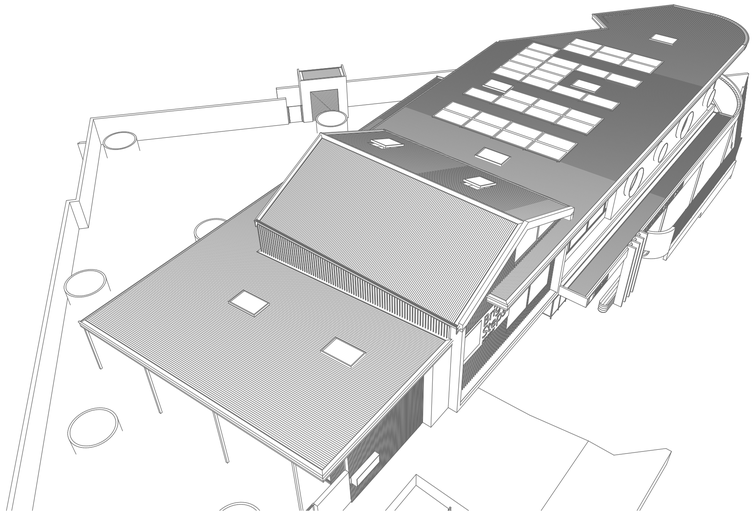
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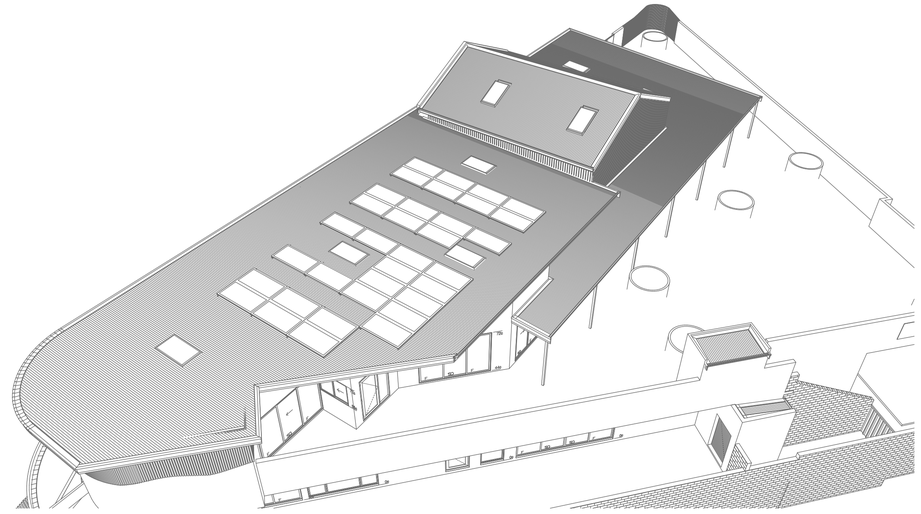
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Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and solar panels to support renewable energy use and reduce our carbon footprint. Roof structures 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.

APPROVED BY TENANT

SIGNED : _____

DATE : _____

Revision	Description	Date
13.00	DA Changes	11.06.25
12.00	DA Changes	22.07.25
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Roof Plan

Scale: 1:100

Sheet Size: A1

Project No: 23083

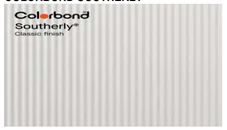
Revision Number: 12.00

Drawing No.:
09 of 13

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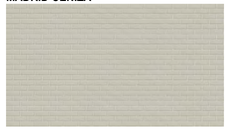
ROOF, GUTTERS & FASCIA - COLORBOND SOUTHERLY



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



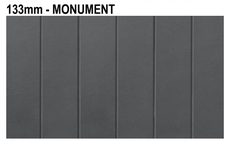
FACEBRICK - MIDLAND BRICK CONTEMPO MADRID CENIZA



MAIN RENDER - DULUX VIVID WHITE



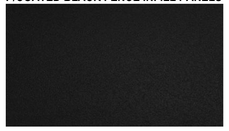
JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL LUSTRE



P/COATED BLACK FENCE INFILL PANELS



TIMBER LOOK CLADDING





E1 South East Elevation
1:100



F1 South East Fence Elevation
1:100



E2 West Elevation
1:100

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
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6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Elevations

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
10 of 13

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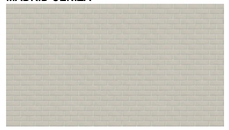
ROOF, GUTTERS & FASCIA - COLORBOND SOUTHERLY



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



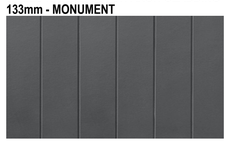
FACEBRICK - MIDLAND BRICK CONTEMPO MADRID CENIZA



MAIN RENDER - DULUX VIVID WHITE



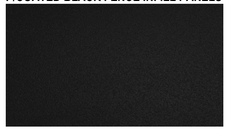
JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



WINDOW & DOOR FRAMES - CHARCOAL LUSTRE

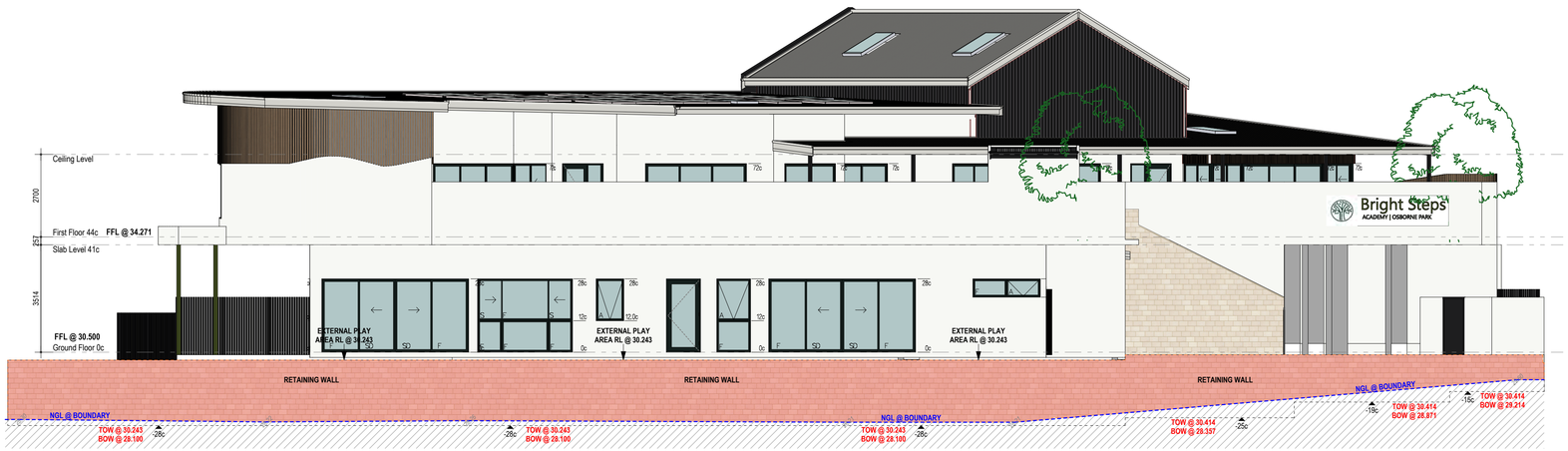


P/COATED BLACK FENCE INFILL PANELS

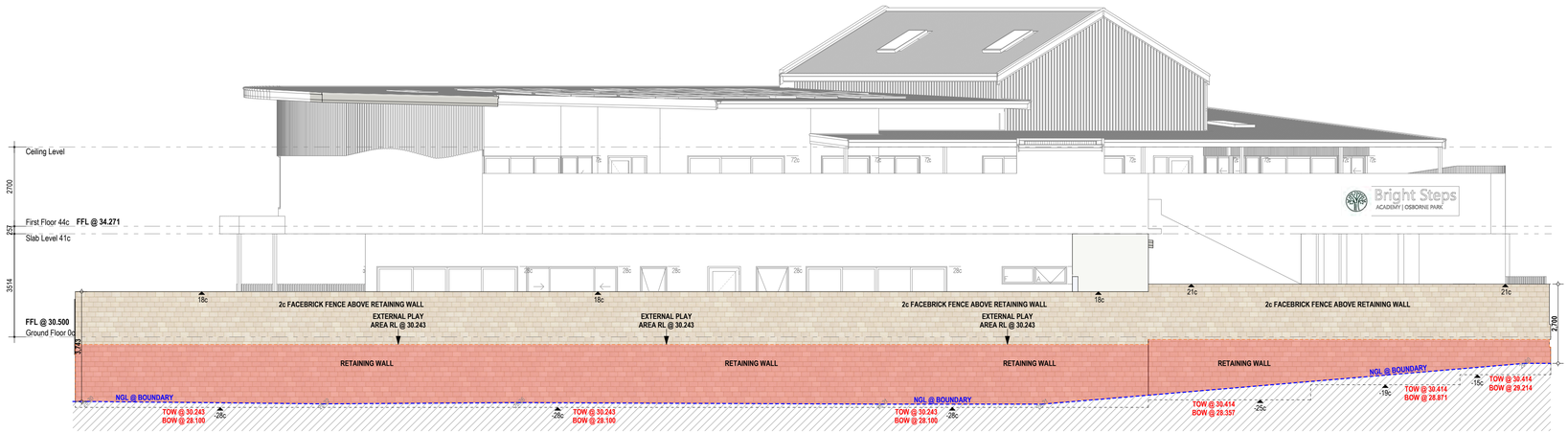


TIMBER LOOK CLADDING





E3 Elevation
1:100



F3 North Fence Elevation
1:100

APPROVED BY TENANT

SIGNED : _____

DATE : _____

Revision	Description	Date
13.00	DA Changes	11.08.26
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Project North:

Client
Stavretis

Project Name
Childcare Centre

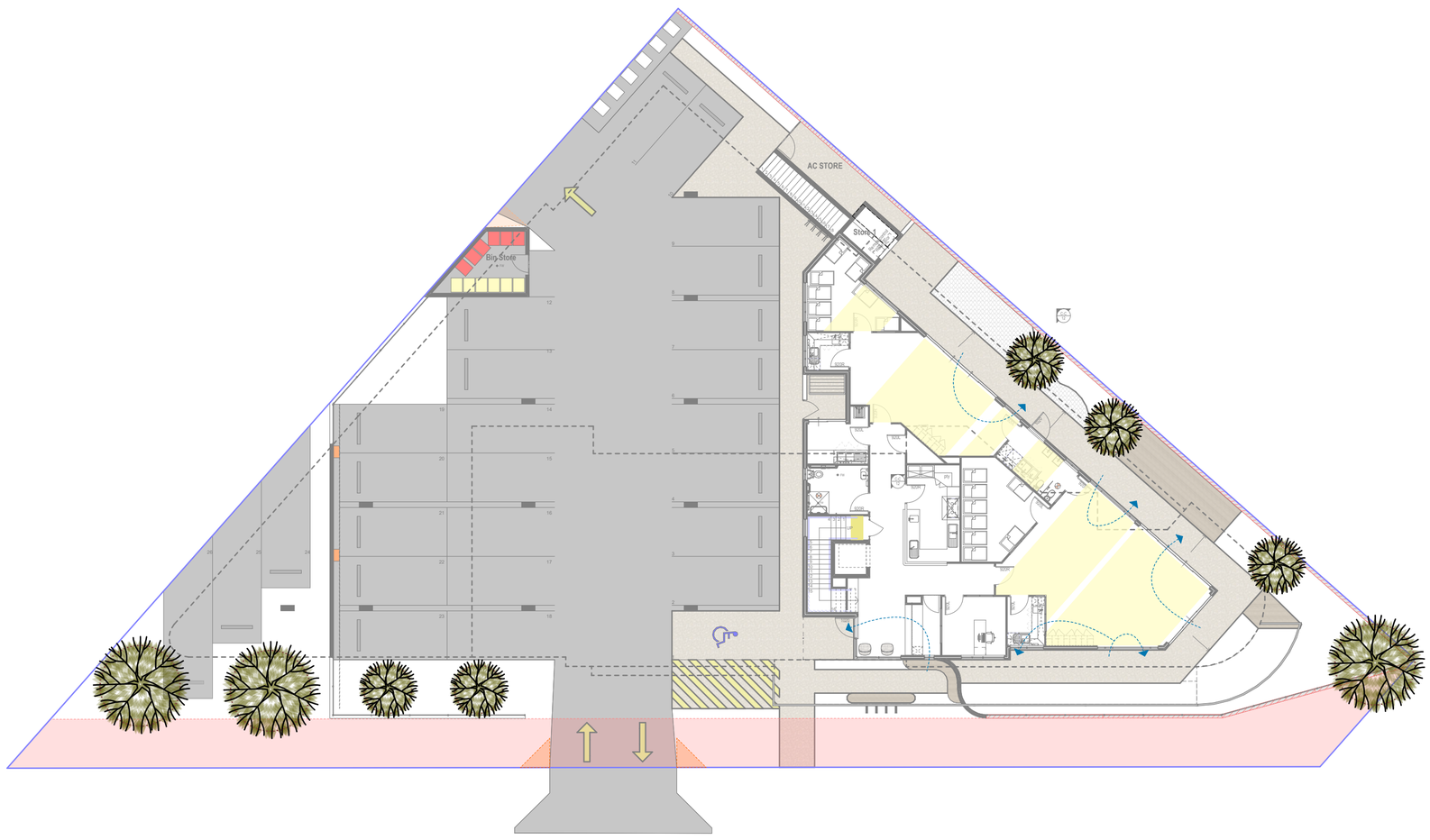
Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Elevations

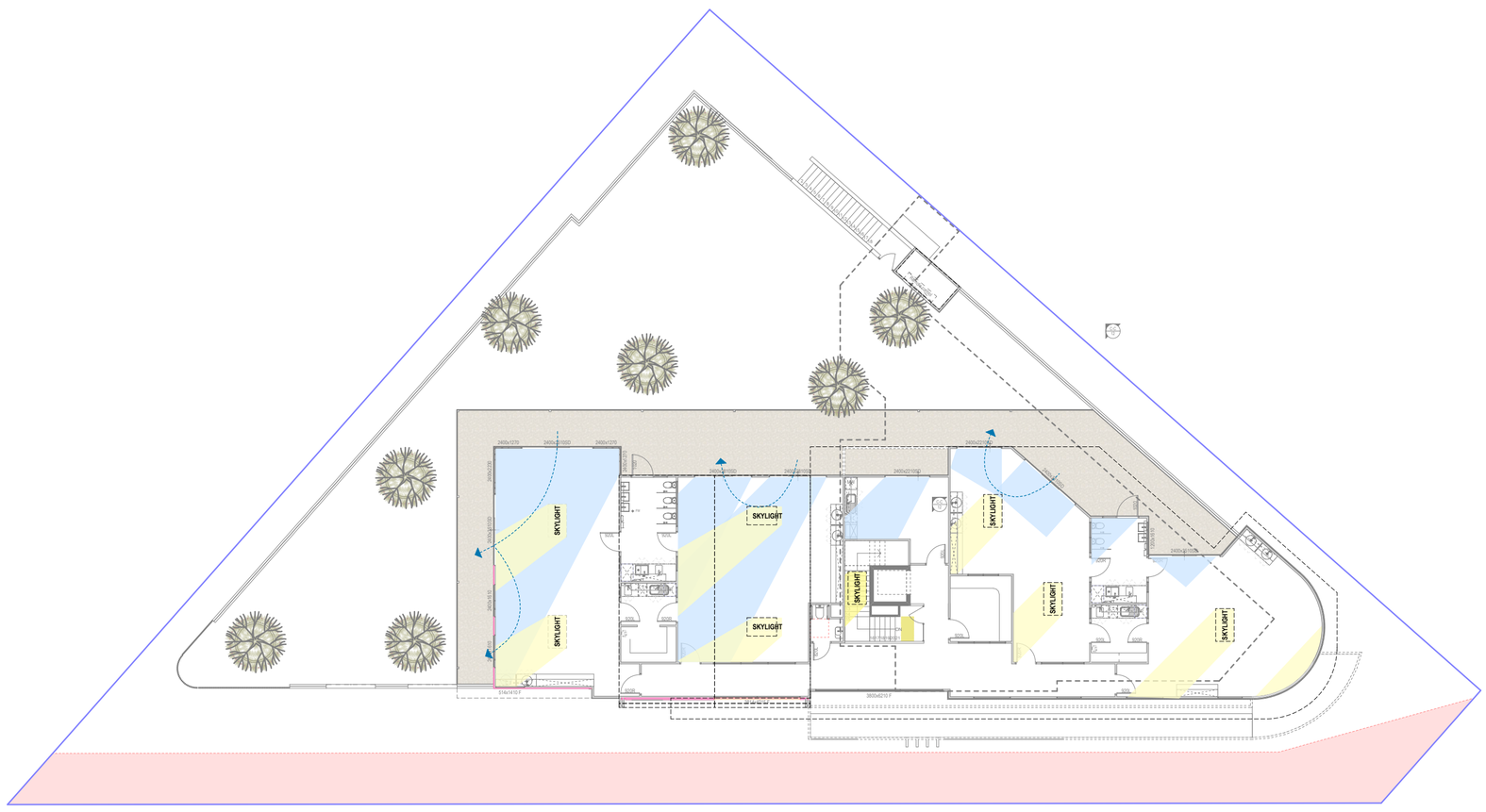
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Sheet Size: A1
Project No: 23083
Revision Number: 12.00
Drawing No.: 11 of 13

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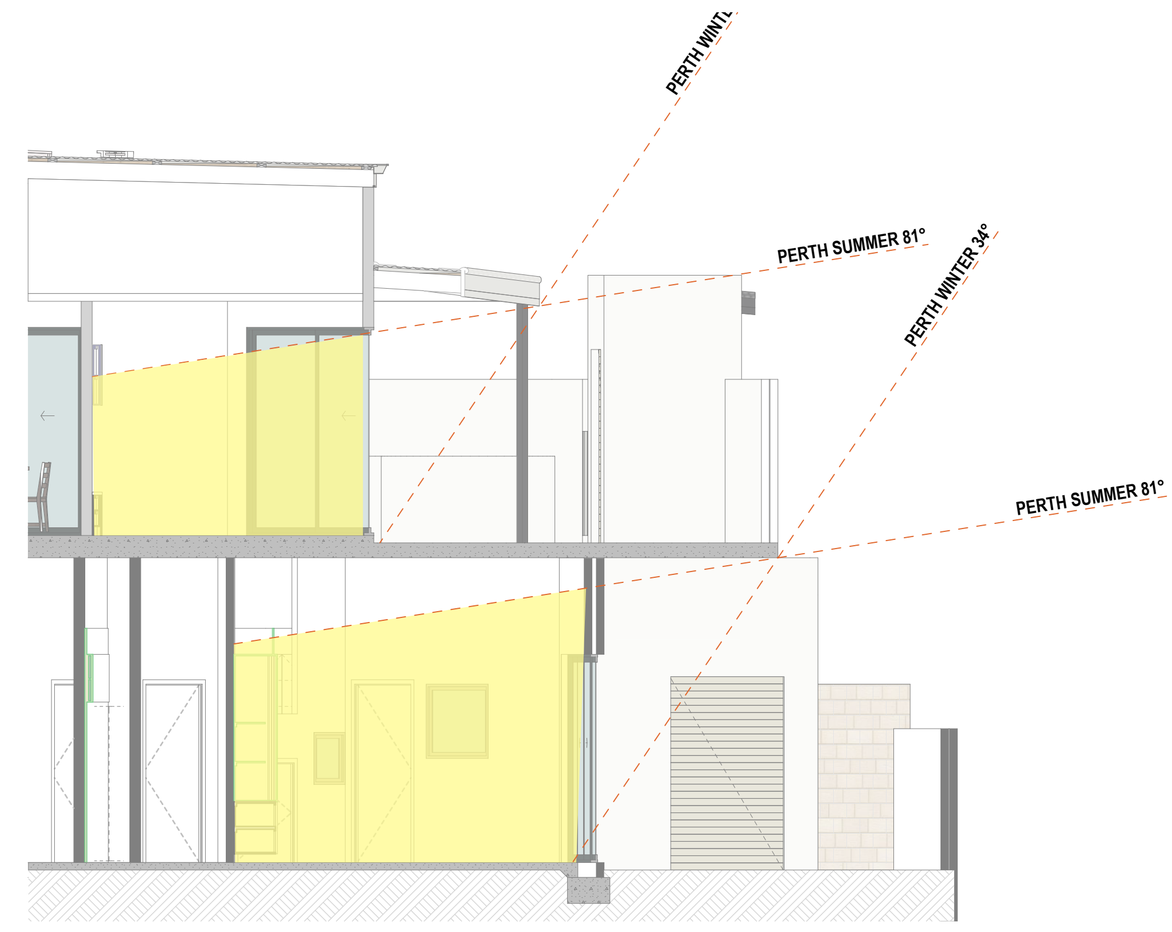
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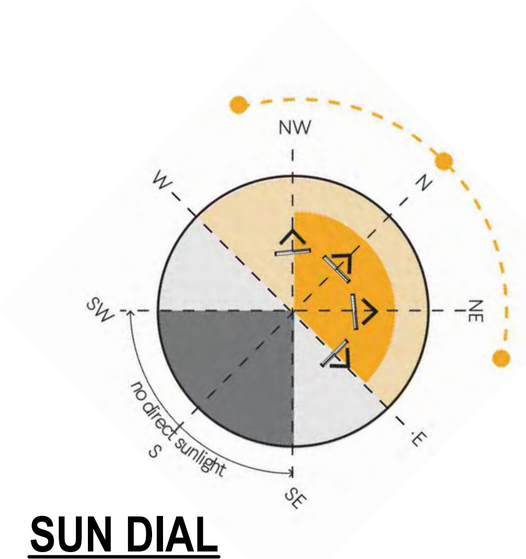
GF Solar
1:200



FF Solar
1:200



C-C
Section
1:50



SUN DIAL

WINTER SUN @ 34.00°

SUMMER SUN @ 81.00°

BREEZE PATH

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and 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.

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

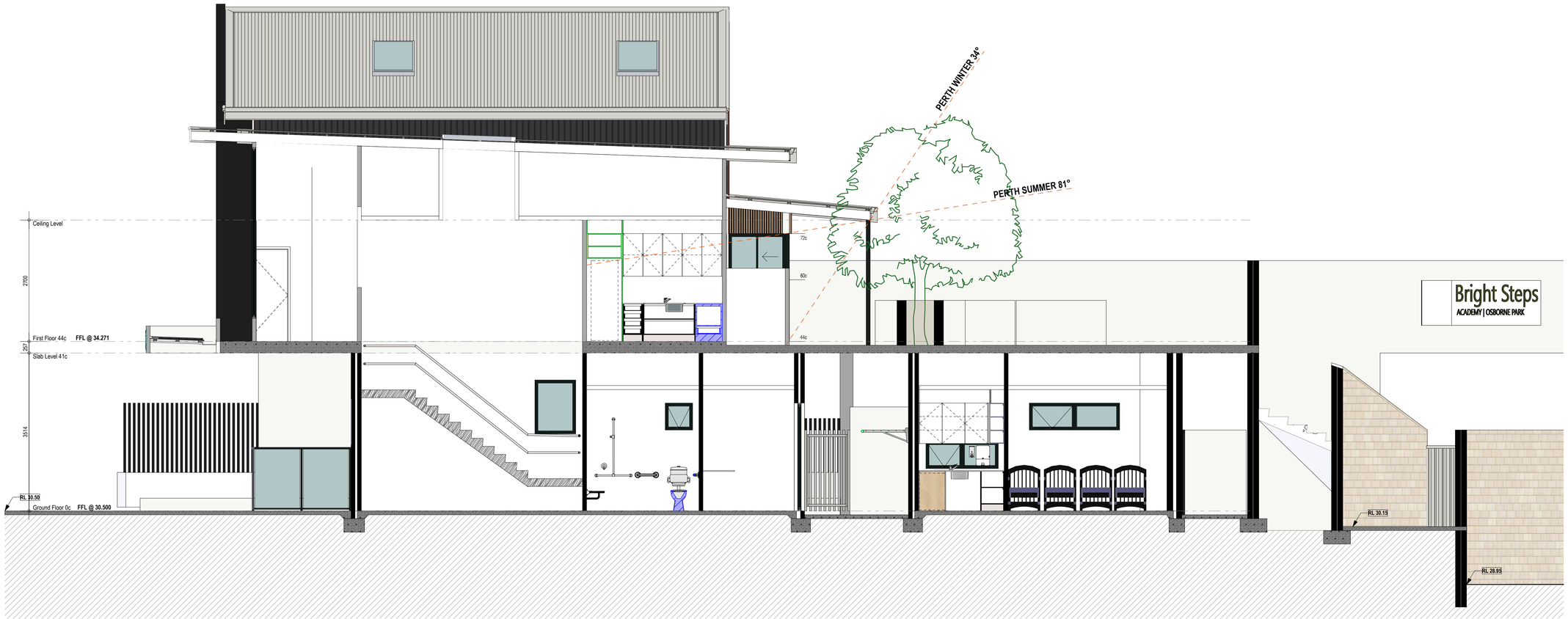
Drawing Title:
Solar Study

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
12 of 13

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A-A Section 1:50



B-B Section 1:100

Our proposed childcare center has been thoughtfully designed with sustainability in mind. The building will include two electric vehicle (EV) chargers and 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.

APPROVED BY TENANT

SIGNED : _____

DATE : _____

Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Sections

Scale:

Sheet Size: A1

Project No: 23083

Revision Number: 12.00

Drawing No.:
13 of 13

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Attachment 6d - Acoustic Report Received 31 August 2026

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HERRING STORER ACOUSTICS

PROPOSED CHILDCARE CENTRE
177 EDWARD STREET
OSBORNE PARK

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MARCH 2026

OUR REFERENCE: 36154-1-26070

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

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
OSBORNE PARK

Job No: 26070

Document Reference: 36154-1-26070

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.

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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 177 Edward Street, Osborne Park.

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:

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- 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 1200mm barrier from the first floor play area as shown on the plans in Appendix A would be required.

3 Mechanical plant within the plant room, operating with a “quiet mode” during the night period.

4 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;

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"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.

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The neighbouring locations have been identified as

- R1 – Residents to the North.
- R2 – Residents across the road to the South/East
- R3 – Residents to the West

Locations R1 to R3 would have an influencing factor of +7 dB due to Hutton 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-R3	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 90 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.

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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 (6x)	73 each, "max" operation 65 each, "quiet" operation

Notes:

1 Acoustic modelling of outdoor play noise was made, based on 90 children within the outdoor play area (i.e. worst case scenario) broken down as follows:

0-2 years – 20 places
2-3 years – 30 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. However, to simplify the assessment, only the noise level in the worst case location (i.e. highest noise level), have been listed. A graphic displaying receiver locations has been attached in Appendix B.

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 Max Operation	Mechanical Plant Quiet Mode
R1 Residential	47	44 (49)	36 (41)
R2 Residential	39	19 (24)	11 (16)
R3 Residential	44	27 (32)	19 (24)

( ) 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	17
R2 Residential	44
R3 Residential	19

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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	47	N/A	41 [51]	41 [51]
R2 Residential	46	N/A	47 [57]	47 [57]
R3 Residential	54	N/A	47 [57]	47 [57]

[ ] 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	47	52	Complies
R2 Residential	39	52	Complies
R3 Residential	44	52	Complies

TABLE 6.5 – ASSESSMENT OF L_{A10} DAY PERIOD NOISE LEVEL EMISSIONS
MECHANICAL PLANT – MAX OPERATIONS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	49	52	Complies
R2 Residential	24	52	Complies
R3 Residential	32	52	Complies

TABLE 6.6 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
MECHANICAL PLANT – QUIET MODE OPERATIONS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	41	42	Complies
R2 Residential	16	42	Complies
R3 Residential	24	42	Complies

TABLE 6.7 – 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	17	52	Complies
R2 Residential	44	52	Complies
R3 Residential	19	52	Complies

TABLE 6.8 – 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	47	72	Complies
R2 Residential	46	72	Complies
R3 Residential	54	72	Complies

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TABLE 6.9 – 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	51	62	Complies
R2 Residential	57	62	Complies
R3 Residential	57	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, if "quiet mode" is used during night time operation. 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 are and utilise a "quiet mode" operation during the night time period.

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.

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APPENDIX A

PLANS

CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	8	32.67m²	2
Activity 2	0-2	12	52.43m²	3
Activity 3	2-3	15	52.81m²	3
Activity 4	2-3	15	49.00m²	3
Activity 5	3-5	20	65.45m²	2
Activity 6	3-5	20	67.91m²	2
Total Internal = (Min 3.25m² per child)		90	331.44m²	17 (Min 292.50m² req)
Total External Play Area = (Min 7m² per child)		90	685.68m²	(Min 630.00m² req)

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Zone	Area	Perim
First Floor		
Store	4.76	9.180
Childcare	487.21	135.289
	491.96 m²	144.469 lm
Ground Floor		
Store 1	7.71	11.180
AC STORE	7.34	5.140
Bin Store	7.93	15.080
Childcare	356.63	77.124
	379.61 m²	108.531 lm
	871.57 m²	234.000 lm

Zoning:	R40
Policies:	Inset
Re-Vegn:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

8.00	Changes	10.02.26
8.00	Development Approval	10.02.26
7.00	DRP	20.01.26
6.00	DRP	21.08.25
5.00	Concept	22.04.25
3.00	Concept	10.07.24
2.00	Concept	30.11.23
1.00	Concept	17.10.23

Revision	Description	Date

Project North:

Client
Stavreis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No.:	Revision Number:
23083	9.00

Drawing No.:
07 of 13

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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CHILD ROOM CALCLATIONS

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	8	32.67m²	2
Activity 2	0-2	12	52.43m²	3
Activity 3	2-3	15	52.81m²	3
Activity 4	2-3	15	49.00m²	3
Activity 5	3-5	20	65.45m²	2
Activity 6	3-5	20	67.91m²	2
Total Internal = (Min 3.25m² per child)		**90**	**331.44m²** (Min 292.50m² req)	**17**
Total External Play Area = (Min 7m² per child)		**90**	**685.68m²** (Min 630.00m² req)	

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1200mm Barrier

Unencumbered Outdoor Play Area 2 = 492.52 m²

Staff Courtyard

Activity 6
Activity 5
Activity 4
Activity 3
Child Wc 2
Child Wc 1
Prep 4
Prep 3
Store
Staff Room
Planning Room
Staff Wc
LIFT
OPERABLE SKYLIGHT
HIGH RAKING CEILING
CHILD LOCKERS
GROUND FLOOR BELOW

New boundary location after road widening

New boundary location after road widening

Zone	Area	Perim
First Floor		
Store	4.75	9.100
Childcare	487.21	135.289
	491.96 m²	144.389 lm
Ground Floor		
Store 1	7.27	11.100
AC Unit/s	7.37	5.100
Bin Store	7.43	15.000
Childcare	256.63	77.024
	278.67 m²	118.531 lm
	748.73 m²	234.648 lm

Zoning:	Null
Policies:	Insert
Re-Sign:	NA
Building:	NA
Soil:	NA
Acoustic:	TBC
Sewer:	LHS
Power:	Above Ground Front
Coastal:	NA
Water:	Front Right
Wind Rating:	TBC

8.00	Changes	10.02.26
9.00	Development Approval	10.02.26
7.00	DRP	20.01.26
8.00	DRP	21.08.25
1.00	Consult	22.04.25
3.00	Consult	10.07.25
7.00	Consult	30.10.25
1.00	Consult	11.12.25

Revision Description | Date

Project North:

Client
Stavrelis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
First Floor

Scale: 1:100 | Sheet Size: A1
Project No: 23083 | Revision Number: 9.00
Drawing No.: 08 of 13

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DATE : _____

Attachment 6e - Landscaping Plan Recevied 31 August 2026

PLANT SCHEDULE

	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
	TREE					
Evi	EUCALYPTUS VICTRIX 'SNOW QUEEN'	AS SHOWN	AS SHOWN	5-10 M	8 M	4
	SHRUBS					
Bme	BANKSIA MEDIA	600 MM	140 MM	-	2-4 M	24
Dre	DIANELLA REVOLUTA	600 MM	140 MM	-	1 M	38
Hsc	HIBBERTIA SCANDENS	600 MM	140 MM	-	0.3-1 M	30
Lmi	LIRIOPE MISCARI	600 MM	140 MM	-	0.3-0.6 M	20

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 Trees in carpark shall have a 2000x2000x600mm deep pit filled with Eclipse structural soil and compacted every 150mm as per specification.

2.3 Provide StrataVault soil cell system beneath paved areas adjacent to trees to increase deep soil volume. Install as per manufacturer's specifications.

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 lawn areas are to be natural grass.

SHRUBS:



DIANELLA REVOLUTA



BANKSIA MEDIA



HIBBERTIA SCANDENS



LIRIOPE MUSCARI

TREE:



EUCALYPTUS VICTRIX 'SNOW QUEEN'

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CONSULT | DESIGN | INSPIRE

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

PROJECT	DRAWING	ISSUE
OSBOURNE PARK ground floor	PLANTING PLAN carpark	ISSUED FOR FEEDBACK

CLIENT	DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-09	1:100	A1	0	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

PLANT SCHEDULE						
	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
TREES						
Evi	EUCALYPTUS VICTRIX 'SNOW QUEEN'	AS SHOWN	AS SHOWN	5-10 M	8 M	1
Afl	AGONIS FLEXUOSA	AS SHOWN	AS SHOWN	3-5 M	10 M	3
SHRUBS						
Ase	ADENATHOUS SERICEUS	600 MM	140 MM	-	1 M	20
Ama	ANIGOZANTHOS MANGLESII	600 MM	140 MM	-	1 M	12
Ahu	ANIGOZANTHOS HUMILIS	600 MM	140 MM	-	0.6 M	10
Llo	LOMANDRA LONGIFOLIA	600 MM	140 MM	-	1.2 M	8

AMENDED PLAN

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31 AUG 2026
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SHRUBS:



LOMANDRA LONGIFOLIA



ANIGOZANTHOS MANGLESII



ANIGOZANTHOS HUMILIS



ADENANTHOS SERICEUS

TREES:



AGONIS FLEXUOSA



EUCALYPTUS VICTRIX 'SNOW QUEEN'

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.

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 lawn areas are to be natural grass.

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK ground floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-05	1:100	A1	4	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	11/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
1	12/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	13/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
3	11/08/26	NK	PLANTING- ISSUED FOR FEEDBACK
4	12/08/26	NK	PLANTING- ISSUED FOR FEEDBACK

AMENDED PLAN

City of Stirling
31 AUG 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.

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
	RAIN BIRD QUICK-COUPLING VALVE
	RAIN BIRD TREE DRIP IRRIGATION
	IRRIGATION LATERAL LINE: UPVC CLASS 9 25MM
	IRRIGATION MAINLINE: UPVC CLASS 9 25MM

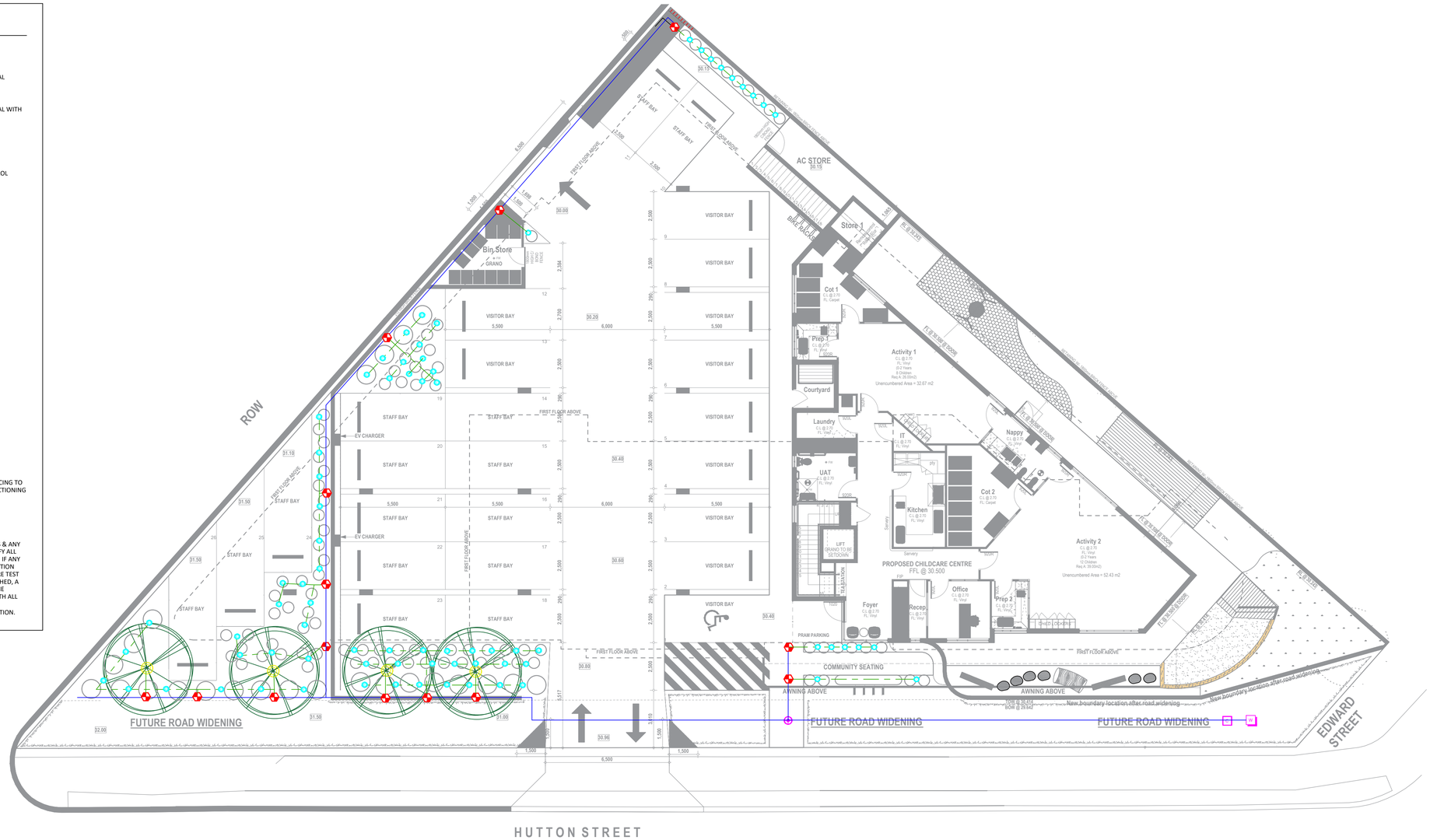
IRRIGATION SYSTEM DUTY

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
OSBOURNE PARK	IRRIGATION PLAN carpark	ISSUED FOR FEEDBACK

CLIENT	DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-10	1:125	A1	0	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	12/08/26	NK	IRRIGATION- ISSUED FOR FEEDBACK

N

PLANT SCHEDULE						
	SPECIES	SPACINGS	SIZE	CANOPY MATURE SIZE	MATURE SIZE	QTS
TREES						
Ope	ORNAMENTAL PEAR	AS SHOWN	AS SHOWN	4-6 M	8 M	3
Mtr	MANDARIN TREE	AS SHOWN	AS SHOWN	2-4 M	4 M	2
Ltr	LEMON TREE	AS SHOWN	AS SHOWN	3-5 M	6 M	3

FIRST FLOOR PLANTING NOTES

PLANTER POTS

1.1 All tree planters shall be rounded planter pots, approximately 2000mm diameter x 1000mm minimum soil depth.

1.2 Planters shall provide adequate soil volume and drainage to support healthy tree growth.

MULCH

2.1 All planter pots shall be mulched with pine chip mulch to a minimum depth of 75mm.

IRRIGATION

3.1 All first floor planter pots shall be serviced by an automatic drip irrigation system.

AMENDED PLAN

City of Stirling
31 AUG 2026
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TREES:

ORNAMENTAL PEAR



MANDARIN TREE

LEMON TREE

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK first floor	PLANTING PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-06	1:100	A1	2	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	11/02/26	NK	PLANTING- ISSUED FOR FEEDBACK
1	11/08/26	NK	PLANTING- ISSUED FOR FEEDBACK
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AMENDED PLAN

City of Stirling
31 AUG 2026
RECEIVED

IRRIGATION SCHEDULE

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5.0m

0 5 10 15 20

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PROJECT	DRAWING	ISSUE
OSBOURNE PARK first floor	IRRIGATION PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-08	1:125	A1	0	NK	12/08/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	12/08/26	NK	IRRIGATION- ISSUED FOR FEEDBACK

Attachment 6f - 3D Rendered Image received 31 August 2026

Stavretis

Address:177 Edward Street OSBORNE PARK

Childcare Centre

Job Number: 23083

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



APPROVED BY TENANT

SIGNED : _____

DATE : _____

GERMANO DESIGNS

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Revision	Description	Date
13.00	DA Changes	11.08.26
12.00	DA Changes	22.07.26
11.00	Development Approval	14.04.26
10.00	Changes	17.03.26
9.00	Changes	19.02.26
8.00	Development Approval	10.02.26
7.00	DRP	25.07.25
6.00	DRP	24.06.25
4.00	Concept	22.04.25

Project North:

Client
Stavretis

Project Name
Childcare Centre

Project Address
177 Edward Street OSBORNE PARK

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
23083	12.00

Drawing No.:
02 of 13

APPROVED BY TENANT

SIGNED : _____

DATE : _____

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Attachment 7 - DPLH External Referral Response Recevied 20 May 2026

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA26.0478
File ref: DP/11/02191
Enquiries: [redacted]

City of Stirling
PO Box 1533
Osborne Park WA 6916

Attention: Allan Birech

Dear Allan,

Re: Lot 689 (177) Edward Street, Osborne Park

Further to your referral dated 8 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 new child care centre to replace an existing child care centre. The proposed new premises will accommodate up to 90 children and 17 staff and is the subject of a Metro Inner Development Assessment Panel (DAP) application ref: DA/0478.

Land Requirements

The subject site abuts Hutton 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 (landscaping and driveway is considered acceptable as shown on submitted plans).

Transport Impact Statement

The above supporting report by Premise (March 2026), states that the development will generate up to 267 trips per day with 73 AM and 72 PM peak hour trips. Access is to be reconfigured from two accesses to a single driveway servicing the site. 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 subject to the following recommendations:

- 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;

- Given high traffic volumes along Hutton Street and the modification of the existing driveways servicing the site (as well as proposed peak hour volumes and location of staff parking bays), it is unclear if an improved left-turning treatment is required to avoid rear end crashes and vehicles queuing back onto Hutton Street during peak periods. It is recommended that these elements be investigated prior to development approval;

- Hutton Street accommodates 34,105 vehicles per day in the subject location. It is recommended that the applicant give due consideration to State Planning Policy (SPP) 5.4 *Road and Rail Noise* requirements and that all measures, as detailed in the SPP 5.4 *Implementation Guidelines* be applied as necessary.

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

[redacted]

20 May 2026



MRS Map

Attachment 8 - Department of Education Referral Response Received 4 June 2026

Allan Birech

From: [redacted]
Sent: Thursday, 4 June 2026 6:06 PM
To: Development
Cc: [redacted]
Subject: Development application: Development Assessment Panel - Child care premises - Lot 689, 177 Edward Street, Osborne Park (Your Ref: DA26/0478)
Attachments: City of Stirling - Development application Development assessment panel - Form 1 - Child care premises - Lot 689, 117 Edward St ~ 18.05.2026.PDF

Categories: planning

OFFICIAL

Attention: Allan Birech, Planning Officer

Good afternoon

Thank you for your letter dated 18 May 2026 providing the Department of Education (Department) with the opportunity to comment on the proposed Child Care Premises on the abovementioned property.

The Department has no objections to the proposal as it would not have adverse impact on the amenity and operations of the nearby Osborne Primary School site.

Kind regards

[redacted]
Infrastructure Strategy and Planning

Department of Education
151 Royal Street, East Perth WA 6004
[redacted]
education.wa.edu.au

For land planning referrals and queries, please email to landplanning@education.wa.edu.au

For subdivision referrals and queries, please email to subdivisionreferrals@education.wa.edu.au

Shaping the future

Attachment 9 - City of Stirling Design Review Panel Report Dated 11 September 2025

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park - Pre Development Application – Child Care Premise	
Acting Chairperson:	Munira Mackay	
Panel members:	Tony Blackwell Wayne Dufty Brett Wood-Gush	Landscape Architecture Architecture Urban Design
Local government officers:	Shuan Wheatland Cameron Howell Sam Michie Simone Palmer	Coordinator Planning Senior Planning Officer Senior Planning Officer DRP Support Officer
Observers	James Murphy Honey Migdale	Head of Community Engagement Work Experience
Date:	11 September 2025	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Carlo Famiano Joe Germano Claudia Dattilo	CF Town Planning & Development *(Applicant)* Germano Designs Germano Designs
	Owners	Leong Nominees Pty Ltd

Observer/s

Briefings		
Development assessment overview	Cameron Howell	Senior Planning Officer
Technical issues	Cameron Howell	Senior Planning Officer
Design Review		
Proposed development	Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park – Pre Development Application – Child Care Premise	
Property address	177 Edward Street, Osborne Park	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Carlo Famiano	CF Town Planning & Development
Key issues / recommendations	This is the Panel's first review of the proposal that is located on a challenging triangular site next to a busy road and District Centre in Osborne Park; the DRP noted satisfaction already achieved of the Design Principles 3 (Built Form and Scale), 7 (Legibility) and 9	

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park - Pre Development Application – Child Care Premise	
Acting Chairperson:	Munira Mackay	
Panel members:	Tony Blackwell Wayne Dufty Brett Wood-Gush	Landscape Architecture Architecture Urban Design
Local government officers:	Shuan Wheatland Cameron Howell Sam Michie Simone Palmer	Coordinator Planning Senior Planning Officer Senior Planning Officer DRP Support Officer
Observers	James Murphy Honey Migdale	Head of Community Engagement Work Experience
Date:	11 September 2025	Time: 2pm
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Proponent/s		
	Carlo Famiano Joe Germano Claudia Dattilo	CF Town Planning & Development *(Applicant)* Germano Designs Germano Designs
	Owners	Leong Nominees Pty Ltd

Observer/s

Briefings		
Development assessment overview	Cameron Howell	Senior Planning Officer
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Design Review		
Proposed development	Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park – Pre Development Application – Child Care Premise	
Property address	177 Edward Street, Osborne Park	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Carlo Famiano	CF Town Planning & Development
Key issues / recommendations	This is the Panel's first review of the proposal that is located on a challenging triangular site next to a busy road and District Centre in Osborne Park; the DRP noted satisfaction already achieved of the Design Principles 3 (Built Form and Scale), 7 (Legibility) and 9	

	(Community). However, the Panel advised attention is given primarily to improving the recommendations related to Design Principles 1 (Context and Character) and 6 (Amenity) that currently have no support. Given the loss of a mature Fig on the site, consider improving the proposal's response to context and character through provision of new large trees; demonstrate management of the 3.5m slope on the site; address any noise attenuation requirements due to the proximity of existing residential; and enhance the arrival experience and vertical circulation for the building's users. The Panel identified further improvements generally to the landscape quality, including the cohesion of the overall landscape design, shade provision in play areas and an updated selection of materials and plant species. Key improvements are required also to the functionality and safety of the carparking layout; provision of a Sustainability Report and commitment to initiatives; reconsideration of black coloured and heat absorbent materials; rationalising the location of the double height gable end with the overall Hutton Street façade and ensuring amenity is afforded internally by this feature. The Panel recommends a second review to assess design development. Refer to attached Design Quality Evaluation Report.
Chairperson signature	Munira Mackay.

Design quality evaluation **Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park - Pre Development Application – Child Care Premise** **DRP Meeting – Thursday 11 September 2025**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
General note The Applicant should update the plans to show the proposal on the correct site (plan 6 of 13), correct road names (plan 7 of 13) and provide consistency between architectural and landscape plans (for example the bin store/bike racks are in different locations).		
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 acknowledges the appropriateness of the Child Care Centre use on this triangular site, being accessible and next to a District Centre, however design challenges have been identified and should be resolved. 1b. The Panel is highly disappointed about the removal of the large tree at the eastern corner of the site that has a significant negative effect on the local context and character of the proposal. 1c. To compensate for the loss of the large tree that was highly visible from Hutton Street, consider modifying the building canopy and level 1 play deck to accommodate four or five large trees in deep soil zones. 1d. The site survey indicates a 3.5 metre fall from west to east. Provide clarification on how the design accommodates the level change and the location of any retaining walls on the landscape plan.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	P	2a. The loss of the existing large tree is a poor outcome and is detrimental to the proposal and context. Consider additional areas for large trees on site for this development to be viewed as more of a landmark site. Consider adding more deep soil areas, further detail on the tree species and show the mature canopy size on the landscape plans. 2b. To ensure the success of this project, delivery of high quality landscape and firm commitments on the design are essential. 2c. The Panel supports the concept of the decked play area. 2d. The Panel noted a disconnect between the design languages of the open areas and children's play areas due to the appointment of separate designers for each area. Consider improving the cohesion between the play elements, the landscape in the open areas and the architectural aesthetic, particularly the curved forms. 2e. The Panel does not support use of astro turf in the play area due to the heat island effect. 2f. Re-consider the inadequate size of the pots for the trees on the play deck. 2g. Consider the provision and integration of shade structures in all of the children's play areas, Show the structures on the plans to understand their impact on Landscape and Aesthetics. 2h. Consider providing more detail on the rubber surface finish, particularly as a dark colour could be subject to heat gain and the material could cause skin grazes. 2i. Consider nominating the landscape materials, including the paving material. The paving remains exposed which can lead to an increased heat urban effect. 2j. Consider an alternative to the Persian Lime that is on the Polyphagous Shot Hole Borer list. 2k. Consider an alternative selection to the Tuart that can drop large limbs. 2l. The Panel supports the visually permeable fencing on the street boundaries.

		2m. Consider the impact of the Hutton Street future road widening, particularly the lack of screening of the car bays to the public realm.
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.*
	S	3a. The Panel supports the building's distinctive rounded corner that responds to the eastern part of the site, however, ensure true curved glass and not faceted. 3b. The Panel supports the general site planning, two-storey height and scale of the development with the building's bulk addressing Hutton Street. 3c. The Panel supports this design principle.
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. The Panel supports the kitchen's central location as a feature "hub" in the building. 4b. The Panel supports the pedestrian path leading directly from Hutton Street to the Centre's front door. 4c. The Panel supports the central circulation core and the placement of the activity rooms, with younger children located at the ground floor. 4d. Reconsider the excessive number of crossovers accessed from the narrow laneway (exit from the site and access to the three staff car bays). Provide swept path manoeuvring diagrams to demonstrate movement and safety of pedestrians and vehicle drivers, particularly near the intersection with Hutton Street.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a. The Panel supports the passive and active sustainability initiatives shown on the plans, including the bike bays, wide roof eaves, roof skylights, natural amenity into activity rooms, solar PV panels and EV chargers. 5b. Reconsider the use of dark colours for the cladding, fence and roof due to heat absorbance and increased urban heat island effect. 5c. Consider an all-electric development (no gas). 5d. Provide a professionally prepared sustainability report and commitment to the initiatives.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	N	6a. The proposal has no negative overshadowing impact on existing neighbours. 6b. The Panel supports the staff breakout area. 6c. Consider switching the nappy and cot room and add operable windows for the latter for natural amenity. 6d. Consider providing an acoustics report with measures necessary to mitigate any negative amenity impacts on existing residential neighbours. 6e. The Panel recommended considering operable and automatic skylights over the first floor Activity rooms for natural ventilation. 6f. The design of the stair wrapped around the lift appears institutional. Consider improving the tight space in the entry foyer, the kids' arrival experience and access to the upper level, possibly by integrating a visually interesting, curved staircase and light wells in a more generously sized space.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	S	7a. The Panel supports this design principle.

Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	P	8a. Consider wheel stops in the car bays next to the south-western pedestrian path.
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. The Panel supports the community seating and awning at the Centre's pedestrian entry. 9b. The Panel supports this design principle.
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.*
	P	10a. The Panel noted the random location of the gable end and hipped roof (over most of Activity 5 and partially over Activity 6). Consider realigning the gable end and hipped roof rationally with the building structure and to improve the streetscape appearance. Ensure the amenity afforded by the double height space with roof lights improves the entire Activity 5 area. 10b. Consider identifying a location and type for the public art provision.

Design Review progress
Item 1 – PDA25/0046 – 177 Edward Street, Osborne Park – Pre Development Application – Child Care Premise
DRP Meeting – Thursday 11 September 2025

S	*Design Principle satisfied*
P	*Design Principle pending further attention*
N	*Design Principle not satisfied*

	DR1 11/9/2025	***DR2***	***DR3***
Principle 1 - **Context and character**	N		
Principle 2 - **Landscape quality**	P		
Principle 3 - **Built form and scale**	S		
Principle 4 - **Functionality and build quality**	P		
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**	N		
Principle 7 - **Legibility**	S		
Principle 8 - **Safety**	P		
Principle 9 - **Community**	S		
Principle 10 - **Aesthetics**	P		

Design Review Panel - meeting minutes

The City of Stirling acknowledges the traditional custodians of this land, the Wadjak people of the Nyoongar nation,and pays respect to the Elders past, present and future for they hold the memories, the traditions, the culture and hopes of Aboriginal Australia.

Date:	11 September 2025	Start time: 2pm
Meeting location:	City of Stirling	
1. Attendance		
Acting Chairperson:	Munira Mackay	
Panel Members:	Tony Blackwell Brett Wood-Gush Wayne Dufty	Landscape Architect Urban Design Architecture
Local Government officers:	Shaun Wheatland Cameron Howell Sam Michie Simone Palmer	Coordinator Planning Senior Planning Officer Senior Planning Officer DRP Support Officer
Observers:	James Murphy Honey Migdale	Head of Community Engagement Work Experience
2. Apologies	Dean Williams	Coordinator Planning
3. Declarations of interest	No conflicts were declared	

4. Confirmation of previous reporting

Minutes for the previous meeting held 31 July 2025 were distributed to the Panel Members on 12 August 2025 in conjunction with the Design Review Panel Report relating to each Item.

Design Review Panel Report (Design Quality Evaluation, Design Review Progress and Recommendations Summary)

Item 1 – 177 Edward Street, Osborne Park – Pre Development Application – Child Care Premise

City of Stirling brief was presented by: Cameron Howell, Senior Planning Officer.

Applicant brief was presented by: Carlo Famiano from CF Town Planning & Development.

Additional Applicant attendees: Joe Germano and Claudia Dattilo from Germano Designs.

Key Issues / recommendations:

This is the Panel's first review of the proposal that is located on a challenging triangular site next to a busy road and District Centre in Osborne Park; the DRP noted satisfaction already achieved of the Design Principles 3 (Built Form and Scale), 7 (Legibility) and 9 (Community).

However, the Panel advised attention is given primarily to improving the recommendations related to Design Principles 1 (Context and Character) and 6 (Amenity) that currently have no support. Given the loss of a mature Fig on the site, consider improving the proposal's

response to context and character through provision of new large trees; demonstrate management of the 3.5m slope on the site; address any noise attenuation requirements due to the proximity of existing residential; and enhance the arrival experience and vertical circulation for the building's users.

The Panel identified further improvements generally to the landscape quality, including the cohesion of the overall landscape design, shade provision in play areas and an updated selection of materials and plant species.

Key improvements are required also to the functionality and safety of the carparking layout; provision of a Sustainability Report and commitment to initiatives; reconsideration of black coloured and heat absorbent materials; rationalising the location of the double height gable end with the overall Hutton Street façade and ensuring amenity is afforded internally by this feature.

The Panel recommends a second review to assess design development.

To view the full Panel Report please refer to attachment: Item 1 - Design Review Report – 11 September 2025.

Item 2 – 182 Scarborough Beach Road, Doubleview - Pre Development Application – Mixed Use Development

City of Stirling brief was presented by: Sam Michie, Senior Planning Officer.

Applicant brief was presented by: Peter Mrdja from Urbanista Town Planning and Julian Croudace from Propagule.

Additional Applicant attendees: John Silbert from John Silbert Architects and Ivor Cohen as the Owners Representative.

Key Issues / recommendations:

This is the third review of the proposal. The Panel acknowledged the proposal's refinement since DR2, particularly the positive responses to satisfy the recommendations in Design Principles 1 (Context and Character), 6 (Amenity) and 9 (Community). Note previous satisfaction of Design Principles 3 (Built Form and Scale), 7 (Legibility) and 8 (Safety) at DR2.

The DRP noted that several opportunities remain for improving the landscape quality, functionality and built form, sustainability and aesthetics as follows:

- Clarification on plant species selection and the maintenance regime for specific areas as noted.
- Improvement to the functionality of the residents' courtyards and communal open space.
- Integration of rainwater management with the built form aesthetic.
- Provision of a Waste Management Strategy.
- Provision of a Sustainability Strategy and commitment to initiatives.
- Interim treatment of the exposed side boundary walls and softening of the form…as per the frontage
- Refinement of the overly busy façade aesthetic that also should improve residential

amenity.

The Panel considers this a site of significance with the potential to set a strong benchmark for the precinct. Given the solid progress from DR2 and the importance of resolving the above outstanding matters, the Panel recommends a Chair review prior to lodgement.

To view the full Panel Report please refer to attachment: Item 2 - Design Review Report – 11 September 2025.

5. Strategic planning/policy items

6. Other business

7. Next meeting

8. Close

4.15pm

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure