



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 28 January 2026; 9:30am
Meeting Number: MIDAP/115
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/115 - 28 January 2026 - City of Stirling](#)

PART A – INTRODUCTION

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

PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 921 (No.680) Wanneroo Road, Balga - 22 Multiple Dwellings and one consultancy room – DAP/25/02982
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

Francesca Lefante (Presiding Member)

Clayton Higham (Deputy Presiding Member)
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Peter Lee

Cr Suzanne Migdale (Part B – City of Stirling)
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Cr Michael Dudek (Part B – City of Stirling)
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DAP Secretariat

Kristen Gray

Ashlee Kelly



PART A – INTRODUCTION

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- 2. Apologies**
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PART B – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

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4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

**Part B - Item 3.1 - LOT 921 (NO. 680), WANNEROO ROAD,
BALGA – 22 MULTIPLE DWELLINGS AND ONE
CONSULTANCY ROOM**

**Form 1 – Responsible Authority Report
(Regulation 12)**

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	URPS
Owner:	Doublecrest Holdings Pty Ltd
Value of Development:	\$5 Million
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA25/1289
DAP File No:	DAP/25/02982
Application Received Date:	2 October 2025
Report Due Date:	16 January 2026
Application Statutory Process Timeframe:	90 Days, with an additional 16-day time extension agreed between the Applicant and City of Stirling (106 days total)
Attachments:	<ol style="list-style-type: none"> 1. Development Application Plans (received 5 December 2025 and 9 December 2025) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. City of Stirling Planning Assessment 6. Applicant's Final Submission: <ol style="list-style-type: none"> a. Applicant's response to City's Request for Information received 9 December 2025 b. Applicant's response to City's Design Review Panel Report received 5 December 2025 c. Applicant's original Planning Report received 26 September 2025 d. Waste Management Plan prepared by Move Consultants received 26 September 2025 e. Traffic Impact Statement prepared by Move Consultants received 26 September 2025 f. Noise Management Plan prepared by Herring Storer Acoustics received 26 September 2025

	<p>g. NDIS Advice received 26 September 2025</p> <p>h. Drainage Plan received 26 September 2025</p> <p>7. City's Design Review Panel Report dated 6 November 2025</p> <p>8. Applicant's Response to Public Consultation received on 5 January 2026 and 9 January 2026</p> <p>9. External Agency Referral Response</p> <p>a. Main Roads Western Australia received 25 November 2025</p>
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Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/02982 and accompanying plans as listed in Condition 2 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, for the proposed Multiple Dwelling Development and One Consulting Room on Lot 921 (No. 680), Wanneroo Road, Balga subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The development shall comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the Development Assessment Panel. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval).

PLAN TITLE	DATE	REVISION	DRAWING No.
Model View – South West	05/12/25	03/12/2025	DA1-01
Site Plan	05/12/25	03/12/2025	DA1-02
Ground Floor Plan	05/12/25	03/12/2025	DA1-03
First Floor L2 Plan	05/12/25	03/12/2025	DA1-04
Roof Level Plan	05/12/25	03/12/2025	DA1-05
Elevations	05/12/25	03/12/2025	DA1-06

PLAN TITLE	DATE	REVISION	DRAWING No.
Elevations	09/12/25	09/12/2025	DA1-12
Sections	05/12/25	03/12/2025	DA1-07
Solar & Ventilation Study	05/12/25	03/12/2025	DA1-08
Typical Apartments	05/12/25	03/12/2025	DA1-09
Site Survey	05/12/25	03/12/2025	DA1-10
Existing Ground Floor	05/12/25	03/12/2025	DA1-11
Landscape Plan	26/09/25	00	L – 01
Planting Specifications	26/09/25	00	L – 02

Building Design

3. Notwithstanding the requirements of Condition 1, amended plans shall be provided as part of the Building Permit application to the satisfaction of the City of Stirling that;
 - a. Demonstrates screening to the northern elevation of the Balcony of Apartment 22. The screening shall be a minimum of 1.6m in height as measured from the finished floor level of the balcony.
 - b. Demonstrates a reconfiguration of the existing path within the adjoining Culloton Wanneroo Reserve that is designed in accordance with Australian Standard 1428.1:2009 – Design for access and mobility (AS1428.1:2009).
 - c. Demonstrates private open space (in the form of a balcony) for Apartment 11, 13 and 15. The balconies are to be designed in accordance with the Private open space requirements set out under Table 4.4 of the Residential Design Codes Volume 2 (Apartments).
4. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.
5. Prior to occupation of the development, the external finish of the boundary walls shall be to the same standard as the rest of the development, to the satisfaction of the City of Stirling.

Construction Management

6. Prior to submission of a Building Permit application, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for approval, in consultation with any relevant referral agencies. The CMP shall include specific details on the management of aspects including but not limited to, dust, noise, vibration, waste management, parking, traffic, street tree protection zones, tree protection zones for trees located on Culloton Wanneroo Reserve, storage of materials, site safety / security and any other relevant matters to the satisfaction of the City of Stirling. The CMP shall be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

7. Prior to commencement of site works, a dilapidation report shall be submitted to the City for approval. The dilapidation report shall detail (but not limited to) Culloton Wanneroo Reserve and Wanneroo Reserve condition, to the satisfaction of the City of Stirling.

Landscaping

8. Prior to submission of a Building Permit application, an amended Landscaping Plan shall be submitted to, and approved by the City of Stirling with the following modifications
 - a. Additional and revised tree species that are more 'shade-tolerant'; and
 - b. Tiered landscaped area to the internal embankment abutting Wanneroo Road Reserve.
9. Prior to occupation of the development, all landscaped areas shall be planted, reticulated and mulched in accordance with the amended landscaping plan to be approved and maintained thereafter for the duration of the development, to the satisfaction of the City of Stirling.
10. All street trees located on the verge shall be retained and protected in accordance with *Australian Standard 4970:2025 - Protection of Trees on Development Sites*, to the satisfaction of the City of Stirling.

Lighting and Security

11. Lighting shall be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points, to the satisfaction of the City of Stirling.
12. Details of any outside lighting shall be submitted at the Building Permit application stage demonstrating compliance with *Australian Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting (AS4282)*. External lighting shall thereafter be installed so as not to adversely affect the amenity of the locality in accordance with AS4282.

Noise

13. Prior to submission of the Building Permit application, the landowner shall provide written confirmation that all recommendations in the Noise Management Plan (prepared by Herring Storer Acoustics, dated 8 August 2025), have been incorporated into the building design, to the satisfaction of the City of Stirling. All recommendations provided in the Noise Management Plan shall be implemented and thereafter maintained for the life of the development, to the satisfaction of the City of Stirling.
14. Prior to occupation of the development, an acoustic wall is to be built in accordance with the approved Noise Management Plan prepared by Herring Storer Acoustics, date of issue; 8 August 2025. The wall is to be solid, free of gaps and contained wholly within the subject site.
15. Prior to occupation, a notification pursuant to Section 70A of the Transfer of Land Act 1893 (as amended) is to be placed on the certificate(s) of title of the proposed

lot(s). Notice of this notification is to be included on the diagram or plan of survey (deposited plan) prior to occupation of development. The notification is to state as follows:

“This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic”

A copy of the Certificate of Title with the section 70A notification registered against it, or Landgate lodgement receipt, is to be submitted to the City of Stirling.

Parking and Vehicle Access

16. The minimum number and allocation of car, bicycle parking bays on-site shall be provided as follows:
 - a. 22 residential car parking bays;
 - b. 4 residential visitor car parking bays;
 - c. 11 residential bicycle parking spaces;
 - d. 2 commercial car parking bays; and
 - e. 2 residential visitor bicycle parking spaces.
17. All parking bays, manoeuvring and circulation areas shall comply with *Australian Standard 2890.1-2004 - Off-street car parking* and AS2890.2:2018. The accessible parking bays indicated on the approved plans shall comply with *Australian Standard 2890.6:2022 - Off-street Parking for People with Disabilities*, to the satisfaction of the City of Stirling.
18. Visitor car and bicycle parking bays shall be line marked, maintained and be permanently accessible at all times for use exclusively by visitors to the property. The design and construction of the bicycle bays shall be in accordance with Australian Standard 2890.3-2015 – Bicycle Parking
19. Prior to occupation of the development, all driveways, parking and manoeuvring areas shall be hard surface, drained and maintained to the satisfaction of the City of Stirling.
20. Prior to occupation of the development, directional signage shall be provided at the vehicle entry to the site. The signage shall direct visitors to the visitor car parking, and bicycle spaces. The signage shall thereafter be retained for the life of the development.
21. Prior to occupation of the development, the redundant vehicle crossover shall be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping, to the satisfaction of the City of Stirling.
22. The vehicle crossover shall be designed, constructed, and installed prior to occupation of the development to the satisfaction of the City of Stirling.
23. Unless otherwise approved, no walls, fences, letterboxes or other structures above 0.75m in height to be constructed within the 1.5m width x 1.5m depth area of where:
 - a. Walls, letterboxes or fences adjoin vehicular access points to the site, or

- b. A driveway meets a public or private street, or
 - c. Two streets intersect, or
 - d. A driveway meets a right of way, or
- unless further approval of the City of Stirling is obtained.

Development Contributions

24. Prior to occupation of 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. The approved public art proposal shall be completed and installed by the developer prior to occupation and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

Sustainability

25. Prior to submission of a Building Permit application, a Sustainable Design Statement is to be submitted to the City of Stirling confirming all dwellings exceed the minimum requirements as prescribed under the National Construction Code 2022 (NCC 2022), Building Code of Australia Volume 1 (BCA Vol.1) by one star and that the development incorporates sustainable initiatives.

Universal Design

26. Prior to submission of a Building Permit application, certification by a Liveable Housing Australia assessor confirming the detailed design complies with the 'Silver Level' of the 'Liveable Housing Design Guidelines' produced by Liveable Housing Australia, shall be submitted to, and approved by, the City of Stirling. A minimum of 20% of dwellings (i.e. 4 dwellings) shall be designed to achieve a 'Silver Level' rating. All required design features shall be installed and operational prior to occupation.

Utilities, Facilities and External Fixtures

27. Where a concealed drying area is not provided exclusively for the dwelling each Multiple dwelling shall be provided with a mechanical dryer prior to occupation of the development.
28. All external fixtures, building services, roof equipment and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but do not create an adverse visual impact, to the satisfaction of the City of Stirling.
29. The size and layout of the residential storerooms shall be constructed as per the approved plans. to the satisfaction of the City of Stirling.

Visual Privacy

30. Prior to occupation of the development, all privacy screening shall be visually impermeable and is to comply in all respects with the requirements of Residential Design Codes Volume 2 (Element 3.5 Visual Privacy), to the satisfaction of the City of Stirling.

Waste Management

31. Prior to lodgement of a building permit, a revised Waste Management Plan (WMP) shall be submitted to, and approved by, the City. The revised WMP shall demonstrate a bin storage area consistent with the approved development plans. The WMP shall be implemented and thereafter complied with by the landowner for the life of the development, to the satisfaction of the City of Stirling.
32. Stormwater from all roofed and paved areas shall be collected and contained on site. 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 the written consent 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 appeal under Part 14 of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
3. This is a Development Approval issued under the City of Stirling Local Planning Scheme 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 licenses 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 on 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 and not the Development Assessment Panel or City of Stirling to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the Development Assessment Panel or City of Stirling's attention.
5. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City of Stirling.
6. The Applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
7. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.
8. 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*.

9. All construction works to comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.

Building design

10. In relation to the condition for the reconfiguration of the existing path within the adjoining Culloton Wanneroo Reserve. The design shall meet high-level disability compliance by conforming to Clause 23 of the *Disability Discrimination Act 1992*.
11. Accessways shall be implemented in line with Disability (Access to Premises – Buildings) Standards 2010, ensuring defined standards for paths and entries
12. Technical specifications such as gradients, widths and surfaces shall comply with *Australian Standard 1428.1:2021 – Design for access and mobility* to meet the National Construction Code deemed-to-satisfy requirements.

Landscaping

13. The detailed Landscaping Plan is to include retention of the existing street tree planted in the verge.
14. The proposed crossover configuration is subject to the approval of the City of Stirling's Verge Control and Swimming Pool Business Unit. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.
15. In relation to the condition for Tree Protection Zones, the City advises the following:
 - Culloton Wanneroo Reserve shall be protected by fixed fencing to avoid project area creep during construction; and
 - Any damage to the road reserve and park directly related to the development will require remediation, to the satisfaction to the City of Stirling.

Lighting and Security

16. Any outside lighting shall comply with *Australia Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting* and shall not spill into any neighbouring residential premises.

Noise

14. All noise generated by plant and equipment including air conditioners shall comply with the *Environmental (Noise) Regulations 1997*.

Development Contributions

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

Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution equates to \$50,000.

16. The landowner is advised that any future strata title or community title subdivision of the property must be consistent with this approval and the lot sizes demonstrated in the application.

Waste Management

17. The bin enclosure is required to comply with the requirements of the City of Stirling's *Waste Management Local Law 2010*.

Sustainability

18. In regards to the condition for Sustainable Design Statement where an alternative rating system or methodology is proposed, the landowner shall demonstrate that the rating system and design of the development is equivalent to, or better than, the minimum requirements prescribed under the NCC 2022 BCA Vol. 1 by one star and the development incorporates sustainable initiatives.

Utilities, Facilities and External Fixtures

19. In regards to the condition for residential storerooms, each storeroom that is not accessible internal to a residential dwelling, shall be appropriately numbered on the door to identify its dedicated use to the specific apartment.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No. 3 (LPS3)
Local Planning Scheme - Zone/Reserve	Business
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Local Planning Strategy Designation	N/A
Use Class and permissibility:	Consulting room – 'D' Multiple dwelling – 'D ² ' D ² – Means the use is not permitted unless Council, or in this instance the DAP, has exercised its discretion by granting planning approval.

	Condition 2 means “not permitted on the ground floor fronting a road reserve greater than 10m in width.”
Lot Size:	3,437m ²
Existing Land Use:	Vacant Commercial Building
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

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

- Alterations to, and partial demolition of, the existing vacant two-storey commercial building to create 22 Multiple Dwellings and one Consulting Room. The apartments are intended for NDIS-eligible residents.
- Vehicle access and egress is proposed via Fieldgate Square.
- Pedestrian Access is proposed via Culloton Wanneroo Reserve, adjoining the south of the site.
- Reconfiguration of the existing car park is proposed, comprising 28 at-grade parking bays in an under-croft arrangement, including 3 visitor bays and two ACROD bays.
- A total of 773m² of landscaping proposed on-site, including 22 small trees and 9 medium trees.
- Waste collection will be from the Fieldgate Square verge.

Proposed Land Use	Multiple Dwelling and Consultancy Room
Proposed Commercial Net Lettable Area	26.5m ²
Proposed No. Storeys	Two Storeys
Proposed No. Dwellings	22 Multiple Dwellings

Background

The subject site located at Lot 921, House Number 680 Wanneroo Road, Balga is 3,437m² in area and has a 19.47 metre frontage to Fieldgate Square (Attachment 2). The site is currently a vacant commercial building which is proposed to be partially demolished as part of this proposal.

The subject site is zoned ‘Urban’ under the Metropolitan Region Scheme (MRS) (Attachment 3) and zoned ‘Business’ under the City’s Local Planning Scheme No.3 (LPS3) (Attachment 4).

The subject site abuts Wanneroo Road to the West and adjoins land zoned 'Residential' to the North and East. All dwellings located to the North and East of the development site are a mix of single storey detached and attached houses. The subject site also adjoins Culloton Wanneroo Reserve to the South and a pedestrian accessway to the South providing pedestrian access from Fieldgate Square to 25 Culloton Wanneroo Reserve (Fieldgate Square Shopping Centre) which is zoned 'Local Centre, comprising commercial and retail tenancies.

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)
- City of Stirling Draft Local Planning Scheme No. 4

State Planning Policies

- State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
- State Planning Policy 7.3 – Residential Design Codes Volume 2 (Apartments)

Local Planning Policies

- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 6.3 – Bins Storage Areas (LPP6.3)
- 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)

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 21 November 2025 and concluded on 19 December 2025. During the consultation period a total of nine submissions were received comprising seven objections, seven letters of support and one submission requesting clarification on proposed development. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 200m Radius	Greater than 200m Radius	Number of Submissions
SUPPORT	6 (40%)	1 (6.66%)	7 (46.66%)

OBJECT	5 (33.33%)	2 (13.33%)	7 (46.66%)
OTHER (Comment)	1 (6.66%)	0%	1 (6.6%)

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

Public Consultation Submissions		
Number of Submission to Raise Matters	Submission Comment	Officer Comment
5	Concerns relating to traffic, safety and congestion.	The Applicant's Traffic Impact Statement (TIS) prepared by Move Consultants concludes that additional traffic generated by the development can be accommodated by the existing local road network. The predicted traffic generation in the Applicant's TIS has been reviewed and the conclusions of the document are accepted by the City.
1	The area does not need more multi-storey apartments, the area should be converted into a commercial hub for restaurants.	The proposal is considered consistent with the objectives of the Business zone.
3	Antisocial behaviour concerns due to proximity with bottle shop and children's playground.	It is expected that the revitalisation of the site will provide for social interaction and foster streetscape relationship through the integration of glazing and balconies, delivering a positive social outcome, facilitating social interaction opportunities and minimising safety risks through passive surveillance measures.
1	Concerns with disruption to lifestyle of neighbourhood due to proposed NDIS housing.	The proposed development intends to provide accommodation for NDIS-eligible residents in the form of Multiple Dwellings. The City considers this to be an appropriate land use, as the high-quality design respects the adjoining medium density residential properties whilst providing a variety of housing types within a mixed-use environment. The proposed development will also rejuvenate the neglected site and provide a positive outcome for the community. As such, the scale of the development is

Public Consultation Submissions		
Number of Submission to Raise Matters	Submission Comment	Officer Comment
		consistent with the City's planning framework and will not have an adverse impact on the adjoining properties and lifestyle of the neighbourhood.
1	Concerns with loss of privacy due to proposed positioning of north-facing windows.	A condition is recommended to be included requiring all privacy screening to be visually impermeable and to comply with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy), to the satisfaction of the City of Stirling.
1	Noise and disturbance from consultancy room due to increased visitor movement, extended irregular operating hours and noise from vehicles, door, conversations and deliveries.	<p>The Consulting Room is to primarily service the immediate needs of National Disability Insurance Scheme (NDIS) eligible residents requiring high physical support accommodation. Services to external residents on ad-hoc basis may also be available.</p> <p>Accordingly, it will be used on an infrequent basis by allied health professionals such as Occupational Therapists, Physiotherapists and Chiropractors for the benefit of the on-site residents.</p> <p>Its relatively small floor area, and limited hours of operation and staffing levels are considered compatible with the predominate residential use.</p>
1	Loss of residential amenity.	<p>The scale of the development is consistent with the City's planning framework and will not have an adverse impact on the adjoining properties.</p> <p>The proposed development will provide for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing.</p> <p>The proposed development also incorporates significant landscaping and tree plantings in and around the</p>

Public Consultation Submissions		
Number of Submission to Raise Matters	Submission Comment	Officer Comment
		site for improved canopy coverage and improve outlook for residents.
1	Concerns relating to property values.	This is not a valid planning consideration.
1	Concerns relating to impacts of construction such as dust emissions and machinery noise.	A condition is recommended to be included requiring the submission of a CMP to be submitted to the City of Stirling for approval.
1	Concerns relating to surrounding site becoming untidier due to proposed development.	Redevelopment of the site will create an improved outlook for residents and the local community. The proposed development will also include an improved walkway to assist with walkability external to the site.

The Applicant's response to submissions is contained in Attachment 8.

Consultation with Government/Service Agencies

- The application has been referred to the relevant Government/Service Agencies including Main Roads Western Australia, as Wanneroo Road is a Category 3 Primary Regional Road Reservation under the *Metropolitan Region Scheme* (MRS);

Any comments or recommendations of relevance have been incorporated into the recommended conditions of approval. The referral response from the MRWA is contained in Attachment 9.

The application was referred to the Public Transport Authority as the development proposes small deliveries for construction via the bus stop on Wanneroo Road. No response has been received from the PTA, however this can be address via the submission of CMP which will be reviewed by the City, in consultation with any relevant referral agencies. A condition for the submission of a CMP has been recommended.

Planning Assessment:

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

1. Proposed Land Use
2. City of Stirling Design Review Panel
3. Primary Planning Controls
4. Parking and Access
5. Private open space and balconies

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

1. Proposed Land Use

The below Table summarises the zoning permissibility of the proposed land uses as set out in Table 1 ('Zoning Table') of *Local Planning Scheme No. 3 (LPS3)*:

LPS3 Clause 4.3 and Land Use Permissibility	
Land Use	Use Class
Multiple Dwelling	D ² Discretionary ('D') The use is not permitted unless Council has exercised its discretion by granting planning approval. Condition 2 means " <i>not permitted on the ground floor fronting a road Reserve greater than 10m in width.</i> "
Consulting Rooms	D Discretionary ('D') The use is not permitted unless Council has exercised its discretion by granting planning approval.

'Multiple Dwelling' land use in the 'Business' zone is listed as a 'Discretionary' use under Table 1 of LPS3. By virtue of the permissibility designation D², Multiple Dwellings in this zone are not permitted unless the decision maker exercises its discretion by granting approval, subject to Multiple Dwellings not being permitted on a ground floor fronting a road Reserve greater than 10m in width.

The proposed development demonstrates an approximate 2.2m difference in ground level between Wanneroo Road Reserve and the finished floor level. Noting the level differences between the road reserve and subject site, vehicle access and egress is proposed via Fieldgate Square. Additionally, the subject site's unique 'L-shaped' shaped lot and 'sunken' proposed building footprint means that the proposed dwellings on the ground floor are largely sleeved from Fieldgate Square by the existing dwellings on the eastern adjoining lot. The City is of the view that proposed Multiple Dwellings land use in the context of the site is consistent with the Scheme provisions.

Consultancy room is listed as a 'D' use in accordance with Table 1 - Zoning Table of LPS3, which means the use is not permitted unless the decision maker exercises its discretion by granting approval.

As 'Multiple Dwelling' and 'Consultancy Room' are a discretionary use in the 'Business' zone, consideration is required against the Local Centre zone objectives of LPS3.

Business Zone Objectives (LPS3)	
Objective	Officer Comment
a) <i>To provide for a limited range of small-scale commercial</i>	The Consulting Room is to primarily service the immediate needs of National Disability Insurance Scheme (NDIS)

<p><i>development which is compatible with residential development.</i></p>	<p>eligible residents requiring high physical support accommodation. Services to external residents on ad-hoc basis may also be available.</p> <p>Accordingly, it will be used on an infrequent basis by allied health professionals such as Occupational Therapists, Physiotherapists and Chiropractors for the benefit of the on-site residents.</p> <p>Its relatively small floor area, and limited hours of operation and staffing levels are considered compatible with the predominate residential use.</p>
<p><i>b) To provide for a range of housing types compatible with a mixed use environment.</i></p>	<p>The majority of the apartments (86%) will accommodate NDIS residents. In addition, three apartments (Units 20 to 22) are to be proposed as dwellings for private sale. This provides for a mix of housing types that branch out to a wider demographic.</p> <p>The proposed dwellings designed to accommodate for NDIS eligible residents are symbiotic with the Consultancy room, given its nature of providing on-site services. Accordingly, it is considered that the range of housing types proposed is compatible with the mixed-use environment.</p>

Based on the above, the proposal is considered consistent with the objectives of the Business zone and is therefore appropriate for the site.

2. City of Stirling Design Review Panel

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, being 6 November 2025.

At its meeting 6 November 2025, the DRP were generally supportive of the proposed development and its intent to provide a service to NDIS-eligible residents. In its meeting it was noted that further attention to detail was required on the proposed landscaping, connection with the streetscape and the general functionality of the proposed development. The Design Review Report is contained within Attachment 7 and officer comment to the DRP’s recommendation summary is outlined below:

<p>Design Review Panel (DRP) Recommendations Summary</p>	
<p>DRP Recommendations</p>	<p>Officer Comment</p>

<p><u>Principle 1 – Context and Character</u></p> <p>1d. The Panel suggested further demonstration of how the proposal responds to its surrounding context would be beneficial.</p> <p>1g. The presentation of the front wall should avoid a harsh or defensive appearance; an open or articulated approach is preferred.</p> <p>1h. The Panel stated it is important to ensure a continuous and well-defined frontage to Fieldgate Square.</p> <p>1i. Comment was made by the Panel the noise walls should be softened with articulation, openings, and planting.</p> <p>1j. It was recommended by the Panel to retain the street-facing storey to discourage graffiti and maintain activation.</p> <p>1k. The Panel suggested a detailed streetscape study should be provided to assist with telling what the true context is.</p>	<p>The Applicant agreed to the recommendations of the DRP and acknowledged that the front walls will be utilised for public art. A suitable condition is recommended to be included which will require for the public art proposed to be approved by the City, completed and installed by the developer and maintained thereafter. The City is satisfied that there is opportunity to capture the context and character of the area through public art.</p>
<p><u>Principle 2 – Landscape quality</u></p> <p>2b. Comment was made the tree table is sound, however, additional large trees are encouraged.</p> <p>2c. The Panel stated there appears to be some lost opportunity in relation to landscape engagement with the street.</p> <p>2d. The communal areas and circulation spaces should better promote passive activity and shaded incidental use, which are currently limited.</p> <p>2e. The Panel encouraged the Applicant to reduce areas of solid paving wherever possible.</p> <p>2f. The Applicant was urged to discuss with the City opportunities for verge planting and additional POS planting to soften the site edges.</p>	<p>The applicant agreed to incorporating additional trees to improve landscape engagement with Wanneroo Road. This engagement is achieved through the terracing along the embankment to the western boundary.</p> <p>The Applicant also provided amended plans indicating a relocated bin store to better utilise the circulation space of foyer.</p> <p>The City have recommended the imposition of a condition for an amended Landscaping Plan to be submitted prior to lodgement of a building permit. The Landscaping Plan is to be approved by the City of Stirling with modifications such as additional trees, tree species that are more shade-tolerant and demonstration of terracing to the embankment adjoining parallel to Wanneroo Road Reserve.</p>

<p>2g. It was recommended by the Panel the Applicant should review paving treatments to the car park and change areas for consistency and permeability.</p> <p>2h. It was suggested the Applicant should consider relocating the bin store to enable a large tree at the junction of the two buildings.</p> <p>2i. Comment was made by the Panel where planting space is constrained climbing plants or vines should be considered.</p> <p>2j. The Panel suggested reviewing the species list to include more shade-tolerant species.</p> <p>2k. It was stated by the Panel although large trees are included in the development, species diversity and extent should be increased to improve canopy cover.</p> <p>2l. It was suggested by the Panel to explore opportunities to introduce more sunlight into the sunken courtyard areas.</p> <p>2m. Comment was made by the Panel landscape plays an important role. The landscaping needs to be maintained properly and there is opportunity to create good courtyards and make these flourish.</p>	
<p><u>Principle 3 – Built form and scale</u></p> <p>3b. It was suggested renders would assist in demonstrating the three dimensional articulation, as current illustrations suggest a flatter form than intended.</p> <p>3e. It was suggested by the Panel the Applicant could consider opening up the northern courtyard; the lift structures appear somewhat intrusive.</p> <p>3f. The Applicant was urged by the Panel to avoid blank walls where possible and soften necessary solid walls with openings or planting.</p>	<p>The City is satisfied that the proposed development eliminates blank walls where possible, through the use of feature colours and materials.</p> <p>The incorporation of permeable fencing directly facing the Culloton Wanneroo Reserve and the requirement for public art will improve the pedestrian street appeal as viewed from the public realm.</p>

<p>3g. The arrival experiences at both Fieldgate Square and the car park and require.</p>	
<p><u>Principle 4 – Functionality and building quality</u></p> <p>4c. Comment was made by the Panel the servicing arrangements should be reviewed to ensure long-term operational efficiency, including waste collection.</p> <p>4d. The Panel stated passive climatic design is being considered however there appears to be opportunities for further enhancement.</p> <p>4e. The Panel stated it is essential to provide detail around the air-conditioning unit locations to avoid heat discharge or visual clutter in public areas.</p> <p>4f. Comment was made by the Panel the universal accessible toilet doors to the community space are not ideal and screening is required.</p> <p>4g. It was stated by the Panel the residential windows next to the community space may present noise and privacy issues.</p> <p>4h. The Panel expressed concern around the horizontal louvres which may create climbing risks and should be reviewed for safety reasons.</p> <p>4i. Comment was made by the Panel the L-shaped stores are inefficient for access and should be reconsidered.</p> <p>4j. The breezeways are a strong design feature but require greater width to function as usable outdoor courtyards. The Panel requested the Applicant provide detail on the finish and dimension.</p> <p>4k. It was recommended the Applicant should reconsider the rear boundary pathway; while it offers connectivity, it</p>	<p>The City is satisfied that waste can be appropriately serviced via verge collection and that the associated bin storage area can accommodate for the proposed development. The City have recommended to impose a condition that requires an updated Waste Management Plan that is consistent with the proposed development plans.</p> <p>The City has recommended to impose a condition that requires functional utilities to be screened and/or located to as not to create visual clutter to public areas.</p>

limits private garden opportunities for ground-floor units.	
<p><u>Principle 5 – Sustainability</u></p> <p>5b. The emphasis on cross-ventilation is commended. The Applicant was encouraged to ensure window and door openings are operable to maximise natural airflow.</p> <p>5c. The Panel stated an ESD Strategy should identify measurable targets and commitments for PV systems, EV infrastructure, and energy-efficient fixtures.</p> <p>5d. The Panel suggested the Applicant consider introducing north-facing skylights to upper apartments to enhance daylight access.</p>	<p>The City is satisfied that proposed openings have been appropriately located to allow for sufficient cross-ventilation. The City have recommended the imposition of a condition to ensure that all habitable rooms meet the NCC requirements for ventilation.</p>
<p><u>Principle 6 – Amenity</u></p> <p>6b. The Panel commented providing detailed designs for the communal spaces, including seating, lighting, and landscape features is essential.</p> <p>6c. It was mentioned the balcony proximity to neighbouring properties raises privacy concerns; shifting the building westward and improving screening would be beneficial to the outcome.</p> <p>6e. Comment was made by the Panel the Applicant should ensure the key access ramps meet accessibility and gradient standards. It was suggested the Applicant should work with the City to enhance the outcome.</p> <p>6f. The Panel strongly urged the Applicant to work with the City on upgrades to the verge and POS amenity.</p>	<p>The City is satisfied that the proposed communal space is of a sufficient size for the installation of furniture and benefit the residents.</p> <p>The City has recommended the imposition of a condition for the existing pedestrian accessway (located on Culloton Wanneroo Reserve). The condition speaks to amended plans demonstrating a reconfiguration that is designed in accordance with AS1428.1 – Design for access and mobility.</p>
<p><u>Principle 7 – Legibility</u></p> <p>7a. The Panel stated legible access from Fieldgate Square requires resolution and improvement.</p>	<p>The Applicant has acknowledged that a fully integrated call system will be installed to improve access requirements.</p> <p>The City is satisfied that the gate proposed to provide access from</p>

7b. It was noted the gate from the POS is an essential entry. The Applicant was encouraged to strengthen its sense of arrival and ensure an accessible call system to contact the caretaker.	Culloton Wanneroo Reserve is sufficient in its design to encourage a sense of arrival.
<p><u>Principle 8 – Safety</u></p> <p>8c. The Panel stated the high boundary walls to Dan Murphy’s and the POS are not supported. It was also mentioned the wall to Wanneroo Road, while functional, should be refined for a softer character.</p>	The City is satisfied that the installation of permeable fencing is sufficient to provide safety to residents, whilst maintaining outlook to Culloton Wanneroo Reserve.
<p><u>Principle 10 – Aesthetics</u></p> <p>10a. It was stated by the Panel the material and finishes palette should reference and complement the site’s existing character and broader context.</p> <p>10b. Comment was made the street and public-facing walls require careful material selection and integrating public art is encouraged.</p> <p>10c. The Panel noted public art should form part of the site’s interpretive narrative.</p> <p>10d. Comment was made by the Panel opportunities exist to celebrate the site’s heritage and retain or reinterpret elements of the existing graffiti art.</p>	<p>The City has recommended a condition for the public art proposal to be approved by the City, completed and installed by the developer and maintained thereafter. The City is satisfied that there is opportunity to capture the context and character of the area through public art.</p> <p>The City is satisfied that the aesthetic features such as contrasting colours, articulation, window shrouds and alternative materials create visual interest. It is expected that the future public art will assist in celebrating the history of the site.</p>

Based on the above, the proposal is considered acceptable with respect to State Planning Policy 7.0 - Design of the Built Environment.

3. Primary Planning Controls

As previously stated, the subject site is zoned ‘Business’ under LPS3. Clause 5.3.2 (‘Special Application of Residential Design Codes’) of LPS3 states:

“Except as otherwise required in the Scheme or a Local Planning Policy, residential development not in the Residential Zone is to comply with the requirements of multiple dwellings under the R80 R-Code.”

Notwithstanding the above, Residential Design Codes Volume 2 permits all of Part 2 (Primary Controls) of the policy, and some sections of Part 3 (Siting the Development) to be modified by the local planning framework. This is particularly relevant in this instance as the R80 requirements applicable to the development proposal are superseded by the requirements of LPP 4.2.

The proposal has been assessed against all applicable requirements of the City’s LPS3, the State and Local Planning Policies. Car and Bicycle Parking and Private

spaces and balconies are considered below with an assessment provided against the specific and general objectives of LPP 4.2 and applicable element objectives. All other elements of the proposal which seek discretion are considered minor nature in respect to impacts to amenity. These elements have been assessed against the relevant planning framework have been considered against the relevant element and general objectives (refer Attachment 5).

The following table identifies the key elements of the planning framework applicable to the development:

Element	Provisions	Proposed
Building Height	<p>Permitted building height of three storeys (12m) as per Clause 6.3 of LPS3 and LPP 4.2.</p> <p>Where adjoining sites are zoned Residential, floors above two storeys shall be setback 6.0m from the common lot boundary, except where adjoining residential building is 3 storeys or higher.</p>	2-storey building height, up to a maximum of 7.75m above natural ground level.
Setbacks	<p>Local Planning Policy 4.2 – Mixed Use Design Guidelines:</p> <ul style="list-style-type: none"> • Nil primary and secondary street setbacks required. • 3m setbacks to side lot boundaries where abutting residential land uses (abutting residences are zoned R40). 	<p><u>Primary Street (Fieldgate Square) setback:</u></p> <ul style="list-style-type: none"> • Nil setbacks to primary street and non-residential lot boundaries not achieved <p><u>Side Boundaries:</u></p> <ul style="list-style-type: none"> • Proposed minimum setback of 2.85m to north boundary • Proposed minimum setback of 3m to east boundary
Boundary Walls	<p>Local Planning Policy 4.2 – Mixed Use Design Guidelines:</p> <ul style="list-style-type: none"> • Nil setback when abutting non-residential land use. • Calculated as per R-Codes when abutting residential land use – permitted on one boundary and not exceed 2/3 length. 	No boundary walls proposed.

Element	Provisions	Proposed
Plot Ratio	Residential Design Codes Volume 2 – Acceptable Outcomes: <ul style="list-style-type: none"> Plot ratio of 1.0/3437 m² permitted 	0.58 (2,021.8m ²) plot ratio proposed
Landscaping	Residential Design Codes Volume 2 – Acceptable Outcomes: <ul style="list-style-type: none"> Minimum deep soil required - 10% of total lot area (343.7m²) 1 large tree and 1 medium tree for <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> 1 large tree for each 900m² in excess of 1000m² and small trees to suit area – total of 3 large trees and small trees to suit area. 	<ul style="list-style-type: none"> 9 medium trees and 22 small trees proposed 362m² deep soil area proposed – complies 773m² total landscaping proposed
Car and Bicycle Parking	Residential Design Codes Volume 2 – Acceptable Outcomes: <ul style="list-style-type: none"> 0.75 car parking bays per 1 bedroom dwelling and 1 car parking bay per 2+ bedroom dwelling – 22 total car bays required. 5 car parking bays for each practitioner in attendance up to 2 practitioners – 5 total car parking bays required 1 visitor car bay per four dwellings up to 12 dwellings and 1 bay per eight dwellings for the 13th dwelling and above – 4 total visitor bays required. 0.5 resident bicycle parking spaces per dwelling – total 11 residential bicycle parking bays required. 1 visitor bicycle parking space per 10 dwellings – total 2 visitor bicycle parking bays required. 	<ul style="list-style-type: none"> 28 car parking bays proposed Nil bicycle parking spaces proposed.

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

4. Parking and Access

Parking

As contained in the following respective tables, the proposal has been assessed against Element 3.9 – Car and Bicycle Parking of the R-Codes Vol. 2 and *Local Planning Policy 6.7 – Parking and Access* for the -non-residential component.

Car Parking Assessment		
Use	Provision	Bays Required
<u>Residential</u> (2+ Bedroom Dwellings)	Minimum 1 bay per dwelling	Minimum 22 resident bays ^{Note 1}
<u>Residential</u> Visitors	Minimum 1 bay per four dwellings up to 12 dwellings and one 1 bay per eight dwellings for the 13 th dwelling and above	Minimum 4 visitor bays
<u>Non-Residential</u> Consultancy room	5 bays per practitioner	5 bays ^{Note 2}
Residential Total Required (Minimum):		22 resident bays and 4 visitor bays (i.e. 26 bays total)
Residential Total Provided:		22 residential bays and 4 residential visitor bays (26 bays total)
Non-Residential Required		5 bays
Non-Residential Provided		2 bays
Total Car Parking Required		31 bays
Total Car Parking Provided		28 bays
Total Surplus / Shortfall:		3 non-residential bay shortfall
Note:		
1: The number of bays is rounded up to the nearest whole number as per Note 1 of Table 3.9, of RCodes Vol 2.		
2: All non-residential development parking requirements are rounded to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down.		

Bicycle Parking Assessment		
Use	Provision	Bays Required
Residential – 2+ Bedroom Dwellings	Minimum 0.5 bicycle bays per dwelling	11 residential bicycle bays
Residential Visitors	Minimum 1 visitor bicycle bay per 10 dwellings	2 visitor bicycle bays
Consultancy room	1 bicycle bay per 400m ² of gross floor area	Nil.
Residential Total Required (Minimum):		13 bicycle bays
Residential Total Provided:		nil
Non-Residential Required		nil
Non-Residential Provided		nil
Total Bicycle Parking Required		13 bays
Total Bicycle Parking Provided		0 bays
Total Surplus / Shortfall:		13 bay shortfall

The tables above show that there is a shortfall of 3 non-residential car parking bays and a shortfall of 13 residential bicycle bays.

Access

Vehicle access to the site is proposed via a 4.1m wide crossover which allows for access to the at-grade covered car parking area.

In support of the proposed development, the Applicant submitted a Traffic Impact Statement (TIS) prepared by Move Consultants. The Applicant's TIS predicts the development will generate approximately 106 vehicles per day (vpd) inclusive of heavy vehicle movements. It is estimated that during the roadway peak periods that the maximum traffic generation will be in the order of 6vph (4 inbound/2 outbound) during the a.m. and 9vph (4 inbound/5 outbound) during the p/m/ peak hour.

The TIS concludes the additional traffic generated by the development can be accommodated by the existing local road network. The predicted traffic generation in the Applicant's TIS has been reviewed and the conclusions of the document are accepted by the City.

The proposed development seeks discretion regarding the abovementioned provisions of LPP 6.7 with consideration against the following objectives of LPP 6.7:

- 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;*
- b) *To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;*
- c) *To prioritise access by public transport, walking and cycling;*
- d) *To facilitate the provision of adequate bicycle parking and end of trip facilities;*

- e) *To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;*
- f) *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and*
- g) *To ensure the amount of parking is not detrimental to the urban design and character of the locality.*

In respect of the commercial parking shortfall, the proposed Consulting Room is provided with two dedicated car parking bays which is considered to be acceptable given the intent of intermittent use by allied health professionals to provide services to NDIS-eligible residents on site. While there may be opportunity to provide services to customers external to the site on an ad-hoc basis, it is expected that the demand for commercial car parking spaces is relatively low as majority of customers would reside on-site. The subject site is also in close proximity to high frequency bus routes 388 and 389, immediately located outside the site on Wanneroo Road.

Additionally, the proposed development proposes to modify the existing pedestrian pathway that would see direct access to the subject site from Culloton Wanneroo Reserve via Wanneroo Road. The proposed condition of development approval to require an upgrade of the existing pedestrian pathway will ensure a safe and satisfactory access to the development for residents to the commercial tenancy. All other access to the commercial tenancy for customers external to the site is readily available from Fieldgate Square. The proposed condition of development approval will also require provision for bicycle bays, noting that there is expected to be a low demand and necessity for bicycle bays for NDIS-eligible residents.

In conjunction with assessment provided through the Applicant's TIS and review of the TIS by City, the proposed shortfall of commercial car parking bays is not considered to result in car parking issues in the locality or adversely impact the surrounding network. The car parking provided is appropriate and allows additional space for landscaping and tree planting within the development to enhance the outlook for residents and passersby. The City supports the variation to the development standards, subject to conditions.

5. Private Open Space and Balconies

Element 4.4 – 'Private open space and balconies' of the R-Codes Volume 2 include provisions relating to dwellings having good access to appropriately sized private open spaces that oriented and designed to enhance liveability for residents and are integrated into the overall architectural form of the building.



Figure 1 – Extract of Development Plans demonstrating Juliet balconies to apartment 11, 13 and 15.

As the proposed development demonstrates private open spaces that have a minimum dimension and minimum area less than prescribed under Table 4.4 – Private open space requirements, specifically apartments 11, 13 and 15, consideration of the proposed development against the Element Objectives of Element 4.4 – ‘Private open space and balconies’ of the R-Codes Volume 2, is provided below:

- O 4.4.1 Dwellings have good access to appropriately sized private open space that enhances residential amenity.*
- O 4.4.2 Private open space is sited, oriented and designed to enhance liveability for residents.*
- O 4.4.3 Private open space and balconies are integrated into the overall architectural form and detail of the building.*

The balconies associated with apartments 11, 13 and 15 do not provide for adequately sized private open space to enhance liveability for residents. Original development plans provided to the City (prior to amended plans) demonstrated adequate private open space for the abovementioned apartments. The City’s expectation would be for the original balcony layout to be incorporated into the building permit plans.

The proposed development does not satisfy the objectives of Element 4.4 – ‘Private open space and balconies’. As such, the City has recommended a condition for amended plans to be provided at building permit stage, demonstrating private open space (in the form of a balcony) for apartment 11, 13 and 15 to be designed in accordance with the Private open space requirements set out under Table 4.4 of the R-Codes Volume 2.

Conclusion:

The proposed development is located within a Business zone and abuts medium density residential properties. Though the proposed development proposes alternative solutions in relation to car parking and private open space provisions of the City's planning framework, the City's assessment concludes the proposed development is appropriate as there will be minimal impact on the amenity of area and future occupants (subject to suitable conditions being included on the recommendation).

The proposed development carefully responds to the existing and future development context with appropriate building articulation and application of varying aesthetic features to help mitigate any adverse impacts to adjoining properties. The proposed development aligns with the building height provisions and is considered appropriate in size as viewed from the public realm. As viewed from Wanneroo Road, the proposed development remains 'sunken' and intentionally has been designed to maintain the residential streetscape to the west and to respond to significant slope from west to east of the subject site. As viewed from Culloton Wanneroo Reserve and Fieldgate Square, the proposed development demonstrates sufficient articulation and material architectural features to reduce any perceived building bulk.

High quality landscaping is also provided on-site which is co-located with the communal open space and appropriately dispersed amongst the subject site to improve visual outlook for all residents. The proposed development includes the provision of significant deep soil area and tree planting along the side and rear setback areas which assists with the transition to the medium density residential properties.

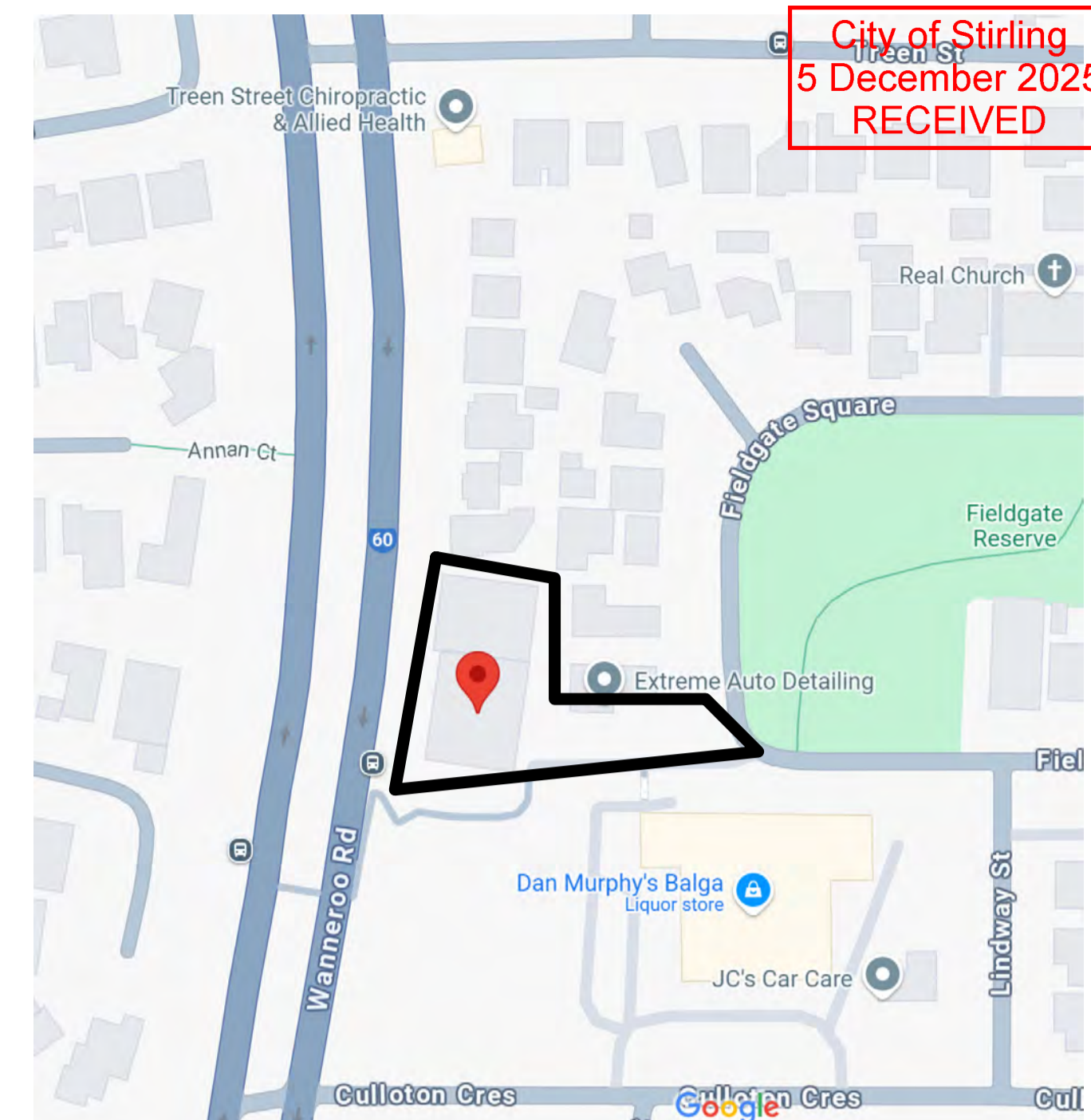
The intent to provide accommodation for NDIS-eligible residents in conjunction with a high-quality design is appropriate within its context and will rejuvenate a neglected site and provide community benefit. Accordingly, the application is recommended for approval subject to conditions.

City of Stirling
5 December 2025
RECEIVED



1 MODEL VIEW SOUTH WEST
DA1-01

proposed SDA care accommodation residential apartment building 680 Wanneroo Rd Balga for Abel property



SITE LOCATION PLAN



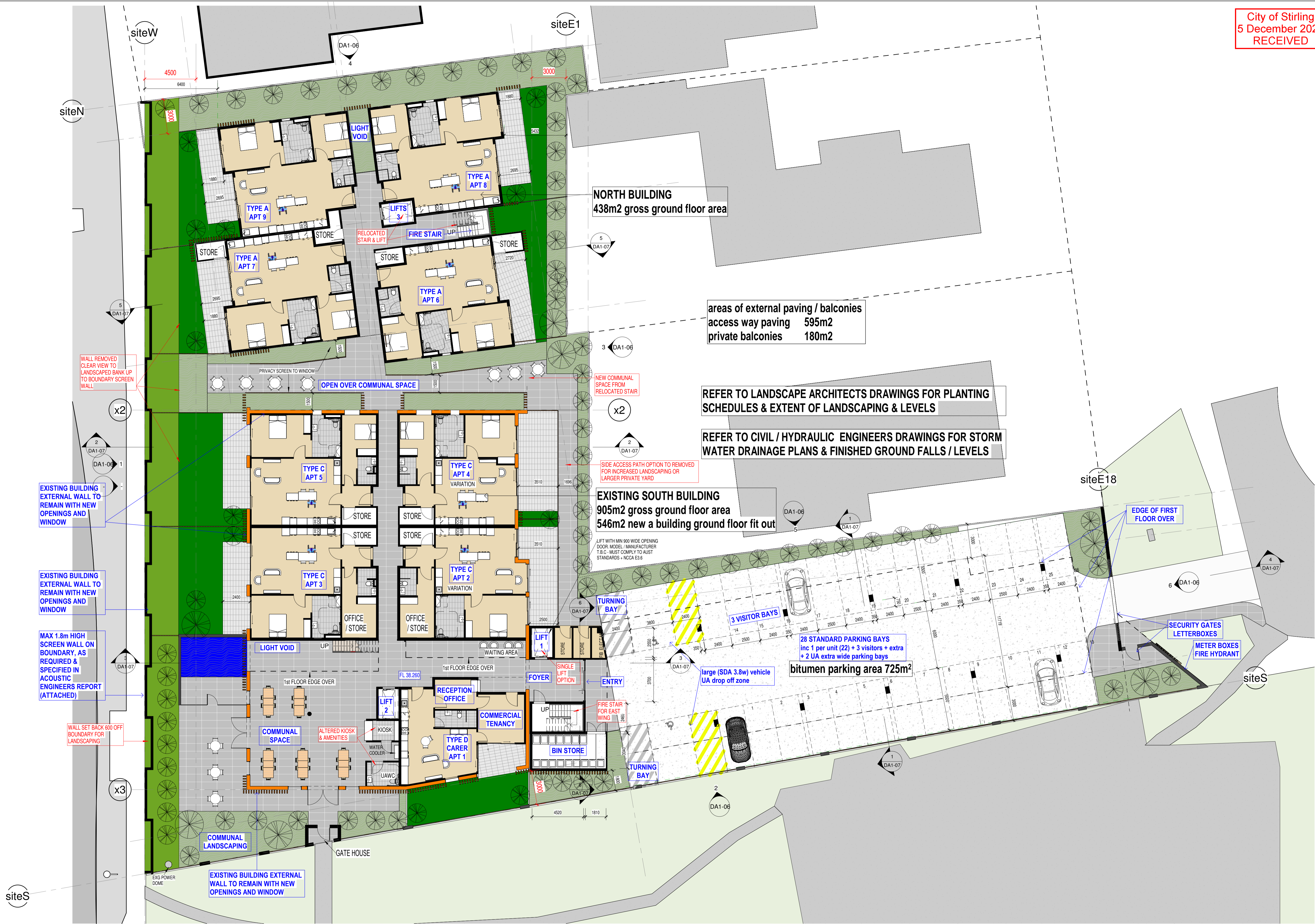
NOTE SHADOW DIAGRAM NOT REQUIRED AS
SUN SHADOW AT 12pm JUNE 21
SHADOW CAST TO ADJACENT LOT COMMERCIAL BUILDING & PARKING AREA ONLY

SCHEDULE OF AREAS

SITE	3437m ²		
OPEN SPACE	1565m ² (not including open sided parking area)		
AREAS total	22 units on 2 levels		
ground floor	8 x SDA HPN =	2 bedroom / 2 bathroom nom 100m ²	
	1 carer unit =	1 bedroom + commercial tenancy (consult room)	
1st floor	12 x SDA HPN =	2 bedroom / 2 bathroom nom 100m ²	
	1 x carer unit =	1 bedroom	
total apartments	22 apartments with private balconies & store rooms, communal space with pool, lift / stairs, bin stores		
parking for max	28 bays - 1 bay per unit (22) + 3 visitors + 2 UA drop off bays extra wide 3.8m as per SDA2019		
SCHEDULE OF AREAS			
TYPE A			
apartments 6, 7, 8, 9, 16, 17, 18, 19	105m ² gross floor area	+ 4m ² store room + 18m ² balcony or ground floor paving	97m ² internal floor area
apartments 20, 21, 22	103m ² gross floor area	+ 4m ² store room + 23m ² balcony outdoor living	95m ² internal floor area
TYPE B			
apartments 2, 3, 4, 5, 11, 12, 13, 14, 15, 3, 5, 11, 13, 15	104m ² gross floor area		100m ² internal area
2 & 12	102m ² gross floor area		98m ² internal area
4 & 14	95m ² gross floor area		92m ² internal area
all + 4m ² store room + 18m ² balcony or ground floor paving			
TYPE C			
ground floor apartment 1	75m ² gross floor area + 32m ² commercial tenancy inc 3m ² store room + 10m ² paving		95m ² internal floor area
1st floor apartment 10	103m ² gross floor area inc 3m ² store & office + 10m ² balcony		77m ² internal floor area
* gross floor area includes external wall			



Residential apartment development - 22 units DA1-02



NORTH BUILDING
438m2 gross ground floor area

areas of external paving / balconies
access way paving 595m2
private balconies 180m2

EXISTING SOUTH BUILDING
905m2 gross ground floor area
546m2 new a building ground floor fit out

28 STANDARD PARKING BAYS
inc 1 per unit (22) + 3 visitors + extra
+ 2 UA extra wide parking bays
bitumen parking area 725m²

REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR PLANTING SCHEDULES & EXTENT OF LANDSCAPING & LEVELS
REFER TO CIVIL / HYDRAULIC ENGINEERS DRAWINGS FOR STORM WATER DRAINAGE PLANS & FINISHED GROUND FALLS / LEVELS

GROUND FLOOR PLAN

1 : 150

preliminary design for DA rev @ 3/12/2025



NOTE
PRIVACY SCREENS TO ALL FIRST FLOOR
BALCONIES TO PREVENT OVER LOOKING TO
ADJACENT LOTS. TO MEET R CODES

**TYPE A
SDA HPN
2 BED 2 BATH UNITS**

**TOTAL GROSS FIRST FLOOR
(inc balconies & access ways)
1996m²**

**NORTH BUILDING
438m² gross first floor area**

**EXISTING SOUTH BUILDING
905m² gross ground floor area
660m² new building first floor fit out**

**EAST WING BUILDING
323m² gross first floor area.
(not inc access ways and balconies)**

REFER TO TYPICAL APARTMENT
TYPE FLOOR PLANS FOR ALL
DIMENSIONS AND AREAS DRAWING
DA1-09

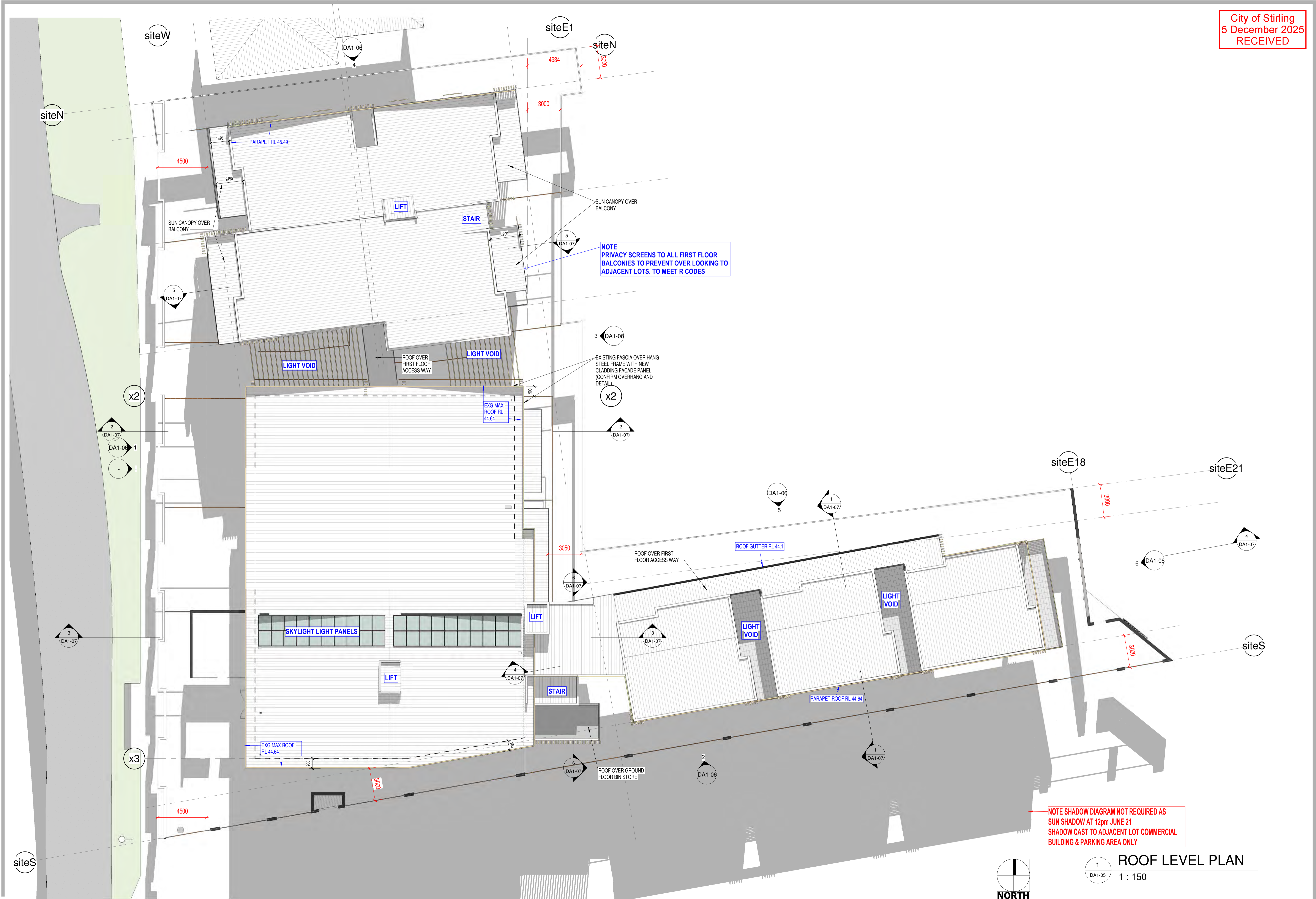
areas of external paving / balconies
access way paving 266m²
private balconies 280m²

**TYPE C
SDA HPN
2 BED 2 BATH UNITS**

**TYPE B
SDA HPN
2 BED / 2 BATH UNITS**

**TYPE D
CARER STUDIO APARTMENTS + CONSULT ROOM
1 BED / 1 BATH UNITS**

1 1st FLOOR L2 PLAN
1 : 150

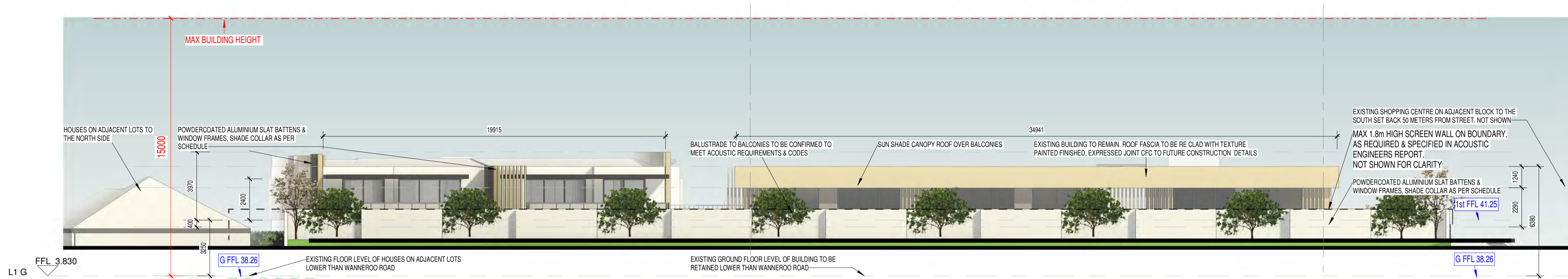


1 ROOF LEVEL PLAN
DA1-05 1 : 150

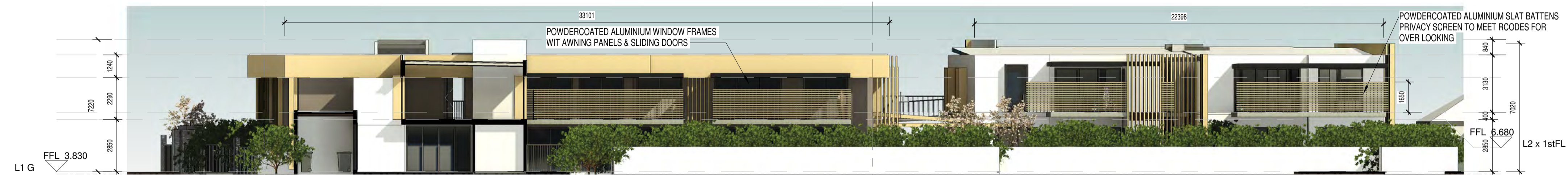




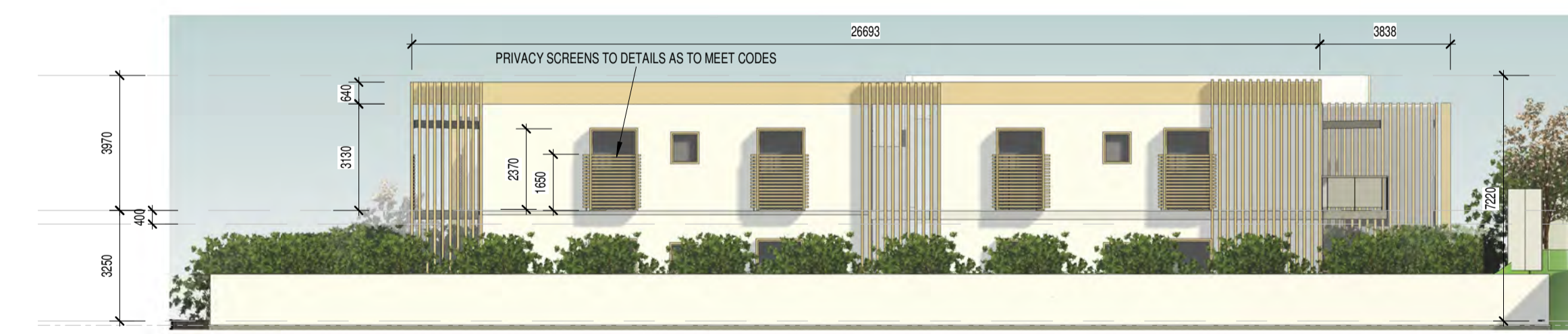
2 south elevation
1 : 150



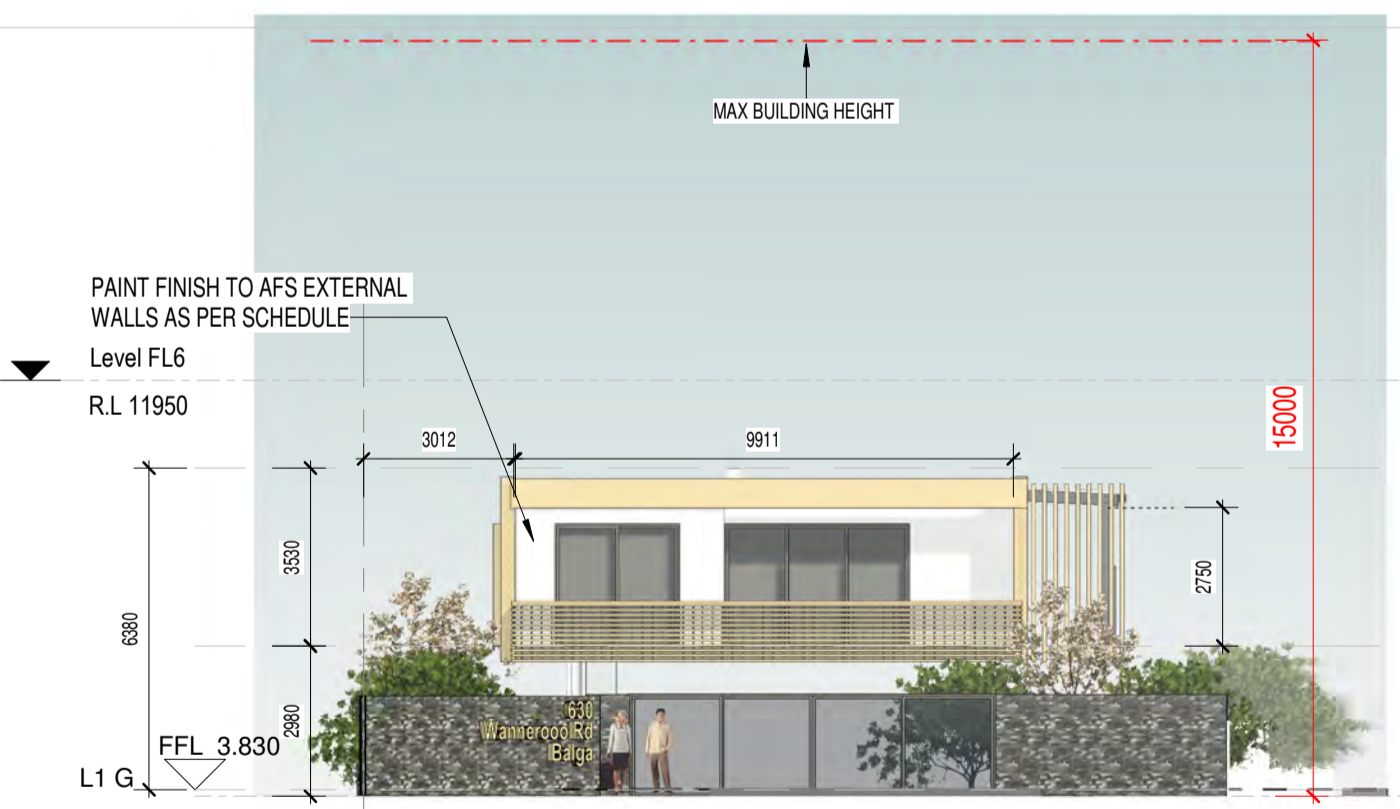
1 west elevation Wanneroo Rd
1 : 150



3 east elevation 2
1 : 150



4 north elevation 1
1 : 150



6 east elevation Fieldgate
1 : 150



5 north elevation 2
1 : 150

EXTERNAL FINISHES

COLORBOND METAL DECK ROOF SHEETING
Colorbond® Surfmist®
46650_218741

FEATURE WALLS EXTERNAL
Dulux
Domino GR10

EXTERNAL WALLS
Dulux
Snowy Mountains Half
227801_200650

STONE CLAD FEATURE WALLS

ALUMINIUM - WINDOW FRAMES, VERTICAL BATTENS
PRIVACY SCREENS, FASCIA PANELS
PAPERBARK®
MATT
90Z3174M



1 7 west elevation
1 : 100

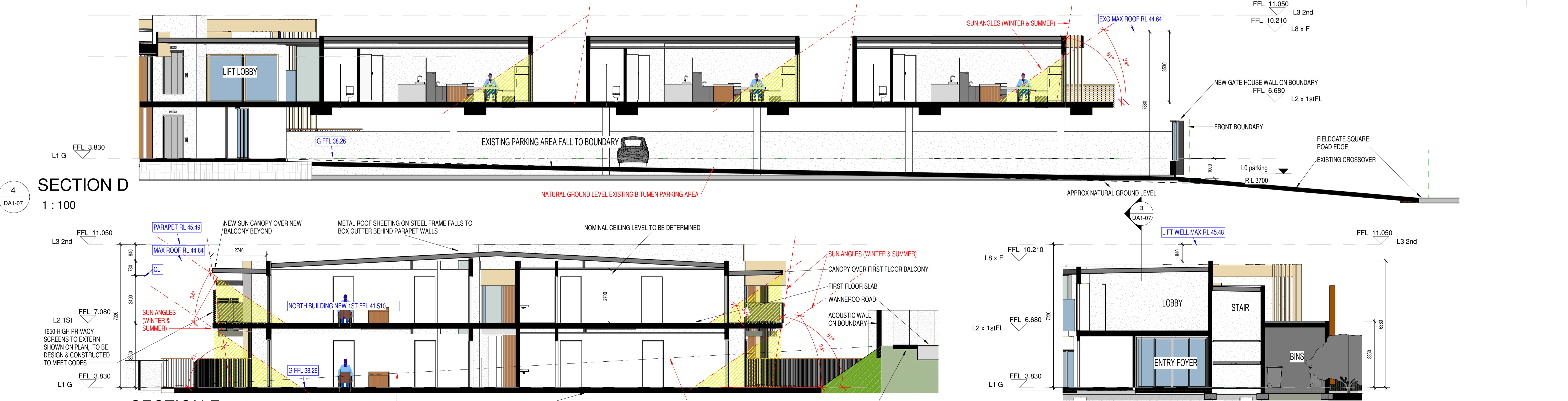
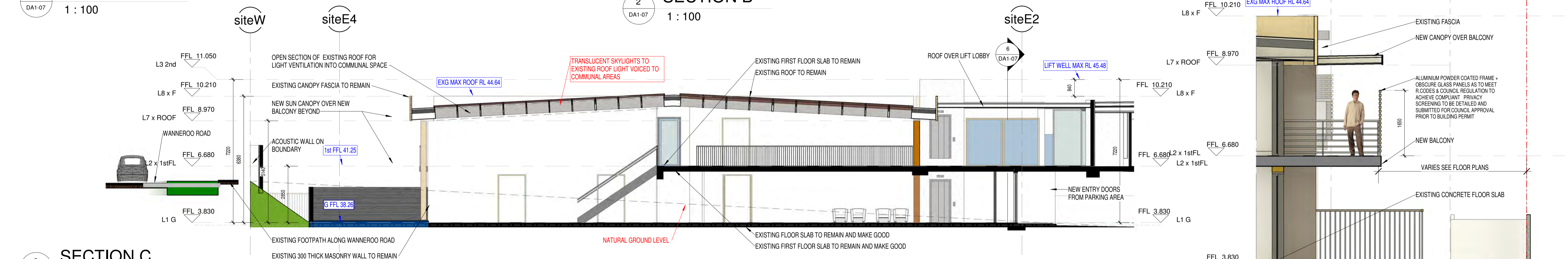
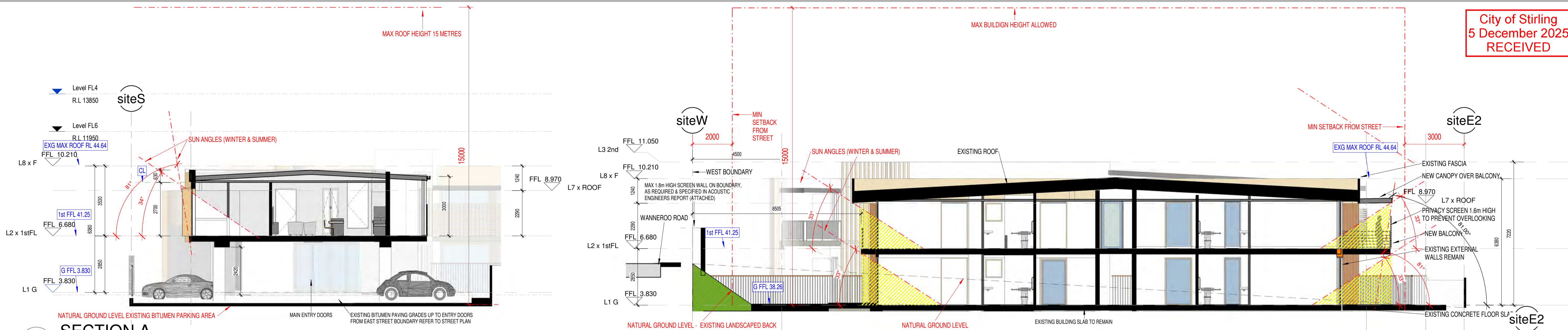


2 8 east elevation
1 : 100



3 9 north elevation
1 : 100

BUILDING ELEVATIONS WITHOUT BOUNDARY SCREEN WALLS SHOWN



Solar access hourly schedule

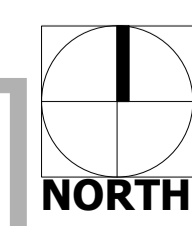
9.00(am) - 15.00 (3pm)

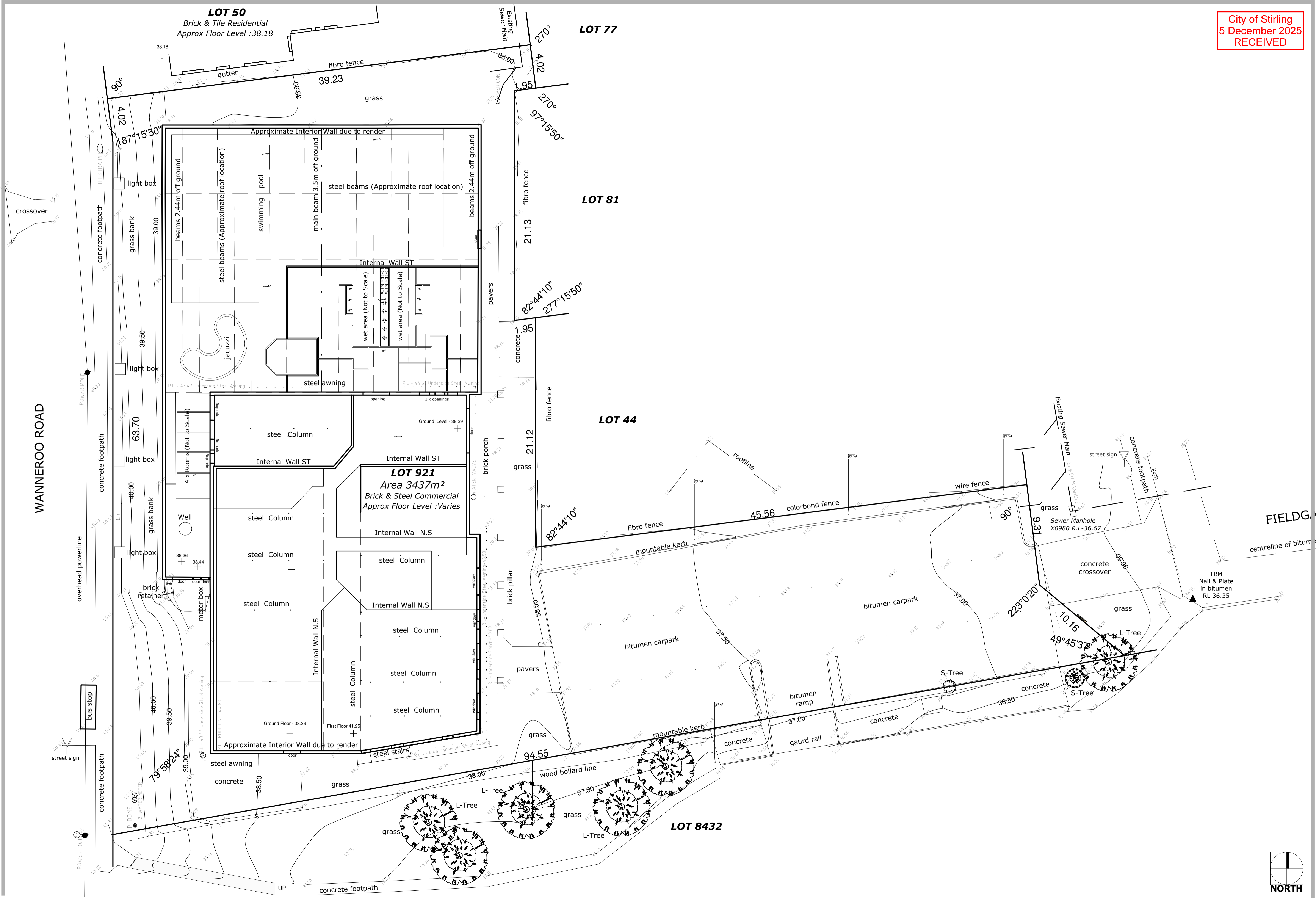
apartment	1 + 10			2 + 12			3 + 13			4 + 14			5 + 15			6 + 16			7 + 17			8 + 18			9 + 19			11			20 + 21 + 22		
time range	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds	int living	open living	beds			
9.00																																	
10.00																																	
11.00																																	
12.00																																	
13.00																																	
14.00																																	
15.00																																	
total hours	0	0	0	2	4	2	2	4	2	2	4	3	2	4	4	2	4	2	2	4	2	2	4	3	2	4	4	2	4	2	4	4	4



1 SOLAR & VENTILATION STUDY
DA1-08 1 : 150
GROUND FLOOR APARTMENTS ARE IDENTICAL TO FIRST FLOOR AS SHOWN

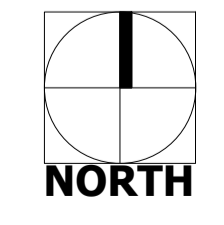
2 SOLAR STUDY - GROUND
DA1-08 1 : 150
COMMUNAL SPACES

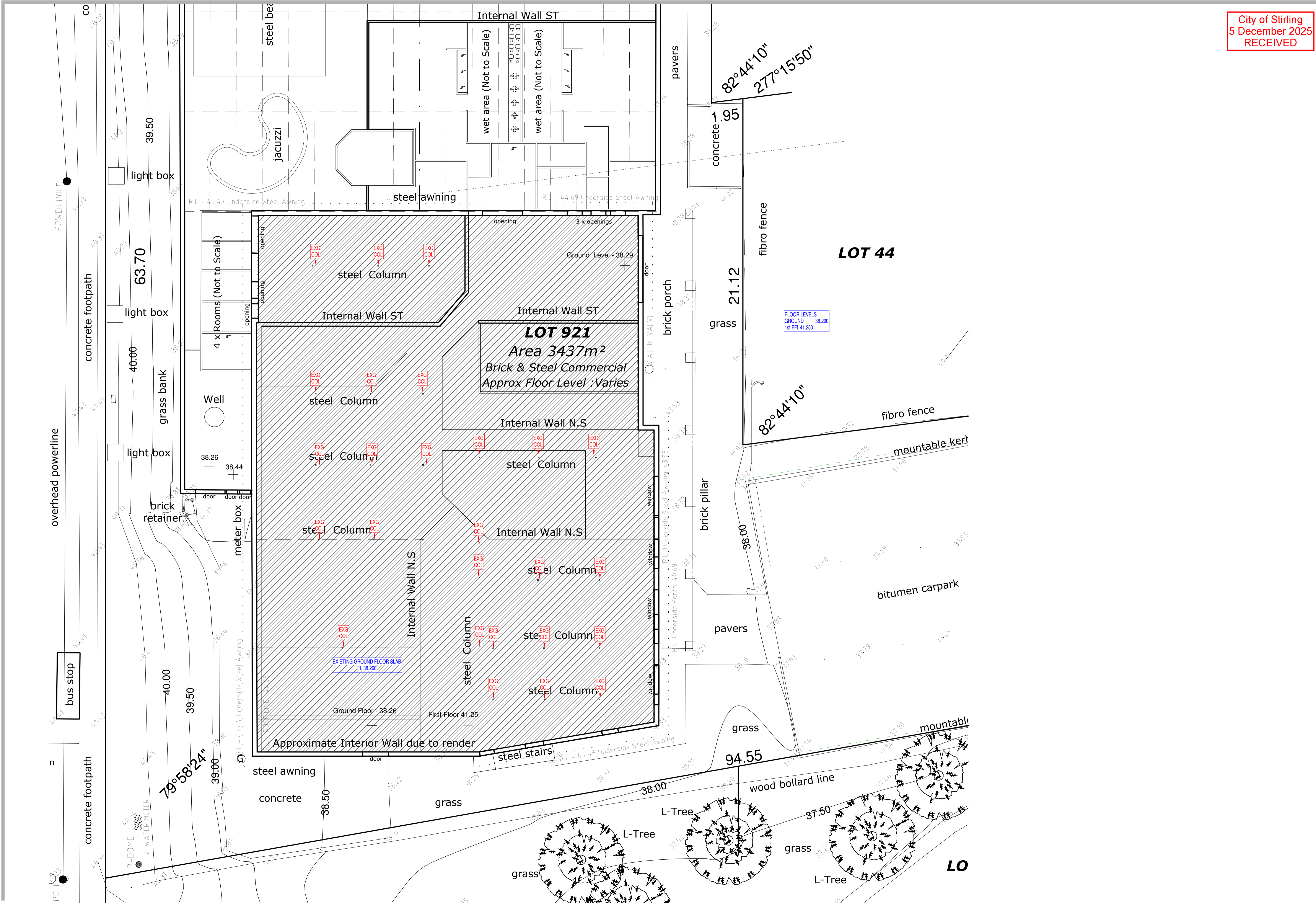


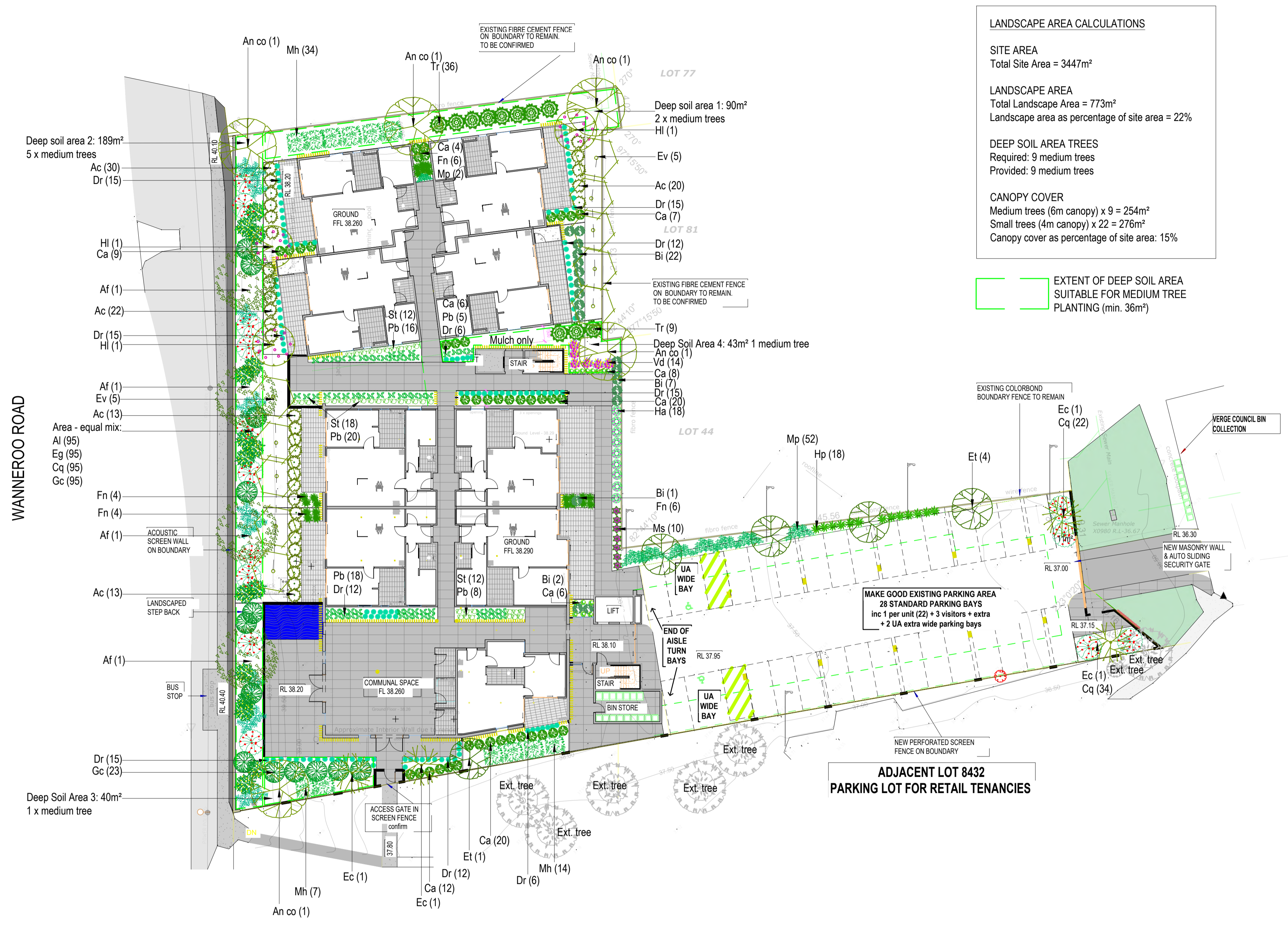


WANNEROO ROAD

FIELDGATE

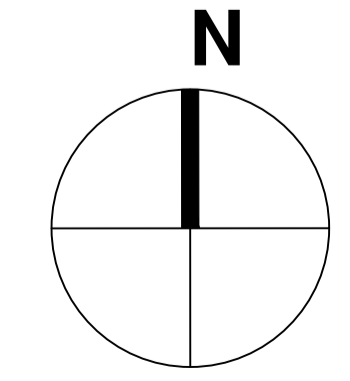






PLANT SCHEDULE

SYMBOL	CODE	BOTANIC NAME	MATURE HEIGHT X WIDTH	MINIMUM INSTALLATION SIZE	DENSITY PER M ²	NUMBER
TREES (31)						
	An co	Angophora costata	15m x 6m	45 Litre	Per symbol	5
	Af	Agonis flexuosa	8m x 6m	45 Litre	Per symbol	4
	Ec	Eucalyptus caesia	6-8m x 4m	45 Litre	Per symbol	4
	Et	Eucalyptus torquata	6m x 4-5m	45 Litre	Per symbol	5
	Ev	Eucalyptus victrix	5-8m x 4m	45 Litre	Per symbol	10
	Hi	Hakea laurina	5m x 4m	45 Litre	Per symbol	3
SHRUBS						
	Ac	Adenanthos cygnorum	1.5-2m x 1.5m	14cm	2	98
	Bi	Banksia integrifolia 'Sentinel'	2.5m x 1m	30cm	2	32
	Ca	Correa alba	1.5m x 1m	14cm	2	78
	Hr	Hypocalymma robustum	1.2m x 1m	14cm	2	18
	Mh	Melaleuca huegelii	4m x 2m	14cm	1	55
	Ms	Melaleuca seriata	1m x 1m	13cm	2	10
	Pb	Philodendron bipinnatifidum 'Xanadu'	90cm x 70cm	14cm	2	67
	St	Sansevieria trifasciata laurentii	1.2m x 60cm	14cm	2	42
	Tr	Templetonia retusa	2m x 2m	14cm	1	45
	Vd	Verticordia densiflora	1m x 1m	13cm	2	14
GRASSES						
	Ca	Conostylis aculeata	50cm x 50cm	13cm	3	14
	Dr	Dianella revoluta 'Revelation'	50cm x 50cm	13cm	3	123
	Fn	Ficinia nodosa	1m x 1m	13cm	2	20
GROUND COVER						
	Al	Acacia lasiocarpa prostrata	30cm x 2m	13cm	2	95
	Cq	Calothamnus quadrifidus 'Little Ripper'	50cm x 2.5m	13cm	2	151
	Eg	Eremophila glabra 'Kalbarri Carpet'	20cm x 2m	13cm	2	95
	Gc	Grevillea crithmifolia prostrata	20cm x 2m	13cm	2	118
	Hp	Hemianthra pungens	30cm x 1m	13cm	2	18
	Mp	Myoporum parvifolium 'Broadleaf'	10cm x 1.5m	13cm	2	54
TOTAL PLANTS						1178



revision/issue	description	AC	14.08.2025
DEVELOPMENT APPROVAL			
project location	680 WANNEROO ROAD, BALGA	for ABEL PROPERTY	description LANDSCAPE PLAN
URBAN RETREAT GARDEN DESIGN		scale 1:250	project no 25339
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES		www.urbanretreatgardens.com.au	day no L-01
		E:amelia@urbanretreatgardens.com.au	rev 00
		M:0438 926 313	

INSTALLATION SPECIFICATIONS

1. TREE AND PLANT MATERIAL SUPPLY AND PLANTING

1.1 PLANT MATERIAL

- ALL PLANT STOCK SUPPLIED BY CONTRACTOR SHALL BE OF THE SPECIES AND SIZES AS THOSE ON THE PLANT SCHEDULE. SHOULD THERE BE ANY DIFFICULTIES IN SOURCING PLANTS, THE CONTRACTOR SHALL RECOMMEND SIMILAR SUITABLE SUBSTITUTE SPECIES AND/OR SIZES TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS SHALL TAKE PLACE WITHOUT WRITTEN APPROVAL BY THE SUPERINTENDENT.
- GREENLIFE AND TURF MUST BE WELL KEPT: DELIVERED TO SITE ON DAY OF INSTALLATION, OUT OF FULL SUN, AWAY FROM ANIMALS AND PESTS AND ROOTS NOT ALLOWED TO DRY OUT AND SHALL:
 - BE TRUE TO SPECIES, SUBSPECIES AND VARIETY
 - BE IN FIRST CLASS CONDITION AND HEALTHY
 - BE OF GOOD FORM CONSISTENT WITH SPECIES AND VARIETY
 - AND BE PLANTED AS PER THE INSTRUCTIONS BELOW.

1.2. GENERAL PLANTING INSTRUCTIONS

- SETTING OUT OF WORKS: WHERE UNDERGROUND SERVICES, MANHOLES, CABLE PITS, KERBING, PAVING AND OTHER OBSTRUCTIONS OCCUR, PLANT CLEAR OF SUCH SERVICES AND OBSTRUCTIONS AND PROTECT THEM FROM DAMAGE BY MACHINES AND EQUIPMENT.
- REFER CIVIL PLAN AND NOTE POSITION OF SOAK WELLS. LARGE SHRUBS AND TREES SHALL BE POSITIONED TO AVOID PLANTING DIRECTLY OVER ALL SOAKWELLS.
- ALL PLANTS ADJACENT PATHS, CAR SPACES, SERVICES, GATES AND THE LIKE SHALL BE PLANTED WITH APPROPRIATE OFFSET TO THEIR MATURE SIZE (MINIMUM OFFSET 500MM) TO PREVENT GROWING OVER TRAFFICABLE AREAS AND SERVICES.
- REMOVE ALL PLANTS FROM THEIR CONTAINERS, IN SUCH A MANNER AS TO DO AS LITTLE DISTURBANCE AS POSSIBLE TO THE ROOTS. WHERE NECESSARY, GENTLY TEASE OUT ROOTBALLS BEFORE PLANTING.
- PLACE TREES, SHRUBS AND PLANTS IN HOLES IN AN UPRIGHT POSITION AND BACKFILL LEVEL WITH TOP OF ROOTBALL. COMPACT SOIL BY HAND.
- REFER ALL TYPICAL PLANTING DETAIL DRAWINGS ON THIS PAGE.
- A ROOT BARRIER IS TO BE INSTALLED FOR ALL TREES.
- LIGHT JUTE MATTING SHALL BE INSTALLED ON SLOPE BANKING PRIOR TO PLANTING AS PER MANUFACTURERS' INSTRUCTIONS. MULCH IS TO BE INSTALLED AS SPECIFIED OVER MATTING.

1.3 SOIL CONDITIONER

- AFTER SITE WORKS AND BEFORE PLANTING - SUPPLY AND INSTALL SOIL CONDITIONER TO ALL PLANTING AREAS
- PRIOR TO PLACEMENT ENSURE ALL BASE MATERIAL IS CLEAN, FREE DRAINING AND FREE OF ALL BUILDER'S RUBBLE, RUBBISH, DELETERIOUS MATERIAL AND CONTAMINATION. ALL AREAS CONTAMINATED BY THE BUILDER OR OTHERS SHALL BE REMOVED AND REPLACE WITH CLEAN FILL SAND TO THE APPROVAL OF THE SUPERINTENDENT.
- PLACE SOIL CONDITIONER TO A DEPTH OF 15MM OVER THE FULL EXTENT OF AREAS TO BE CONDITIONED. ROTARY-HOE OR SPADE DIG WHERE NECESSARY. SOIL CONDITIONER INTO EXISTING SITE SOIL TO A DEPTH OF 80MM TO PRODUCE A FULLY HOMOGENEOUS MIX. REMOVE ALL RUBBLE OR OTHER EXTRANEIOUS AND DELETERIOUS MATTER EXPOSED AS A RESULT OF CULTIVATION, INCLUDING ANY BASE COURSE MATERIAL.
- SOIL CONDITIONER SHALL COMPLY WITH AS4454COMPOSTS, SOIL CONDITIONERS AND MULCHES.

1.4 FERTILISING

- AFTER PLANTING AND AT TIME OF BACK FILLING ALL PLANTS ARE TO RECEIVE APPROVED PROPRIETY ITEM OF EIGHT TO NINE MONTH SLOW-RELEASE FERTILISER SUITABLE FOR AUSTRALIAN NATIVE PLANTS.
- FERTILISER TO BE APPLIED IN BACKFILL (BELOW GROUND) DURING PLANTING AT THE MANUFACTURERS' RECOMMENDED RATE FOR THE RELATIVE PLANT SIZE, AND AT A MINIMUM RATE AS FOLLOWS:
 - 45 LITRE POT SIZE PLANTS TO HAVE 80 GRAMS
 - 13CM - 14CM POT SIZE PLANTS TO HAVE TEN GRAMS

2. MULCH

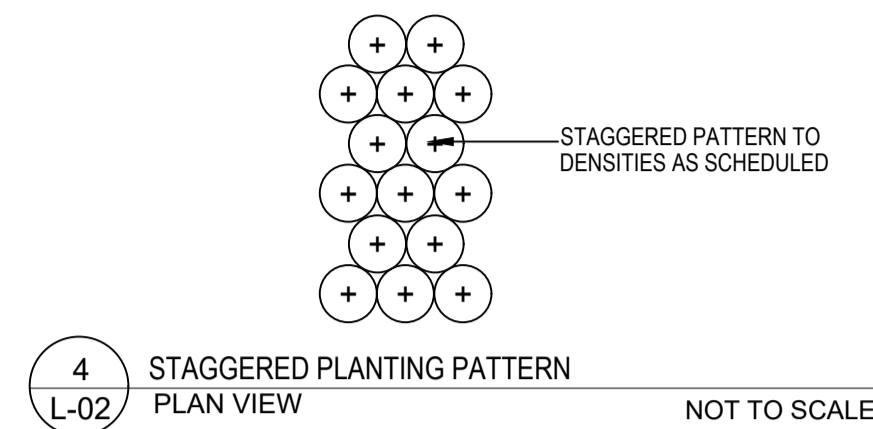
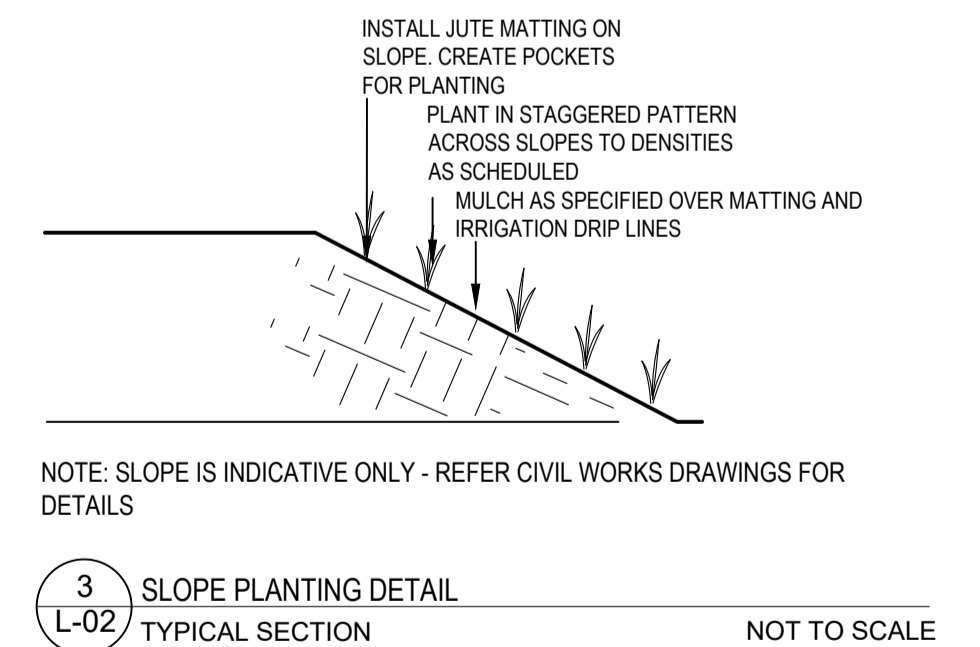
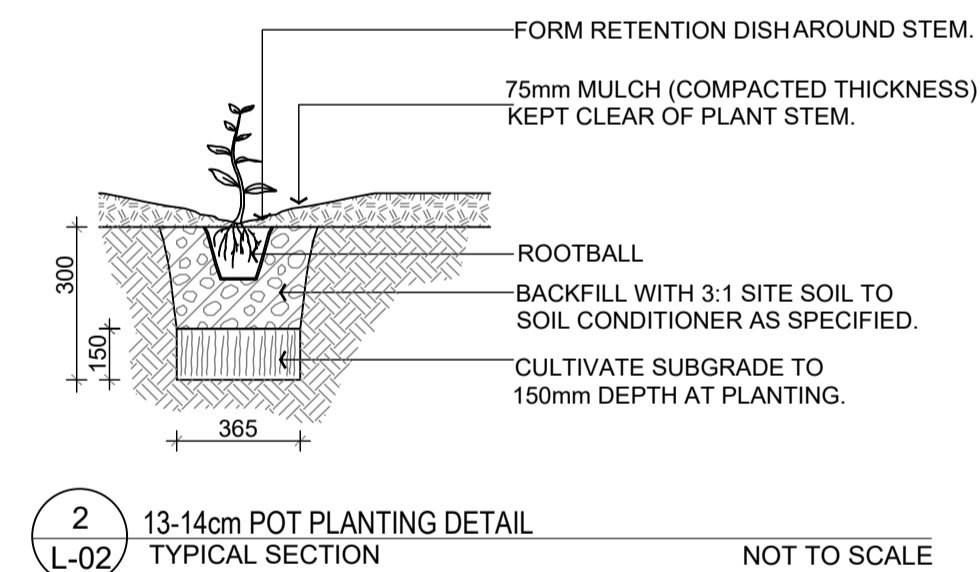
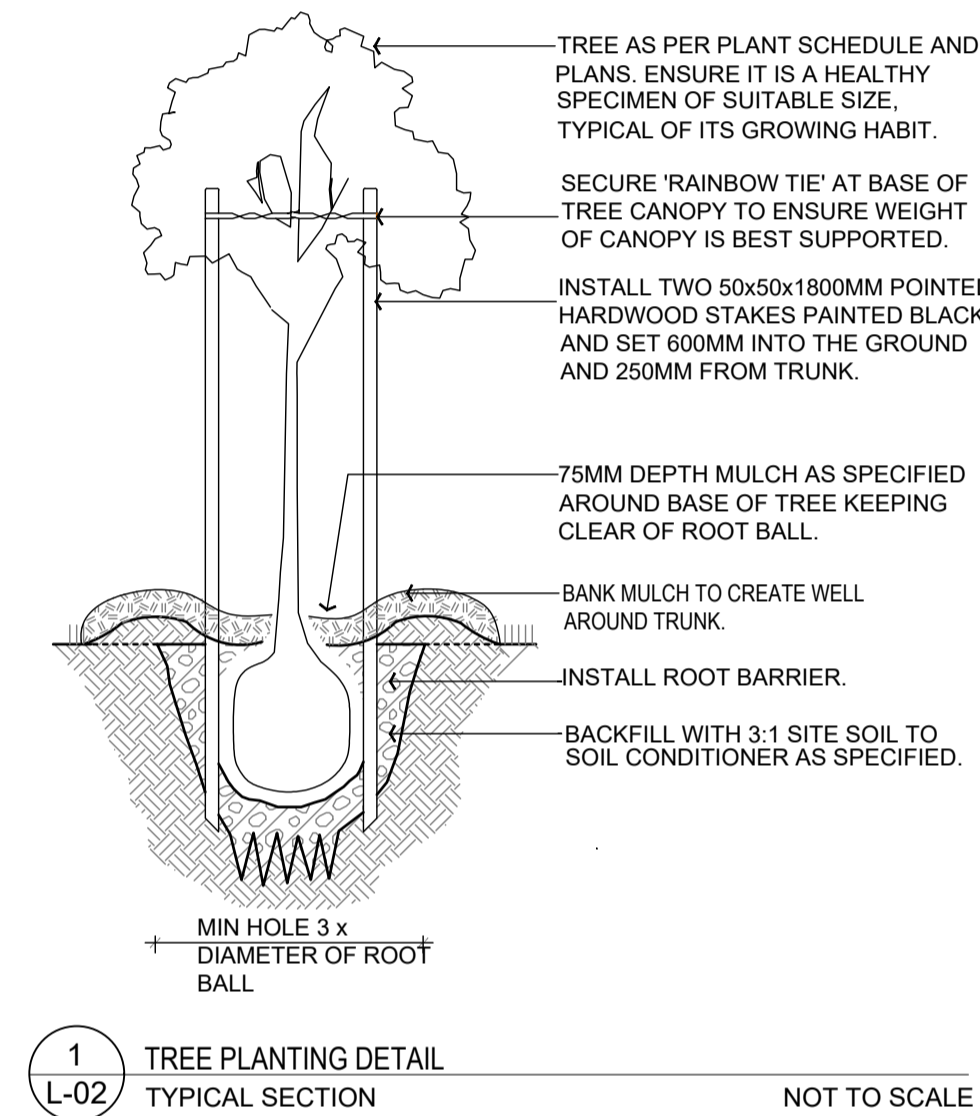
- ALL GARDEN BEDS INCLUDING TO BE MULCHED.
- ALL MULCH SHALL MEET AUSTRALIAN STANDARD 4454-2012.
- SITE MULCH SHALL BE CHUNKY WOOD CHIPS SPREAD TO 75MM DEEP WITH 50MM CLEARANCE AROUND PLANT STEMS.
- MULCH IS TO BE COMPLETELY FREE OF ALL NOXIOUS WEEDS, SEEDS AND FUNGUS, INSECT PESTS AND OTHER DELETERIOUS MATERIAL.

- TIDY AND GRADE MULCH AFTER APPLICATION, FINISHING 20MM BELOW SURROUNDING HARD SURFACES.

3. IRRIGATION

- ALL GARDEN BEDS AREAS WITHIN THE EXTENT OF SITE AREA TO BE IRRIGATED.
- INSTALL A SUB-MULCH DRIP SYSTEM FOR ALL GARDEN BEDS AND INDIVIDUAL BUBBLERS FOR ALL SITE TREES INSTALL IRRIGATION LINES OVER JUTE MATTING AND UNDER MULCH.
- CONTROLLER TO BE AUTOMATIC SYSTEM WITH RAIN SENSOR. LOCATION TO BE CONFIRMED ON SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR LAYOUT DESIGN AND INSTALLATION OF IRRIGATION SYSTEM.
- AT TIME OF COMPLETION THE IRRIGATION SYSTEM SHALL BE FULLY AUTOMATED, WORKING EFFICIENTLY AND EFFECTIVELY AND WATERING TIMES PROGRAMMED.

TYPICAL DRAWINGS

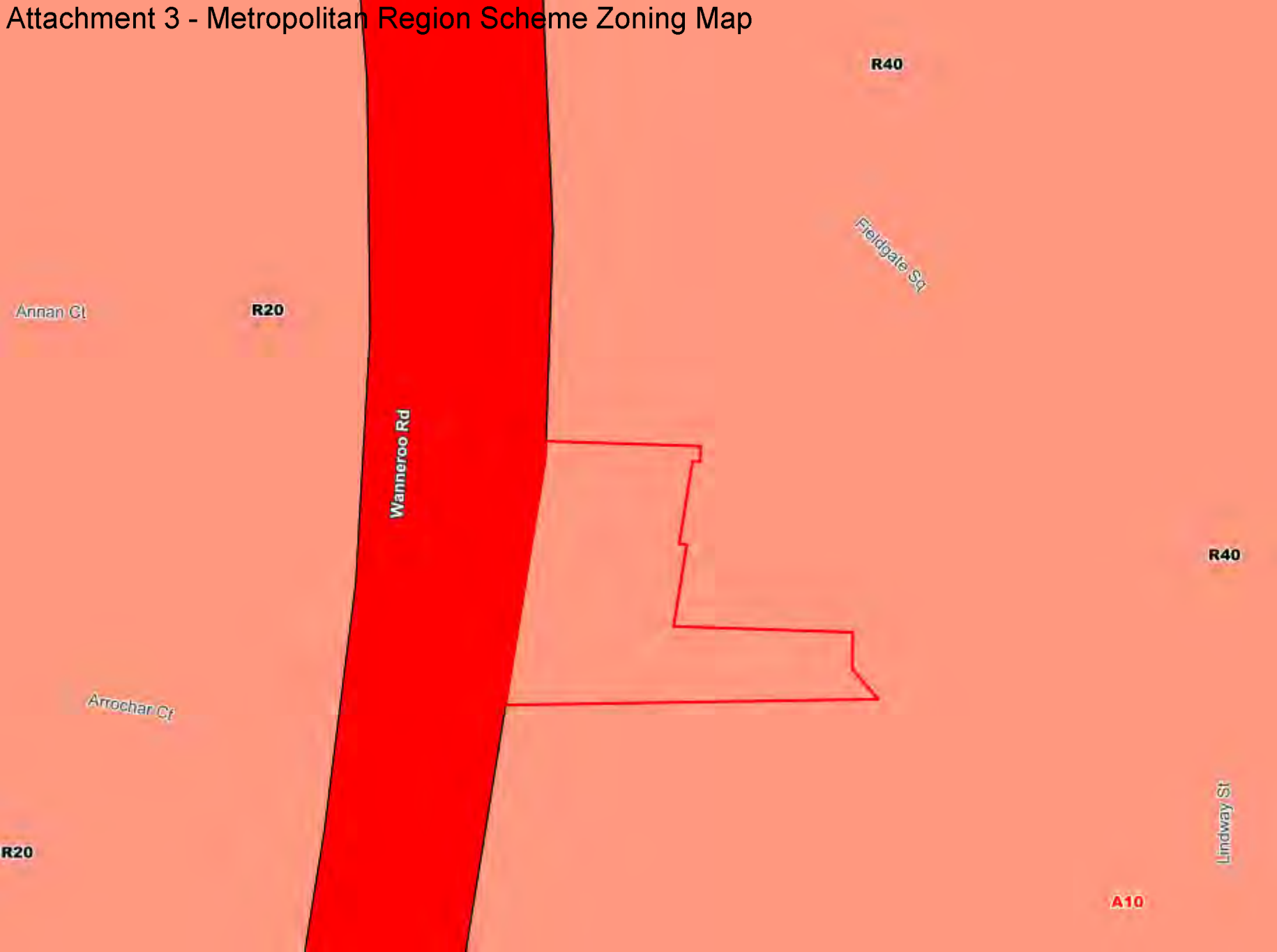


revision/issue	description	for	drawn	date
A	DEVELOPMENT APPROVAL	ABEL PROPERTY	AC	14.08.2025
project	description	location	scale	project no
PROPOSED RESIDENTIAL APARTMENT DEVELOPMENT	ABEL PROPERTY	680 WANNEROO ROAD, BALGA	A1	25339
location	description	scale	project no	dwg no
680 WANNEROO ROAD, BALGA	PLANTING SPECIFICATIONS	A1	25339	L-02
URBAN RETREAT GARDEN DESIGN	www.urbanretreatgardens.com.au	scale	project no	dwg no
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES	E.amelia@urbanretreatgardens.com.au	A1	25339	L-02
	M:0438 926 313	SHEET		00

Attachment 2 - Aerial Location Plan



Attachment 3 - Metropolitan Region Scheme Zoning Map



Attachment 4 - Metropolitan Region Scheme Zoning Map



Attachment 5 – City of Stirling Planning Assessment

1. Noise and Acoustics

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

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

Initial screening under the Noise Exposure Forecast identifies the site within Category E, where noise-sensitive development is not recommended and professional design input is required in order to achieve compliance with relevant criteria. To ensure compliance, a condition is recommended requiring the submission of details demonstrating adherence to SPP 5.4 at the building permit stage. This may include acoustic treatments or other measures endorsed by a suitably qualified acoustic consultant.

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

On this basis, the development can be appropriately managed to mitigate noise impacts and subject to the implementation of all recommendations provided in the Noise Management Plan prepared by Herring Storer Acoustics, date of issue: 8 August 2025 and to the satisfaction of the City of Stirling.

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

2.1 Setbacks

Development Standard

- Where adjoining sites are zoned Residential, LPP 4.2 requires side setbacks to be calculated as per the R-Codes applicable to the adjoining site.
- Nil setbacks to the primary street and non-residential lot boundaries.

The proposed development requires a 3.0m setback to the northern adjoining sites with a 2.85m setback proposed from the upper floor balcony associated with the passageway. Additionally, a nil setback to the primary street and non-residential lot boundaries are not achieved.

The proposed development seeks discretion regarding the abovementioned provisions of LPP 4.2 with considerations undertaken against the follow objectives of LPP 4.2:

Objective 1: Building Setbacks

- *To ensure that building setback provides street setback continuity and suitable transition between land uses.*

Objective 2: Landscaping and Fencing

- *To improve the visual appeal of development and provide landscaping to increase tree canopy cover.*

Attachment 5 – City of Stirling Planning Assessment

Objective 3: Building Height

- *To ensure the height of buildings does not adversely impact on the streetscape and amenity of adjoining residents by minimising building bulk and maintaining daylight and solar access.*

Objective 4: Car Parking

- *To ensure car parking areas do not detract from the amenity of the streetscape.*

Objective 5: Services Access and Waste Facilities

- *To ensure sufficient space is provided for the delivery of good and the removal of waste materials. These areas are to be located to minimise the impact of service and waste areas on residential properties.*

The proposed development comprises 22 Multiple Dwellings and a Consulting Room tenancy that demonstrate a suitable transition between land uses, that being residential zoned land to the North and East and established built form (shopping centre) to land zoned Local Centre to the South. The appearance of the development improves visual appeal of the development and enhances the streetscape through appropriate green relief and interesting design features to ensure that the amenity of proximate residents are not compromised. Car parking has been identified as being sufficient for the intended uses and replicates the same area that was used for car parking for past uses on the site. Significant landscaping and tree plantings have also been incorporated to Fieldgate Square providing for an improved streetscape and ensuring that the car parking areas does not detract from the amenity of the streetscape. Additionally, sufficient space is provided for service and waste areas and not considered dominant as viewed from the public realm.

The development satisfies the objectives of LPP 4.2.

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

3.1 Bin Storage Area Size – Non-Residential Zones

Development Standard

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

The proposed development proposed a bin storage area of 19.7m² and a minimum width of 3.0m

Accordingly, the above variations require assessment against the following objectives of the policy:

- *To provide sufficient space for the storage of bulk refuse bins; and*
- *To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.*

Sufficient space has been provided for a bin storage area to satisfy the needs of the proposed use. Given the nature of the proposal 22 Multiple Dwellings and One Consultancy room, there is expected to be minimal disposal of refuse on-site for the Consultancy room. Should additional bin storage area be required there is sufficient space available onsite for this to

Attachment 5 – City of Stirling Planning Assessment

occur. The bin storage area is integrated into the development and will not be visible from the street.

The development satisfies LPP 6.3.

4. Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2)

Element 3.3 – Tree canopy and deep soil areas

The proposal has been assessed against Element 3.3 – Tree canopy and deep soil areas of the R-Codes Vol 2 given the predominate residential use of the development. This is contained within the following table:

Element 3.3 Tree canopy and deep soil areas		
Use	Provision	Proposed
Residential – 2+ Bedroom Dwellings	<p>Minimum deep soil area required of 10% of the site area.</p> <p>1 large tree and 1 medium tree for each additional for each additional 400m² in excess of 1000m²</p> <p>OR</p> <p>1 large tree for each additional 900m² in excess of 1000m²</p> <p>AND</p> <p>small trees to suit area</p>	<p>9 medium trees and 22 small trees proposed – Discretion sought (1 large tree shortfall)</p> <p>362m² deep soil area (10.5%) and 773m² total landscaping – Complies</p>

The tables above show that there is a shortfall of 1 large tree.

The proposed development seeks discretion regarding the abovementioned provisions of the R-Codes Volume 2, with consideration against the following objectives:

“O 3.3.1 – Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees

O 3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.

O 3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.”

The proposed development proposes significant landscaping and trees plantings viewable from internal proposed dwellings, providing for an improved outlook and increased tree canopy coverage on-site. The deep soil areas have been maximised to contribute to the local amenity with the effectiveness of the deep soil areas to be improved by a selection of plant species that are suitable for the available space.

While the site is absent of existing significant trees, the City have recommended to impose a condition that requires the facilitation of tree protection of adjoining trees on Culloton

Attachment 5 – City of Stirling Planning Assessment

Wanneroo Reserve, ensuring that existing tree health is not compromised during the construction phase.

The City is satisfied with the proposed landscaping and deep soil areas, subject to an amended Landscaping Plan that demonstrates additional tree species that are more shade tolerant, and a tiered landscaped area to the internal embankment abutting the Wanneroo Road reserve.

Element 4.1 – Solar and daylight access

Element 4.1 – ‘Solar and daylight access’ of R-Codes Volume 2 include provisions relating to maximising the number of apartments with natural ventilation and designing dwellings to optimise natural ventilation of habitable rooms.

Consideration of the proposed development against the Element Objectives of Element 4.1 – Natural ventilation of the R-Codes Volume 2, is provided below:

- O 4.1.1 In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms.*
- O 4.1.2 Windows are designed and positioned to optimise daylight access for habitable rooms.*
- O 4.1.3 The development incorporates shading and glare to minimise heat gain and glare:
- from mid-spring to autumn in climate zoned 4, 5, and 6 AND
- Year-round in climate zones 1 and 3.*

The Offices associated with apartments 10, 12 and 13 are not provided with openings to optimise daylight access for habitable rooms. The City considers that the proposed development does not satisfy the objectives of Element 4.1 – ‘Solar and daylight access’. As such, the City has recommended a condition for amended plans to be provided at building permit stage, demonstrating operable windows associated with the Offices for Apartment 10, 12 and 13.

Element 4.2 – Natural ventilation

Element 4.2 – ‘Natural ventilation’ of the R-Codes Volume 2 include provisions relating to maximising the number of apartments with natural ventilation and designing dwellings to optimise natural ventilation of habitable rooms.

Consideration of the proposed development against the Element Objectives of Element 4.2 – Natural ventilation of the R-Codes Volume 2, is provided below:

- O 4.2.1 Development maximises the number of apartments with natural ventilation.*
- O 4.2.2 Individual dwellings are designed to optimise natural ventilation of habitable rooms.*
- O 4.2.3 Single aspect apartments are designed to maximise and benefit from natural ventilation.*

The Offices associated with apartments 10, 12 and 13 are not provided with openings to optimise daylight access for habitable rooms.

Attachment 5 – City of Stirling Planning Assessment

The proposed development does not satisfy the objectives of Element 4.2 – ‘Natural ventilation’. As such, the City has recommended a condition for amended plans to be provided at building permit stage, demonstrating operable windows associated with the Offices for Apartment 10, 12 and 13.

Element 4.3 Size and layout of dwellings

Element 4.3 – ‘Size and layout of dwellings’ of the R-Codes Volume 2 include provisions relating to internal size and layouts of dwelling being functional and flexible to accommodate for furniture settings and personal goods, in addition to ceiling height and room dimensions that facilitate good natural ventilation and daylight access.

As the proposed development demonstrates single aspect living areas having a length greater than 3 x the ceiling height, consideration of the proposed development against the Element Objectives of Element 4.3 – ‘Size and layout of dwellings’ of the R-Codes Volume 2, is provided below:

- O 4.3.1 The internal size and layout of dwellings is functional with the ability to flexibly to flexibly accommodate furniture settings*
- O 4.2.2 Individual dwellings are designed to optimise natural ventilation of habitable rooms.*
- O 4.2.3 Single aspect apartments are designed to maximise and benefit from natural ventilation.*

Proposed room sizes accommodate for a variety of furniture and are considered appropriate in size given the intended purpose – accommodation for NDIS eligible residents. Living spaces have also been generally oriented for residents to have a greater outlook to the proposed landscaped areas and/or views to Culloton Reserve. Proposed open living areas are generous in their width and permit good cross ventilation via operable windows associated with other adjoining habitable rooms.

The development satisfies the objectives of Element 4.3 – ‘Size and layout of dwellings’.

Element 4.6 Storage

Element 4.6 – ‘Storage’ of the R-Codes Volume 2 includes provisions relating to well-designed, functional and conveniently located storage for each dwelling.

As the proposed development demonstrates storage spaces that have a minimum dimension and minimum area lesser than prescribed under Table 4.6 – Storage requirements, specifically apartments 6 – 9 and 16 – 19, consideration of the proposed development against the Element Objectives of Element 4.6 – ‘Storage’ of the R-Codes Volume 2, is provided below:

- O 4.4.1 Dwellings have good access to appropriately sized private open space that enhances residential amenity.*
- O 4.4.2 Private open space is sited, oriented and designed to enhance liveability for residents.*

Attachment 5 – City of Stirling Planning Assessment

O 4.4.3 Private open space and balconies are integrated into the overall architectural form and detail of the building.

Proposed storage spaces are well-designed, functional and conveniently located for the development. The proposed storage is adequate in size for each 2-bedroom dwelling, integrated into the development and will not be visible from the street. The City has recommended a condition setting for each store room, that is not accessible internal to a residential building, to be appropriately numbered on the door to assist with identification of dedicated use to specific apartments.

The development satisfies the objectives of Element 4.6 – ‘Storage’.

5. 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
<p>1. Context and character</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>The proposed development provides for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing. The proposed development also incorporates significant landscaping, tree plantings and amenities, contributing to a sense of place for residents.</p>
<p>2. Landscape quality</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The proposal includes 773m² of landscaping and the planting of 9 Medium Trees and 22 Small Trees that will provide for an improved streetscape and quality of outlook internal to the subject site. The proposed landscaping will provide green relief for users and the streetscape. The development includes landscaping to all boundaries, with significant areas provided to the front and rear, providing a buffer to adjoining lots.</p>
<p>3. Built form and scale</p> <p><i>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.</i></p>	<p>The proposed development has been designed to address the City’s relevant planning framework providing for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing. The proposed development also incorporates significant landscaping and tree plantings. The proposed development is consistent in its mass and aligns with the intended further character of the local area.</p>

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SPP 7.0 Design of the Built Environment	
Design Principle	Officer Comment
<p>4. Functionality and build quality</p> <p><i>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.</i></p>	<p>The proposed development provides for safe and legible access for pedestrians, cyclists and vehicles with adequate parking facilities provided. The proposed development includes separate pedestrian access points to facilitate separate entry and exit to the site, providing for improved functionality and efficiency.</p>
<p>5. Sustainability</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>The proposal includes 773m² of landscaping and the planting of 9 Medium Trees and 22 Small Trees that will provide for an improved streetscape and quality of outlook internal to the subject site. The Applicant has acknowledged further tree plantings for additional shade, delivering a greater environmental and social outcome.</p>
<p>6. Amenity</p> <p><i>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.</i></p>	<p>The scale of the development is consistent with the City's planning framework and will not have an adverse impact on the adjoining properties. The proposed development will provide for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing.</p> <p>The proposed development also incorporates significant landscaping and tree plantings in and around the site for improved canopy coverage and improve outlook for residents.</p>
<p>7. Legibility</p> <p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The development has a legible layout, with evident pathways and entrances internally and externally within the development. Subject to the recommendation condition setting, the proposed development provides for safe and legible access for pedestrians, cyclists and vehicles with adequate parking facilities provided.</p> <p>A clearly identifiable entry point is provided via Fieldgate Square, additionally, an existing pedestrian pathway proposes direct access to the subject site via Culloton Wanneroo Reserve.</p>
<p>8. Safety</p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The development incorporates passive surveillance measures and minimises safety risks from vehicle movements. Vehicle circulation areas have been designed to allow vehicles to enter the street in forward gear with unobstructed sightlines provided to minimise potential conflict to pedestrians, cyclists and vehicles. Subject to the recommended</p>

Attachment 5 – City of Stirling Planning Assessment

SPP 7.0 Design of the Built Environment	
Design Principle	Officer Comment
	condition setting, there are no significant safety design issues present within the development.
<p>9. Community</p> <p><i>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.</i></p>	<p>The proposed development provides for a high-quality built form outcome, relevant to its setting within a Business zone on a Local Road and abutting Primary Regional Road as per the City's Functional Road Hierarchy.</p> <p>The development provides for social interaction and fosters a streetscape relationship through the integration of glazing and balconies, delivering a positive social outcome and facilitating social interaction opportunities.</p>
<p>10. Aesthetics</p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The proposed development provides for a high-quality built form outcome through the articulation of the façade through the use of contrasting materials, colours and glazing. The proposed development also incorporates significant landscaping and tree plantings around to the site, improving outlook for residents.</p> <p>The proposed development is expected to improve the locality and will provide for an improved streetscape.</p>

6. 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
<i>(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The proposed Multiple Dwelling use and incidental Consulting Room is consistent with the zoning of the site (Business) as per Local Planning Scheme No.3 (LPS3).
<i>(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</i>	The development has been assessed in accordance with the applicable local and state planning instruments and is supported.

Attachment 5 – City of Stirling Planning Assessment

Clause 67 – Consideration of application by local government	
Provision	Officer Comment
<i>planning instrument that the local government is seriously considering adopting or approving;</i>	<p>Although the City has prepared Draft LPS4 and has been accepted by the Department of Planning, Lands and Heritage for final assessment.</p> <p>The development is consistent with LPS3 and the relevant planning instruments, and therefore is consistent with the requirements of orderly and proper planning.</p>
<i>(c) any approved State planning policy;</i>	The City's assessment of the application has considered the relevant state planning policies. The proposal satisfies the objectives and provisions of those policies.
<i>(g) any local planning policy for the Scheme area;</i>	The City's assessment of the application has considered the relevant local planning policies. The proposal satisfies the objectives and provisions of those policies.
<i>(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;</i>	The proposal is considered consistent with the object of the Business zone as identified within the City's Business Zone Objective assessment and is therefore appropriate for the site.
<i>(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;</i>	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.
<i>(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;</i>	The proposal includes 773m ² and the planting of 22 small trees and 9 medium trees. The proposed development is appropriate within its setting and positively contributes to the area. The development provides for activation and passive surveillance of the public realm. The proposed development does not result in any anti-social issues.
<i>(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;</i>	Adequate landscaping has been provided in which the land relates to. Subject to the recommended condition setting, the development provides for suitable deep soil areas to allow for growth of small and medium trees.
<i>(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;</i>	The development provides for adequate car parking for the proposed uses. Subject to the recommended condition setting, the

Attachment 5 – City of Stirling Planning Assessment

Clause 67 – Consideration of application by local government	
Provision	Officer Comment
	development provides for suitable vehicle access and egress.
<i>(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;</i>	The Applicant submitted a Traffic Impact Statement (TIS) in support of the development, concluding that additional traffic generated by the proposed development can be accommodated by the existing local road network. The Applicant's TIS has been reviewed and conclusions of the document are accepted by the City.
<i>(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;</i>	<p>The subject site is located within a 400m walkable catchment of public services located on Wanneroo Road. The proposed development can be serviced by relevant utilities.</p> <p>Bin storage has also been incorporated into the design of the development. Amenities such as dedicated storage for each unit have been integrated into the design and considered appropriate based on the nature of the proposed development. The development will also provide for universal access.</p>
<i>(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	<p>The City's assessment concludes the proposed development is appropriate as there will be minimal impact on the amenity of the area and future occupants.</p> <p>High-quality design and landscaping is appropriate within its context and will rejuvenate a neglected site and provide community benefit.</p>
<i>(y) any submissions received on the application;</i>	Public consultation was undertaken in accordance with Clause 64(2) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> 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.
<i>(za) the comments or submissions received from any authority consulted under clause 66;</i>	Consultation to relevant authorities such as Main Roads Western Australia has been undertaken with the relevant comments considered as part of the City's assessment and/or condition setting.

Attachment 5 – City of Stirling Planning Assessment

7. 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 has been accepted by the Department of Planning, Lands and Heritage for final assessment and. The relevant proposed planning provisions for the subject site include:

- Zoning: Neighbourhood Centre R80
- Dwelling is proposed to be a 'P' land use under Draft LPS4.
- Consulting rooms is proposed to be an 'A' land use under Draft LPS4.
- The objectives for the Neighbourhood Centre are proposed to be:
 - To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas.
 - To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.
 - To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities.
 - To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links.
 - To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community.
 - To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.

Notwithstanding LPS4 not yet being gazetted, the City is in the view that the proposed development is consistent with the future objectives of the Neighbourhood Centre zone.

Attachment 5 – City of Stirling Planning Assessment

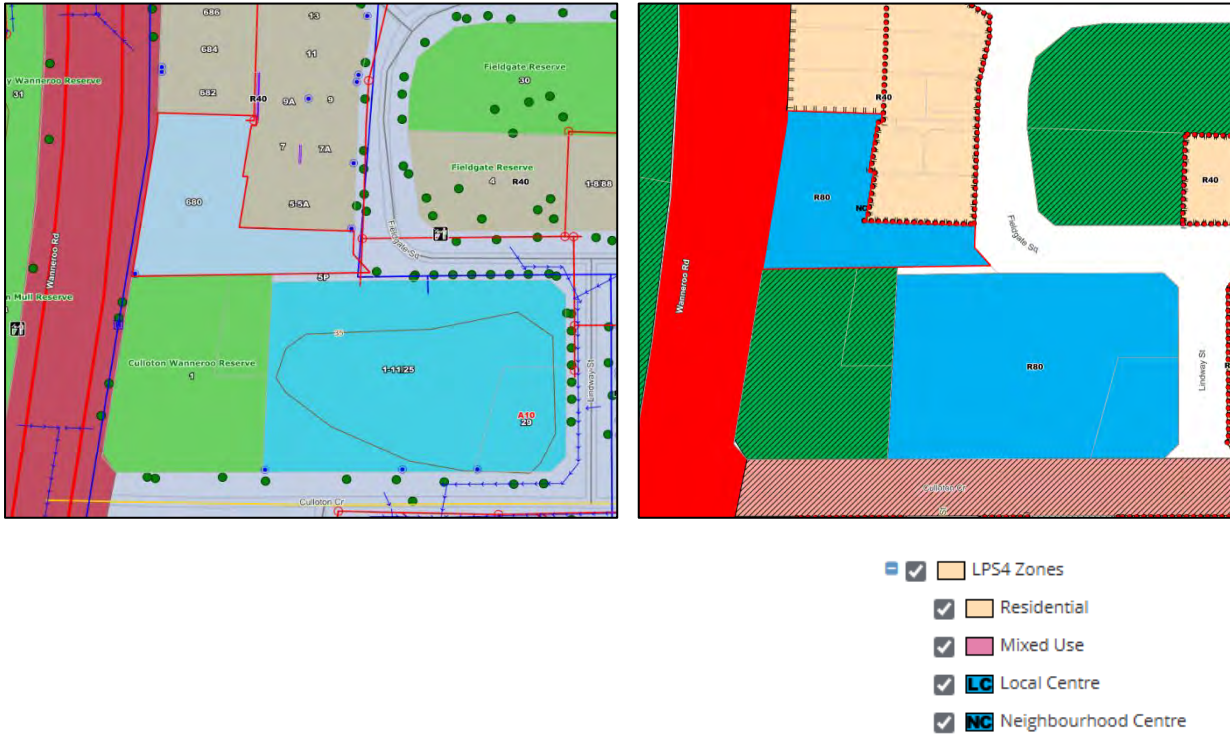


Figure 1 - Annotated draft LPS4 Zoning showing development site

Attachment 6 - Applicant's Final Submission Documents

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Request Item	Request	Comment
3.4 Communal Open Space	<p>The City is concerned that the proposed ground floor communal open space will receive limited access to sunlight due to the site’s topography and proposed site works.</p> <p>Accordingly, an updated solar and daylight access diagram for the communal open space is requested. The updated solar and daylight access diagram shall also include a perspective of sunlight projecting into communal open space, similar to Figures 4.1A and 4.1C of the <i>Residential Design Codes Volume 2 (R-Codes Vol 2)</i>.</p>	<p>Refer to update plan DA1-07 which captures compliant sunlight access and projections</p>
4.1 Solar 7 Daylight Access	<p>Like the above, the City is concerned the proposed ground floor apartments will receive limited sunlight access due to the site’s topography and proposed site works. Accordingly, an updated solar and daylight access diagram is requested for all ground floor apartments. The updated diagram shall also include a perspective of sunlight projecting in to each proposed apartment on the ground floor, similar to Figures 4.1A and 4.1C of the R Codes Vol 2.</p> <p>These diagrams shall account for the topography of the site and any amended plans shall demonstrate optimal daylight access to habitable rooms for each apartment.</p>	<p>Refer to update plan DA1-07 which captures compliant sunlight access and projections</p>
4.2 Natural Ventilation	<p>The proposed window opening systems have not been specified on the submitted plans. For example, the typical apartment layouts for Type A – Type D do not confirm whether habitable room openings are fixed/awning/sliding (with the exception of sliding doors to balconies). This is also the case on the corresponding submitted elevations.</p> <p>Accordingly, amended plans are required to specify the nature of each window to allow the City to complete its assessment of this element.</p>	<p>Windows will be a mixture of awning and slider depending on position and usage refinements. Calculations of ventilation requirements to achieve BCA compliance will be completed during the detailed design stage, thus a suitable DA condition we trust will address this.</p>
4.4 Private Open Space & Balconies	<p>The City is concerned the proposed first floor apartments will receive limited sunlight and have a restricted outlook to “visible sky”. Updated plans are therefore requested, demonstrating minimal ‘high screening devices’, whilst still achieving an appropriate level of privacy to adjoining neighbors.</p> <p>This could potentially be achieved through the use of planter boxes of a sufficient height and depth (i.e. front-to-back) with suitable specific selection nominated to restrict outward views to adjoining properties.</p>	<p>Refer to updated plans capturing sunlight access and projection. Proposed 1600mm horizontal screening to eastern balconies will offer 'visible sky' outlook whilst achieving adequate privacy to occupants and neighbours.</p>

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<p>2.4 Local Planning Policy</p>	<p>As per Local Planning Policy 6.12, public art is to be provided on-site at a contribution rate of 1% of the development cost.</p> <p>At the development application stage, the proposed location of public art is to be nominated. An accompanying report (e.g. a Public Art Strategy) indicating the art typology, its integration strategy with the development, and its intended location shall be nominated on amended development plans.</p> <p>The City recommends public art be provided on the Wanneroo Road elevation (that is likely to include an acoustic wall) and sections of potential fencing fronting Culloton Road Reserve, to enhance visual interest of the proposal and minimise blank acoustic wall façades.</p>	<p>We note such information is premature and request this to be added as a condition to the DA.</p> <p>Post DA Approval, we will work with the City and a public art consultant to identify the best outcome direction. We agree that the Wanneroo Rd wall recommendation is a desired art location.</p>
<p>4 City's Internal Comments</p>	<p>Further information is required regarding waste collection. The bin presentation area should be highlighted on the plans, along with a swept path diagram. The height clearance in the carpark is insufficient for waste collection and deliveries.</p> <ul style="list-style-type: none"> - The bin storage area indicated on the plans is inconsistent with the bin storage area referenced within the Waste Management Plan i.e. different size and layout. - Furthermore, the bin storage area is insufficient to accommodate 1m² for storage and placement (i.e. Each bin requires a minimum 1m² for storage and placement). <p>In order to satisfy the bin storage area requirements, the City recommends utilising the unused area to the south of the bin store. The City also recommends reducing the height of the bin store if the intention is to locate the bin store closer to the southern boundary.</p>	<p>Updated information included in the revised plans.</p> <p>The submitted WMP and site plans confirm adequate space within Fieldgate Square for bin movement and collection. Bins will be placed on the road verge for collection, and Council may impose this as a condition as required.</p>
<p>Parks & Environment</p>	<ul style="list-style-type: none"> - A minimum of 1 large tree (500L pot size) and 6 medium trees (200L pot size) shall be provided in the deep soil area - i.e. 64m² for large trees and 36m² for medium trees, this has not been achieved through the proposed 8 medium trees and 22 small trees. The City request an amended landscaping plan indicating additional shade tolerant tree species to the south side of the development. Note: the overall 	<p>We commit to adding 3x 500L trees and 6x200L trees. We request such misc. requests to be mandated via DA conditions as part of detailed landscaping.</p>

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	<p>provision of trees and the diversity of species is supported.</p> <ul style="list-style-type: none">- Protection of tree on Culloton Wanneroo Reserve (AS 4970-2025: Protection of Trees on Development Sites) during the development, all pruning (AS4373-2007 pruning of amenity trees) to be approved by the City. Information shall be provided on how the trees will be retained and protected during demolition and construction.- Proposed footpath connecting southern communal space supported, path is to be compliant with consideration to the standard of Disability Discrimination Act 1992 (DDA).	<p>We will work with the landscape architect to do this as part of the detailed landscaping plans.</p> <p>We will work with the landscape architect to do this as part of the detailed landscaping plans.</p>
Misc	<p>In addition to the above, the City also requests further clarification/amended plans for the following:</p> <ul style="list-style-type: none">- Internal dividing fencing between the proposed ground floor apartments. Amended plans should indicate a fencing plan that separates private open spaces for each apartment .- Additional set of elevations that are absent of existing or proposed site features such as retaining walls, fencing and vegetation to allow the City to complete the assessment regarding provisions to wall heights and glazed areas.- Additional detail is required for the proposed works to existing footpath that connect the existing bus stop on Wanneroo Road to southern entry point via Culloton Wanneroo Reserve. Additional detail should include, but not limited, proposed path gradient, path width and detail with respect to accessibility for people with disabilities.	<p>The internal fencing detail has been marked on updated plans.</p> <p>We request this be included as a DA condition as part of detailed landscaping. We will work with the City to beautify this area and ensure retaining and landscaping is within acceptable heights for light and ventilation.</p> <p>We request this to be added as a DA condition recognising this requires further discussions with the City within a <u>public</u> area.</p>

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Recommendations Summary Item 1 – DA25/1289 – 680 Wanneroo Road, Balga DRP Meeting – Thursday 6 November 2025			
DR1 – DRP Recommendations DRP Meeting – 6/11/2025	DR1 – Applicant Response DRP Meeting – 6/11/2025	DR2 DRP Recommendations DRP Meeting –	DR2 – Applicant Response DRP Meeting –
<p>1d. The Panel suggested further demonstration of how the proposal responds to its surrounding context would be beneficial.</p> <p>1g. The presentation of the front wall should avoid a harsh or defensive appearance; an open or articulated approach is preferred.</p> <p>1h. The Panel stated it is important to ensure a continuous and well-defined frontage to Fieldgate Square.</p> <p>1i. Comment was made by the Panel the noise walls should be softened with articulation, openings, and planting.</p> <p>1j. It was recommended by the Panel to retain the street-facing storey to discourage graffiti and maintain activation.</p> <p>1k. The Panel suggested a detailed streetscape study should be provided to assist with telling what the true context is.</p>	<p>Agreed, this has been changed on the plans - please refer to the attached.</p> <p>Agreed, plans show the fence to be the same frontage.</p> <p>Agreed, the walls will be staggered with planting in between</p> <p>Agreed, we will utilize the front wall as a canvas for the public art requirement. We will work directly with a public art consultant on this.</p> <p>Agreed, we will work with a landscape architect & public art consultant on this.</p>		
<p>2b. Comment was made the tree table is sound, however, additional large trees are encouraged.</p> <p>2c. The Panel stated there appears to be some lost opportunity in relation to landscape engagement with the street.</p> <p>2d. The communal areas and circulation spaces should better promote passive activity and shaded incidental use, which are currently limited.</p>	<p>Agreed, we will incorporate and add at least 3 x 500L trees and 6x 200L trees</p> <p>Agreed, there will be terracing along the embankment so the trees are visual from the street</p> <p>Agreed, the lift & stairs have been moved on the plans in order to open this space up.</p>		

<p>2e. The Panel encouraged the Applicant to reduce areas of solid paving wherever possible.</p> <p>2f. The Applicant was urged to discuss with the City opportunities for verge planting and additional POS planting to soften the site edges.</p> <p>2g. It was recommended by the Panel the Applicant should review paving treatments to the car park and change areas for consistency and permeability.</p> <p>2h. It was suggested the Applicant should consider relocating the bin store to enable a large tree at the junction of the two buildings.</p> <p>2i. Comment was made by the Panel where planting space is constrained climbing plants or vines should be considered.</p> <p>2j. The Panel suggested reviewing the species list to include more shade-tolerant species.</p> <p>2k. It was stated by the Panel although large trees are included in the development, species diversity and extent should be increased to improve canopy cover.</p> <p>2l. It was suggested by the Panel to explore opportunities to introduce more sunlight into the sunken courtyard areas.</p> <p>2m. Comment was made by the Panel landscape plays an important role. The landscaping needs to be maintained properly and there is opportunity to create good courtyards and make these flourish.</p>	<p>Agreed, we will be expanding the flowerbed and reducing the paving</p> <p>Agreed, we will work with the council to integrate the parkland landscaping & redo the footpath if required.</p> <p>Agreed, we will incorporate different paving/bitumen to soften the aesthetic/ design</p> <p>Agreed, this has been moved & enlarged</p> <p>Agreed, we will be planting along the fence line for privacy & to soften the look</p> <p>Agreed, we will work with a landscape architect on this.</p> <p>Agreed, we will work with a landscape architect on this.</p> <p>Agreed, this is to be reviewed.</p> <p>Agreed, we will be expanding the courtyard areas in order to improve the tenants amenities.</p>		
<p>3b. It was suggested renders would assist in demonstrating the three-dimensional articulation, as current illustrations suggest a flatter form than intended.</p>	<p>Disagree, we won't be doing this,</p>		

<p>3e. It was suggested by the Panel the Applicant could consider opening up the northern courtyard; the lift structures appear somewhat intrusive.</p> <p>3f. The Applicant was urged by the Panel to avoid blank walls where possible and soften necessary solid walls with openings or planting.</p> <p>3g. The arrival experiences at both Fieldgate Square and the car park end require improvement to enhance pedestrian appeal.</p>	<p>Agree, the lift has been moved and the courtyard has been enlarged</p> <p>Agree, this has been done</p> <p>Agree, we have expanded the visual impact of the portico, and will look to improve the wall facade of the field gate entrance</p>		
<p>4c. Comment was made by the Panel the servicing arrangements should be reviewed to ensure long-term operational efficiency, including waste collection.</p> <p>4d. The Panel stated passive climatic design is being considered however there appears to be opportunities for further enhancement.</p> <p>4e. The Panel stated it is essential to provide detail around the air-conditioning unit locations to avoid heat discharge or visual clutter in public areas.</p> <p>4f. Comment was made by the Panel the universal accessible toilet doors to the community space are not ideal and screening is required.</p> <p>4g. It was stated by the Panel the residential windows next to the community space may present noise and privacy issues.</p> <p>4h. The Panel expressed concern around the horizontal louvres which may create climbing risks and should be reviewed for safety reasons.</p> <p>4i. Comment was made by the Panel the L-shaped stores are inefficient</p>	<p>Agree, we have expanded the bin storage area</p> <p>Agree, we will work with a landscape architect to further improve.</p> <p>The air conditioning units will not be visual, as they will be located on the roof.</p> <p>Agree, screening will be added.</p> <p>Agree, we have turned this area into office rooms instead of accommodation.</p> <p>Agree, this has been changed to Juliette balconies overlooking Wanneroo Road</p> <p>Agree, when necessary these will be moved to the car park.</p>		

<p>for access and should be reconsidered.</p> <p>4j. The breezeways are a strong design feature but require greater width to function as usable outdoor courtyards. The Panel requested the Applicant provide detail on the finish and dimension.</p> <p>4k. It was recommended the Applicant should reconsider the rear boundary pathway; while it offers connectivity, it limits private garden opportunities for ground-floor units.</p>	<p>Agree, the widths have been increased</p> <p>Disagree, we wish to keep the pathway as it is an important connection to the Northern car park</p>		
<p>5b. The emphasis on cross-ventilation is commended. The Applicant was encouraged to ensure window and door openings are operable to maximise natural airflow.</p> <p>5c. The Panel stated an ESD Strategy should identify measurable targets and commitments for PV systems, EV infrastructure, and energy-efficient fixtures.</p> <p>5d. The Panel suggested the Applicant consider introducing north-facing skylights to upper apartments to enhance daylight access.</p>	<p>Windows are the maximum size, and are easy slide open windows</p> <p>Agree, we will be installing extensive EV panels with a full off grid battery system</p> <p>This is to be considered and implemented if necessary in the construction phase.</p>		
<p>6b. The Panel commented providing detailed designs for the communal spaces, including seating, lighting, and landscape features is essential.</p> <p>6c. It was mentioned the balcony proximity to neighbouring properties raises privacy concerns; shifting the building westward and improving screening would be beneficial to the outcome.</p> <p>6e. Comment was made by the Panel the Applicant should ensure the key access ramps meet accessibility and gradient standards. It was suggested the</p>	<p>Agree, this is done</p> <p>We have reduced the impact on neighbors by using screens where possible, and using Juliette balconies</p> <p>We will work with the City on this to ensure the path gradient complies with NDIS requirements</p>		

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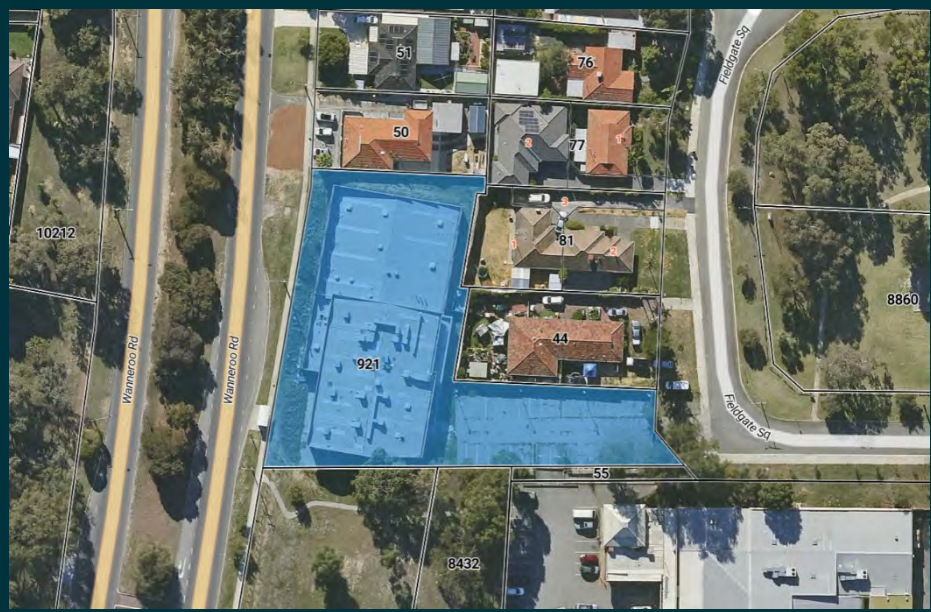
<p>Applicant should work with the City to enhance the outcome.</p> <p>6f. The Panel strongly urged the Applicant to work with the City on upgrades to the verge and POS amenity.</p>	<p>We will work with the City on this to ensure compliance.</p>		
<p>7a. The Panel stated legible access from Fieldgate Square requires resolution and improvement.</p> <p>7b. It was noted the gate from the POS is an essential entry. The Applicant was encouraged to strengthen its sense of arrival and ensure an accessible call system to contact the caretaker.</p>	<p>Agree, a fully integrated call system will be installed</p>		
<p>8c. The Panel stated the high boundary walls to Dan Murphy's and the POS are not supported. It was also mentioned the wall to Wanneroo Road, while functional, should be refined for a softer character.</p>	<p>We will be installing high boundary fencing to Dan Murphy's & the POS, which will be softened with planting & hedges along it.</p>		
<p>10a. It was stated by the Panel the material and finishes palette should reference and complement the site's existing character and broader context.</p> <p>10b. Comment was made the street and public-facing walls require careful material selection and integrating public art is encouraged.</p> <p>10c. The Panel noted public art should form part of the site's interpretive narrative.</p> <p>10d. Comment was made by the Panel opportunities exist to celebrate the site's heritage and retain or reinterpret elements of the existing graffiti art.</p>	<p>Agree</p> <p>Agree</p> <p>Agree</p> <p>We will work with the City & a public art consultant in regards to the best approach for public art.</p>		

25PER-0009
23 SEPTEMBER 2025

Proposed 21 x Multiple Dwellings and 1 x Office/Consulting Room (Adaptable Dwelling)

For NDIS-eligible residents requiring High Physical Support accommodation, with on-site support staff and integrated communal amenities.

Lot 921 (#680) Wanneroo Road, Balga



DOUBLECREST HOLDINGS PTY LTD



Proposed 21 x Multiple Dwellings and 1 x Office/Consulting Room (Adaptable Dwelling)

For NDIS-eligible residents requiring High Physical Support accommodation, with on-site support staff and integrated communal amenities

23 September 2025

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URPS Ref 25PER-0009

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Revision	Date	Author	Reviewed	Details
V1	16/05/2025	R. Cusack Smith	J. Hansen	Draft reporting
V2	18/08/2025	R. Cusack Smith	J. Hansen	Report – Client Review
V3	23/09/2025	R. Cusack Smith	J. Hansen	Report – Final Submission

We acknowledge the Whadjuk Nyoongar People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Executive Summary

Applicant and Owner:	URPS Doublecrest Holdings Pty Ltd
Property Location:	Lot 921 (#680) Wanneroo Road, Balga
Site Area:	0.344ha
Council and Relevant Authority:	City of Stirling
Relevant Scheme:	(Current) Local Planning Scheme No. 3 (Draft) Local Planning Scheme No. 4
Zone and Policy Area:	MRS – Urban City of Stirling LPS3 – Business City of Stirling Draft LPS4 - Neighbourhood Centre Zone
Current Land Uses:	Vacant Commercial Building
Description of Development:	Proposed 21 x Multiple Dwellings and 1 x Office/Consulting Room (Adaptable Dwelling) for NDIS-eligible residents requiring High Physical Support

1. Introduction

URPS has been engaged by Doublecrest Holdings Pty Ltd to prepare a planning statement in support of a proposed development for 'Multiple Dwellings' for National Disability Insurance Scheme (NDIS) eligible residents requiring High Physical Support at Lot 921 (#680) Wanneroo Road, Balga ('the site').

In addition to this planning statement, the following supporting documents are attached:

- Development Plans, prepared by KYRIA Design (Appendix A)
- Landscape Plan, prepared by Urban Retreat (Appendix B)
- Acoustic Study, prepared by Herring Storer Acoustics (Appendix C)
- Traffic Impact and Car Parking Assessment, prepared by Move Consultants (Appendix D)
- Waste Management Plan, prepared by Move Consultants (Appendix E)
- Stormwater Design, prepared by GHC Group (Appendix F)
- Site Feature Survey, prepared by Zenith Surveying (Appendix G)
- NDIS Expert Advice Design & End Product, prepared by The Wealth Centre (Appendix H)

1.1 Land Description and Local Context

1.1.1 Legal Description

Doublecrest Holdings Pty Ltd as the landowner ('proponent') have signed the required WAPC Development Assessment Panel, Metropolitan Region Scheme Application for Planning Approval Form and City of Stirling Application Form(s) for formal submission.

The Certificate of Title (CT) is included in the lodgement package.

Table 1. Ownership & Title Details

Lot/Plan & Street Address	Vol/Folio	Registered Proprietor	Area (ha)
D097377 Lot 921 (#680 Wanneroo Road, Balga 6061)	2154/889	Doublecrest Holdings Pty Ltd	0.3437ha

1.1.2 Location and Site Context

The subject site is located within the suburb of Balga, approximately 14km north of Perth's Central Business District. It occupies a strategic position along Wanneroo Road, a major north-south arterial corridor in metropolitan Perth.

Comprising approximately 3,437sqm, the site is irregularly shaped due to a dog-leg car parking configuration accessed via Fieldgate Square at the rear. Despite having ~64m of frontage to Wanneroo Road, the existing building presents a blank façade to the street, with both vehicle and pedestrian access oriented toward Fieldgate Square.

Previously operating as a private gymnasium and swimming pool, the commercial building and associated car park are currently vacant and dilapidated due to vandalism. The site slopes approximately 2m eastward from Wanneroo Road to the rear boundary, resulting in the ground floor sitting below road level, while the first floor generally aligns with the street level.

Surrounding development is predominantly low to medium density residential, generally one to two storeys in height. The site is bounded to the north and east by the rear boundaries of established dwellings, while to the south it adjoins the Fieldgate Shopping Centre and two parklands (Public Open Space and Local Authority Purposes). Wanneroo Road forms the western boundary.

Image 1 – Site Context with TPS3 Zoning Overlay



Image 2 – Subject Site and Immediate Surrounds

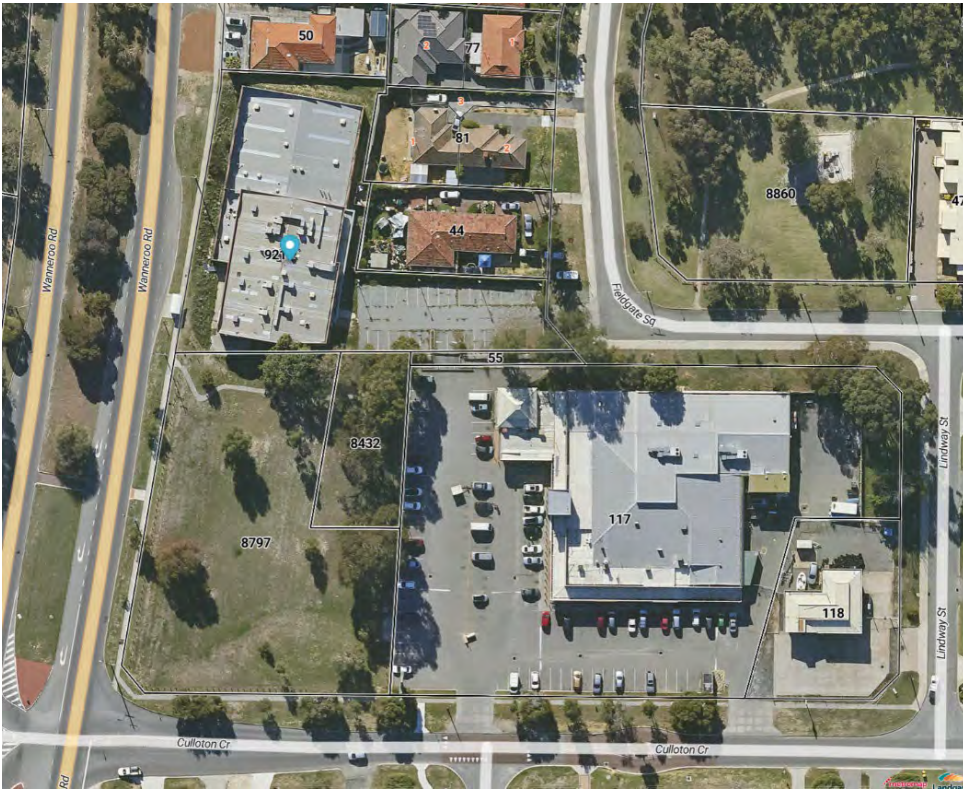


Image 3 – Subject Site



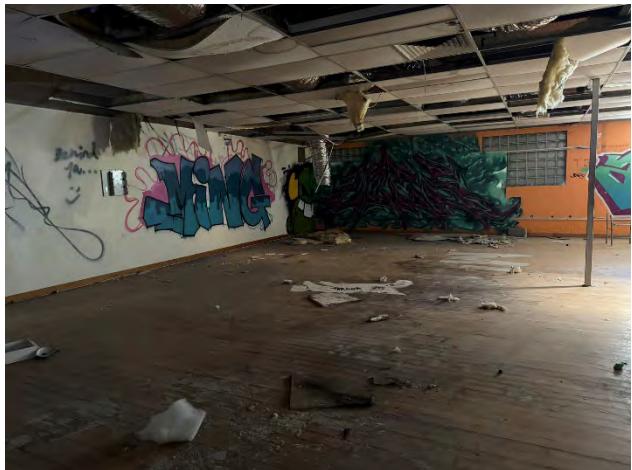
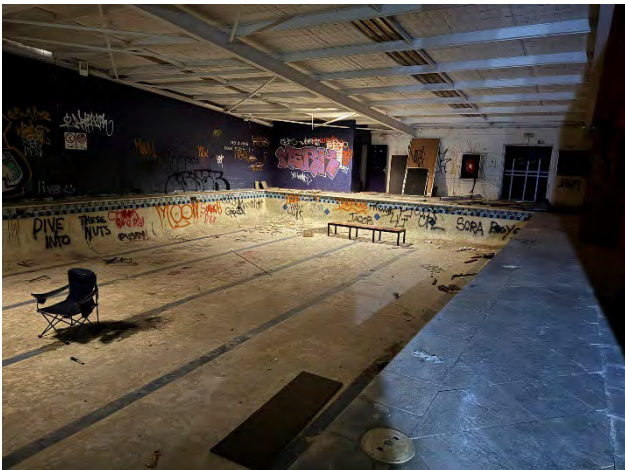
Image 4 – Wanneroo Road Streetscape (Source Google Maps, Aug 2025) and Site Level Difference



Image 5 – Fieldgate Square Streetscape (Source Google Maps, Aug 2025) and existing Building Facade



Image 6 – Internal Building Photographs



1.2 Planning Framework

Table 2: Strategic Overview

Planning Element	Description
Zoning – Metropolitan Region Scheme	Urban
Zoning – City of Stirling Local Planning Scheme No. 3	Business
Zoning – City of Stirling <u>Draft</u> Local Planning Scheme No. 4	Neighbourhood Centre
Applicable Density (R-Codes)	R80
Structure Planning	N/A
Special Control Area	N/A
State Planning Policies	State Planning Policy 5.4 - Road and rail noise State Planning Policy 7.3 Residential Design Codes ('R-Codes')

1.3 Site Conditions and Constraints

Table 3: Site Considerations

Site Element	Description
Flora and Vegetation Fauna	The site is currently occupied by a single storey vacant commercial premises, with an adjoining car park. While several trees are present along the southeastern site perimeters, these are located outside the site limits. Aside from this, there are no identified environmental assets on the site.
Topography Ground Water Surface Water	Levels across the site fall by approximately 2m in an easterly direction from Wanneroo Road to the eastern site boundary. Minimum and Maximum groundwater contours range between 20 – 25m AHD in this area. Mapping of geomorphic wetlands of the Swan Coastal Plain does not indicate that the site is not designated as a wetland under this classification.
Bushfire Prone Site	No
Road and Rail Noise (WAPC SPP 5.4)	Yes, Wanneroo Road located west of the site is identified as being a strategic freight and/or major traffic route under State Planning Policy 5.4 Road and Rail Noise (SPP5.4).

Site Element	Description
Municipal Heritage Listed	No
Aboriginal Heritage Site	No
Contaminated Site	No
UXO	No

2. Proposed Development

2.1 Development Overview and Preliminary Consultation

The site is zoned 'Business' under the City of Stirling's Local Planning Scheme No. 3 (LPS3). Pursuant to Clause 5.3.2 of LPS3, an R80 residential density applies to the site based on the encompassing Business Zone. As a result, the following design provisions apply;

- Under Table 1 of the LPS3 'Multiple Dwellings' are classified as a 'D2' use, meaning it is discretionary. However, Condition 2 applies, which states that dwellings are *not permitted on the ground floor where fronting a road reserve with a width greater than 10 metres*.
- *Height permissibility: 4 storeys (i.e. 15metres)*
- *Plot Ratio: 1:0*

This site is 3,437sqm, thus at the maximum R80 density coding for a residential building development would generate dwellings within a 1:0 (3,437sqm) plot ratio cap.

Under a R80 multiple dwelling scenario, the site could accommodate up to 28 dwellings (at 100sqm minimum and 120sqm average), however this yield is optimum and without consideration of other design limitations including space required for internal driveways, carparking, communal bin storage and other amenities that otherwise occupy space.

The proponent prepared a concept plan and presented this to the City of Stirling for preliminary advice in March 2025. The concept design at that time presented a dual-use development strategy:

- For the refurbishment of the existing building (southern portion) to create a modern, purpose-designed Child Care Premises; and
- For the refurbishment of the existing building (upper floor southern and northern portions) to create a modern, purpose-designed private recreation (gym); or
- For the refurbishment of the existing building (upper floor southern) and selective demolition of the northern portion (including, for example, removal of redundant non-habitable structures) on the northern portions of the site to enable residential multiple dwellings under a mixed-use development scenario.

In May 2025, the proponent sought further pre-lodgement advice from the City of Stirling on a revised proposal for a 'Residential Building' for NDIS-eligible residents requiring high physical support accommodation, namely Specialist Disability Accommodation (or 'SDA').

City Officers advised the residential component is most appropriately classified as 'Multiple Dwelling' under LPS3, meeting R-Codes requirements, but alternative classifications such as 'Aged or Dependent Persons Dwelling', 'Retirement Complex', or 'Residential Building' may be considered with further operational details and occupancy restrictions. Certain uses under LPS3, including 'Nursing Home', are prohibited on the site, and the Scheme does not specifically provide for uses such as NDIS Specialist Disability Accommodation or High Physical Support units, which would be assessed as 'Use Not Listed' under Clause 4.4.

2.1.1 Consideration under Draft Local Planning Scheme No. 4 (LPS4)

In relation to draft Local Planning Scheme No. 4 (LPS4), City officers advised that the proposed development may be classified as a 'Dwelling' (Multiple Dwelling form) within the 'Neighbourhood Centre' zone, with potential for classification as an 'Independent Living Complex' or 'Residential Care Facility' subject to the provision of additional information. They also highlighted the possible application of Clause 32(6) of LPS4, which prohibits residential uses at ground level in the Centre, Neighbourhood Centre, Local Centre and Mixed Use zones unless the residential component is located behind a non-residential street frontage, fronts a right-of-way, or forms part of a multi-storey development that can be adapted for future non-residential use.

2.2 Formal Development Proposal

The proposed development involves the use and development of 'Multiple Dwellings' specifically designed for NDIS-eligible residents requiring High Physical Support accommodation, incorporating on-site support staff and integrated communal amenities. This classification is most appropriate under R-Codes Volume 2 and LPS3, reflecting the design intent of 21 self-contained units and one 'adaptable' office/consulting room/multiple dwelling space that meet the SDA Design Standard.

While Clause 5.3.2 of LPS3 restricts both Multiple Dwellings and Residential Buildings at ground level where fronting a road reserve wider than 10 metres, this provision does not adequately account for the site's unique topography. The ground floor sits approximately 2 metres below street level, naturally mitigating visual and acoustic impacts from Wanneroo Road. As outlined in Section 3.2 of this report, this context supports the use of planning discretion to enable a compliant and context-sensitive outcome.

Furthermore, under the draft LPS4, the site is proposed to be within the 'Neighbourhood Centre' zone, which supports a broader range of residential uses, including 'Independent Living Complex' not currently provided for under LPS3. The 'Multiple Dwelling' classification offers a cleaner and more flexible pathway for compliance with R-Codes Volume 2 under the current LPS3, enabling a well-considered, inclusive, and strategically aligned development that responds to both planning policy and community need.

The proposal includes:

- Alterations and additions to the existing building, including demolition and reconstruction of the northern portion, and construction of three first-floor units elevated above the existing car park;
- Development of 20 specialised residential units in four distinct typologies (as outlined in Table 4),
- 1 Carer unit (Apartment 10) which includes kitchen/living area, bedroom and office space.
- 1 Adaptable unit (Apartment 1) - including office/reception and office/consulting room and kitchen/breakout area with potential to be used as a carer's unit. Refer to Section 2.2.1 below.
- Reconfiguration and upgrade of the existing car parking area to meet the needs of residents and support staff; and
- Construction of a masonry and/or other alternative noise compliant materials wall along the western boundary adjoining Wanneroo Road.

It is proposed that Units 20 – 22, situated on the upper level and above the common car parking area, be offered for use and/or private sale as standard Multiple Dwellings, albeit with Universal Access design

measures throughout. The staging of these dwellings also be provided flexibility as a two-staged construction approach, this subject to suitable conditions of Development Application approval, and to the City's satisfaction.

2.2.1 Adaptable Unit (Unit 1)

The proposed development includes an office/consulting room designed to provide flexible, low-impact health services primarily for NDIS participants residing on-site. This room will be used intermittently by allied health professionals, including but not limited to Occupational Therapists, Physiotherapists, and Chiropractors, depending on the ongoing needs of residents. Use of the space will be managed on a scheduled or rotational basis, with only one practitioner operating at any given time, ensuring no overlap or intensification of activity.

The consulting room will not be subject to a permanent tenancy arrangement. While its primary function remains ancillary to the residential use of the development, there may be occasional opportunities for it to accommodate external clients from the surrounding community on an ad hoc basis. Ample car parking is offered on site to accommodate this potential flexible use, and will not compromise the general functioning of the primary NDIS use.

Table 4: Unit Typologies

Unit No.	Unit Type	No. of Type	Applicable Lot Sizes (sqm)	No. Bedrooms	No. Bathrooms	Private Outdoor Space (sqm)
1	D	2	75 + 32 commercial tenancy	1	1	10
2	C	9	102	2	2	18
3	C	9	104	2	2	18
4	C	9	95	2	2	18
5	C	9	104	2	2	18
6	A	8	105	2	2	18
7	A	8	105	2	2	18
8	A	8	105	2	2	18
9	A	8	105	2	2	18
10	D	2	103	1	1	10
11	C	9	104	2	2	18
12	C	9	102	2	2	18
13	C	9	104	2	2	18
14	C	9	95	2	2	18
15	C	9	104	2	2	18
16	A	8	105	2	2	18
17	A	8	105	2	2	18
18	A	8	105	2	2	18
19	A	8	105	2	2	18
20*	B	3	103	2	2	23
21*	B	3	103	2	2	23
22*	B	3	103	2	2	23

* Seeking potential option for use and/or sale as standard Multiple Dwellings but fit for purpose as NDIS (SDA) accommodation.

* Potential development under a two-Stage construction approach, subject to City acceptance and suitable conditions of Development Application approval.

3. Deemed-to-Comply Criterion

The proposed development comprises multiple dwellings designed for NDIS-eligible residents requiring High Physical Support (SDA), with on-site support staff and integrated communal amenities. The proposal has been assessed under the provisions of the WAPC Residential Design Codes – Volume 2, applicable to the R80 density zone.

Most design elements of the proposal adhere to the 'Deemed-to-Comply' criteria of the R-Codes within the R80 Multiple Dwelling context as validated by the project architect and illustrated within the Development Plans – Appendix A refers.

The following key design elements are considered compliant with the R-Codes provisions.

3.1.1 Site Coverage

The 3,437sqm site is afforded a 1:1 Site Coverage allowance under the R80 zoning of LSP3.

The proposed development presents a site coverage ratio of ~61.5% (2,113sqm).

3.1.2 Vehicle Access and Traffic Management

A Traffic Impact Statement (TIS) and Car Parking Assessment prepared by Move consultants is included under Appendix D, with key findings as follows:

- **Predicted Traffic Generation**

- The proposed development is expected to generate approximately 106 vehicle trips per day, including around six trips during the morning peak hour and nine trips during the afternoon peak hour.
- This traffic volume is considered negligible and can be accommodated within the existing capacity of the surrounding road network without the need for external upgrades.

- **Access and Crossover Design**

- Vehicle access will be via a single full-movement crossover from Fieldgate Square, leading to an at-grade car park.
- The crossover location and design comply with Australian Standards and the City of Stirling's guidelines, with adequate sightlines and no anticipated queuing or safety issues.
- Traffic increases at surrounding intersections are minimal and well below capacity thresholds, removing the need for additional intersection analysis.

- **Parking Provision**

The proposed development comprises 21 two-bedroom residential dwellings, inclusive one carers unit, and an adaptable office/ consulting room located within Unit 1. In accordance with Local Planning Policy 6.7, the development generates a parking requirement of 31 bays: 21 for residents, 5 for visitors, and 5 for the consulting room. A total of 28 bays is proposed, representing a minor shortfall of three bays. This is considered a modest variation in the context of the overall design and site functionality.

This shortfall is considered acceptable due to the unique nature of the development and its alignment with the objectives of LPP 6.7. The residential component is specifically intended for NDIS participants, many of whom without capacity to drive, meaning actual car ownership will be considerably lower than standard multiple dwelling assumptions. Consequently, some residential bays are expected to remain unused and can informally accommodate visitors to the respective unit, easing demand on designated visitor parking.

The adaptable office/consulting room is a low-intensity facility primarily serving on-site residents and will operate on a rotational basis with only one practitioner present at any time. External client visits may be possible, however expected to be minimal and infrequent, and the five visitor bays provided are anticipated to be sufficient for both short-term practitioner parking and occasional external visitors.

LPP 6.7 permits discretion where actual demand is demonstrably lower and broader planning outcomes are met. The proposal avoids unnecessary oversupply, encourages efficient shared use of parking, and supports the delivery of inclusive and accessible housing. Therefore, the 28 bays proposed are considered to adequately meet the functional needs of the development, and the minor shortfall is justified in the context of reduced car ownership, low-impact consulting room use, and flexible visitor parking arrangements.

Parking Criteria	Prescribed Parking	Provided
Residential requirements		
2-bedroom Dwelling (21 dwellings including carers unit 10) <i>1 bay per Dwelling</i>	21 bays	21bays
Visitor	5 bays	5 bays
Medical		
Consulting Room (Unit 1) <i>5 bays for each practitioner in attendance up to 2 practitioners</i>	5 bays	2 bays
Total	31 bays	28 bays

- **Bicycle Parking**

- Bicycle parking has been provided for the development in a dedicated bicycle parking area adjacent to the bin store in accordance with Council and R-code policies.

- **Vehicle Manoeuvring**

- The site layout accommodates all vehicle types in compliance with AS 2890.1 and AS 2890.6, with forward entry and exit for all vehicles.
- Waste vehicles will use the main driveway for bin collection, with sufficient manoeuvring space available.

- **Pedestrian and Cyclist Accessibility**

- The external path network is well established, ensuring safe pedestrian and cyclist travel between the site and surrounding areas. A new pedestrian footpath is proposed linking the proposed development to the existing path network and adjacent public bus service.

- **Pedestrian Transport Accessibility**

- The site is well-served by bus routes 975, 388, and 389, with high-frequency services during weekday peak periods and regular services at other times.

3.1.3 Visual Privacy

The proposed built form incorporates targeted design measures to ensure compliance with the visual privacy provisions of R-Codes Volume 2, particularly in relation to the existing residential properties to the north and east. These measures include the installation of 1600mm high privacy screens to balconies located within proximity to adjoining residential boundaries, and 1600mm high obscure glazing to walkways along the northern elevation, effectively limiting overlooking into neighbouring properties. In contrast, the western elevation fronting Wanneroo Road and the southern interface with public open space have been designed with an open and visually permeable character to promote passive surveillance and enhance engagement with the public realm. These treatments collectively ensure that the development maintains privacy for adjacent dwellings while contributing positively to streetscape safety and amenity.

3.1.4 Landscaping

A Landscape Plan has been prepared by Urban Retreat Garden Design (Appendix B refers) in accordance with Residential Design Codes (R-Codes) requirements for multiple dwellings.

The proposed landscape plan aims to create a cohesive and attractive landscape that enhances the liveability of the development, through the delivery of a thoughtfully designed outdoor environment that balances visual appeal, and sustainability.

Key elements include:

- **Plant Selection**

- The plan provides a total of 1,178 plants, predominantly native and climate-resilient species. This includes 31 trees comprising species such as *Angophora costata*, *Agonis flexuosa*, *Eucalyptus caesia*, *Eucalyptus torquata*, *Eucalyptus victrix*, and *Hakea laurina*, supported by a variety of shrubs, grasses, and groundcovers to achieve seasonal variation and year-round interest.

- **Landscape Area and Deep Soil Provision**
 - Total landscape area is ~773sqm, representing 22% of the site.
 - Deep soil areas total ~362sqm (10.5% of the site) across four zones, accommodating 9 medium trees, meeting the minimum requirement under Table 3.3a.
- **Canopy Cover**
 - A combined canopy cover of 530 m² (15% of the site) is achieved, calculated from medium trees (6 m canopy) and small trees (4 m canopy), exceeding the 10% minimum under Table 3.3b.
- **Pedestrian Connectivity**
 - Clear, legible pedestrian links are provided, connecting communal open space with the surrounding street network.
- **Boundary and Interface Planting**
 - Strategic planting along boundaries, acoustic screen walls, and adjacent to communal spaces provides privacy, visual softening, and interface buffering.
- **Soil and Mulch Preparation**
 - All planting areas will be prepared with soil conditioner to AS4454COMPOSTS and mulched to a compacted depth of 75 mm, with jute matting used on slopes to prevent erosion.

R-Codes Volume 2 – Landscaping Compliance:

- **Deep Soil Area** – 10.5% of site area (minimum 7% required) – compliant.
- **Canopy Cover** – 15% of site area (minimum 10% required) – compliant.
- **Tree Provision** – 9 medium trees provided (minimum requirement met).
- **Design Quality** – Planting maximises seasonal interest, enhances streetscape character, and supports low-maintenance, water-efficient operation in line with performance criteria of Element 3.3.

The landscaping strategy meets or exceeds all relevant requirements of R-Codes Volume 2 and contributes to a high-quality residential environment through its balance of aesthetic appeal, environmental performance, and functional outcomes.

3.1.5 Waste Management

As demonstrated in the Move Consultants Waste Management Plan (Appendix E), the proposal incorporates a 30sqm² bin storage area with double-door access to the car park aisle, allowing for efficient storage and collection of general waste, recyclables, and food organics/garden organics (FOGO). The design and configuration of the bin store comply with the City of Stirling's operational requirements, enabling safe and streamlined collection from the Fieldgate Square verge within the property frontage.

- **Shared Bin Storage Area**
 - Nineteen 140L general waste bins, collected weekly;

- Seven 240L recycling bins, collected fortnightly; and
- Four 240L FOGO bins, collected fortnightly.

The City's municipal waste fleet will undertake collection in accordance with its multiple-dwellings service guidelines, with the strata manager arranging access for collection and ensuring that pick-up times do not coincide with peak morning traffic periods. Bulk waste and landscaping waste removal along the Fieldgate Square frontage will be arranged separately by the strata manager. Construction waste resulting from any demolition activities will be removed off-site for processing, where required.

To ensure effective implementation of this waste management strategy, the property manager (or their authorised representative) will oversee all relevant aspects of waste operations, including cleaning and maintenance of receptacles, management of bulk and green waste, ongoing engagement with residents to increase resource recovery and reduce general waste, and ensuring compliance with the City's waste protocols for the development.

3.2 Design Matters Requiring Discretion

3.2.1 Site Acoustics

An acoustic assessment was undertaken by Herring Storer Acoustics in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) to evaluate the impact of traffic noise from Wanneroo Road on the proposed development. Using Main Roads WA traffic data and the CoRTN methodology, the study modelled current and projected traffic volumes through to 2046. Measurements taken on 24 June 2025 during peak traffic periods recorded an LAeq (day) level of 67.6 dB, exceeding the SPP 5.4 outdoor noise target of 55 dB.

To ensure compliance with indoor noise criteria, the report recommends a suite of mitigation measures, including:

- Minimum Rw + Ctr 50 dB wall construction;
- Glazing and external door specifications as detailed in Appendix B;
- Rw + Ctr 40 dB roofs/ceilings to upper levels;
- Mechanical ventilation systems designed to maintain façade acoustic performance;
- Notification on title advising of potential transport noise exposure.

While external noise levels in some outdoor living areas will remain above target thresholds, this outcome is consistent with SPP 5.4's recognition that full compliance may not be feasible in transport-adjacent urban infill contexts. The focus, therefore, is on achieving acceptable internal acoustic amenity through practical and effective design responses.

Noise Wall and Streetscape Integration

To further mitigate traffic noise, a purpose-designed 2.0m high acoustic wall is proposed along the Wanneroo Road frontage. This wall will serve as a primary barrier to reduce sound transmission into ground-level outdoor living areas and habitable spaces. Importantly, its design has been carefully considered to ensure it complements the existing streetscape. There is established precedent for similar

treatments along Wanneroo Road, particularly where residential and mixed-use developments interface with major transport corridors. Through thoughtful integration of landscaping, articulation, and material variation, the wall will contribute positively to the public realm while fulfilling its acoustic function. Final specifications will be refined during detailed design to optimise both performance and amenity.

3.2.2 Residential Dwelling Interface to Wanneroo Road

Clause 5.3.2 of LPS3 (and Clause 32(6) under draft LPS4) restricts residential buildings at ground level where fronting a road reserve wider than 10 metres. However, this provision does not adequately reflect the specific conditions and nuances of the site at 680 Wanneroo Road. The site features a 2-metre fall from the road to the eastern boundary, positioning the ground floor below street level and naturally shielding it from direct traffic noise and visual intrusion (Image 4 refers). This grade separation, combined with the proposed acoustic treatments, directly addresses the amenity concerns the Scheme clause seeks to mitigate.

The development is a purpose-built facility for NDIS-eligible residents requiring High Physical Support, designed to meet the Specialist Disability Accommodation Design Standard. It incorporates accessible layouts, assistive technology readiness, and on-site support services, delivering essential community infrastructure in a location well-served by transport and services. Under the draft LPS4, the site is proposed to be within the Neighbourhood Centre zone, which supports a mix of residential and non-residential uses. The inclusion of SDA within this zone reinforces the suitability of residential use at ground level and contributes to a socially inclusive, strategically aligned planning outcome.

4. State Planning Policy 7.0 – Design of the Built Environment

4.1 Policy Considerations

Pursuant to the design objectives of SPP7.0, the proposed development addresses the 10 Design Principles as follows:

Table 6: SPP 7.0 10 Design Principles

Design Principle	Project Team Commentary
1) Context and character	<p>In the context of the Wanneroo Road corridor, the proposed development:</p> <ul style="list-style-type: none"> • Transforms the former and dilapidated commercial site into a contemporary residential setting designed to meet the needs of NDIS-eligible residents requiring high physical support accommodation. • Introduces a series of accessible indoor and outdoor communal spaces that foster inclusion, well-being, and social connection. • Establishes a legible and engaging upper floor street presence along Wanneroo Road, contributing to a safer and more activated pedestrian environment. • Utilises materials, forms, and landscaping that respond sensitively to the emerging character of the area, enhancing local identity while supporting long-term urban renewal.
2) Landscape Quality	<p>A landscape plan, prepared by Urban Retreat Garden Design (Attachment B). The design incorporates a diverse planting palette of native and exotic species, including medium and small canopy trees, shrubs, grasses, and groundcovers. Enhanced surface treatments, flexible-use zones, and a network of pedestrian pathways will reimagine the existing rear car park, creating a visually appealing and welcoming entry point for visitors.</p> <p>Strategic planning, deep soil areas, and improved amenity will create a greener, more inviting environment that complements the site’s-built form.</p>
3) Built Form and Scale	<p>The scale, massing, and height of the refurbished building is considered to respond positively to the height and form of adjoining structures, maintaining consistency with the general pattern of development in the area.</p>

Design Principle	Project Team Commentary
4) Functionality and Build Quality	The redesign of is heavily guided by the functionalities within these spaces. The layout of the building has been optimised to achieve specific tenancy requirements for its future use as a residential building for NDIS-eligible residents requiring high physical support accommodation.
5) Sustainability	<p>The proposed development aims to adaptively reuse and modify the existing building to support a more sustainable and efficient built outcome. A substantial proportion of the existing structure, will be retained, reducing demolition waste.</p> <p>Design modifications such as new window openings, sun canopies, and deep balconies have been incorporated to enhance passive solar access and natural ventilation throughout the development.</p> <p>The proposal also incorporates durable, low maintenance materials and integrated communal landscaping to support long term environmental performance and resource efficiency. Collectively, these measures contribute to a contextually responsive and environmentally responsible redevelopment of the site.</p>
6) Amenity	The external spaces have been designed with quality landscaping to create a welcoming, comfortable environment for occupants and support staff. The final design features an integrated exercise pool and generously sized indoor and out communal spaces to encourage social interaction and wellbeing.
7) Legibility	The proposed development will present clear wayfinding, with recognisable entry points, signage, and well-considered sightlines to ensure easy navigation. The design offers direct connections between the entry point of the building and adjoining car park.
8) Safety	The proposed refurbishment improves passive surveillance by activating the Wanneroo Road frontage (upper floor) and the southern site edge (ground and upper floors), which overlooks the adjacent public open space, transforming previously inactive edges.
9) Community	<p>The proposed development seeks approval for the change of use of an existing vacant building, aligning with the principles of good design that support community needs and evolving social contexts.</p> <p>The design approach ensures the reactivation of the site. In line with community design principles, the development also promotes housing choice and functional versatility through a mix of uses and adaptable spaces in immediate proximity to a Neighbourhood Activity Centre.</p>

Design Principle	Project Team Commentary
10) Aesthetics	<p>The proposed development adopts a considered design approach that responds to the site's topography and its broader urban context. Located on the eastern side of Wanneroo Road, the existing building sits below street level, with the design presenting a recessed and layered façade that reduces visual impact and integrates sensitively with the streetscape.</p> <p>The use of varied materials, including stone cladding, aluminium battens, and sun canopies, adds visual interest and definition to the built form. Landscaping is integrated throughout the site to soften building edges and enhance the public realm.</p> <p>Internally, the layout includes light voids and communal spaces that encourage natural light, ventilation, and a sense of openness. The design delivers a cohesive and contemporary outcome that balances functionality with aesthetic quality, aligned with principles of good urban design.</p>

5. Conclusion

The proposed development at Lot 921 (680) Wanneroo Road, Balga represents a strategically aligned and socially responsive redevelopment of a vacant and underutilised commercial site. Designed specifically to accommodate NDIS-eligible residents requiring High Physical Support, the development delivers a purpose-built multiple dwelling development that meets the Specialist Disability Accommodation (SDA) Design Standard, incorporating accessible layouts, assistive technology readiness, and integrated support services.

The proposal has been carefully crafted to respond to the site's unique conditions, including its topography, interface with Wanneroo Road, and proximity to essential services and public transport. Through the application of thoughtful design and targeted acoustic mitigation measures, including a purpose-designed noise wall and façade treatments, the development achieves compliance with State Planning Policy 5.4 – Road and Rail Noise, ensuring a high standard of internal amenity while acknowledging the practical limitations of external noise mitigation in transport-adjacent contexts.

Importantly, the development aligns with the objectives of both the City of Stirling's Local Planning Scheme No. 3 (LPS3) and the draft Local Planning Scheme No. 4 (LPS4), which proposes the site within the Neighbourhood Centre zone, a designation that actively supports mixed-use and inclusive residential outcomes. The proposal also satisfies the performance criteria of the Residential Design Codes Volume 2, with demonstrated merit based compliance across key elements including site coverage, landscaping, vehicle access, parking provision, waste management, and built form.

The design responds positively to the SPP 7.0 Design Principles, delivering a contextually sensitive, functional, and aesthetically cohesive built form that enhances the local streetscape and contributes meaningfully to the surrounding community. The integration of communal spaces, landscaping, and passive surveillance features further supports safety, wellbeing, and social inclusion.

In summary, the proposed development offers a high-quality, well-considered solution that addresses both planning and community needs. It transforms a degraded site into a vital piece of community infrastructure, supporting vulnerable residents in a safe, accessible, and well-connected environment. Approval is recommended subject to standard conditions.

Should you have any queries in relation to this application, please contact the undersigned on 0414 939 141 or email development@urps.com.au or jhansen@urps.com.au

Yours sincerely

Justin Hansen

Director

City of Stirling
26 September 2025
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Project: **Waste Management Plan – V1**
680 Wanneroo Road, Balga
Proposed Specialised Disability
Accommodation

Owners: **Abel Property**

Author: Heidi Herget

Signature: 

Date: 12th August 2025

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Project: 680 Wanneroo Road

August 2025

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1. INTRODUCTION

1.1 Overview

Move Consultants has prepared this Waste Management Plan for the proposed specialised disability accommodation development to be located at 680 Wanneroo Road, Balga in the City of Stirling.

The key objectives of the plan outline the equipment and protocols which will be implemented and adopted to manage all waste (both refuse and recycling) on the site. Specifically, the Waste Management Plan (WMP) demonstrates that the development will be designed to:

1. Adequately cater for the anticipated quantities of general waste, recyclables, and organic waste to be generated.
2. Confirm a suitable bin storage area(s) including appropriate disposal receptacles.
3. Allow for the efficient collection of receptacles by appropriate waste collection vehicles.

1.2 Site Location

The site is located on the east side of Wanneroo Road, approximately 600m south of the signalised intersection of Wanneroo Road/Beach Road and is shown in **Figure 1**.



Figure 1: Site Location

The location of the site in a metropolitan context is shown in **Figure 2**.

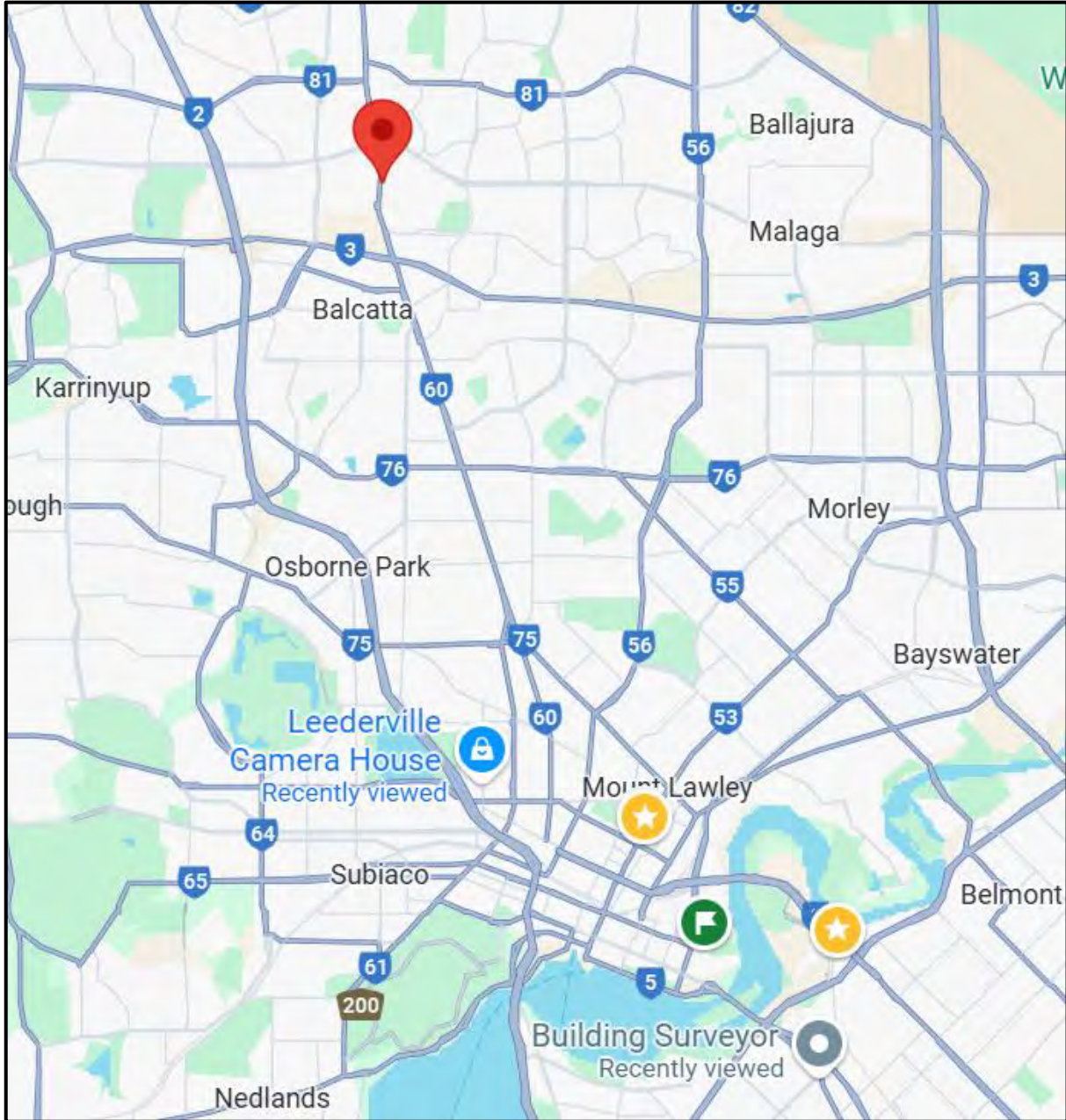


Figure 2: Metropolitan Context

1.3 Proposed Development Details

The proposal consists of the development of 22 specialised disability accommodation multiple dwelling residential units with two (2) ancillary consulting rooms associated directly with the primary use on the site proposed to be located on the east side of Wanneroo Road, between Treen Street and Culloton Crescent with Field gate Square bounding the site to the rear (east). Primary access will be afforded via the west side of Fieldgate Square via a full movements crossover. A copy of the proposed site plan is attached in in **Appendix A**.



2. WASTE GENERATION

2.1. Waste Generation Rates

The anticipated volumes of general waste (refuse) and recycling waste for the proposal have been based upon typical maximum waste rates for strata residential units and the types of bins the City of Stirling will provide to accommodate this waste and upon weekly collection for general waste and fortnightly collection for recycling waste.

2.2. General Waste Generation

Table 1 shows the anticipated general waste to be generated by the proposal.

Table 1: General Waste Generation

Activity Generator	Unit (Dwelling Units)	Waste Generation Rate (L/week)	General Waste Generation (L/week)
Multiple Dwellings + Ancillary Consulting/Carer Units	22	120L/week/D.U.	2,640L
BIN STORAGE PROVIDED	19 x 140L bins (as per Council policy) to be collected WEEKLY by Council		

2.3. Recyclable Waste Generation

Table 2 shows the anticipated recycling waste to be generated by the proposal.

Table 2: Recycling Waste Generation

Activity Generator	Unit (Dwelling Units)	Waste Generation Rate (L/fortnight)	General Waste Generation (L/fortnight)
Multiple Dwellings + Ancillary Consulting/Carer Units	22	80L/fortnight/D.U.	1,760L
BIN STORAGE PROVIDED	7 x 240L bins (as per Council policy) to be collected FORTNIGHTLY by Council		

2.4. FOGO Waste Generation

Table 2 shows the anticipated food organics/garden organics waste to be generated by the proposal.



Table 3: FOGO Waste Generation

Activity Generator	Unit (Dwelling Units)	Waste Generation Rate (L/fortnight)	General Waste Generation (L/fortnight)
Multiple Dwellings + Ancillary Consulting/Carer Units	22	40L/fortnight/D.U.	880L
BIN STORAGE PROVIDED	4 X 240L bins (as per Council policy) to be collected FORTNIGHTLY by Council		

3. WASTE MANAGEMENT RECOMMENDATIONS

In order to ensure that waste is managed appropriately and safely, it is essential that adequate space be provided on the site within the bin storage area to accommodate the required storage receptacles.

3.1. Bin Arrangement

In order to ensure that waste is managed appropriately and safely, the estimated number of bins will be situated within the allocated bin store

3.2. Bin Storage Area

The bin storage area is approximately 30m² in size with a double door opening to the car park aisle with bins pushed out to be collection on the north side of the Fieldgate Square crossover within the verge by a Council vehicle.

3.3. External Collection of Waste

Bins will be collected on-site by Council vehicles as per the City's waste guidance for multiple dwellings. The Strata Manager will arrange for access to the bin store by Council staff for collection within the car park and ensure collection times do not coincide with peak a.m. travel periods.

3.4. Organic Waste and Bulk Waste

The Strata Manager of the site will arrange separately the removal of any landscaping and bulk waste external to the site along the Fieldgate Square frontage.



3.5. Construction Waste

Construction waste resulting from any demolition activities will be removed off-site for processing, where required.

4. WASTE BIN STORAGE

Staff will be assigned to oversee all relevant aspects of the waste management associated with the development.

It should be noted that the estimate of the number of general waste and recycling receptacles has been based upon a weekly and/or fortnightly collection regime; respectively, however increased collection frequency will lower the number of receptacles required, as per City of Stirling's guidelines and policies.

5. PROPERTY MANAGEMENT RESPONSIBILITIES

Property managers will be appointed to be responsible for the following tasks associated with Waste Management on the site:

- Monitoring and maintenance (including cleaning) of the waste receptacles, where applicable.
- Management of bulk waste and green waste collection, where required.
- Engage on an ongoing basis with residents to develop opportunities to increase resource recovery and minimise general waste volumes in conjunction with the City of Stirling.
- Responsible for managing the placement and collection of receptacles on respective road frontages.
- Ensure that all residents are informed in relation to Waste Management protocols at the development and their respective responsibilities in accordance with this plan.

The proposed Site Management Plan will incorporate the tenets of this Waste Management Plan and any changes to this plan must be approved by the City of Stirling to implementation. Failure to deliver a safe, effective, and efficient waste management service will result in the City liaising with the owner/operator/strata manager to review, update and approve the Waste Management Plan.



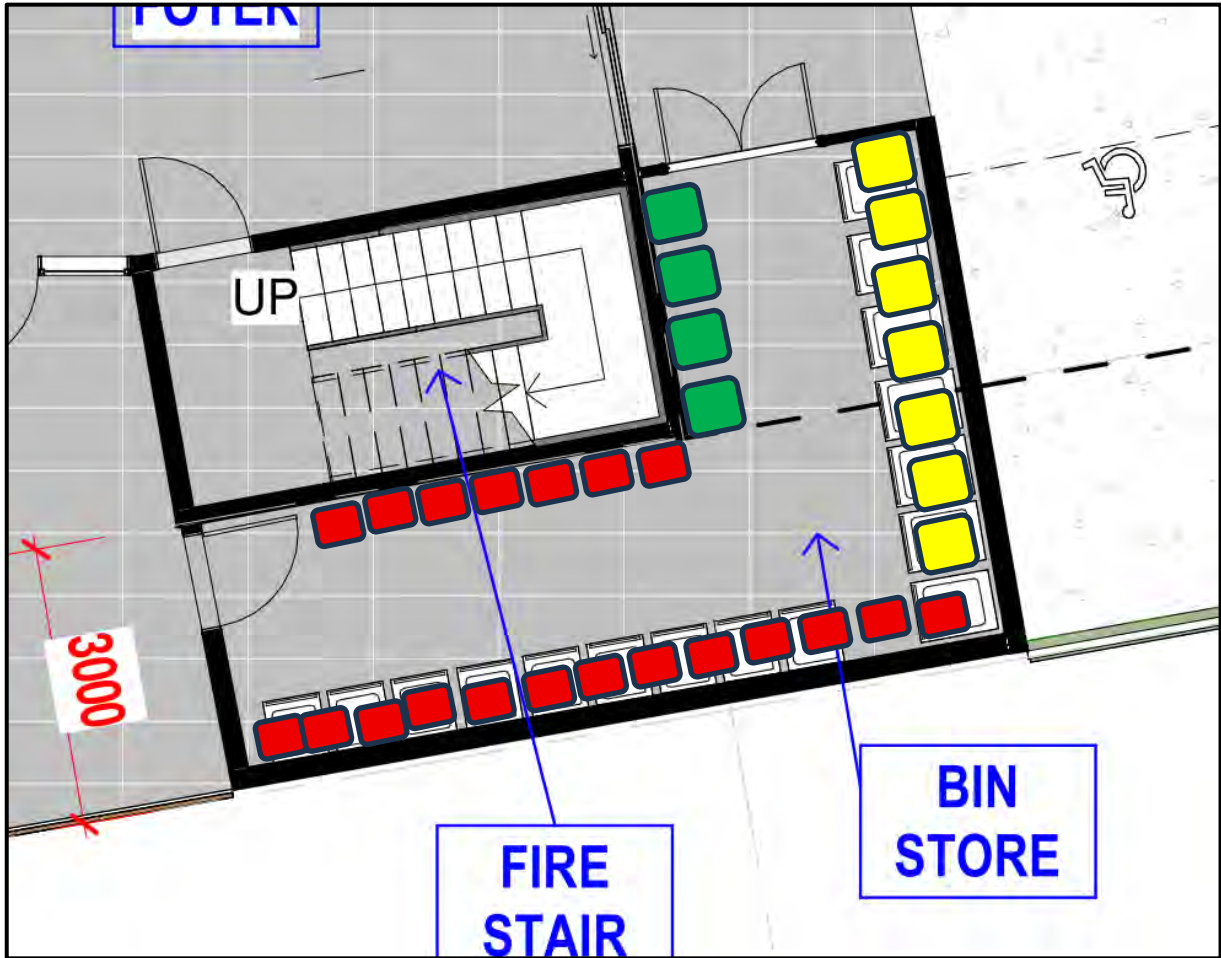
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6. APPENDIX A – SITE PLAN AND BIN PLACEMENT





- | | |
|--------------------|---|
| GENERAL WASTE 140L |  |
|--------------------|---|
- | | |
|----------------------|---|
| RECYCLING WASTE 240L |  |
|----------------------|---|
- | | |
|-----------------|---|
| FOGO WASTE 240L |  |
|-----------------|---|

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Project: **Transport Impact and Car Parking
Assessment – V1**

680 Wanneroo Road, Balga

Proposed Specialised Disability
Accommodation

Owners: **Abel Property.**

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Project: 680 Wanneroo Road

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1. INTRODUCTION

This Transport Impact and Car Parking Assessment has been prepared by Move Consultants on behalf of Abel Property, with regard to a proposed specialised disability accommodation to be located on 680 Wanneroo Road, Balga in the City of Stirling. This assessment has been prepared in accordance with the City of Stirling's *Local Planning Policy: Parking and Access, Local Planning Scheme No. 3*, the WAPC's *State Planning Policy 7.3: Residential Design Codes – Volume 2* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as Austroads guidelines and Australian Standards.

1.1 Location

The site is located on the east side of Wanneroo Road, approximately 600m south of the signalised intersection of Wanneroo Road/Beach Road and is shown in **Figure 1**.



Figure 1 – Local Context

The location of the site in a metropolitan context is shown in **Figure 2**.

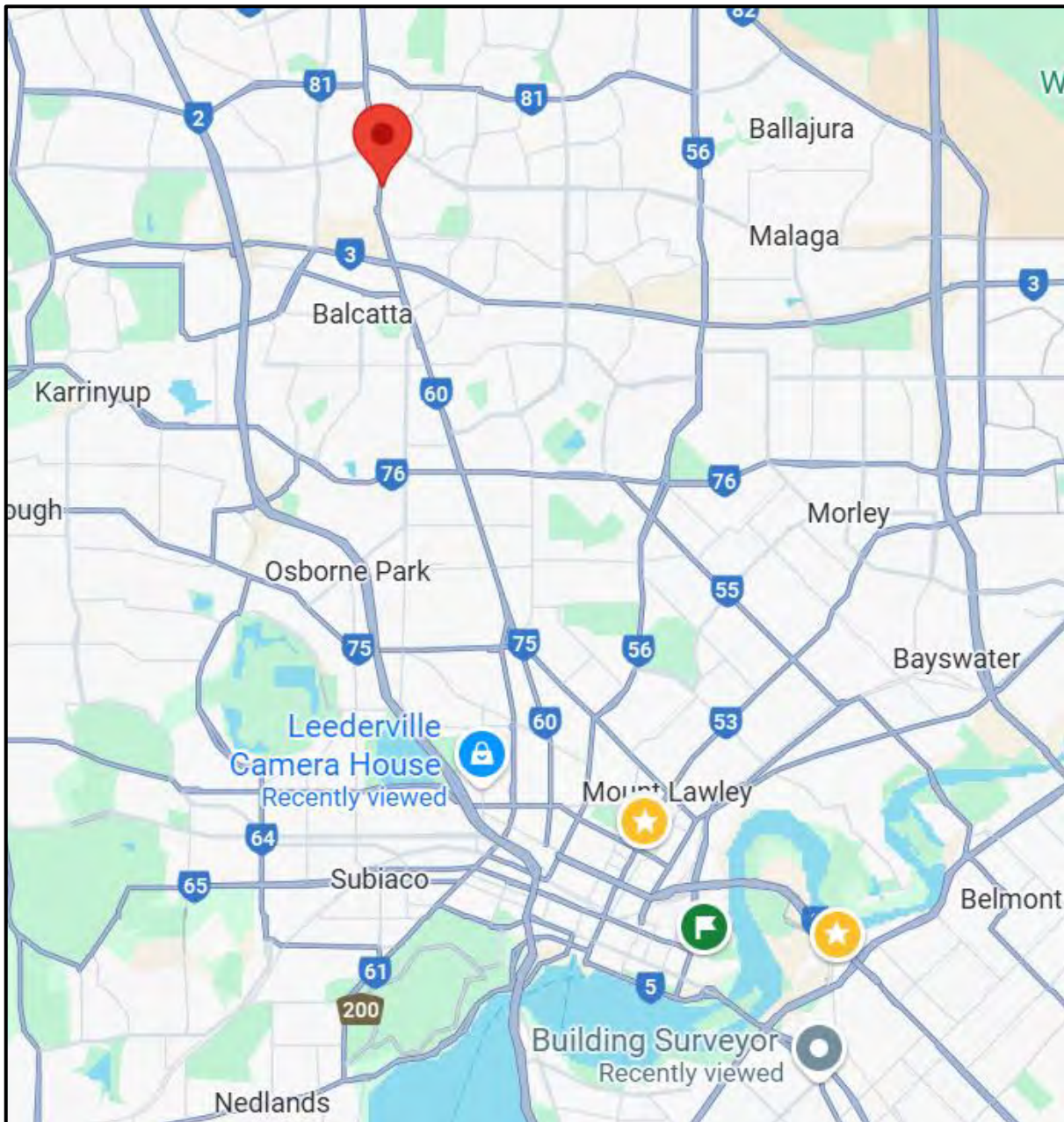


Figure 2: Metropolitan Context

The proposal consists of the development of 22 specialised disability accommodation multiple dwelling residential units with two (2) ancillary consulting rooms associated directly with the primary use on the site proposed to be located on the east side of Wanneroo Road, between Treen Street and Culloton Crescent with Field gate Square bounding the site to the rear (east). Primary access will be afforded via the west side of Fieldgate Square via a full movements crossover. A copy of the proposed site plan is attached in in **Appendix A**.

A detailed site visit was conducted on Wednesday 23rd July 2025 to any potential traffic-related issues associated with the proposal and to undertake 'spot surveys' of traffic volumes in the vicinity of the site during the weekday roadway peak periods.

In addition to the data collection, a review of the existing road geometry, travel patterns and speed zoning in place was also undertaken.

1.2 Scope of Assessment

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006) as well as relevant City of Stirling guidelines and policies and other related traffic engineering standards and guidelines such as Austroads and Australian Standards.

Specifically, this report aims to assess the impacts of the proposed development on the boundary road network in the vicinity of the site to identify any modifications, to site or road layout, which may be required to serve the proposed site. In addition, the assessment considers the proposed access, circulation, and egress arrangements to and from the site.

For this purpose, the traffic operations on the adjacent and broader local road network have been assessed under future proposed traffic conditions with regard to the potential impacts from additional traffic generated by the proposed development of the site.

2. EXISTING MOVEMENT NETWORK

2.1 Road Infrastructure

Wanneroo Road, running along the western boundary of the site, has been designated as a *District Distributor A* road, under the Main Roads WA *Functional Road Hierarchy* and is defined as road which "...provides for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes, and all are National or State roads and are managed by Main Roads." Wanneroo Road, in the vicinity of the site, has been constructed as a dual divided carriageway with a fixed raised central median. It operates under a posted speed limit of 60kph and is owned, operated, and maintained by Main Roads Western Australia.

Culloton Crescent, located to the south of the site, connects with Wanneroo Road via an unsignalised full movements T-intersection and with Lindway Street via a T-intersection

operating under Give Way Control on the Lindway Street approach. It is designated as a *Local Distributor* road which is defined as a road “...carries traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks and are managed by Local Government. Culloton Crescent, in the vicinity of the site, has been constructed as a wide single divided carriageway flaring wide on approach to Wanneroo Road to allow for dedicated and line marked left- and right-turning lanes. It operates under a speed limit of 50kph and is owned, operated, and maintained by the City of Stirling.

Treen Street, Lindway Street and Fieldgate Square are local roads within the Balga catchment east of Wanneroo Road with Treen Street connecting directly to Wanneroo Road at an unsignalised T-intersection operating under Give Way control on the Wanneroo Road approach. These roads have been designated as *Access Roads* under the Main Roads WA *Functional Road Hierarchy* and are defined as roads which “...provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly and are managed by Local Government.” These roads all operate under a posted speed limit of 50kph and are owned, operated and maintained by the City of Stirling.

An extract from the MRWA’s *Functional Road Hierarchy* is shown in **Figure 3**.



Figure 3 – MRWA Functional Road Hierarchy

Table 1 shows the indicative existing daily traffic volumes for the boundary road network in the vicinity of the site.

Table 1: Existing Traffic Volumes

Road Name	Existing Daily Volume (vpd)	Practical Capacity (vpd)
Wanneroo Road (North of Culliton Crescent)	35,600 vpd (MRWA, 2023)	40,000 to 50,000 vpd
Culliton Crescent (East of Wanneroo Road)	4,2100 vpd (MRWA, 2023)	7,000 to 10,000 vpd
Treen Street (East of Wanneroo Road)	Approx. 1,200 vpd ('spot surveys' in July 2025)	3,000 vpd
Lindway Street (North of Culliton Crescent)	1,100 vpd ('spot surveys' in July 2025)	3,000 vpd
Fieldgate Square (West of Lindway Street)	<500 vpd ('spot surveys' in July 2025)	3,000 vpd

2.2 Pedestrian and Cycling Infrastructure

There is a shared path on both sides of Wanneroo Road, south of Culliton Crescent, and a shared path on the west side of Wanneroo Road and a footpath on the east side of Wanneroo Road, north of Culliton Crescent. Culliton Crescent has been designated as a *Bicycle Friendly*

Street/Good Riding Environment/Bicycle Boulevard south of the site with a footpath in place on the north side of Culloton Crescent. There is a footpath in place on the west side of Lindway Street to the south of the site and on the north side of Treen Street in the vicinity of the site. A footpath is also in place on the west side of Fieldgate Square adjacent to the eastern boundary of the site.

Figure 4 shows the existing pedestrian and cycling infrastructure in the vicinity of the site with

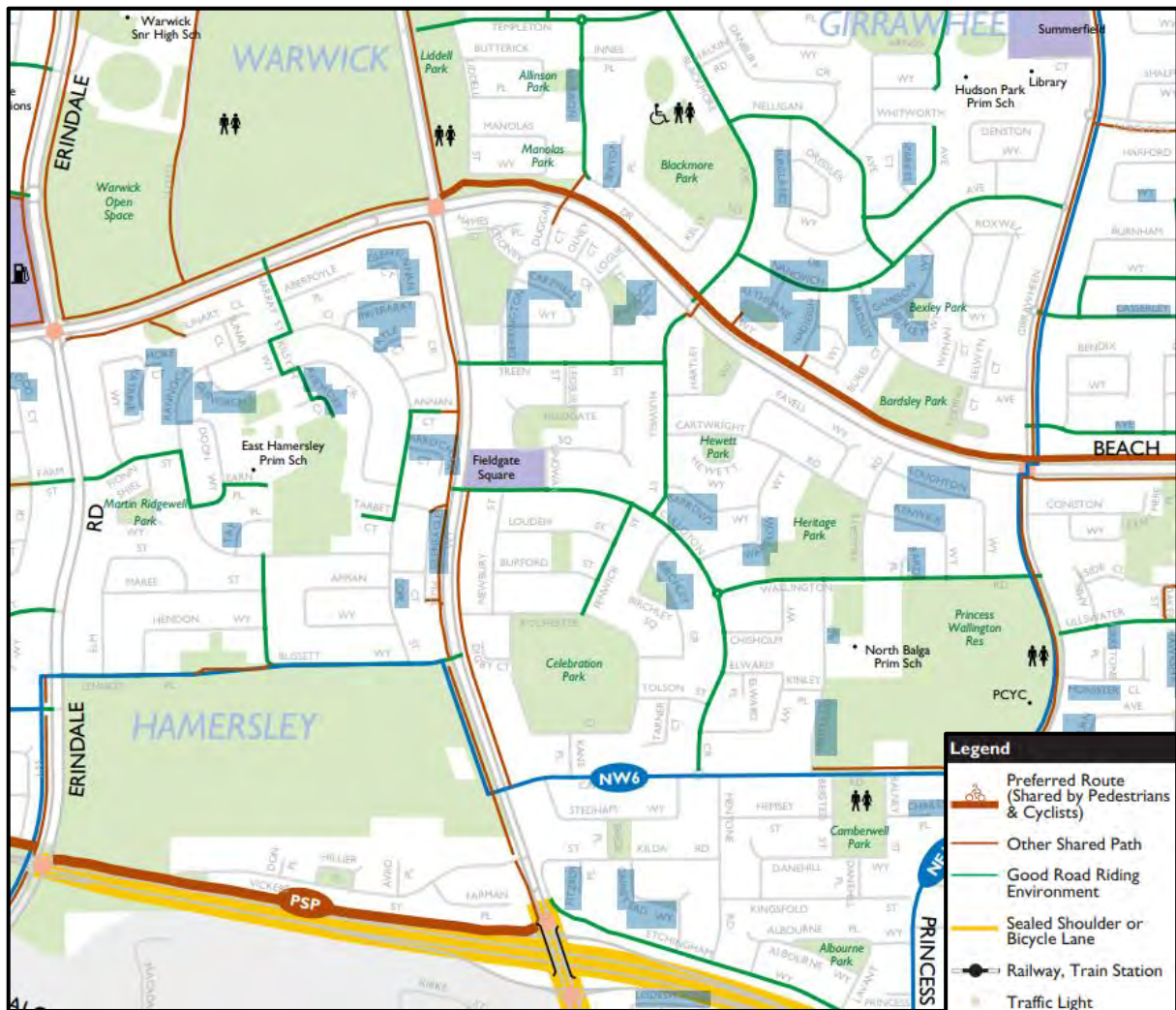


Figure 4: Pedestrian and Cycling Infrastructure (Source: DoT WA)

2.3 Public Transport Infrastructure

The site is serviced by line haul bus services with bus stops in place on both sides of Wanneroo Road to the immediate west of the site adjacent to and opposite the Fieldgate Square development and bus stops on both sides of Treen Street to the north-east of the site within a 4-minute walking distance. These bus services include the following:

- Route 975– Bayswater Station to Warwick Station via Galleria Bus Station and Mirrabooka Bus Station
- Route 388: Perth to Warwick Station via Wanneroo Road and Beach Road
- Route 389: Perth to Wanneroo via Wanneroo Road

These services provide a combined frequency of 10- to 15-minutes during the weekday peak periods, 15-minute frequency during weekday midday and evening periods and 30-minute service on weekends and public holidays.

Figure 5 and Figure 6 shows the public transport infrastructure in the vicinity of the site.

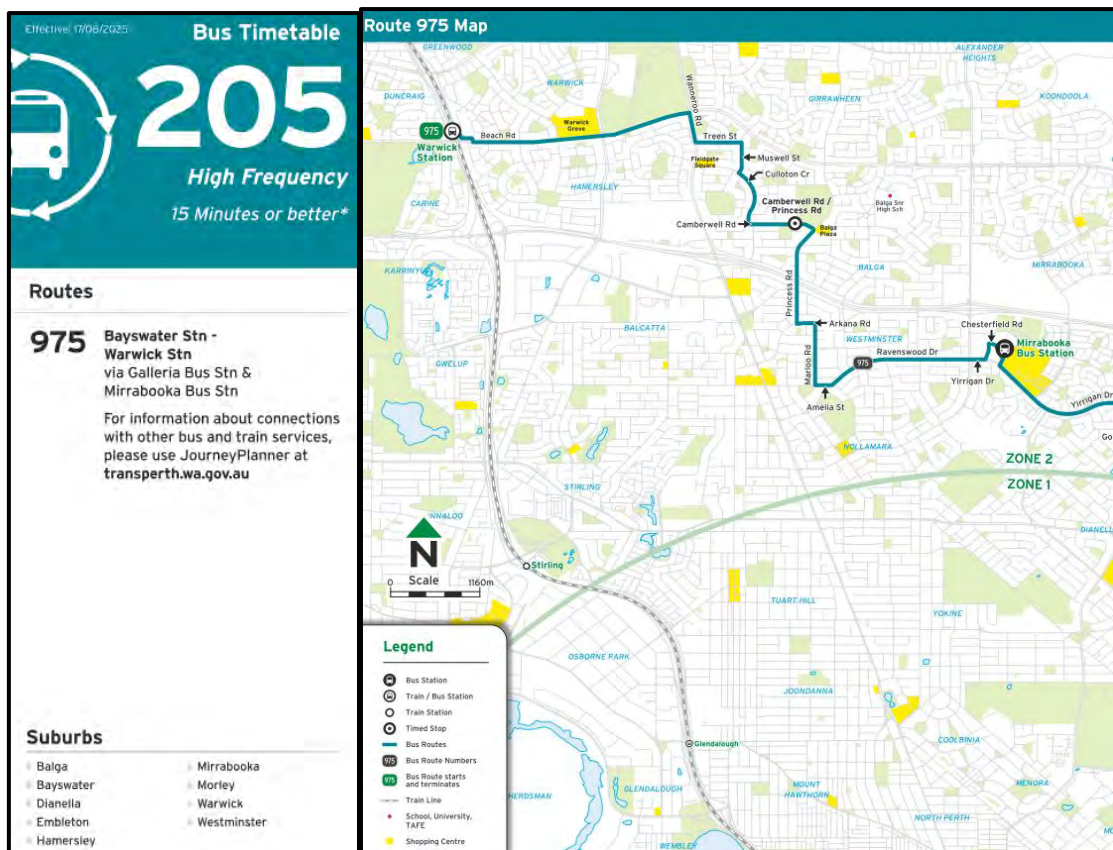


Figure 5: Public Transport Services – Route 975 (Source: Transperth)

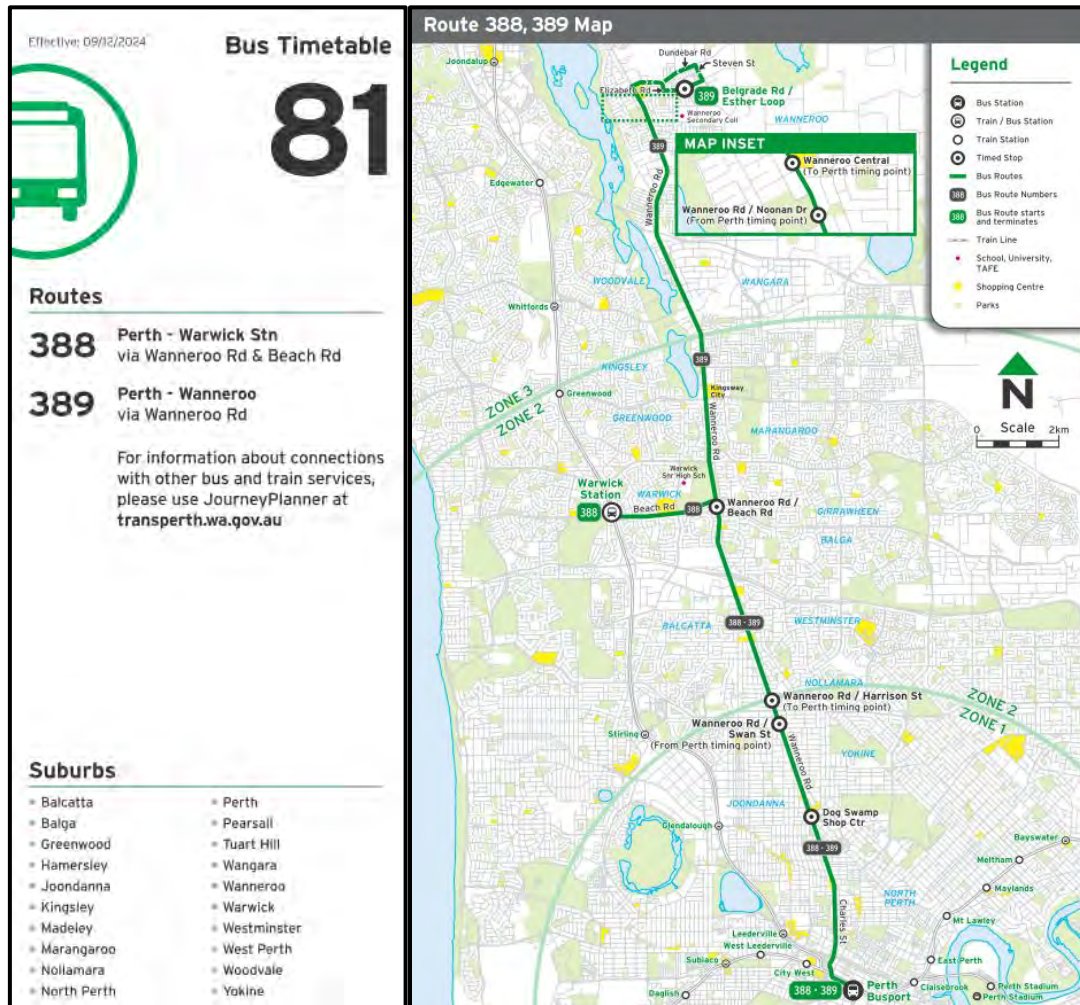


Figure 6: Public Transport Services – Routes 388/389 (Source: Transperth)

3. DEVELOPMENT PROPOSAL

3.1 Development Details

The proposal is proposed to consist of 22 specialised disability accommodation residential units supplemented by two (2) small consulting rooms directly related to the accommodation served by a single full movements crossover located along the eastern boundary on the west side of Fieldgate Square leading to a ground floor at-grade car parking area as shown on the site plan attached in **Appendix A**.

3.2 Car Parking and Access

Vehicular access to the site has been proposed via a full movements crossover to the west side of Fieldgate Square, approximately 80m west of the intersection with Lindway Street, serving the 22 dwelling units leading to an at-grade car parking area consisting of 28 right-angle bays with 22 bays allocated to residential tenants, three (3) bays allocated to visitors/consultants, one (1) unallocated bay and two (2) universal access bays for pick-up/drop-off purposes.

3.3 Bicycle Parking

Bicycle parking has been provided for the development in a dedicated bicycle parking area adjacent to the bin store in accordance with Council and R-code policies.

4. TRAFFIC ANALYSIS

A traffic generation and distribution exercise has been undertaken to assess the potential traffic impacts associated with the proposed development. The aim of this exercise was to establish the traffic volumes which would be generated from the proposed development and to quantify the effect that the additional traffic has on the surrounding road network, specifically on the local road network. Also, the volume and functionality of traffic at the crossover location to the west side of Fieldgate Square as well as the potential traffic operations along the boundary road network will be assessed.

4.1. Trip Generation and Distribution

The traffic generated by the proposed uses on the site has been predicted using a combination of documented traffic generation rates as well as the application of derived traffic generation rates for the respective uses and anticipated operations at the site. This has been based upon a review of similar developments recently approved within the Perth Metropolitan Area as well as a review of the RTA NSW *Guide to Traffic Generating Developments* and the Institute of Transportation Engineers *ITE Trip Generation Manual, 10th Edition*.

The total anticipated traffic generated by the proposed development is estimated to be in the order of approximately 106 vpd (53 inbound/53 outbound) on a daily basis inclusive of heavy vehicle movements. It is estimated that during the roadway peak periods that the maximum traffic generation will be in the order of 6 vph (4 inbound/2 outbound) during the a.m. peak hour; and 9 vph (4 inbound/5 outbound) during the p.m. peak hour.



Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the proposed development generated traffic has been assume broadly:

- 60% to and from the south and east via Wanneroo Road, Culloton Crescent, Lindway Street and Fieldgate Square
- 40% to and from the north via Wanneroo Road, Treen Street, Ledbury Road and Field Gate Square.

The anticipated site-generated traffic was then assigned to the site crossover to Fieldgate Square based upon the existing proportions for both the weekday a.m. and p.m. peak hours. The resultant increases in weekday daily and a.m. and p.m. peak hour-generated traffic under the ‘worst case’ scenario for the boundary road network would be as follows:

- Wanneroo Road (South):
 - Daily: +64 vehicular trips
 - A.M. Peak Hour: +4 vehicular trips
 - P.M. Peak Hour: +5 vehicular trips
- Lindway Street:
 - Daily: +64 vehicular trips
 - A.M. Peak Hour: +4 vehicular trips
 - P.M. Peak Hour: +5 vehicular trips
- Culloton Crescent:
 - Daily: +64 vehicular trips
 - A.M. Peak Hour: +4 vehicular trips
 - P.M. Peak Hour: +5 vehicular trips

- Wanneroo Road (North):
 - Daily: +42 vehicular trips
 - A.M. Peak Hour: +2 vehicular trips
 - P.M. Peak Hour: +4 vehicular trips

- Treen Street:
 - Daily: +42 vehicular trips
 - A.M. Peak Hour: +2 vehicular trips
 - P.M. Peak Hour: +4 vehicular trips

- Fieldgate Square:
 - Daily: +106 vehicular trips
 - A.M. Peak Hour: +6 vehicular trips
 - P.M. Peak Hour: +9 vehicular trips

These increases in daily and weekday a.m./p.m. peak hour volumes will have a minimal impact on existing traffic operations in the area with these increases in traffic comfortably accommodated within the practical capacity of boundary road network.

Additional detailed traffic analysis is not warranted at the site crossover. Austroads' Guide to Traffic Management provides advice on the capacity of unsignalised intersections. For minor roads where there are relatively low volumes of turning traffic, capacity considerations are usually not significant, and capacity analysis is unnecessary. Intersection volumes below which capacity analysis is unnecessary are indicated in **Table 2**.

Table 2: Threshold Analysis Parameters (Austroads, 2009)

Type of road	Light cross and turning volumes maximum design hour volumes. (vehicles per hour (two way))		
Two-lane major road	400	500	650
Cross road	250	200	100

As indicated by the traffic generation, the entering/exiting volumes during the peak demand periods are well below the 100 vehicles per hour which would be warranted before additional analysis of the intersection is warranted with no anticipated queuing or vehicular delay or safety issues associated with the entry-in only crossover to the east of the signalised intersection.

In conclusion, it should be noted that based both on a review of the modelled total traffic assessment and observed traffic operations of the boundary road system, the anticipated site-generated traffic associated with the redevelopment proposal is negligible and that no external boundary road improvements will be required.

5. TRAFFIC ENGINEERING REVIEW AND CAR PARKING ASSESSMENT

5.1. Review of Site Layout and On-Site Circulation

The proposed access arrangements are shown to consist of a full movements crossover to the east side of Fieldgate Square, west of the intersection with Lindway Street, leading to an at-grade car parking area consisting of 28 car parking bays situated in a right-angle arrangement in an at-grade car park. A review of the proposed crossover indicates that it is compliant with Australian Standard *AS2890.1* with respect to location and compliant with the City of Stirling’s crossover guidelines.

5.2. Crash History and Sightlines

A review of the crash history on the boundary road network in the vicinity of the site during the 5-year reporting period 2020-2024 of indicates that there have been no crashes along Fieldgate Square in the vicinity of the site. The crash rate on Lindway Street and Treen Street is similarly low with the Wanneroo Road/Culloton Crescent ranked as a Black Spot according to Main Roads WA and Infrastructure Australia thresholds. Main Roads WA has collected traffic data at this

intersection and is likely exploring upgrades and modifications to this location to improve safety outcomes; however, it should be noted that the addition of site-generated traffic at this location under future build-out conditions will not impact the risk profile in the context of the passenger kilometres travelled over a 5-year period.

The low rate of crash history along the respective frontage of the site in the context of the existing traffic volumes on Fieldgate Square and the anticipated minimal traffic estimated by the proposed would indicate that there would be minimal risk associated with the proposed crossover arrangements for the development.

A review of the sightlines at the proposed site crossover to the east side of Fieldgate Square indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph to the north and south of the site crossover.

5.3. Loading, Servicing and Delivery and Waste Management

If required, a detailed Loading, Servicing and Delivery Management Plan can be prepared outlining protocols associated with service and delivery movements by vehicles larger than a B99 vehicle.

Waste management arrangements have been addressed in a separate Waste Management Plan submitted under separate cover and submitted to the City of Stirling.

5.4. Car Parking

The proposed car parking supply associated with the development activities is consistent with the WAPC's R-Codes with the site classified as *Location A* with a minimum requirement of 17 residential tenant bays, four (4) residential visitor bays and two (2) commercial bays. The proposed indicative allocation of car parking on the site is one (1) bay for each of the 20 x 2-bedroom tenancies plus one (1) bay each for the 1-bedroom carer units with these bays to be used during a typical weekday for consultants during a typical week from 8 a.m. to 5 p.m. through a shared reciprocal arrangement. Additional car parking proposed for the site consists of three (3) visitor bays plus one (1) additional unallocated bay which could be used for visitors and two (2) universal access bays for pick-up/drop-off purposes. It can therefore be concluded that the proposed car parking supply of 28 bays on the site will be more than sufficient to accommodate the parking demands associated with the full development on the site.



The proposed layout of the car parking supply on-site is compliant with AS 2890.1 and AS 2890.6. All vehicles will enter and exit the site in forward gear.

6. CONCLUSIONS

This Transport Impact and Car Parking Assessment has been prepared by Move Consultants on behalf of Abel Property. with regard to a proposed specialised disability accommodation to be located on 680 Wanneroo Road, Balga in the City of Stirling This assessment has been prepared in accordance with the City of Stirling's *Local Planning Policy: Parking and Access*, *Local Planning Scheme No. 3*, the WAPC's *State Planning Policy 7.3: Residential Design Codes – Volume 2* and the WAPC *Transport Impact Assessment Guidelines – Vol. 4: Individual Developments* as well as Austroads guidelines and Australian Standards.

A review of the proposed on-site circulation and car parking layout and supply was undertaken to assess the adequacy of the proposed site access and circulation in addition to service/delivery areas on the site. The design of the proposed car parking areas on the site and queuing space within the drive-through have been reviewed and is consistent with the relevant Australian Standards and Austroads guidelines as well as the R-Codes, with the proposed design considered adequate to accommodate on-site manoeuvring and circulation.

If required, a detailed Loading, Servicing and Delivery Management Plan can be prepared outlining protocols associated with service and delivery movements to and from the site for vehicles larger than a B99 vehicle. A Waste Management Plan has been prepared and submitted to Council under separate cover.

A review of the sightlines at the proposed site crossovers to Fieldgate Square indicate that there are sufficient sightlines in place to accommodate minimum AGSD, SISD and MGSD requirements under a design speed of 60kph to either side of the respective crossovers. This lack of crash history along the frontage of the site along Fieldgate Square and on the local lower order road network in close proximity of the site would indicate that that there would be minimal risk associated with the proposal.

The proposed on-site car parking supply is consistent with relevant Council-endorsed guidelines and State planning policies and standards and best practice traffic engineering standards with the anticipated on-site car parking supply comfortably accommodating the future maximum parking demand on the site.

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In conclusion, it should be noted that based both on a review of the modelled total traffic assessment and observed traffic operations of the boundary road system, the anticipated site-generated traffic associated with the proposed development can be accommodated within the existing practical capacity and functional road classification of the local road system.



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7. APPENDIX A – SITE PLAN



ABEL PROPERTY

**RESIDENTIAL DEVELOPMENT
680 WANNEROO ROAD
BALGA**

SPP 5.4 NOISE MANAGEMENT PLAN

AUGUST 2025

OUR REFERENCE: 35085-1-25213

DOCUMENT CONTROL PAGE

SPP 5.4 NOISE MANAGEMENT PLAN
680 WANNEROO ROAD
BALGA

Job No: 25213

Document Reference: 35085-1-25213

FOR

ABEL PROPERTY

DOCUMENT INFORMATION			
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Author:	Geoff Harris	Checked By:	Paul Daly
Date of Issue:	8 August 2025		

REVISION HISTORY				
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Revision	Description	Date	Author	Checked

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APPENDICES

A	Site Layout – Plans
B	Calculated Noise Levels and Required $R_w + C_{tr}$ Ratings
C	Main Roads Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics were commissioned to carry out an acoustic study with regards to road traffic noise for the proposed development at 680 Wanneroo Road, Balga.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on Wanneroo Road for future traffic volumes.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

A plan is attached in Appendix A.

2. ACOUSTIC CRITERIA

2.1 NOISE

The Western Australian Planning Commission (WAPC) released on 6th September 2019 State Planning Policy 5.4 “Road and Rail Noise”. The requirements of State Planning Policy 5.4 are outlined below.

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:

- a) noise-sensitive land-use within the policy’s trigger distance of a transport corridor as specified in **Table 1**;*
- b) New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1,2 and 3**); or*
- c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3**); or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

Policy trigger distances (Section 4.1.2)

Table 1 identifies the State’s transport corridors and the trigger distances to which the policy applies.

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/ mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent.”*

Transport corridor classification	Trigger distance	Distance measured from
Roads		
Strategic freight and major traffic routes <i>Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume</i>	300 metres	Road carriageway edge
Other significant freight/traffic routes <i>These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)</i>	200 metres	Road carriageway edge
Passenger railways		
	100 metres	Centreline of the closest track
Freight railways		
	200 metres	Centreline of the closest track

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

Noise Targets (Section 6.1)

***Table 2** sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.*

In the application of the noise targets the objective is to achieve:

- *indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and*
- *a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.*

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

TABLE 2: NOISE TARGETS

Proposals	New/Upgrade	Noise Targets		
		Outdoor		Indoor
		Day ($L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ($L_{Aeq}(\text{Night})$ dB) (10 pm-6 am)	(L_{Aeq} dB)
Noise-sensitive land-use and/or development	New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor	55	50	L_{Aeq} (Day) 40(Living and work areas) L_{Aeq} (Night) 35 (bedrooms)
Roads	New	55	50	N/A
	Upgrade	60	55	N/A
Railways	New	55	50	N/A
	Upgrade	60	55	N/A

Notes:

- The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.

Noise Exposure Forecast (Section 6.2)

When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/ or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:

- no further measures is required;
- noise-sensitive land-use and/or development is acceptable subject to deemed-to-comply mitigation measures; or
- noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/ or development is subject to mitigation measures outlined in a noise management plan.”

3. NOISE LEVEL MEASUREMENT

The road noise measurements were conducted at 4:50 PM on the 24th of June 2025 on Wanneroo Road near 680 Wanneroo Road to determine the L_{A10} noise level traffic for approximately 15 minutes. This time period has been identified as peak traffic period for the road. Traffic volume details for this road section are included in Appendix C.

Utilising this measurement the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ have been calculated per the DEFRA publication *Method For Converting The Uk Road Traffic Noise Index $L_{A10,18h}$ To The EU Noise Indices For Road Noise Mapping*.

Noise measurements were conducted with a Larson Davis 831 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

TABLE 3.1: SUMMARY OF MEASURED ROAD NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq, day (6am to 10pm)}$	$L_{Aeq, night (10pm to 6am)}$
Wanneroo Road	71.2	67.6	60.3

4. NOISE MODELLING

To determine the noise levels from traffic from Wanneroo Road, acoustic modelling was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN)¹ algorithms.

The input data for the model included:

- Topographical data, with the ground level within the development based on natural ground levels as per Google Earth.
- Architectural Plans (Shown in Appendix A).
- Road Traffic data as per Table 4.1.
- A -3.9 dB conversion from $L_{A10,18h}$ to $L_{Aeq,16h}$, based on measurements in Table 3.1
- A 2.5 dB correction for façade reflection.

Traffic observations and modelling by Mainroads (ref # 43348), attached in Appendix C, were utilised to determine traffic volumes.

¹ Calculation of Road Traffic Noise UK Department of Transport 1987

TABLE 4.1 - NOISE MODELLING INPUT DATA – WANNEROO ROAD

Parameter	Wanneroo Road (Baseline) 2021**	Wanneroo Road (Current) 2025*	Wanneroo Road (Future) 2046**
Traffic Volumes	26,200 vpd	27,370 vpd	34,500 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%	94%
Heavy Vehicles (%) (Assumed)	9.3%	9.3%	9.3%
Speed (km/hr)	70 km/hr	70 km/hr	70 km/hr
Road Surface	Dense Grade Asphalt	Dense Grade Asphalt	Dense Grade Asphalt

* Based on an assumed same increase per year to future modelled.

** As supplied by MRWA, attached in Appendix C

Based on the measured noise levels, the difference between the $L_{Aeq,(16hr)}$ and $L_{Aeq,(8hr)}$ is -7.3 dB, hence, the day period is the critical period for compliance. Achieving compliance with the day period criteria would also result in compliance with the night period criteria.

5. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 4.1 and 4.2, noise modelling was conducted and the requirements of the development are detailed in Table 5.1. Appendix A contains plans and Appendix B contains a table of requirements.

It is noted that all requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

TABLE 5.1 – QUIET HOUSE DESIGN REQUIREMENTS

Quiet House Design Requirements	
Item	Requirements
Walls	$R_w + C_{tr}$ 50 dB
External Doors	Individual glazing requirements to meet specifications listed in the table of Appendix B.
Windows	Individual glazing requirements to meet specifications listed in the table of Appendix B.
Roofs and Ceilings of Highest Floors	$R_w + C_{tr}$ 40 dB
Outdoor Living Area	Noise level at outdoor living area is up to 52 dB $L_{Aeq(day)}$.
Mechanical Ventilation	Mechanical ventilation to not compromise the performance of any of the façade elements.
Notification on Title	Required

It has been assumed that the new walls of the building would be masonry or tilt of concrete panel. If lightweight construction is to be used, investigation into the effectiveness of the construction is required.

Additionally, as part of the building is existing, any exterior walls retained should be measured by a qualified Acoustic Consultant to ensure they provide sufficient acoustic amelioration to meet the appropriate interior noise levels.

It is noted that all requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

6. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development at 680 Wanneroo Road, Balga from road and rail traffic. The following would be the acoustic criteria applicable to this project:

External

Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}

Internal

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

The results of the acoustic assessment indicate that noise received at the development from future traffic will exceed external noise level criteria. Construction requirements based on provided plans to meet the internal criteria are listed in Table 5.1 and Appendix B. It is recommended that these requirements are reassessed for detailed design.



APPENDIX A

Plans



1
04/25
MODEL VIEW SOUTH WEST

proposed SDA care accommodation residential apartment building
680 Wanneroo Rd Balga
for Abel property



SITE LOCATION PLAN

SCHEDULE OF AREAS

AREAS total 22 units on 2 levels
 ground floor 8 x SDA HPN = 2 bedroom + 2 bathroom nom 100m²
 1 carer unit = 1 bedroom + commercial tenancy (consult room)
 1st floor 12 x SDA HPN = 2 bedroom + 2 bathroom nom 100m²
 1 x carer unit = 1 bedroom
 total apartments 22 apartments with private balconies & store rooms, communal space with pool, lift, stairs, bin stores
 parking for max 28 bays - 1 bay per unit (22) + 3 visitors + 2 UA drop off bays extra wide 3.8m as per SDA2019

SCHEDULE OF AREAS

TYPE A apartments 6, 7, 8, 9, 16, 17, 18, 19	105m ² gross floor area	+ 4m ² store room + 18m ² balcony or ground floor paving	97m ² internal floor area
TYPE B apartments 20, 21, 22	103m ² gross floor area	+ 4m ² store room + 25m ² balcony outdoor living	95m ² internal floor area
TYPE C apartments 2, 3, 4, 5, 11, 12, 13, 14, 15, 8 & 11, 13, 15 2 & 12 4 & 14	104m ² gross floor area 102m ² gross floor area 95m ² gross floor area		100m ² internal area 98m ² internal area 92m ² internal area
TYPE D all + 4m ² store room + 18m ² balcony or ground floor paving			
ground floor apartment 1	75m ² gross floor area	+ 32m ² commercial tenancy inc 3m ² store room + 10m ² paving	95m ² internal floor area
first floor apartment 10	103m ² gross floor area inc 3m ² store & office + 10m ² balcony		77m ² internal floor area
* gross floor area includes external wall			



Residential apartment development - 22 units DA1-02
 880 Wanneroo Road Balga WA SITE PLAN



NORTH BUILDING
 438m² gross ground floor area

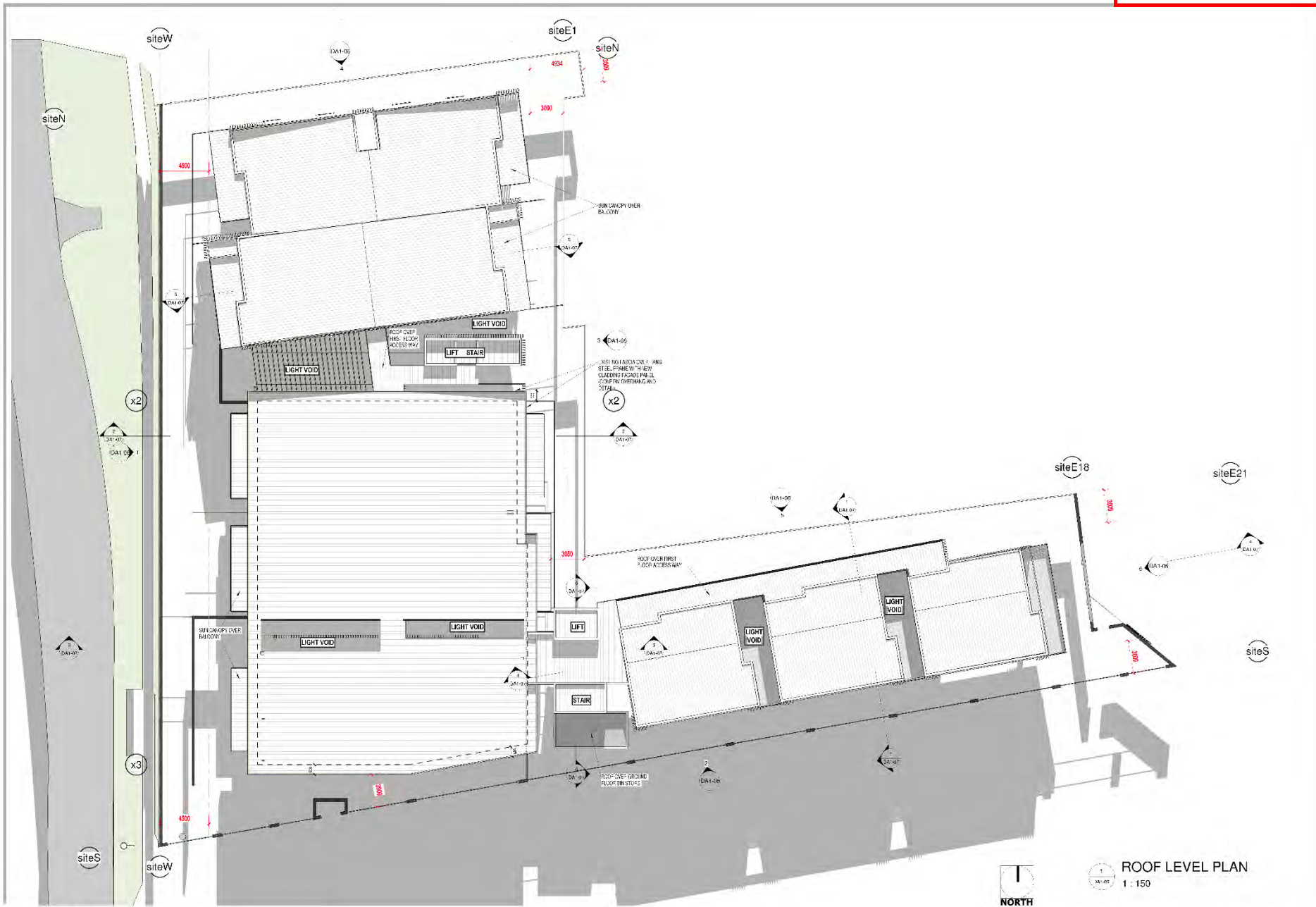
EXISTING SOUTH BUILDING
 905m² gross ground floor area
 546m² new a building ground floor fit out

GROUND FLOOR PLAN
 1 : 150



1st FLOOR L2 PLAN
1:150

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ROOF LEVEL PLAN
 1 : 150

Residential apartment development - 22 units DA1-05
 880 Wanneroo Road Balga WA ROOF PLAN 10/02/25 5:00:00 PM

APPENDIX B

Calculated Noise Levels and Required $R_w + C_{tr}$ Ratings

Location	Noise Level – dB L _A Eq(Day)	Required R _w +C _{tr} - dB
GF APT2 BED1 OPPOSIITE	42	23
GF APT2 LIVING	42	23
GF APT3 BED	66	32
GF APT3 LIVING	66	27
GF APT4 BED	42	23
GF APT4 LIVING	42	23
GF APT5 BED FACING	66	32
GF APT5 BED SIDEON	55	23
GF APT5 LIVING	66	27
GF APT6 BED1 OPPOSIITE	41	23
GF APT6 BED1 SIDE ON	52	23
GF APT6 BED2	54	23
GF APT6 LIVING	42	23
GF APT7 BED1 FACING	66	32
GF APT7 BED1 SIDEON	60	27
GF APT7 BED2 SIDE ON	57	23
GF APT7 LIVING	65	26
GF APT8 BED1 OPPOSIITE	41	23
GF APT8 BED1 SIDE ON	52	23
GF APT8 BED2	54	23
GF APT8 LIVING	42	23
GF APT9 BED1 FACING	66	32
GF APT9 BED1 SIDE ON	61	27
GF APT9 BED2 SIDE ON	57	24
GF APT9 LIVING	64	26
GF APT 7 BATH	58	25
GF CARER BED	43	23
GF COMMERCIAL SIDE ON	53	23
GF COMMUNAL SPACE FACING	66	23
GF COMMUNCAL SPACE SIDE ON	62	23
1F APT10 CONSULTING ROOM	55	23
1F APT10 LIVING	48	23
1F APT11 BED1 FACING	67	34
1F APT11 BED1 SIDE ON	64	30
1F APT11 BED2	63	29
1F APT11 LIVING	67	29
1F APT12 BED	47	23
1F APT12 LIVING	47	23
1F APT13 BED1 FACING	67	34
1F APT13 BED2 SIDE	56	23
1F APT13 LIVING	67	29
1F APT14 BED1 SIDE ON	55	23
1F APT14 BED2 OPPOSIITE	47	23
1F APT14 LIVING	47	23
1F APT15 BED1 FACING	67	34
1F APT15 BED1 SIDE	59	25
1F APT15 BED2 SIDE	55	23
1F APT15 LIIVING	67	29
1F APT16 BATH	55	23
1F APT16 BED1 SIDE ON	56	23
1F APT16 BED2 OPPOSIITE	46	23
1F APT16 BED2 SIDE ON	54	23
1F APT16 LIVING	46	23
1F APT17 BATH	60	23
1F APT17 BED1 FACING	67	34
1F APT17 BED1 SIDEON	62	28
1F APT17 BED2 SIDE	59	25

Location	Noise Level – dB L _A Eq(Day)	Required R _w +C _{tr} - dB
1F APT17 LIVING	66	27
1F APT18 BED1 SIDE	56	23
1F APT18 BED2 OPPOSITE	46	23
1F APT18 BED2 SIDE	55	23
1F APT18 LIVING	46	23
1F APT19 BED1 FACING	67	33
1F APT19 BED1 SIDE ON	62	29
1F APT19 BED2	59	26
1F APT19 LIVING	66	27
1F APT20 OPPOSITE	46	23
1F APT20 SIDE ON	57	24
1F APT21 OPPOSITE	45	23
1F APT21 SIDE ON	56	23
1F APT22 OPPOSITE	44	23
1F APT22 SIDE ON	55	23

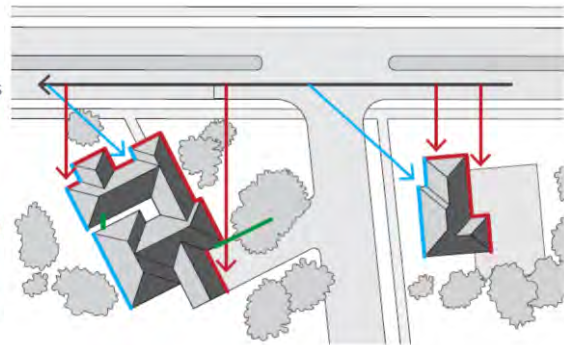
Notes: The required R_w rating can be reduced by reducing the area of glazing. Requirements pertain to only acoustic advice in regards to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

Facing, Side On and Opposite are described and shown below to provide clarity where rooms have multiple windows.

‘Facing’ the transport corridor (red): Any part of a building facade is ‘facing’ the transport corridor if any straight line drawn perpendicular (at a 90 degree angle) to its nearest road lane or railway line intersects that part of the façade without obstruction (ignoring any fence).

‘Side on’ to transport corridor (blue): Any part of a building facade that is not ‘facing’ is ‘side on’ to the transport corridor if any straight line, at any angle, can be drawn from it to intersect the nearest road lane or railway line without obstruction (ignoring any fence).

‘Opposite’ to transport corridor (green): Neither ‘side on’ nor ‘facing’, as defined above.



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APPENDIX C

MRWA TRAFFIC FLOW DATA

4

MAIN ROADS WESTERN AUSTRALIA

2021 ROM24 Scenario

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- - - Zone Connector



MRWA Traffic Modelling Data, as supplied to approved clients, is confidential and is not to be made available to unauthorised persons or organisations.

5

MAIN ROADS WESTERN AUSTRALIA

2041 ROM24 Scenario

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- - - Zone Connector



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MAIN ROADS WESTERN AUSTRALIA

2046 ROM24 Scenario

ROM24 Multi-Modal Model V4.40
24-Hour Traffic Volumes (Factor X 100)

- 1 Lane Each Direction
- 2 Lanes Each Direction
- 3 Lanes Each Direction
- 4 Lanes Each Direction
- 5 Lanes Each Direction
- ≥ 6 Lanes Each Direction
- - - Zone Connector



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NDIS Property Development, Investment and Property Management

19.08.2025

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26 September 2025
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Able Property, 622 Newcastle Street Leederville WA 6007

And

The City of Stirling, 25 Cedric Street Stirling WA 6021

RE: 680 Wanneroo Rd Balga WA 6061 - Community Home

Dear Mr Able

I have been approached by the developers to evaluate the Specialist Disability Accommodation (SDA) component incorporated in the “680 Wanneroo Rd Balga” development, and to advise Able Property regarding SDA management services.

The Australian Federal Governments highly legislated and regulated Registrations for these Federal Government funded and regulated programs, are reliant on the applicant being of the highest professional standards with an impeccable history of quality of performance for clients and compliance with regulatory and statutory requirements.

With 9 years of active involvement in the National Disability Insurance Scheme (NDIS) property industry, to include development evaluation, “Fit for Purpose” dwelling design, property delivery and management services to more than 1500 SDA placements in WA - QLD - NSW - VIC and SA, therefore it is fair to say that I am well placed to assess and determine which projects to support.

I have received positive feedback from the NDIS professional industry provider business, participants, families, and the wider community alike within the Perth North East NDIS Zone for this purpose-built SDA apartment development at “680 Wanneroo Rd Balga” and therefore endorse the proposed development.

The site location and SDA component of “680 Wanneroo Rd Balga” is superior to other known SDA developments within the Stirling NDIS Zone and adequately facilitate the integration of people with Adaptive Abilities into the wider community, an important element of the National Disability Insurance Agency (NDIA) policy.

Provisional SDA Certification and comments:

- All unit designs are **compliant and exceed** the NDIS-SDA Design Standard Edition 1.1 2019.
- Unit capabilities – 1 resident per unit - High Physical Support (HPS).
- The units are designed and feature specific inclusions and dimensions to facilitate the known care requirements and methodology of care delivery.

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- People with disabilities are faced with extended care and changing abilities throughout their lifetime and once settled rarely move.
- 680 Wanneroo Rd Balga is best placed to provide stability and diversity of SDA options.
- Demonstrates a point of difference and a significant shift from the typical stereo type of approach GR8 Property has observed with alternate NDIS Housing options in the Perth North East NDIS Zone.
- Unit designs and development location also offer sustainable and extended tenancy options outside of the NDIS demographic.
- Facilitates social diversity in the Balga Redevelopment Area by providing adaptable housing that allows residents to age in place.
- Provides residential development that accommodates the different needs of adaptive ability residents.
- Provides a high level of housing accessibility for both residents and visitors.
- Provides entertainment, dining, and café facilities in the Stirling business precinct.
- It has outdoor and indoor communal areas suitable for adaptive abilities, the common areas encourage and actively stimulate the need and opportunity for the residents to socialise and interact with other NDIS residents or non-NDIS residents outside of their dwellings, be it independently or with the assistance of the onsite careers.
- The commercial space has the potential to accommodate NDIS associated service providers/business such as: Care Providers delivering care to the residents and surrounding area, or alternative use could secondhand bookstore etc.
- The internal common areas would be utilised by the tenants for skills training, arts and craft activities, movie nights, communal meals, family days etc.

Kind Regards



Ian Barr

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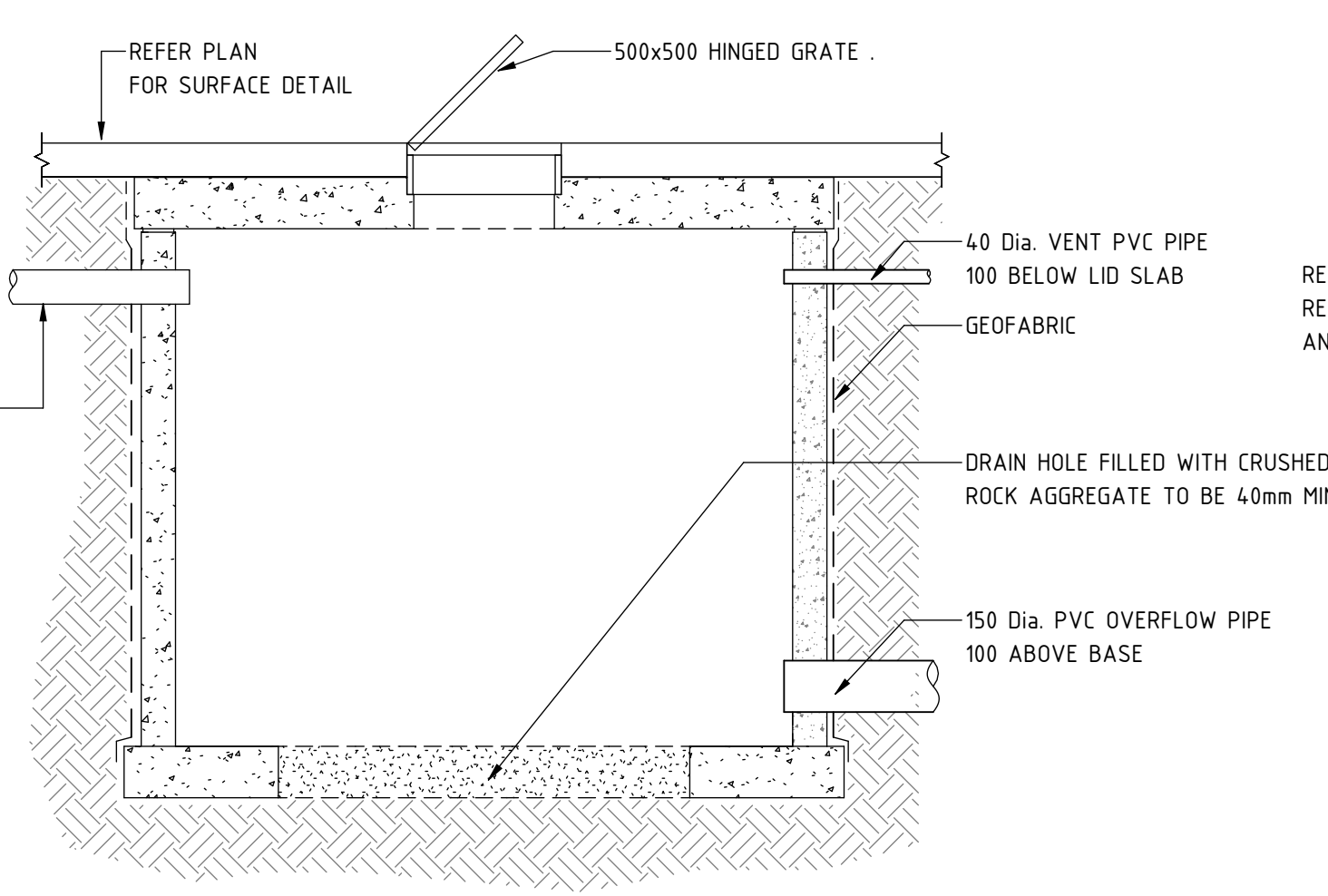
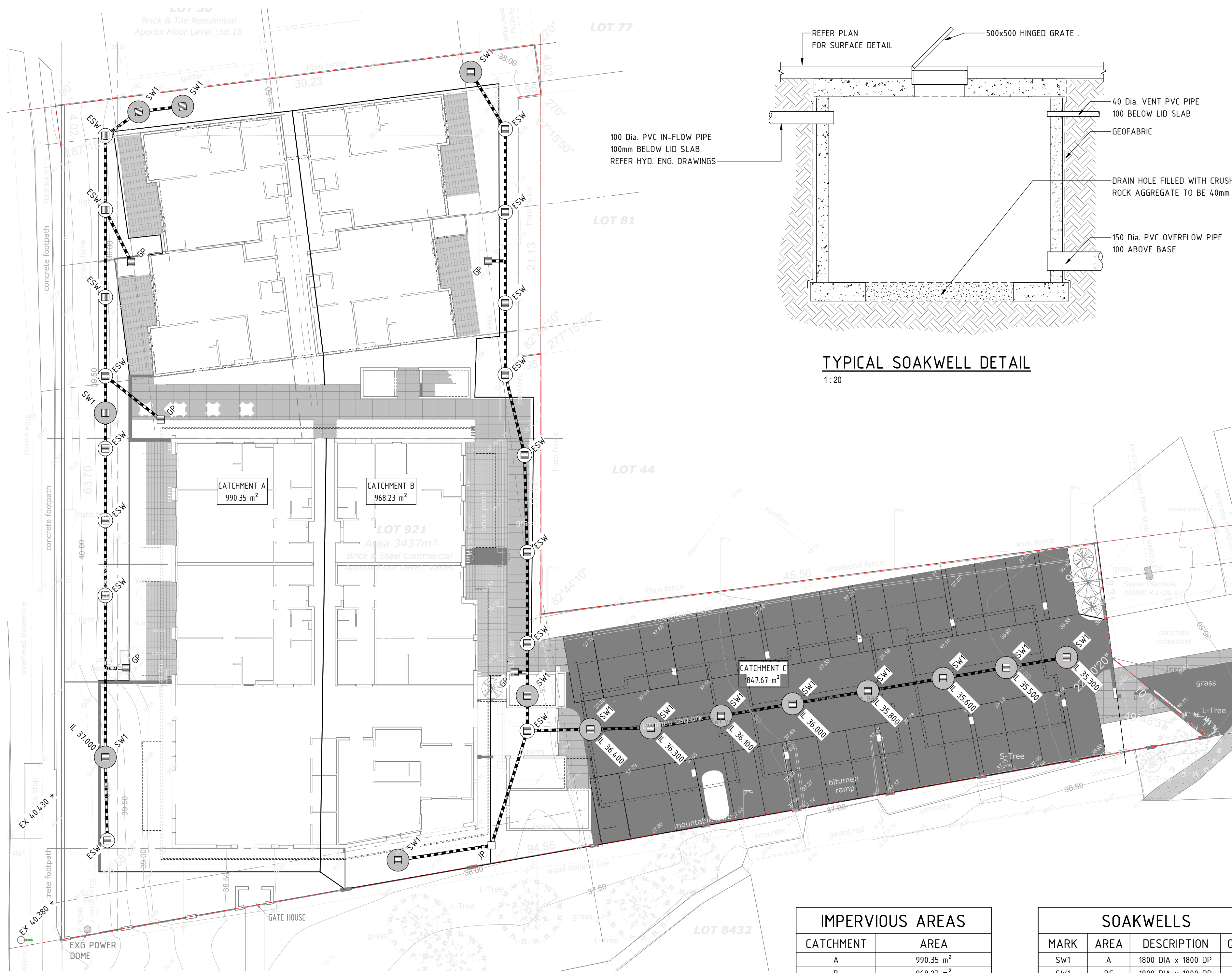
NDIS Property Development, Investment and Property Management

ian@thewealthcentre.com.au

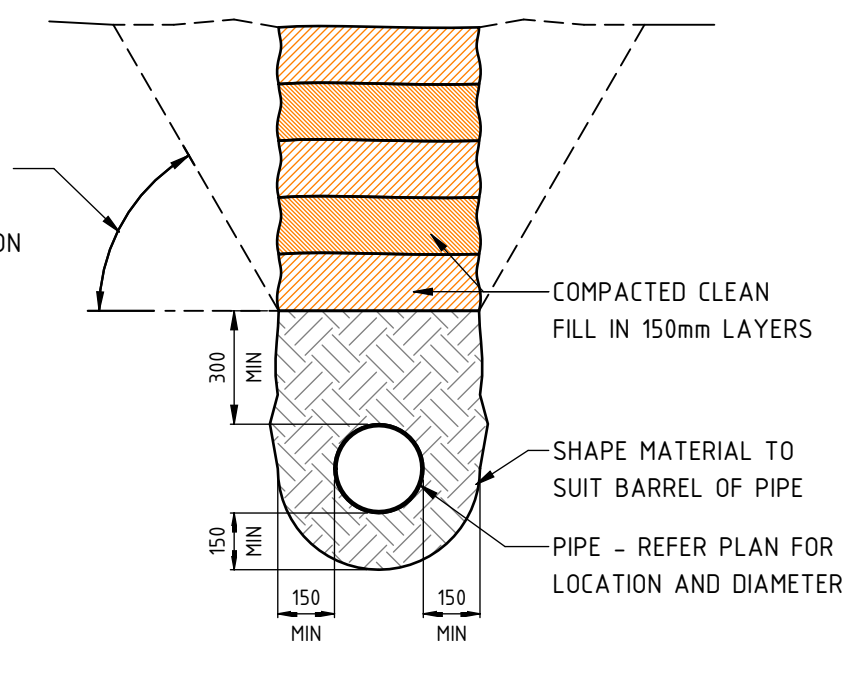
Direct m 0417 910 473

<https://www.linkedin.com/in/ian-barr-ndis>

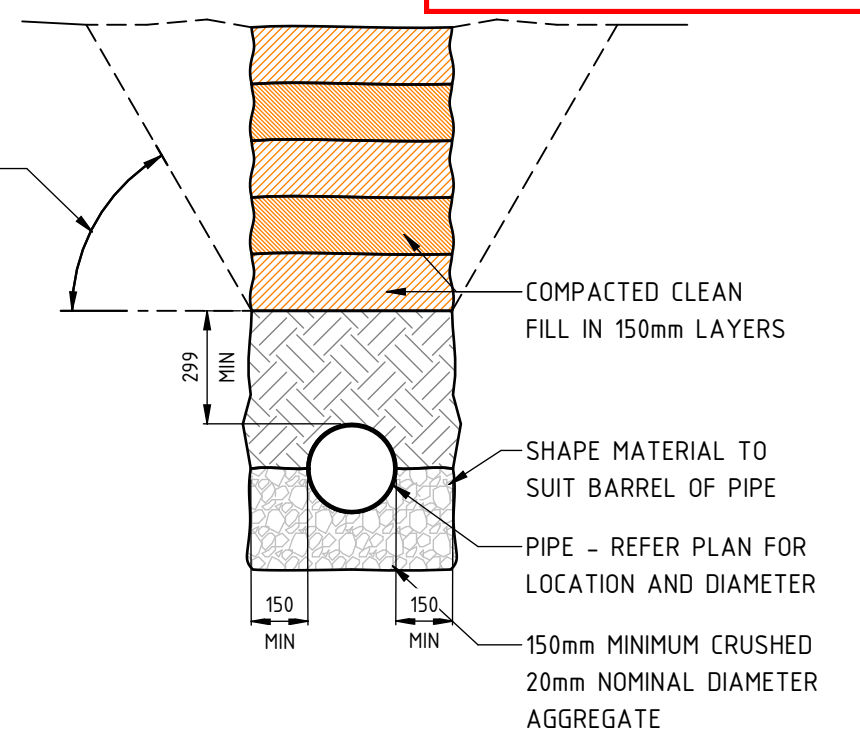
PO Box 301 Osborne Park WA 6917



TYPICAL SOAKWELL DETAIL
1:20



DRY GROUND BEDDING



WET GROUND BEDDING

TYPICAL PIPE BEDDING DETAILS
1:20

IMPERVIOUS AREAS	
CATCHMENT	AREA
A	990.35 m ²
B	968.23 m ²
C	847.67 m ²
Grand total: 3	2806.25 m ²

SOAKWELLS			
MARK	AREA	DESCRIPTION	QTY
SW1	A	1800 DIA x 1800 DP	4
SW1	BC	1800 DIA x 1800 DP	10

DRAINAGE PLAN
1:200

- LEGEND**
- DENOTES 1800DIA x 1800 DP NEW SOAKWELL - REFER DETAIL
 - DENOTES GRATED PIT
 - DENOTES JUNCTION PIT
 - DENOTES EXISTING 1200DIA x 1500 DP SOAKWELL
 - DENOTES 225 DIA PIPE LAID AT 1:100

- NOTES**
1. GENERAL
 - 1.1 ALL DIMENSIONS ARE IN MILLIMETERS.
 - 1.2 LEVELS ARE REDUCED FROM A.H.D
 - 1.3 THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DESIGN DRAWINGS AND THE SPECIFICATION.
 - 1.4 THE CONTRACTOR SHALL ENSURE THAT ALL LEVELS ARE SET-OUT BY A LICENSED SURVEYOR.
 - 1.5 THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN THE DESIGN DRAWINGS OR CLASHES WITH OTHER SERVICES AS SOON AS PRACTICALLY POSSIBLE TO THE SUPERINTENDENT.
 - 1.6 THE CONTRACTOR SHALL LOCATE AND PROTECT ALL SERVICES.
 2. DRAINAGE
 - 2.1 DRAINAGE GRATE LEVELS TO BE 10mm LOWER THAN CONCRETE LEVEL.
 - 2.2 MINIMUM COVER TO 225mm DIA PVC PIPES TO BE 700mm
 - 2.3 VENT PIPES TO BE INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS.

DRAINAGE DATA & CALCULATIONS

DESIGN BASED ON 120 YEAR STORM EVENT WITH OVERLAND FLOW PATH FROM THE CARPARK TO THE ADJOINING STREET.

DESIGN INCLUDES A COMBINATION OF INTERCONNECTED GRATED PITS AND SOAKWELLS WITH THE LOWEST GRATES WITHIN THE CARPARK.

INFILTRATION RATE BASED ON GEOTECH REPORT = 3m/DAY

IMPERVIOUS SITE AREA = 455m² + 738m² + 1620m² = 2814m²
 COEFFICIENT OF RUNOFF = 0.9
 BASED ON CALCULATIONS CRITICAL STORM DURATION IS 60 MINUTES WITH RAINFALL INTENSITY OF 34mm/hr
 TOTAL VOLUME TO BE STORED ON SITE = 88m³

DRAINAGE PROVIDED:

EXISTING
 16-1200DIA x 1500 DEEP SOAKWELLS TO BE CONFIRMED ON SITE

NEW
 14-1800DIA x 1800 DEEP SOAKWELLS

STORAGE IN SOAKWELLS = 89m³
 INFILTRATION VIA SOAKWELLS = X m³

TOTAL PROVIDED = XXm³

- ASSUMPTIONS**
- * SITE INSPECTION TO CONFIRM QUANTITY AND SIZE OF EXISTING SOAKWELLS
 - * GEOTECH REPORT REQUIRED FOR SOIL HYDRAULIC ABSORPTION
 - * ARCHITECTURAL DOWNPIPE LOCATIONS AND PAVING LEVELS

B	CONCEPT DESIGN REVISED	AC	OG	05.08.25
A	CONCEPT DESIGN	AC	OG	20.06.25
REV	DESCRIPTION	DESIGN	APP'D	DATE
THIS DRAWING MUST BE PRINTED IN COLOUR DO NOT SCALE FROM DRAWINGS THIS DRAWING REMAINS THE PROPERTY OF GHC GROUP. IT MUST NOT BE RETAINED, USED OR COPIED WITH OUT THE AUTHORITY OF GHC GROUP				
CLIENT/ARCHITECT				



CONSULTANT



ENGINEERING | COST PLANNING | VALUE MANAGEMENT

PROJECT
 WANNEROO SDA ACCOMODATION
 380 WANNEROO ROAD BALGA

TITLE
 CIVIL DRAINAGE PLAN

PRELIMINARY
 NOT FOR CONSTRUCTION

As indicated	2868-227	C00.01	B
SCALE @ A1	PROJECT No	DRAWING No	REV



Design Review Report – Item 1


Local government:	City of Stirling	
Item no.:	Item 1 – DA25/1289 – 680 Wanneroo Road, Balga – Development Assessment Panel – Form 1 – 22 Multiple Dwellings and One Consultancy Room	
Acting Chairperson:	Brett Wood-Gush	
Panel members:	Tony Blackwell Jackson Liew	Landscape Architecture (remotely) Architecture
Local government officers:	Shaun Wheatland Ryan Munyard Stefan Tizzone Simone Palmer	Coordinator Planning Coordinator Planning Acting Senior Planning Officer DRP Support Officer
Observers	Tony Pankiw	Member Art Committee
Date:	6 November 2025	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Justin Hansen	URPS (<i>Applicant</i>)
Kerry Kyriakakis	Kyria Design
Adrian Abel	Abel Property – Landowners Representative
Owners	Doublecrest Holdings Pty Ltd

Observer/s

Briefings		
Development assessment overview	Stefan Tizzone	Acting Senior Planning Officer
Technical issues	Stefan Tizzone	Acting Senior Planning Officer
Design Review		
Proposed development	Item 1 – DA25/1289 – 680 Wanneroo Road, Balga – Development Assessment Panel – Form 1 – 22 Multiple Dwellings and One Consultancy Room	
Property address	680 Wanneroo Road, Balga	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Justin Hansen Kerry Kyriakakis	URPS Kyria Design
Key issues / recommendations	<ul style="list-style-type: none"> The frontage to Wanneroo Road and Fieldgate Square requires strengthening, with improved visual and physical connections to the street and POS. The stepped-down from the street weakens the built edge. Where possible, reconsideration was made to achieve a stronger urban 	

	<p>frontage.</p> <ul style="list-style-type: none"> • Boundary treatments, including noise and retaining walls, should be softened through articulation, openings, and planting. • The proposal should better demonstrate how it responds to its local context, scale, and character. • Landscaping lacks integration; more large trees, species diversity, and shaded communal areas are encouraged. • The bin store, car park, and rear path configurations should be reviewed to improve functionality and enable additional planting. • Parking, courtyard and entry areas need refinement to enhance legibility, pedestrian arrival, and a sense of welcome. • Air-conditioning units, horizontal louvres, and storage layouts require detailed resolution to minimise visual impact and safety concerns. • The ESD strategy should set clear sustainability targets, including PV systems, EV readiness, and cross-ventilation optimisation. • Separation from neighbouring properties needs further consideration to reduce overlooking and provide room for landscape. • The design of communal spaces requires greater detail, including seating, shading, lighting, and accessibility. • Breezeways courtyard should be widened and finished to function as comfortable outdoor areas with appropriate materials and detailing. • The material and finishes palette should relate more clearly to the local context and include public art to enrich the streetscape. • Opportunities should be taken to interpret and celebrate the site's heritage, including creative retention or re-imagining of graffiti elements. <p>Refer to attached Design Quality Evaluation Report.</p>
<p>Acting Chairperson's signature</p>	 <p>Brett Wood-Gush – Acting Chair</p>

Design quality evaluation
Item 1 – DA25/1289 – 680 Wanneroo Road, Balga – Development Assessment Panel – Form 1 – 22
Multiple Dwellings and One Consultancy Room
DRP Meeting – Thursday 6 November 2025

	S	<i>Design Principle satisfied</i>
	P	<i>Design Principle pending further attention</i>
	N	<i>Design Principle not satisfied</i>
Principle 1 Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	P	<p>1a. Comment was made by the Panel the proposal is appropriate to the Neighbourhood Centre and Main Road context.</p> <p>1b. The Panel stated the overall composition is well proportioned and simply expressed; the collection of smaller components works effectively.</p> <p>1c. The proposal improves on the current derelict site and contributes positively to the adjoining Public Open Space.</p> <p>1d. The Panel suggested further demonstration of how the proposal responds to its surrounding context would be beneficial.</p> <p>1e. Comment was made the stepped-down from the street is unfortunate, as it weakens the frontage to Wanneroo Road.</p> <p>1f. The Panel stated creating a strong visual and physical connection to the street and POS is important.</p> <p>1g. The presentation of the front wall should avoid a harsh or defensive appearance; an open or articulated approach is preferred.</p> <p>1h. The Panel stated it is important to ensure a continuous and well-defined frontage to Fieldgate Square.</p> <p>1i. Comment was made by the Panel the noise walls should be softened with articulation, openings, and planting.</p> <p>1j. It was recommended by the Panel to retain the street-facing storey to discourage graffiti and maintain activation.</p> <p>1k. The Panel suggested a detailed streetscape study should be provided to assist with telling what the true context is.</p>
Principle 2 Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	P	<p>2a. The Panel commended the Applicant on the engagement of a Landscape Architect.</p> <p>2b. Comment was made the tree table is sound, however, additional large trees are encouraged.</p> <p>2c. The Panel stated there appears to be some lost opportunity in relation to landscape engagement with the street.</p> <p>2d. The communal areas and circulation spaces should better promote passive activity and shaded incidental use, which are currently limited.</p> <p>2e. The Panel encouraged the Applicant to reduce areas of solid paving wherever possible.</p> <p>2f. The Applicant was urged to discuss with the City opportunities for verge planting and additional POS planting to soften the site edges.</p> <p>2g. It was recommended by the Panel the Applicant should review paving treatments to the car park and change areas for consistency and permeability.</p> <p>2h. It was suggested the Applicant should consider relocating the bin store to enable a large tree at the junction of the two buildings.</p> <p>2i. Comment was made by the Panel where planting space is constrained climbing plants or vines should be considered.</p> <p>2j. The Panel suggested reviewing the species list to include more shade-tolerant species.</p>

		<p>2k. It was stated by the Panel although large trees are included in the development, species diversity and extent should be increased to improve canopy cover.</p> <p>2l. It was suggested by the Panel to explore opportunities to introduce more sunlight into the sunken courtyard areas.</p> <p>2m. Comment was made by the Panel landscape plays an important role. The landscaping needs to be maintained properly and there is opportunity to create good courtyards and make these flourish.</p>
Principle 3 Built form and scale		<i>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.</i>
	P	<p>3a. The diversity of form is supported; the modest scale and varied articulation of heights suit the site and are not intrusive.</p> <p>3b. It was suggested renders would assist in demonstrating the three-dimensional articulation, as current illustrations suggest a flatter form than intended.</p> <p>3c. The career accommodation is well considered, providing independence; however, the career units appear constrained.</p> <p>3d. The Panel commented the upper-level balconies provide valuable streetscape activation and are supportive of these.</p> <p>3e. It was suggested by the Panel the Applicant could consider opening up the northern courtyard; the lift structures appear somewhat intrusive.</p> <p>3f. The Applicant was urged by the Panel to avoid blank walls where possible and soften necessary solid walls with openings or planting.</p> <p>3g. The arrival experiences at both Fieldgate Square and the car park end require improvement to enhance pedestrian appeal.</p>
Principle 4 Functionality and build quality		<i>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.</i>
	P	<p>4a. The retention and refurbishment of existing structures are supported by the Panel.</p> <p>4b. The Panel strongly support the use of shared external parking over individual garages.</p> <p>4c. Comment was made by the Panel the servicing arrangements should be reviewed to ensure long-term operational efficiency, including waste collection.</p> <p>4d. The Panel stated passive climatic design is being considered however there appears to be opportunities for further enhancement.</p> <p>4e. The Panel stated it is essential to provide detail around the air-conditioning unit locations to avoid heat discharge or visual clutter in public areas.</p> <p>4f. Comment was made by the Panel the universal accessible toilet doors to the community space are not ideal and screening is required.</p> <p>4g. It was stated by the Panel the residential windows next to the community space may present noise and privacy issues.</p> <p>4h. The Panel expressed concern around the horizontal louvres which may create climbing risks and should be reviewed for safety reasons.</p> <p>4i. Comment was made by the Panel the L-shaped stores are inefficient for access and should be reconsidered.</p> <p>4j. The breezeways are a strong design feature but require greater width to function as usable outdoor courtyards. The Panel requested the Applicant provide detail on the finish and dimension.</p> <p>4k. It was recommended the Applicant should reconsider the rear boundary pathway; while it offers connectivity, it limits private garden opportunities for ground-floor units.</p>
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	P	<p>5a. It was noted by the Panel the retention and reuse of the existing building offers a strong sustainability precedent.</p> <p>5b. The emphasis on cross-ventilation is commended. The Applicant was</p>

		<p>encouraged to ensure window and door openings are operable to maximise natural airflow.</p> <p>5c. The Panel stated an ESD Strategy should identify measurable targets and commitments for PV systems, EV infrastructure, and energy-efficient fixtures.</p> <p>5d. The Panel suggested the Applicant consider introducing north-facing skylights to upper apartments to enhance daylight access.</p>
Principle 6 Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	P	<p>6a. The Applicant was commended on the provision of multiple communal open spaces within the project.</p> <p>6b. The Panel commented providing detailed designs for the communal spaces, including seating, lighting, and landscape features is essential.</p> <p>6c. It was mentioned the balcony proximity to neighbouring properties raises privacy concerns; shifting the building westward and improving screening would be beneficial to the outcome.</p> <p>6d. The Panel requested further information on shading, canopy coverage, and landscaping treatments.</p> <p>6e. Comment was made by the Panel the Applicant should ensure the key access ramps meet accessibility and gradient standards. It was suggested the Applicant should work with the City to enhance the outcome.</p> <p>6f. The Panel strongly urged the Applicant to work with the City on upgrades to the verge and POS amenity.</p>
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	P	<p>7a. The Panel stated legible access from Fieldgate Square requires resolution and improvement.</p> <p>7b. It was noted the gate from the POS is an essential entry. The Applicant was encouraged to strengthen its sense of arrival and ensure an accessible call system to contact the caretaker.</p>
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	P	<p>8a. Comment was made by the Panel site access is well considered and logically arranged.</p> <p>8b. It was noted the current layout provides good passive surveillance to both streets and internal spaces.</p> <p>8c. The Panel stated the high boundary walls to Dan Murphy's and the POS are not supported. It was also mentioned the wall to Wanneroo Road, while functional, should be refined for a softer character.</p>
Principle 9 Community		<i>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.</i>
	S	<p>9a. This principle is supported by the Panel.</p> <p>9b. The Panel commented this proposal delivers essential NDIS housing that meets a critical community need.</p> <p>9c. It was stated by the Panel the design contributes positively to the streetscape and urban cohesion.</p> <p>9d. The communal design approach enhances interaction and social support among residents.</p>

Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	P	<p>10a. It was stated by the Panel the material and finishes palette should reference and complement the site's existing character and broader context.</p> <p>10b. Comment was made the street and public-facing walls require careful material selection and integrating public art is encouraged.</p> <p>10c. The Panel noted public art should form part of the site's interpretive narrative.</p> <p>10d. Comment was made by the Panel opportunities exist to celebrate the site's heritage and retain or reinterpret elements of the existing graffiti art.</p>

Design Review progress			
Item 1 – DA25/1289 – 680 Wanneroo Road, Balga – Development Assessment Panel – Form 1			
– 22 Multiple Dwellings and One Consultancy Room			
DRP Meeting – Thursday 6 November 2025			
S	<i>Design Principle satisfied</i>		
P	<i>Design Principle pending further attention</i>		
N	<i>Design Principle not satisfied</i>		
	DR1 6/11/2025	DR2	DR3
Principle 1 - Context and character	P		
Principle 2 - Landscape quality	P		
Principle 3 - Built form and scale	P		
Principle 4 - Functionality and build quality	P		
Principle 5 - Sustainability	P		
Principle 6 - Amenity	P		
Principle 7 - Legibility	P		
Principle 8 - Safety	P		
Principle 9 - Community	S		
Principle 10 - Aesthetics	P		

Recommendations Summary**Item 1 – DA25/1289 – 680 Wanneroo Road, Balga****DRP Meeting – Thursday 6 November 2025**

DR1 – DRP Recommendations DRP Meeting – 6/11/2025	DR1 – Applicant Response DRP Meeting – 6/11/2025	DR2 DRP Recommendations DRP Meeting –	DR2 – Applicant Response DRP Meeting –
<p>1d. The Panel suggested further demonstration of how the proposal responds to its surrounding context would be beneficial.</p> <p>1g. The presentation of the front wall should avoid a harsh or defensive appearance; an open or articulated approach is preferred.</p> <p>1h. The Panel stated it is important to ensure a continuous and well-defined frontage to Fieldgate Square.</p> <p>1i. Comment was made by the Panel the noise walls should be softened with articulation, openings, and planting.</p> <p>1j. It was recommended by the Panel to retain the street-facing storey to discourage graffiti and maintain activation.</p> <p>1k. The Panel suggested a detailed streetscape study should be provided to assist with telling what the true context is.</p>			
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<p>2e. The Panel encouraged the Applicant to reduce areas of solid paving wherever possible.</p> <p>2f. The Applicant was urged to discuss with the City opportunities for verge planting and additional POS planting to soften the site edges.</p> <p>2g. It was recommended by the Panel the Applicant should review paving treatments to the car park and change areas for consistency and permeability.</p> <p>2h. It was suggested the Applicant should consider relocating the bin store to enable a large tree at the junction of the two buildings.</p> <p>2i. Comment was made by the Panel where planting space is constrained climbing plants or vines should be considered.</p> <p>2j. The Panel suggested reviewing the species list to include more shade-tolerant species.</p> <p>2k. It was stated by the Panel although large trees are included in the development, species diversity and extent should be increased to improve canopy cover.</p> <p>2l. It was suggested by the Panel to explore opportunities to introduce more sunlight into the sunken courtyard areas.</p> <p>2m. Comment was made by the Panel landscape plays an important role. The landscaping needs to be maintained properly and there is opportunity to create good courtyards and make these flourish.</p>			
<p>3b. It was suggested renders would assist in demonstrating the three-dimensional articulation, as current illustrations suggest a flatter form than intended.</p>			

<p>3e. It was suggested by the Panel the Applicant could consider opening up the northern courtyard; the lift structures appear somewhat intrusive.</p> <p>3f. The Applicant was urged by the Panel to avoid blank walls where possible and soften necessary solid walls with openings or planting.</p> <p>3g. The arrival experiences at both Fieldgate Square and the car park end require improvement to enhance pedestrian appeal.</p>			
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<p>Applicant should work with the City to enhance the outcome.</p> <p>6f. The Panel strongly urged the Applicant to work with the City on upgrades to the verge and POS amenity.</p>			
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<p>10a. It was stated by the Panel the material and finishes palette should reference and complement the site's existing character and broader context.</p> <p>10b. Comment was made the street and public-facing walls require careful material selection and integrating public art is encouraged.</p> <p>10c. The Panel noted public art should form part of the site's interpretive narrative.</p> <p>10d. Comment was made by the Panel opportunities exist to celebrate the site's heritage and retain or reinterpret elements of the existing graffiti art.</p>			

Attachment 8 - Applicant's Response to Public Consultation

Stefan Tizzone

From: Justin Hansen <jhansen@urps.com.au>
Sent: Friday, 9 January 2026 4:27 PM
To: Stefan Tizzone
Cc: Adrian Abel; brittney
Subject: RE: [EXTERNAL] RE: Request for Further Information - DA25/1289 - Development Assessment Panel - Form 1 - Lot 921, 680 Wanneroo Road BALGA WA 6061

Hi Stefan – some general responses to the submissions received.

These submission points are quite 'hearsay', are unsubstantiated, and not planning related (which should be the focus).

Responses provided nevertheless ...

1) **Structural Integrity of the Existing Building**

Unsubstantiated.

While the building has been vacant for some time, the proposed development will involve a full assessment and refurbishment or reconstruction to meet current building codes and safety standards.

This process ensures that any structural concerns are addressed, transforming an underutilised and vandalised site into a safe, modern facility that benefits the community.

2) **Traffic and Parking Impacts on Fieldgate Square**

Unsubstantiated.

The development includes a traffic management plan designed to minimise impact on surrounding streets and a considerable reduction in vehicle traffic and frequency compared to the previous private recreational land use.

Adequate on-site parking will be provided to reduce verge parking, and improved pedestrian pathways will enhance safety. Increased activity can also bring positive outcomes, such as better lighting and surveillance, contributing to a safer environment overall.

3) **Proximity of NDIS Housing to Liquor Store**

Unsubstantiated.

NDIS occupants are expected to be highly-dependent and requiring assistant to move/transport.

Notwithstanding this, NDIS developments are in diverse communities across Australia, and proximity to retail outlets, including liquor stores, is common and not inherently problematic.

The development will incorporate robust support frameworks and environmental design principles to ensure residents' wellbeing.

Integration into the community promotes inclusion and independence, aligning with NDIS objectives.

4) **Maintenance of Narrow Walkway**

Unsubstantiated.

The development offers an opportunity to improve the existing walkway through landscaping and regular maintenance and enhanced surveillance.

Rather than becoming more unsightly, the area will be revitalised as part of the project, creating a cleaner and safer connection between the shopping centre and the new development.

5) **Safety of Existing Residents**

Unsubstantiated.

Increased population density often leads to improved community safety through greater activity and surveillance.

The development will include measures such as enhanced lighting and clear pedestrian routes, reducing isolation and creating a more vibrant, connected neighbourhood. These changes can foster a sense of security for all residents.

Justin Hansen
Director
0414 939 141

Level 17, 1 Spring Street
Perth WA 6000
08 6285 3177

Whadjuk Noongar Country

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From: Stefan Tizzone <Stefan.Tizzone@stirling.wa.gov.au>
Sent: Friday, 9 January 2026 3:54 PM
To: brittney <brittney@abelproperty.com.au>
Cc: Adrian Abel <adrian@abelproperty.com.au>; Justin Hansen <jhansen@urps.com.au>
Subject: RE: [EXTERNAL] RE: Request for Further Information - DA25/1289 - Development Assessment Panel - Form 1 - Lot 921, 680 Wanneroo Road BALGA WA 6061

Hi Britney,

Thank you for the below responses.

Just had an additional submission below that was received on the final day of consultation, please see below for consideration:

I would like to make comments on this proposal noted above. On the website, it states however that the STATUS is CLOSED, and on the line below : Closing is 5.00 pm Friday December 19,2025. Present time is 10:21 am Friday December 19, 2025.

- 1) Having looked at the planned development at 680 Wanneroo Road, Balga I query the use of an old abandoned building, which over the past 10 years has been vandalised many times, and left in a questionable structurally sound state.*
- 2) Increased traffic on Fieldgate Square, a quiet street will make pedestrians more vulnerable, the possible parking on the verges dangerous, with reduced visibility.*
- 3) The development of NDIS eliglble residents so very close to a liquor store is really very questionable, as these people will be vulnerable to it's proximity.*
- 4)The narrow walkway between the shopping centre and the development is always untidy and a rubbish dumping area. It will become an even more unsightly place, and who is responsible for this area?*
- 5) There are quite a few residents who live alone, who could feel quite vulnerable themselves, with increased population and traffic. Their safety should be paramount to the Council.*

I look forward to hearing from you.

Kind regards,

Stefan Tizzone

Senior Planning Officer
Development Services



Administration Centre 25 Cedric Street Stirling WA 6021

Phone (08) 9205 7584

Email Stefan.Tizzzone@stirling.wa.gov.au | Website www.stirling.wa.gov.au



City of Stirling kaadatj Nyoongar moort Nyoongar boodjak Wadjak boodjak. Ngalak kaadatj Nyoongar nedingar wer birdiy wer yeyi. Baalabang koondarm, malayin wer nakolak baalap yang ngalany-al. Ngalak dandjoo barn wer kaaratj bandang

The City of Stirling acknowledges the traditional custodians of this land, the Wadjak people of the Nyoongar nation, and p respect to the Elders past, present and future for they hold the memories, the traditions, the culture and hopes of Aborigi



"The information transmitted is intended for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination, copying or other use of, or taking any action in reliance upon, this information by persons or entities other than the intended recipient is strictly prohibited. If you have received this in error, please contact the sender and delete the material from your system. The City of Stirling is not responsible for any changes made to the material other than those made by the City of Stirling or for the effect of the changes on the material's meaning."

From: Brittney DeBoni <Brittney@abelproperty.com.au>

Sent: Monday, 5 January 2026 11:32 AM

To: Stefan Tizzone <Stefan.Tizzzone@stirling.wa.gov.au>

Cc: Adrian Abel <adrian@abelproperty.com.au>; jhansen <jhansen@urps.com.au>

Subject: Re: [EXTERNAL] RE: Request for Further Information - DA25/1289 - Development Assessment Panel - Form 1 - Lot 921, 680 Wanneroo Road BALGA WA 6061

Good morning Stefan,

Please see below our responses in regard to the submission from the public consultation. We understand the public's considerations, it is important to note:

Traffic won't be an issue -

- This is an NDIS apartment complex; most of the occupants are unable to drive. Sufficient parking space has been provided for caretakers & visitors.
- Wanneroo Road traffic will not be an issue, as we do not anticipate there to be access or egress off Wanneroo road.
- We will comply with the planning rules for traffic as required.

Security/Safety:

- There will be security for internal & external interaction, there will be no issue for overflow of the complex to the shopping center & vice versa.
- We will be installing new fencing around the entire property
- We will respect neighbors privacy and comply with planning rules regarding privacy, high windows & screening as appropriate.

Social Housing Comment/Care Takers on Site:

- This is a NDIS property, not social housing and is for long-term, private tenancies.
- From the nature of our clients, we expect caretakers to be onsite 24 hours with full security and to meet NDIS standards.

Noise:

- As previously mentioned above, we will be installing new fencing around the entire property
- We will work with the surrounding neighbors to ensure construction times are appropriate for noise & potential disruptions (if any).
- We will comply with the planning rules for noise as required.

Please let us know if you require anything further.

Thank you



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Enquiries: Isabel Huston on (08) 9323 6232
Our Ref: 16/6743 (D25#1232097)
Your Ref: DA25/1289
DAP Ref: DAP/25/02982

25 November 2025

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Email: planning@stirling.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL – PROPOSED 22 MULTIPLE DWELLINGS – LOT 921 (NO.680) WANNEROO ROAD, BALGA – DA25/1289 & DAP/25/02982

In response to correspondence received on 17 October 2025, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. Prior to the issue of a Building Permit, the redundant vehicle crossover to Wanneroo Road is to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Stirling and to the specifications of the local government.

Justification for Condition

Public safety and protection of the Primary Regional Road Reservation.

2. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the Noise Management Plan prepared by Herring Storer Acoustics dated 8 August 2025, Version 1, at all times.

Justification for Condition

To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

3. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved Noise Management Plan prepared by Herring Storer Acoustics have been implemented is to be provided to the satisfaction of the City of Stirling.



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Justification for Condition

To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

4. Prior to occupation of the development, an acoustic wall is to be built in accordance with the approved Noise Management Plan prepared by Herring Storer Acoustics to the satisfaction of the City of Stirling. The wall is to be solid, free of gaps and contained wholly within the subject site.

Justification for Condition

To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

5. Prior to occupation of the development, an anti-graffiti coating is to be applied to the wall adjoining the Wanneroo Road Reserve to the satisfaction of the City of Stirling and to the specifications on Main Roads.

Justification for Condition

Protection of the Primary Regional Road Reserve and improved visual amenity.

6. A notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate(s) of title of the proposed lot(s). The notification is to state as follows:

'The lots are situated in the vicinity of a transport corridor and are currently affected, or may in future be affected by transport noise.'

Justification for Condition

To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

7. Stormwater discharge shall not exceed pre-development discharge to Wanneroo Road Reserve.

Justification for Condition

To ensure there is sufficient capacity in the Wanneroo Road stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

- a) Prior to undertaking works within the Wanneroo Road Reserve, a Working on Roads Permit must be obtained from Main Roads.
- b) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.



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- c) The applicant is advised that in relation to Condition 5, that Main Roads specifications for the anti-graffiti coating can be found on the Main Roads website > Technical & Commercial > Specifications > 900 Series – Miscellaneous > Specifications 908.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the state road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Isabel Huston on (08) 9323 6232 prior to the submission of the City's Responsible Authority Report.

Please ensure a copy of the JDAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

A handwritten signature in cursive script that reads 'CFudge'.

Chris Fudge

A/Road Access and Planning Manager



PART C – OTHER BUSINESS

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